



◀◀◀ AROUND THE NEXT TURN ▶▶▶

A 10-YEAR MANAGEMENT PLAN FOR
THE RIDGE TO RIVERS TRAIL SYSTEM
2016

▶▶▶ ACKNOWLEDGMENTS

[insert letter on this page]

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Mike Lanza, a Boise-based, nationally renowned writer and photographer, wrote the Ridge to Rivers 10-Year Management Plan vision based on a summary of public input and Planning Committee feedback. Thanks Mike!

Cover photo courtesy Ridge to Rivers



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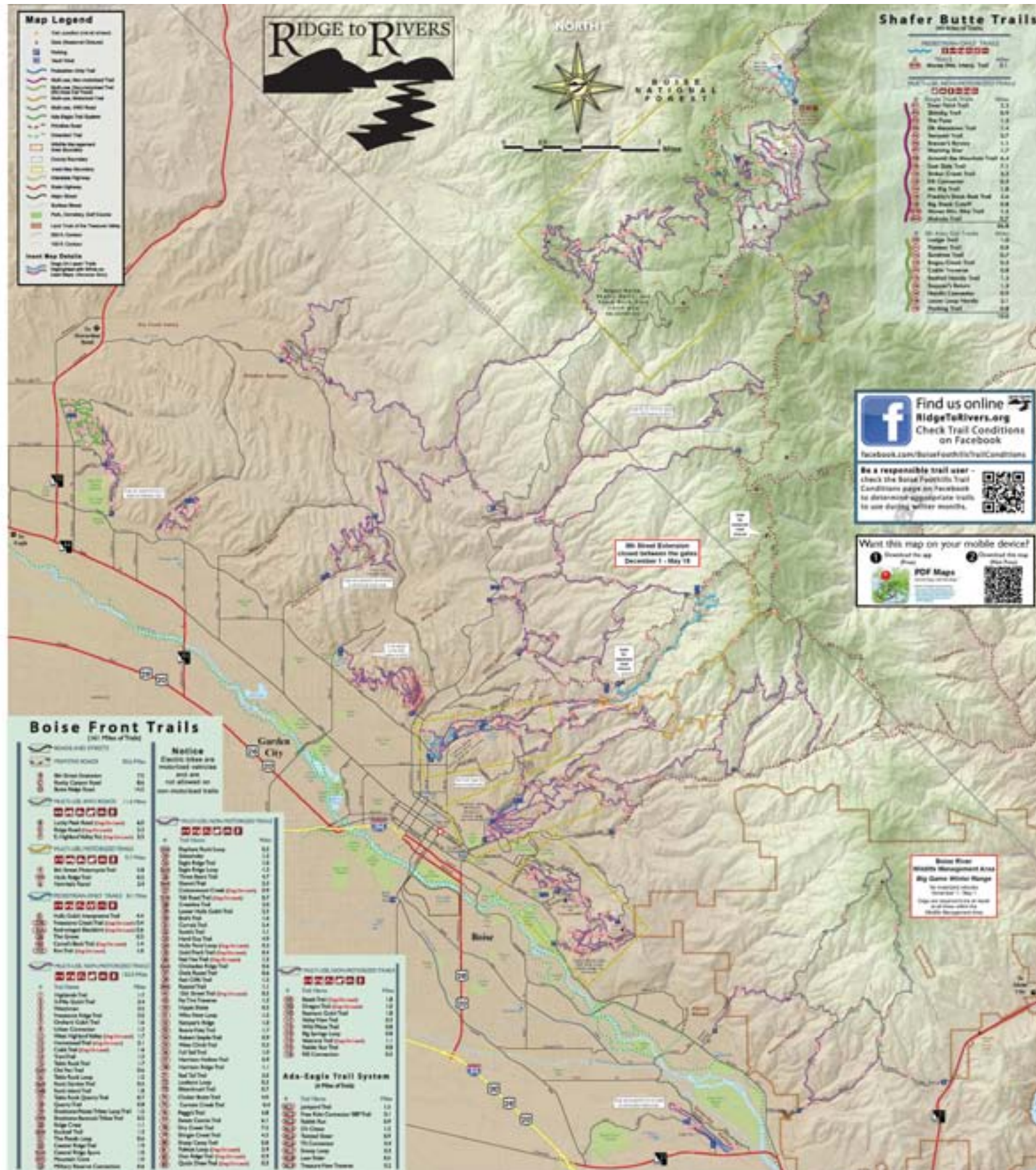
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RIDGE TO RIVERS TRAIL SYSTEM MAP

1. R2R OVERVIEW

This chapter provides:

1. The 10-year vision and goals for Ridge to Rivers.
2. An explanation of the planning process.
3. A basic overview of facts about the Ridge to Rivers system and partnership.
4. A description of the process to develop the plan – particularly how the public was involved – and factors influencing the scope of the plan.



▶▶▶ 1. R2R OVERVIEW



Vision

Around the Next Turn: A 10-Year Management Plan for the Ridge to Rivers Trail System is the result of more than nine months of public input and discussion, research, and field observation. Thousands of people throughout the community contributed to the creation of this document. The intent of the planning process was to create a community-supported, sustainable, actionable plan that will guide the trail network and the trail community forward for the next 10 years. More specifically, the Ridge to Rivers 10-Year Trail Management Plan:

1. Establishes a vision for the Ridge to Rivers trail system.
2. Provides data and trends context for trail-related decision making.
3. Guides future trail management and development by setting clear goals and a range of possible strategies and policies to achieve those goals.
4. Identifies priority actions for implementation.



Data & Trends



Trail Management & Development Guidelines



Priority Actions

The Ridge to Rivers Partnership

Ridge to Rivers (R2R) is a cooperative partnership consisting of the following agencies: City of Boise, Ada County, Bureau of Land Management Boise District, Boise National Forest and the Idaho Department of Fish and Game. The goal of the Ridge to Rivers partnership is to provide a high-quality system of trails for the enjoyment of Treasure Valley residents and visitors to the Boise Foothills. A Memorandum of Understanding (MOU) governs how the partners will work together. The Memorandum of Understanding states: "The primary intent of this MOU is to maximize cooperation and coordination amongst the several Agencies to efficiently manage public land resources in the Foothills." The partnership also endeavors to work closely with other stakeholders – particularly private, nonprofit and for-profit land owners – on issues affecting their lands. Examples include Bogus Basin, Land Trust of the Treasure Valley and the Idaho State Historical Society.

The Ridge to Rivers partnership provides a high-quality system of trails for the enjoyment of Treasure Valley residents and visitors to the Boise Foothills.



10-Year Vision

Our vision for Ridge to Rivers is to sustain and improve upon a vital public trail system spanning the Boise Foothills that provides accessible, diverse, and fun recreation opportunities; protects our beautiful natural resources; promotes the physical and emotional health of our people; inspires us to enjoy nature; and remains the enduring pride of our community.

Goals

- 1 Provide a variety of trail experiences that welcome a range of recreational activities.
- 2 Ensure that trails allow for the enjoyment and protection of ecologically and culturally important areas.
- 3 Make it easy for people to access and enjoy trails in close proximity to where they live, work and play.
- 4 Promote partnership, shared responsibility and a sense of community.
- 5 Maintain a sustainable system balancing demand and expansion with available resources.

Why Plan? Why Now?

The Ridge to Rivers trail system will have over 190 miles of multi-use trails by the end of 2016 crossing and connecting 85,000 acres in the Boise Foothills. Over the past 13 years, the Ridge to Rivers trail system has almost doubled in length – from 100 miles in 2003 to more than 190 miles of multi-use trails by the summer of 2016. In 2015 alone, over 25 miles of trails were added to the system. Full Sail, Sheep Camp, Dry Creek and Shingle Creek trails will be added in 2016 – totaling an additional 13.5 trail miles thanks to landowners, Ridge to Rivers staff and community volunteers.

This incredible growth was facilitated through the regular efforts of partner agencies, nonprofit organizations, volunteers and private landowners. A trail plan was created at the start of the Ridge to Rivers partnership effort in the early 1990s; however, there has been a growing need to take a closer look at the system and establish a vision for the future. Ridge to Rivers partners recognized the timeliness of engaging in a community-driven process to generate a plan to guide the development of new trails, maintenance of existing trails and overall coordination and management of the Ridge to Rivers system for the next decade.

Boise enjoys a high degree of support for open space and trails. In 2001, Boise citizens passed a \$10 million levy to acquire and protect open space in the Boise Foothills for conservation and recreation purposes. A second \$10 million levy was overwhelmingly supported by Boise City voters in 2015 to support the growth and management of open space in the Boise Foothills and the Boise watershed. The levy demonstrates community-wide interest in investing in open space, in part, for recreation purposes that benefit Boise and the surrounding communities in Ada County and beyond. A comprehensive trails plan can, to some degree, help inform community priorities and the investment of levy funds.

Social changes and recreation trends necessitate a fresh look at how the Ridge to Rivers system is used

today and likely to be used in the future. As public health advocates work to promote physical activity and healthy lifestyles for more Idahoans; as population, economic growth and visitation in the Treasure Valley continue their upward trends; and as new types of recreation and sports bring new users and uses to the trail system, Ridge to Rivers partners can use this plan as a tool to inform a response to these changing demands.

As public health advocates work to promote physical activity and healthy lifestyles, as Treasure Valley's population, visitation and economy grow, and as new types of recreation bring new users to the trails, this plan can inform our response to these changing demands.

The Ridge to Rivers partnership launched the 10-Year Trail Management Plan process in order to:

- Engage the larger community about their vision for the trail system, and build on existing community momentum and support for the trails.
- Identify and address existing and potential impacts of growing trail use, and the increasing economic potential due to growing trail use, caused by growth of Boise and other communities in the Treasure Valley.
- Understand and respond to the impacts that increasing visitor use may have on the R2R trail system.
- Comprehend and respond to the economic potential that increasing visitors use may have on the Ridge to Rivers system.
- Improve access to the R2R trail system, while focusing on sustainable growth and preservation as development continues throughout the Treasure Valley.
- More accurately assess the existing and projected level of resources required to maintain and further develop a sustainable trail system over the next decade.

Trends and other data supporting these statements are contained in Chapter 2.

What is Ridge to Rivers?

The Ridge to Rivers management area stretches from Highway 55, east to Highway 21, and from north Boise neighborhoods to the Boise Ridge. Ridge to Rivers trails are managed and/or maintained by members of the Ridge to Rivers partnership. The City of Boise currently leads the partnership and provides the bulk of staff resources needed to develop and maintain the Ridge to Rivers system. All other partners provide valuable support including funding, access to thousands of acres of foothills land under their management, trail easement agreements, technical support, natural resource expertise, collaboration, and other critical staff contributions. Not all of the trails in the Foothills are owned or managed by Ridge to Rivers. There are also several miles of trails enjoyed by trail users in the Foothills that are not owned, managed or maintained by Ridge to Rivers. Examples include the Avimor trail system, the headwaters of upper Dry Creek, the Ada-Eagle Bike Park and municipal trails.

The Ridge to Rivers Story

The concept of a trail system in the Boise Foothills that would connect neighborhoods with public lands came out of a group called the Boise Front Coalition in the late 1980s. The Coalition's emphasis was on protecting and restoring habitat and clean water in the Boise Front. Prior to this, the majority of trail use occurred on motorized routes within United States Bureau of Land Management (BLM) lands. By creating a designated trail system within the Foothills, the Coalition could guide use to appropriate trails in order to restore many others.

As mountain biking gained popularity, increased use began on trails that often crossed private land. A group of trail users got together and mapped out what the trail system could look like, using motorized trails as the core of the trail system and identifying many existing routes that could be maintained and sustained. The map was the launch point for the creation of the

Late 1980s *Boise Front Coalition forms around the idea of connecting neighborhoods to public lands through a system of trails.*

1990s *Ridge to Rivers partnership forms, creates conceptual map to guide trail development for next 10 years.*

1992 *First permanent staff hired through COMPASS*

1993 *Camel's Back – Lower Halls Gulch Reserve dedicated.*

2000 *Status of trails: 90 miles*

2001 *Voters pass levy to conserve open space including Camel's Back and Military Reserves.*

2003 *Status of trails: 100 miles with 3 permanent staff and 2 seasonal staff. Polecat and Noble Reserves dedicated.*

2006 *Shafer Area Trails added to Ridge to Rivers system. Military Reserve expanded to include Hawkins property, allowing connection to upper Foothills trails.*

2010 *Stack Rock Reserve dedicated.*

2015 *Status of trails: 180 miles with 4 permanent staff and 4.5 seasonal staff. Boise voters pass levy to support clean water and preservation of open space, in part for recreation values, in areas such as the Boise Foothills and Boise River.*

2016 *Status of trails: 190 miles*

PUBLIC OPINION
 Thank you for all your efforts on these great Foothills trails!!!
 – Survey respondent

Ridge to Rivers partnership. In 1992, the partnership was able to support one full time staff position, hired through the Community Planning Association of Southwest Idaho (COMPASS). The vision included a 90-mile trail system that many thought might take 10 years to achieve. It began with 12 miles of motorized trails and grew to 90 miles of multi-use trails by around 2000.

One unifying element of the Ridge to Rivers partnership is to share limited resources to care for trails across the Foothills regardless of jurisdiction or ownership of the underlying property. Several key landowners agreed to participate by entering into revocable license agreements that allow trails to be marked on the ground and placed on a map. Many of the most popular trails are enjoyed today under these agreements which can be revoked by the property owners at any time.

Boise voters passed the Foothills Serial Levy for conservation of habitat and recreation purposes in 2001. Some of the first open space preserved for public access included the Noble Reserve, Polecat Gulch Reserve and additions to Military Reserve and Hulls Gulch Reserve. The trails within the Reserves provide recreation opportunities and are part of the Ridge to Rivers trail system. The passing of the levy roughly coincided with the City of Boise becoming the coordinating partner of Ridge to Rivers.

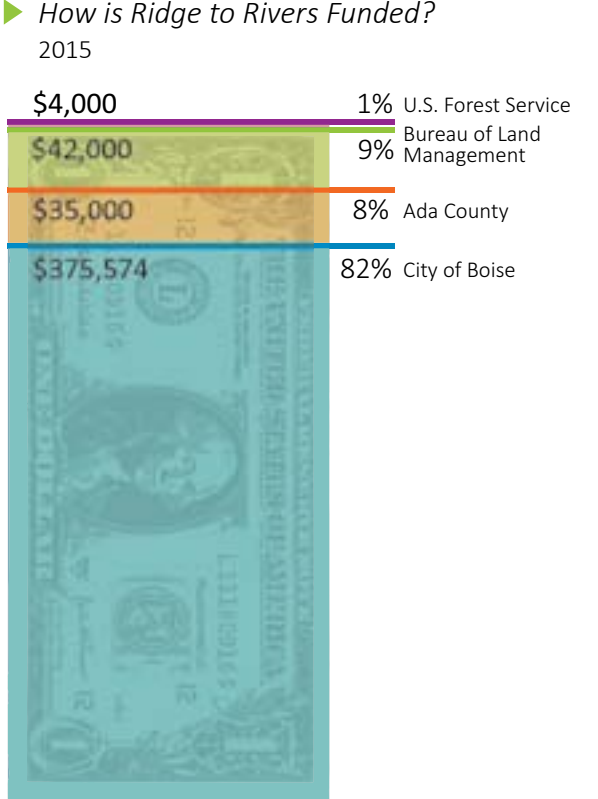
Through the efforts of Ridge to Rivers partners, the permissions of generous private landowners, and continued community support and volunteerism, the trail system has continued to expand with more than 190 miles of trails by 2016. It has also grown in popularity, seeing regular annual increases in use.

How is Ridge to Rivers Funded?

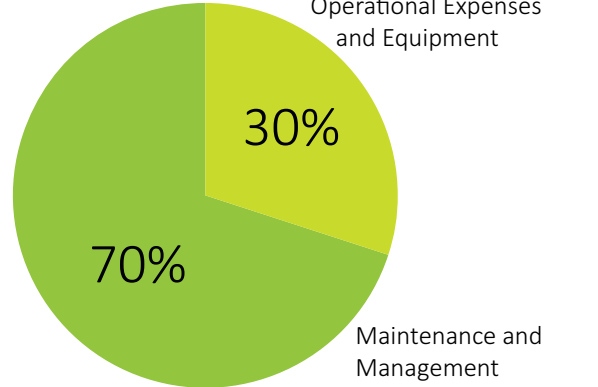
Partner agencies contributed nearly a half million dollars of in-kind and direct funding for the operations and maintenance of the Ridge to Rivers trail system in 2015. All partner agencies, with the exception of the Idaho Department of Fish and Game (IDFG), contribute funding to the Ridge to Rivers program. As the coordinating partner of Ridge to Rivers, the City of Boise funds over 80 percent of program costs.

Seventy percent of the Ridge to Rivers budget covers trail maintenance staff costs, the main resource needed to develop and maintain the trails. Most of the remaining budget is allocated to supplies for operational expenses and equipment. Costs related to land and easement acquisition are covered by individual partner agencies through non-Ridge to Rivers budget items.

This funding, alongside the dedicated participation, coordination and resource sharing among these land management agencies is critical to the success of the Ridge to Rivers partnership.



► What Does Ridge to Rivers Spend Money On?



Additional significant contributors to Ridge to Rivers resources are volunteer hours and donations that are organized by the Ridge to Rivers partnership. Organizations such as the Eagle Scouts, Rocky Mountain Sail Toads (Race to Robie Creek organizers), Southwest Idaho Mountain Biking Association (SWIMBA), Land Trust of the Treasure Valley (LTTV), and Bogus Basin are examples of the numerous local businesses, schools and civic groups that support Ridge to Rivers maintenance and growth. In 2015, volunteers contributed 3,882 hours to Ridge to Rivers. LTTV, Rocky Mountain Sailtoads and SWIMBA have contributed thousands of dollars in addition to volunteer hours.

► Volunteer Trail Crew



Photo courtesy Agnew::Beck Consulting

The contributions of private landowners, who grant use rights, easements or make land donations to either government or non-government organizations, have been a critical part of development, expansion and connections within the system.

A key issue discussed during the planning process was how to continue to structure, maintain and fund the partnership for the benefit of the users, partner agencies and the trails and natural resources in the Foothills.

PUBLIC OPINION
 I am from out of the area and enjoy the ease of free trails when in town.
 – Survey respondent

The Planning Process

The planning process for the Ridge to Rivers 10-Year Trail Management Plan heavily emphasized community engagement and feedback. The overall plan process is illustrated in the adjacent timeline.

In addition to public outreach, the “Listening” phase included an existing conditions review, a demographic and use data and trends analysis, a scan of relevant plans, and comparable communities interviews, research and best practices scan. The findings from this phase are summarized in Chapter 2.

Workshop Participants



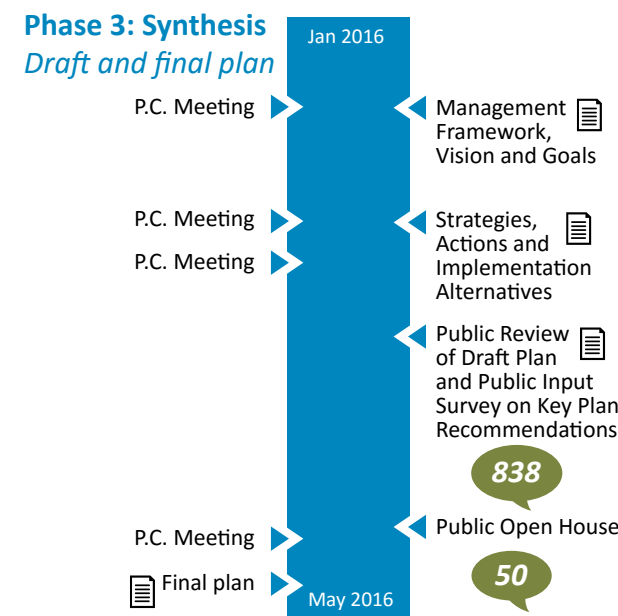
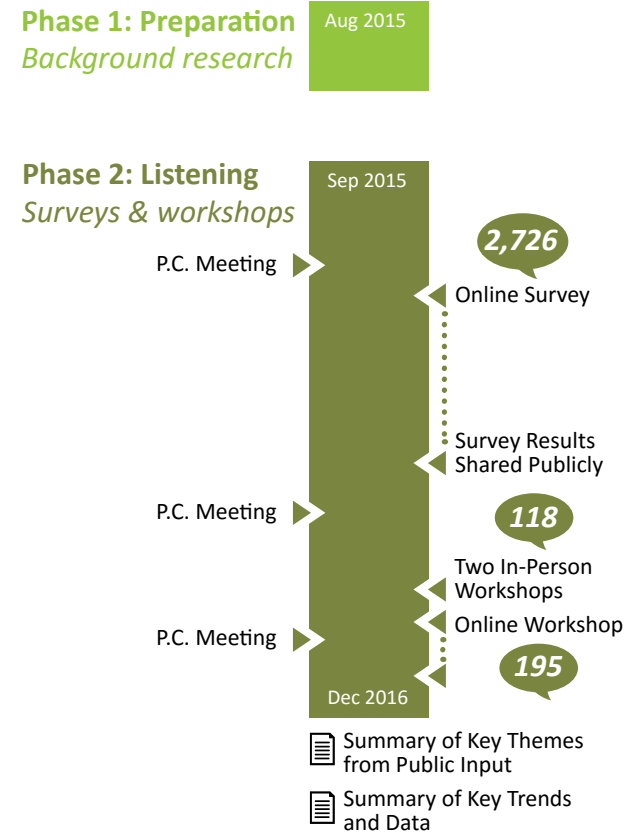
Photo courtesy Agnew::Beck Consulting

PUBLIC OPINION

Best signage and best trail system in mountain west!

– Plan survey respondent

The “Synthesis” phase included research into national trail management and recreation development principles combined with significant input from land management agencies. This phase also included extensive public involvement to review, revise and finalize the plan. Appendices A through C include additional detail and documentation of public involvement.



P.C. Meeting Planning Committee Meeting (24 members)

Number of participants

Public Engagement

How Was the Public Engaged?

Mechanisms used throughout the process to gain public input included:

1. A review of relevant public input from other sources, specifically the City of Boise trailhead user survey conducted in September, 2015 as well as surveys from the previous five years, and a review of trail-related comments from the City of Boise Open Space Matters process conducted in 2014-2015.
2. The release of a community-wide “kick-off” general survey in October, 2015, to raise awareness of the process and to gather input about general trail preferences and uses. The survey was open for two and a half weeks, collecting more than 2,700 responses.
3. The formation of a 24-person Planning Committee, which met seven times during the course of the project to advise on process, findings and products. A list of Planning Committee members can be found in Appendix A.
4. Two in-person public workshops and a parallel online workshop in November-December, 2015, to refine initial findings from the survey and ask advice about user priorities and issues areas.
5. A focus group with equestrian users to discuss possible solutions to equestrian concerns.
6. A focus group with para-athletes and people experiencing disabilities about improving adaptive trail use.
7. The release of a draft plan for public review in conjunction with an online survey to obtain specific feedback from the community on proposed strategies and actions, and a concurrent public Open House at the Foothills Learning Center.
8. Formal adoption processes of partner agencies, open to the public and including public hearings.

Key Findings from Public Engagement

Public input has played an integral role in the Ridge to Rivers 10-Year Trail Management Plan. Some of the key

findings from the outreach process include:

- A desire to create additional trail connections while protecting open space and habitat.
- A desire to provide adequate resources to respond to demand for expansion and appropriately manage the trails and habitat resources.
- A preference to continue to use the majority of the trails for shared uses (i.e., shared among pedestrians, bikers and equestrians) and to maintain motorized use in its existing locations.
- A general desire to use trail system design to allow and encourage positive user experiences. This included an interest in new, purpose-built trails to increase the variety of recreation experiences and to help reduce overall user conflicts.
- A desire for the protection of natural open space and habitat.
- The ability to continue to have a high-quality trail experience, in close proximity to urban and suburban areas.
- A request to increase education and outreach efforts to ensure all users can have a safe and positive trail experience and to increase responsible trail use.
- A desire for additional amenities at trailheads and on trails, such as drinking water, restrooms, signage, dog waste bag stations and garbage cans.
- A desire for increased access to all-weather, year-round trails.¹
- A desire for increased enforcement of dog waste-related regulations.
- Strong support for a trail closure system to be developed during seasons when trails are too muddy to use without damaging them.
- An interest in planning for current and future parking needs.

Plan recommendations and priorities in Chapter 3 were designed to incorporate these findings. Appendices B and C contain a full summary of public input.

¹ “All-weather” trails are trails that have been modified to allow improved drainage by re-grading or elevating the trail and /or changing the trail surface through the use of materials such as compact road mix. “All-weather” does not include paving or otherwise creating hard-surface trails.

Factors Influencing the Scope of the Plan

Plans are guiding documents that describe an overall vision, identify methods and policies to achieve this vision, and can include specific implementation recommendations and action steps. Recommendations in this plan are illustrative of the general management intent. Future trail alignments highlighted in this plan are conceptual; final alignment and location of trails and other plan recommendations will take into account many factors, including those highlighted below, to ensure the development of sustainable trails. Implementation is at the discretion of the land owners and designated land managers. Additionally, partner organizations and land owners already have relevant planning documents that guide and support trail development in the Boise foothills. For a summary of relevant plans, see Appendix E. The primary land ownership considerations are detailed below.

Private Land

While Ridge to Rivers partner agencies manage the majority of the area crossed by Ridge to Rivers trails, much private land also exists within the defined management area. Many Ridge to Rivers trails cross through private properties via either permanent or revocable easements. While the planning process focused on gaining an understanding of where users would like to see additional trail connections, if those connections are on private land, Ridge to Rivers will only be able to pursue their construction through explicit permission of the landowner.

The Boise River Wildlife Management Area

An agreement between Ridge to Rivers and the Idaho Department of Fish and Game provides non-wildlife based recreational users the opportunity to utilize 5.4 miles of designated routes on the Boise River Wildlife Management Area (BRWMA). Homestead, West

Highland Valley, and Cobb trails were chosen in order to uphold the mission of the BRWMA and minimize the impact these activities have on wildlife, their habitat and wildlife-based recreation such as hunting.

The Idaho Department of Fish and Game is satisfied with the current terms set forth in the agreement. Therefore, no future designated routes will be authorized for non-wildlife based activities, thereby excluding them from any new trail consideration. The BRWMA will continue to increase public awareness about the routes available on the BRWMA for these activities through the maintenance of signage and user education.

Environmental Regulations and Conditions

Management of the Ridge to Rivers trail system must be in compliance with environmental standards detailed in the Boise Foothills Open Space Management Plan, as well as in the land and resource management plans of each partner agency. Recommendations for new trail alignments will need to be analyzed by each respective partner agency to ensure that the new routes are consistent with agency plans, and any necessary environmental parameters prior to receiving approval for construction. New trail alignments proposed on federal lands (BLM and USFS) require National Environmental Policy Act (NEPA) analysis as per agency policy. Depending on the complexity of the request, the NEPA review process can take from one to three years. Because of the potential length of time needed for this process, this plan assumes proposed trails on federal agency lands would not be constructed in the first phase of implementation, although the process to receive approval to construct these trails might be initiated shortly after plan adoption. New trail alignments on City and County lands require cultural and ecological review to ensure compliance with the Boise Foothills Open Space Management Plan prior to receiving approval for construction.

Additionally, soils and slope information, native plant and sensitive habitat areas influenced the scope of the plan, including proposed trail alignments and design. A summary of environmental conditions considered during this process is included in Chapter 2.

The following map provides a summary of the main land ownership factors impacting the scope of the plan.

Where are We Planning? What are the Parameters?

Current Plans

- Foothills Interagency Management Plan
- Ada County Comprehensive Plan
- Ada County Parks, Open Space, and Trails Plan
- Open Space Matters: City of Boise Reserves Management Plan
- City of Boise Comprehensive Park and Recreation Plan
- Boise National Forest Plan
- Boise River Wildlife Management Area Plan

Federal Land Regulations

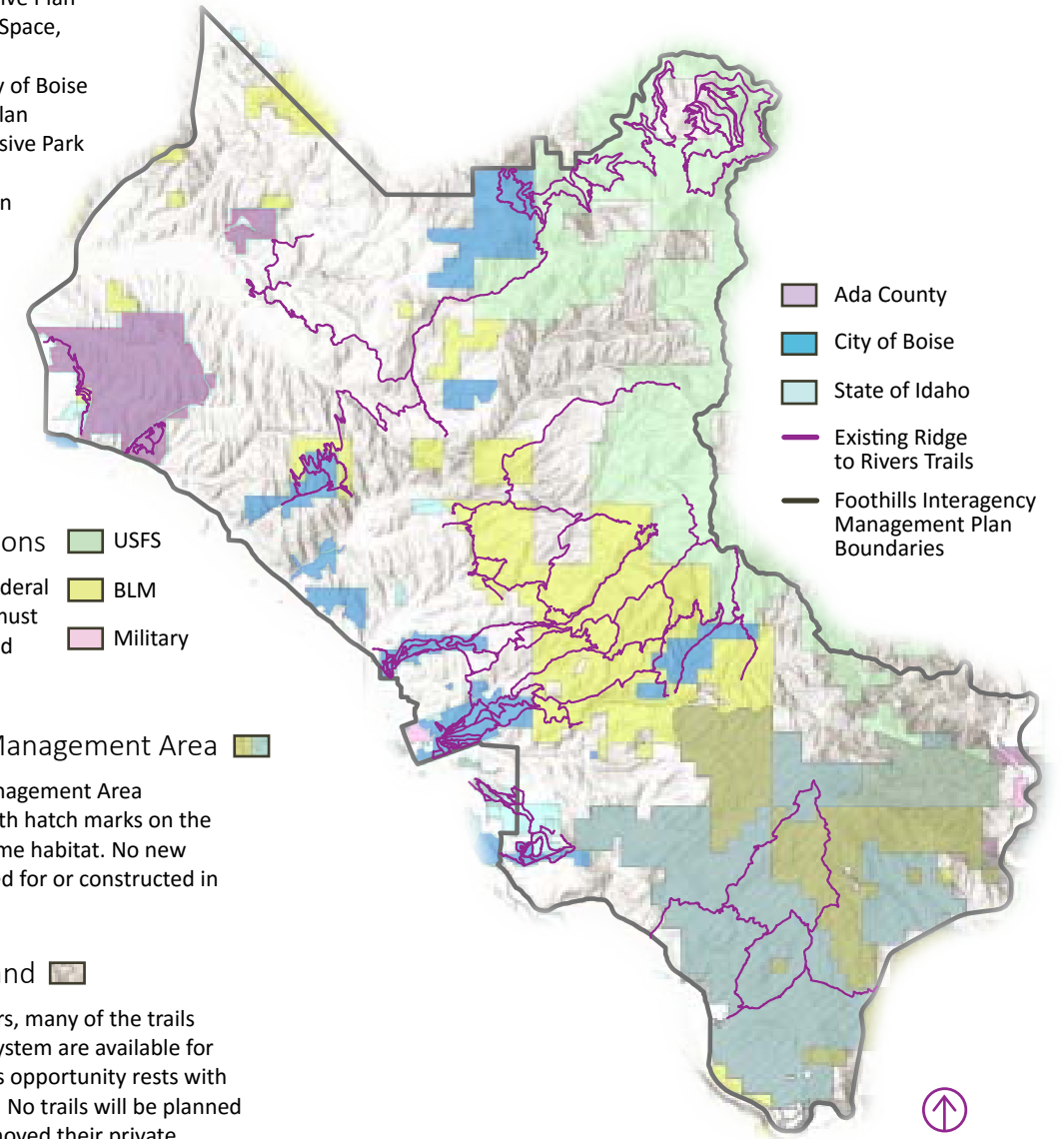
New trails constructed on federal land as a result of the Plan must follow the federally regulated NEPA process.

Boise River Wildlife Management Area

The Boise River Wildlife Management Area (BRWMA), shown in blue with hatch marks on the map, protects critical big game habitat. No new trails or roads will be planned for or constructed in the BRWMA.

Respect for Private Land

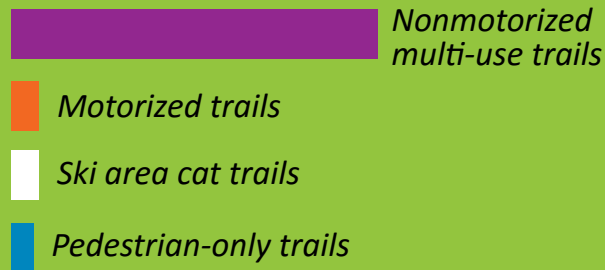
Thanks to private landowners, many of the trails in the Ridge to Rivers Trail System are available for public use. The future of this opportunity rests with our collective trail etiquette. No trails will be planned where landowners have removed their private property from the planning area.





TRAIL SYSTEM AT A GLANCE

190 miles of trails crossing and connecting 85,000 acres



The Ridge to Rivers Trail System has about **1,000,000** visits per year by 112,000 users



24 miles are dog on-leash

The partnership is supported annually by:

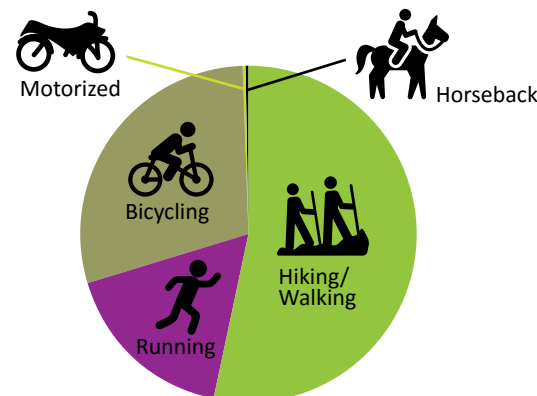
- City of Boise: **\$375,574**
- Bureau of Land Management: **\$42,000**
- Ada County: **\$35,000**
- US Forest Service: **\$4,000**



Parks and foothills open space contribute almost **\$5 million additional tax revenue** per year to the City of Boise and **\$2.5 million** to Ada County.

2015 TRAIL USERS

- 89%** of users are from Ada County
- 69%** use the trails in a group
- 69%** use a car to access the trail system
- 28%** take their dog on the trails
- 77%** use the trails for exercise
- 12%** of users are 60+



Source: City of Boise, Annual Trailhead User Survey

2. CONTEXT

The Ridge to Rivers 10-Year Trail Management Plan process involved a thorough review of existing data sources related to trail use, the environment and the social and economic context of the Boise area and Ada County. This chapter highlights key findings that shaped the decisions and directions of the plan. See Appendix D for a full list of sources.

The first section of this chapter provides an overview of the significant opportunities and issues shaping the Ridge to Rivers 10-Year Trail Management Plan. These are:

- Increasing population and trail use.
- Urban area growth and buildout impacts on trail access and connectivity.
- Critical wildlife and special plant habitat.
- Soil properties limit options for trail development.
- Available resources to invest in a sustainable trail system.
- Climate change and existing environmental conditions.

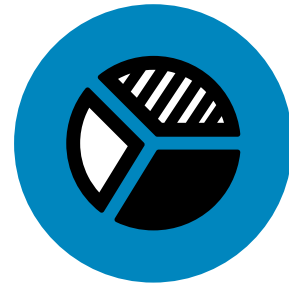
The second section of the chapter shares an overview of trends in trail use and user data collected during annual trailhead user surveys conducted between 2009-2015.

The chapter concludes with an overview of how other communities are managing trail systems of similar scale and purpose.



Photo courtesy Agnew-Beck Consulting

▶▶▶ 2. CONTEXT



Data & Trends

Six Key Trends

🌿 Boise is Growing, and so is Trail Use

Since 2000, Boise has added 30,000 people to its community.² One third of Boise’s population reports using the Ridge to Rivers Trail System at least once per month.³ This indicates that the Ridge to Rivers trail system is gaining an estimated 785 new users per year from Boise’s population growth alone. Several community workshop participants shared that they had moved to Boise because of the trails system and access to the Foothills; new arrivals may be contributing to even higher trail use rates. The City of Boise’s “Boise Competes” Initiative found that open space and access is what makes Boise competitive. Additionally, a variety of recreation programs and groups work to draw more people onto the trails to experience health benefits from physical activity and being in nature. These factors support long-time trail users’ and Ridge to Rivers partners’ anecdotal reports of increased trail use over the last decade. A more extensive and detailed review of “Trends in Trail Use” is included later in this chapter.

▶ DATA POINT ▶▶▶

The trail system is gaining an estimated 785 new users per year from population growth alone.

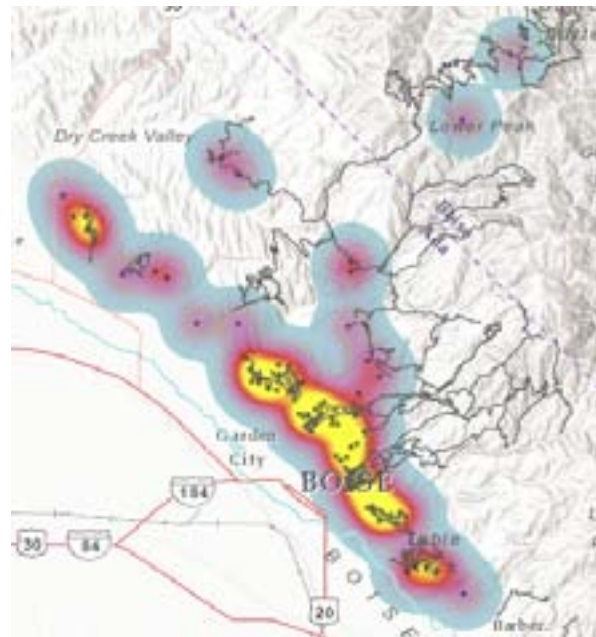
² U.S. Census Bureau 2000 Census and 2014 American Community Survey 1-Year Estimate
³ 2009 Boise Parks and Recreation Survey

🌿 Buildout Shapes Connectivity

Boise and the Treasure Valley’s growing number of residents need places to live – in the last 14 years Boise has added 13,000 new housing units.⁴ Some of this housing is being developed in and around the Foothills. Fifty seven percent of undeveloped land in the Foothills is in private ownership.⁵

▶ Unofficial Access Points

This heat map shows the unofficial entries that are being used to access Ridge to Rivers trailheads. Yellow indicates the highest number of unofficial entries



⁴ U.S. Census Bureau American Community Survey
⁵ Factors such as slope, soils, and cost to construct may limit ability to build in some areas.

Communities across the country that encourage sustainable development while successfully maintaining access to trails and open space generally enjoy higher quality of life, higher property values and higher tax revenues. Ridge to Rivers partners have worked to maintain connectivity to the trails as development has occurred within the limitations associated with local development requirements.

By working with willing land owners and developers to preserve trail access, key connections can be maintained in ways that are compatible with development. Part of the scope of this plan is to identify tools that can be used to respect and acknowledge private property rights, while anticipating future housing demand and buildout, and ensuring continuation of trail access and connectivity for Treasure Valley neighborhoods.



The Foothills Provide Critical Habitat for a Variety of Species

Owned and managed by the Idaho Department of Fish and Game, the Boise River Wildlife Management Area (BRWMA) sustains high quality winter habitat for mule deer and elk, as well as year-round habitat for a diversity of other wildlife species. Hunting, fishing, trapping, and other compatible wildlife-related recreational activities are conducted on the property.

▶ Mule Deer



Photo courtesy Idaho Department of Fish and Game

▶ Bird's Nest



Photo courtesy Idaho Department of Fish and Game

The BRWMA supports over 65 mammal, 217 bird, 15 reptile, seven amphibian, seven fish, and numerous invertebrate species. It is estimated that between 5,000 – 7,000 mule deer and 1,200 elk winter on the WMA each year. Black bear, mountain lion, and a small population of pronghorn are also found on the property year-round. In addition, the WMA supports populations of upland game birds including chukar, gray partridge, California quail, dusky grouse, ruffed grouse, and mourning doves.

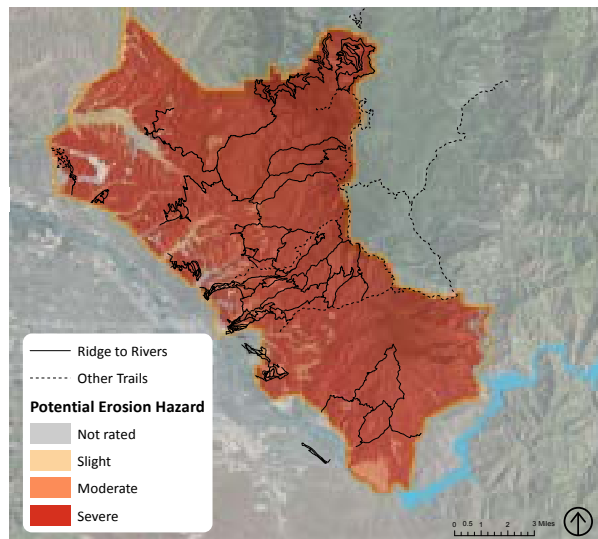
In order to ensure that the habitat on the BRWMA satisfies the needs of wildlife, human access is managed throughout the property. Access management (limited designated routes & motorized vehicle use) is used to maintain or improve hunting and other wildlife-based recreational opportunities, while still providing high quality wintering habitat for big game and productive habitat for other wildlife.

Soil Properties Affect Trail Management

Almost 75 percent of the Foothills have soils that are very limited in suitability for recreational uses.⁶

Soil ratings are based on the soil properties such as stoniness, depth to a water table, ponding, flooding, slope, and texture of the surface layer. Despite this designation, the Ridge to Rivers trail system has developed and continues to grow. Careful management and a higher degree of maintenance than would be required in a different environment allows the Ridge to Rivers system to strive for sustainability despite these soil conditions.

Soil Conditions in the Foothills Management Area

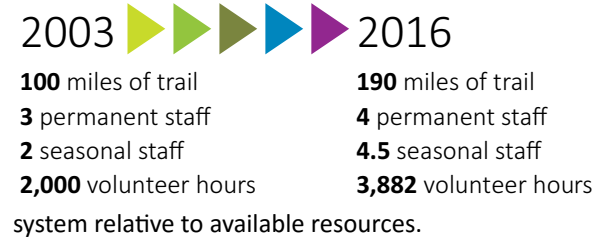


Investing in a Sustainable System

The Ridge to Rivers trail system has grown consistently and rapidly, with management resources that struggle to keep pace with expansion. The trail system has nearly doubled in size over the past 13 years, while Ridge to Rivers has only had funding support to add one permanent staff member and two and a half seasonal staff were added during this period. The following figure shows the growth of the size of the trail

⁶ Natural Resources Conservation Service and Boise State News

Resources Should Keep Pace with Trail System Growth



A key element of the Ridge to Rivers' management strategy is to convert less sustainable trails to a more sustainable design. This approach requires up front resource investment, but over time, typically reduces resources needed to maintain the trail or trail section, and consequently allows Ridge to Rivers to manage more trails sustainably while using less resources. Another side effect of this approach is that the redesigned or improved trails typically see less erosion and environmental impacts. Thus, this approach is more sustainable from both a cost and environmental standpoint.

At the same time, care must be taken to route new trails in a manner that is compatible with other values such as native and rare plants, habitat and scenic values. The highest impact a trail has on the landscape is the day it is built. At times, maintaining an existing trail can be the most sustainable strategy for minimizing environmental impact.

To provide a concrete example of how resource allocation and trail maintenance and construction influence each other, consider the possible approaches to managing steep trails within the Ridge to Rivers system. Many Ridge to Rivers trails follow old four-wheel-drive (4WD) routes and primitive roads that tend to be highly susceptible to erosion by water. These trails can be fun and challenging for more technical recreation opportunities and people who enjoy steep terrain. However, these trails tend to require more resources to maintain than more sustainably-built trails, and are more in danger of "wash outs." The resources required to maintain these older trails and the experience they provide to trail users is balanced against their higher level of required, ongoing maintenance.

Age of Trail in Relation to Required Maintenance

Name	Age	Maintenance Needs	Miles of Maintenance per Hour
Corrals	40+ years (old road)	Machine	0.14 miles per hour
Polecat	10 years	3-person hand crew	0.3 miles per hour
Highlands	3 years	3-person hand crew	1 mile per hour

Even relatively new and well-designed trails require more maintenance over time, as soil migration and cupping occurs – both factors of heavy use and poor soils in the Foothills. Newer trails are maintained by field crews using hand tools, while most old 4WD trails are maintained with a mini excavator due to their size. See the above table for examples. With limited human resources, the community and Ridge to Rivers should work to balance these resources to appropriately maintain existing trails as-is, improve existing trails where needed, and construct new trails.

DATA POINT

We estimate the average economic benefit per user day is \$50.

– Park City Mountain Trails Foundation

muddy conditions – exacerbating all of the issues that come along with irresponsible trail use under these conditions, namely: trail widening, tread degradation and trail erosion, as drainage structures are flattened out by poorly timed trail use.

- Bigger weather events: Increased instances of heavy summer rainfall often lead to significant trail erosion. As trails dry during summer months, soils are easily transported under heavy rains – leading to deep erosion gullies in the trail tread. Crew members have observed gullies as deep as 18 inches following large, concentrated thunderstorms.

Changes in the wet season could result in more trail erosion and implementing formal trail closures. Additionally, the increasing prevalence of invasive species such as cheat grass and skeleton weed harm sensitive native plants and increase the potential for wildfires.⁸ To the extent possible, Ridge to Rivers' management approach should anticipate these long-term and large-scale trends and how they might affect use, trail maintenance and new trail design.

Wildfire Area



Photo courtesy Agnew::Beck Consulting

The Environment is Changing

Boise is getting hotter and experiencing more precipitation. Average temperature in Idaho has increased one percent in the last century. From 2010 to 2060, temperature in the Treasure Valley could increase an average of three to seven degrees Fahrenheit, around one degree per decade. Change in precipitation could range from decreasing four percent to increasing 36 percent. Snowmelt timing is predicted to shift earlier.⁷

Such conditions can potentially impact trails and trail maintenance in the following ways:

- Warmer winters: This translates to less time when the ground is snow covered and also when it is frozen. This situation leads to prolonged

⁷ Jin, Xin and Venkataramana Sridhar. 2012. Impacts of Climate Change on Hydrology and Water Resources in the Boise and Spokane River Basins. Journal of the American Water Resources Association (JAWRA) 48

⁸ Bureau of Land Management, 2013; A Field Guide to Plants of the Boise Foothills, 2013

Trends in Trail Use

The City of Boise has been monitoring trail use and trail users for more than a decade. However, over time, methods have changed or discontinued, and new trails have been added. While these factors complicate the effort to estimate total use counts and trends, overall, the data remains one of the most useful data sets of trail use over time. Both anecdotal evidence and the City of Boise data indicate growing trail use.

The table below shows several methods that Ridge to Rivers uses to monitor trail use; this chapter highlights trends in trail use as they relate to the 10-Year Trail Management Plan. See Appendix F for the full trail user survey summary for the six years spanning 2010-2015.

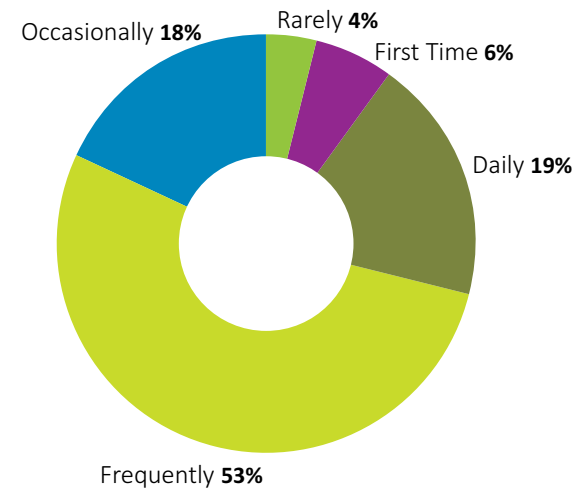
Key trends in trail use are:

- Trail use is increasing, overall.
- Trails continue to be shared by all user types.
- People with dogs are consistent trail users.
- Most users come from neighborhoods adjacent to the trails.
- The number of out-of-town trail users is increasing.
- Car access to trailheads is increasing.
- Some trail areas are much more highly used than others.

► Methods to Monitor Trail Use

Source	Years Implemented	Types of Information
Annual Trailhead User Survey	2000, 2009-2015	User demographics, trail use, trail preferences, support for management policies.
Trailhead counter	2015	Raw counts at four popular trailheads using a remote bike and pedestrian sensor/counter.
Trail count	Discontinued. 2001, 2003; 2008-2011	Approximately week-long trail intercept counts on select trails.
Boise Parks and Recreation Survey	2009, Forthcoming in 2016	Statistically valid survey of how often the general population of Boise uses Ridge to Rivers trails.
Ranger report	2011-2015	Trail use, mode and dog presence by rangers in select areas of the trail system.

► *Trail User Use Frequency*
2015 Annual Trailhead User Survey



Trail Use is Increasing

Approximately 78,000 people from Boise use the Ridge to Rivers trail system at least once per month.⁹ Adding in less frequent users and an estimate of out-of-town visitors brings the total number of unique visitors to approximately 112,000 people per year.¹⁰ Calculating “user days,” or the cumulative number of visits to Ridge to Rivers in one year, is more difficult. In the fall of 2015, Ridge to Rivers placed counters on the four busiest trailheads¹¹ from late October to late November which totaled approximately 60,000 cumulative visits. If these four trails make up 70 percent of total trail use, then there are approximately 1,000,000 visits, or user days, each year. The figure below shows the estimated number of unique users, annually, and the number of “user days.”¹²

► *Unique Users and User Days*

Item	Estimate
Unique trail users	112,000
User days	1,000,000

The increase in the Treasure Valley’s population is likely increasing the total number of trail users.¹³ The relative increase in first-time trail users is also likely increasing the total number of trail users.¹⁴ Trends in trail use frequency suggest that existing users are not necessarily increasing their trail use, but it is difficult to determine given the trailhead survey methodology.

Ridge to Rivers plans to continue using trail counters as a tool to monitor the total trail use. Trailhead surveys and other survey tools can shed light on how trail users use the system.

⁹ 2009 Boise Parks and Recreation Survey

¹⁰ Relative percentage of users from outside of Boise is based on the annual trailhead user survey which asks the zip code of the users.

¹¹ “Busiest” identified by Ridge to Rivers as Polecat, Red Fox, Table Rock and Cottonwood Creek trailheads.

¹² “User day” is defined as “participation in a recreation activity on an R2R trail during a 24-hour period by one person.” Definition based on Reclamation Glossary by the US Department of the Interior, 2012.

¹³ If 36 percent of the Boise population reports using Ridge to Rivers trails once per month, and the population is growing, the number of unique trail users are also likely growing. They could be growing even faster if the new population in Boise is drawn to the area because of their desire to live near trails.

¹⁴ The percentage of first time trail users has increased over the past five years, while those using it “frequently” has decreased. The number of users reporting to use the trail daily has stayed relatively the same over the past five years. 2015 trailhead user survey.

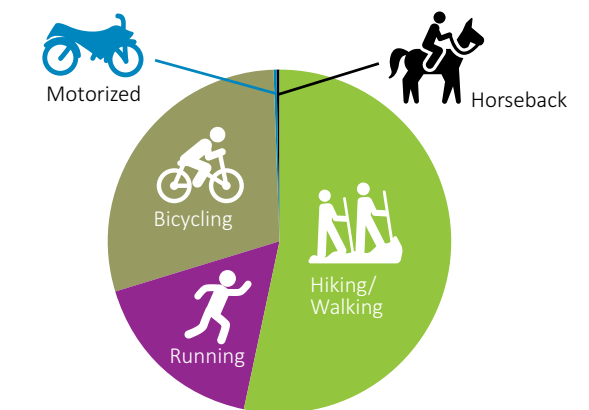
Trails Continue to be Shared by All User Types

The figure below shows the ratios of pedestrians, equestrian, cyclists and motorized users among respondents to the 2015 City of Boise Trail User Survey. The proportion of these groups has remained roughly the same over the last five years.¹⁵ The relative percentage of hikers and walkers has increased slightly, while the relative percentage of bikers has decreased slightly.¹⁶ The number of users is not used to justify focusing resources on one group over another. The clear community preference and Ridge to Rivers partners’ intent is to continue to manage trails for shared uses and to accommodate a range of user types to the extent feasible.

Hikers, runners and bikers make up the majority of trail users. There are also horseback riders and motorized users. Motorized use is limited to specifically designated trails since most of the Ridge to Rivers system is shared use for non-motorized users.

Trailhead surveys from 2009-2015 consistently show pedestrian traffic as the highest percentage of users. Ridge to Rivers is a multi-use system, and people generally support this “shared” concept. However, existing patterns of use show that users are already using certain trails for specific activities and other trails

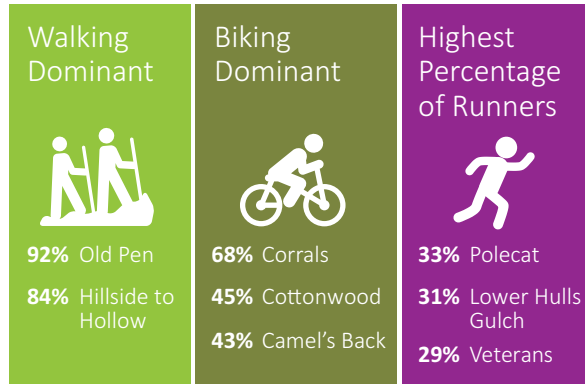
► *Ratio of User Types*
2015 Annual Trailhead User Survey



¹⁵ The percentage of trail users on horseback could be underrepresented due to the survey methodology and small sample size.

¹⁶ This trend could be the result of the addition of trails such as Hillside to Hollow which is dominated by walking.

► **Dominant Trail Usage by Activity**
2015 Annual Trailhead User Survey



for other activities. Walking is dominant at Old Pen and Hillside to Hollow. Biking is dominant at Camel's Back, Corrals and Cottonwood Creek. The highest percentages of runners are at Veterans, Polecat and Lower Halls Gulch. There are also demographic patterns, for example:

- 20 percent of Camel's Back users are under 20 years old.
- 30 percent of Old Pen users are in their 20s.
- Seniors make up 20 percent of trail users at Miller's Gulch and Seaman's Gulch.
- Women make up 65 percent of trail users at Old Pen and Hillside to Hollow.
- Men make up 75 percent of users at Polecat.¹⁷

People and Dogs are Consistent Trail Users

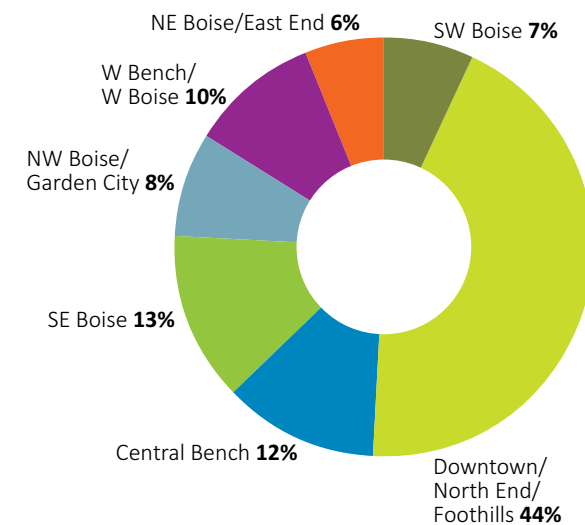
Trail users with dogs consistently make up around 30 percent of the total number of trail users in the Ridge to Rivers system. This percentage has remained relatively constant, even as trail use has increased. Approximately 24 miles of Ridge to Rivers trails are designated as "dog on-leash areas" and more than 160 miles of trails are designated as "controlled dog off-leash areas." Some areas see higher rates of trail users who bring a dog, including Hillside to Hollow (76 percent) and Seaman's Gulch (43 percent). The lowest rates of users with dogs in the 2015 City of Boise Trail User Survey were found in Camel's Back (20 percent) and Corrals (18 percent).

¹⁷ 2015 Annual Trailhead User Survey

Most Users Come From Neighborhoods Adjacent to the Trails

A majority of users (77 percent) come from Boise, with around half of users coming from Downtown and neighborhoods adjacent to the foothills.¹⁸ Expanding ease of access and encouraging more use from residents throughout the Treasure Valley will help ensure broad-based support of Ridge to Rivers and provide recreation benefits to more citizens.

► **Where Trail Users from Boise Live**
2015 Annual Trailhead User Survey



Out of Town Trail Users are Increasing

More users are coming to Ridge to Rivers from outside of Boise. While overall use has increase, the relative percentage of visitors from Boise has decreased by six percent since 2012. Visitors from other communities in Ada County and beyond are increasing to be a larger proportion of the trail users.¹⁹

Many of these visitors contribute dollars to the local economy by shopping, dining or lodging in and around the Treasure Valley during their stay. The potential economic contribution of this tourism has been captured by other communities. Details on these economic impacts are detailed in Appendix G.

¹⁸ Ridge to Rivers 2015 Annual Trailhead User Survey
¹⁹ Ridge to Rivers 2015 Annual Trailhead User Survey, 6-Year Summary

conomic contribution of this tourism has been captured by other communities. Details on these economic impacts are detailed in Appendix G.

Car Access is Increasing

The percentage of users accessing the trails via car has increased from around 40 percent of trail users in 2009 to around 70 percent in 2015.²⁰ Possible explanations include:

- Expansion of the trail system into less populated areas, where walking and biking to trails is less likely, due to distance.
- Increasing use by residents from non-adjacent neighborhoods (more than a quarter-mile from a trailhead) who are more likely to drive to trail access points.
- Increasing visitation from outside of Boise.

Many of the neighborhoods that currently see high numbers of trail users are a short walk, run or ride to an official trailhead. If bike and pedestrian access to the trails becomes more limited, users may choose to access trails from vehicles more frequently, which can then increase the demand for parking space at trailheads. One of the key themes from Ridge to Riv-

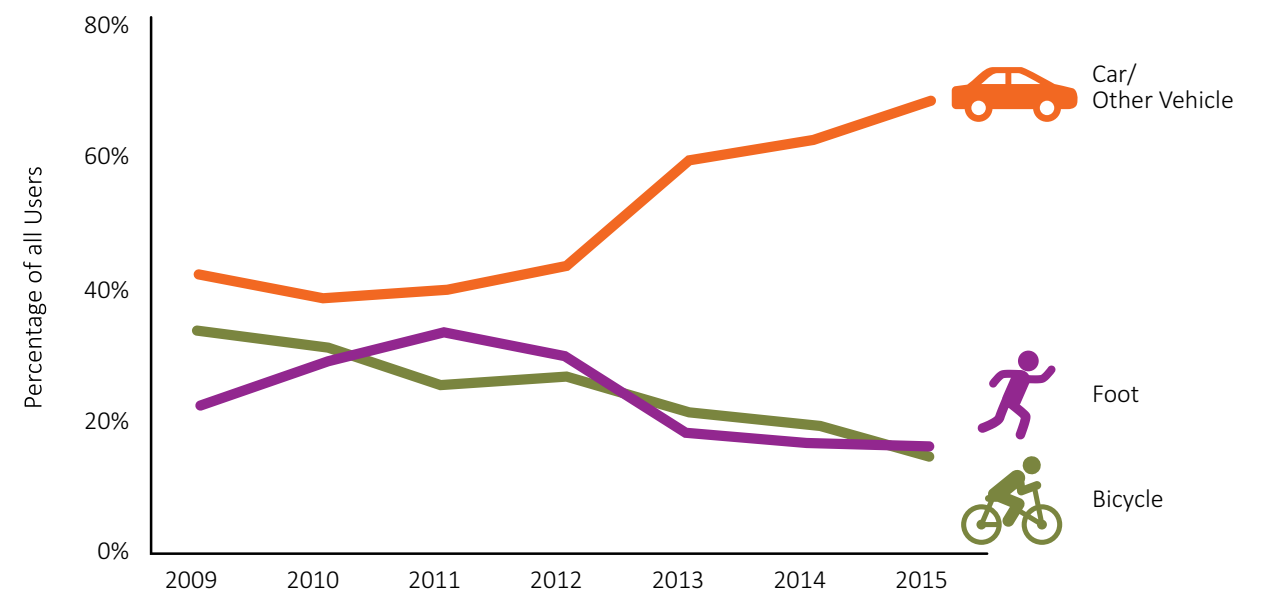
ers public workshops was to maintain and improve connectivity and access between the Ridge to Rivers trails in the Boise foothills and the existing and bike and pedestrian infrastructure throughout the Valley. The creation of transit routes and bike and pedestrian corridors through the urban area to Ridge to Rivers will connect more neighborhoods to trails via multi-modal transportation, thereby contributing to parking pressure relief, as well.

► **Cars Parked at Trailhead**



Photo courtesy Ridge to Rivers

► **2009-2015 Transport to Trailhead**
Annual Trailhead User Survey



²⁰ 2015 Annual Trailhead User Survey

► **Top Five Most Frequented Areas**
2009-2015 Annual Trailhead User Survey



Map developed by Agnew::Beck, March 2016. Sources: City of Boise, United States Geological Survey, Esri, DeLorme

Hot Spots and High Use Areas

According to the recent trailhead survey, the highest used areas in the Ridge to Rivers system are:

- Lower Hulls Gulch
- Military Reserve
- Table Rock
- Hulls Gulch Interpretive Trail
- Corrals

The map above shares the responses to a question asking users which are the top three trail subsystems they most frequented. Management strategies in these popular areas should take into account the relatively high number of users.²¹

Hulls Gulch / Camel's Back, Military and Table Rock were the focus of a large part of the community work-

²¹ Percentages do not total to 100 because trail users were asked what three trail subsystems they most use. The correct way to interpret this figure is to say, for example, "Since 2009, around 45 percent of trail users identified Military Reserves as one of their three most-used trail subsystems"

shop. Common themes related to these high use areas include:

- User conflicts (mostly hikers and bikers) – bikes traveling too fast; poor trail etiquette.
- Dog waste, off-leash dogs, and on/off leash trail designation is confusing.
- Trail widening.
- Perceptions of overcrowding on trails and trailheads.
- Muddy trails and trail erosion.
- Lack of horse trailer parking.
- Graffiti, vandalism, trash.

Issues and potential management strategies from the public workshop are listed in Appendix B and incorporated into Chapters 3 and 4. The types of issues faced in these locations also give a hint at what types of conflicts the system should expect if other areas of the system grow to match the use currently experienced by these three areas.

Practices in Other Places

Comparative Trail Systems Summary

The table on page 25 summarizes how other trail systems compare to Ridge to Rivers, and provides a snapshot of the different ways in which resources are collected and allocated in other communities.

A scan of resources describing practices and management strategies in other communities yielded a short list of strategies that have been successfully implemented in other trail systems and were considered during the planning process.

Trail Acquisition, Development and Maintenance in Other Communities

Other publicly managed trail systems around the United States have followed different approaches to creating and maintaining community trail systems. Three general categories of approaches are summarized below.

- **Public System** - Trails are developed largely on City or County-owned land, including lands set aside for watersheds, parks and other public uses. These same public entities develop and maintain the trails. Examples include the City of Boulder, Colorado and Marin County, California. This same model can extend to state or federal land adjoining a town, extending the community trail system to a larger scale. Examples include Bend, Oregon and Boise.
- **Public/Private Land Partnerships** - Community incrementally develops an interconnected trail system, on both public and private land, with private developers and land owners to reserve easements for priority trails across their properties. Incentives for private land owners to support trails include the desire to add value

to their properties and attract buyers, trail-supportive policies in subdivision codes and comprehensive plans, and in some cases, money to acquire easements. This process incrementally leads to the creation of the larger regional trail system. A key part of this approach is a clear vision for regional connectivity, so private land owners and developers know their individual trail contributions link to the broader trail system. Examples include Park City, Utah, and Methow Valley, Washington.

- **Public/Nonprofit Partnerships** – Partnership between municipal or county governments and nonprofit partners to fundraise, acquire and manage land, construct and maintain trails and educate the public. Examples of nonprofits that focus on land and trail management include the Truckee Donner Land Trust, California (e.g., Donner Lake Rim Trail project) as well as the Wood River Land Trust (e.g., Sellgren Trail) and Land Trust of the Treasure Valley (Harrison Hollow) in Idaho. Examples of nonprofits that provide trail building and maintenance include Evergreen Mountain Bike Alliance, Washington (trail construction and maintenance), Central Oregon Trail Alliance (trail construction and maintenance) and Anchorage Nordic Ski Association (grooming and trail conditions reporting).

Shared Use Management Strategies in Other Places

- Permanent single-use trail designation
- New purpose-built trail (designed for a specific use, and may or may not be open to other types of users) (Bear Basin and Jug Mountain Ranch, McCall, Idaho)
- Trail open to different uses on different days of the week (Jefferson County, Colorado; Chugach State Park, Alaska)
- Cyclists clockwise / pedestrians and equestrians counter-clockwise (or vice versa)
- Single directional trails (all users utilizing trail

in same direction) (Cortez, Colorado; Central Oregon)

- Alternating directions on odd and even days (Jefferson County, Colorado; Anchorage, Alaska)
- One-way spurs off a bi-directional main trail
- Bell boxes for equestrians (Central Coast Concerned Mountain Bikers, California)

Dog Management Strategies in Other Places

- On-leash requirement within a specific distance of trailheads (e.g., first 100-200 feet) to facilitate improved waste pick-up by dog owners and ensure control of dogs entering and leaving congested trailhead areas.
- Dog owner education course completion or dog training course completion (Boulder, CO)
- Dog permits for trail use
- Dog training areas and training programming
- Purpose-built dog walking areas

▶ Shared Use Trail



Photo courtesy City of Boise

▶ Dog Policy Trailhead Signage



Photo courtesy City of Boise

▶ Comparative Trail Systems

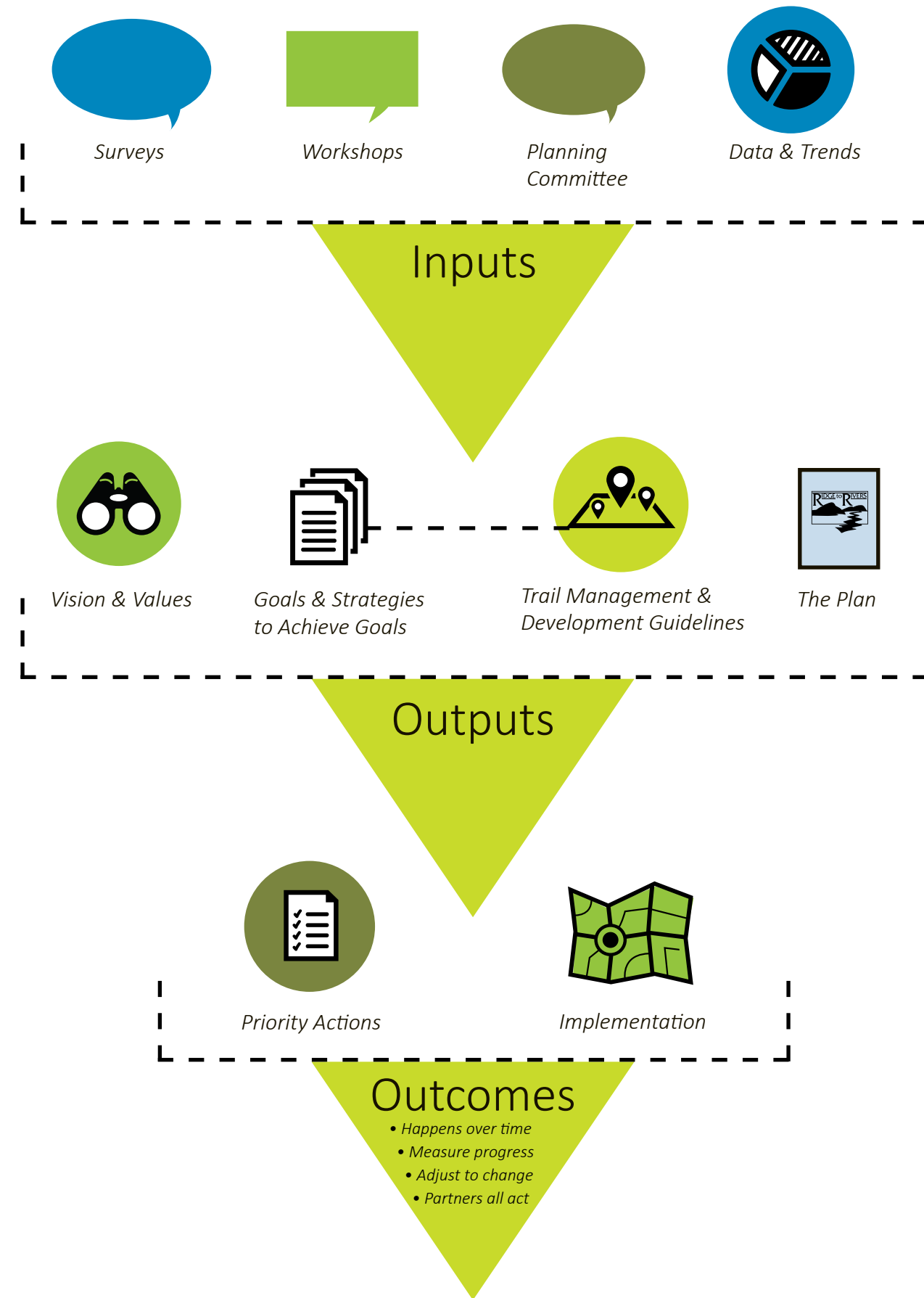
Trail System	Ridge to Rivers	Fort Collins, CO	Boulder, CO	Anchorage, AK	Marin County, CA	Park City, UT
Population	City: 216,282 Ada County: 426,236	City: 156,480 Larimer County: 324,122	City: 105,112 Boulder County: 313,333	Municipality: 291,470	County: 260,750	Park City: 7,873 Salt Lake metro: 1,153,340
Trail Miles	190	105	145	250	249	400+
Acreage	85,000	36,000	45,000	11,000	16,000	2 ski resorts + 8,000 acres
Annual User Days	1 million	2 million	5.2 million	Unavailable	2.8-3.7 million	1-1.5 million
Land Ownership	5 governmental agencies private landowners	City of Fort Collins	City of Boulder, private property	Municipality of Anchorage, BLM, private ski area	Marin County, private land	Multiple, mostly using easements
Budget	Management: ~\$450,000	~\$8 million/year for land acquisition and management	~\$7.8 million/year for land acquisition and management	Unavailable	Unavailable	Varied, multiple sources
Revenue	Partner agencies; Land acquisition: \$20 million from 2001 & 2015 levies	Two 25 cent sales taxes	14 & 78 cent sales tax & lottery funds; \$25/\$5 daily annual trailhead parking pass	Parks Department, Partner Organizations	Unavailable	Free, except for private park. [2]
Managing Entity	Ridge to Rivers partnership (includes City, County, State and Federal partners)	City of Fort Collins	City of Boulder	Municipality of Anchorage with partners	Marin County Open Space District [1]	Mountain Trails Foundation; stakeholder group meets 3-4 times per year includes bike shops, ski areas [3]
Trail Management	Primarily shared use, some pedestrian only	Unavailable	Muddy trail closure, night-time curfew in habitat conservation areas, 4 management areas	Some alternating day one directional trails.	Single use, limited multi-use trails (hiker - horse, hiker- biker, full multi use)	Some one-directional trails.
Dog policy	Majority dog off-leash trails, dogs under voice command	Unavailable	Voice and sight dog tag program, no more than two dogs, fines for non-compliance	Unenforced leashed rules on all trails, except in designated off-leash dog parks	Mostly off-leash, some on-leash areas in sensitive areas	No dogs except for select off-leash areas

[1] 38 full-time employees and approximately 18 seasonal employees. Open spaces abuts over 3,700 backyards, 335 trailheads and "road-end" access points in the neighborhoods.

[2] Economic benefit estimated at \$50 per user day (estimated with locals and visitors)

[3] Looking at partnering with ski resorts, lower lifts to reduce parking burden at top

PLANNING PROCESS



3. MANAGEMENT FRAMEWORK

This chapter of the Ridge to Rivers 10-Year Trail Management Plan sets out a vision and goals that articulate what the community and Ridge to Rivers partners would like to achieve in the future. The vision and goals are intended to guide near-term and longer-term actions by Ridge to Rivers and its partners, and act as criteria for future decision-making.

The chapter also contains specific strategies that can be used to help achieve the vision and goals. These strategies are intended to give further guidance to Ridge to Rivers partners and the community on preferred policies, programs and actions. This section is supported by the following chapter, Implementation, which identifies specific approaches and investments that could be taken to support the vision, goals and strategies.

The figure on the previous page illustrates the planning process, how the process was used to develop the management framework, and how the framework relates to implementation and action.

▶▶▶ 3. MANAGEMENT FRAMEWORK



Trail Management & Development Guidelines



10-Year Vision

Our vision for Ridge to Rivers is to sustain and improve upon a vital public trail system spanning the Boise Foothills that provides accessible, diverse, and fun recreation opportunities; protects our beautiful natural resources; promotes the physical and emotional health of our people; inspires us to enjoy nature; and remains the enduring pride of our community.

Goals

- 1 Provide a variety of trail experiences that welcome a range of recreational activities.
- 2 Ensure that trails allow for the enjoyment and protection of ecologically and culturally important areas.
- 3 Make it easy for people to access and enjoy trails in close proximity to where they live, work and play.
- 4 Promote partnership, shared responsibility and a sense of community.
- 5 Maintain a sustainable system balancing demand and expansion with available resources.



Photo courtesy City of Boise

Guiding Principles

The Ridge to Rivers partners will adhere to the following management principles when implementing this plan. These include managing:

- In partnership, with consideration for each partner’s management responsibilities and respect for private landowners’ rights.
- For a variety of recreational experiences.
- Sustainably, for the long-term enjoyment of future generations.

The partners are also committed to:

- Engage the community.
- Achieve goals by means of explicit, well-defined strategies, with ability to evaluate outcomes.
- Adaptively implement – use the recommendations described in this plan while also retaining the ability to re-prioritize and change management approaches based on new information, changing circumstances and emergent opportunities.

PUBLIC OPINION

I marvel regularly at how lucky we are to have the trails we have here. I don't think there are many communities out there that have such amazing access to open space and trails. This is what makes Boise a very unique and incredible place.

– Trail plan survey respondent

Ridge to Rivers partners will evaluate opportunities and needs not explicitly identified in the plan with consideration for the following:

- Alignment with the vision and goals of this plan.
- Partner plans and goals.
- Funding and resource availability.
- Impact on the trails and community.

▶ Visioning Cloud



Photo courtesy Agnew::Beck Consulting

Strategies

Goal 1

Provide a variety of trail experiences that welcome a range of recreational activities.

A. Expand the trail system.

Continue to sustainably and strategically expand the trail system, over time.

- Continue to work closely with private landowners to identify and reserve trail opportunities.
- Continue to work with Ridge to Rivers partner agencies to provide opportunities on public lands.
- Continue to work with partner organizations to connect Ridge to Rivers trails with other trail systems and recreation opportunities.
- Create connections among existing trail areas and public lands. A list of possible citizen-prioritized connections is included in the map *New Trail Connections*. Additional connections not identified in the map could be prioritized as opportunities arise.
- Identify a suite of strategies to expand resources for expansion and management (See Goal 5).

B. Maintain a shared use, multi-use system.

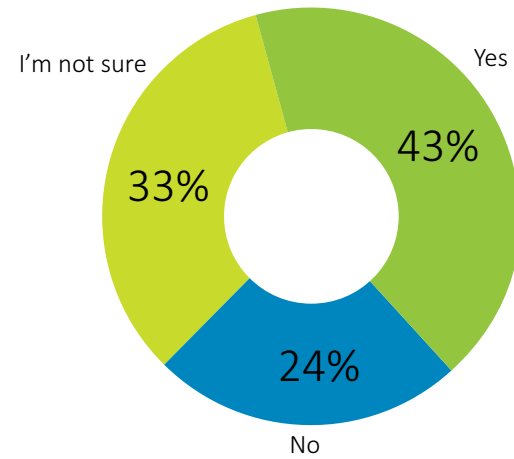
Continue designation of the majority of Ridge to Rivers trails as shared use trails to accommodate runners, hikers, equestrians, bikers and other non-motorized uses. Continue to provide existing motorized recreation opportunities on trails #4 and #6 and sustainably manage.

▶ Motorized Recreation



Photo courtesy US Forest Service

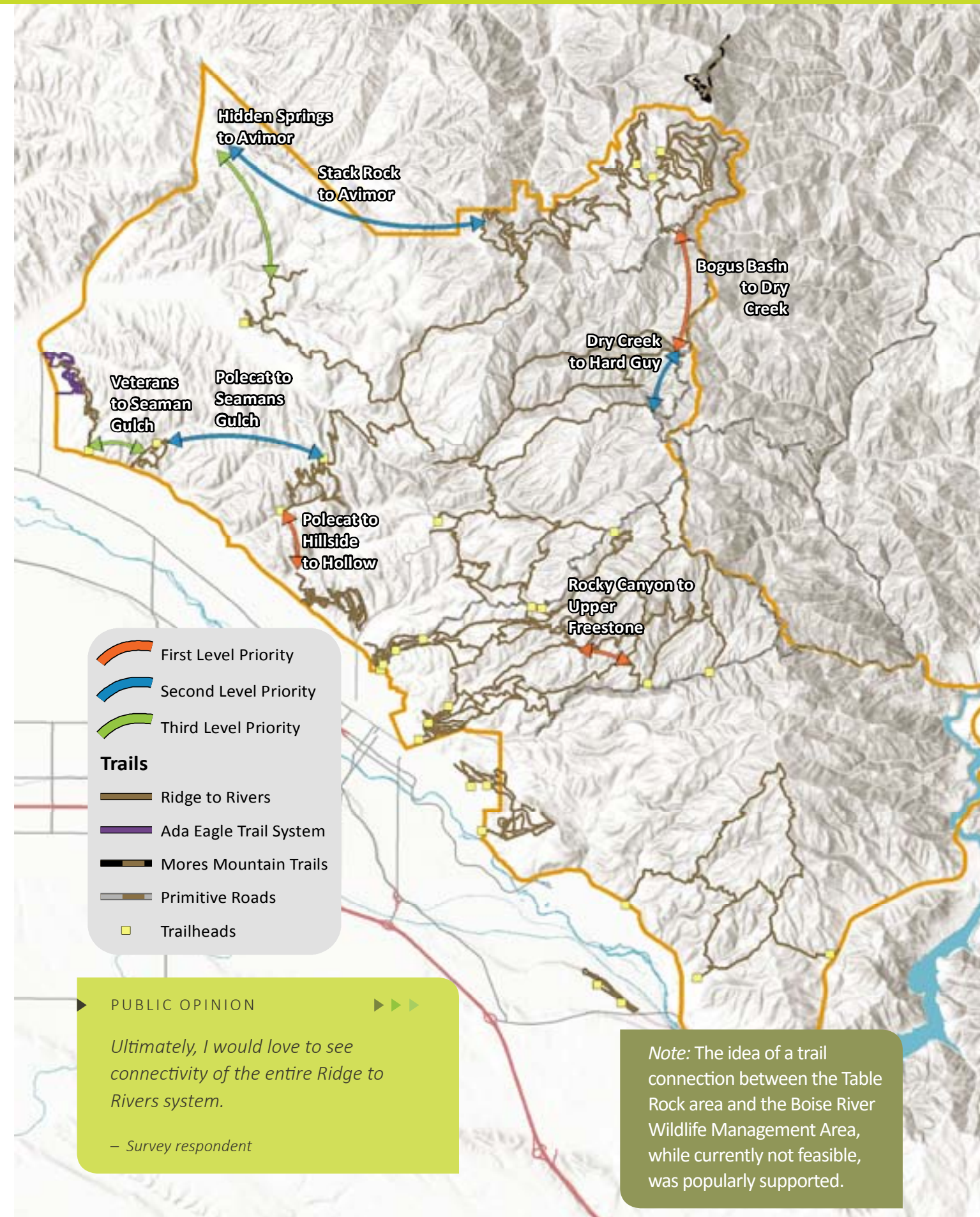
▶ Do you support the idea of some separation of trail usage in the future?
Trail Plan Survey



C. Provide a diverse array of trail experiences.

Include a range of uses from biking, running, and walking to equestrian and motorized uses; from adrenalized action to slower-paced appreciation; and from areas that are busy to quiet areas with opportunities for solitude.

- Develop, update and manage to a recreation opportunities spectrum that allows users to find different types of experience, including portions of the Foothills with relatively less use. See the explanation of R2R recreation opportunity spectrum categories on the following pages.
- Create and maintain recreation experience zones according to the R2R recreation opportunity spectrum. See the map on page 33 which identifies the proposed location of recreation experience zones. In defining the current zones or adjusting them for the future, consider:
 - Current and projected use density
 - Carrying capacity of trails (singletrack or double track, etc.)
 - Ease of access
 - Land management policies





► R2R Recreation Opportunity Spectrum



Overall Experience | Social | | Solitude

Access	<ul style="list-style-type: none"> Multi-modal access Multiple access points and/or connections Largest parking areas 	<ul style="list-style-type: none"> Few access points Mostly medium and small parking areas, or single large area serving multiple trails 	<ul style="list-style-type: none"> Single access point Small dispersed parking sites or no associated parking areas
Encounters	<ul style="list-style-type: none"> In sight of high degree of human activity or close to urban area High potential for multiple social encounters with all user types, most frequent near facilities and access points 	<ul style="list-style-type: none"> In sight of some human activity and urban area Occasional encounters with all user types 	<ul style="list-style-type: none"> Out of sight of most or all human activity/urban areas Few to no social encounters, user types may be limited in variety
Naturalness	<ul style="list-style-type: none"> Trail modifications to accommodate users acceptable, including wider and hardened and/or all-season trails and boardwalks Recreation and support facilities in a primarily natural setting 	<ul style="list-style-type: none"> Mix of singletrack and wider trails, but managed primarily for singletrack 	<ul style="list-style-type: none"> Primarily singletrack experience, some logging roads Natural features sometimes left in trails (large rocks, logs)
Amenities	<ul style="list-style-type: none"> High level of service such as restrooms, mutt mitts, informational kiosks available at trailheads Occasional amenities along trail such as garbage cans and interpretive signage Directional signage Option for more intensely developed commercial recreation. Secondary and neighborhood access points may have limited amenities. 	<ul style="list-style-type: none"> Occasional trailhead amenities (garbage cans, mutt mitts) Directional signage 	<ul style="list-style-type: none"> Directional signage
Challenge	<ul style="list-style-type: none"> Mix of easy-moderate-difficult trail experiences 	<ul style="list-style-type: none"> Mix of easy-moderate-difficult trail experiences 	<ul style="list-style-type: none"> Focused on providing mostly moderate-to-difficult
Examples	Red Fox, Lower Hulls, Table Rock, Cottonwood Creek, Crestline, H2H trails; Morningstar Trail and Deer Point Trail.	Sidwinder, Fat Tire, Freestone, Around the Mountain, Shane's, Corrals	Watchman, Stack Rock, Sweet Connie



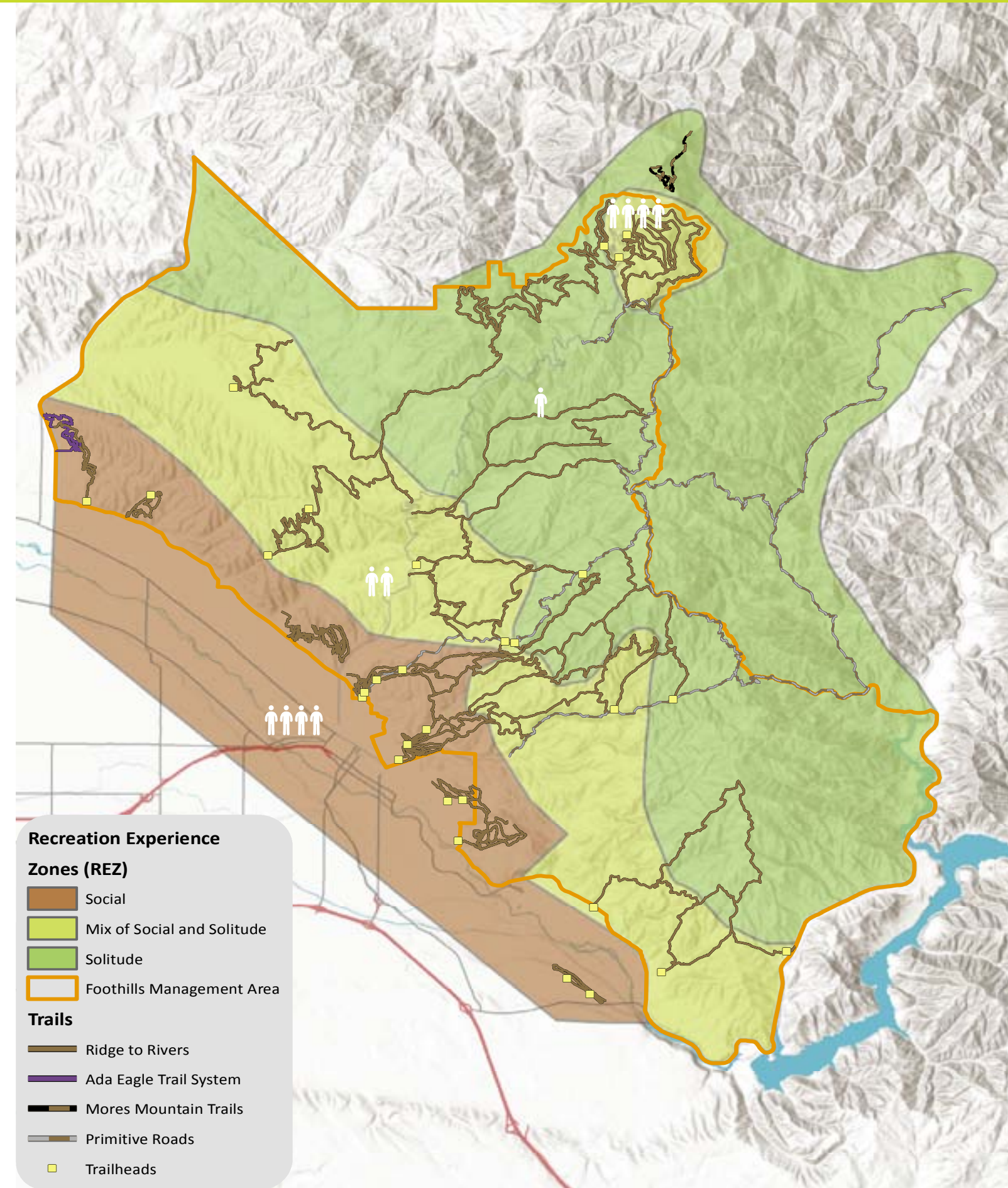
Photo courtesy City of Boise



Photo courtesy US Forest Service



Photo courtesy City of Boise



Recreation Experience Zones (REZ)

- Social
- Mix of Social and Solitude
- Solitude
- Foothills Management Area

Trails

- Ridge to Rivers
- Ada Eagle Trail System
- Mores Mountain Trails
- Primitive Roads
- Trailheads

Map developed by Agnew::Beck, March 2016. Sources: City of Boise, United States Geological Survey, Esri, DeLorme

D. Improve Ridge to Rivers experience for people with disabilities and adaptive recreationists.

- Create a variety of easy-moderate-difficult trail opportunities.
- Conduct periodic consultations with adaptive recreation community to ensure Ridge to Rivers is being responsive to community needs.
- Continue to identify and update R2R trailheads and trails that offer experiences for adaptive recreationists, at varying levels of ability both online at the Ridge to Rivers website, and on R2R printed maps (see <http://www.ridgetorivers.org/hikes-rides/accessible-trails/> for current list of existing trails).

► *Adaptive Recreation Uses*



Photo courtesy City of Boise



Photo courtesy MakeAHero.org

Easy-moderate-difficult trail opportunities:

Easy: fully ADA Compliant Trail (meets grade, surface, and width requirements)

Moderate: dirt trail with more challenging slopes (e.g., old roads with steeper slopes)

Difficult: primitive trails with adequate width for wheelchairs or other adaptive equipment, but containing protruding rocks and uneven terrain.

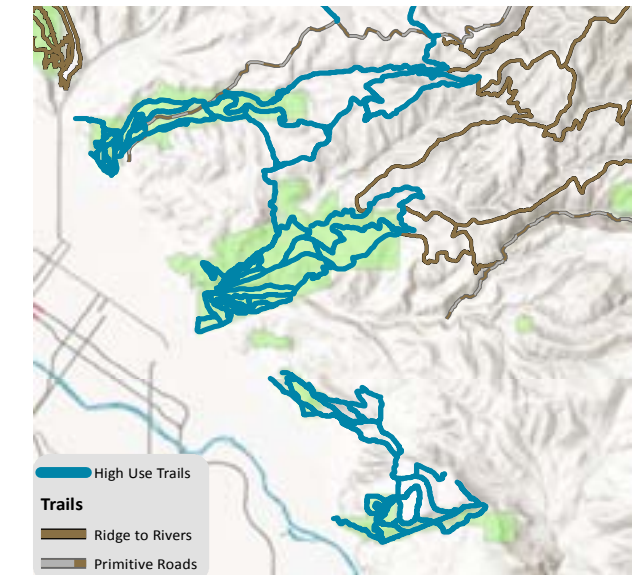
E. Identify and implement techniques to manage high-use areas sustainably, and to accommodate a variety of users.

Currently, “high-use” areas in the Ridge to Rivers system are trails within and connecting to Camel’s Back and Hulls Gulch Reserves, Military Reserve, Castle Rock and Table Rock Reserves. See the map High Use Trails and Areas for the location of existing “high-use” areas. These strategies may be employed in other areas as use patterns change.

Specific management techniques for these areas include:

1. **Create “slow zones” in high-use areas.** Slow zones can be created through:
 - Maps: designation of slow zones on Ridge to Rivers trail maps.
 - Signs: at entrances to Lower Hulls Gulch/Camel’s Back Reserves and to Military Reserve Trails.
 - Gates (dismount and walk-through): at various points in Camel’s Back/Hulls Gulch and Military Reserve, in conjunction with above signs.

► *High Use Trails and Areas*



Map developed by Agnew::Beck, March 2016. Sources: City of Boise, United States Geological Survey, Esri, DeLorme

High-use areas have some or all of the following characteristics, relative to other areas in the Ridge to Rivers system. Generally, they experience higher:

- Concentration of users (seasonally or year-round)
- Concentration of trails
- Level of required investment to sustainably maintain trails
- Reports of user concern and/or conflict
- Concentration of large group use or events

► PUBLIC OPINION

Top user concerns are speeding bikers and uncontrolled dogs

– Fall 2015 Community Workshops

2. Direct pedestrian/equestrian traffic out of

bike traffic paths and vice versa in high use areas. Identify opportunities to construct “flow” type trails designed to accommodate and focus downhill bike traffic. In conjunction with this strategy, in order to allow pedestrians and equestrians a more comfortable experience:

- Monitor use patterns to evaluate the impact of an added trail designed to accommodate downhill bike traffic.

If needed, consider:

- Prohibiting downhill bike traffic on adjacent trails, and/or
- Using signs or gates on some high-use sections of trail to alert bike traffic of likely congestion.

This approach is intended to offer options and direct downhill mountain bike traffic off of busier trails, allowing users to select from a wider variety of possible trail experiences, and has been used very successfully in popular areas of other trail systems. Any proposed new trails are subject to Ridge to Rivers partners’ management requirements, such as permission of private landowners and compliance with land management plans and the National Environmental Policy Act (NEPA). See Chapter 1 for a more complete discussion of these parameters. See Chapter 4 for examples of places where this strategy could be implemented.

► Ridge to Rivers Trail Signage



Photo courtesy Ridge to Rivers

► PUBLIC OPINION ►►►

We need to have signage on yielding to uphill traffic and public education about shared trails... we can be trail ambassadors whether you are hiking, dog walking, running, biking or horseback riding.

– Workshop respondent

3. In areas where equestrians and bikers commonly share trails, implement management techniques to heighten awareness of shared use. These management techniques can include:

- Signage at trailheads and along trails to heighten awareness of yield protocols and expectation of encountering other users. Signage could include: (1) “yield to equestrians”/trail user triangle signs, and, (2) signage indicating that “horses frequent these trails,” to raise awareness of the likelihood of equestrians’ presence in these areas (similar to designation on road system for motorists to yield to bicyclists), and (3) identifying blind corners, where needed.
- If a specific section of trail proves to be a consistent and demonstrable safety issue, work with equestrians and other stakeholders to explore options to provide a solution that is sustainable and feasible.
- Develop etiquette messaging material centered on shared trail education as it pertains to equestrians, hikers and mountain bikers. Create a brochure as well as a short video that can be shared easily and broadly by community members.

► Equestrian Users



Photo courtesy Karen Danley

4. Pilot and implement new management strategies in the future, in limited areas, where practical and where conditions merit, and after further community consultation, to improve recreation experience and protect trails such as:

- Separating trail uses or widening trails.
- Designating one-directional use.
- Designating alternating days for type of recreation use or directional travel.
- Limiting use types.
- Or other use management techniques deemed effective.

► Trail Signage



Photo courtesy City of Boise

Goal 2

Ensure that trails allow for the enjoyment and protection of ecologically and culturally important areas.

A. Locate, design and maintain trails in concert with other natural resource management conservation values and objectives.

In particular, locate, design and maintain trails to:

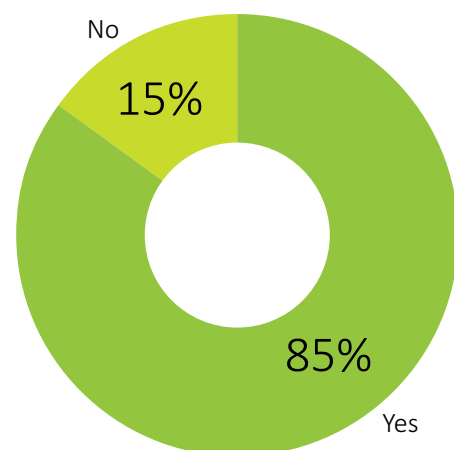
- Minimize erosion and control runoff.
- Minimize impacts on riparian areas, critical and native habitat and rare plant areas.
- Minimize impacts to wildlife.
- Minimize impacts on visual quality.
- Minimize impacts on cultural resources.

And, conduct environmental review processes prior to changes in trail design or new trail construction, in compliance with:

- NEPA regulations on federal lands.
- City, County, State and private lands.
- Individual partners' management plans, as applicable.

► Do you support the strategy of formal trail closures during times of the year when trails are muddy to help prevent trail erosion?

Trail Plan Survey



B. Monitor factors that have high potential for environmental impacts from trail use and adjust Ridge to Rivers' management approach accordingly.

Potential changes include:

- Significant increases in trail use.
- Significant changes in climate that lead to increased weather or other natural events (e.g., fires, floods, mudslides, etc.).
- Significant changes in types of recreational uses.

Adjust resources and management strategies, as needed, to address these changing conditions and minimize environmental impacts.

C. Continue to convert older trails to more sustainable design and/or to ensure adequate levels of maintenance on all trails to minimize environmental impacts.

Closely monitor trails that follow old road beds, portions of which are more likely to erode. Maintain ability to reroute erosion-prone sections if necessary.

Criteria used to determine re-routing priorities include:

- Level of impact of erosion on trails.
- Level of use.
- Expansion of trail corridor - formation of multiple routes.
- Cost to maintain in place v. modify.
- Possible disruption of new route into native plant habitat.
- Recreation Experience Zone designation.
- Desired user experience, including retaining some steeper-grade trails.
- Safety.

D. Further develop and advertise system for weather-and-conditions-related trail closures.

This will direct trail users away from sensitive trail areas to more appropriate areas. This system would be implemented with significant volunteer participation, and will likely entail:

- Public notice of temporary trail closures online and using social media.

- Temporary signage and/or barriers at key trail locations.

E. Develop all-weather trails.

Over time, as resources allow and opportunities arise, develop all-weather trails. "All-weather" trails are trails that have been modified to allow improved drainage by re-grading or elevating the trail and/or changing the trail surface through the use of materials such as compact road mix. "All-weather" does not include paving or otherwise creating hard-surface trails. Location and creation of these trails to be determined using the following criteria:

- Permission of land owner.
- Soils/trail bed and topography (more suitable areas prioritized, e.g., relatively flat terrain, trail grade less than 5%, access for trail construction materials, etc.).
- Amount of use (higher-use areas prioritized)
- Cost to construct/weatherize (lower-cost prioritized).
- R2R recreation opportunity spectrum area designation (most compatible with social recreation experience zone).
- Ability to create loop (rather than out-and-back).

F. Provide educational materials and programs to promote stewardship and low-impact use of the trails system including:

- Provide informational materials online and at trailheads to educate users about trail-related

► Invasive Species Signage



Photo courtesy Fungus Guy (Own work) [CC BY-SA 3.0 (<http://creativecommons.org/licenses/by-sa/3.0/>)], via Wikimedia Commons

ecological and conservation issues, such as the impacts of dog waste on plant species and water quality.

- Create campaign to educate trail users about techniques to reduce the spread of invasive species along trails, which are typical vectors for weeds.
- Provide informational materials online and at trail heads to educate users about culturally and historically significant areas and events, as appropriate.

G. Expand opportunities for community members and community groups to participate in volunteer opportunities for trail maintenance, construction and clean-up efforts under direction and guidance of Ridge to Rivers partnership staff.

- Continue and enhance the Adopt-a-Trail program.
- Accelerate volunteer opportunities by embracing efforts of interested trail groups.

► Volunteer Crew



Photo courtesy Idaho Department of Fish and Game

► PUBLIC OPINION

"What do you think is most valuable about the Ridge to Rivers trail system to the Treasure Valley?"

Trail Plan Survey responses included:

- "Promotion of clean air with retention of native plants."
- "Open space left for native plants and native wildlife."
- "Preserves wildlife habitat near urban areas."

H. As needed, identify “Habitat Restoration Areas,” and “Habitat Protection Areas.”

Trails within Habitat Restoration Areas would be temporarily managed to decrease use impacts. Strategies utilized could include designating these areas as dog on-leash or periodically closing trails, during the restoration period. Also, identify “Habitat Protection Areas” where trails within the area would have a permanent designation and be managed in accordance with specific restoration or protection activities and investments. An example of the latter is Polecat Reserve, where all trails are designated “dog on-leash” to preserve Aase’s Onion populations.

► *Habitat Restoration and Protection Areas Can Benefit from Policies Such as Dog-on-Leash*



Photo courtesy Ridge to Rivers

► PUBLIC OPINION ►►►
Trail Users are concerned with the amount of dog waste present in many areas of the Ridge to Rivers System.

I. More strongly encourage proper dog waste removal and work to reduce the amount of dog waste on trails and in nearby areas by:

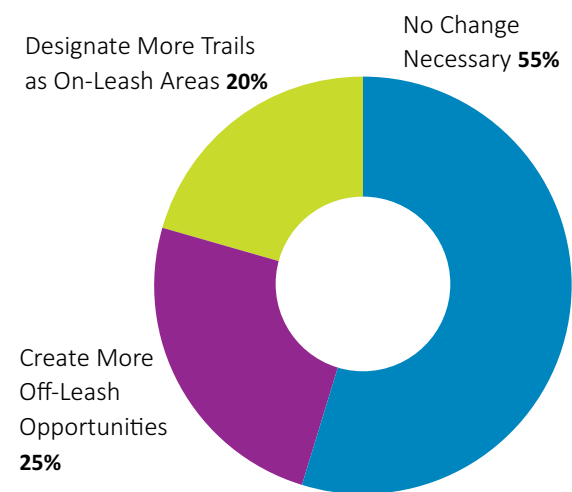
- Where feasible, offering additional trash cans and Mutt Mitt stations.
- Share trail information, including dog waste removal policies, at places frequented by dog owners such as pet adoption locations and veterinary clinics.
- Increase enforcement of current dog policies regarding waste disposal.
- Encourage participation of dog-related user groups and businesses in clean-up and maintenance efforts and investments in select parts of the system that are heavily used by dogs, e.g., Hillside to Hollow reserve.
- Create additional on-leash buffer zones near trailheads to reduce buildup of waste in these areas. Specifically, pilot a program which temporarily designates trails in high-use areas as dog on-leash for up to the first 200 feet from popular trailheads. Signage to be posted at trailhead and when leaving the designated zone. All other existing on-leash and off-leash designations will remain in place. Evaluate program effectiveness and public response to pilot program after one year.

► PUBLIC OPINION ►►►
Dog poo pickup "mitts" and trash cans at more trailheads. I'm a dog owner who picks up after his pet, but plenty of people don't bother. Make it obvious and easy to help those who don't pick up after their pets.
 – Trail plan survey respondent

J. Strive to enhance the understanding of responsible / controlled off-leash use so dogs, dog owners and other recreationists all have an enjoyable experience.

- Establish guidance and issue permits to allow commercial dog training on the trail system and on public lands, through respective land management agencies.
- Explore hosting special events that involve well-trained dogs to illustrate proper etiquette and behavior.

► *Ridge to Rivers trails allow controlled dogs to be off-leash unless otherwise specified (approximately 25 percent of the system is on-leash). Please indicate your preference to the following possible changes.*
 Trail Plan Survey



► *Controlled Off-Leash Dogs*



Photo courtesy Lauri Thompson

Controlled dogs are:

- Under voice command control by their owners at all times, and
- Within 30 feet of their owners.

“Responsible dog owners” comply with the controlled dog off-leash definitions and also pick up all dog waste and dispose of it in appropriate waste receptacles. While respondents to the 2015 Ridge to Rivers survey seemed to generally support continuation of existing dog management policies, hundreds of comments were received online and in person identifying uncontrolled dogs and the amount of dog waste as important issues to be addressed.

Goal 3

Make it easy for people to access and enjoy trails in close proximity to where they live, work and play.

A. Identify levels of access framework.

Access ranges from small, neighborhood-focused, local access point trails, to community and regional access sites with parking lots, restrooms and day use facilities. Use this framework to acquire and manage trail access to appropriate levels, in accordance with resources and intended recreation experience. See the map on the following page for the hierarchy of existing and proposed trail access points.

B. Work with land development processes to reserve sustainable trail access within and through private developments including dedicated trail easements in key areas.

- Strongly promote creation of easements to provide stronger incentives for property owners to set aside land for conservation and recreation purposes.
- Refine the existing local government subdivision/planned unit development process so that key trail routes are provided for when development occurs, and so that trail access and connectivity

is a clear priority. Most importantly, ensure trail connectivity, so that new and sustainably designed trails and trailheads created through the entitlement process link to the full Ridge to Rivers system, and that coordinated review occurs by Ridge to Rivers partner representatives and City and County planners.

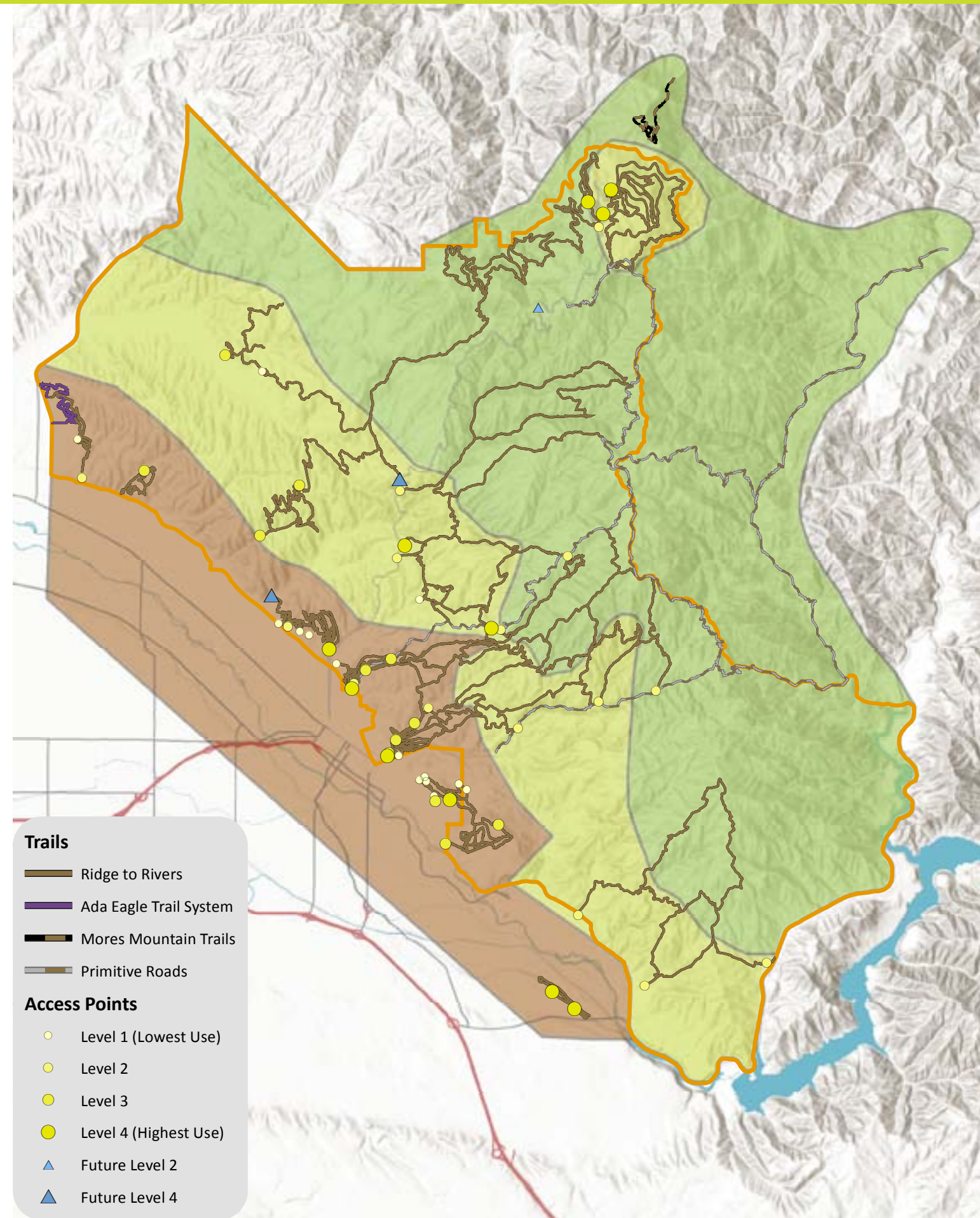
- Review and update existing City of Boise and Ada County code to ensure that trails and trail access is a clear priority and consistently mentioned in code governing Foothills and adjoining land development.
- Direct users to identified trail access points.

C. Aim to deliver on the “ridge to rivers” vision.

- Incorporate Ridge to Rivers trailheads into wayfinding programs and signs.
- Work cooperatively with the City of Boise and other partners to encourage creation of new linkages – via green corridors, road side trails, etc. – from throughout the community into the Foothills. In particular, examine ways to create at least one north-south greenbelt, connecting the Foothills and Ridge to Rivers trails and the urban and suburban areas.

► Hierarchy of Existing and Proposed Trail Access Points Table

Access Level	Description	Examples
Level 1 (lowest use)	<ul style="list-style-type: none"> • No dedicated parking area for vehicular access • Provides neighborhood-level walk-in/bike-in access from local roads 	Castle Rock Reserve access points, Elephant Rock, 15th Street, 32nd Street
Level 2	<ul style="list-style-type: none"> • Parking area accommodates small number of vehicles (less than 10), for example by roadside “pull-outs” • Encourages walk-in/bike-in access 	9th Street, 5-Mile, West Highland Valley, Bob’s.
Level 3	<ul style="list-style-type: none"> • Parking area accommodates moderate number of vehicles (10-15) • Encourages walk-in/bike-in access 	Lower Halls Gulch, The Grove, Freestone, Cartwright, Dry Creek
Level 4 (highest use)	<ul style="list-style-type: none"> • Parking area accommodates large numbers of vehicles (15+) • Has nearby transit access • Allows walk-in/bike-in access 	Camel’s Back Park, Reserve Park, Old Idaho Penitentiary, Bogus Basin, Miller Gulch



► *Equestrian User*



Photo courtesy City of Boise

D. Identify trailheads and trails that offer better experiences for equestrians.

- Share opportunities online at the Ridge to Rivers website, and on R2R printed maps.
- Identify opportunities for horse trailers, where possible, at existing Ridge to Rivers trailheads, and designate horse trailer parking.
- When new trailheads are designed, accommodate horse trailer parking whenever possible.

► PUBLIC OPINION ►►►

I don't use [the Ridge to Rivers trails], too dangerous for horse riders and no parking.

– Workshop respondent

E. Increase multi-modal access to trailheads.

Increase multi-modal access to the Ridge to Rivers system from all areas of Boise and communities throughout Ada County in order to slow the increase of vehicular use to access trails, and to improve trail access for more residents and visitors. Recognize that in some instances, expanding existing parking or creating new parking may be necessary as the system and use expands.

- Encourage and facilitate van/carpool/shuttle services for residents and visitors.
- Where feasible, and as opportunities arise, locate trailheads on transit routes. Encourage transit routes to include trail access stops at higher-use trailheads. Ensure buses serving trailheads have bike-carrying capacity.²²
- Coordinate with City and County parks and planning departments to connect walking and biking corridors in urban and suburban areas to trailheads.
- Preserve and maintain sustainable walk-in and ride-in access points from neighborhoods adjacent to the Foothills and Ridge to Rivers trails, to the degree possible.
- Attempt to provide parking through existing options, e.g., on-street parking, reduction of parking requirements for adjacent uses, shared parking agreements or other appropriate means.
- Consider using smart phone technology to alert users when parking lots are full, to redirect vehicular traffic to other areas and encourage non-vehicular access.
- Track user access modes, particularly in high use areas, to monitor and respond to changes in access patterns.
- Ensure that Ridge to Rivers' partners' most current transportation and connectivity plans are integrated with and support a community-based desire for dispersed access and is consistent with resource management plan strategies.

²² <http://www.pedbikeinfo.org/planning/transit.cfm>

► PUBLIC OPINION ►►►

Please minimize the signage and alteration of the existing landscape at trailheads. We don't need large parking areas. Focus on more simple access points rather than fewer elaborate trailhead facilities.

– Trail plan survey respondent

F. Offer programs that encourage new and infrequent users to access the trails and use them responsibly.

- Partner with community organizations to offer events and programs that encourage new users to become familiar with the Ridge to Rivers trails. For example, "New Trail User Days" events or a trail ambassador program, where people who might be apprehensive about venturing into the Ridge to Rivers system can call for a guided outing.
- Continue to work with existing programs such as City and County recreation programs to offer a variety of outdoor recreation and education classes for varying experience levels.

G. Provide additional restrooms and drinking water access where feasible, and as resources allow.

Potential sites for drinking water are limited mainly by infrastructure development costs. In some locations, water may be accessible from an urban water supply system. In other cases, water could be provided by well system.

- Create a list of possible sites that could benefit from installation from drinking water or restrooms. Identify locations of all existing drinking water and restrooms on Ridge to Rivers maps.

Goal 4

Promote partnership, shared responsibility and a sense of community.

A. Build a culture of stewardship among trail users, and continue to maintain open communication among user groups and between users and Ridge to Rivers partners.

- When feasible, host an annual event to celebrate Ridge to Rivers and trail users, and to share information and collect feedback about the Ridge to Rivers Trail System.
- Continue to increase the opportunities for volunteering to engage the community in trail education, and construction and maintenance efforts, working with a variety of community groups.
- Facilitate discussion of responsible trail use among user groups and their representative organizations. Use Ridge to Rivers as a forum to share information among user groups and convene conversations, as needed.
- Support capacity building and outreach efforts with volunteer groups.
- Encourage support of Ridge to Rivers by local businesses and business organizations through sponsorship of programs, infrastructure and events, and communicate the economic benefits of trails, open space and Ridge to Rivers.

Use Ridge to Rivers as a forum to share information among user groups and convene conversations, as needed.

For example, forums for equestrians and bikers to discuss how to best share trails in areas where both users are frequent.

- Further engage citizens in monitoring and reporting trail conditions.
- Continue to convene as-needed community consultations to provide opportunities to engage in shaping decisions about Ridge to Rivers.

B. Create a common understanding for the right of all user groups to use and enjoy the trails safely.

- Encourage organized user groups to educate their members regarding trail use etiquette and to reach out to other user groups (i.e., mountain bikers to equestrians), to spread those messages.
- Increase outlets for trail etiquette messaging. Options include:
 - Attach Ridge to Rivers information to all new bike purchases at local bike shops, share at dog adoptions, etc.
 - Create trailhead signs that communicates key issues specific to the trail.
 - Continue to encourage public participation on daily trail condition reporting online to augment Ridge to Rivers reports. Continue to utilize and grow social media outlets to disseminate information and allow direct input, feedback and community discourse.

C. Promote responsible dog ownership.

Use mechanisms such as:

- Media campaign to clarify and increase awareness of Ridge to Rivers’ definition of “controlled dog” behavior on trails.
- Increase enforcement of uncontrolled dog behaviors.

D. Periodically consider strategic expansion of the Ridge to Rivers partnership.

The Ridge to Rivers partnership currently includes government agencies who administer public land in the Boise Foothills. Consider addition of key landowners to the Ridge to Rivers partnership.

► *Community Workshop to Gather Public Feedback*



Photo courtesy Agnew::Beck Consulting

► *Trail Users*

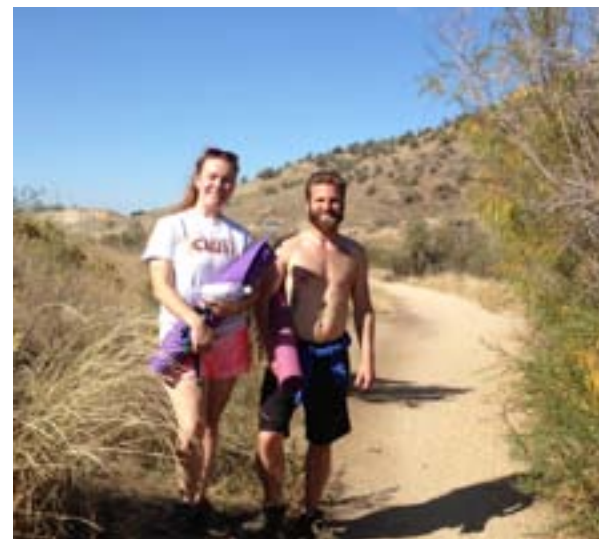


Photo courtesy Agnew::Beck Consulting



Photo courtesy US Forest Service

Goal 5
Maintain a sustainable system balancing demand and expansion with available resources.

A. Continue to monitor, quantify and report on trail use.

- Continue to systematically generate and catalogue accurate trail use data. Utilize trail counters at all major trails.
- Consider creating a Ridge to Rivers mobile app that lets people track where they have been, and voluntarily share use data with Ridge to Rivers to track use patterns in more detail.
- Seek to quantify the economic impact to Boise and Ada County from the Ridge to Rivers trail system.

B. Track required resource investment.

Relevant trends in Ridge to Rivers includes:

- Volunteer hours, on an annual and project by project basis.
- Ridge to Rivers program investment, on an annual and project by project basis.

C. Establish measurable benchmarks.

Based on goals developed through this plan, select benchmarks and annually evaluate the growth of the trail system and trail use. Examples of benchmarks could include numbers of visitors from outside the county and the state, number of trail miles, number of volunteer hours, number of trail-related community events, economic impact of trails on the local economy, etc. Share this information as part of annual “state of the trails report” and annual community celebration. Include identification of needed resources to meet benchmarks, including costs for additional Ridge to Rivers program staff, capital investment and other management costs.

D. Increase funding resources available for Ridge to Rivers.

Ensure funding is in line with population growth, trail system expansion and sustainable management practices, and meets the demands and desires of users and a public that values highly the benefits of an outstanding trail system.

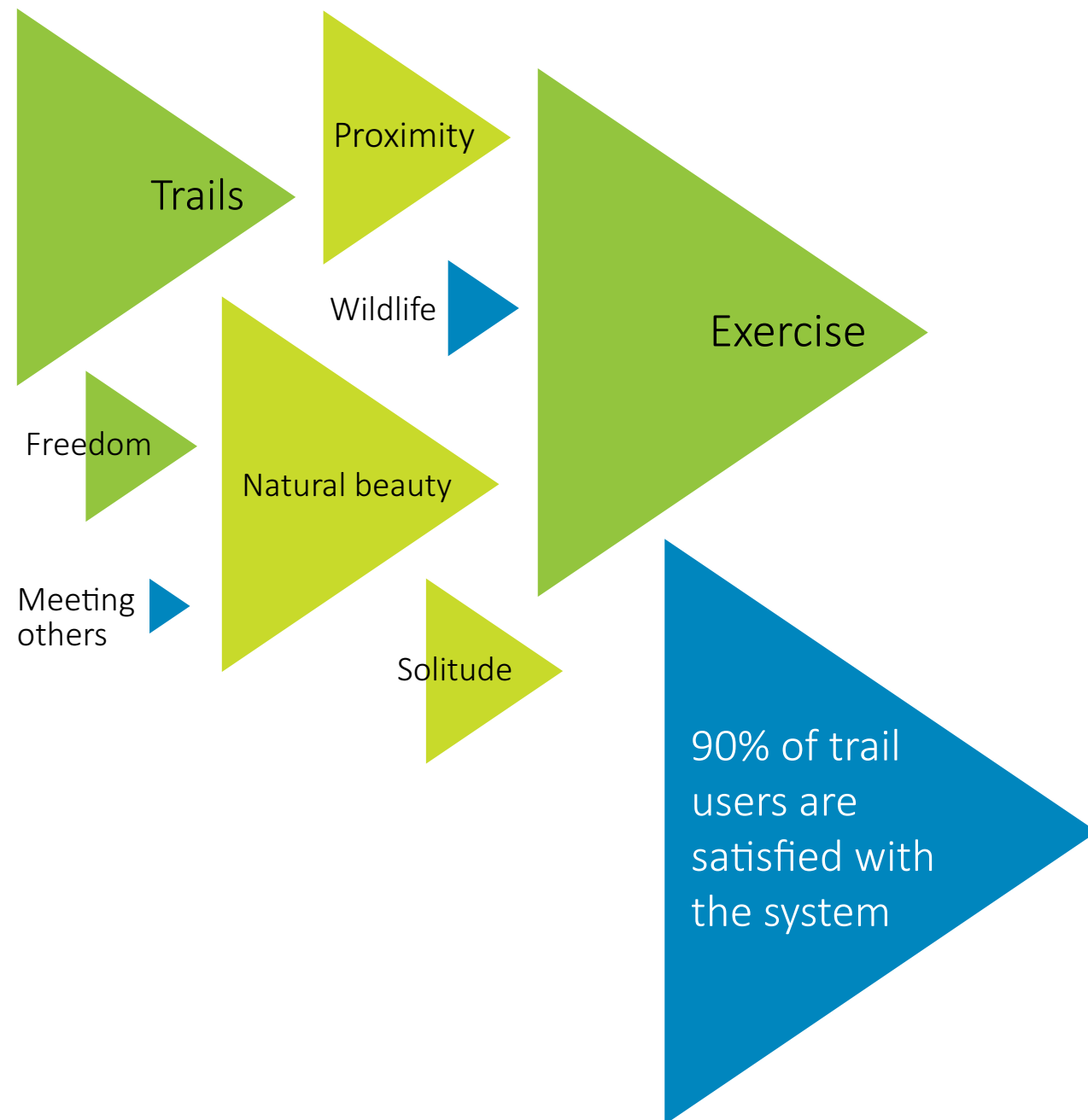
- Fund trail design, construction and maintenance at an appropriate level to support sustainable trails. These trails may have higher upfront costs, but are likely to reduce ongoing maintenance costs.
- Document and share information regarding the benefits of the Ridge to Rivers trails system and associated open space, including economic, quality of life, and environmental impacts and share with potential supporters and funders.
- Broaden the range and amount of funding sources supporting Ridge to Rivers, including considering partners' funding increases and revenues from new sources such as a parking pass program that can support infrastructure and access improvements.

E. Increase number of program staff supporting Ridge to Rivers.

- Increase number of Ridge to Rivers trail staff to include a full-time Program Coordinator and two seasonal maintenance team members.
- Increase Ridge to Rivers’ capacity for community education, outreach and engagement by leveraging partners' resources and technology and communication tools to maximize reach.

Sustainable trails may have higher upfront costs, but are likely to reduce ongoing maintenance costs.

▶ ▶ ▶ WHAT DO PEOPLE LOVE ABOUT RIDGE TO RIVERS TRAILS? ◀ ◀ ◀



▶ ▶ ▶ 4. IMPLEMENTATION

Each of the recommended strategies in Chapter 3 of the Ridge to Rivers 10-Year Management Plan will be achieved through on-the-ground actions and tangible changes in policy, funding and programs. This section identifies:

1. Implementation phasing framework
2. Phase one implementation action plan
3. Additional details about how some strategies could be implemented



▶▶▶ 4. IMPLEMENTATION



Priority Actions

Phases

The Ridge to Rivers 10-Year Management Plan is intended to be implemented in three phases:

- Phase 1: 1-3 years (2016-2019)
- Phase 2: 4-6 years (2020-2023)
- Phase 3: 7-10 years (2023-2026)

Actions identified through the planning process that are deemed achievable and needed in the short-term are intended to be accomplished in Phase 1. These actions are identified in the “Phase 1 Action Plan” tables below. Achieving all Phase 1 actions during the Phase 1 timeframe is contingent on the availability of resources, including funding.

Identification of these actions is not intended to preclude additional actions that may be implemented as other needs and opportunities arise. Rather, the tables below are intended to provide a starting framework for understanding how the goals and strategies in this plan can be actualized on the ground, in order to have real impact on the trail system and real

benefit to our recreation community. Also, they are intended to elevate certain actions and help focus resources and efforts on achieving our community’s priorities for our trail system.

Lastly, this action plan is intended to be flexible and modified to respond to changing conditions and needs over time.

As Phase 1 actions are completed during the first three years of implementation, an action plan for Phases 2 and 3 should subsequently be developed in consultation with the community, using the goals and strategies identified in the “Management Framework” chapter.

Goal 1 Provide a variety of trail experiences that welcome a range of recreational activities.

Action			Outcomes		
Program or Process	Community Engagement	Capital or Infrastructure Investment	Intended Outcome	Measure of Success	
1A	Assess the feasibility of creating new priority trail connections identified in the plan. Work to obtain private landowner permission and respective land management agency clearance for top 1-3 most feasible connections.	If permission is obtained, seek feedback from community on desired experience to inform trail design prior to construction.	Design and construct at least one new trail connection.	Increase connectivity within R2R system.	One new trail connection designed and constructed.
1D	Increase resources allocated for ADA accessible trail development and adaptive recreation trail modifications.	Working with the adaptive recreation community, identify specific trails with best potential for adaptive recreation and for ADA access. Continue to meet and monitor needs.	Design and build at least one new ADA-accessible trail. Modify as many existing trails as possible to provide better access for hand wheel bikes and other adaptive modes of recreation.	Increase trail use by people experiencing disabilities.	One new ADA-accessible trail designed and constructed. Increase in adaptive recreationist trail use.
1E1	Secure funding for gates and signage.	Share location of gates and slow zones on R2R website. Once slow zones are implemented, solicit online feedback from users.	Install gates and signage.	Create slow zones in high-use areas.	Trail counter data and user reports will reflect decrease in speeding bikes in high-use areas.
1E2	Work to obtain private landowner permission and respective land management agency clearance to construct at least one downhill mountain bike trail in one of three priority areas as specified in this plan. Raise funds for flow trail design and construction.	Confer with local riders and biking groups to discuss desired experience to inform trail design. Consult with other stakeholders to learn about and address questions and concerns, including designations for adjacent trails to prioritize hiker/runner and equestrian experiences.	Design and construct up to three bike-oriented downhill trail(s). Hire consultant that specializes in this type of trail design and construction.	Improve experience for all trail users. Divert downhill bike traffic out of pedestrian/equestrian paths and vice versa.	One new bike downhill trail designed and constructed. Increased sense of enjoyment for trail users in the area. One study conducted to evaluate efficacy of this strategy.
1E3	Create educational materials about sharing trails, particularly with equestrians.	Work with recreation-based groups and through R2R communications to create and circulate educational materials. Meet with equestrians periodically to monitor and discuss any developing ideas and issues related to horse and rider experience.	Place additional signage about sharing trails with horses, as needed. Make adjustments to trail design, where needed and feasible, to increase users' ability to enjoy shared trails.	Improve all users' understanding of how to share trails safely with horses and equestrians.	Increase in equestrian trail use. Increase in reports of positive encounters.

Goal 2 Ensure that trails allow for the enjoyment and protection of ecologically and culturally important areas.

Action			Outcomes		
Program or Process	Community Engagement	Capital or Infrastructure Investment	Intended Outcome	Measure of Success	
2D	Implement weather- and-conditions-related closures.	Utilize designated volunteers to assist in opening, closing and signage of trails identified for pilot closure program. Encourage community feedback on trail conditions through active social media.	Install gates and/or signage to identify temporary trail closures.	Protect trails and surrounding areas from deterioration and erosion caused by high use.	Community-supported weather-and-conditions trail closure program.
2E	Identify candidate trail loops for all-weather trails and obtain permission of the landowner to modify trails.	Identify all-weather loops on R2R website and R2R maps.	Construct at least one all-weather trail loop.	Protect trails and surrounding areas from deterioration and erosion caused by use.	At least one new all-weather trail loop constructed.
2I	Create "on-leash buffer zones" at popular trailheads. Obtain supplemental funding for dog waste removal supplies through sponsorship program.	Encourage community organization of clean-up events. Share environmental and cost impacts of dog waste, as well as dog waste removal policy at pet adoption centers and veterinary clinics.	Install additional trash cans and Mutt Mitt stations where feasible to do so. Install signage identifying dog waste buffer zones.	Eliminate dog waste on and around trails.	Increase in amount of dog waste removed. Heightened community awareness of the importance of dog waste removal via user survey responses.
2C	Identify trails that should be modified to achieve more sustainable trail design. Obtain funding increases to ensure this work is adequately resourced.	Offer trail volunteer opportunities.	Modify trails to achieve more sustainable design.	Protect trails and surrounding areas from deterioration and erosion and lower ongoing maintenance costs.	Decreased erosion and decreased annual maintenance cost on identified trails through modification of design in problem areas.

Goal 3 Make it easy for people to access and enjoy trails in close proximity to where they live, work and play.

Action			Outcomes		
Program or Process	Community Engagement	Capital or Infrastructure Investment	Intended Outcome	Measure of Success	
3D	Increase user awareness via trailhead communications (signs, flyers, talking to users, organizing "meet an equestrian" events, etc.) of horse trailer parking needs, particularly at trailheads frequented by equestrians.	Continue to share horse trailer parking information on R2R website and on R2R maps. Continue to confer with equestrians and conduct trailhead observations to determine if parking is meeting demand.	Install horse trailer parking signage and, when feasible, new parking that accommodates horse trailers.	Improve horse trailer parking options at R2R trailheads.	Horse trailer parking availability meets demand.
3E	Confer with other departments and agencies to identify multi-modal access routes and design wayfinding that allows more users to access trails easily. Track data to determine if these approaches are having desired impacts.	Work with other agencies and departments to share transit, carpool/vanpool and bike/pedestrian access options with the public.	Install additional wayfinding signage in urban areas to direct people to R2R trailheads.	Increase non-vehicular access to trailheads and trails. Increase overall ease of ability for more people to access trails.	Slow the rate of increase of vehicular access and increase rate of non-vehicular access.
3E	Confer with other City and County departments and agencies to identify a north-south greenway connecting the Boise community to the Foothills.	Work with other agencies and departments to engage the public in greenway corridor planning.	Collaborate on a north-south greenway corridor designation and design.	Create green infrastructure and wayfinding to connect more parts of the community with R2R trails	Identification of new wayfinding routes and north-south greenbelt route.
3G	Identify possible new drinking water and restroom locations.	Share information about restroom and drinking water locations with public through signage, R2R website and R2R maps.	Install at least one new restroom facility and one new drinking water facility, where feasible.	Increase level of service at trailheads, particularly in lower foothills	Installation of at least one new restroom facility and one new drinking water facility.

Goal 4 Promote partnership, shared responsibility and a sense of community.

Action			Outcomes		
Program or Process	Community Engagement	Capital or Infrastructure Investment	Intended Outcome	Measure of Success	
4A	Request sponsorship of local funders and businesses for community engagement.	Host annual R2R community event.	N/A	Promote community awareness and stewardship of R2R.	Annual community event held each year of Phase 1.
4A	Share annual project plan with community and any recommended management plan updates.	Request community feedback on proposed projects and activities.	N/A	Receive input and feedback on community priorities, engage citizens in implementing R2R plan, and gauge level of community support for proposed projects.	R2R annual work plan reflects community input and is generally supported by community.
4C	Design and implement an awareness campaign about "controlled dog" behaviors, targeted at dog owners, particularly new dog owners and dog owners who have moved to the area.		N/A	Improve experience for all trail users.	Decrease in reports of uncontrolled dogs.

Goal 5 Maintain a sustainable system balancing demand and expansion with available resources.

Action			Outcomes		
Program or Process	Community Engagement	Capital or Infrastructure Investment	Intended Outcome	Measure of Success	
5D	Increase R2R funding in order to create a program budget that supports Phase 1 priority actions.	Communicate funding levels to community. Utilize additional community resources (volunteers, donors, sponsors, etc.) to achieve needed level of resources to implement Phase 1 actions.	Fund one new full-time Program Coordinator position and at least one seasonal/temporary maintenance crew position. Ensure funding for required projects is obtained.	R2R program growth keeps abreast of demand.	Increased funding, staff positions and resources for R2R.
5A	Generate and catalogue accurate trail use data.	Issue an annual preference survey (online) to gather user input and feedback on trail experience and R2R investments.	Install trail counters periodically to monitor use.	Achieve a more complete understanding of trail use trends, impacts and patterns.	Annual online user preferences survey data. Trail counter data available for trailheads at peak use seasons and times. More certain figures for annual user days and total unique users.

Implementation Details

Strategy 1.E – High Use Areas

Signs and gates can be used to create “slow zones” in high-use areas. Signs and gates could be placed:

For Camel’s Back/Lower Hull’s Gulch Reserves

- At most or all trailheads below the Foothills Learning Center.

For Military Reserve

- At entrances to Cottonwood, Toll Road and Eagle Ridge areas and/or
- Below Bucktail/Central Ridge/Ridgecrest trail junction.

Options to effectively direct pedestrian/equestrian traffic out of bike traffic paths and vice versa, include:

- Creating new downhill flow trail connecting Sidewinder area to Lower Hulls Gulch area; in conjunction with this strategy, possibly prohibiting downhill bike traffic on Sidewinder Trail #24 and Red Cliffs #39.
- Creating a new downhill flow trail connecting Fat Tire Traverse #42/Freestone Ridge Trail #5 junction to lower Military Reserve; in conjunction with this strategy, possibly prohibiting downhill bike traffic on Freestone Ridge Trail #5 and Central Ridge Trail #22.
- Create a new downhill, traversing flow trail connecting Deer Point lift area to Simplot Lodge at Bogus Basin.

Strategy 2.E – All-Weather Loops

All-weather loops could be created in the following locations, over time, as resources become available.

1. Camel’s Back/Lower Hulls Gulch Reserves
2. Military Reserve
3. Castle Rock Reserve
4. Hillside to Hollow Reserve and adjoin Land Trust of the Treasure Valley Harrison Hollow land.

Strategy 2.I – On-Leash Designations to Control Dog Waste

As part of a strategy to more strongly encourage proper dog waste removal and work to reduce the amount of dog waste on trails, R2R can create additional on-leash buffer zones near trailheads to reduce buildup of waste in these areas. Specifically, pilot a program which designates trails in high-use areas as dog on-leash for up to the first 200 feet from popular trailheads. Signs would be posted at trailheads and when leaving the designated zone. All other existing on-leash and off-leash designations will remain in place. Evaluate program effectiveness and public response to pilot program after 1 year. Potential pilot program trailheads and trail locations could include:

Camel’s Back/Hulls Gulch

- Up to first 200’ of Owl’s Roost from The Grove parking lot
- Up to first 200’ of Lower Hulls, Kestrel from the Foothills Learning Center parking lot
- Up to first 200’ of Crestline

Military Reserve

- Mountain Cove trail
- Up to first 200’ of Elephant Rock Loop
- Up to first 200’ of Ridgecrest from Ridgecrest pullout
- Up to first 200’ from Freestone parking lot onto Central Ridge spur

Table Rock

- Up to first 200’ of all trails departing from the Old Penitentiary/Botanical Gardens parking lot

Hillside to the Hollow

- Up to first 200’ of Harrison Hollow trail
- Up to first 200’ of trails from Hillside Junior High School

Strategy 3.G – Restrooms and Drinking Water

Provide additional restrooms and drinking water access where feasible, and as resources allow. Identify locations on Ridge to Rivers maps. Potential sites for new restrooms include:

- Cartwright Road
- Lower Bogus Basin trailhead
- Harrison Hollow
- Table Rock/Old Pen

Potential sites for drinking water are limited mainly by infrastructure development costs and availability of funding. In some locations, water may be accessible from urban water supply system. In other cases, water could be provided by well system.



APPENDICES

[Appendix A: Planning Committee Membership](#)

[Appendix B: Community and Online Workshop Results](#)

[Appendix C: Survey Results*](#)

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[Appendix E: Relevant Plan Review](#)

[Appendix F: 2015 Trail User Survey 7-Year Summary](#)

[Appendix G: Economic Benefits](#)

[Appendix H: Glossary of Terms](#)

[Appendix I: Public Comments](#)

** Due to its large size, Appendix C is available as separate document. Please refer to the link on the Ridge to Rivers website or request a digital copy by contacting Ridge to Rivers at 208-493-2531 or online through the Ridge to Rivers website at <http://www.ridgetorivers.org/contact/>).*

Appendix A: Planning Committee Membership

	Name	Interests Represented
Land Management Agency Representatives	Sara Arkle	City of Boise, Department of Parks and Recreation
	Larry Ridenhour	Bureau of Land Management
	Tate Fisher	Bureau of Land Management
	Scott Koberg	Ada County Parks and Waterways
	Stephaney Kerley	Boise National Forest
	Steve Dempsey	Idaho Department of Fish and Game
	Krista Muller	Idaho Department of Fish and Game
	David Gordon	Ridge to Rivers
	Will Taliaferro	Ridge to Rivers
Citizen Representatives	Jeremy Maxand	Adaptive Recreation Users
	Karen Danley	Equestrians
	Jill Haunold	Equestrians
	Chris Haunold	Equestrians
	Ester Ceja	Hikers/Trail Runners
	Lauri Thompson	Trail Runners/Dog Owners
	Todd Graeff	Trail Runners/Dog Owners
	Mike Lanza	Hikers/Trail Runners
	Betsy Roberts	Mountain Bikers/Hikers/Dog Owners
	Ian Fitzpatrick	Mountain Bikers
	Justin Maines	Mountain Bikers
	Mark Tate	Mountain Bikers
	Nate Shake	Bogus Basin
	Lana Weber	Idaho Conservation League
	Tim Breuer	Land Trust of the Treasure Valley

Appendix B: Community and Online Workshop Results

This appendix summarizes the results of the workshops designed to engage the general public in the Ridge to Rivers 10-Year Trail Management Plan. The agenda for these workshops is provided on the following page and the results of the workshops follow the agenda. The online workshop was designed to allow for similar types of input and opened immediately following the in-person workshops.

	Community Workshop	Online Workshop
Respondents/Participants	118	195
When / Where	November 17th 2015, 5:30-8:30pm at the Boise Depot November 19th 2015, 5:30-8:30pm at Riverglen Junior High	November 19th 2015 to December 7th, 2015, available through the Ridge to Rivers website, Facebook and email list serves

Major themes from both workshops helped to frame out the overarching goals of the plan:

Continue Shared Use Approach

- Encourage responsible trail use, self-regulation
- Continue shared use on most trails
- Create some “slow” areas in more congested places
- Concern about directional and alternating day use management strategies not yet tried in R2R
- Ongoing outreach and education is an important component of trail management
- Split response on keeping steep trails vs. rerouting in some areas

New Trails and Amenities

- Increase the amount of trails, overall
- Construct purpose-built trails for bikes, in particular flow trails and cross country trails
- Equestrians desire increased amenities for horse trailer parking and trails without bikes
- Build some use-specific trails to allow a quieter/safer experience
- Increase access for recreationists with disabilities and adaptive recreation
- Create all-season/all-weather loops
- Desire for some additional amenities on trails and at trailheads, such as drinking water, restrooms, signage and garbage cans
- Where feasible, encourage the development of additional amenities such as water fountains, trash cans, mutt mitt stations, and restrooms

Plan with the Environment

- Protect natural experience
- Develop and implement strategies to better address dog waste
- Top user concerns are speeding bikers and uncontrolled dogs
- Prevent use of muddy trails and prevent erosion

Increase Connectivity

- Protect proximity to trails from urban area
- Increase connectivity between public lands and within existing trail system



Ridge to Rivers Trail System 10-Year Master Plan PUBLIC WORKSHOP #1

AGENDA

5:30-6:30 Open House + Polling Stations

Explore information about the Ridge to Rivers Trail System and contribute your ideas for its future at your own pace. Information stations and polling stations are located around the room. R2R partners and members of the citizen Planning Committee are available to chat about ideas and answer questions.

6:30-7:00 Presentation

The Ridge to Rivers Partnership will share information about the 10-Year Master Plan, and key factors that are being considered in this process.

7-8:30 Small Group Discussion + Exercises

Participants will break into small groups and work through a series of discussion questions and map exercises to guide the plan development and better understand key issues like trail connections and strategies for managing popular areas.

8:30 Gallery Walk + Next Steps

Review the results from the small group discussion and mapping exercises and contribute any additional thoughts to the open house polling stations.

Do you have a friend who wasn't able to make it tonight? Have more to say? Go to www.RidgetoRivers.org to participate in an online workshop. Public input from tonight's workshop will also be shared on the Ridge to Rivers website.

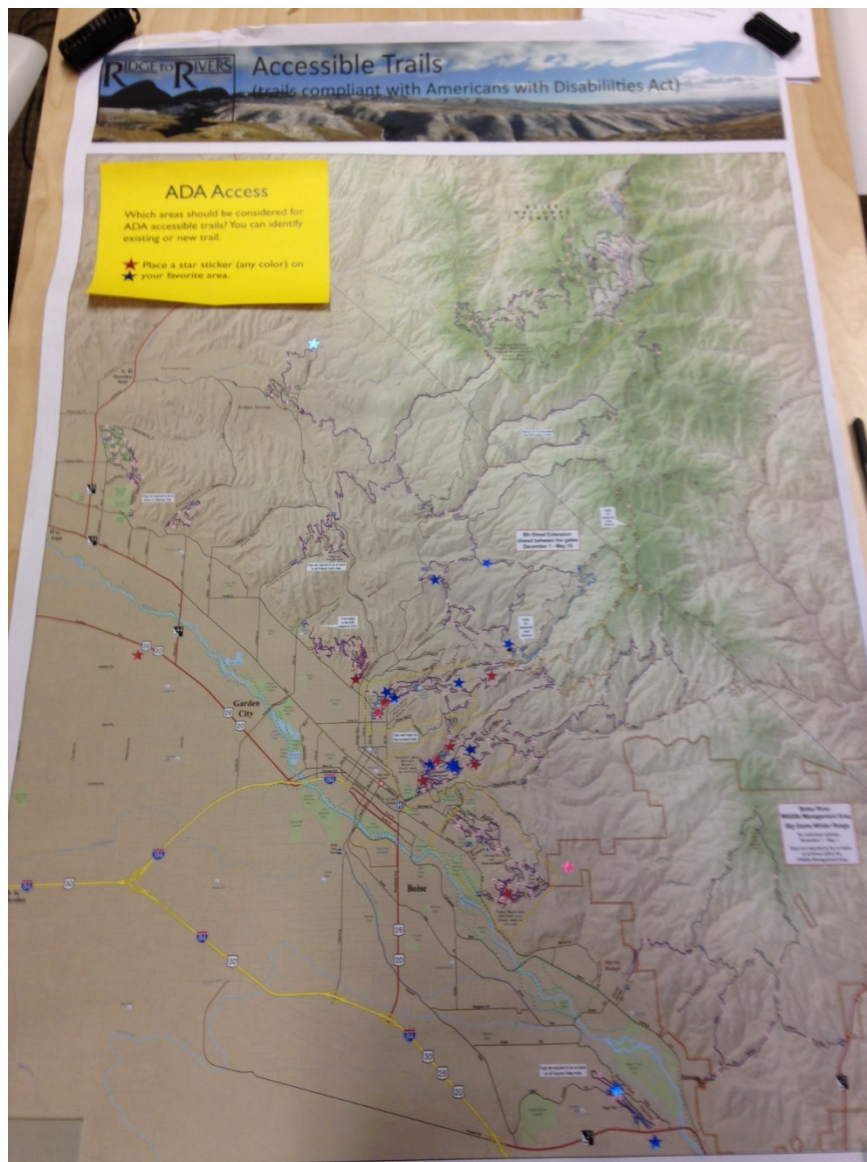


Polling Stations

For the first hour of each of the public workshops, attendees were asked to visit a number of polling stations to provide input on a range of issues including locations for new amenities and trail relocation. These questions were asked again during the online version of the workshop, and the results are built into the results reported in this Appendix.

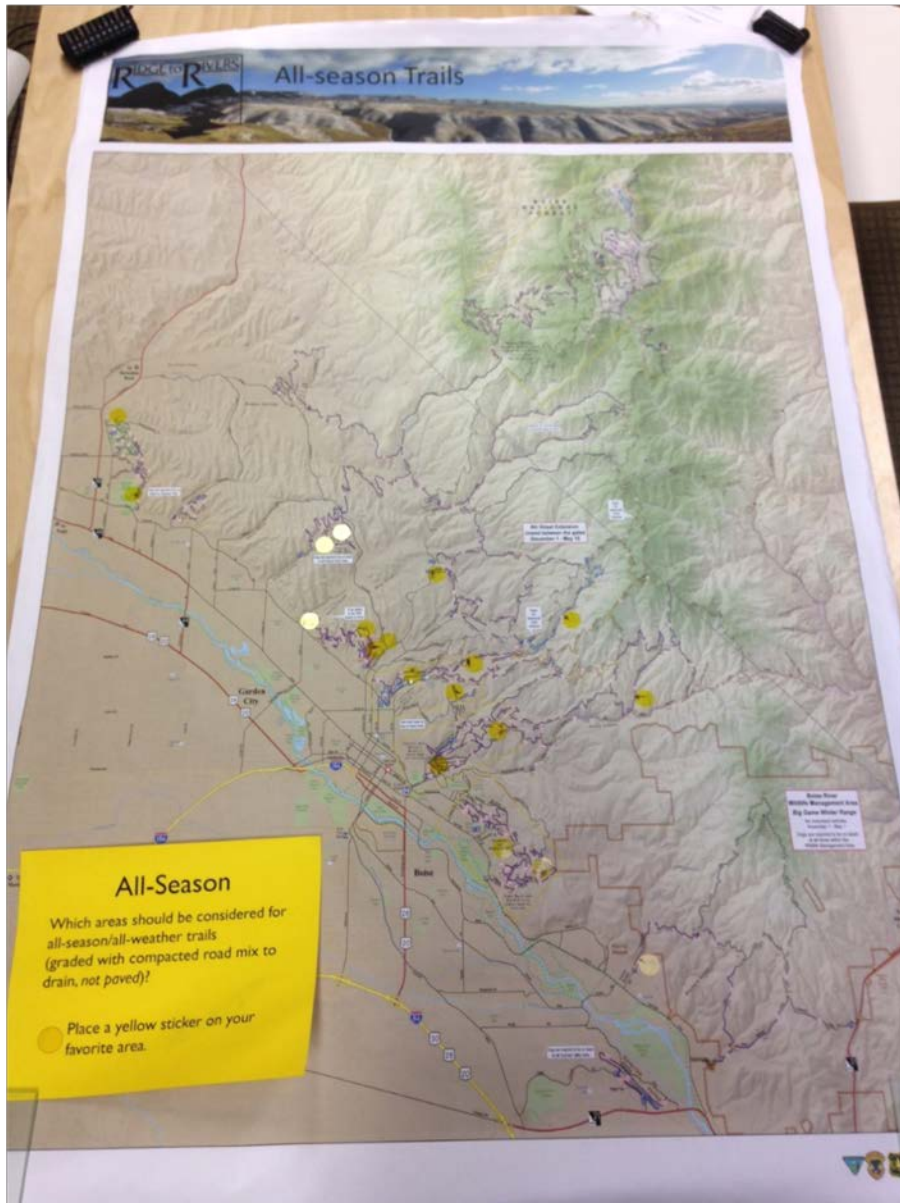
ADA Accessible Trails

Participants were asked “which areas should be considered for ADA accessible trails? You can identify existing or new trails.” Each of the star stickers on the map represents areas that individuals thought should be considered for ADA accessibility.



All Season Trails

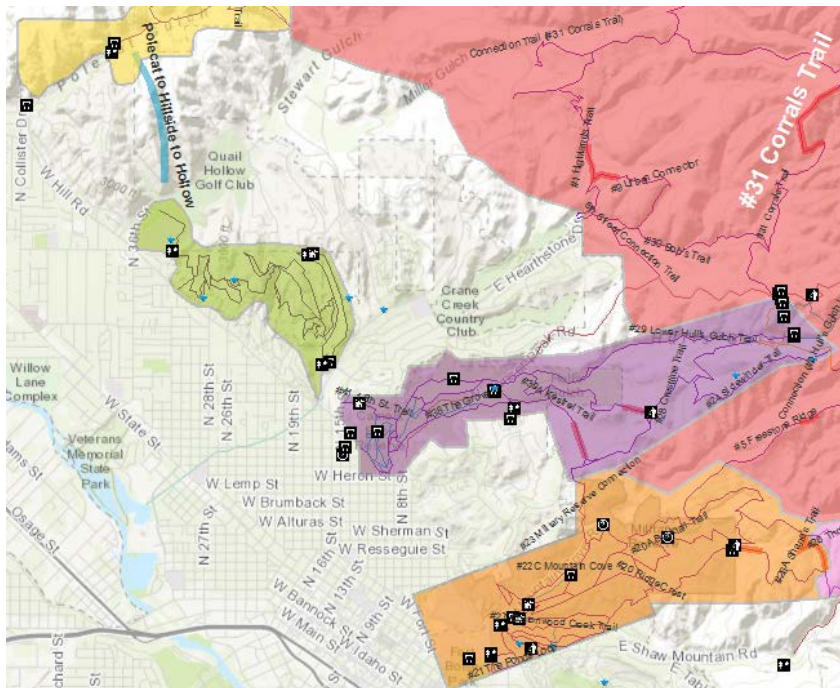
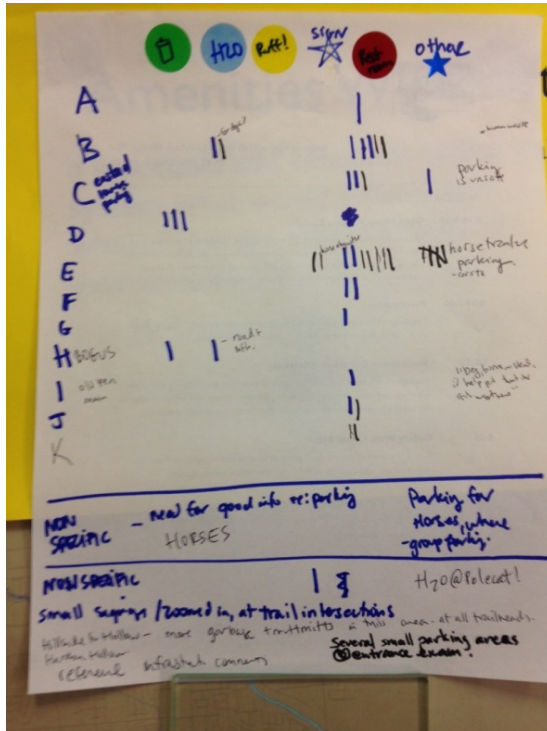
Participants were asked which areas should be considered for all-season/all-weather trails.¹ Each of the yellow stickers represents a favorite area for all-season considerations.



¹ Graded with compacted road mix to drain, not paved.

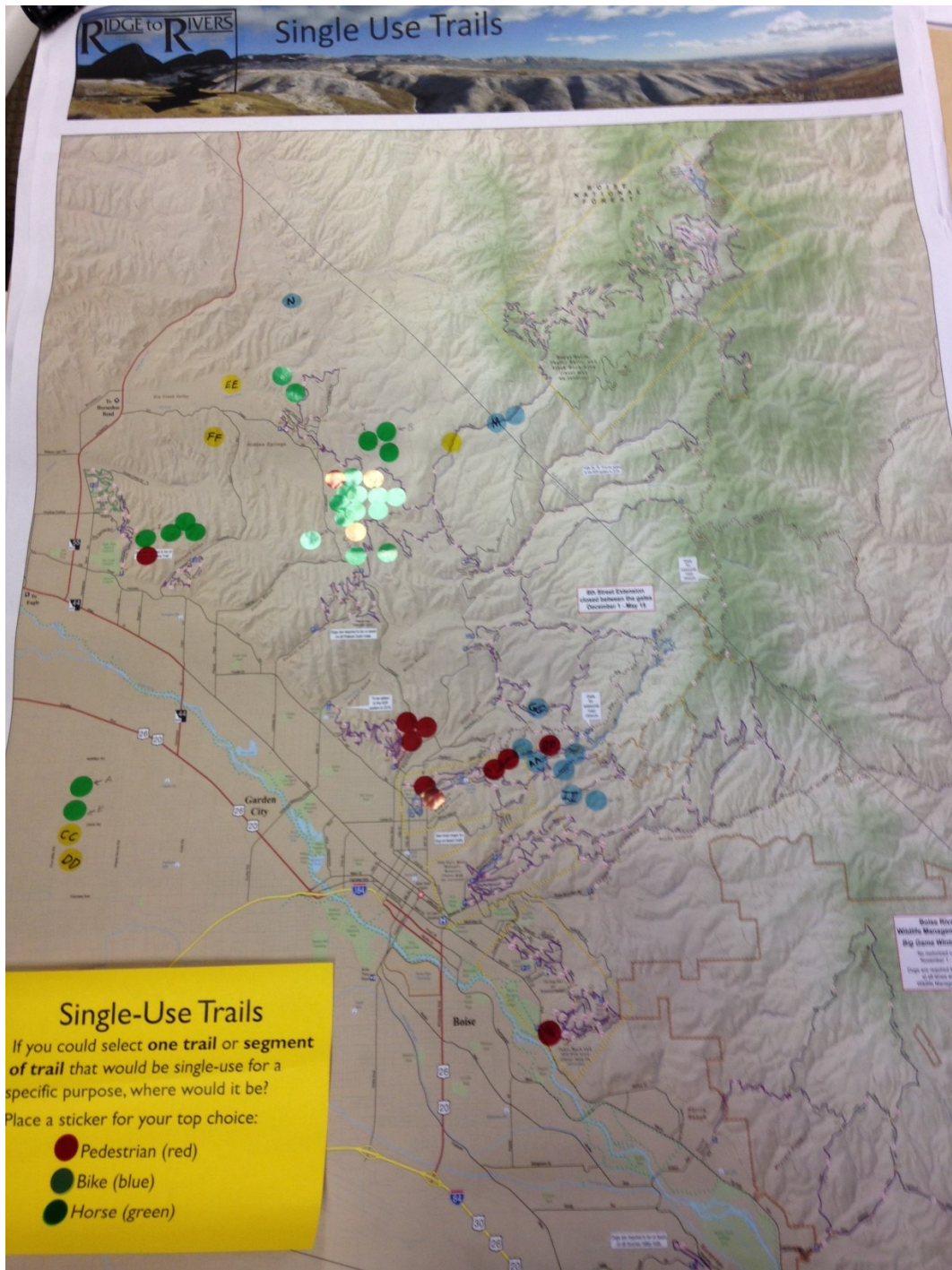
Amenities

Workshop attendees were asked where they would add amenities to the trail system and what they would be. The stickers on the map represent various amenities that include drinking water, restrooms, garbage cans, mutt-mitts, and signage. The online workshop also provided participants the opportunity to place markers to show where they wanted additional amenities.



Single Purpose Trails

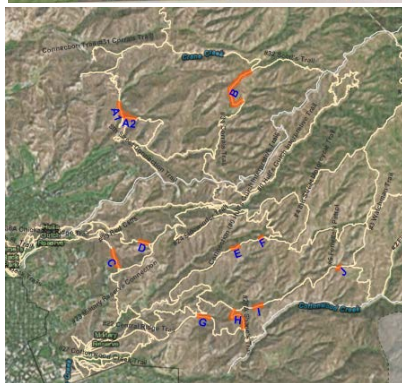
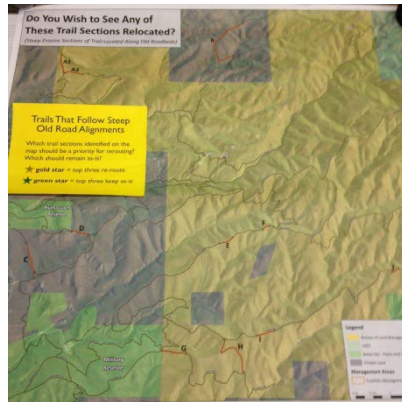
Participants selected one trail or segment of trail that would become single-use for a specific purpose. Each of the stickers on the map represents different single purpose location suggestions at various locations throughout the Ridge to Rivers System. **Red stickers** represent pedestrians, **blue stickers** represent bikers and **green stickers** represent equestrian uses.



Trail Relocation

Eleven trail segments were identified as possible areas for steep terrain re-routing. The stars on the table represent votes from the in-person workshop for each of the trail segments to either re-route or to be left as-is. On the following page, the top choices for trail rerouting and trails to keep in place incorporates both the online and in-person workshop results.

Re-Route Top Priorities		Keep As-Is Top Priorities	
1.	Corrals top to Crane Creek	1.	Corrals top to Crane Creek
2.	Trail 5 Big Hill	2.	Three Bears Big Hill
3.	Shane's above Bucktail	3.	Upper Kestrel
4.	Upper Kestrel	4.	Upper Red Cliffs
5.	Shane's Road Section	5.	Trail 5 Big Hill
6.	Upper Red Cliffs and Upper Trail 5	6.	Shane's Road Section
		7.	Upper Trail 5



	Reroute			Keep As Is		
	1st Choice	2nd Choice	3rd Choice	1st Choice	2nd Choice	3rd Choice
Section A1	★★	★			★	★
Section A2	★★★★★			★		
Section B	★★★★★	★★★★		★★★★★★★	★	
Section C	★★			★★		★★
Section D				★	★	
Section E	★★★★★	★★		★★★★★★★		★
Section F	★★★★★★	★	★	★★★★★★	★	
Section G	★★★	★★	★	★	★★	
Section H	★★	★	★		★	
Section I	★	★	★	★★★★★	★★★★★	★
Section J				★★★	★★	

Which trails should be re-routed?

Rank	In-Person Workshop	Online Workshop
1	TIE: Corrals top to Crane Ck. and Upper Trail 5	Corrals top to Crane Ck.
2	Trail 5 Big Hill	Trail 5 Big Hill
3	Shane's above Bucktail	Upper Kestrel
4	Lower Urban	Upper Red Cliffs
5	Shane's Road Section	Shane's Road Section
6	TIE: 3-Bears Big Hill and Lower Highlands	3-Bears Big Hill
7	Upper Kestrel	Shane's above Bucktail
8	TIE: Upper 3 Bears and Upper Red Cliffs (0 votes)	Upper 3-Bears Hill
9		Lower Urban
10		TIE: Lower Highlands (A1) and Upper Trail 5

Which trail should be maintained in its current location?

Rank	In-Person Workshop	Online Workshop
1	3-Bears Big Hill	Corrals top to Crane Ck.
2	Corrals top to Crane Ck.	Upper Kestrel
3	Trail 5 Big Hill	Upper Red Cliffs
4	Upper Trail 5	Shane's Road Section
5	Upper 3 Bears	3-Bears Big Hill
6	Upper Kestrel	Trail 5 Big Hill
7	Shane's above Bucktail	Shane's above Bucktail
8	TIE: Lower Highlands and Upper Red Cliffs	TIE: Lower Highlands, Upper Trail 5, Upper 3 Bears
9	TIE: Lower Urban and Shane's Road Section	Lower Urban

Small Group Discussions

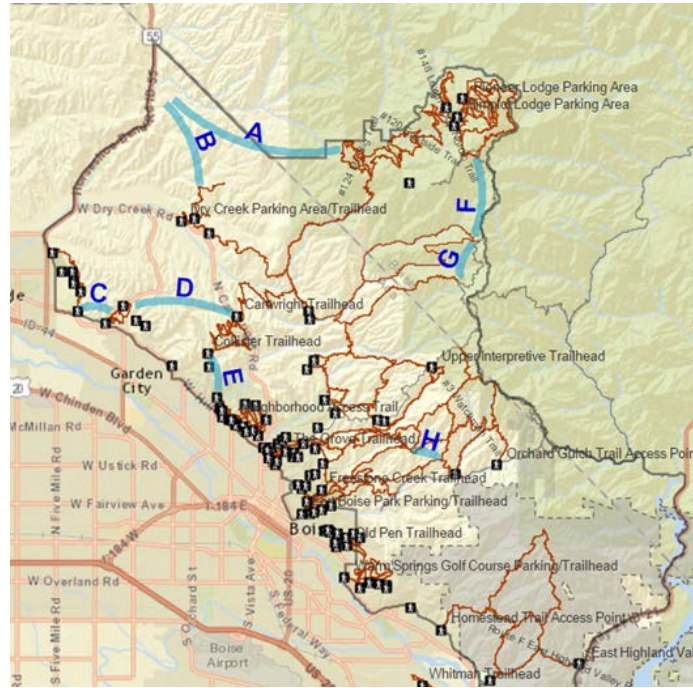
After the Open House portion of the workshop, Ridge to Rivers staff and partners presented on the planning process and what had been learned to date. The participants were randomly assigned to small groups to work through three topic areas:

- New trail connections
- High use areas
- Additional management strategies and concerns

Participants then worked through the exercises a second time with groups divided by trail use affiliation. The user groups included equestrians, motorized, cyclists, trail runners and hiker/walkers. The summarized results for each of the three topics areas are detailed on the following pages.

New Trail Connection Priorities

1. Dry Creek – Bogus (F)
2. Polecat – H2H (E)
3. Rocky Canyon – Upper Military Reserve (H)
4. Avimor – Stack Rock (A)
5. Dry Creek – Hard Guy (G)
6. Polecat – Seaman’s Gulch (D)



<i>Rank</i>	<i>Initial Survey</i>	<i>In-Person Workshop</i>	<i>Online Workshop</i>
1	Dry Creek – Bogus	Avimor – Stack Rock	Dry Creek – Bogus
2	Rocky Canyon – Upper Military Reserve (new Trail 6)	Polecat – H2H	Polecat – H2H
3	Dry Creek – Hard Guy – Upper 8th	Polecat – Seaman’s	Rocky Canyon – Upper Military Reserve (new Trail 6)
4	Polecat – H2H	Table Rock – WMA (eliminated from further analysis)	Avimor – Stack Rock
5	Polecat – Seaman’s	TIE: Hidden Springs – Avimor AND Dry Creek – Bogus	Polecat – Seaman’s
6	Avimor – Stack Rock	Dry Creek – Hard Guy	Dry Creek – Hard Guy
7	Veterans – Seaman’s	Rocky Canyon – Upper Military Reserve (New Trail 6)	Veterans – Seaman’s
8	Hidden Springs – Avimor	Veterans – Seaman’s	Hidden Springs – Avimor

High Use Areas

The issues and management suggestions from both the in-person and online workshops are compiled here. Participants were asked to list the group's observations about the three highest used areas and their ideas to manage these issues.

Common Issues	Participant Suggested Management Strategies
Hulls Gulch	
User conflicts (mostly hikers and bikers), bikes traveling too fast, poor trail etiquette	Single-use, or purpose-built mountain bike trail(s); Make Lower Hulls one-way; Increase signage and education; Create slow zones in Lower Hulls Gulch; Increased education
Dog waste	More patrol/enforcement; Leash restrictions within a certain distance from trailheads
Off-leash dogs	Create more on-leash trails; Prohibit dogs from some trails; Increased education
Visibility issues around corners	Make Lower Hulls one-way; create slow zones
Perceptions of overcrowding	
Military Reserve	
User conflicts (mostly hikers and bikers) – Bikes traveling too fast; poor trail etiquette; Ear buds on hikers; Large groups	Single-use, or purpose-built mountain bike trail(s); Ban ear buds; Directional trail designation; Alternate trail use days; Improved signage; Slow zone closer to trailheads
Dog waste	More patrol/enforcement; Leash restrictions within so many feet of trailheads; More trash cans
Off-leash dogs	Create more on-leash trails; Prohibit dogs from some trails
Muddy trails and trail erosion	Create all-weather trails; close trails when muddy
Perceptions of overcrowding on trails and at trailheads	Directional trail designation; Single-use or purpose-built mountain bike trail(s); Alternate trail use days
Lack of horse trailer parking	Create additional or designate within existing
On/Off-leash trail designation confusing	
Table Rock	
Significant use when trails are muddy	Seasonal trail closures; all-weather trails; increased signage/education
Perceptions of overcrowding	Kiosk signage with other trail options listed
Dog waste	Require on-leash for first 250' of trails; More education about impacts of dog waste
Graffiti/Vandalism/Trash	
User conflicts (mostly hikers-bikers); disrespectful behavior	Directional trail designation; Single-use or purpose-built mountain bike trail(s); Alternate trail use days
	Increased signage and education

Table Rock Detail

The Table Rock group discussions were often focused around dealing with the often large user base. These large numbers created some user conflicts, which the groups seemed to think could be mitigated through additional educational opportunities including increased or improved signage. The Table Rock discussions also highlighted muddy trail use and the need for all-weather trail creation.

Observations	Count
Muddy trails in this area	7
Very high number of users (overcrowding)	6
Invasive species	2
Inaccessible trails	2
Currently self-managed	1
Currently trail degradation	1
Uneducated/ disrespectful users	1
Lack of horse trailer parking	1
No bathrooms	1
Uncontrolled dogs	1
Bikes going too fast	1
General lack of parking	1

Management Strategies	Count
Winter/seasonal trail closures	7
Increase education/ signage	6
Needs all-weather trail/s	5
Increase connectivity to reduce island effect	2
Increase trail width to 6' or greater	2
Increase volunteer efforts	2
Additional Trails for Horses	1
Additional Trails for Dogs	1
Re-route trail #16	1
Increase policy enforcement	1
Separate users	1
Increase the number of trails	1
Re-open terraces to winter use	1
Create ADA accessibility	1
Trail closures during fire season	1

Hulls Gulch Detail

User conflicts played a large role in the discussions for Hulls Gulch. Many felt that the combination of blind corners, overcrowding, and multiple use trails all contributed to the environment of conflicting user interests and overall comfort levels on the trail. The most often cited management strategy was the creation of a mountain-bike-only single use trail that could help decrease the opportunities for potentially dangerous user conflicts.

Observations	Count
User conflicts on trail 4 (MTB and motorized use)	5
Blind turns are a hazard	5
Area is congested	4
Bikers go very fast	4
Lower HG is eroding	3
There is a yielding and etiquette issue	3
Trails are muddy and are getting used while muddy	2
Lack of parking	2
Uncontrolled dogs/ off leash areas confusing	2
Trail #4 is eroding	1
Dog waste is a problem	1
No bathroom	1
Poison ivy	1
Spur trails/ social trails	1
Invasive species	1
Bikes only want to get up and out of the area	1

Management Strategies	Count
Build new single use trail for MTN bikes	8
Increase signage and education efforts	5
Create all weather trails	4
Limit downhill riding by making new opportunities for MTN bikes	2
Convert lower hulls to one way	2
Create slow zones at lower HG	2
Seasonal closures	2
Remove kestrel	2
Separate uses	2
Increase maintenance and re-routing efforts	1

Build water fountain at trailhead	1
Increase parking	1
Build more bike features at Red Cliffs	1
Make bike checkpoints to decrease speed	1
Limit to foot traffic only at Camel's Back	1

Military Reserve Detail

User conflict also played a large role in defining the issues in Military Reserve. Bikes yielding to horses, walkers, and dogs on the trails was an area of contention. This was also the area that had the most discussion about dog policies being an issue. Users felt frustrated with uncontrolled dogs that are off-leash, and with dog owners who do not correctly dispose of their dog's waste. Education and signage was once again cited most often as the possible solution to solve some of the identified issues in the reserve. Muddy trails and the creation of new all-weather trails were amongst the other top comments.

Observations	Count
Very high number of users (overcrowding)	5
Area is congested and groups are too large	3
Off leash areas are confusing	3
Muddy trails/usage	3
Lack of horse trailer parking	3
Problems with user conflicts and yielding	3
There are all weather trails here	2
Muddy trails in this area	2
Bikers don't use trail #5	1
Goat heads are a problem	1
Spur trails	1
Area too close to shooting areas	1
Blind spots on Shane's	1
There are no accessible trails	1
Dog waste is a problem	1
Currently self-managed	1
Currently trail degradation	1
Uneducated/ disrespectful users	1

Management Strategies	Count
Increase signage and education	5
Increase education/ signage	4
Create new/promote existing all weather trails	3
Build wider trails	3
Build parking for horse trailers	2
Increase volunteering	2
Enforce dog policies	2
Increase connectivity to reduce island effect	2
Needs all-weather trail/s	2
Winter trail closures	2
Increase trail width to 6' or greater	2
Increase volunteer efforts	2
Make a flow trail on #5	1
Place limits on group size	1
Create single use trails	1
Create one way bike traffic	1
Make the area pedestrian only?	1
Re-route central ridge	1
Design features to reduce bike speed	1
Add new trail from "fat" to "junk"	1
Additional Trails for Horses	1
Additional Trails for Dogs	1
Re-route trail #16	1
Increase policy enforcement	1
Separate users	1
Increase the number of trails	1

Additional Management Strategies + Concerns

The small groups at the in-person workshops were asked to list areas of future concern and management strategies that could be used to address some of those issues and the issues discussed in the previous high use sections.. Far and above the other comments from this question, was the desire for additional parking for equestrian uses. This high response reflects the large showing of horseback riders at the workshop, who often mentioned feeling “pushed out” of the Ridge to Rivers system in recent years.

Other Areas Needing Attention	Number of Times Mentioned
Parking for equestrians	7
Parking at polecat	3
System wide issue of people on their phones or with ear buds	2
Mountain bike only downhills	2
Upper trail #4 (mountain bike and motorized conflict)	2
Parking on bogus basin road	2
Dry creek parking	1
Cartwright trailhead to Polecat	1
Parking for Peggy's	1
Single use horse trails	1
Single use bike trails	1
Alternate use days	1
More flow trails	1
Make freestone into bike only flow trail	1
Access to Stack Rock	1
Daniel's Creek area	1

Appendix C: Survey Results

The online survey was open from November 1st 2015 to November 19th 2015; 2,726 people responded. Due to its large size, Appendix C is available as separate document – please refer to the link on the Ridge to Rivers website or request a digital copy by contacting Ridge to Rivers at 208-493-2531 or online through the Ridge to Rivers website at <http://www.ridgetorivers.org/contact/>).

Appendix D: Data Sources

Source	Used For
Chapin, Scott. RJF and Marsh and McLennan Agency LLC. 2015. Economic Impact of Mountain Bicycling Trails.	Economic impact of races and events
City of Boise Parks and Recreation Survey. 2009.	Use of the Ridge to Rivers trail system by the Boise population
Bureau of Land Management	Land ownership geographic data
Bureau of Land Management. 2013. A Field Guide to Plants of the Boise Foothills.	Invasive + sensitive species
Charlie Sturgis, Mountain Trails Foundation	Park City trail system comparable information
City of Boise	Geographic data of Ridge to Rivers trails, open space reserves, amenities, volunteer hours, maintenance hours, funding, soils geographic data
City of Boise Parks and Recreation Commission. 1994, 2000, 2009-2015. Annual Trailhead User Survey	Trail user characteristics
City of Boise Parks and Recreation Department Foothills Conservation Advisory Committee. 2011-2014. Foothills Annual Reports.	
City of Boise. 2011- 2013 and 2015. Ranger Reports.	Trail use counts, mode, dog presence
City of Boise. 2001, 2003, 2008-2011. Trail Counts.	Trail use counts
City of Boise. 2015. Trailhead Counter.	Trail use counts
City of Boulder	Boulder trail system comparable information
Harkness, Alan, Natural Resource Conservation Service, U.S. Department of Agriculture. 2000. Foothills Plan Background Report.	Soil data
Ian McCorg, Marin County Open Space District. Interview.	Marin County trail system comparable information
Idaho Department of Fish and Game	Deer numbers, sensitive species geographic data
Jin, Xin and Venkataramana Sridhar. 2012. Impacts of Climate Change on Hydrology and Water Resources in the Boise and Spokane River Basins. Journal of the American Water Resources Association (JAWRA) 48.	Climate data
KBOI. http://www.kboi2.com/news/local/Ironmans-future-in-Boise--307084761.html	Economic impact of Boise Iron Map
Fort Collins Natural Areas Department. Natural Areas Master Plan. 2014 document and Interview.	Fort Collins trail system comparable information
Taylor Keegan, Anchorage Parks and Recreation. Email.	Anchorage trail system comparable information
U.S. Census Bureau. 2013, 2014. American Community Survey 1-year Estimates.	Population, housing data

Appendix E: Relevant Plan Review

Goals, Policies, and Strategies from Plans Relevant to the Ridge to Rivers 10-Year Trail Management Plan

Plan	Date	Description
Ada County Comprehensive Plan	2007, currently being updated	<p>The Ada County Comprehensive Plan includes numerous goals, policies, implementation actions related to the trails, most of which are provided in Chapter 9, Recreation. Key Goal: Develop and implement a long-range plan for the acquisition, creation and maintenance of new and existing pathways and trails that form an interconnected system; incorporate recommendations from the Ridge-to-Rivers Pathway Plan into the County’s plan, as well as other adopted local, state and federal trails plans (Goal 9.3). Relevant policies:</p> <ul style="list-style-type: none"> • Planned Communities: 5.10-25 & 26 • Alternative Modes of Transportation: 8.7-1 • Overall Recreation Goals, Policies, and Action: 9.1-4 & 9 • Facilities and Land Acquisition: 9.2-7 & 8 • Pathways and Trails: 9.3-1 through 8 • Implementation Priorities: 13.8 <p>https://adacounty.id.gov/Development-Services/Planning-Zoning-Division/Comprehensive-Plans</p>
Blueprint Boise: Boise’s Comprehensive Plan	November 2011	<p>Four “big picture” objectives guide Blueprint Boise:</p> <ul style="list-style-type: none"> • Create a clear vision for the future; • Establish a strong linkage between land use, transportation, and urban design; • Provide clear guidance at the planning-area level; and, • Synchronize regulations with the community’s vision. <p>Key Goals (from Theme #7: Safe, Healthy, and Caring Community):</p> <ul style="list-style-type: none"> • 14.1: Diverse Network – Acquire diverse networks of paths and trails by dedicating or exchanging land, using Foothills Levy funding, clustering development in exchange for density transfers, or by other development bonuses. The Ridge-to-Rivers Pathway Plan is adopted by reference. Trails also provide an opportunity to observe and learn about nature while escaping from the city. • 13.2: Path and Trail Design – (a) Design paths and trails in accordance to the standards and policies identified in the Comprehensive Park and Recreation System Plan. (b) Continue to work with irrigation districts to provide multi-use pathways along canals. <p>Relevant policies:</p> <ul style="list-style-type: none"> • Theme #1: Environmental Stewardship – introduction to <i>Preserve and Enhance Natural Resources</i> • Theme #7: Safe, Healthy, and Caring Community – introduction; Goals 1, 11, 12, & 14, introduction to <i>Promote Active Living and Healthy Lifestyles</i> <p>http://pds.cityofboise.org/planning/comp/blueprint-boise/</p>

Plan	Date	Description
Boise City Code	2013, updated regularly	<p>Relevant sections:</p> <p>Section 11-07-08 Hillside and Foothills Development Standards. The development of hillsides and foothills is consistent with the Boise City Comprehensive Plan and to ensure protection from hazards due to slope, erosion-prone soils, earth movement and other geological and hydrologic hazards.</p> <p>Section 11-07-09 Foothills Planned Development Standards. Implement residential subdivision density and design elements of the Comprehensive Plan in the Foothills Planning Area. Protect and promote preservation of contiguous areas of Foothills open space that contain important and significant natural and cultural resource values, as identified in the Plan and this ordinance.</p> <p>http://cityclerk.cityofboise.org/media/262806/11-entire.pdf</p>
Boise National Forest Land and Resource Management Plan	2010 (amended)	<p>The plan guides natural resource management activities on lands administered by the Boise National Forest. It describes management goals and objectives, resource protection methods, desired resource conditions, and the availability and suitability of lands for resource management. The purpose of the Plan is to provide management direction to ensure sustainable ecosystems and resilient watersheds that are capable of providing a sustainable flow of beneficial goods and services to the public.</p> <p>Relevant policies are located in Chapter 3: Management Direction for Recreation Resources, goals and policies within the General Recreation, Recreation Access, and Developed Recreation sections for the Boise Front and Bogus Basin. The majority of the land crossed by the Ridge to Rivers Trail System is in a “roaded recreation” management prescription.</p> <p>http://www.fs.usda.gov/detail/boise/landmanagement/planning/?cid=STELPRDB5394192</p>
Boise River Wildlife Management Area Management Plan	2014	<p>This management plan is designed to provide broad guidance for the long-term management of the Boise River Wildlife Management Area (BRWMA). No new trail construction can be considered within the Boise River Wildlife Management Area (BWMA), as this is not consistent with the Idaho Department of Fish and Game’s mission to preserve, protect, perpetuate, and manage all wild animals, wild birds, and fish within the state of Idaho for the citizens of the state, and by law permitted to others, continued supplies of such wildlife for hunting, fishing, and trapping (IDAPA 36-103).</p> <p>https://fishandgame.idaho.gov/content/sites/default/files/2014%20Boise%20River%20WMA%20Plan.pdf</p>
Comprehensive Park and Recreation Plan	2011	<p>The 2011 Comprehensive Plan outlines dozens of recommendations for future developments in park operations, recreation, partnerships, volunteerism, safety and security, facility reservations, customer service, dogs in parks, and other topics. New themes include wellness; sustainability; and foothills, trails, and urban open space.</p> <p>Key Goals are found within Theme 8: Foothills, Trails, and Urban Open Space, which include such outcomes and performance measures as: “continuation of current level of service of one mile of trail for every 100 acres of open space” and “collaborate with private landowners, trail and open space advocacy groups, citizens, and other agencies to sustain and enhance the Ridge to Rivers trail system, promote user education, and maintain the recreational and natural resource values associated with the trail system.”</p> <p>https://parks.cityofboise.org/media/227501/2011-plan-with-2015-update.pdf</p>

Plan	Date	Description
Foothills Interagency Management Plan	2014	<p>The Interagency Plan is not a regulatory document. Instead it provides shared broad goals, objectives and recommendations, to help public land managers align their separate missions and work collaboratively. The need for interagency planning and communication is ongoing. The interagency plan is a “living document” that will be updated as needed in the future to respond to new challenges and opportunities. This Interagency Plan sets the broad context for more detailed, site and topic specific plans to be developed by partner agencies. These include the Boise River Wildlife Management Plan, the City of Boise’s Open Space Reserves Plan and a Ridge to Rivers Trails Plan. The 2014 plan is an update to the 2000 Foothills Open Space Management Plan</p> <p>http://parks.cityofboise.org/about-us/open-space/2014-interagency-foothills-management-plan/ http://parks.cityofboise.org/about-us/open-space/2000-foothills-open-space-management-plan/</p>
Open Space Matters	2015	<p>Open Space Matters contains the management principles, goals and strategies for the City of Boise’s first-ever reserve management plan. The purpose of a management plan is to clearly describe the vision and intent that should guide decisions about managing the City’s open space reserves. There are numerous trail-related strategies in the plan, including “working with Ridge to Rivers partners and the community, as well as other interested parties, develop a Ridge to Rivers Trails Plan. The plan should, among other things, incorporate established best maintenance practices as identified in the current Ridge to Rivers Operations Plan, and aim to develop the trail system to balance recreation and conservation values and keep the trail experience enjoyable and as natural as possible.”</p> <p>http://www.openspacematters.org/media/1072/osm_compiled_reserve-plan_final.pdf</p>

Appendix F: 2015 Annual Trailhead User Survey Summary

Appendix G: Economic Benefits

This table summarizes a 2015 slide presentation by Scott Chapin, of Marsh and McLennan Agency, on the economic impact of mountain bicycling trails. There is no local data on the economic impact of the trail system on the City of Boise. However, local radio station KBOI reported that the Ironman Triathlon costs the City of Boise \$50,000 to host, but 80 percent of participants are out of town visitors, which results in \$½ million in revenue for City businesses such as hotels and restaurants.

Location	What	How much
Miami Valley, Ohio	1,000,000 visitors to trails	\$16 million of direct spending
Bend, Oregon	2009 USA Cycling National CX Championships	\$1 million
Iowa	RAGBRAI	\$24 million in economic impact
Moab, Utah	Mountain biking	\$8.8 million in economic impact
Santa Cruz	Bike industry	\$130 million in revenue, 500 jobs
Portland, Oregon	Bike related economic activity	850 to 1,150 jobs, value of industry increased 38 percent from 2006 to 2008
Outer Banks, North Carolina	Mountain biking	\$60 million annually, 1,400 jobs are created/supported by cyclist expenditures
Cincinnati, Ohio	Harbin Park Cyclocross Race	\$200,000 in 2010. Participants traveled over 100 miles and more than 80 percent stayed 2 or more nights.
Colorado	Bicycle racing	\$2 million
Colorado	Bicycle tours	\$640,000
Colorado	Charity rides	\$3.4 million
Hayward, Cable	American Birkebeiner	\$4 million

Appendix H: Glossary of Terms

Term	Definition
Ecosystem services/ecosystem benefits	The conditions and processes through which natural ecosystems, and the species that make them up, sustain and fulfill human life.
Dog off-leash park	Spaces dedicated to the sole use of running dogs off-leash.
Foothills Serial Levy	<p>A two-year property tax approved by City of Boise voters on May 22, 2001 that raised \$10 million for conservation efforts in the Boise Foothills. For more information on the levy and the lands protected through use of the funds, go to https://parks.cityofboise.org/about-us/foothills/ or http://www.openspacematters.org/</p> <p>A second \$10 million levy was overwhelmingly supported in 2015 by Boise City voters to support the growth and management of open space in the Boise Foothills and the Boise Watershed.</p>
Foothills Management Area	The foothills along northeast Boise that are within the City of Boise and Ada and Boise Counties. The area is 85,000 acres and contains a mix of public (approximately 43,000 acres managed by seven different public land managers) and private lands. The area also includes 190 miles of trails in the Ridge to Rivers trails system. The Foothills Interagency Management Plan provides policies for the overall management and direction for the Foothills Management Area.
Gateway	The primary passage by or point at which an open space may be entered. A gateway is typically a landmark that may include access to multiple trails; some infrastructure, such as a parking lot and restrooms; visitor or learning center, and interpretive signs.
Green Infrastructure	An interconnected network of open space that conserves natural ecosystem values and functions and provides associated benefits to human populations, such as increasing quality of life through recreation in and around cities.
Neighborhood Access Point	An official or unofficial entry way from a neighborhood to an official trail. It typically serves as the closest or most convenient place local residents may access a trail.
Dog off-leash area	Multi-use parks or facilities that allow for off-leash use on a limited basis either seasonally, or during defined hours.
Open Space	Any open piece of land that is largely undeveloped, consists primarily of natural or native habitat, provides recreational opportunities, and helps to enhance the beauty and environmental quality of neighborhoods.
Open Space Reserve	An area of protected or conserved land that has become City property via purchase, donation, easement, or trade.
Pathway	Paved connections designed to enhance access and accommodate heavy recreational use.
Rogue Trail	A non-system trail created by trail users. Different than a social trail, rogue trails are created to access new areas or form new loops, not to provide simple shortcuts or access from one area to another.
Social Trail	An unplanned trail resulting from regular foot, horse or mountain bike traffic that is often the most direct path.

Trail	Routes on the land that someone follows to go somewhere or achieve something.
Trailhead	A marked official entry point to a trail.
Trail Widening	The unplanned widening of a trail due to heavy use, erosion, users traveling side by side, or users walking around obstructions, such as, fallen tree limbs, puddles, and mud.
Flow Trail	Built specifically for mountain bikes, a flow trail emphasizes speed and rhythm, featuring berms, rollers, jumps and other features that are designed in a way that uses the rider's momentum to minimize pedaling and braking.
Single Track Trail	A typical backcountry pathway, usually 30 inches or less in width.
Double Track Trail	A trail or fire road which is wide enough for four-wheeled off-road vehicles.
Multi-use Trail	A trail that accommodates multiple use modes such as biking, walking, hiking, horseback riding, or motorized use.
Single-use Trail	A trail that accommodates only one type of use.
Invasive species	Plants, animals, or pathogens that are non-native (or alien) to the ecosystem under consideration and whose introduction causes or is likely to cause harm.
All-weather Trail	A trail or path that is built to prevent erosion and damage during all types of weather and conditions.
Steeps	Trails sections that exceed grades of 15 percent, and are often located along the fall-line of a hillside.
ADA compliant trail	A trail that meets the guidelines established by the U.S. Forest Service Guidebook for Outdoor Recreation and Trails. This is the standard document that federal land management agencies rely upon in developing accessible trails.
Slow zones	Designated areas of trails that are highly congested, or otherwise cause a potential for dangerous situations and therefore require a reduction in speed by all users in order to prevent user conflict and to increase user safety.
Slow Gates	Physical structures that require bikers to get off their bikes or slow down to pass through. These gates are used at high traffic or low visibility areas to reduce user conflict and potential collisions.
Wayfinding	Signs and markers that guide individuals through a physical environment and allows users the ability to navigate from place to place within a geographic location.

Comments on strategies

My only hope is that if downhill mtb trails are created, that they will actually be mtb only, especially if bikes are being restricted from downhill travel on other trails.

who's talking

who they're talking to

Policies in plan -R2R Response

biking

biking

G1.E2, E3

You NEED mountain bike only trails. Every single rider in the valley knows this and yet you continually fail to address this issue.

biking

biking

G1.E2 E3, E4

Creating more on leash areas near trail heads just creates a pain in the butt for dog owners, like myself, who do pick up after our dogs. Don't make life harder on us. Just enforce the rules instead of wasting money and resources creating a crazy huge plan like this. Slow zones for bicycles,, don't make me laugh. Without someone paid out there to enforce rules, who the heck to do think is going to read those signs and slow down? Were you guys born yesterday or what?

dog

biking

General Statement

Yet, since 1989 to present I do not feel the folks in charge have cared enough about horse back riders to accommodate their safety, enjoyment, and understanding of the trail system. For example, nothing has changed with parking at Pole Cat yet a much larger trail has been opened up for the public. So, on weekends when a lot of horse back riders can ride, they have little to no parking. Some of these horse back riders have been riding in this area for decades while the bikers have only been on the same trail for only a few months. Doing nothing for the horse back riders makes it appear as if bike riders are all that matter.

equestrian

biking

G1E3, G3D, G3E, G4B

How about alternating days for Equestrian/Bikers for the Grossman property? When I talked with David Gordon he said that the problem will be solved by education and signage but it is clearly a critical safety issue. I was leading 5 horses walking up the trail from Cartwright and a bike came speeding down the hill and almost hit me, the first horse. My horse jumped up the hill and so did the rest and he came down by us. He could not see us and we could not see him until it was too late. I am 71 and do not want an accident and it takes away from the peace and relaxation of the recreation experience.

equestrians

biking

G3D, G4B

I am really tired and frankly frightened of the crazy mountain bikers who have no regard whatsoever of the hikers in the foothills. I'm sorry, but I and my ancestors have been hiking here for thousands of years. Mountain bikes are very new to this ecosystem. You need to be a LOT more courteous to those of us who have been out here for decades. And with our dogs. Equestrians are given consideration. That is good. Please also give hikers consideration. We need more pedestrian only trails. Cyclists make hiking very dangerous.

hiking, dogs

biking

G2A,G2B, G1,E4

hiking, equestrian

biking

G1C, G1E

As with any great strategies, visions, goals, the devil's in the details. The stated "maintain a shared use, multi-use system", "separation of trail usage in the future", and "user conflicts on trail 4 (MTB & Motorized use) rings true here. I love that there are designated trail systems, and I love being able to take people up on 4-wheelers to Bogus for the view. I've had a couple of close encounters with MTBs flying downhill around the corners on the motorized trail, making me wonder why they're not using the trails that motorized traffic is prohibited on. One of my concerns, is the application of isolation may be applied to 1 conflict group (MTB & pedestrians) forcing more conflict in another group (MTB & Motorized) - Also please keep in mind the found of the trail system was on motorized trails. I do support all uses, but the motorized trail system is pretty limited as it is, and I'd hate to see it minimized or marginalized any more than it is. I don't see anywhere that you talk about the safety of all users blind corners with speed are a concern. not all will obey a sign that says slow down

motor

biking

Plan does not address motorized use

biking

G1E3

I live right on the greenbelt between Americana & main st We have sooo many people on that path way it's hard to walk with all the bikes I feel like I will be run over, plans for that matter but I don't see on your strategies???? don't feel the safety between bicycles and horses has been addressed

biking, equestrian

biking

biking, equestrian

Plan does not speak to greenbelt issues
G1E3, G1E2

1. I agree with this statement. Pg. 45: "For example, forums for equestrians and bikers to discuss how to best share the trails in areas where both users frequent." Ideas to assure this idea progresses. a. Form a committee of three representatives from each user group that meets quarterly. 2. Page 42 The current wording excludes equestrians "bike-in/hike-in". Please add "ride-in" to include those equestrians who ride their horse to the trails. 3. Bathroom and Water: People can easily bring their own water and providing water can have complications. I suggest emphasis on bathrooms over water. 4. Pg 44 Designated well designed horse trailer parking needs to be a priority otherwise many equestrians are not able to use the trails. First priority is Polecat on Cartwright. Strategies should be aimed at primary users...Bike, and walking/running

equestrians

biking, hiking

G3D, G3E

biking, walking,running

biking, walking, running

Goal 2

What about people who want a no dog experience on trails, especially those with kids or elderly parents? What about a need for more enforcement of rules across the whole system? The dog patrol is already overburdened with what they have to do.

dog

dog

Plan does not call for no dog areas

Most is good. Having a dog on leash doesn't mean that their poop will be picked up. Either you are a responsible dog owner or not.

dog

No comment

I really like the idea of educating dog and bike owners (I am both) at point-of-purchase. i.e. new bike purchase at bike shop, new dog at adoption area. Also like the idea of equestrian signage and education. I don't actually know which trails I will encounter horses on. Maybe I don't ride them.

equestrian, biking

dog, biking, equestrian

equestrian, biking

Goal 4B

G1 E2

But not closing Sidewinder and Red Cliffs to downhill mountain bike travel. These are two of the best mountain bike trails in the country. How about constructing a new hiker-only trail that can be narrower and have sharper switchbacks.

biker

hiking

I'm not at all sure after rereading the chapter. Among other things, I do not support motorized "recreation" in the foothills. We have lots and lots of motorized "recreation" that we all pay for: they're called roads. Why degrade a natural or semi-natural area by catering to a small subset of recreationists who have billions of other choices of places to destroy? Secondly, I'm tired of all the negative comments about dogs. Responsible dog owners cannot fix this problem, as we cannot control the behavior of indifferent dog owners. I'd also like to point out that there's no mention of another severe abuse: all the litter and crap discarded in the Tablerock area every single day. Guess what! Dogs are not the problem there!

dogs

motor

Plan does not address motorized use

I'm kind of negative regarding motorized use on a trail system.

motor

Plan does not address motorized use

Bike Trails must be separate from walking trails to avoid accidents.

walking, biking

walking, biking

G1 E2

I've already commented on the "flow" trail concept and it's inappropriateness for the suggested locations. The prioritization of connecting trails or areas appears to have been driven solely on user votes without the consideration of what makes the most sense and is appropriate / needed. There are two connections set for priority 1 and 2 (Hardguy to Dry Creek and Dry Creek to Bogus) that are in a low use area and are already served by the Boise Ridge Road. As professionals why didn't R2R consider a combination of votes and need to set the connection priorities. As a trail user it makes more sense to approach the connection priorities utilizing more factors than votes alone. Intuitively, connections in high use areas would be highest priority, not only to serve the most users but also to disperse use of already concentrated trail systems. Second priority would be those connections that connect isolated systems ie polecat to Hillside or Seamans or Hidden Springs that are also in higher use areas thus serving more users and dispersing use. Installing gates to designate slow zones will only create issues. Will the gates ever be closed? These areas proposed for slow zones are high use. Who closes the gate when a steady stream of users are approaching the gate from both direction? Map designation and signage is the least obtrusive but may have less compliance. Have passive means been considered? Obstacles that users must negotiate could be put in place slowing users while also allowing free flow on the trails.

biker?

G1E2, G1E4

I am concerned about the one-way trails for bike users. It would be frustrating if most of the trails were one way because then it would be difficult to connect the whole trail system on long bike rides.

biking

G1E4

I'm personally not a fan of directing people to volume areas or administering "slow zones." Will these areas be enforced? I think greater connectivity will naturally guide folks--which should be accounted for but not a guiding principle. Many user-specific trails should be employed to better serve different user groups and minimize conflicts. But it should be done without moving bike trails higher into the foothills. Please don't close off Red Cliffs from mountain bikers. It's such a good trail for beginners.

biking

Goal 1

biking

G1E2, G1E4

biking

Plan does not speak to closing Red Cliff

Think the idea of dogs on leash first 200 feet is a good idea. I have dogs and most of the time they poop in that first area. People are busy getting things prepared and not always watching to see if their dog is taking a dump.

dog

G2J, G2J

predominately people unfamiliar to horses use the R2R trails, the general public need informed and the signs look great! I completely believe with informed users, all of us can use trail together happily. Be sure of the inclusion of horseback riding.

equestrian
equestrians

No comment
G1E3, G3D, G3E, G4B

However, I feel like the equestrian community is not well accommodated in the plan. The two caveats that I know where VERY important to equestrians (trailer parking and foot, hooves, and paw trails) was skimmed over with a band-aid action plan of educational materials. Not impressed.

equestrians

G1E3, G3D, G3E, G4B

I am glad to note that the existing motorized trails will remain, as that is very important to me and my friends.

motor

You have worked diligently to shut out motorized use by not expanding trails for such use. Also low priority for horses. Your outreach effectively slants to existing users and to those who live close to the trails.

motor, equestrian

I do not like the idea of going to single use trails, one-way trails, or alternative use days. Part of the draw of the foothills is the variety and simplicity for all to enjoy.

multi

Inclusion of all trail users is important

multi

Goal 1

Maintaining a shared system is critical to maintaining broad public support.

multi

Goal 1

You should not exclude uses or use types on trails except where mud or wet trails prevent use. You should manage the users, not eliminate use types. Excluding use types creates more conflict, you have no enforcement, and there is not a need to exclude use types.

multi

G2D

Fire management/abatement does not seem to be included in the "protection of ecologically important areas," and should be. Once again wildlife interaction is a minor issue, in a major wintering area for big game.

nature
nature

G2B
G2B

70 percent of the \$\$ goes to trail maintenance but there are ruts from erosion all through the system. Just in the last couple weeks there is some drainage work in lower Hulls Gulch. It is a recent activity and not incorporated in past or future management plans.

A lot of information = not sure

Also need to limit development of foothills.

Although some concerns about specifics.

As mentioned above, an educational program component needs to be added. CA and OR trail systems seem to lack this aspect, and has resulted in uneducated trail users.

Blah, blah, blah. too long to read. need to make this much more concise so important points stand out. too many words and unnecessary crap. Comments

How about a plan for City of Boise improvements to roads??

I admit I didn't really read through the linked website much at all.

I don't understand the need for another connection from Rocky Canyon to Trail 5. Five Mile Gulch, Orchard Gulch, Three Bears and Shane's all access Trail 5 from Rocky Canyon. Why would a sixth trail that accesses Trail 5 from Rocky Canyon merit 'Fisrt Level Priority' status?

I feel that as some foothills housing developments are being built that certain easements should be put in place for public access to public land behind such projects

I like to see that you have some sections of the trails planned for solitude. Those sections are getting harder to find in this area.

I support all of this, and you do good work. And someone (you?!) needs to create a constant, sustained, multi pronged education and media campaign aimed at users and potential users. New users have no idea what they are doing.

I support trail closures for poor conditions, but don't close trails if they are frozen.

G2G, G4A

I think it would be helpful to also develop more tools to facilitate trail network expansion. For instance R2R could lobby the city to require developers of projects over a certain size, to set aside rights of way for future trail development. Especially as much upcoming development will be in the foothills.

G3B

I'm concerned about the possibility of closing some trails to users or making trails accessible only on certain days. I think these concepts need to really be vetted thoroughly with the various users before they are implemented. Truly, only a few of our trails should be year round trails. Our soils are highly erodible. Its just the facts

More resources (money) should be devoted

No we need a funding source to provide enforcement of rules on the system.

Overly complicated. Too much red tape.

Perhaps. It is hard to digest all the information presented. There seems to be a lot of redundancy making it less than clear.

Please don't say a survey will take 10-12 minutes and then provide an 88 page pdf. I know I only need to read chapter three but that is overwhelming, perhaps just the actual chapter you want me to read.
Public Service advertisements regarding what responsible share use and etiquette would be good. Perhaps local tv stations and newspapers would do this.

Seamans Gulch to Polecat needs to be developed first to prevent development- we need parks and recreation area in this area.
See Question 5

Some of the priority Trial connections need re addressed. Connecting trails close to population centers should take first priority. Otherwise the small sections of trails close to town are rendered relatively useless for the system unless connected to other sections with legal and maintained trails.

Sounds like a good plan.

These are all great ideas, but I feel the priorities are not correct. Seaman's to Veteran's and Avimor to Hidden Springs would serve a lot more users than Avimor to Stack Rock.
they promote trail sprawl and unneeded and over-zealous control of people's use of the foothills. a lot of this looks like empire building by the City Trails folks.

This plan is too openended and gives too much discretion to the R to R to use enforcement to limit stakeholder use. The plan once again excludes specific stakeholder input without conditions set by RtoR (boise parks really).

Too narrow scope. Unmotorized recreation is left out

With weaknesses as previously identified.

Would like to see more emphasis on acquiring/building trailheads.

Currently a second level priority

Currently a second level priority

Plan does not address motorized use

Comments on Slow Zones

	who's talking	who they're talking to
As a mountain biker, I observe all types of users not observing the existing rules and not being very courteous to other users in the very high traffic areas. Unfortunately, I think the "slow zones" have become a necessity.	biking	biking
As a mountain biker, I wish that common sense were in use and there was not a need to create these zones - they should just happen. However since they do not the zones make sense.	biking	biking
The only reason that I answered 'yes' to the creation of slow zones is because I trust that they will be implemented sensibly. Red Cliffs is one of the best downhill rides available, especially because you can get a lap in even after you get of work late, so if it gets taken away, there needs to be a suitable replacement and expansion of downhill opportunities.	biking	biking
You mention the revenue generated by trail users in the plan. I am certain that mountain bikers bring the bulk of that revenue to Boise. We buy very expensive equipment and frequent the local establishments after rides. I feel that mountain biking is being marginalized in the plan to appease other user groups. Its fun to go fast on the trails and we need to be able to do that somewhere. Ridge to Rivers is purposefully disrupting the flow for mountain bikers by placing huge and excessive numbers of speed bumps (yes, you can pretend they are erosion control bars) in the trails. Not just down low in the high use areas, but all the way up to the ridge on trails that see very little foot traffic. The placement of large rocks on bad corners as a method of keeping bikes on the trail is a very dangerous and bad idea. Any money potentially saved by preventing a small amount of erosion will ultimately be lost from a law suit. This is not done anywhere else but here in Boise. It is most likely to cause injury to beginner riders who accidentally miss a corner. When you hit a rock like this unintentionally, you go over the handlebars. Rather than fight this in a way that will injure people, it would be better to slightly reroute the trail or plant a bush. I believe that the City and Ridge to Rivers need to turn over trail building and maintenance to a contractor or a federal land management trail crew that specializes in building trails. Take a lookout the trails in Bend, Park City, Moab - anywhere where biking is a huge revenue generator. You will notice a big difference.	biking	biking
I have biked and hiked on the trails since 1998. Most bikers are courteous and ride in control. I think much of the problem is caused by a few and support the community outreach/education portion over regulation. It is obvious when a trail is too crowded to go fast and bikers just can't expect to be able barrel down lower Hulls on a sunny weekend morning.	biking and hiking	biking
if there were walk thru gates were for cyclists it would be great. they are the ones that need to slow down i have never seen anyone loping or cantering their horses down trails	equestrian	biking
It is hard for bikers and horses to utilize the same paths, even when they are both trying to be considerate. For example a niker coming at speed around a blind corner will spook a horse. Some non biking trails would be appreciated and increase use by horseback riders	equestrian	biking
As a hiker, I have noticed that MBs do not tend to be fast unless they have a long site view and rather straight. In one case the MB FLEW by us without us even knowing he was there until he was upon us on a down hill "red cliffs".	hiking	biking
Slow zones would minimize the danger of speeding mountain bikers. I always walk on trails, and I'm concerned about being hit.	hiking	biking
With increasing population, I would assume our trail system will get busier and busier. I have been hiking on trails when mountain bikes come up behind me very quickly-MOST slow down and appreciate when I step out of the way, but some are a bit reckless. So putting in some slow zones will at least make a stronger awareness.	hiking	biking
As a daily hiker with dog, I find most bicyclists to be respectful of pedestrians and slow down of their own accord. It would be a shame to limit their use of the trails because of a few disrespectful cyclists. In addition, I think it is infrequent trail users who are unfamiliar with trail "rules" that, mostly inadvertently, create the most problems. Perhaps one walk-through gate at each trailhead with trail etiquette signage would be helpful.	hiking, dog	biking
In the high use areas that I frequent as a hiker-with-dog (Military reserve and Hull's gulch), most bicyclists are excellent about going slowly and being attentive in the areas closer to access points. I'm not sure we need to legislate good behavior this way.	hiking, dog	biking
Not so sure I support additional signage or gates. I am usually a hiker with a dog, and while gates would not be an issue for me, gates could be an issue for accessibility as well as a problem for uphill bikers. "Fast sections" are sometimes the entire length of a downhill trail, how many gates would be needed? I'm more in favor of "education" vs designation. We need to watch out for each other. Most of the time users do seem to watch, but not always, and sometimes the problem is worse with groups of 3+. Even with "slow zones" it is sometimes difficult to maneuver around one another. I am usually the one to move out of the way, because it seems easier for me, than the biker. I hike the trails for the outdoor experience, increased signage would lower the quality of the experience. mountain bikes need to follow rules and defer to hikers and dogs.	hiking, dog hiking, dogs	biking biking
As a mixed mode user I know that slow zones are needed. I wouldn't like to dismount through gates but I think that it may be necessary to slow the bikes down. Do it before it gets any worse.	multi	biking
I am a runner, hiker and mountain biker trail user and the few bad mountain bikers frustrates me (if I can yield right of ways and use my brakes, they should be able as well). Add more signage on the rules (these bad apple mountain bikers may only be able to understand pictures), and offer more education on the rules and why we have them.	runner, hiker, biker	biking
I like the idea of slow zones, especially in the areas right near parking lots and trailheads. Having entire "slow trails" would be good as well, however should be balanced out by having an alternate route for bikers to avoid the trail entirely (perhaps even a downhill bike only route).		biking
As long as slow zones don't have an effect on connectivity. Mountain bikes can cover a lot of ground in the foothills and limiting their direction of travel, limits people's travel options.		biking
consider requiring bikers to walk bikes in this area or access trails through another location. no more signage please...already plenty Create more trails to be used by all. Or bike specific trails.		biking biking
Gates and slow zones specifically will frustrate many: gates will be kept open, bikes will still go fast and without true enforcement I believe the goal will not be reached. Strategy E.2. to me seems like a reasonable solution that naturally achieves the desired goals		biking
I had a hard time with this one, in that I have not had many conflicts w/ high speed cyclists in high use areas. Is it fair to bicyclists who are respectful to trail users, who want to put the pedal down if it's all clear for a hundred or more yards ahead of them? I think the slow zones are good but bikes don't believe it applies to them. In some areas physical obstacles will be necessary to force some mountain bikers to slow down.		biking biking biking
More enforcement of out of control mtn bikers need to be implemented. They are majority, not the minority and it's getting worse every year. I understand that dog waste is also an issue, but no one was injured run off the trail by dog poop. I have had many near close calls with out of control bikers coming around a sharp bend with no regard for potential hikers in their path. Nice idea, doubt compliance by bikers.		biking biking
One question: where is ENFORCEMENT? I've been almost hit by a biker on a NO BIKES trail by the Foothills Learning Center.		biking
Partner with local bike shops for an additional education component for proper trail etiquette and adherence to slow zones. Make sure the zones are clearly marked.		biking

Should have some one direction trails designated for downhill only traffic for mountain bikers, similar to Drain trail in McCall.		biking
Slow is such a matter of perception in many cases. I can safely pass people while waving, saying good afternoon and smiling at a speed that many people would consider to be too fast, while other riders are well out of control at slower speeds.		biking
Slow zones are a bad idea. You need to have dedicated trails for biking. You should also put a direction of travel on certain trails this would dramatically decrease people running into each other.		biking
Slow zones are fine, as are a plethora of signs denoting them, but having to frequently get off your bike and walk through gates would be a hassle. Yes, it ensures 100% compliance but we would likely achieve 90% compliance with signs and education.		biking
Slow zones are mixed bag. As a downhiller, you should always provide yourself enough stopping distance for your current visible line of sight. In that regard everywhere you have short line of sight should be a slow zone. Putting these signs up in high traffic areas might make some feel they have a license to really open it up where the signs don't exist whether it is safe to do so or not. I'd rather see education on line of sight, cornering speed.		biking
Slow zones may backup group mountain bike rides and cause congestion and frustration.		biking
The strategy is not specific enough on how it would actually be implemented, ie, where, and what type of "gates" would be used. There is also the issue of whether or not such a management strategy is needed. Certainly it is not the most efficient way to corral all traffic, as it needlessly limits mobility for bikers during times when trail interaction is low, such as weekday mornings or Sunday evenings. It could also seriously inhibit uphill traffic which is not contributing to the "speed concerns" that some users believe is causing conflict. This hurts all bike users. A better alternative would be to aim for a precision implementation of additional downhill biker specific trails adjacent to high traffic areas as per Goal 1, Strategy E.2.		biking
There are as many inconsiderate people on bicycles in the foothills as there are inconsiderate drivers on roads. It won't make any difference to them if you put up signs and gates. The rules that already exist just need to be enforced.		biking
There are some trails that bikes just shouldn't be on. Staying off trails when they are wet is a no brainer. Time to start giving citations for such abuse.		biking
There shouldn't be discussion of trail closures. 1. Creating a new trail will take users off of existing trails 2. Your survey results overwhelmingly didn't support user segregation or closure 3. How would you police slow zones? Without any teeth, the signs seem a waste of money. Responsible riders know to slow down, how, who, and when to yield, and get along with other users regardless of how crowded the trails are. Education is key.		biking
This is better than closing certain trails to bikes, which will have to be the next step if this doesn't work.		biking
When mountain biking, it isn't speed, it's control, and all cyclists have a different level of control. I support slow zones, but not enforcement of speed limits, etc.		biking
No Bicycle zones, enforcement of leash laws, and heavy fines for people who do not pick up their dogs poop		biking, dogs
Slow zones are critical to safety and enjoyment of users that are not on bikes! Wherever sight distance is short, the potential for dog and horse related wrecks increases with speed.		biking, dogs, equestrians
If "dismount" applies to equestrian as well as bikes, a mounting block/large rock at the end of the zone/ other side of the gate would be appreciated.		biking, equestrian
Segregating bike trails from horse trails is a very bad idea.		biking, equestrian
If slow zones are made to accommodate pedestrians then "fast" zones or "flow trails" should roughly parallel them to accommodate bikes. Horses get too much accommodation. Eat more horse.		biking, equestrian
I (we) would like to see some mountain biking down hill only trails. That are made for high speeds bikes, that take into consideration, erosion, speed that are properly banked, with features such as drop, bridges, teeter boards. And dedicated pedestrian trails that are flat.	biking	biking, hiking
It would be much better to put in technical rock sections to slow the riders making the riders and pedestrians both happy.	biking, hiking	biking, hiking
I think slow zones are a great idea - it will reduce stresses between riders and hikers, and will inform everyone on what is expected. I think it is worth having some areas that are slow and hiking only and some that are fast and biking only.		biking, hiking
Keep them closer to the entrances, where many more hikers are. When it is mostly bikes out in the boonies, less restriction is always good.		biking, hiking
Slow zones may be helpful for cyclists not to collide. But, that will do nothing for hikers. It would be less expensive to simply designate more pedestrian only trails.		biking, hiking
More signage for users to be aware that horses may not know they or their dogs are harmless. Horses can spook easily from fast moving people, bikes, or dogs. Their frightened response can be dangerous.	equestrian	biking, hiking, dogs
I think alternate routing of bikes and pedestrians/equestrians in high conflict areas is a much more plausible solution. In my opinion, those who inconsiderately speed now are unlikely to obey slow zones.		biking, hiking, equestrian
Isn't that akin to slowing the speed on the freeway at rush hour? I think rotating days for mt. bikers and walker/runners is a better idea.	biker, hiking, running	biking, hiking, running
I think slow signs in high use areas to warn bikers would be great. I also think signs warning pedestrian/equestrians of trails that a lot of mountain bikers use, and trail areas where bikers will be moving more quickly would be very beneficial. As a hiker/dog walker, runner, and mountain biker, I feel like mountain bikers are generally of the most concern, and can almost be criminalized by trail users that don't bike. I think that bikes should definitely be wary and slow down in certain areas, but bikers should still be able to enjoy fast downhill, and be able to push themselves without having to worry about a person walking around the next corner. I don't like the idea of single use trails, but making non-bike users more wary of areas where bikes will be flying through due to the way the trail is designed, and making bikers more wary of where there are a lot of pedestrians/equestrians.	hiking, dog, running, mountain bikes	biking, pedestrian, equestrian
If the area is not busy why do bikes need to go slow? Do runners have to walk in these areas as well?	biking	biking, running
Biggest issue encountered is with people letting their dogs run wild. I bike and hike in the foothills, it is easy for hiker to move out of way of bikers, or that's what I do, I think it is more on the individual to be responsible for controlling their speed or. Do not feel specific zone is needed.	biking and hiking	dogs
No one will pay attention to slow zones without enforcement. Put the money there instead of wasting it on this ridiculous plan. Widen the trails to make them safer. And build more trails to give people more options. Then you might not have such congestion. I won't hike congested trail, and it's getting harder to find places that are safe. Enforcement is the only key. Get some one out there writing tickets and see them slow down and other dog owners start cleaning up. That the only way.	hiking	dogs
Eliminating trail access to dogs would be a better alternative to slow zones.		dogs
All trails should be ON- LEASH only. No dogs out of control.		dogs
Creation of alternate routes that divert 'high speed users' to trails that are free of dogs and walkers, give the high speed users a better alternative. Add 'natural' obstacles that slow down users, like rocks and log/skinny ramps.		dogs
How does a "slow zone" address dog waste? Should it be a "slow poop zone instead" how about "speed and poop limited area"?		dogs
I have use the foothills trails for 25 years. This year I have seen trail etiquette at its best, keep up the education. Only bone is poor pet management, it's not your pet personal poop station. Also just because your away from others your dog should not be able to run free. Yes I have been a dog owner		dogs

<p>If your dog is in control you should not need them on a leash in slow zones or the first 200 feet of the trailhead. Make the zone a dog on leash zone. What about Strategy 2.1. – On-Leash Designations to Control Dog Waste?</p>	<p>dogs dogs dogs</p>
<p>Designating slow zones is great but they should also be patrolled and enforced. If a dog walker could be cited for going 5 steps from the car before getting the lease on the dog, the speeding bikers should be handled the same way!! There is far less, if any, enforcement applied to bikers. Make it a more even playing field. Too much dog waste and leashes not being utilized in parking lots. Bicyclists riding too fast on trails.</p>	<p>dogs, biking dogs, biking</p>
<p>200-foot leash zone is a good start on poop, but needs enforcement. Slow zones a good idea and needed at bridges, especially. Clearer signs that spell out the penalties for violation (not just noting sections of city code). Consider limiting bike traffic at Harrison Hollow. Bikes add stress; currently most traffic there is foot.</p>	<p>dogs, biking, hiking</p>
<p>No, I don't feel like I have ever encountered people being reckless at congestion areas. Whenever there is an interaction between dogs and bikers or runners at trailheads I feel like people always respect others and wait until they are clear before resuming their activity. Please be sure gates are equestrian- proof. Mitigate horses uphill and bike areas downhill on different trails</p>	<p>equestrian dogs, biking, running equestrian equestrian, biking</p>
<p>Separate zones for horses with a bypass area for mountain bikers. This is something that Avimor has recognized could be helpful.</p>	<p>equestrian, biking</p>
<p>I think that the new Dry Creek trail area would be the perfect place to designate as a foot traffic only area. It is the last great place to safely ride horses near Boise for a variety of reasons. Horse back riders have already been riding there for decades. There is adequate trailer parking off the road. If you combine all the users with feet (horses, dogs, people) this group is the majority of users. This would make it safe and fun place for horse back riders who also get along best with people and dogs. Cattlemen prefer horses over bikes. Dogs could run free (except when cows are calving). You could take horses off all the other 10 reserves and let the bikes and people go fast and hard on the other trails. It would be easier to manage because horses do not leave long ruts that make it tough for horses, runners, hikers, old people, injured people, and the like. It would be fair. Separate the hiking trails from the mt. biking trails the definition of "slow zone" will be debated to the end of time between hikers and bikers.</p>	<p>equestrian equestrian, dogs, biking hiking, biking hiking, biking</p>
<p>I think slow zones and dismount areas are a bad idea. They slow and encumber walking, running, and riding.</p>	<p>hiking, running, biking</p>
<p>If "Slow Zones" are created, mountain biking space will be squeezed between the lower pedestrian zone and the upper motorcycle zone of the foothills. Therefore, motorcycles, by their motorized nature should not be allowed in the Boise foothills. Prohibit motorized vehicles on the trails.</p>	<p>motor motor</p>
<p>- I ride Sidewinder frequently and do not feel it should be restricted from downhill riding. Doing so will result in more injuries from people taking trail 4 and possibly running into motorcycle users, as well as possible overuse and increase in backcountry injuries from people having to take the long way around Fat Tire and the more difficult Trail 5 downhill to get back to town. - I feel similarly about Red Cliffs. Downhilling should be allowed. It is a fabulous downhill ride, and the tight turns help slow riders down naturally. Suggestive "slow down!" signs should be all that is required. - Education is key. Perhaps QR signs that riders can scan to read on their phones pertinent to the trail section they are on and why the sign is there. - I notice mostly young riders that refuse to slow down will blast past uphill riders and walkers by riding off the trail. These folks need educating and there need to be more opportunities to do that. Patrols would help; tickets issues for violations. - Don't close Trail 5 and Central Ridge to downhill riding!! There are few hikers on Trail 5 and even fewer uphill riders. Trail 5 downhill is the crown jewel of foothills down riding. What a travesty it would be to close it. I am abhorred that this is even being considered. Central Ridge is a main thoroughfare going up and down. It is already so wide that it can easily accommodate both riders and walkers. Don't penalize responsible riders by taking these trails away from us! - Not mentioned, but Homestead to Cobb will become high use as that area expands Shooting along that trail should become prohibited. I experienced this firsthand and talked with other riders and hikers who felt they could not continue past the gate at the top of Homestead due to shooters in the valley below (in transit to Cobb). You can't tell where the shots are coming from or going. I talked with Fish and Game about this, and they were unsympathetic. There are plenty of other places to shoot, so it should not be allowed on this increasing-use trail. - Table Rock - slow zone for downhill riding the zig-zag (face) should be implemented. This high use trail can be enjoyed by all, but especially young riders need reminders to slow down. Another wonderful downhill ride that needs to be maintained and an exceptional, stout and rewarding uphill ride.</p>	<p>motor, hiking</p>
<p>Unfortunately, there is truly no way to make everyone happy in this situation. Placing further restrictions on bikers is unfair in my opinion but I can also see where excessive speed in some areas can be a problem. Question : how fast can you go in a slow zone and what means enforcement will be taken against violators? This is starting to sound like Marin, CA. Separate and directional trails are the best option but once again, I can see a lot of discontent here also. With all the crowds and restrictions on bikes, single track becomes more of a hassle than an enjoyment. Increasingly, I find myself completely avoiding a good percentage of foothills trails I used to enjoy and substituting dirt roads north of town. Thank you for trying to improve the experience for all, it truly is a tough job.</p>	<p>niking</p>
<p>As long as the slow zones are infrequent/small/reasonable. Many people like to be able to run/jog, and having frequent or large sections where you have to break your pace can be annoying. But I agree, there are some areas where people do need to go slowly for safety. I am a biker and I fully support trail etiquette.</p>	<p>biker running</p>
<p>As a mt. biker I support the idea of slow zones. Lets try the signs and maps first to see if this helps slow riders down. Avoid adding gates - disrupt the riding experience too much and they are costly. Lets try signs and maps and education!</p>	<p>biking</p>
<p>I don't like the walk through gates. They would be a hassle for bikes and would take away from the scenery. I fully support the idea of gates and signage to identify these areas - and I am a mountain biker.</p>	<p>biking biking</p>
<p>I'm generally not opposed to the idea, however, it sounds like most of your ideas will make the areas less enjoyable to ride bikes and thus pushing them out. I hope the walk through gates are not an option.</p>	<p>biking</p>
<p>On the slow zones, I'm all for signage, but I wouldn't want rangers staked out telling bikers to slow down in these areas. As a biker I'm responsible enough to know when I have enough line of sight for my current speed and there are times when it would be safe to ride faster in these zones.</p>	<p>biking</p>
<p>PLEASE start with map designations and signage first. I would HATE to see the addition of walk-through gates on the lower trails at Camel's Back, Hulls Gulch, and Military Reserve. Using walk-through gates in slow zones is the single worst idea/suggestion I read in the entire Master Plan document. As a mountain biker, I don't mind slowing down in congested areas. However, I don't want to be forced to get off my bike multiple times.</p>	<p>biking</p>
<p>There is generally a lack of challenging trails in the foothills. Adding rocks and technical features is an excellent way to slow cyclists vs. man-made obstacles.</p>	<p>biking</p>

We love the idea of slow zone as we love to hike with our 4 year old. However, we also love to mountain bike and thrill of going downhill very fast. Will there still be areas on the same trail system for that? biking, hiking

I'm not convinced that extending on leash 200 ft buffer zones at trail heads will solve the problem of dog waste. I'm a dog owner and frequently use the trails with my dog. I feel periodic one on one education of pet owners at trail heads would be more effective. I'm also an avid mtn biker and always try to be courteous and slow down for other users but I'm not sure about putting in walk thru gates as a solution. Putting them in steep areas of trail seems like it would be a safety hazard and in flatter locations just a nuisance. I'd suggest tried in one or two spots to see how they work before committing to a lot of them! dog, biking

I would hope that gates would become a later strategy if necessary. It seems gates and single-use trail designation may be more than necessary. However if proven to be necessary I am not opposed the them providing they're designed for people with dogs leash. dogs

I really think we need horse zones.. conditioning endurance horses takes a minimum ~10 miles in one outing, Pierce park (cartwright rd) I think east side is a great place for this! A lot of endurance riders condition in the foothills NE of eagle, but enjoy the Cartwright rd area too. equestrian

if doing walk through gates in horse use areas, please be sure they are wide enough and low enough that the more sensitive or green horses don't have issues. Please remember to plan for the greenest or most novice people, that may not have the experience or knowledge of doing things safely. be sure to include horseback riding. equestrian
equestrian

Once, again, please pay attention to the needs of equestrians. We have provided them on surveys, meetings, and letter. It would be nice to have walking-only areas There need to be way more people only walking only trails equestrian
hiking
hiking

I have not seen any significant, commonly occurring issues in the 19 years I have been hiking and biking these trails hiking, biking

We moved to Boise specifically for it's 'outdoorsy vibe' and want very much to continue to hike & cycle in the current trail systems. Walk through gates won't work for motorized. Trails should be shared. Do not support single use trails. hiking, biking
motor
multi

Inclusion of protection of large mammal habitat - up to and including exclusion areas where trails and access are prohibited. nature

livestock grazing needs to be eliminated form the foothills - sheep, cows, the grossly subsidized and destructive goat grazing - all jeopardize the health of human visitors and destroy the natural values, spreading weeds in their wake. Comments nature

I agree that increased signage would be good but don't like the idea of walk-through gates. Seems like overkill

I think it is a good idea, but I don't know if it would help. Most of these areas are common sense slow areas and the problems still exist.... Keep slow zones to the lower flat areas, and blind corner areas. #10 is covering my concerns.

90% of the users adhere to the current rules. I question of adding lots of new signs, zones and regulations will really change the behavior of the remaining 10%. We need measures that will reinforce the good behavior, so as the numbers grow, people understand there is a culture of courtesy and responsibility to be followed.

A better definition of the trail use and how it applies to everyone and their surroundings. Discourage the use of personal listening devices as it poses a distraction to the user and makes them unaware of their surroundings.

As usage increases, it puts strain on the honor system with regards to slow zones and right of way. I would suggest that physical features be implemented (rock drops, technical sections) that force traffic to slow down naturally. At some point we should be asking the Ada County Commissioners to codify the trail rules and to add penalties. To make this effective, a funding source for enforcement needs to be built into the plan. Beware of too many rules Consider making trails one way, when possible

Definitely improves the chances of being able to take kids out into the foothills - it's just too dangerous at the moment

Do not add multiple gates mid-trail on Lower Halls, for example. One at the top and one at the bottom delivers the appropriate message. A preferred strategy is to designate uphill/downhill or usage days/directions so people are clearly 'wrong' or didn't read the signs - or don't know what day it is.... Educational signage (a lot of them) is critical for this to be successful enforcement

everyone may have a slightly different idea of "slow" leading to some discord.... high use areas like table rock would potentially become mountain bike unfriendly? Table Rock's (and other sites use/overuse suggests need to develop alternate trails diverting traffic from massive central trail...mostly only a problem on steep sections of high use trails (no other way down for bikes)

Friction between trail users in certain high-use areas and proposed slow zones could be greatly mitigated with the implementation of directional trails. Bucktail and Ridge Crest are two good examples of trails on which downhill traffic having a distinct right of way would improve many trail users' experience. While both of these seem purpose-built for higher speed downhill traffic, they currently attract some uphill traffic that frequently limits the enjoyment of any attempt at descending these trails. Gates??? How is this a natural and "open" strategy?

Generally good ideas. Making dismount areas would work only if not just a trials challenge. Maybe more engineering solutions -- eg very tight hairpin bends.

Generally would like to leave the trails open. Trail intersections with obscured sight lines could be my one exception, at this second I can't think of any intersections that would apply. In rare locations I could see a sign for blind section (Red cliffs bush just below the switch backs where walkers jump out) how about an actual link to the implementation details? I am fine with signage indicating slow zones, but would not like gates.

I am for slow zones but not for having to stop at a walk-through gate. Ruins the flow. All for going slow in high use areas tho. I am pleased at the thoughtfulness and comprehensiveness of the plan

I appreciate the creation of 'slow zones' for high use areas, but I would like to see those as natural features, large boulders or rocks vs. the dismount and walk through gates.

I believe that slow zones are important. However because fast people wont slow down a fast corridor needs to be provided close to every slow zone. I do not feel like this will slow people down. It will make people more frustrated.

I don't believe walk thru gates are needed. Education works. We can education 98% and the other 2% will always break the rules, regardless of having gates. Thus, the gates just punish everyone and do not correct the problem. I feel it is too expensive to build walk through gates and that signage should suffice. Thanks for asking

I feel we are smart enough to manage this on our own. 95% of the time cyclist respect walkers and dogs and will slow down. Enforcing slow zones would cost too much and be a waste of resources. wide spread trail etiquette education (perhaps even mandatory annual online classes) would be a better option for this problem.
I have not noticed speeding mountain bikers in high use areas to be a problem.

I might have answered yes if the "slow zone" areas were identified in greater detail. Saying Military or Camels Back makes me believe you could be describing the entire system.

I think a series of signs would be the best approach - like when you enter construction zones. There's always more than one. Also, I think if these areas were better marked, bikers would stop using the areas for descents/end-of-ride. There's always another way to get down the hill...

I think it could be beneficial but it shouldn't be overdone, nearly every trail in the lower foothills could be considered high-use, and will always be high-use simply because they are the easiest to reach. Slow zones should be reserved for places like the back side of Camel's Back, where there are children and families running up and down the hill, across the path, and every which way.
I think people should be trusted to slow down when necessary.
I think slow zones are completely unenforceable and will be ignored

I think that slow zones in the foothills will end up like "slow zones" at a ski area, where most people ignore them without actual enforcement. I feel like redesigning trails to encourage slower speeds would be more effective.

I think the slow zones are a good idea, but instead of adding gates and signage at the same time why not try just the signs first? If the signs work, then the gates won't be necessary. And the gates would be unnecessary during low traffic times. Like on a cold weekday at lunch.

I wish it was easier to teach people to respect each other, but a slow zone should help some of the problems.
I would prefer improved sight lines to gates, etc.

I would support "slow zones" ONLY within the lowest sections (beginning/ending sections) of these trails. I am firmly against any and all restrictions of any other section(s) of the aforementioned trails or any other public trails.
If it's not broke to fix.
If you do it, make sure you can enforce it.

In connection with slow zones, perhaps new, single use trail connections can be developed to help reduce conflict.
It's a good idea if implemented properly.

Managing control at all times no matter what mode of travel you choose is just common sense for all users for safety reasons. Signage would be effective. If cars at the trailhead include bike racks and horse trailer, users should make the connection to know who is out on the trails and use caution at all times.

Mandatory speed reduction especially through physical barriers and means seems more than necessary. Awareness with posted signs seems more than reasonable enough. There are many users of these systems that use the trails during off-peak times. The busy nature of these sections of trails actually encourages many to use them in off-peak times. Midday trail use during the week and early/late trail use even on weekends experience very little issues with trail congestion and, consequently, with on-trail speed.
Maybe detours to get out of or into the slow zones?

Minimizing impact is important to me. I would like to reduce signage, gates, etc. as much as possible. It will be more important to educate the public through other means.

Most folks are reasonable and will follow the rules. When implemented, communication and education need to be highly available. Perhaps some volunteers in the zones doing f2f education.

Most riders do slow down in congested areas. If you do go forward with this, please consider that congestion is not 24/7/365 - and rules should take this into account. A Tuesday morning in Spring is a lot different than a Saturday afternoon in June.

Na
no
no
No
no
No
No
No
No additional comments.
None
none at this time
Not interested in gates. More congestion.

Personally most people play well together within the trail system. Creating a policy because of a few isolated incidents seems heavy handed.
Probably makes some sense, but don't go overboard with slow zones.

Rather than slow zones how about instituting one-way traffic. This is used in Bend at the popular trails.
Rule enforcement is needed.

Signage for slow zones should include advisement that group walkers should not take up the whole path width, and leave enough room to get past groups. Slower moving groups tend to get a bit wider on the trail if the green belt is used as a reference.
Slow is hard to define. As what I may consider slow others would define as fast and additionally what I may define as fast others may consider slow. In general, this will be hard to monitor and implement.

Slow zones are good but I don't like the idea of a gate just to slow traffic. When trails are less busy (mid-week) a gate would be pointless.

Slow zones are useless. How will they be enforced? Use of personnel and staff that R2R doesn't have? Are you going to fine people for going fast through slow zones? That's ridiculous. Why create laws and rules that you cannot enforce. How about building user group specific trails that will naturally separate user groups and minimize user conflicts.
Slow zones at ski resorts are oversized and annoying. They could be fine on the trails if they are not too big. Slowing people down by making funnel through gates will only increase traffic, not safety.
Slow zones is a first step, yet difficult to enforce, how about directional trails for high use areas?

Some larger signage at trailheads concerning general "rules" and considerations that should be observed when using the trails would be good.

Speed is a matter of personal judgment. What appears "fast" to one user does not appear so to another.
Speed is relative. Gates are a terrible idea. Slow zones and signage for blind corners is great.

The end of my last comment addresses this issue. If by gate you mean traffic calming device, not traffic stopping then I'd support. As it's written the "solution" does not seem very well planned or researched. Did someone actually work on these strategies or did they just write down what first came to mind? The creation of these flow trails directly contradict the nature of a flow trail. Users will have to come to a stop and open a gate at each trail junction? That is anti flow. Also these trails will be adding more congestion in the most heavily used areas. Impact on the adjacent environment will also be increased. Even if the initial construction of these trails is not considered impacting the environment the trail use for years to come will definitely impact the adjacent environments as can be observed on current trails.

The only reason to implement slow zones would be if there are a significant number of injuries due to irresponsible behavior.

The safety problem increases in the spring and summer, due to more use, the people who r not year round users need to be better educated on trail rules and just common sense.

These measures will only be fully effective with enforcement, aggressive at times. There is a tremendous sense of entitlement on the part of some users that will have to be confronted directly.

These zones are critical, enforcement is a challenge. I have never seen a volunteer ranger in these areas and suggest the program be grown significantly. They should also be "on-leash" zones.

This should be easier to implement as the trail system grows and offers more diverse opportunities for use. Limited trails tends to concentrate folks around the same trailheads and choke points.

Time of day and day of week should be considerations and part of the decision to utilize slow zones. Broad strokes to just turn areas into slow zones at all times will be detrimental. Folks will break the rules. Trails users that have had proper communication delivered will be able to be safe trails users.

uphill only in the AM

Use lots of signage.

Walk through gates seem like a good idea to try.

We can't make people have good manners, so the next best thing is to modify access and create awareness. This is a great idea.

without the slow zones we have a high degree of accident potential.

work to accommodate all trail users in safely form

Yes, people need to be careful at congested trail heads.

Yes, slow zones would be fine very close to the trailheads (within a half mile), but not further up

You are implementing something that is veering toward requiring policing. The tickets people are receiving from the "Rangers" are horrible. Give warnings.

You can't create a slow zone without substantial education or else those of us who know about them will constantly be angry with those who don't know the rules or don't care.

Comments on Flow Trails**who's talking****who they're talking to****R2R Response**

I agree something needs to be done, but I do like having many options when I ride and I fear some of my favorite trails would be off limits to me when I ride. I'm not sure how we educate the bad apple riders who are going to spoil it for the rest of us.

biking

biking

The plan calls for identifying and implementing the location of flow trails in order to manage high use areas sustainably and to accommodate a variety of users.

I am an avid mountain biker and I really don't like the idea of many more "flow" type trails" or being forced to ride on them. Rather than celebrating the natural terrain flow trails tend to be wide and cut out all of the rocks and features found in a landscape. They are also designed for much faster speeds and higher technical abilities than most people are capable of riding with. Designate downhill only routes, but please limit the number of flow trails. If I want to ride a flow trail it becomes a destination, I don't want to have to ride them because it's the only bike approved route down a trail I used to love.

biking

biking

I generally feel mountain bikers are courteous, but a few are going way to fast in high traffic areas and ruin it for the rest of us. I feel that the implementation of slow areas could make the experience enjoyable for everyone.

biking

biking

I travel to many mountain bike trail networks in the Western US. The smartly implemented combination of flow trails and one way only traffic has been successful in Bend, OR, Mammoth CA, Park City UT, Sun Valley, ID Please study these other models when implementing in Boise R2R. The 3 areas outlined in your plan are all very good candidates for this type of solution. Flow trails can be built to suit all levels of riding (e.g. add advanced features to the outside of the main line). One way trails allow all types of trail users a less congested experience. A good example is the Phil's trail complex in Bend, OR. Two trails on the periphery of the network (Ben's and lower Phils) were made one way to create a large loop. This is one of the most crowded areas I've been and the one-way looping makes it feel like you have the trails to yourself. Thanks for letting the public have input

biking

biking

I'm in favor of new downhill only trails, but wouldn't support one-way designation on existing trails. I would support one-way on specific days. Folks I ride with find Lower Hull's challenging uphill AND downhill and would hate to loose that experience.

biking

biking

This incorporates too many options to prohibit bikers. I ride frequently during the week and see almost no one. I don't want the trails I use limited or to become prohibited or to have excessive gating. This is a high use issue which is more likely to happen on weekends and after work. Perhaps starting with that would be better.

biking

biking

I like the idea of adding downhill sections for mountain bikers that is separate from the others as long as those trails make it clear that foot and equestrian traffic are prohibited on them. As a biker and pedestrian I try to plan my different trips accordingly to avoid possible collisions and having designated trails for EACH in high traffic areas will be great.

biking, hiking

biking

I am a cyclist and a pedestrian on the trails and I feel that the majority of cyclists are very inconsiderate of other users and perhaps flow would help, but again, there will be some who will blatantly ignore those areas and do their own thing with no consequences for their behavior...

biking, hiking

biking

Diverting bikes to an adjacent trail is a good idea as long as that trail is at least 200 feet away from the trail the equestrians will be using. I feel that bikers will assume that since they have their own trail they can go as fast as they want, but if they are somewhat close to a horse it will still spook the horse. This can result in serious injury or death for the horse and the rider.

equestrian

biking

As an equestrian, my only concern with meeting bikes on the trail is in especially steep areas where it is difficult to safely step aside. I don't want to take away from available bike paths and restrict their variety considering that equestrians are by far the minority.

equestrian

biking

Bikers should be directed away from high use areas where there is equestrian activity/traffic.

equestrian

biking

Great approach. I would assume this means that some current trails would be off limits to downhill bike travel so hikers, dogs and runners will feel much safer.

hiker, dog

biking

I believe that hikers have the right of way over bikers but I'm never sure. So I move out of the way of bikers. Many are appreciative, while others race by without slowing or acknowledging. I would very much like to see flow-type trails.

hiking

biking

I don't mind using the same trails as the mountain bikers, but I do think that some areas are too narrow or too "blind" for high speed use of the bikes. And if there were a lot more specific trails that the bikers could use for their high speed "need", I think they would be happier, too!

hiking

biking

I don't think the signs will necessarily work. There are plenty of well marked signs that tell mountain bikers that pedestrians have right of way. When hiking with our young son, it is extremely rare for a mountain bike to stop for us (even when they are going downhill). We always have to move off the trail.

hiking

biking

as previously stated, so long as the "Prohibiting downhill bike traffic" on pedestrian trails does not cause more downhill traffic (MTB) on motorized trails.

motor

biking

I think the mountain bikers would ignore signs. It's dangerous to run on Hulls Gulch because the bikes are traveling so fast. I can't think of a good solution. I only run there when it's not busy.	running	biking
I was hit by this biker a little before 5:38pm. He was on a steep downhill ride going full speed. Yes. I have the right of way, but I am smart enough to know that you MOVE FOR BIKERS, SO I DID!! It didn't matter, he still hit me. This photo is of him stopping, to check the damage I might have done to the handle of his bike. He DID NOT COME BACK. He continued biking. Granted, I will only have a deep bruise running up my arm out of the encounter, but SERIOUSLY? HE KEEPS GOING????!!! #ridgestorivers #seamansgulch #boise #boisefoothills #mountainbiking #idaho #bikelife #hiddensprings #negligence #adacounty #idahotrails #running	running	biking
Again, experience tells me bikers don't care. There needs to be trails, not a lot, where bikers are simply not allowed.		biking
"Flow" does not necessarily mean fun. Flow trails are beginner trails in nature. There are plenty of beginner MTB trails in Boise. Incorporate nature train (rocks, dips, drops,etc.) into trails to create a worthwhile trails experience.		biking
Again, why not try the least restrictive alternative first aka signs telling bikes of congestion. Then move on to an outright ban if that's insufficient. Or the ban could just be on weekends. Basically, I'm arguing for incremental steps to assess how things go before totally banning bikes. Bicycle free zones. Better law enforcement		biking biking
Bikers have an obligation to bike courteously, especially downhill. It is not a race track: it is meant for recreational enjoyment and exercise. Speed can be controlled by 'slow zones' or dismount zones.		biking
Build these trails soon. And build them where they can be accessed from Hyde Park -- a long time center of cycling and its social benefits.		biking
Care needs to shown with this strategy to avoid too many restrictions on bike riders and/or too many new sections of trails created.		biking
Having flow traffic may be safer, but I believe it limits routes to ride.		biking
Huge fan of the idea of establishing a bike park at Bogus. That would be an amazing addition to the recreational opportunities available to us in the valley.		biking
I agree with the addition of 'flow' trails for fast downhill mountain bikers but do not think that trails such as Sidewinder and Redcliffs should then be closed to downhill mountain bikers. This just pushes the conflict over to another trail since beginner or more cautious riders will now have fast downhillers coming up on them quickly and unexpectedly from behind. I think it is better to let users sort it out by providing the option for a slow or a fast descent. The slow downhill riders are not the problem for pedestrians or uphill riders - it is the fast downhill racer crowd.		biking
I am against flow trails in general unless they are in particular part of the trail system. They work well in a resort setting, but randomly putting flow trails in ruins the whole idea of XC mountain biking. What if there was a series of flow trails on the newly purchased bogus basin area. It has a good elevation drop, and it would make a good bike park.		biking
I am all for downhill trails but would like to see adjacent trails open to mountain bikes uphill only.		biking
I am for adding fun new trails but against the options to ban bike use on existing trails. More trails will spread the usage though the intersection of these branches should have clear sight lines wherever possible. I specifically don't understand the ban on Freestone, I rarely see any traffic other than Biking though the downhill traffic is especially quick. If you give bikers a more fun trail they will prefer it but we do enjoy having as many options for loops as possible.		biking
I don't think that the high use areas of the foothills are appropriate for fast downhill-only biking. Let's find a different area for this activity.		biking
I feel the addition of flow trails will be the beginning of the end for multi use trails. Attracting downhill only crowd could be damaging to the multi use strategy and I predict that in the near future their will be many epic trails closed to bikes.		biking
I generally support designated trails to separate traffic, but still answered no to this question. My concern is that the flow trails may not be able to suit all bicycle skill levels. I think when users were wanting new trails they were looking for something more technical which would move them off of the current trails by choice. But there are bikers who need trails like red cliffs and kestrel for descends due to skill level. If new trails are built that aren't that technical I think the mountain bikers will feel taken advantage of by building low technical trails and taking access away to other trails. If this proposal is done right I would support Goal 1 Strategy E.2		biking
I have doubts about the success of curbing bikes a bit, given my recent experience with bikes that neither announce themselves (e.g. "on the left") nor adhere to the existing policy requiring bikes to yield to ALL other traffic. Bike etiquette is much worse on foothills trails than on the paved greenbelt.		biking

I have no problem as long as the flow trails are of similar or longer ride time then the current trails they are intended to replace, if cyclists lose access to said trails. The downhill reward should be worth the uphill work. :)

biking

I like this idea but please choose wisely when deciding which trails to restrict bikes. I can't think of one single trail that I would gladly give up. You guys have done that good a job!

biking

I love the idea of flow trails but have concern about the location. I don't want to take away trails to mountain bikers who in my opinion use and are stewards of the trail system in some of the biggest ways. We need more trails for bikes (or everyone) not less. I support organizing us just am concerned about the ones currently up for discussion. If u cut mountain bikers off of trails please add trails to allow them to enjoy the trails.

biking

I support the construction of trails for downhill bike traffic only. I also support closing some trails to downhill bike traffic as long as new trails for bikes are also built.

biking

I think special flow type trails are ok as long as we create new trails to allow for bikes to use the same areas. Cutting off areas to bikes is not OK.

biking

If flow type trails which would be bike-specific and DH only, investment - initial and in conjunction with R2R volunteer program for ongoing maintenance, signage, communications, will need to be made for planning, design and construction - local bikers and course designer will need to be consulted, in my opinion, in order to build true flow type trails - think Bend, OR and/or what we have at Eagle Bike Park. Also, we need to be careful and thoughtful in what trails we determine we will close to bikes. Maybe we only need to close some trails to downhill mtn bike traffic only ; any closure to DH only, OR complete closure to bikes, should compensate bikers with building of new, bike specific trails - DH only OR uphill and downhill. As I stated, we need to be very thoughtful in any changes to bikes access; for example, do we really need to close Freestone to DH bike traffic? It already is mostly a DH only trail - some bikers and hikers climb it - I've climbed it - it's a good challenge in spots - BUT, it's already mostly used by bikers for DH only and probably doesn't need to be closed - but maybe needs to be signed in spots or redesigned in areas, if possible? - making walk arounds or ride arounds for uphill traffic?

biking

If the terrain allows for it, a "flow type" trail for downhill bike sounds like a good idea. Would there need to be a sign advising riders that they are entering a "slow zone" when exiting a flow type trail. Would uphill bikers and hikers be prohibited from using the downhill bike trail?

biking

I'm always a fan of more trails - but I'm also doubtful that they will be built. Uphill Hulls on existing, west side of creek. Downhill on East side (new trail), for example would be great.

biking

I'm mixed on this solution. I do not like the idea of uphill-only trails for bikes. However, given the growing number of users and bikers that do not slow down, it may be necessary. I think that a flow trail in a high traffic area might also lead to future conflict. I wonder if there might be better ways to slow down bikes without the need to limit their access - making the trail less desirable/possible to ride fast might help. The right trail can still be fun at a slower speed, but many of our local trails are designed in a way that encourages high speeds.

biking

In general I'd say that highly used trails should not be considered suitable for moderate speed downhill riding. As fun as it is, not really appropriate close to popular trail heads. In general, catering to such demands gives impression that trail system is primarily managed for mountain bikers.

biking

Instead of an 'all in' approach, perhaps creating one or two flow trails and seeing how it plays out would be a good idea before committing further time and resources.

biking

Let build flow trails for downhill bike traffic only, but lets not ban bike traffic on existing trails. Education, signage, and options for different downhill only routes should sufficiently spread out the congestion.

biking

Like the idea of designated down hill trail sections. As a daily user, ALL of my bad encounters have involved uninformed mountain bikers!

biking

Make a separate trail, make it great so bike riders want to use it, but do not close off any existing trails to bikes. See the previous comment, you will be creating more conflict. Incentive the good behavior.

biking

More trails would be great, and nothing wrong with flow trails. But use them to disperse the riding rather than prohibit it on main trails. More signage is needed to educate users! A local ordinance needs to be written into code and violators can at least be "shamed" into staying on the trails and slowing down, if not cited.

biking

Mountain bikes are out of control on the trails and need to be monitored for the safety of everyone.

biking

my main concern right now is that to slow cyclists down on some trails--freestone ridge comes to mind--HUGE water bars are being constructed--these are SOOOOO dangerous and don't do a good job slowing people down--but they can lead to crashes. The last time I descended freestone I looked back up and noticed there is a huge amount of usable hillside on which an awesome downhill flow trail could be constructed. It would be a ride that is much more fun and safe. One-way trails or cycling only trails are another solution.

biking
biking

Please do what you can to control these maniacs. If not, I can foresee telling my grandchildren about the days when it was safe to walk up in the hills.

biking

Take away downhill sidewinder in exchange for a flow trail, that's a great idea. But if you remove red cliffs as a downhill it will force bikers to downhill already congested Hulls Gulch. I would push to keep Red Cliffs open for bi-directional traffic.

biking

The trade off of having down hill trails in exchange for not riding down other high use trails would be worth it, if and only if the downhill trails actually forbid all uphill traffic of any type and only allow downhill mountain biking. That being said, how about time or weekday dependent closures, for example no riding bikes down hulls gulch on Saturdays and Sundays 9am - 5pm?

biking

There are sections on many trails that are downhill with limited visibility. These are the most dangerous sections in the foothills. I am surprised there aren't more injuries from hiker/ high speed downhill biker collisions. These sections should be designated "dismount and walk only" areas to facilitate control and enforcement. This would also serve to encourage Mtn bikers to use more open trails.

biking

There is still a lot of under utilized space in the Foothills. If you build very high quality bike trails outside of the high use areas, bike traffic will divert to these. Especially the higher speed traffic of advanced riders.

biking

This sounds good but it is never the riders who read the signs or brochures who cause the problem. If bikes are on the same trail as horse back riders the horse back rider has to ride differently because bikes propose a certain type of danger due to their speed of travel (far greater than any other user), their gear (alien to a horse), and their ability to change direction suddenly. So, while some people may follow the "flow" signs, the horse back rider still has to be on the look out for the biker who does not follow the flow. From what I have seen, people do what they want on the trails. For example, I drive by Pole Cat every day and see biker riders on the wet trails sometimes when it is raining yet there is a sign as they start on their ride that says, stay off muddy trails.

biking

this will promote banning mtn biking from all trails but those. the foot hill are public lands. there will be back lash.

biking

Too much area is given to bicyclists and not enough to less destructive users such as hikers/runners. Trails design for bikes, maybe a trail or two that is downhill only.

biking
biking

Trails such as Red Cliffs and Sidewinder are laid out very well for mountain biking and enjoyable. Mtn bikers just need to be more courteous to pedestrians. A variety of trails is best for all groups rather than single purpose.

biking

We already have a trail for hikers only (Upper Hulls). If you are going to do this you should provide at least as many bike exclusive trails as pedestrian/equestrian trails. You also absolutely need to hire out the construction of these trails. The Ridge to Rivers trail crew does not have the expertise to build a flow trail. Maybe you could get the Eagle Bike Park crew to build them.

biking

While I'm in full support of any effort/suggestion to create additional trails to reduce traffic, I am opposed to the prohibition of bikes on certain trails as a result. The creation of these trails alone will help reduce the congestion and refocus downhill bike traffic without having to implement prohibitions in these areas.

biking

Yes, again enforcement is key. I have seen a general lack of courtesy from the bicycle community on the trail system.

biking

Yes, this is a good strategy as long as it can be done without punishment or detriment to mountain bikers (planned but not constructed, not executed for certain trails, etc)

biking

Bikes and trail runners with dogs will go wherever they want regardless of how the trails are marked. For some reason they believe their quick, easy access is more important than the safety of the masses. Separate trails just means more trails plus the additional ones they will create to continue to move around congested areas. Without enforcement or self-regulation this is not a reasonable solution.

biking, dogs, running

The design of the "gate" is critical for equestrians and bikes.... I would suggest a "gate" with sharp turns required (maybe a U shape?) vs a horizontal bar or actual gate. This would slow bikers but not require bikers or equestrians to dismount. U shape would need to be large enough and well designed to accommodate horses while still slowing bikers.

equestrian

biking, equestrian

Prohibit downhill bike traffic is an excellent idea when walkers and equestrians are coming up. My bad experience happened with a sign alerting the biker of equestrian traffic coming up the blind hill.

biking, equestrian, hiking

Implement some "bike only" trails in the lower areas like there are "foot only" trails to limit dual type traffic for downhill traffic.		biking, hiking
I like the flow style trails, but please continue to allow BOTH directions. No directional trails!! Some people enjoy climbing hills on mtn bikes.	biking	biking, hiking
I am concerned about how many trails would become off-limits to mountain bikers or prohibit downhill traffic. For example I always avoid sidewinder trail during it's high traffic times (weekends and early afternoon on weekdays). It would be so unfortunate to completely close this fun trail to downhill cyclists when in the evenings or night it is probably ONLY cyclists using it, and very few of them at that. I do like the idea of bike-only, downhill-only flow trails, similar to the flow trail at the Eagle Bike Park. If pedestrians get their own "bike-free" trails it seems fair for bikers to get "hiker-free" trails.	biking	biking, hiking
I conditioned horses both Saturday & Sunday last weekend and meeting bikers and hikers was fantastic! Everyone worked together. I notice that whenever we could, we rode our horses just aside the bikers in some "hot spots" busy areas, downhill, and blind areas.. perhaps some equestrian only trails could be marked w/respect to safety.	equestrian	biking, hiking
High use areas may require "out of bike" zones. High use areas also might need to be either bikes only, or foot traffic only.		biking, hiking
Bikers and hikers often clash at the table rock area especially at the narrow sections.		biking, hiking
Downhill bike traffic should be on separate trails than those used by hikers to maintain safety of all.		biking, hiking
Flow trail combined with moving bike traffic off hulls would have benefit to both hikers and bikers. Without multiple benefit shared trails are more appropriate.		biking, hiking
I like the idea of building more fun trails for mt biking, and am okay giving up downhill ability on some trails for this. I haven't seen anything about prohibiting pedestrian and other traffic on these downhill only trails, and feel that if we are prohibited from a trail we should also have exclusive rights to the replacement trail.		biking, hiking
many mountain bikers gain excessive speeds and pedestrians are forced to yield. I believe those bikers will not follow 'slow zones', so separate routes for different usage would be a great idea for high use areas.		biking, hiking
Mountain bikers have a good idea of congested areas. Generally, pedestrians will have an issue whether MTB are traveling slow or fast. Creating slow zones will take out the mountain out of mountain biking.		biking, hiking
I understand why this proposal is being made - many mountain bikers are increasingly riding without regard for other riders or pedestrians (which, as a mountain biker, I find appalling). However, this plan directly rewards these aggressive riders by giving them brand new trails that they can ride like maniacs. Some of us don't mind stopping and letting an uphill rider or pedestrian pass by. PLEASE, PLEASE, PLEASE reach out to the mountain biking community and let us work with you to improve the education of riders before you limit trail access and punish those riders that ride responsibly. Perhaps the addition of new downhill trails, without associated trail closures, will help this issue by siphoning away bikers that refuse to ride responsibly and then you won't need to prohibit the rest of us from continuing to responsibly use our favorite trails.	biking	biking, hiking, equestrian
As trail use expands, trails will need to be designated for bicyclists, hikers and equestrians. It is the only way to keep the experience positive for all users. Mtn bikers, hiker, equestrians just do not mix well.		biking, hiking, equestrian
Flow trails can be very user friendly and fun. Limiting one group of users at the expense of other groups is bad management practice. Just because users suggested to remove bikes from certain trails to keep them away from hikers and equestrians, does not make that a reasonable option, or the best option for our foothills.		biking, hiking, equestrian
I think if we build trails just for bikes then Option 1 makes sense "Prohibit downhill bike traffic on adjacent trails." Hikers and equestrians should have a portion of the trails to use without bikes. Plus bike's will still be ascending on this trail so if you are going to invest in making a trail just for bikers to descend then it makes sense the adjacent trail is for hikers, equestrians, and ascending bikers only. Make these trails bike-only. No hikers or horses		biking, hiking, equestrian biking, hiking, equestrian
Signage with racing mountain bikers may not work, and separate/ flow type trails would provide a safer experience for hikers/ equestrians. Mountain bike riders travel at very high speeds and are sometime rather reckless and inconsiderate.		biking, hiking, equestrian
The trails mentioned to create "flow" type trails are seldom used by hikers/equestrian and more used by bikers. Taking downhill usage away from bikers on red cliffs, sidewinder, etc. would make have a much bigger (negative) impact on bikers than a marginally positive impact on hikers/equestrians.		biking, hiking, equestrian
bikers love separate trails that offer unique features to mountain bikes. also they avoid conflict with walks and runners	biking	biking, hiking, running

I think it is a great idea. I believe the MTB would respect it. I worry about new MTBers unaware of the trail designation despite signage, thus giving ALL MTBers a bad rap. As for me and those I ride with, we try very hard not to ride high use trails. IMHO, Lower Hulls should never be ridden downhill. Even at 5 am in the dark we have encountered runners and walkers. Perhaps a trail swap could be made.	biking	biking, running, walking
Add the flow zones. Make them bike only. Do NOT add no downhill biking zones to adjacent trails. That's just dumb. The problem is people with off leash and out of control dogs, not riders going 10 mph under full control. Do not allow dogs on these trails.		dogs dogs
How many true negative bike pedestrian accidents have occurred that are documented. I believe dogs are a greater issue. they are often not under owner's control		dogs
Limit the number of off leash dogs a person will supervise to one or two.		dogs
Although the park system doesn't always like the wider trails, I find them helpful. Easier to get dogs out of the way and let bikes pass.		dogs, biking
Since equestrian users have to reach Boise Foothills trails via trucks & trailers, they should be restricted to upper portions of the foothills while restricting motorcycles from the entire Boise foothills		equestrian
Yes, safety is most important for horseback riders and bicyclists sharing the same trails.		equestrian, biking
Perhaps designate specific trail(s) as horse/ride, pedestrian only and no mountain bikes. Other trails can non-equestrian. The horse ones can have appropriate parking areas associated.		equestrian, hiking, biking
Just designate more equestrian only and more pedestrian only trails. Everybody happy! Bikes do not have the right to dominate the vast majority of trails. It is unsafe for walkers and dogs. A dog could easily be killed.		equestrian, hiking, dogs
Closing trails to equestrians would be better than directional trails.		equestrians
Based on the low number of equestrian users, it seems like this idea is bending to the vocal minority somewhat. My support of any idea prohibiting downhill bike traffic on any existing trail depends greatly (fully?) on the characteristics of the proposed "new flow trail" replacements.		equestrians
But please don't make more trails just to accommodate this. Consider closing trails to equestrians. Do they really belong on narrow fragile foothills trails that are now so freaking busy w/people and bikes?		equestrians
My biggest concern is the impact that horses have on our trails. Bu riding trails when they are still wet many potholes are created that seriously impact the trails.		equestrians
<div style="border: 1px solid black; padding: 5px;"> <p>People will continue to do what they have done for decades. The horse group is small, although well organized and vocal. It is a nostalgic nod to our western roots, but really, needs to be far away from bikes and people. Also, pick up the horse poop!! Horse owners need to pick up after their pets like anyone else. Dogs eat it, roll in it not to mention its massive and always right in the trail. Poop is poop. Puck it up!!</p> </div>		equestrians
I feel this would make trails safer for all traffic - but especially equine traffic and pedestrians (children)		equestrians, hikers
Where will the up hill riders ride? How about creating another trail for the 'social pedestrians' so that they can walk two abreast and play their music without paying attention to other users?	biking	hiking
Walkers tend to disregard bike only trail signage. They also seem most vocal that they do not. Some sort of independent enforcement would be nice. Trail marshals at random times. I love the idea of specific use trails, but only if people obey.	biking	hiking
Downhill flow trails would be a wonderful addition to the trail system! Policing of those trails, especially early during implementation, may be needed in order to keep pedestrians and uphill traffic off of the trails.		hiking
The bad experiences I have encountered involve large groups of people walking together consuming a large portion of the trail and do not allow others to pass, inattentive people assuming they are the only one on the trail and people that do not follow proper trail etiquette.		hiking
There are plenty of bike trails- there need to be way more foot online trails		hiking
I mountain bike 3-4 times/ week on Sidewinder and Red Cliffs. Often there are no pedestrians at all, especially on Sidewinder. When meeting a pedestrian, you just slow down ready to stop. Another alternative here could be to build new hiker trails that can be narrower and have much shorter, sharper switchbacks.	biking	hiking, biking
Build more hiking-only trails. Please do not restrict access to bikers on existing trails.	biking	hiking, biking
My only concern as a "slow" biker is that by designating a trail bike downhill only, speeding bikers would be less likely to be on the lookout. By including pedestrians on the trail, it is a safer trail.	biking	hiking, biking
Flow trails are a great idea, and will reduce hiker/biker conflicts. Prohibiting downhill bike traffic on adjacent trails may not be needed if enough bikers move to the new flow trail. If you do prohibit downhill traffic on any trail, please make that rule apply only to hours and days of congestion. Why prohibit downhill traffic mid-week at times of lower usage?		hiking, biking

Flow trails would be nice but uneducated walkers would still find themselves on them and uneducated bikers would still use other trails for downhill use. Again education is key to addressing this problem. Save your money from building flow trails and put it in trail etiquette education and expanding the system in close to population areas to relieve congestion in other areas.		hiking, biking
I think this would address the problem of conflict between those on foot and those on bikes, but it seems like a costly solution.		hiking, biking
I would put signs at the bottom of flow trails letting people know that they are so designated. Would hate to have a pedestrian who is not familiar w/ the trail system get run over/cause an accident with a biker. Seperate trails for bikes in regards to safety of walkers.		hiking, biking hiking, biking
If flow trails are created it needs to be very clear that uphill traffic, hikers and other users are not allowed on those trails. I've personally witnessed a dog getting hit on the Shake N Bake downhill trail at the Eagle Bike Park. The dog owner had no idea they weren't allowed on this trail...		hiking, dogs
I would not have a problem giving up the downhill rights on those trails if it is proven that hikers and equestrians still feel that there is a problem with downhill riders once the flow trail is completed.	biking	hiking, equestrian
The biking population is substantial and also contribute significantly to the local economy via bike and equipment purchases. Please balance hikers and horse people with the desires of the biking population.	biking	hiking, equestrian
As long as I can still climb sidewinder and FTT/#5, and get down, I am happy. I don't actually like going down sidewinder or #5, and dislike 8th street downhill because I dislike interacting wit motorcycles. So, a specific, not overly technical downhill that doesn't allow uphill traffic would be amazing, and much safer.	biking	motor
Education needs to happen or else there will be conflicts. As it is I don't know how many times I have run into ATVs on Crestline because the dude was LOST. Simply lost. Simply being lost results in destruction to trails and plants. Not to mention that I could have gotten hurt.		motor
heavy fines for motor cyclist who violate, I have reported but nothing happens		motor motor, equestrian, biking,
Build more trails - off-road jeep trails, equestrian, mtn. bike, hiking		hiking
I am biker that supports doing what is needed to make it safe and enjoyable for all.	biking	multi
I do like the idea of more mountain bike specific features on trails, but restricting access to certain users is not a good policy, especially considering since mountain bikers and their advocacy groups contribute a large amount of money and time to building and maintaining trails than other user groups. Many of the trails are predominantly ridden in one direction by mountain bikers as it is.	biking	multi
I do not think that separating bike and pedestrian paths is a good option; there are too many hikers who want to explore higher/farther trails.	hiking	multi
Gate could be problem, signage would be good. I hike and bike the foot hills. Let's not make anyone group the bad guys. Enforcement is the key, if other user suggest proper usage to poor etiquette user has great impact if conscistant	hiking, biking	multi
This is the foothills bike, hike, run, etc.. Should be allowed on all trails. I am a runner, but we should not exclude biking on any trails. If anything we should create downhill biking trails that hikers and runners should yield the right away to the downhill bikers. For example, Bucks would make a great downhill section, but it also makes a great uphill run, I am willing to step off the trail on my uphill for a downhill biker. We all need to be able to use these trails together and not exclude any uphill or downhill traffic.	running	multi
Have odd even days for use of trails for different user to reduce conflicts. Horses and walkers on even days. Motorcycle, 4 wheelers and bicycles on even days		multi

<p>I am strongly in favor of construction of downhill specific biking only trails that could be used to relieve traffic on adjacent trails, but explicitly prohibiting certain directional use on existing multi-use trails during all times may not be necessary. Heavy use comes during small slices of any given day, namely weekday afternoons between 4 and 8pm, Saturdays between 8am and 6pm, and Sundays between 8am and 4pm. That leaves nearly 2/3rds of remaining daylight hours during an entire spring/summer week where there is little congestion to warrant such strict travel regimes. I think eliminating access to all existing multi use trails would be a mistake. Building adjacent downhill biking specific trails should have the effect of significantly relieving congestion on multi use trails during peak times, while the current nature of the system can be preserved to allow for the greatest diversity of riding options. For instance, the implementation option suggested for potentially restricting downhill traffic on sidewinder and red-cliffs would be severely detrimental to the foothills riding experience, even with the construction of an adjacent trail. The specific nature of any given trail can't be replicated exactly by any other trail, and especially during low traffic times, the ability to ride all of these trails should be preserved. Until any new downhill specific trail is built, I cannot support any proposed directional restrictions.</p>	multi
<p>I don't agree with segregating trails by use. Signage should be used along with education about shared trail responsibilities.</p>	multi
<p>I don't have a strong opinion as I personally rarely experience these conflicts. I personally believe that most of these conflicts arise out of individual perspectives that cause people to have impatience around their desires. So I'm less inclined to accommodate such attitudes and more inclined to educate and change such attitudes. So whichever strategies accomplish this would be my preference.</p>	multi
<p>I think this strategy could help improve the overall experience for certain groups on specific trails, but I don't think it necessarily follows that this would have positively influence the trail selection experience. It seems like it would be more limiting in trail selection, where you have only X trail to use for one activity type, and Y trail for another activity type. If they don't both start and end at about the same spot, the trail options would be further restricted. A flow trail would certainly be appreciated by downhill bikers, I'm sure, but if it comes at the expense other trail options, I'm not sure it would be well recieved. Making one available as an option to help pull bike traffic away form congested trails, but not forcing its use would probably be the most diplomatic solution.</p>	multi
<p>I would prefer to see a dynamic approach on one way trail types. What would offer additional opportunities is that one way trails would alternate yearly with other trails in the same area. This would allow new trail experiences every year.</p>	multi
<p>I would support "flow trails" ONLY within the lowest sections (beginning/ending sections) of these trails. I am firmly against any and all restrictions of any other section(s) of the aforementioned trails or any other public trails.</p>	multi
<p>If downhill mtn bikers get their own trails, there should be ones for the disabled, elderly and kids with no bikes</p>	multi
<p>In many places in the foothills, having trails with a distinct purpose would be a welcomed change.</p>	multi
<p>Just make sure they're fun. And don't close existing trails to bikes till the flow trails are constructed.</p>	multi
<p>Majority of cyclists are respectful of pedestrians and appreciative of trail sharing . Mean ones would be mean no matter what- rules won't make them respectful.</p>	multi
<p>No. Limiting access to any user to the trails is inappropriate. We have to find ways to coexist, not deny cyclists (or any group) access to trails.</p>	multi
<p>People just need to stay aware of their surroundings. More regulations or separation of use is not needed. Should not have to babysit everyone.</p>	multi
<p>Signage is helpful. Patrolling high use areas is also helpful when possible. Cooperation from all trail users, courtesy and respect.</p>	multi
<p>The best way to accommodate more use is to create more opportunity. I.E. One trail for bikes, another one for hikers. The direct route to wherever should be available to everyone.</p>	multi multi
<p>The trails should be multi use, not generally in favor of creating single use trails.</p>	multi
<p>Use of signage makes sense. Prohibiting bikes from key sections of the trail network significantly lowers user experience.</p>	multi

While embracing mountain bike specific design and the development of more challenging downhill mountain bike experiences is crucial to the future success of the Ridge to Rivers system, I have three concerns with this strategy. First, by focusing development on already congested areas of trail, it risks attracting additional use, creating more of a problem than it solves. Second, and at the same time, by communicating that segregation is the solution, this strategy may reinforce perceptions of user conflict and erode the foothills multi-use ethic. Third, segregated trail use may call upon demands for enforcement, displacing resources that could go to further trail improvement and development. A better approach would be to separate the two components of these plans into distinct, data-driven strategies. A trail development plan can and should create downhill bike experiences, including flow trails, but these should be placed to disperse use away from high traffic areas. Likewise, additional signage or closures should be based on clear data showing excess congestion or risk to users.

multi

While I agree with the idea of creating some flow trails, I don't think taking our existing trails and making them one directional is needed yet. In my opinion we're not that congested yet. I do think it would be a good idea if more information was available about scheduled uses. For example the Boise Young Riders (BYRDS) ride in Military Reserve every Thursday. It's very congested on Thursday nights. If this kind of info was available to the public then people would know to avoid the area that evening. So maybe some kind of R2R calendar???

multi

I don't want trail use to be exclusive to certain users. "Flow type trails" seem like an ok compromise. The no bike zones only should be utilized in erosion problem trails

multi, biking

If you are going to prohibit bike traffic on some trails, then prohibit all other non-bike traffic on the new trails. However, it does not make sense to close certain trails - why not build more trails and leave all trails open to all users? That would naturally allow for users to spread out and not cluster on certain trails. And closing Freestone to downhill bike use? That's just, well, stupid. I RARELY see runners or hikers or uphill bike traffic on this trail. As for closing central ridge, there are very few beginner trails for people learning to ride - central ridge is one of those. By closing it, you propose to terminate the ability of new/learning riders to use one of the easier trails.

multi, biking

It is a tough call - I don't want trails designated for hiking only, mountain biking only, etc. as we all should have ability and freedom to use any trail. That said, more guidelines and supports would be good to help the flow of traffic and eliminate the excessive speed of bikers.

multi, biking

A don't think trails need to be necessarily "flow" trails and they are typically not really mtn. bike trails. I would rather have more trails that are more natural. Something needs to be done about water mitigation and trail maintenance. The water bars that are being built this year across the foothills are very dangerous, even to the most advanced cyclist. The real problem is many of our trails are old roads on ridges with very little turns. More reroutes and smart trail planning could limit the perceived need for these "speed bumps." I have mountain biked in the Boise area for over 20 years and feel like there is a movement to limit mountain biking of recent and only consider runners and hikers.

biking

running, hiking

Boise has become a bike mountain biking community. If Ridge to Rivers can embrace that it would be beneficial. Having several trails in the foothills designed for mountain biking would be better for everyone.

biking

Cyclists prefer a diversity of trail types and choices. Creating one or a few "flow trails" for all cyclists to descend, while prohibiting descending on long-used trails does not serve the needs of all, or most, cyclists. Specifically, Red Cliffs and Freestone Ridge would not seem to me to be areas of high conflict, and are highly valued as descending routes by cyclists.

biking

First, "flow" trails are quickly losing their appeal, and they tend to require more disruption to the natural environment than single track. One might be fun, but closing 5 popular trails and replacing them with flow trails would not be a good idea. To me, Sidewinder has needed a re-route for some time. This would be a great opportunity to separate uphill and downhill traffic. Also, Trail 5 (Freestone) would benefit from the addition of many technical features along its entire length. Its steepness promotes extremely fast downhill runs that cause user conflicts often. An uphill re-route that more gradually connects to Fat Tire would be great. Finally, please don't make Red Cliffs uphill-only. This trail was so well flagged as a top-down trail and it would be a shame not to descend it any more. Again, there are opportunities to add technical features that would slow downhill traffic. Perhaps there is a compromise here?

biking

I currently avoid descending areas I know will be crowded (i.e. Hulls on a weekend, Camelback at any time) and take alternate routes. I would personally follow any regulations/suggestions to keep bikers and pedestrians safe. And would probably help remind other bikers to do the same.

biking

I like the idea of flow trails. I get nervous they will contain too many table top and/or gap jumps that can cause injury. I think great downhill flow trail example is the new Chukar Butte trail section from the 2 track down to the Cartwright trailhead.

biking

I said no, because I didn't see any specific, written plans on where these new bike trails would be built. I can't get on board with something that is simply an idea and hasn't gotten further than that. Without a solid plan in place, my concern is that bikers will be singled out and our ability to ride in the high use areas will disappear. Closing Sidewinder to downhill riders without showing the new route drawn out is doesn't make sense.

biking

I think this is a good idea for a few of the trails. It would be frustrating though if many of the trails were "one-way". e.g. bucks trail is fun to do both up and down and is a challenge both ways, three bears is also fun to do up and down.

biking

It's nice to go uphill on a bike with the slower trail users. I do not want to lose that option if DH specific bike trails are developed.

biking

Love the idea of engineered bike flow trails, as long as it doesn't restrict uphill access on adjacent or paralleling trails. For example, if a flow trail was built parallel to Frestone Ridge, I would expect to still have uphill access to mountain bikers on the existing freestone trail.

biking

This shouldn't be limited to "flow" type trails. Separation of uses is needed on the flats in high use areas as well. Steve Noyes needs a dedicated path all the way to his bar stool.

biking

Great strategy! I ride my bike on occasion, so I understand the adrenaline rush of downhill riding, but not at the expense of hikers.

biking, hiking

I think this is a tremendous move forward! If it works, eventually we may see horses come back to the Boise trails again. It may take time and be a bit of a struggle for us to come back, it has been so very long that the riders have been too afraid to ride there,

equestrian

"Flow" type trails would benefit equestrians if there were fewer possibilities of blind corners.

equestrian

Good signage regarding equestrians because of lack of knowledge by general public to keep all safe

equestrian

Horseback riding should be included whether or not slow zones are implemented. Horseback riders can and will adjust.

equestrian

flow trails are a good idea provided they do not impede equestrian and pedestrian access to other parts of the trail system

equestrian, hiking

Seems like you have already ruled out motorized by the above questions.
DO not support single use trails.

motor
multi

As a runner, mountain biker and hiker, for this to work the mountain bike trail must be so well constructed and "fun" that it doesn't hurt to be excluded from other trails that are already extremely enjoyable (i.e. sidewinder etc..) if it is a situation where the new downhill only trail is too short, or unexciting, this will become a very bitter experience.
Havent had this be a problem.
I generally agree this would be a good thing.

running, biking, hiking

So much for "single track", huh? Why not just put in a two lane paved road? This is what you are pretty much proposing. See rotating use comment above. They have had to resort to this in Hell's Canyon with jet boaters and rafters.

Yes, although I see a tendency of changing the Foothills into an activity/sports park, away from being quiet nature. A higher trail density close to the City, and especially flow trails, create additional "traffic".
yes, yes yes!
#10 is good

ABSOLUTELY! Separate downhill flow trails in high use area seems to be the best and maybe only way to prevent conflict with the growing numbers of users in these areas.

Adding flow trails is a great idea and would naturally alleviate much downhill traffic. Please don't close other trails to downhill traffic, though.

Again, education is critical. The biggest violators are those that don't use the trails often.

Again, enforcement is the key. Write some tickets. Help pay for new trails and replace the money lost with this micromanagement report.

Already said enough on this topic. The flow trail strategy does seem to be the pet project of R2R and not necessarily the community or the intention of preserving open space. I didn't vote for more protection of open space so that trails could be built on every inch of existing open space, especially for trails that belong in a bike park.

Also consider making trails one way, such as Shane's loop or Buck trail.
as above

As long as the loss of downhill access to a trail results in an equivalent gain I am all for it. By this I mean a downhill trail that gets you to the same general location the old trail did then uses. If you lose downhill access to a trail that takes you one place and then can no longer navigate the foothills effectively then no way do I support this chance!

Bikes should dump out to roads and off the trails whenever there's the potential for young children and older adults to be on those same trails. This would mean bikes could be higher up on the trail system, but not share trails in high trail use areas.
Bikes shouldn't control use of all sorts of trails

Brilliant idea, identifying bike only trails would eliminate most user conflict i observe.
Build technical downhill only trails in addition to flow trails.

Building a downhill-only flow trail that runs adjacent to Sidewinder/Red Cliffs seems like an obvious first step and would be a great "test case" for the foothills.

Building more trails will alleviate congestion without needed to close any trails.

Common sense and courtesy would negate the need for designated trails but that apparently isn't an option
derail safety areas

Do you have any additional comments you would like to make regarding the management strategy presented in Goal 1, Strategy E.2 and Implementation Detail for the construction of "flow" type trails designed to accommodate and focus downhill bike traffic?

Don't make the flow trails absent of some technical features like wood, rocks, roots!
Downhill, and low visibility areas around blind curves.

Eventually there will have to be some directional, alternating day, single use trails. With the growing population, this will ultimately need to happen to make trails feel less crowded and accommodate for increasing user numbers. Perhaps there doesn't need to be a change of many of the amazing trails, but when building new ones, keep this in mind.

Flow trails are a part of a whole range of trails riders look for including uphill trails and rockier, less smooth trails.

flow type trails just increase speed. put in more technical sections to slow down riders. on a side note, dog waste is not the big prob. People who put in plastic bags and leave it on the trail are the prob!!!!

Gates dont seem to help. I always see bike tracks on Hulls Interpretive trail even though it is CLEARLY walking territory. Some MB simply dont heed the signs.
Good idea

I don't see how this would make much of an impact without some sort of enforcement. Right now, people share the trails and there is not sense of "entitlement." But once you put in place rules and routes without enforcement, it will just create more complaints without consequences.

I said no because I'm unclear on what "flow" type trails would mean and I'm not sure I'm on board with thinking greater restriction of anybody using the trails is a solution to the problem or a recipe for resentment by those restricted.

I support the addition of flow trails, and signage on adjacent trails. I am, however opposed to any directional traffic restrictions on any trails. I think designated trails would be more useful than "slow" flow.

I think it is a good idea for a downhill flow system to be built. It will result in a much better experience and less conflict between users.

I think prohibiting mountain bikes from certain trails may be problematic and hard to enforce. In addition, it may lead to additional problems with erosion, etc. on those trails with heavy mountain bike use. However, like the previous question, I think clearly marking high use areas, slow zones, and even having a trail ranger close by would alleviate some of the problems in high use areas.

I think the alerts would provide a good use for volunteers if staffing is inadequate.

I think the downhill-only trails will result in aggravation and further escalation of tension between users, not to mention restrict trail opportunities. I think the "slow zones" are the best way to manage the difficulties while reducing tensions. The responsibility of sharing the trail and getting along are on everyone; trying to manage that through restrictions, closures, etc. will, in my opinion, unsuccessfully attempt to shift the responsibility to the regulators and result in more conflict.

If the goal is to create equal parallel trails (same area and mileage with specific and limited use then I'm all for it.

Just the greenbelt @riverwalk apts and all the motorbikes I hear lately,walkers verses bikers
Need more flow trails.

no
no
no
No
no
No
No
no
No

No against the idea of Flow trails, but seems like more enforcement of existing right-of-way / safety issues would also be useful.
No gates

no need for all these separate paths and trail sprawl
No.
None
none

Obviously these flow trails would have to be as good or better than the current single track. Sidewinder and Red Cliffs are very good downhill rides. Also, these new trails would have to maintain same level of interconnectedness.

Open-Ended Response

Option 1 seems more straightforward.

Option 2 preferable

Parallel flow trails would be a great addition, better than adding gates.

please dont make more than one flow type trail. Make more natural trails like bobs and hulls.

See above

see comments above

See previous: ENFORCEMENT??

Since these types of trails generally require significantly more maintenance, it may be worthwhile for R2R to seek additional funding specifically to properly budget these types of trails.

Some trails (like Hull's Gulch) could be unidirectional (up, in the case of Hull's).

Some trails can get crowded. But the crowds usually occur for a short while in the spring when everyone is trying out mountain biking. The crowds significantly thin out as summer approaches.

some trails cannot have mixed use. You will never stop abuse without prohibiting some types of use in those areas

That is a good idea. This is necessary for the increased traffic on the trails.

The effectiveness of single use and directional trails to create a safer and more enjoyable trail experience has been well established in Central Oregon and a significant reason that area has become a destination for increasing tourism. There is ample non-critical habitat acreage in the foothills to create more trails and designate many of them single use, directional trails. This is not only an enjoyment issue but also a safety issue as the number of people using the foothills increases.

This could be great, if the "flow" trails were designed properly and were made in addition to, and connecting with, existing trails.

This is a better idea than slow zones.

This is a great strategy and in an ideal the trails would end at the parking lots of the high use areas.

This just feels like you are trying to govern vs allowing people to govern themselves.

Use lots of signage.

What about a separate side trail for hikers, and a wider main trail for bicycles?

While flow-type trails, prohibited uses for short congested sections, signage and gates are better than nothing, I think only separate-use trails will solve these problems. The different modes of travel are not compatible with each other.

while it could be confusing I think specific trails with different user priorities could be implemented. for example a trail where downhill bikes get the right of way, and uphill pedestrians have to move to the side.

With the caveat being that overall I really think most people get along and I don't want to see R2R's headed down a path of segregated trails. If trails need to be constructed would it make sense to build hiker/equestrian trails instead of new mtn biking trails?

Comments on Dog Waste

who's talking who they're talking to

R2R Response

The plan calls for a number of implementation actions to address dogs and dog waste. These include: Creating on-leash buffer zones, education, installing additional trash cans and Mutt Mitt stations and signage

Dog an horse owners generally don't pick up there animals waste they just leave it they to get stepped on by runners and biked through by bikers

biking

Fine, but what about bikers. They should be made to walk their bikes for that first 200 yards.

biking

For people riding with their dogs and may pass through several varying trail heads, this would not work. Nobody is going to dismount their bike and walk their dogs on leash x 200'

biking

every time i use the lower trails I encounter dog shit.. I do not have a dog. I like dogs.. I don't like dog shit. But the people with the dogs are more respectful to mtn bikers then trail runners.

biking, running

Again, there seems to be no consequences for the dog owner who ignores the signage concerning on leash areas, leaves piles (usually 30 feet from a trash can). I hike with 3 dogs and am very conscientious about the leash areas. Rarely, do I see anyone else observe and follow those rules! No consequences!

hiking, dog dogs

200 ft is a short distance. I would make it 200 yards. The first thing the dogs do when they get out of the car is run a few hundred feet down the trail. The odor of dog waste for the first half mile or so is very unpleasant.

dogs

What about horses? Most dogs defecate off trail while the horses leave huge piles in the middle of the trail. If equestrians aren't required to pick up after their horses they shouldn't be allowed on the trails. I support the efforts to eliminate dog waste, but I think that horse waste should not be overlooked.

dog equestrian

pet owners, pick up your own k-9 pet poop. enforce the rules that are already set up. In areas where there are equestrian signs, dog should be leashed. Have control of your dog and keep them in sight at all times. That would go for horseback riders taking their dogs out as well. If your do is not trained to stay with you, don't take them. Offer a class to improve dog obedience while on the trails. Mine stays at home for that reason plus snakes and other trail users.

equestrian

What about horse poop? Are horse back riders completely devoid of responsibility for the pounds of waste their horse leaves behind right on the trail?

equestrian

Consideration for dogs off leash with equestrians. Do riders walk with the dogs for 200 ft and then mount up?

equestrians

After horses, dogs are the biggest problem on the trails. There are enough out of control dogs running in front of bikers and biting people that off leash trails should be severely cut back on the trail system.

equestrians, biking

Develop a program where several different types of trail rehabilitation techniques studied. Erosion is a significant problem.

nature

Educate the public. Most think it does not harm environment. But increased usage has created more poop.

nature

I would encourage more than 200 feet for buffer zones. I support more education at trail heads about impact of dog waste on ecosystem and water like the ones shown in the plan for invasive plant species. Good!

nature

In my opinion, dogs should ALWAYS be on a leash in the foothills and all recreational areas. How do you control their pooping and digging wherever they want otherwise? And what about wildlife harassment, as well as intruding into the space of people seeking a "natural" experience? Dogs are simply out of control in the foothills, and there is no doubt about it.

nature

I am part of a bike group that has created and implemented a dog poop pick up and awareness even at lower hulls / camels back for the last 3 years. More information is needed why it matters, ecologically and to human health.

biking

I am a Mtber and dog walker. I carry around a poop for miles. I never see these people that leave the plastic bags? mysterious. Snipers with paintball rifles! Shame the bastards!

biking, dog

As much as I don't like seeing the piles I really don't like seeing piles in baggies. At least the piles decompose without the plastic! I also don't like on leash areas. My dog is very well behaved and I pick up my dog's waste. Why should everyone suffer?

dog

Dogs are going to poop on or off leash!!! The buffer zones are going to do nothing about that problem and are just an inconvenience, and quite frankly I won't follow that rule if it exists. I'm not going to carry a dog leash with me on my run just to use it in the first 200 yards of the trail head. With apologies to whoever came up with the idea, this is just ridiculous. As an alternative, I could get on board with stricter enforcement of the "voice control" policy near trail heads though. As a dog owner I would like to see organized poop cleanup days, like trail maintenance days, that dog owners can participate in. I confess that my dog has caught me off guard without a bag and while I do my best to hide/bury the waste in those cases, a poop cleanup day would be a good opportunity for me to more than make up for those times we left a pile.

dog

Having had to deal with a dog and the poop bags, it would be neat if someone out there invented some type of containment unit that hooked on to the dog (or human?) that would NOT stink when the poo was placed in it. :) That would have encouraged me to actually take my dog out more. I really hated the poo pack with all its lovely odor coming along with us. I no longer have a dog, so this is just past thoughts.

dog

I feel like on leash areas for the first 200 ft is a great idea. I have been guilty of not picking up my waste because my dog likes to go off trail into the bushes where I'm not really sure if it's better to go off trail myself and pick it up or leave it. She usually does this right after I let her off the leash as we leave the parking lot. If I had to keep her on she would probably still go but I wouldn't have to go off trail to pick it up.

dog

I let my dog off leash right next to the garbage can and he always poops right there, if you made the off leash area 200 feet from trailheads I would be fine with it as long as the trashcan was moved 200 feet as well.

dog

I think this is a losing battle. If you figure out how to make the scofflaws behave, be sure to let all the law enforcement agencies know. Every single person witnesses people speeding, texting while driving, littering, and cheating every single day. I do clean up after my dogs, but that doesn't mean I have unlimited largesse to clean up after the dogs of people who don't care. Frankly, I resent those people as much as you do.

dog

I would like to see more trash containers and waste mitts on the heavier used trails for dog waste disposal. I don't depend on the waste mitts to be there but it is nice to have them in case I do. I think more mitt stations, trash containers, and signs would be helpful in getting the attention of the dog people.

dog

Make me leash my dog in a buffer zone, and you've lost all support for funding. I'll be done with supporting the trail system and purchasing more land through my taxes. Enforcement is the key.

dog

My dog always goes off trail to do his business in the bushes. I struggle to understand why this would be a problem. Of course, if your dog poops in the middle of the trail- clean it up.

dog

My dog is in control and not running crazy at trailheads she does her business when we start our run I clean it up.. There is no reason we should be penalized and have to leash my in control dog. If you have dogs leashed all that will happen is dogs will wait to poop until off leash, then they will do their business up the trail where there are no trash cans. If you put this option in the rule book expect the poop to move up the trail, people will leave poop bags all over the trail because the trash cans are at the trailhead. The people that do not clean up their poop will leave the poop further up the trail, you will have the same problem. I suggest poop mitt stations with trash can every 50 feet in the first 200 feet on the busier trail heads that will take care of the issue. We could call them the "Pooping Stations"!!

dog

My dog specifically waits to be off lead to poop. That said, it can be frustrating to carry a full mutt mitt for almost a mile.... more trash cans would be much appreciated!!

dog

Not sure about others, but my dog if he has to go will do it within the first 200ft of a trail head. If the dogs were on leash it would be much harder for an owner to let it go and walk away without cleaning it up.

dog

Not sure why this 200 feet is considered a magic number. Waste is waste, regardless, and people should be picking it up wherever their dogs poop. I have a dog and walk in the foothills frequently, and I always clean up after my dog. It's not a difficult task!

dog

Some dog owners are lazy slob. Nothing will help. I always clean up after mine. Some people just leave their waste bags along the trail. Yucky. I think people riding bikes with their dogs do not stop to pick it up. In fact, they probably don't even know their dog went.

dog

The on leash "buffer" zones are very confusing. When out with my dog if I followed the signs to the letter than I would be constantly putting her off and on leash. It's already confusing enough to know what trails are on or off leash.

dog

The on-leash, off-leash then on-leash areas (Hulls, Camel Back, etc) are just a pain. I avoid these areas with my two dogs. Providing bags and more trash cans along with education should take care of it.

dog

this last strategy seems really important, as a dog owner, I can say with assurance, my dog will always poop within a short distance of leaving the car and starting down the trail. Although he is off leash, I keep my eye on him and leave the trail to pick up after him...a lot of people think it is okay to not pick up dog poop when it is off the trail. Ick to that! IF their dog were to remain on a leash for awhile, it would be pretty hard to ignore when a dog stops to poop and they would then be able to pick it up before proceeding further down the trail...hopefully to a trash can. I am thinking specifically of the parking lot area at JHFLC to the trash cans along the creek to the first little bridge. Counted Over 85 dog poop flags there one time. Gross!

dog

This policy punishes those of us who are diligent about removing our dog's waste (whether leashed or not), and does nothing to guarantee that those who don't will actually clean up. . .whether leashed or not. There's no excuse for not cleaning up after your dog. I've been made a criminal (\$80 fine) when my very well behaved dog was sitting next to me in the 8th street parking lot. She was completely under control, but the leash was in my hand, not clipped to her. How does this improve poop control????

dog

We always clean up after our leashed dog & would like to see that consideration from others. Those who leave dog waste give a bad name to us dog owners who care about keeping the trails clean.

dog

We walk our dogs almost daily in the foothills. Hooray for the 200 foot rule. That is truly the dog business zone! Should help a lot.

dog

I agree that this dog waste is a problem that needs to be solved. I generally pick up after my dog and then pick up several extra piles in the vicinity. I'm not a fan of the 200 ft on-leash rule as I often bike with my dogs and the leash is less easy/feasible. My dogs are off-leash but I pick up after them. There has to be a way to get people to pick-up without requiring leash zones.

dog, biking

As a frequent dog-walker, I am supportive of these strategies. I am concerned by the 30 ft guideline. Most larger breed dogs can cover 30 ft in an instant. As long as the dog is within range to be controlled by voice commands, I don't see the need for an arbitrary distance to be specified.

dog, hiking

i think that all dogs should be on leashes. i once was on a trail that a dog came barking running down the trail toward us the horses whirled & ran back down the trail that was up high from the river it was a wonder no one was killed. I think dogs need to be leashed at all times & waste picked up.

equestrian

People really need to be informed to not allow their dogs to 'run amok'.. they can happily be trained to stay on the trails.. this avoids habitat destruction and always dogs should be in sight and in close proximity making is easy to p/u poo. I had one negative experience last weekend on the trail - a man had two dogs and one was running loose and circling our horses barking at them. This is unacceptable.

equestrian

Additional trash cans would probably help reduce this problem, as well as providing mutt mits at trash cans. Don't just increase enforcement, try the other options first. I am a dog hiker, and have been amazed at how much dog waste there is a short distance from the trail head when there is a near-by trash can, as well as scattered poop bags along the trail that never seem to get picked up. I often pick up after other dogs as well as pick up poop bags on my way back to the trail head.

hiking, dog

The dogs running around on the trail are a pain ... Everyone thinks their dog is great until it jump in front of you on he trail. I never hike in the foothills with my daughter because all the dogs running around on the loose

hiking, dog

I do not own a dog, the runners i run with have dogs and r very aware of the rules and they follow them.

running

Is there data to suggest that additional on-leash buffer zones would result in a reduction of dog waste on the trail? Seems to me that some dog owners just don't pick up after their dogs.

scientist

The 200 foot buffer has not been shown to be effective and is just a local idea with no sound backing. Do not do it. The language used can be misconstrued to create a patch work of on leash areas with the threat of \$80 fine. There are already stakeholders who will not walk there dogs, period, this policy will alienate dog walkers and dogs will suffer. Dog waste within 200 feet should be cleaned up, by the ADA county work release crew for pennies an hour and funded through crowd source. I'm not sure how on-leash zones will reduce dog waste. A quarter-mile zone might be much more effective.

scientist

Additional trash cans would help but I feel that enforcement is the best way to deal with dog waste. Agree whole heartedly with the last point.

Agree with the idea of getting dog user interest groups in town engaged with the community; days to pick up waste, etc!

All of this is likely to help some, but sorry to say but there's just a certain percentage of people who will chose to disregard these rules...its a bummer for the rest of us.

All this is good, and should help. But the real problem is not the poop; it is disrespectful and/or clueless dog owners. Address that (and uncontrolled dogs) with a vigorous education and enforcement campaign.

All this is nice, but good luck--dog owners who use the trails are the most selfish jerks and their sense of entitlement is profound.

All trails need to have dogs on leash. or have special dog off leash trails. The amount of dog waste in out of control. People need to control there dogs.

All trails should be dog on-leash. Off leash = poop everywhere. That will not change with any of the above strategies. Off leash = poop any way you look at because dog owners simply do not pay attention.
All trails should be ON-LEASH only. No dogs off leash.

Although probably not a possible solution, I would love it if dogs were prohibited from trails, or required to have leashes at all times. The waste issue is ridiculous. I am less threatened by dogs on the trail or owners not getting their dogs out of the way for traffic, but as a pet owner as well, I can live with and understand that. But not the waste issue.

As a dog owner in the foothills, I think more trails should be leash only, and that there should be more prominent signage designating leash only areas... free ranging dogs often venture far from owners leading to unsafe situations fairly routinely.

Because this seems to be a big problem, just have more (enforced) on-leash trails since people can't seem to self-monitor. There are way too many people who think rules do not apply to their dog(s).
Buffer zone should be more than 200 feet.

Buffer zones make it difficult for bikers to take dogs with them. Enforcement creates negative experiences for people. Peer pressure works.

By beginning with this question with "the public overwhelmingly supported" you may lead respondents to react favorably to management options. This is likely to cause substantial bias in your results.

Closing trail access to dogs would solve all of these issues with the exception of enforcement. Dogs can run on a dog park. Dog owners will never watch their dogs when off leash so the problems will still exist.
Comments?

Communication with trail users, good meaningful communication about or related to the result or results you want is huge. If people don't know, they will not do what it is you want done, even if mandated.

consider requiring dog owners to for a tag to have their dog off leash and that tag goes to pay for dog waste cleanup several times a year.

Create additional on-leash buffer zones near trail heads to reduce build up of waste in these areas. Specifically, pilot test a program which temporarily designates trails in high-use areas as dog on-leash for up to the first 200 ft from trailheads." This is a fantastic and creative solution. Also, I think that fines for leaving dog poop on the trail should be significant. The fines could fund the people who monitor/give out tickets and the excess profit goes back in to the foothills. It's gotten to the point where we need policing in 'high poop areas'. I've seen people watch their dog defecate, they then look around, and leave without picking it up.

Create the on leash areas within the first 500 feet. Most dogs pop pretty quickly on the walk. When people can conveniently "not see" their dog pop because it is off leash from the start it allows people to pretend that they are doing their part. If the dogs were on leash in the first 500 feet people would be more likely to pick up their dogs pop. With that said designate more off leash areas for responsible dog owners.
Dog owners need to be held more accountable.

Dog owners need to realize that other users want them to start doing their share of taking care of the Foothills - and that their dogs are not children, they are pets!!
Dog owners should clean up after their own dogs. Period.

dog owners think that dog poop is biocompatible it is ok, until someone steps on it

Dog waste and uncontrolled dogs are a huge issue. This really needs to be addressed! It should be the responsibility of the dog owners, not the other trail users.

Dog waste IS a major problem in the foothills, as every knows. People in the more congested areas around the Central Ridge are doing a pretty good job of cleaning up. I notice that the farther away from the more highly used areas one gets, the more of a problem there is. e.g. Polecat and Veteran's just to name a couple. Unfortunately, I think it is a very small number of people causing a large problem.

Dog waste is a problem. I use the trails 3-4 times a week mostly in the Hull's Gulch area. Some of the most consistent offenders I encounter are bikers who let their dogs run with them but won't dismount to clean up after them.

dogs are not as big of a problem as a vocal minority would have us all believe

Dogs need to be leashed on the TableRock trail. They are a hazard otherwise.
Dogs should always have to be on-leash.

Don't believe that a dog on leash or not will effect an irresponsible owners behavior within a buffer zone be it the current footage or 200'
Educate, educate, educate.

Educating and enlightening is far superior to enforcing.

Education and then Enforcement are the key elements to address this situation, in my opinion.

Encouraging cleanup and maintenance I feel gives people the idea that they can get away with letting their dog crap all over the place.

ENFORCEMENT =PENALTIES

Enforcement for dog off leash rules. I rarely see people follow the on leash area rules, and it seems few people have any concept of how close 30ft really is.

Enforcement is difficult to implement, and can cause unintended consequences. Consistent reminders and public acceptance will have more long term benefits.

enforcement is the key here.

Enforcement won't help, education and materials will.

Enforcement would really be effective, and I personally have never seen anyone enforcing leash or (more concerning) pet waste codes. Also, perhaps a volunteer patrol like we have on the green belt, in a recognizable uniform? Those volunteers are always reminding folks to use leashes and pick up waste.

Fine dog owners who break the law

Have an "adopt a trail" (similar to adopt a highway) where businesses/volunteer groups clean up a trail.

Have areas at beginning of trails, or parking lots that encourage dog bathroom area, to limit trail use.

How about a dog free trail.

I also think information should be targeted at people who run or bike with dogs as they are often moving to fast to notice when their dogs are going. Also I think there should be some limit to how many dogs an individual can have on the trail, with 3 or more dogs a walker is surely going to miss some waste.

I believe if you make trash cans and Mutt Mitt stations more available, they will be used. People know the rules they just tend to ignore them instead of carrying a bag of poop for 5 miles in 95 degree weather.

I believe these five measures will help however, if after a period of time the privilege is abused dogs should not be allowed on the trails. The poop count just keeps increasing.

I can see you put an amazing amount of work into this plan, great job!

I can't stress enough how having dogs on leash for the first 200 ft is a great idea. We used over 200 flags marking dog feces on the first part of Table Rock trail last year.

I don't even have a dog and I can't believe this is such a big issue. It's never bothered me. Get over it.

I don't have a dog, and don't mind them being on the trail as long as they are well behaved and not aggressive. I haven't experienced a lot of dog waste but know it is an issue.

I don't know that a buffer zone would help. The people who don't pick up are often not affected by having their dog on leash. I don't really see it as a problem in most areas.

I generally think off-leash designations are OK, but they are disregarded, likely by the same group of people who don't currently clean up after their pets. Stated another way, those that don't clean up their dog poop aren't likely to respect the on-leash designation anyway.

I have no issue with on leash areas near trailheads as a dog owning trail user.

I hope these strategies help, as the unwillingness of so many dog owners to take responsibility for their pets is appalling.

I personally have an issue with the mutt mitt bag system, because too many users bag waste and leave it somewhere. This just makes it even less likely to decay under natural processes.

I see bags everywhere, filled with poo. Just waiting....

I think it will be difficult to enforce proper disposal of dog waste.

I think most people by this point know what the policies are and I think the situation is improving but there are a lot more people out there so it just takes some people awhile to figure it out - I'm not sure more rules is going to change that. User group clean-ups are a good idea - I just participated in one.

I think the buffer zones will help owners be less able to ignore their dog's poo - pretty hard to look the other way when your dog is at the end of a short leash! (I say this as a dog owner - I am shocked at the amount of dog waste at busy trail heads, usually in sight of a trash can and bags....)

I think there needs to be more on leash policies on popular trails. Too many dog owners are not being responsible about waste and dog control.

I think this last strategy is worth looking at. However, unless it can be enforced, there are just too many people that will not abide by this rule.

I would greatly support fines for people abusing trail etiquette.

I would like to see all areas be on-leash areas for the safety of those who are walking dogs that are not eager to befriend other dogs that may run up to them. Owners should have leash control of their dogs at all times.

I would support "dog days" in an odd day/even day rotation. Furthermore, I would recommend and I would support that the designated trail areas impacted to be on an opposite schedule so that there would be options for these "dog days" every day of the week (eg. Hulls Gulch ODD/Military EVEN, etc...).

I'd like perfect enforcement of dog waste policies, but I doubt we'll find the money to do more than random enforcement.

If you push the dog off leash out 200 ft from trail heads, you will just push the packing to disposal out further and decrease the likelihood that those folks who don't pick up waste due to distance to trail head trash cans. Keeping dog waste issues closer to trail heads make it easier for the clean up volunteers to find and deal with the poo....sad to say, but don't push the problem further up the hill, so to speak.

Increase fines for those who do not pick up dog poop

It is a "controlled dog on leash" system currently. It's on the owner to control their dog and pick up after them. More poop bag stations would be great but I don't see the benefit of having additional regulations for dogs that are supposed to be well-behaved anyhow.

It would be great to somehow market the idea that people who control their dogs and clean up poop are uber cool and awesome human beings, but to do so humorously. There will always be people who are scofflaws but if at least some of them can be convinced to do right (while remaining cool), we might see progress.

I've been impressed with the large amount of Dog owners who have taken the 1st step and pick up the droppings with a Mutt Mitt. However, so many "Forget" to haul out the Mitt on their way out. An education campaign designed to get dog owners to complete the process would surely help.

I've don't know the current 'enforcement policy' on dog waste. The only enforcement I've seen is the dog-on leash in parking area policy, which I disagree with if the dog is well behaved and sitting next to the owner. Loose dogs are a safety issue.

Make a mountain of collected poop somewhere in a high visibility area so people see the aggregate impact of dog waste. Sort of like hanging a dead chicken around the neck of the dog that killed it.

make it easy for people to dispose of waste and i bet they do it more

Many dog owners are not responsible and ignore signs and rules. Out of control dogs are a major problem on many trails.

Many of the current dog on leash trails are being used by owners with their dogs off leash.

More on-leash trails. More enforcement. More mandatory poop clean up days for dog walkers.

More trash cans throughout the trail system should help encourage people to pick up after their dogs, and prevent them from leaving full bags laying on sides of trails.

Most dog owners are fairly courteous, however perhaps some additional waste disposal areas would aid in additional clean-up.

Need an entire area designated as off leash. hard to go trail by trail. create some of the trails in polecat to be offleash, or certain segments of the trails.

None
none

Not quite sure how having buffer zones requiring dogs on leash reduces waste. The problem is the people who do not pick up after their dogs. People who pick up go to where the dog drops it and they pick it up. Those that don't pick up will leave it, regardless of whether it's close to the trail per their dog being leashed. Unless you're thinking it makes it easier for someone else to pick up after those lazy butts who make us all look bad. Seems like they cause leash restrictions to come into existence but it's innocent folks who get to carry the brunt of their bad behavior. Instead of fines, people should have to take their dogs to obedience/socialization training, where these things could be addressed AND their dogs would have to get used to interacting appropriately with other dogs.

Nothing will change until people start getting fined. Sad but true, so start fining these irresponsible people. That in conjunction with the other strategies would make a difference.

Offer some no dog areas for people who want more opportunities to view wildlife. Also if someone is afraid of dogs they have somewhere they can go in the foothills.
On leash distance should be up to 1/2 mile to be more effective.

On leash will not make owners pick up waste. either you are a responsible owner or not.

On or off leash doesn't matter is someone doesn't want to pick up their dog's poop. Education and enforcement

Once again, you are fighting, and perhaps encouraging, a sense of entitlement that will make any change more difficult and painful.

One idea is to encourage dog users to clean up an extra pile. When you take a hike, clean up just one extra spot or if you see a bag, pick up just one more. Not that I'm trying to encourage people to leave piles while others pick up after them, but we've all had a moment where we didn't know our dogs were going poop so feel like it is good karma if we occasionally cover for others under the same situation.

Owners of dogs are responsible for clean-up, not dog-related user groups and businesses.
People need to be trained. The foothills is not a dog toilet
People should watch their dogs and clean up

Please increase enforcement! I have never seen dog waste policies enforced.

Please increase the enforcement of current/new dog policies. The amount of dog waste is out of control.
Post the fine for not removing dog waste at the trailhead.

Printing flyers for Vets offices is a waste of money, better to put money in to enforcement.

Provide an item to recognize dog owners that are good stewards.... bumper stickers, some decoration for their dogs collar, etc?
Maybe those that attend a clean up could get something as a prize.

Provide the green bags like near Terra Nativa or the black bags across from Barber Park, but not the "mitts" like out at Lucky Peak.
This is a lot of extra material that's really not needed, UNLESS it's biodegradable and the others are not.

Recommend public education on health and water quality risks related to pet waste.

Should limit dogs to max of 2 dogs per person in "control" of the dog(s).

Staying on leash won't help. Either you are a responsible dog owner or you are not. Being on leash won't encourage people to pick it up.
Support increased enforcement
Thank you for addressing this issue.
Thank You!

That addresses only dog waste. But the frequent problem of dogs approaching other trail users who don't want that, or even don't want their dogs having close contact with other dogs, is not being addressed.

the dog enforcement people are terrible and rude, we don't need more cops.

The dog owner community will not see this as a mandate unless rules are enforced consistently and broadly.

The dog poop problem is definitely an issue, what rubs my rhubarb are the poop bags left on the trail for later pick up which rarely seems to happen.

The meaning of "controlled dog" seems to be a VERY fluid for most dog owners. This needs clarification.

The most effective way to reduce dog waste is to start ticketing offenders, word will get out that there is a penalty if you're caught in violation.

The on-leash enforcement of a couple years ago was so antagonistic and inflexible (getting busted when it's snowing and no one is outside, except the enforcer running out from his truck warming and running in the parking lot) that I opposed any enforcement efforts.

The only place I feel it alright for dogs off leash is in the open spaces area- not on hiking/biking trails.
The poop is gross, and I support all plans to help minimize it

There is a conflict between picking up poop off trail and not damaging indigenous plant life.

There is no connection between a dog being on or off leash and waste pick up. I have seen plenty of individuals with their dog on a leash NOT pick up their dog's waste. So I consider this a pointless and unnecessary rule. "Trailheads" is not very descriptive as there are many types of trailheads so if this rule were to be implemented it would need to be much clearer.

There needs to be way more enforcement & way less off leash areas.

There were two major aspects regarding management of dogs in the feedback to the survey. I think the draft plan takes the dog waste complaints into account. The plan does not emphasize the need for pet owners to control their dogs behavior despite many complaints about this. The surveys cited a general agreement that official pet policies do not necessarily need to change and I agree with this - but these policies need to be enforced. I did not see much in the draft plan that I felt would result in a decrease in uncontrolled dogs on trails beyond 200 ft. from the trailhead.
This is a problem that needs an "all of the above" strategy.

This is the biggest problem. I address the issue and most owners deny it happened, or "what about the wild animals" or tell you to buzz off. Give me a ticket pad!

This is tough. Well trained dogs don't need to be on leash to keep the area under control. This is about the young dogs or un managed dogs ruining the off leash zones for the rest of us. I could be ok with the 200 ft rule but past that is too much.

Those refusing to clean up after their dog will not suddenly start doing it and certainly not because of a leash. (They won't leash either.) Enforcement is your only option to change behavior.
Too many dog owners just don't care

trailheads and trails for the first 200 yards should definitely be on-leash required areas

Trailheads need 2 pet poop/mitt stations. One at the beginning of the trail, another 75-100 yards from the trailhead. 90% of the dogs will poop within 100 yds of starting a walk.

Trash Cans would help immensely. Many times i see people pick up poop but leave the bag because there is no where to put it.

Volunteer "Dog Ambassadors"? to encourage self-policing by the dog community? Humorous T-shirt contest?

We need more dog off lead areas! Go to the greenbelt if you don't like dogs. Plus, poop is poop, pick up horse poop too!! Horses poop on the trail.

What about an "adopt a trail" weekly or biweekly poo clean up? If multiple people adopted the same trail they could alternate on clean up weeks. Adopt a poo pick up would be much less expensive than enforcement. Where "pick ups" happen could be entered as they occur the R to R homepage like a sign in and what occurred. Adopt a poo pick up would also give the people who do it more buy in and they would more likely say something to another dog owner who is not following the rules.

What is the policy of burying waste along the trail so that it does not have to be carried for miles? I would gladly take my backpacking shovel and bury waste when I am 2 miles or more from the trail head rather than carry it.

Who is going to enforce dog policy violations????????????? Seriously?

Yes -- and let's do the same for horse owners! Have them pick up manure at trail heads. See HorsesforCleanWater.com for help and recommended practices.

You can put in more mutt mitt stations, but you can't make people use them. Lots of people bag the poop but then leave the bag on the trail--are they REALLY coming back that way?

Final Comments

Notice the increasing proportion of mountain bike trail users both locally and nationally. Encourage and enable this healthy trend. The vast majority of the foothills trails are very smooth. Maximize terrain features and rocks were possible rather than "dumbing" down all of the trails.

Please do NOT impose directional trails for mtn bikers!!! There are a lot of mtn bikers here in Boise that enjoy climbing hills. In fact, I train here for mtn bike races and ironman events. People from all over know about Boise. If you can climb here, in our heat and exposure, you can crush climbs everywhere! There is nothing worse than "downhill only" trails.

The reason the horse usage is so low on the system is the extreme danger of getting hit by a mountain bike. I have had my dog hit while hiking and my horse terrified with a near miss that caused me to be thrown. You take your life in your hands riding a horse up there.

Horseback riders, historically, were users long before bicyclists and should be given special consideration. Need more trail heads that can accommodate horse trailers.

Horses have had to fight to keep access to these trails because of a very active mountain bike network. It may seem that horseback riders are disinterested or apathetic about these trails. It is not that, it is more likely that horsemen have left these trails because of a concern for their own safety. Horses spooking from a mountain biker barreling down the hill is a much higher risk for injury than what the mountain biker might experience. After all we are 6 feet off the ground on an animal that might not stop fleeing in a scary encounter with a mountain biker who the horse sees as a predator.

I didn't see anything on towing vehicles parked in designated horse trailer parking areas. I would really like that addressed. Last time we tried to go riding, cars were parked in the horse trailer parking area. Another time our trailer got completely blocked in and we had to wait till three sets of bike riders came back to move their vehicles! Not cool.

I know there are more than 2% using the trails for horseback riding. Unfortunately they don't respond. Horses & riders were in this state before rubber hit the road. We have voluntarily given up trails over the last 25 yrs. due to safety issues with bicycles. Please don't take all our trails away. Horse activities bring in millions of dollars to this state and guests also enjoy those trails when they are here. My family helped settle the Bruneau Valley before Idaho became a State and they came with wagons pulled by HORSES! Let's remember our heritage. Thank you.

Please, please let us have more pedestrian only trails. We want to have fun too. It is not fun dodging bikes, getting ourselves and our dogs off trail, out of the way. Please do this.

Do not close trails to mountain bike use. Do not make bike use only for uphill riding on trails. You will be creating more conflict, you have little to no enforcement, and it is not needed. Create trails that will attract riders, and that will help manage the congested areas.

Do not limit trails to mountain bikers.

Encourage bicycle riders to ride "elsewhere"

I suggest that a traffic study should be conducted before you decide to limit trail access. For example, I would estimate that 95% of users on Trail 5 are downhill bikers - banning downhill traffic would basically abandon the trail.

More work parties for goat heads. They were really bad last year, and are getting worse. I've tackled several patches over the years, and have been overwhelmed when I look around and see how much there is. We could have a goathead festival / party and award prizes to the person/groups who get the most (pounds ?), with a special category for kids/teens. Goathead teams could fan out onto different trails, including the greenbelt, and meet back at Camelsback for the party and award ceremony. We might need more than one festival. Maybe REI and other outdoor stores would consider donating gloves, garbage bags, and maybe even some hand tools.

Separate trails for bike on blind corners and blind summit trails

The plan does not address the inconsideration by bikers on the use of the trails. There is a lot about dog waste management but hardly anything regarding the fact that one has to step aside whenever a bike comes along regardless of it being up or down hill.

I want to stress that I am against bicycle restriction, without an equal addition eg closing downhill access but granting a downhill trail with a similar ending point as the closed trail. I haven't personally had issue with dog waste, but if other have, I am all for fixing it. Please, keep up the good work and make the trails better and sustainable. Also, all dirt connections from avimor, to polecat, to corrals! More users means more congestion, and the more trails the better!

great job. Looking forward to not being terrified when a biker comes around the corner, and also to having more on-leash areas.

How do we keep riders off the trails when they are muddy?

I have seen first hand how restricting biking access to odd/even days while allowing hiking access without restrictions on popular trails actually creates an "us against them" attitude between the two groups in the SLC area that has made the problems much worse than they were in the first place. I believe that education and partnership is a far better option but if restrictions are chosen, DO NOT restrict one without restricting the other equally. I guarantee it will make the problem between the two groups far worse than it is now. A viable and fair option would be to alternate availability between different areas (eg. Hulls Gulch ODD/Military EVEN, etc...). I love the idea of having walking paths separate from bicycling paths. They are such different uses. But if it's not doable, I can deal with shared use.

I'm really glad that part of the plan includes building directional bike-only trails. I realize that many users are opposed to single-use and directional trails, but having lived in other areas with these types of trails I know how nice these are to have. As user numbers grow, these sorts of purpose-built trails will be the best way to make the trails feel less crowded and minimize user conflict. I would like to see more hiker-only trails in the future as well.

I'm so grateful that the plan involves creating a better experience for mountain bikers as well as hikers. Thank you for recognizing all user-groups and respecting their needs. The R2R trail system makes Boise for me- without it I would have a lot less love for this place.

Policies need to be written for e-bikes now, before it becomes a critical issue

I live in southeast Boise. Between the Fish and Game shutting down any off-leash dog hiking in that area with the uncontrolled developments that continue I feel that area has been ruined.

I am concerned about the amount of off-leash dogs and owners who never abide by the on-leash areas. I often see owners who are not even carrying a leash. Please, for the safety of dogs and their owners, consider making every trail an on-leash area. I walk with my dog on a leash. Often we have been accosted by out-of-control dogs running loose, and owners who have zero control over them. The amount of off-leash dogs who regularly run up to other people and on-leash dogs is a catastrophe waiting to happen. I am uncomfortable taking my children on trails, because I do not trust other dog owners to keep their dogs safely under control. Mandating on-leash areas and enforcing the rule will help keep our trails cleaner, safer, and more enjoyable for dogs and people alike.

Nope, no more leash laws and don't exclude people from the trails, put in rules and regulation.

Keep it wild. Let me take my kids off trail. Let my dog run. Stop putting up so many signs. We are going to "manage" it into the dirt. Don't take the nature out of it. Don't turn it into a park.

I think from here on out, all new trail construction should at least consider the option of being user specific, or having a directional priority or directional restriction. As a biker, the biggest "user conflict" issues I encounter most days are with other bikers, namely downhill bikers who, rather than stop and step with one foot off the trail, decide to ride in the grass to preserve downhill momentum. None of it is "fast and aggressive" but rather simply annoying as I prefer to retain the single track. The other, far more serious conflict I have frequently is with out of control dogs. Off leash dogs are a frequent hazard and highly unpredictable. I've been chased down trails numerous times, had extremely close calls with dogs jumping out from behind bushes with no owner in sight, and had dog owners frequently laugh off their dogs aggressive and abhorrent behavior. There are plenty of well behaved dogs, but for every one of those there are three more that don't obey commands, are running 100 yards away from their owner, or are relieving themselves in a creek bed.

Please do not use heavy-handed enforcement of leash laws. Signage is often limited or confusing, especially in areas that include both off and on-leash dog trails. Writing ticket just makes people angry and does not promote compliance. Someone needs to launch a huge educational initiative to inform people WHY dog poop is so harmful to our health/environment/water supply. We must make it easy for people to pick up and properly dispose of pet waste. We desperately need more mutt mitts & trash cans. Please keep H2H off leash. I support trying an on-leash policy at the beginning of trail heads because I believe dog owners will be more aware of their dogs pooping if their dogs are on leash. Most dogs poop early in their walk. Horses & bikes are not compatible. Horse people and their horses need a place to go where they will not encounter speeding bikes. You may hear mostly about conflicts, but for the most part, people get along with each other and enjoy the trails in a variety of ways. It is working. Thank you for your efforts!

Equestrians are few and mess up the trails and parking lots. Dog owners are supposed to pick up poop and so should horse riders. Many trails have hoof marks from equestrians misusing the trails. Ban dogs from the foothills.

I really wished that there were more designated in leash areas. I also wish that the public would be more aware and considerate of others on the trail who may not be comfortable with out of control dogs. Believe more in leash areas would help user experiences and the wildlife than nest in these beautiful areas.

The vast majority of dogs I encounter in the foothills an absolute joy to be around and I would love to run/bike/hike with every day. That said, the longest period I've been through in the last two years without being bitten by a dog on the ridge-to-rivers trail system has been 8 days. Many are small/playful bites, but from time to time I find myself a situation in which I have no choice but to severely injure their pet in order to protect myself. There is currently an extremely minimal rules regarding the behavior of dogs, none of which are enforced. In several situations, dog owners attempted to physically harm me following their dog having been disabled. While these situations are few and far between, there does not currently exist any type of code or code enforcement to address these situations (even inside of city limits where codes are strict and straightforward) - either as enforcing the rules as they are currently in place; or to address situations in which dog owners repeatedly and intentionally take aggressive dogs into the trail system. I believe both of the options in section 2J would help with the situation, but I was honestly hoping that there would be some chance of not having to put down someone's best friend quite so frequently - as it stands, it does not appear that there are options other than dealing with the situation on my own as it comes up. Two dog max per person. That seems to be the most 1person can handle at one time.

Users need to learn to share. Right away does not mean you don't have to share. Less dogs, too many attacks and unmanaged dogs on the trail.

Enforcement will be essential. Dog owners and bikers often seem to ignore rules and regulations. Please more dedicated foot only quiet no dog trails- it's hard to enjoy nature when bikes dogs & happy people are running everywhere- who clearly do not respect the trails, never constitute any time energy or \$ to them or nature in general. Also more trees need to be planted
Keep it open for off leash and hikers and regulate the out of control mountain bikers who make the trails so dangerous for us all

I would like to see a "Horse" rep(s) that actually ride some of the areas, that people could make contact with if they have any thoughts/comments/issues/ideas/etc, that one of their own could understand and follow up. A real horse person with real common sense and knowledge of real life horse reactions. I also would like to see if some of the businesses that connect to trail users (bike/horse/athletic stores) would consider doing a "Round up" on purchases and have that go to the trails funds. You buy something for \$3.69 and "round up" to \$4.00 and that difference goes to the trails. It would be a way those that use the trails (but maybe can't work on them) could help support the system?

It would be in the best interest of equestrian riders to have designated trails with signs. It is best that horses go on softer or sandy ground and not hard pack trails.

people just need to be informed, then we can all play together on trails. However we can get knowledge passed around, we should do so (ie. giving horses right of way and talking to them, saying "hi" really relaxes them and makes for a safe encounter).

The presence of horses on the lower foothills trails seems to be a detriment to most users' experiences. As the number of people using the trails for pedestrian and bike-based recreation increases, the presence of easily-startled, thousand-plus pound animals that leave very large deposits waste on the trails and cause severe wear in the anything but the driest of conditions is something that should be reconsidered. Horses may have a historical connection to Idaho, but the large majority of trail users would benefit if they were no longer allowed on the lower foothills trails.

Why don't horse owners have to at least move their horse poop off the trails? I get that the poop isn't as unhygienic as a dog's, but it's still gross. I think they should have to at least move it to the side. No one wants poop spraying up in their mouths while mountain biking.

I was disappointed in the amount of equestrian concerns and discussion in the plan. Horseback represents 0.2% of the trail usage. I think anywhere limiting the biker/hiker experience for 0.2% of the users doesn't make sense to me. I would rather make improvements and changes for 99.8% of the users!

Let's be honest. Equestrian traffic during mud/swing seasons can also be very damaging to the trails i.e. post-holing and/or horse waste on the trail. I fully support 100% shared access, but I believe equestrians should receive the same amount of education and enforcement as dog owners.

Running and riding through horse dung is not fun. The cattle running at stack rock has ruined trails and water systems. Dog owners don't pay attention I have seen countless dogs run through brush and take a dump while the owner is on the phone, talking, etc and isn't aware of the mess.

I recognize that horses are the smallest user group but they do significant damage when the trail is narrow or muddy. Some trails due to the soil type, slope and/or width should restrict equestrian use. I am in favor of handing out "trail maintenance hours" for those that choose to use trails when muddy or don't pick up their dog poop. The report is very well done, Thank you for the huge effort in capturing such a broad spectrum of opinions and information.

make most trails off limits to horses, just like they are for motorized use. motorized users have separate trails because of conflicts with slower users and because of degradation of trail quality. horses are even worse for trails than motorbikes and are potentially more dangerous when encountering pedestrians
The open grazing of sheep destroys the trails and causes erosion. This needs to stop. Equestrian use should not be allowed. Horses are dangerous to a majority of the trail users.
Consider horse poop as well. Dogs on leashes in heavily used area.
Pls prohibit horses in the military reserve.
I would like to see it mandatory that horse owners clean up after their animals when they poop on the trails.
More education for horses not to use soft trails and leave marks for the entire season

Should we take away the freedoms of responsible riders because of the jerks and the ignorant? There are probably fifty mountain bikers for every one hiker on Trail 5, and fifty bikers to ten hikers on Sidewinder. Should we close these trails to mountain bikers to appease a few hikers? Should mountain bikers defer the moral high ground to hikers who infrequently use these trails? (And I hike as much as I mountain bike.) How about putting up some helpful signage like, "this is primarily a mountain biking trail; hikers be aware and enter at your own risk." How about closing Trail 5 to hikers, or at least warning them about downhill riders? How many hikers have we ever seen there? If anything should be updated, Trail 5 could be made a downhill-only trail, with hikers being made fully aware of such fact at the top and bottom with visible signage, where there is none now. I agree, it makes no sense to leave Trail 5 open to uphill riders only, and quite likely a flow trail won't make it anything but slow and miserable going uphill in the hot sun or wind. Close Sidewinder to downhilling? That leaves us the motorcycle Trail 4 as our alternate descent (always fun, nearly been mowed down by motorcycles going either direction plenty of times - accidents waiting to happen), or some future, slow-moving flow trail near Trail 5. These don't sound like fun alternates for going down after putting in the hard work of a climb. How else can we get that exhilarating feeling of flying downhill (when we're not in anyone else's way) if our downhill bliss gets murdered and buried for some "greater good"? For many of us, going up AND down these trails is a big part of why we love living in Boise. How many other places in the country have such great terrain for doing it safely? What we desperately need are more, bigger, visible signage at trailheads and intersections to educate all these new users how to behave responsibly. This do-gooder legislation to close our trails to downhill riders seems more about penalizing mostly responsible mountain bikers because of a few bad apples or new users who simply lack awareness. Possibly, those who "don't like mountain bikers" are influencing R2R. Most importantly: Once these trails are closed to downhilling, what's next? It's a slippery slope! Once bikers are prohibited from downhilling on certain trails, more will certainly follow. Closure altogether of trails to bikers could also follow. Closing these premier trails to downhilling is unprecedented and alarming. Such a move has never happened in Boise. Let's not allow it to start.

I strongly believe we should work to include ALL users on ALL trails. While some hikers/peds may have had "bad" experiences with cyclists, as a trail runner my most frustrating moments are with hikers/peds. However, I would never suggest limiting their access. Education and some of the other strategies suggested seem like fair ways to include everyone in having a great trail experience. Thanks for all you do to promote, maintain, and build our beautiful foothills for all of us to enjoy!

It is nearly impossible to pass safely walking or biking when the people on the trails can't hear you. People who use headphones often do odd things and get spooked when you have to yell "on your left". I'm not sure how to rectify this situation but this is a concern.

In regards to biker/hiker conflicts in high use areas, I believe the best idea in this plan is the addition of downhill biker traffic only routes (or 'flow' trails). Bikers will be encouraged to use these downhill only routes. But lets not ban existing trails to bikers, or introduce alternating days for different user groups. There are many days out of the year when traffic in these high use areas is very low to non-existent. I would like to preserve the freedom of choosing which trails or loops to ride depending on how busy the trails are at any particular hour in a given day. There are hiking groups and mountain biking groups that hike/ride in large groups (20+ people). I think more education is needed to discourage such large groups - they distract from the foothills experience as well as have heavy wear and tear on the trail.

90% of the people on the trails respect each other now. The lower foot hills, have some issues. Hikers/runner need to understand, it is hard for a mtn bike to stop. It is easy for them to get out of the way. I almost beat the shit of out someone for causing me to crash.. I will not be nice any more.. we all have to respect each other.. But R2R needs to stop listening to the north end..

Separate trail from Hulls to Sidewinder adjunct Trail 4. Some biker is going to get killed by motorcycles using excessive speed going up hill. Almost witnessed this weekend.

#4A Hulls Ridge. I'm not sure what this trail was like when it was originally labeled okay for ATV, but in present-day it is NOT wide enough to provide safe passage for ATV in single direction, let alone meeting up with ANY type of oncoming users. You might as well turn this into a pedestrian trail.

Eliminate motor vehicles use in the Boise Foothills, stop all development & continue protecting Boise's golden goose by acquiring land from river to ridge so the foothills continue to benefit the public, not private interest. I support motorized use of the system and would support additional trails at higher elevation, above most pedestrian traffic

Keeping the flowing open to motorized (UTV,ATV, Motorcycles) is important so we can access Boise County from the Boise Front. NF-263 should be open to above motorized use; it connects NF-261 (Clear Creek Road/Robie Creek Road) to NF-275 (Boise Ridge Road).

Motorized bicycles (e-bikes) must be addressed and the policies made clear across the R2R managed trails. There are a number of bicycle shops that are now selling electric mountain bikes with a false sense give to buyers that they can use them generally on the trails. In addition, I anticipate electric motorcycles in the near future wanting to use the same space that e-bikes are planning on using. This type of motorized travel (with ADA exceptions) should be explicitly addressed! I don't see it and if it is left out to "assumption" it will (and is) already being abused. We will see increased safety issues in the next two years if it is not addressed. Shared motorized vehicle/multi-use trail at Hull's Gulch can be so frustrating- the motorized vehicle noise can destroy the tranquility for the duration of the entire trail.... any way to keep motorcycles off such a well-used multiuse trail?

No mention in the plan of the new "electric assist" bikes. You need to come to grips with that now. Those vehicles (motorcycles, in my view) are already in use, and are being marketed as legal on non-motorized trails. Smart move is to get out in front on this

The plan has too much fluff and not enough tangible goals. Slow zones and touchy feely goals that don't improve the opportunities for those who like to enjoy the outdoor with motorized vehicles, mountain bikes. These trails started out as Trail bike (Motorized) trails and we are not allowed to use these anymore.. we have no representation at the table.. Mountain bikers and Hikers have all the say

I felt a lot of enthusiasm for the RTR trail system before taking this survey. After learning of the motorized uses and the strong anti-dog sentiment, I feel discouraged. The sound of a motor -- any motor -- completely destroys any sense of peace for me. And frankly, I tolerate unsafe practices by mountain bikers and litter/beer bottles/discarded diapers and every other type of trash that I personally have spent hours cleaning up. Irresponsible dog control by others is something I cannot fix, and yet I feel tarnished, condemned, and alienated. I think the trail systems is much loved, but if you look at the foothills, there can be too much of a good thing. Areas are starting to look like ribbons of dirt scarring the hillsides. It's like the 1970's motorcycle/offroad erosion that used to plague the foothills, but on a narrower scale.

I feel like most of the ideas are great. I'm not a fan of single use trails because as a multi type user I hike a lot of trails and then later bike them because they looked fun on a bike. I would definitely support more signage, education on picking up pet waste, how to behave in high use areas, and more enforcement of rules. Also formal trail closures when conditions are bad is a must!

Avoid single use trail designations.

I almost never have any difficulties with other trail users. Everyone seems courteous and respectful and defers to others on the trail. Occasionally I encounter someone who feels they will not yield to anyone or are unaware other people may be on the trail. I accept this as a consequence of many multiple use people. Leave it as is. Unless there is a rash of significant accidents or real problems, change nothing

I appreciate everything R2R does. I would appreciate any trails we can get to improve the technical biking scene.

As a multi-use user, I

would like the trails to stay as awesome as they are. I love that you can connect all the trails in multiple directions to make a long ride. I enjoy riding/running/hiking in the foothills almost everyday. The foothills are one giant playground. It would be horrible to see them become over-regulated...like in California where bikers can't ride there bikes on most of the trails

Keep up the great work. I use the trails multiple times per week and consider them an invaluable asset to Boise.

I realize my tax dollars are supporting R2R but I personally would be willing to pay for an annual user permit and/or make a yearly donation though I'm not sure if Ridge to Rivers is an actual non-profit which one can contribute to?

Survey results displayed overwhelming support for multituse trails. Segregation should be off the table.

This plan seems very narrow in scope. The two glaring issues on the trails appear to be dog waste and winter time use. Why doesn't the plan set forth steps to close trails in the winter or step up winter use education/patrol? The main focus of the plan seems to be getting some kind of approval for the construction of flow trails in heavily used areas. While flow trails are fun, they can also be draws for more users. More users, more trail intersections, more signs/gates to deal with in already over signed over used areas only results in more conflict.

Good fences make good neighbors but make very poor neighborhoods. Keep it multi use!

you guys are doing a great job. Please keep the trails feeling "wild" and natural vs. a "bike park"

Charge a users fee. I would gladly pay a yearly fee to use the trails as long as the money was earmarked and spent wisely. Create a recreation district that somehow taxes users. I don't know of any mtn bikers that wouldn't be willing to pay into the program and the small percentage of users that abuse the rules would probably avoid the area thus solving most of the problems.

I am concerned about the recent appearance of what appear to be "water bars" on Trail 5, Corrals and Three Bears. I don't think they are really water bars, I think they were intended to be some weird speed bump for bikers. Yet they are super dangerous. If their intent is to make bikers slow down so they don't get hurt, then why GUARANTEE that they will get hurt? Why not just put up a few signs reminding bikers to slow down? Some of those bumps are so bad that you catch air at 10 mph. And not in a good way. WTH?

I am disappointed in the overall anti-biker tone of the plan. It's not a bad plan, but it overemphasizes the complaints of a very small number of grumpy old hikers about biker use. The foothills have been recently awarded a "gold level" riding designation by IMBA. Why is R2R working against that? It is not a gold level hiking or running destination. Why would R2R single out for restriction the one use that promotes tourism and economic development? I find that to be a very self-defeating approach to trail management. I do appreciate and very much support seasonal closure of trails with concomitant enforcement through fines.

I am puzzled by the "top priority" designation of a connection trail from Bogus Basin to Dry Creek. While this is a spectacular area, the ridge road already provides a connection. Certainly a trail connection would be a nice improvement, but I would prefer to see a "top priority" designation for a connection between the junction of Sidewinder and Fat Tire Traverse and the central portion of Freestone. This would provide a much needed intermediate elevation link between Camelsback Park trails and the Military Reserve trails without having to ascend to the top of Fat Tire Traverse. It would create a number of additional loop options as well.

I am really happy that the foothills trails are continuing to improve so greatly! Now Boise is now a Gold Level ride center and that is awesome! I do hope in the coming years Boise can do more to promote the trails for mountain biking and become a place people from out of town want to come to ride. I would like to propose an idea where bikers pay to buy a pass--it could be a season pass for residents and tourists could pay a small short-term fee. The money could be used for upkeep and continuing to build more trails. I envision the foothills to be as much of a draw as Park City, Utah and Bend Oregon and just as cool as Moab or Colorado. I hope that you continue to work with and seek representation from the local interest groups (SWIMBA) for mt bikers, and don't leave us out of the discussion.

This does not necessarily fit into the management plan, but the recent installation of so-called "water bars" in several places is a big problem. These water bars create a danger that isn't necessary to prevent erosion or to slow mtn bikers down. Many of these water bars are ramped in a way that loads up the front of the bike and kicks the rider up--resulting in over the bars crashes. Some are even right in front of (or in) a corner, increasing the load on the front of the bike as the approaching cyclist attempts to slow down before entering the corner. I have seen some bad crashes already this year and expect to see more--there are better, much less dangerous ways to address trail erosion and slow traffic.

This may be off topic of this survey, but I'd like to know WTF is up with the massive water diversions that are being built everywhere this year??? I almost killed myself the first time I hit one on 3 Bears. Those are totally unnecessary at best and very dangerous at worst! Water diversions everywhere I ride are built in a much less intrusive way than these new things.

Very concerned about loss of the TR trail where all the houses are going in across from Warm Springs golf course. We need to maintain a contiguous trail system there for both riders and hikers. It appears we are at risk for losing this. The hike/ride to and around the "little peak" east of TR needs to be maintained to help ease congestion in future years on the other trails and because it is so beautiful and rewarding area to visit. It's not highly used now but will only increase. Don't build houses any higher up than they are now! That area is close to becoming ruined by development. Keep the houses away from what remains of those topographically higher trails, and keep the trails connected for all time. - Concerned about easement loss along the Corrals trail. Love riding up and down that trail. It would be a huge loss to our community if easement is removed. Can it be purchased? Corrals is heavily used and so buying the easement can be easily justified, if this is at all possible.

We are so lucky to have access to this trail system so close to town. However, I do think we're falling behind other areas in the west with regards to mountain bike specific trails with berms, jumps and drops. There is talk of constructing "flow" trails which is good. If we had more mountain bike specific trails close to town it would help put Boise on the map as a mountain bike destination.

You need more trails for bikes and more trails at high altitude.

With five dogs among my family members, we really do a good job of "packing it out" but there is a lot of human debris out there as well so make the signs for the public generic enough to address ALL wastes...thanks!

1. Top Priority: Adequate Designated Equestrian Parking. a. Cartwright on the North side of the road. b. Identify other areas frequented by equestrians and design parking lots to include designated equestrian parking.
2. Put R2R Trailheads on Googlemaps.
3. A long term committee with three representatives from each user group to meet quarterly to problem solve and plan ahead. The group could be named, "Trail Mix".
4. Include "Economic Impact of Equestrians" since the "Economic Impact of Bicycles" is included. Anne Kuck submitted this information provided by the Idaho Horse Council.
5. Page 12: Previously there was an asterisk below the pie chart explaining that the equestrian number may be different. I see it is on Page 19 but not on Page 12. I think the footnote should be included on both.
6. Page 20: Dominant Trail Usage by Activity: There is no reference to Equestrians. Equestrians need to be included. I would think it would be Daniels Creek and Seaman's Gulch.
7. Page 21: Some equestrians get to the trail on horseback because they live nearby. They need to be included in this chart.
8. Pg. 32: Could one picture of the three be equestrians? Most likely solitary.
9. Pg 37: Great Triangle Yield Sign. You may have noticed that the first "yield" is spelled incorrectly as "yeild".
10. "I don't use the Ridge to Rivers trails, too dangerous for horses and no parking." Parking is the number one priority. If horse trailers cannot park, then many equestrians cannot use the trails as not everyone lives near the trail system and can ride their horse to the trails. Designated Equestrian Parking is top priority.

As an equestrian, the trails that I have historically used are no longer safe for horseback riding.

As an equestrian, we are caught in the catch-22 situation. There is no place to park our large trailers, so we don't use the trails...thus leading to a .2 usage level, leading RtoR to think we are not interested in using the trails! We would love to be able to use the trails, and happy to share....we just need parking. Most people have no idea the size and length of horse trailer rigs nowadays. Mine is 32 foot long, 50' when hooked to the truck.

At weekends it is virtually impossible to park horse trailers in Peggys and Connys side of the road. Please, as soon as possible, put up signs on the dirt area indicating horse trailer parking only. This is just one example of how increased motor vehicle traffic is crowding out traditional equestrian parking and making equestrian use of the trail system well nigh impossible. Military Reserve is another example.

Dont forget the Horses - current equine use is minimal due to the parking and safety issues - not because we dont want to use the system

enhance equestrian use by avoiding shared use blind corners with separate trails

I love to see more people enjoyng the outdoor space, but as an equestian it feels like we are getting pushed out and new places for us to Ride are not opening up.

Reach out to the various equine veterinarians, and organizations such as Southwest Idaho Trail and Distance Riders, Back Country Horseman, Western Riding Club, Ten Mile Riding Club, various breed organizations for a more realistic equestrian user response.

Since the equestrians have been enjoying the Grossman property for over 30 years, make it safe for us to continue using it. We don't use the other R to R trails much because of the safety so you all don't think we are interested. We would use the trails more if they were more equestrian friendly as related to the speed of the bikes.

There should be more focus on equestrian specific areas. Especially the lack of easy parking for trucks and trailers. More education to other users on sharing the trails with equestrians. Though you show .2% of users are equestrians, I believe that number is much more than that.

Include equestrians

Please make it feasible for equestrians to still utilize at least some of these trails by providing trailer parking and trail access.

I mountain bike some times and dog walk a lot in the foothills. I also have a tendency to think that wheels are for roads and feet are for trails but understand we need a broad appeal to keep this great thing going. That said, we need to get control of conflict before bad things happen. Thanks for all you do in this regard.

Add additional OHV trails higher up on the system away from town.

Motorcycles aren't represented enough. We need more than just two trails. I do mountain bike and hike, but most often I ride motorcycles.

To a large extent it is vital to maintain a shared use system of trails for non-motorized activity. This will drive more total public support for the entire system.

I believe current surveys conducted miss much of the population of Ada county. Surveys are to focused on what is "believed" to be appropriate foothill uses and proposed future uses. It is non inclusive to horses and motorized use. This is not a wilderness area. Motorcycles made most of the trails you now claim as non motorized. The hatred of motorized vehicles on the trail system is shameful and non inclusive.

I have been running the trails for close to 15 years and your group has done an exceptional job of creating and expanding a great alternative to the Boise Greenbelt when I need a change of pace!!

I am frequently frustrated by poorly developed surveys like this. The questions have clearly not been vetted by a social scientist with training in eliminating bias in survey questions. And these questions were, for the most part, all very leading. It was clear what answer you wanted. When lots of money is going to be spent based on responses, these surveys should be carefully vetted.

there is no need for a plethora of new trails and excessive controls.

I think you are doing a fabulous job with this and I thank you very much!

no

1. Goal 2 H: should remove "as needed." This should be a high priority. 2. Remove the 30' and strengthen the voice command control. 3. Goal 3 C should be high priority. 4. Goal 4 A should be a top priority for implementation. 5. Goal 5 C, if benchmarks are developed these need to include habitat, erosion and other environmental benchmarks along with all the user information. 6. By not offering "no opinion" in addition to "yes" or "no" as a choice the survey is weakened.

A good portion of the revenue coming in to the City that has been associated with Foothills trail use should be put back into the trail system. Seriously, 5 million/year according to the plan and we are only allocating \$500,000? Something is wrong with that.

A great deal of effort is obvious here. Thanks. You would be well served by avoiding any idea that people can continue doing what they're doing indefinitely. You might benefit by beginning now to represent this trail system as a diminishing resource, diminishing because it cannot be grown as fast as population growth..

A porta potty up by Bob's trailhead is needed! With the highlands trail and Bob's starting in the same place, we are seeing high use.

Alternatives to the use, design and construction technique of water bars for needs immediate review. Recent changes/repairs to the existing water bars across the entire trail system has left some potentially dangerous obstacles for trail users.

Build MORE trails. Allocate more financial resources to the number one most used Boise amenity. Open trails to corporate sponsorship. Connect Harris Ranch to the core trail system.

Building more trails is the only good way to solve congestion.

Can't thank the private land owners enough. A trail head sign thanking the specific owners for access and to please respect the land, would be nice.

connect Hidden Springs with Avimor & connect trail 8 (& Ridge Road) with Rocky Canyon

Connecting the avimor trail system is great idea.

Connectivity is key to spread out users and enrich the experience of everyone. Great work so far!

Cost of enforcement makes most trail rules meaningless.

Didn't see anything about special events (charity hikes, yoga, weddings, races) or night use of the trails? How are those to be handled?

Do you have any final thoughts or comments you would like to share with us regarding the 10-Year Management Plan for the Ridge to Rivers trail system? (You can submit detailed comments by emailing r2rplan@gmail.com.)

Don't make the Boise foothills like Moab! When you look out in Moab you see riders packed in due to the trails too close together.

Don't regulate this system so much that no one will want to use it.

Each component should have a published chart detailing the itemized steps and the phase of completion and/or status of maintenance after completion rolled up into an overall performance metric for the plan's performance. Excellent work, great communication with the public! Thank You!!

Friendly faces out on the trail is always a delight. How about a rewards program for adults. Find people who are trusting trail users, give them a handful of passes for drinks, food, etc... and have them hand them out when they see adults being good examples on the trails, Caught you being a good trail user. It works for the kids in school, why not try it with the adults. Find some willing sponsors, this not only could help the trail responsibility, but help businesses as well. Adults need a little reminder to share the trails. Good example for our kids too.

Funding Resources: I want to see Ridge to Rivers grow and continue to be successful. I would gladly buy an annual "membership" as a way of contributing to Ridge to Rivers. Have you considered offering memberships similar to what MountainTrails.org does in Park City, UT?

Great job

Great job! So happy that we continue to invest in the beautiful trails that surround our city.

Great looking plan!

High on my list of trails is a connector between Seaman's Gulch and Polecat. Thanks for the good work!

How much money has been spent on this study and report. I'm furious.

I appreciate that this has been a data-driven process. The committee, R2R staff, and consultants have heard input from all of the user groups. Thank you!

I appreciate the opportunity to provide feedback. I see changes as a direct result of community feedback suggesting the City values the communication.

I believe you have conducted an effective, efficient, fair and open process where all voices have been heard and addressed. The Plan is well done and seems reasonable and achievable.

I can not support the west centric plan currently proposed. Table rock connections east and west are warranted given the growth patterns. . Please resist taking the easy route of not addressing this because it's too hard.

I commend and deeply appreciate all folks who worked so hard on this Management Plan and who work to the Ridge to Rivers trails the blessing they are to Treasure Valley.

I commend you for your hard work. We are very lucky.

I enjoy the trail and would like to see the number of trails increase.

I fully support a trail system parking pass. Perhaps \$10 a year? (per household, not per car) with the hopes that the money generated can go towards maintenance, clean up, and constructing pit toilets.

I hope efforts will continue to try and connect rocky canyon trails to table rock (open space north of table rock)

I like the stratification of users in the planning process and addition of more connection trails, but think additional regulations will cause more problems than they will fix.

I love Boise and just the simple fact the city cares enough about the trails to be thinking about them for the next 10 years is awesome. I love living here.

I love the trail system. The plan to keep the system as primarily a shared, multi-use system is the right way to go.

I love the emphasis on increased connectivity and more trails as well. Great job on the trails added to the system over the last few years (ATM especially, and Peggys and Connie). Keep up the good work!

I really like what things are going on. I've been utilizing the ridge to rivers trail system for 20 plus years and seen great strides by the city and community in improving our recreational health. Thank you

I see that Eagle and Meridian are not involved in the funding of trails. you should be asking yourself why this is? I am an Eagle resident and would gladly help support ridge to rivers if the goals and 10 year plan if it included more recreation on the west end of Boise and beyond. I feel like you are missing out on serving large chunks of population and land available to use. Because our trails out here do not connect to anything within your system with legal, quality, and maintained trails we are unmotivated to help. **CONNECT THE SYSTEMS TO THE WEST OF BOGUS ROAD VIA LOW EASILY ACCESSIBLE ROUTES** and you will open doors for future cooperation with other cities and their tax base to preserve our recreation in the foothills. Veterans to Seaman's, Seaman's to Polecat, and Polecat to Hillside to Hollow should all be #1 priority trails and sooner rather than later!

I suggest providing opportunities for people who live in Garden City, Meridian, Kuna, etc to donate to the system since they aren't part of Boise and being taxed. Also market it as a way to sustain the system and grow it. I think that the prioritization of future connections is well thought out. I agree with the choices.

I think the City of Boise and R2R and any other contributors to this initial plan did a VERY good job; including this survey. Very good work!

I think we in the valley have an awesome system. As in all of life, it is the few that cause the most problems. Keep up the good work!

I will submit more detailed comments.

I would like to see a different method of water diversion implemented. The current method creates unsafe conditions and takes away from the overall quality of the experience.

I would like to see the creation of all-weather trails moved up in priority to within the next three years.

I would love to see a trail connecting table rock to the summit of lucky peak, but I do realize the wildlife reserve is more important- so maybe a seasonal trail could be possible in the future as a compromise? Also expanding the trail system north toward Horseshoe Bend via the Avimor and or Stack Rock trails would be awesome. If the City of Boise pays for the majority of the trail maintenance tax payers), I think it is fair for non residence to pay a daily fee, much like a park pass. Or even a yearly/daily pass fee for all users, to help with maintenance and patrolling the trails.

I'm concerned about the possibility of closing some trails to users or making trails accessible only on certain days. I think these concepts need to really be vetted thoroughly with the various users before they are implemented. Truly, only a few of our trails should be year round trails. Our soils are highly erodible. Its just the facts

I'm glad to see that a lot of different things are being looked at and there seems to be a strong effort to take into account the thoughts and wishes of trail users.

I'm grateful for this conversation to keep our trails open & user friendly for years to come.

I'm happy that a 10 year plan is in focus. I hope this plan will continue to grow with user requests. I also hope that data gathered is as accurate as possible to ensure trends considered are actually representative of what the public is doing/wanting.

I'm very grateful for the opportunity to express my opinions about trail use and development around the city.

I'm glad that we can all coexist and share our wonderful natural resources.

Implement a user fee. This would take the burden off the general taxpayers and the people that do not use the trails. This is critical for the long-term success of the program and creation of new trails and maintenance of existing ones. I appreciate what has been done to date but it is time that all of us that use the foothills start contributing financially. I would have no problem paying an annual trail maintenance fee. This is a fantastic resource for the city and those involved to date deserve accolades for what has been done.

Is anything being done in the Eagle, Star, Middleton area to acquire land? More people in this valley puts more pressure on what there is close in towards the city.

It can be difficult to understand where to go or who to talk to about new ideas. Priority setting seems to be done in isolation of other interests. Hopefully this plan will help. Be more transparent.

keep up the good work

Keep up the great work!

Kudos to those involved for their vision and thoughtful approach to the challenges of our world class trail system. This is a great plan. One are worth additional consideration: "Periodically consider strategic expansion of the Ridge to Rivers partnership. The Ridge to Rivers Partnership currently includes government agencies who administer public land in the Boise Foothills. Consider addition of key landowners to the Ridge to Rivers partnership." Great idea, but why just landowners? There are two other groups who both could and want to marshall resources to support the R2R system: 1) businesses with a stake and with resources, like bike shops, running shops, and nearby restaurants, and 2) nonprofits with a clear commitment and resources like SWIMBA, LTTV, and the Robie Race group. R2R would be a stronger organization in terms of outreach, creative ideas, and financial and other resources if key stakeholders like these had their voices at the table.

More real trail maintenance, establish good drainage and keep it from building up silt.

More signs on trails Wider trails when applicable An app with downloadable maps

Moved to Boise in 2003 and was impressed with R2R trail system. It is unbelievable the amount of trail that has been added since. Thanks for all the good work.

Nice job trying to pull everyone's needs together.

nice work.....keep it up!

No

No

no

No

No

No

None

not at this time

Only that I think the city should, if they don't already, offer tax incentives to land owners, for rights of way, and developers should be required to participate.

Open-Ended Response

Orchard loop area has too little parking. Can a parking lot and trail head be designated where the pavement ends?

Personally spending money in markedly increasing the amount of water/restrooms at TH seems to be a poor use of an already small budget. Thank you for all you do! This whole document looks great with clear ideas in mind considering a large user base. Thanks for what is ultimately one of my favorite parts of Boise!

Please add the connecting trail from mile marker 13 on Bogus Basin road to Stack Rock as part of the Ridge to Rivers system.

Please do not cater to the loudest voices but consider the majority. I believe in reality there is very little conflict between user groups it's just that when there is conflict we tend to hear about it.

Please don't write off expanding options on the east side (Table Rock and surrounding). Yes, it is difficult, but it's not going to get easier 10 years from now. It should be a priority to find some way to increase options in a high growth part of Boise.

Please keep adding more trails, I think this is a vital part of our community. It is the reason I live here for the recreation.

Please keep the open nature free to use, with as many freedoms as possible!

Put trailhead names on ALL maps, paper & online. Work with ACHD to put trailhead name signs on roads as you approach the trailhead

Questions 8-11 appear to have screwed up references related to goals and strategies???

Regarding trail signage: higher up in the foothills it would be nice to see more BLM/USFS trail maps near connecting R2R trails, as to avoid creating trails that are not marked or sanctioned by other agencies, and to stay safe.

Ridge to Rivers ALWAYS does a great job. I only wish their staff was paid a little better.

Seamans Gulch to Polecat needs to be developed first to prevent development- we need parks and recreation area in this area.

Stop spending tax dollars

Thank you for all you do! I am a proud daily user of the trails and feel they bring immense value to my life

Thank you for all your efforts to effectively manage this precious resource. It's truly one of the top reasons I choose to live here.

Thank you for making our trails better and safer! It's too bad this is having to be regulated as more people move in and abuse common sense rules.

Thank you for soliciting feedback from the community. I appreciate all the effort you guys put into this!

Thank you for the hard work.

Thank you for the new trail (links Hidden Springs trails to Sweet Connie). It's awesome!!! Can we have a trail to Stack Rock from Hidden Springs??

Thank you so much for asking for public input. I've lived here almost my whole life and love this part of Boise. I'm so excited that my son loves to hike almost every day. I can't imagine him growing up without access to this amazing resource.

Thank you to everyone who worked on this. We are so lucky to live in Boise and have these wonderful trails.

What a legacy we are leaving!

Thank you!

Thanks for all the work on this. Awesome!

thanks for allowing us to have some input and from what I am seeing you have taken all the various ideas and come up with a balanced plan.

Thanks for Polecat area and Peggy's Trail. Would like to see more trails in the foothills west of Bogus Basin Road.

Thanks for responding to public input! The importance of such input and evolution of the trails over time should be written into the plan.

Thanks for the opportunity to input

Thanks for your work on this.

Thanks for your work.

Thanks to everyone for all your time and hard work!

Thanks!

Thanks! Hoping to see some new trails in the next few years

The effort to identify connecting trails and commit to pursuing them is the only credible part of the plan.

Everything else is either vague and speculative or smoke and mirrors. This more of a wish list for RtoR (Boise parks) to create and implement policy as they see fit without credible community insight or input which. Smoke and Mirrors.

The trail system is a valuable asset to the City of Boise. I appreciate all the work.

The trail system is phenomenal. I'd prefer to see the trails multi-use and remain two way.

The trail system is such a wonderful resource! Thank you for all of your efforts to sustain and enhance this treasure.

The work you do is appreciated.

This has to have been an incredible amount of work to put together and I appreciate everyone efforts. We love the trail system and plan to enjoy it for years to come. Overall, I think the majority of people are respectful of the trail systems and that a minority cause the issues. Based on this, I think most will be supportive of any efforts to improve the trails and their usage. Thanks, again, and keep up the good work.

This is a great plan, I'm looking forward to the added connectivity. One day it would be great to be able to ride from Avimor to Rocky Canyon on single track!

This is a great Treasure Valley resource and was recently recognized as among the top community trail systems in the US. It may be time to sell passes (day use and season) to hire seasonal enforcement and customer service staff.

This is a tremendous effort to listen and design a plan. I personally deeply appreciate it even though I have some differences of opinions. Thank you.

This is an incredible body of work and the science supporting it is to be commended. The hours and dedication of the staff and partners to the plan are impressive and deserve applause. Applause!!

This is by far one of the most AMAZING amenities we have in the Treasure Valley! Whatever we can do to preserve and enhance it for our residents must be done. LOVE IT! And I certainly appreciate the opportunity to participate in the discussion. GREAT job!

This is such a wonderful asset to our community. Thanks to all of you for working so hard.

Trail maintenance and implementation of all weather trails is more important than expansion of the current system. If we can't take care of what we have already, why do we need more?

Trails have a positive and negative side -- the positive gets plenty of attention as it deserves, the negative -- places I hiked 30 and 40 years ago in solitude off trail now swarming with people, especially mt bikers -- and often, they seem motivated more by adrenaline rather than the wild. Plus, trails do impact wildlife. All that being said, if the system discourages ecologically destructive development, then perhaps they are a net positive. At this point, doing the best to distribute the impact by more trails maybe best. Finally, Ridges have trails, River has Greenbelt, but the 'To' has very little -- almost none of the agricultural river bottom corridors between the two exist anymore.

Trails that connect from Bogus Basin all the way to Hyde park would be world class.

very nice looking document

Very well written and presented.

Waste of money and resources. Easily several other areas we should be spending money on.

We are so lucky to have access to this great area in which to recreate. I hope further education helps keep these areas a continuing combined rec experience without too many punitive actions. I have been a foothills user my whole life in this area, from a grade school kid to now. I want to see this preserved!

We live in a very special place where community voice matters in regards to our open space, foothills and trails. Thank you for all your hard work and efforts with citizen involvement.

We love the Ridge to Rivers trail system and are excited to see the 10 year plan trying to accommodate all users. We need a trail connecting Hard Guy to Bogus Basin Rd near the Peggy's/Sweet Connie access!

We recently moved to the Summer Hill subdivision off of Pierce Park road. This R2R system is such a wonderful concept and the expansion of the system is crucial to this community.

You all are doing an awesome job of managing, in some cases, conflicting priorities here. We are so lucky to have this trail system in Boise. Keep up the great work.

You are doing good work. Thanks

You guys are awesome! I'm excited for the plans. Nicely done.

You have done a great job. I work in the outdoor industry. When time permits I bring up trail etiquette. Customers are receptive to it. Maybe a joint effort to promote etiquette at major pet supply retailers may help ?

You might consider putting another trail between red sands and kestrel that can be a fast, biking only downhill. YOU NEED MORE TRAIL RANGERS!!! I will buy my own shirt and would be grateful for the opportunity to help R2R educate the public on proper trail etiquette. PLEASE?
Zoning and planning needs to be included.

Goal Comments

The first goal is very important to me. With all the news coming out of California about mountain bikers being banned from public trails, I look to Ridge to Rivers to provide leadership in finding a balance between bikers like myself and the hikers/riders/walkers I encounter.

I would love to see an additional goal relating to educating users on proper trail use and etiquette. I believe that the mountain biking community (to which I belong) has become increasingly ignorant (often willfully) of proper trail etiquette.

I did not see any reference to changing the ban on mountain bike events/races on R2R trails. I hope there is a plan to address this in the future. I do not agree "you can race at Avimor and/or Bogus" addresses this adequately. As long as running events are allowed and biking events aren't, there is an inequality in allowed use and bikers are relegated to 'back of the bus'/second class status.

Maintenance of existing trails is very important. I have ridden some of the old trails that were really fun 10 years ago, but have been largely forgotten. If we don't maintain what we have it ends up being like our road system great when they're new horrific, when they've aged. If a trail isn't being used, we should figure out why and its because people have no interest in it anymore return it back to nature. R2R wants to push out the mtn bikers.

See previous comment for improvement opportunities. Specifically, downhill opportunities from Bogus to the North end would really put Boise on the map. Bogus to Beer in Hyde Park? Not many communities can offer that.

There needs to be a provision regarding the SAFE management and equitable use of the trails. The bicyclists do NOT respect equestrians and create very unsafe situations. Many of the trails they have taken over from equestrians. I would like to know where you figure less than 1% of users are equestrians. We have been pushed out of our trails by irresponsible mountain bike riders. Boise has one of the highest equestrian populations in the country, and we all use these trails when it is safe to do so.

This sounds good but horse people have to ride differently whether you have neat signs that show how to yield, or brochures that explain how to pass by a horse because a horse back rider has to think about safety first, last and in the middle. If a horse back rider knows there is the potential of fast moving, scary looking biker who could be riding safely on the trail the horse back rider will have to be prepared whether they see them or not at a blind corner, steep part of the trail, etc. So, that would change the enjoyment of the horse back rider. As long as it continues to include horseback riding.

As long as safety is considered for horseback riders and bicyclists. We equestrians have voluntarily given up several trails over the years due to safety issues. We hardly have any left for us.

I generally agree but the first one seems to leave out safely making the trails safe for horse/bike blind encounters (corners and steep hills) where bike speed is the issue.

Accommodate for steep hills with blind summits for equestrians safety and blind corners. Sometimes alternate trails for horses up and bikes down.

equestrians need parking space. Those parking spaces need to be respect by other trail users. We know that parking is an issue. Maybe an idea would to have more areas along roadways, pullouts where trailers could park. Parking lots are a good idea at trailheads, but maybe not feasible. Pullouts could access a trail area.

Yes, but safety needs to be included. Mtn bike riders are out of control and do not follow the rules. I hike the hills almost every day of the year that it's possible and I estimate that only 1 in 25 riders follow the rules - e.g. they expect me - even when I'm going uphill - to step aside to let them pass so they can get the thrill of a downhill ride.

it's important to keep some locations realistically accessible/usable for conditioning endurance horses! please please. I walk/dog run/mtn bike/and condition endurance horses on the wkds all on the R2R trails. I love boise and the trail system.

You need to include dogs - well behaved, socialized and picked up after- on the trails. And, that bikers need to heed the rules and not threaten the safety of hikers.

the trails are conduits to recreational activities, ecologically important areas, etc. but keep getting presented as the greatest good... we need the outcomes protected as well as the trails. Perhaps, "provide safe and easily accessible trails that allow the community to share the outdoors while minimizing the damage to ecologically important areas"... it really gets old hearing that you can't hike here...this trail is closed because housing is gobbling up the foothills... you have to DRIVE to a trail... this is out of control. I am in the hills all around Table Rock, Castle Rock, Homestead, Cobb, and out by Lucky Peak all the time...it's all been gobbled up by the highest bidder...

I would also like to see language that celebrates the connection between Fish & Game WMA areas and the connection to foothills trails. I believe that without hunting dollars, the access to trails would be diminished. But, pay attention to diverse needs!

Good goal, as long as it provides a user friendly system for all groups as a whole.

I would like the trail to stay open to all users. That is the beauty of the foothills is that most of the trails are open to multi-users. It is a balance sometimes to share the trails but it is nice to be able to connect multiple trails in different ways on the bike.

It's important the the environment be protected. I do not think that motorcycles should be allowed on the trails.

Again, that word 'protection' worries me. What are we protecting it from? 'Enhancement' seems to be a more proactive way to encourage ecological diversity. Managing to achieve a healthy ecosystem is more successful than reactive 'protection.'

does the protection of ecologically important areas include wildlife and their habitats? restoration of damaged areas part of that?

I wish that habitat preservation, or even restoration, were of import in the goals. I think wildlife is important, especially when talking about increasing human presence at the wild land-urban interface. Once again wildlife is absent.

Second goal should prioritize protection over enjoyment of ecologically important areas. These two are not always compatible.

See comment under #5. These goals are too focused on use, only one addresses conservation and preservation and no education for users is included at all. For instance we still have WAY too many trail users when trails are muddy, few know toxic weeds and there are almost no attempts to ask users to assist with trying to help reduce their numbers.

The first two contradict each other. Adding more trails in a trail dense area does not support ecologically sensitive areas. Environments adjacent to trails unavoidably are affected by users and their pets. Also, putting more trails (supposed flow trails) into an already congested area will only bring more congestion / conflict.

While I think that the second goal displays balance I demand to see more conservation efforts of native plants, animals and surveys of those animals and plants. Examples of such: how many mink per square mile? Presence of Aase's onion? Etc. I haven't seen enough research like this and would like to see more active conservation. Generally, education about these species plus education about Ridge to Rivers rules would be good! I.e.: mountain bikers must stop for walkers on single track etc.

there are already opportunities for fast downhill biking - such as the foothills access roads. I strongly oppose new trails for fast bikes, and a proliferation of new trails and extensive new regulations and intrusive "management".

You need to add ; Protect users from unleashed dogs. It would also be nice if people cleaned up after their dogs.

I am concerned about the motorized vehicles I see pictured in the plan. I see no place for the noise of motorized vehicles. Ridge to Rivers is great, but it is difficult enough to deal with the unleashed dogs whose owners say blithely "oh he's friendly!!!!" and the dog feces leftplease no motorized vehicles, not all "recreational activities" can be accommodated on the trails.

I'm concerned about the wording on the "protection of ecologically important areas" What defines these? If it's wildlife mgmt areas I see it as stifling to your goals and more conservationally minded than the population at large

#1 - current policies prohibit cycling events, hence not welcoming a broad range of activities. #2 - FLC eliminated non-profit booking rates making it not affordable, this doesn't promote partnerships #3 How about "building a sustainable system" first before we "maintain" it? Perhaps if we promote the plan of "building" the system rather than "sustaining" a system this would open up funding opportunities? For example, I'd be interested in donating large amounts of funding if the plan was to build a new/improved sustainable system, rather than maintaining an older system that was never planned with sustainability in mind.

A goal is by definition "aspirational." So, please remove that useless (and annoying) word.

Again, get a grip. It's a trail system. We love it – sometimes to death. It's about hiking, biking, etc.

An educational component needs to be added. Lots of Californians and young people new to our trails have not learned trail etiquette.

But it seems we have enough trails now, and many social and non-built trails are developing all the time.

but, again, I don't think we want to over stress the protect piece too much--the foothills are not a preserve--they are a resource to be enjoyed and that should drive policy

But, then again, it's all about people...

Current insufficient trail maintenance must be addressed in a direct and specific goal, not as maybe implied in the these goals. Appropriate water drainage is critical to avoiding the current ruts and washouts.

educating the public about the foothills environment should be included, e.g. the FLC enforcement needed

Goals should be better defined, using SMART metrics: Specific, Measureable, Actionable, Realistic and Time-bound. The five listed are aspirations, not goals, so they will not contribute meaningfully to direct management decision making.

Here again, an additional goal to permanently secure trail assets against other interests and financial influences should be added

I don't think its possible to bring the foothills to every part of the valley so I'm not sure about the goal of easy access close to where people live, work, and play. If you value the trails, you will likely CHOOSE to live near them and/or play in them.

I don't understand the last bullet point. It is inherently implied in the plan, and I'm not sure there's any benefit to stating it. If it's important to include, then be honest. Say something like "Strive to meet the needs of residents within the constraints of the Foothills/Open Space budget."

I would ask that there are more efforts to widen narrow trails (when able to) as well as provide better mapping for our trail system-more signs when on trails but also an app with downloadable maps so people have a better understanding of where they are.

Ignores the input and needs of some users and property owners development ideas

I'm glad that these plans are coming to fruition since the valley's population is growing, and the recreational needs of them are too

It should.

Kind of general. Depends on the specifics.

Maybe something about educating trail users and trail etiquette...

Needs to be more specific, for example, define "variety of trail experiences".

Not responsive to eastern demands

Not sure if these are in order or not but I feel that access in proximity to work and play is the most important item on this list hands down.

Number three opens the possibility of raising unreasonable expectations.

Once again, the goals sound great. But the reality is that money and power are destroying what has made living in Boise great.

partnerships are needed for funding, City residents are the only ones paying for a regional system. The plan needs to find alternatives to the current levy system for funding.

Please provide more opportunities for individuals to contribute to trail maintenance and cleanup.

Reword item 2 without using "ensure"

Seamans Gulch to Polecat needs to be developed first to prevent development- we need parks and recreation area in this area.

See question 5

So long as access and improvement is a priority users should be generally happy

These goals should do that but it is a political decision(s) in the end.

We need to ensure that expansion in system is accompanied by an expansion in available resources. That is not very clear with the final goal.

Yes, variety and accessibility are particularly important.

Did you participate (other comments)

I attended meetings and yet David Gordon continues to hedge the issue of safety when equestrians and bikers share trails. I do not feel that the equestrian population is being heard or attended to

Initially it was not at all geared to equestrian users. Special meeting helped. We would like to see the Grossmans property safer for horses because it is the only land I have used since the other areas were not safe enough. We have self regulated out of the other areas and hence only represent a small percentage. Please change the steep up hills and have the horses go up where the bikes don't come fast down hill

Equestrians didn't tend to frequent the survey areas, due to the safety issues over the last 20 years, where once they frequented those areas. I would think if the trails were more horse friendly, you would have seen a bit more presence. Just sad is all.

Horse people in past have been left out, thanks for including
I felt equestrians were not listened to.

It was a good effort but too rushed when thinking about a 10 year plan. Plus, there was little outreach to horse people when and where they go

not sure...just hoping horseback riding was well represented and included in plan.

The equestrian community has not been adequately reached, or respected in this process.

There are numerous horse owners in Boise, and the Treasure Valley. A majority of those who own horses like to access the Ridge to Rivers trails in some capacity with their horses. Please accommodate these residents. Unfortunately, surveys were taken mainly in areas where horses can no longer go due to lack of horse trailer parking.

very informative, glad there was some conversations regarding horseback riding in the foothills and people took the time to listen to the needs of the equine rider. My hope is that all users will be courteous and respectful to every user of the foothills trails.

It did however lack equestrian representation initially. The initial solo equestrian also owns Idaho Mountain Touring which is a conflict of interest to say the least.

Please include ATV trails

Many are upset about bikes on most trails. They did not know about survey. One couple told me they counted 500 bikes going past their property on a Sunday. That is while they were on their patio! They said bikes were 4-5 abreast. No room or safety for walkers

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The 2015 survey was a great way to collect data; however, the 10 year plan's proposal to close trails to biking is in direct conflict with the survey results.

I wish there had been more opportunity in the survey for open response about mtb/hiker trail sharing options

Somewhat - it's obvious that there are statistical issues with the process - for example, Hillside to Hollow is primarily used by dog owners at a rate significantly higher than the rate of dog owners in the surrounding areas. It may be reasonable to say that the number of aggressive off-leash dogs has driven away many other users - so while the "user" surveys are technically accurate to those who were surveyed, they may be heavily skewed compared to those who would otherwise use the trails if it were not for some other users.

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After looking at 154 page draft, I think this is crazy.

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But ONLY if the input and advice of participants is heeded...

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More exposure to meetings would have been nice.
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most people had no idea of the survey
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Not sure
Not sure. I didn't hear about it.
Other (please specify)

Partially, lack of ability to respond in depth on questionnaires
R2R provided only a week after draft plan was released before the meeting. A month would be more appropriate.
ridge to rivers only listens to the north end..
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Yes, but there should still have been a few more opportunities.

Yes, except for feeling like all of the input that I provided at a public workshop hosted by the former R2R coordinator seems to have been ignored.

You did an incredible job. Thank you!

Vision Statement Comments

who's talking who they're talking to

very well put, but need to add our pets to that statement. We have been walking with pets/dogs for 10's of thousands of years in these hills and I do not want that forgotten. It seems to me that mountain bikers are taking over the trails and not following trail rules at all. Walking the trails is a dangerous sport now. I am telling my grandchildren how it was back in the day - when it was safe to hike in the foothills with your dog and you didn't have to fear being run over by a mountain biker out of control.

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equestrians

I think equestrians are historically big users of the trails but highly underrepresented because your polls were conducted at trails equestrians do not use (like polecat and seamans gulch)
Need to include safety for equestrians

equestrians
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Yes, but need to insure the future opportunity for horseback riders and trailer parking at trail heads.

equestrians

Yet to be seen from an equestrians view, to this date the R2R trails haven't been a place to enjoy safely.

equestrians

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I hope that by "spanning the foothills" you do not mean slicing it up with even more trails. that will be a serious disruption to the wildlife and sense of open space.

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Wildlife is NOTICEABLY absent!

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walking

There is no mention of "creating dirt multi-use sidewalks" or "utilizing water bars as the only form of erosion prevention." There also needs to be a statement which directs all blame for user conflicts towards mountain bikers.

biking

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diverse

This needs to include the needs of wildlife, livestock (e.g. equestrians, sheep, etc.) and pets (e.g. dogs), all of which have needs to roam in harmony.
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dog, equestrian
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Perhaps stronger language in regards to proactive solutions for primary trail users - Hikers and cyclist. Maybe "Forward thinking trail network and trail building techniques that will set the Boise Foothills among the top trail systems in the country.

hiking, biking

Diverse is a very broad term. Could be interpreted as motorized vehicle which is not wanted
Diverse is important.

motor
multi

Diversity of opportunity is very important. Diversity means providing for motorized and non-motorized experiences.

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every user should be able to use designated trails for their activity. Have a good mind-set of all the users with respect and courtesy.

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A suggested addition: "...and enhances the overall quality of life for all in the Treasure Valley"

Be careful of too many rules. Enforcement is nearly impossible.

Boise is growing rapidly to the east. The management plan ignores this.

But if its for Ridge to Rivers I think that the "rivers" part needs to be mentioned too.

But it is only a vision. I have become completely disillusioned that any of the government entities care about the foothills. Watching the southeast/Warm Springs area being destroyed by the developments of the past few years has left me cynical. I realize that these developments are beyond your control but to act like the Ridge to Rivers is succeeding in maintaining the foothills as a recreation resource and treasure while they are being destroyed is at best duplicitous.

Comments

I do generally feel the Vision Statement is solid. However, I feel the trail sustainability and the practicality of maintenance is lacking results.

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Stop worrying about my health

That sounds great

That's very well done.

The exception is that it seems to put all of the different kinds of use on the same footing. If true, it wouldn't be a fair reflection of desirable goals. It also seems to make the dangerous assumption that everyone can continue to do in the foothills what they always have done. Sometime, somewhere, someone's going to have to say no. I don't see that recognized here.

The foothills access is a draw for young professionals and employers (business attraction and retention) and our current vision statement and management policies do not maximize this community asset to that end.

The only word that seems out of place is "beautiful" - how about essential, vital or nothing at all as a descriptor

the outcome is not the trail system, but the physical, emotional, and SPIRITUAL health of our people... the trail system supports the outcome but should not be first and foremost.

This statement is long but it captures it all!

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would be nice to see the word 'educates' in there somewhere

Yes, but it lacks specifics.

Your vision. Ignores others vision of the foothills

Did you participate (other comments)

Vision Statement Comments

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Equestrians didn't tend to frequent the survey areas, due to the safety issues over the last 20 years, where once they frequented those areas. I would think if the trails were more horse friendly, you would have seen a bit more presence. Just sad is all.

Comments

Horse people in past have been left out, thanks for including

Diverse is a very broad term. Could be interpreted as motorized vehicle which is not wanted

I am sure it did but I was lax in participation. However I do want to comment.

Diverse is important.

I attended meetings and yet David Gordon continues to hedge the issue of safety when equestrians and bikers share trails. I do not feel that the equestrian population is being heard or attended to

Diversity of opportunity is very important. Diversity means providing for motorized and non-motorized experiences.

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Initially it was not at all geared to equestrian users. Special meeting helped. We would like to see the Grossmans property safer for horses because it is the only land I have used since the other areas were not safe enough. We have self regulated out of the other areas and hence only represent a small percentage. Please change the steep up hills and have the horses go up where the bikes don't come fast down hill

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Your vision. Ignores others vision of the foothills

Goal Comments

#1 - current policies prohibit cycling events, hence not welcoming a broad range of activities. #2 - FLC eliminated non-profit booking rates making it not affordable, this doesn't promote partnerships #3 How about "building a sustainable system" first before we "maintain" it? Perhaps if we promote the plan of "building" the system rather than "sustaining" a system this would open up funding opportunities? For example, I'd be interested in donating large amounts of funding if the plan was to build a new/improved sustainable system, rather than maintaining an older system that was never planned with sustainability in mind.

A goal is by definition "aspirational." So, please remove that useless (and annoying) word.

Accommodate for steep hills with blind summits for equestrians safety and blind corners. Sometimes alternate trails for horses up and bikes down.

Again, get a grip. It's a trail system. We love it – sometimes to death. It's about hiking, biking, etc.

Again, that word 'protection' worries me. What are we protecting it from? 'Enhancement' seems to be a more proactive way to encourage ecological diversity. Managing to achieve a healthy ecosystem is more successful than reactive 'protection.'

An educational component needs to be added. Lots of Californians and young people new to our trails have not learned trail etiquette.

As long as it continues to include horseback riding.

As long as safety is considered for horseback riders and bicyclists. We equestrians have voluntarily given up several trails over the years due to safety issues. We hardly have any left for us.

But it seems we have enough trails now, and many social and non-built trails are developing all the time.

but, again, I don't think we want to over stress the protect piece too much--the foothills are not a preserve--they are a resource to be enjoyed and that should drive policy

But, pay attention to diverse needs!

But, then again, it's all about people...

Current insufficient trail maintenance must be addressed in a direct and specific goal, not as maybe implied in the these goals. Appropriate water drainage is critical to avoiding the current ruts and washouts.

does the protection of ecologically important areas include wildlife and their habitats? restoration of damaged areas part of that?

educating the public about the foothills environment should be included, e.g. the FLC

enforcement needed

equestrians need parking space. Those parking spaces need to be respect by other trail users. We know that parking is an issue. Maybe an idea would to have more areas along roadways, pullouts where trailers could park. Parking lots are a good idea at trailheads, but maybe not feasible. Pullouts could access a trail area.

Goals should be better defined, using SMART metrics: Specific, Measureable, Actionable, Realistic and Time-bound. The five listed are aspirations, not goals, so they will not contribute meaningfully to direct management decision making.

Good goal, as long as it provides a user friendly system for all groups as a whole.

Here again, an additional goal to permanently secure trail assets against other interests and financial influences should be added

I am concerned about the motorized vehicles I see pictured in the plan. I see no place for the noise of motorized vehicles. Ridge to Rivers is great, but it is difficult enough to deal with the unleashed dogs whose owners say blithely "oh he's friendly!!!!" and the dog feces leftplease no motorized vehicles, not all "recreational activities" can be accommodated on the trails.

I did not see any reference to changing the ban on mountain bike events/races on R2R trails. I hope there is a plan to address this in the future. I do not agree "you can race at Avimor and/or Bogus' addresses this adequately. As long as running events are allowed and biking events aren't, there is an inequality in allowed use and bikers are relegated to 'back of the bus'/second class status.

I don't think its possible to bring the foothills to every part of the valley so I'm not sure about the goal of easy access close to where people live, work, and play. If you value the trails, you will likely CHOOSE to live near them and/or play in them.

I don't understand the last bullet point. It is inherently implied in the plan, and I'm not sure there's any benefit to stating it. If it's important to include, then be honest. Say something like "Strive to meet the needs of residents within the constraints of the Foothills/Open Space budget."

I generally agree but the first one seems to leave out safely making the trails safe for horse/bike blind encounters (corners and steep hills) where bike speed is the issue.

I wish that habitat preservation, or even restoration, were of import in the goals. I think wildlife is important, especially when talking about increasing human presence at the wild land-urban interface.

I would also like to see language that celebrates the connection between Fish & Game WMA areas and the connection to foothills trails. I believe that without hunting dollars, the access to trails would be diminished.

I would ask that there are more efforts to widen narrow trails (when able to) as well as provide better mapping for our trail system-more signs when on trails but also an app with downloadable maps so people have a better understanding of where they are.

I would like the trail to stay open to all users. That is the beauty of the foothills is that most of the trails are open to multi-users. It is a balance sometimes to share the trails but it is nice to be able to connect multiple trails in different ways on the bike.

I would love to see an additional goal relating to educating users on proper trail use and etiquette. I believe that the mountain biking community (to which I belong) has become increasingly ignorant (often willfully) of proper trail etiquette.

Ignores the input and needs of some users and property owners development ideas

I'm concerned about the wording on the "protection of ecologically important areas" What defines these? If it's wildlife mgmt areas I see it as stifling to your goals and more conservationaly minded then the population at large

I'm glad that these plans are coming to fruition since the valley's population is growing, and the recreational needs of them are too

It should.

It's important the the environment be protected. I do not think that motorcycles should be allowed on the trails.

it's important to keep some locations realistically accessible/usable for conditioning endurance horses! please please. I walk/dog run/mtn bike/and condition endurance horses on the wkds all on the R2R trails. I love boise and the trail system.

Kind of general. Depends on the specifics.

Maintenance of existing trails is very important. I have ridden some of the old trails that were really fun 10 years ago, but have been largely forgotten. If we don't maintain what we have it ends up being like our road system great when they're new horrific, when they've aged. If a trail isn't being used, we should figure out why and it's because people have no interest in it anymore return it back to nature.

Maybe something about educating trail users and trail etiquette...

Needs to be more specific, for example, define "variety of trail experiences".

Not responsive to eastern demands

Not sure if these are in order or not but I feel that access in proximity to work and play is the most important item on this list hands down.

Number three opens the possibility of raising unreasonable expectations.

Once again wildlife is absent.

Once again, the goals sound great. But the reality is that money and power are destroying what has made living in Boise great.

partnerships are needed for funding, City residents are the only ones paying for a regional system. The plan needs to find alternatives to the current levy system for funding.

Please provide more opportunities for individuals to contribute to trail maintenance and cleanup.

R2R wants to push out the mtn bikers.

Reword item 2 without using "ensure"

Seamans Gulch to Polecat needs to be developed first to prevent development- we need parks and recreation area in this area.

Second goal should prioritize protection over enjoyment of ecologically important areas. These two are not always compatible.

See comment under #5. These goals are too focused on use, only one addresses conservation and preservation and no education for users is included at all. For instance we still have WAY too many trail users when trails are muddy, few know about toxic weeds and there are almost no attempts to ask users to assist with trying to help reduce their numbers.

See previous comment for improvement opportunities. Specifically, downhill opportunities from Bogus to the North end would really put Boise on the map. Bogus to Beer in Hyde Park? Not many communities can offer that.

See question 5

So long as access and improvement is a priority users should be generally happy

The first goal is very important to me. With all the news coming out of California about mountain bikers being banned from public trails, I look to Ridge to Rivers to provide leadership in finding a balance between bikers like myself and the hikers/riders/walkers I encounter.

The first two contradict each other. Adding more trails in a trail dense area does not support ecologically sensitive areas. Environments adjacent to trails unavoidably are affected by users and their pets. Also, putting more trails (supposed flow trails) into an already congested area will only bring more congestion / conflict.

the trails are conduits to recreational activities, ecologically important areas, etc. but keep getting presented as the greatest good... we need the outcomes protected as well as the trails. Perhaps, "provide safe and easily accessible trails that allow the community to share the outdoors while minimizing the damage to ecologically important areas"... it really gets old hearing that you can't hike here...this trail is closed because housing is gobbling up the foothills... you have to DRIVE to a trail... this is out of control. I am in the hills all around Table Rock, Castle Rock, Homestead, Cobb, and out by Lucky Peak all the time...it's all been gobbled up by the highest bidder...

there are already opportunities for fast downhill biking - such as the foothills access roads. i strongly oppose new trails for fast bikes, and a proliferation of new trails and extensive new regulations and intrusive "management".

There needs to be a provision regarding the SAFE management and equitable use of the trails. The bicyclists do NOT respect equestrians and create very unsafe situations. Many of the trails they have taken over from equestrians. I would like to know where you figure less than 1% of users are equestrians. We have been pushed out of our trails by irresponsible mountain bike riders. Boise has one of the highest equestrian populations in the country, and we all use these trails when it is safe to do so.

These goals should do that but it is a political decision(s) in the end.

This sounds good but horse people have to ride differently whether you have neat signs that show how to yield, or brochures that explain how to pass by a horse because a horse back rider has to think about safety first, last and in the middle. If a horse back rider knows there is the potential of fast moving, scary looking biker who could be riding safely on the trail the horse back rider will have to be prepared whether they see them or not at a blind corner, steep part of the trail, etc. So, that would change the enjoyment of the horse back rider.

We need to ensure that expansion in system is accompanied by an expansion in available resources. That is not very clear with the final goal.

While I think that the second goal displays balance I demand to see more conservation efforts of native plants, animals and surveys of those animals and plants. Examples of such: how many mink per square mile? Presence of Aase's onion? Etc. I haven't seen enough research like this and would like to see more active conservation. Generally, education about these species plus education about Ridge to Rivers rules would be good! I.e.: mountain bikers must stop for walkers on single track etc.

Yes, but safety needs to be included. Mtn bike riders are out of control and do not follow the rules. I hike the hills almost every day of the year that it's possible and I estimate that only 1 in 25 riders follow the rules - e.g. they expect me - even when I'm going uphill - to step aside to let them pass so they can get the thrill of a downhill ride.

Yes, variety and accessibility are particularly important.

You need to add ; Protect users from unleashed dogs. It would also be nice if people cleaned up after their dogs.

You need to include dogs - well behaved, socialized and picked up after- on the trails. And, that bikers need to heed the rules and not threaten the safety of hikers.

Comments on strategies

1. I agree with this statement. Pg. 45: "For example, forums for equestrians and bikers to discuss how to best share the trails in areas where both users frequent." Ideas to assure this idea progresses. a. Form a committee of three representatives from each user group that meets quarterly. 2. Page 42 The current wording excludes equestrians "bike-in/hike-in". Please add "ride-in" to include those equestrians who ride their horse to the trails. 3. Bathroom and Water: People can easily bring their own water and providing water can have complications. I suggest emphasis on bathrooms over water. 4. Pg 44 Designated well designed horse trailer parking needs to be a priority otherwise many equestrians are not able to use the trails. First priority is Polecat on Cartwright.

70 percent of the \$\$ goes to trail maintenance but there are ruts from erosion all through the system. Just in the last couple weeks there is some drainage work in lower Hulls Gulch. It is a recent activity and not incorporated in past or future management plans.

A lot of information = not sure

Also need to limit development of foothills.

Although some concerns about specifics.

As mentioned above, an educational program component needs to be added. CA and OR trail systems seem to lack this aspect, and has resulted in uneducated trail users.

As with any great strategies, visions, goals, the devil's in the details. The stated "maintain a shared use, multi-use system", "separation of trail usage in the future", and "user conflicts on trail 4 (MTB & Motorized use) rings true here. I love that there are designated trail systems, and I love being able to take people up on 4-wheelers to Bogus for the view. I've had a couple of close encounters with MTBs flying downhill around the corners on the motorized trail, making me wonder why they're not using the trails that motorized traffic is prohibited on. One of my concerns, is the application of isolation may be applied to 1 conflict group (MTB & pedestrians) forcing more conflict in another group (MTB & Motorized) - Also please keep in mind the found of the trail system was on motorized trails. I do support all uses, but the motorized trail system is pretty limited as it is, and I'd hate to see it minimized or marginalized any more than it is.

Be sure of the inclusion of horseback riding.

Bike Trails must be separate from walking trails to avoid accidents.

Blah, blah, blah. too long to read. need to make this much more concise so important points stand out. too many words and unnecessary crap.

But not closing Sidewinder and Red Cliffs to downhill mountain bike travel. These are two of the best mountain bike trails in the country. How about constructing a new hiker-only trail that can be narrower and have sharper switchbacks.

Comments

Creating more on leash areas near trail heads just creates a pain in the butt for dog owners, like myself, who do pick up after our dogs. Don't make life harder on us. Just enforce the rules instead of wasting money and resources creating a crazy huge plan like this. Slow zones for bicycles,,, don't make me laugh. Without someone paid out there to enforce rules, who the heck to do think is going to read those signs and slow down? Were you guys born yesterday or what?

don't feel the safety between bicycles and horses has been addressed

Equestrians are given consideration. That is good. Please also give hikers consideration. We need more pedestrian only trails. Cyclists make hiking very dangerous.

Fire management/abatement does not seem to be included in the "protection of ecologically important areas," and should be

How about a plan for City of Boise improvements to roads??

How about alternating days for Equestrian/Bikers for the Grossman property? When I talked with David Gordon he said that the problem will be solved by education and signage but it is clearly a critical safety issue. I was leading 5 horses walking up the trail from Cartwright and a bike came speeding down the hill and almost hit me, the first horse. My horse jumped up the hill and so did the rest and he came down by us. He could not see us and we could not see him until it was too late. I am 71 and do not want an accident and it takes away from the peace and relaxation of the recreation experience.

However, I feel like the equestrian community is not well accommodated in the plan. The two caveats that I know where VERY important to equestrians (trailer parking and foot, hooves, and paw trails) was skimmed over with a band-aide action plan of educational materials. Not impressed.

I admit I didn't really read through the linked website much at all.

I am concerned about the one-way trails for bike users. It would be frustrating if most of the trails were one way because then it would be difficult to connect the whole trail system on long bike rides.

I am glad to note that the existing motorized trails will remain, as that is very important to me and my friends.

I am really tired and frankly frightened of the crazy mountain bikers who have no regard whatsoever of the hikers in the foothills. I'm sorry, but I and my ancestors have been hiking here for thousands of years. Mountain bikes are very new to this ecosystem. You need to be a LOT more courteous to those of us who have been out here for decades. And with our dogs.

I do not like the idea of going to single use trails, one-way trails, or alternative use days. Part of the draw of the foothills is the variety and simplicity for all to enjoy.

i don't see anywhere that you talk about the safety of all users blind corners with speed are a concern. not all will obey a sign that says slow down

I don't understand the need for another connection from Rocky Canyon to Trail 5. Five Mile Gulch, Orchard Gulch, Three Bears and Shane's all access Trail 5 from Rocky Canyon. Why would a sixth trail that accesses Trail 5 from Rocky Canyon merit 'First Level Priority' status?

I feel that as some foothills housing developments are being built that certain easements should be put in place for public access to public land behind such projects

I like to see that you have some sections of the trails planned for solitude. Those sections are getting harder to find in this area.

I live right on the greenbelt between Americana & main st We have sooo many people on that path way it's hard to walk with all the bikes I feel like I will be run over, plans for that matter but I don't see on your strategies???

I really like the idea of educating dog and bike owners (I am both) at point-of-purchase. i.e. new bike purchase at bike shop, new dog at adoption area. Also like the idea of equestrian signage and education. I don't actually know which trails I will encounter horses on. Maybe I don't ride them.

I support all of this, and you do good work. And someone (you?!) needs to create a constant, sustained, multi pronged education and media campaign aimed at users and potential users. New users have no idea what they are doing.

I support trail closures for poor conditions, but don't close trails if they are frozen.

I think it would be helpful to also develop more tools to facilitate trail network expansion. For instance R2R could lobby the city to require developers of projects over a certain size, to set aside rights of way for future trail development. Especially as much upcoming development will be in the foothills.

I'm concerned about the possibility of closing some trails to users or making trails accessible only on certain days. I think these concepts need to really be vetted thoroughly with the various users before they are implemented. Truly, only a few of our trails should be year round trails. Our soils are highly erodible. Its just the facts

I'm kind of negative regarding motorized use on a trail system.

I'm not at all sure after rereading the chapter. Among other things, I do not support motorized "recreation" in the foothills. We have lots and lots of motorized "recreation" that we all pay for: they're called roads. Why degrade a natural or semi-natural area by catering to a small subset of recreationists who have billions of other choices of places to destroy? Secondly, I'm tired of all the negative comments about dogs. Responsible dog owners cannot fix this problem, as we cannot control the behavior of indifferent dog owners. I'd also like to point out that there's no mention of another severe abuse: all the litter and crap discarded in the Tablerock area every single day. Guess what! Dogs are not the problem there! I'm personally not a fan of directing people to volume areas or administering "slow zones." Will these areas be enforced? I think greater connectivity will naturally guide folks--which should be accounted for but not a guiding principle.

Inclusion of all trail users is important

It is important to have some trails where equestrians and mountain bikes are separated

.....
inappropriateness for the suggested locations. The prioritization of connecting trails or areas appears to have been driven solely on user votes without the consideration of what makes the most sense and is appropriate / needed. There are two connections set for priority 1 and 2 (Hardguy to Dry Creek and Dry Creek to Bogus) that are in a low use area and are already served by the Boise Ridge Road. As professionals why didn't R2R consider a combination of votes and need to set the connection priorities. As a trail user it makes more sense to approach the connection priorities utilizing more factors than votes alone. Intuitively, connections in high use areas would be highest priority, not only to serve the most users but also to disperse use of already concentrated trail systems. Second priority would be those connections that connect isolated systems ie polecat to Hillside or Seamans or Hidden Springs that are also in higher use areas thus serving more users and dispersing use. Installing gates to designate slow zones will only create issues. Will the gates ever be closed? These areas proposed for slow zones are high use. Who closes the gate when a steady stream of users are approaching the gate from both direction? Map designation and signage is the least obtrusive but may have less compliance. Have passive means been considered? Obstacles that users must negotiate could be put in place slowing users while also allowing free flow on the trails.

Maintaining a shared system is critical to maintaining broad public support.

Many user-specific trails should be employed to better serve different user groups and minimize conflicts. But it should be done without moving bike trails higher into the foothills.

More resources (money) should be devoted

Most is good. Having a dog on leash doesn't mean that their poop will be picked up. Either you are a responsible dog owner or not.

My only hope is that if downhill mtb trails are created, that they will actually be mtb only, especially if bikes are being restricted from downhill travel on other trails.

No we need a funding source to provide enforcement of rules on the system.

Once again wildlife interaction is a minor issue, in a major wintering area for big game.

Overly complicated. Too much red tape.

Perhaps. It is hard to digest all the information presented. There seems to be a lot of redundancy making it less than clear.

Please don't close off Red Cliffs from mountain bikers. It's such a good trail for beginners.

Please don't say a survey will take 10-12 minutes and then provide an 88 page pdf. I know I only need to read chapter three but that is overwhelming, perhaps just the actual chapter you want me to read.

predominately people unfamiliar to horses use the R2R trails, the general public need informed and the signs look great! I completely believe with informed users, all of us can use trail together happily.

Public Service advertisements regarding what responsible share use and etiquette would be good. Perhaps local tv stations and newspapers would do this.

Seamans Gulch to Polecat needs to be developed first to prevent development- we need parks and recreation area in this area.

See Question 5

Some of the priority Trail connections need re addressed. Connecting trails close to population centers should take first priority. Otherwise the small sections of trails close to town are rendered relatively useless for the system unless connected to other sections with legal and maintained trails.

Sounds like a good plan.

Strategies should be aimed at primary users....Bike, and walking/running

These are all great ideas, but I feel the priorities are not correct. Seaman's to Veteran's and Avimor to Hidden Springs would serve a lot more users than Avimor to Stack Rock.

they promote trail sprawl and unneeded and over-zealous control of people's use of the foothills. a lot of this looks like empire building by the City Trails folks.

Think the idea of dogs on leash first 200 feet is a good idea. I have dogs and most of the time they poop in that first area. People are busy getting things prepared and not always watching to see if their dog is taking a dump.

This plan is too openended and gives too much discretion to the R to R to use enforcement to limit stakeholder use. The plan once again excludes specific stakeholder input without conditions set by RtoR (boise parks really).

Too narrow scope. Unmotorized recreation is left out

What about people who want a no dog experience on trails, especially those with kids or elderly parents? What about a need for more enforcement of rules across the whole system? The dog patrol is already overburdened with what they have to do.

With weaknesses as previously identified.

Would like to see more emphasis on acquiring/building trailheads.

Yet, since 1989 to present I do not feel the folks in charge have cared enough about horse back riders to accommodate their safety, enjoyment, and understanding of the trail system. For example, nothing has changed with parking at Pole Cat yet a much larger trail has been opened up for the public. So, on weekends when a lot of horse back riders can ride, they have little to no parking. Some of these horse back riders have been riding in this area for decades while the bikers have only been on the same trail for only a few months. Doing nothing for the horse back riders makes it appear as if bike riders are all that matter.

You have worked diligently to shut out motorized use by not expanding trails for such use. Also low priority for horses. Your outreach effectively slants to existing users and to those who live close to the trails.

You NEED mountain bike only trails. Every single rider in the valley knows this and yet you continually fail to address this issue.

You should not exclude uses or use types on trails except where mud or wet trails prevent use. You should manage the users, not eliminate use types. Excluding use types creates more conflict, you have no enforcement, and there is not a need to exclude use types.

Comments on Slow Zones

As a mtn biker I support the idea of slow zones. Lets try the signs and maps first to see if this helps slow riders down. Avoid adding gates - disrupt the riding experience too much and they are costly. Lets try signs and maps and education!

Comments

Eliminating trail access to dogs would be a better alternative to slow zones.

I agree that increased signage would be good but don't like the idea of walk-through gates. Seems like overkill

I am a biker and I fully support trail etiquette.

I like the idea of slow zones, especially in the areas right near parking lots and trailheads. Having entire "slow trails" would be good as well, however should be balanced out by having an alternate route for bikers to avoid the trail entirely (perhaps even a downhill bike only route).

I think it is a good idea, but I don't know if it would help. Most of these areas are common sense slow areas and the problems still exist....

if doing walk through gates in horse use areas, please be sure they are wide enough and low enough that the more sensitive or green horses don't have issues. Please remember to plan for the greenest or most novice people, that may not have the experience or knowledge of doing things safely.

If the area is not busy why do bikes need to go slow? Do runners have to walk in these areas as well?

Isn't that akin to slowing the speed on the freeway at rush hour? I think rotating days for mt. bikers and walker/runners is a better idea.

It would be much better to put in technical rock sections to slow the riders making the riders and pedestrians both happy.

No, I don't feel like I have ever encountered people being reckless at congestion areas. Whenever there is a interaction between dogs and bikers or runners at trailheads I feel like people always respect others and wait until they are clear before resuming their activity.

- I ride Sidewinder frequently and do not feel it should be restricted from downhill riding. Doing so will result in more injuries from people taking trail 4 and possibly running into motorcycle users, as well as possible overuse and increase in backcountry injuries from people having to take the long way around Fat Tire and the more difficult Trail 5 downhill to get back to town. - I feel similarly about Red Cliffs. Downhilling should be allowed. It is a fabulous downhill ride, and the tight turns help slow riders down naturally. Suggestive "slow down!" signs should be all that is required. - Education is key. Perhaps QR signs that riders can scan to read on their phones pertinent to the trail section they are on and why the sign is there. - I notice mostly young riders that refuse to slow down will blast past uphill riders and walkers by riding off the trail. These folks need educating and there need to be more opportunities to do that. Patrols would help; tickets issues for violations. - Don't close Trail 5 and Central Ridge to downhill riding!! There are few hikers on Trail 5 and even fewer uphill riders. Trail 5 downhill is the crown jewel of foothills down riding. What a travesty it would be to close it. I am abhorred that this is even being considered. Central Ridge is a main thoroughfare going up and down. It is already so wide that it can easily accommodate both riders and walkers. Don't penalize responsible riders by taking these trails away from us! - Not mentioned, but Homestead to Cobb will become high use as that area expands. Shooting along that trail should become prohibited. I experienced this firsthand and talked with other riders and hikers who felt they could not continue past the gate at the top of Homestead due to shooters in the valley below (in transit to Cobb). You can't tell where the shots are coming from or going. I talked with Fish and Game about this, and they were unsympathetic. There are plenty of other places to shoot, so it should not be allowed on this increasing-use trail. - Table Rock - slow zone for downhill riding the zig-zag (face) should be implemented. This high use trail can be enjoyed by all, but especially young riders need reminders to slow down. Another wonderful downhill ride that needs to be maintained and an exceptional, stout and rewarding uphill ride.

Keep slow zones to the lower flat areas, and blind corner areas.

#10 is covering my concerns.

200-foot leash zone is a good start on poop, but needs enforcement. Slow zones a good idea and needed at bridges, especially. Clearer signs that spell out the penalties for violation (not just noting sections of city code). Consider limiting bike traffic at Harrison Hollow. Bikes add stress; currently most traffic there is foot.

90% of the users adhere to the current rules. I question of adding lots of new signs, zones and regulations will really change the behavior of the remaining 10%. We need measures that will reinforce the good behavior, so as the numbers grow, people understand there is a culture of courtesy and responsibility to be followed.

A better definition of the trail use and how it applies to everyone and their surroundings. Discourage the use of personal listening devices as it poses a distraction to the user and makes them unaware of their surroundings.

All trails should be ON- LEASH only. No dogs out of control.

As a daily hiker with dog, I find most bicyclists to be respectful of pedestrians and slow down of their own accord. It would be a shame to limit their use of the trails because of a few disrespectful cyclists. In addition, I think it is infrequent trail users who are unfamiliar with trail "rules" that, mostly inadvertently, create the most problems. Perhaps one walk-through gate at each trailhead with trail etiquette signage would be helpful.

As a hiker, I have noticed that MBs do not tend to be fast unless they have a long site view and rather straight. In one case the MB FLEW by us without us even knowing he was there until he was upon us on a down hill "red cliffs".

As a mixed mode user I know that slow zones are needed. I wouldn't like to dismount through gates but I think that it may be necessary to slow the bikes down. Do it before it gets any worse.

As a mountain biker, I observe all types of users not observing the existing rules and not being very courteous to other users in the very high traffic areas. Unfortunately, I think the "slow zones" have become a necessity.

As a mountain biker, I wish that common sense were in use and there was not a need to create these zones - they should just happen. However since they do not the zones make sense.

As long as slow zones don't have an effect on connectivity. Mountain bikes can cover a lot of ground in the foothills and limiting their direction of travel, limits people's travel options.

As long as the slow zones are infrequent/small/reasonable. Many people like to be able to run/jog, and having frequent or large sections where you have to break your pace can be annoying. But I agree, there are some areas where people do need to go slowly for safety.

As usage increases, it puts strain on the honor system with regards to slow zones and right of way. I would suggest that physical features be implemented (rock drops, technical sections) that force traffic to slow down naturally.

At some point we should be asking the Ada County Commissioners to codify the trail rules and to add penalties. To make this effective, a funding source for enforcement needs to be built into the plan.

be sure to include horseback riding.

Beware of too many rules

Biggest issue encountered is with people letting their dogs run wild. I bike and hike in the foothills, it is easy for hiker to move out of way of bikers, or that's what I do, I think it is more on the individual to be responsible for controlling their speed or. Do not feel specific zone is needed.

Consider making trails one way, when possible

consider requiring bikers to walk bikes in this area or access trails through another location. no more signage please...already plenty

Create more trails to be used by all. Or bike specific trails.

Creation of alternate routes that divert 'high speed users' to trails that are free of dogs and walkers, give the high speed users a better alternative. Add 'natural' obstacles that slow down users, like rocks and log/skinny ramps.

Definitely improves the chances of being able to take kids out into the foothills - it's just too dangerous at the moment

Designating slow zones is great but they should also be patrolled and enforced. If a dog walker could be cited for going 5 steps from the car before getting the leash on the dog, the speeding bikers should be handled the same way!! There is far less, if any, enforcement applied to bikers. Make it a more even playing field.

Do not add multiple gates mid-trail on Lower Hulls, for example. One at the top and one at the bottom delivers the appropriate message. A preferred strategy is to designate uphill/downhill or usage days/directions so people are clearly 'wrong' or didn't read the signs - or don't know what day it is....

Educational signage (a lot of them) is critical for this to be successful

enforcement

everyone may have a slightly different idea of "slow" leading to some discord.... high use areas like table rock would potentially become mountain bike unfriendly? Table Rock's (and other sites use/overuse suggests need to develop alternate trails diverting traffic from massive central trail...mostly only a problem on steep sections of high use trails (no other way down for bikes)

Friction between trail users in certain high-use areas and proposed slow zones could be greatly mitigated with the implementation of directional trails. Bucktail and Ridge Crest are two good examples of trails on which downhill traffic having a distinct right of way would improve many trail users' experience. While both of these seem purpose-built for higher speed downhill traffic, they currently attract some uphill traffic that frequently limits the enjoyment of any attempt at descending these trails.

Gates and slow zones specifically will frustrate many: gates will be kept open, bikes will still go fast and without true enforcement I believe the goal will not be reached. Strategy E.2. to me seems like a reasonable solution that naturally achieves the desired goals

Gates??? How is this a natural and "open" strategy?

Generally good ideas. Making dismount areas would work only if not just a trials challenge. Maybe more engineering solutions -- eg very tight hairpin bends.

Generally would like to leave the trails open. Trail intersections with obscured sight lines could be my one exception, at this second I can't think of any intersections that would apply. In rare locations I could see a sign for blind section (Red cliffs bush just below the switch backs where walkers jump out)

how about an actual link to the implementation details?

How does a "slow zone" address dog waste? Should it be a "slow poop zone instead" how about "speed and poop limited area"?

I (we) would like to see some mountain biking down hill only trails. That are made for high speeds bikes, that take into consideration, erosion, speed that are properly banked, with features such as drop, bridges, teeter boards. And dedicated pedestrian trails that are flat.

I am a runner, hiker and mountain biker trail user and the few bad mountain bikers frustrates me (if I can yield right of ways and use my brakes, they should be able as well). Add more signage on the rules (these bad apple mountain bikers may only be able to understand pictures), and offer more education on the rules and why we have them.

I am fine with signage indicating slow zones, but would not like gates.

I am for slow zones but not for having to stop at a walk-through gate. Ruins the flow. All for going slow in high use areas tho.

I am pleased at the thoughtfulness and comprehensiveness of the plan

I appreciate the creation of 'slow zones' for high use areas, but I would like to see those as natural features, large boulders or rocks vs. the dismount and walk through gates.

I believe that slow zones are important. However because fast people wont slow down a fast corridor needs to be provided close to every slow zone.

I do not feel like this will slow people down. It will make people more frusterated.

I don't believe walk thru gates are needed. Education works. We can education 98% and the other 2% will always break the rules, regardless of having gates. Thus, the gates just punish everyone and do not correct the problem.

I don't like the walk through gates. They would be a hassle for bikes and would take away from the scenery.

I feel it is too expensive to build walk through gates and that signage should suffice. Thanks for asking.

I feel we are smart enough to manage this on our own. 95% of the time cyclist respect walkers and dogs and will slow down. Enforcing slow zones would cost too much and be a waste of resources. wide spread trail etiquette education (perhaps even mandatory annual online classes) would be a better option for this problem.

I fully support the idea of gates and signage to identify these areas - and I am a mountain biker.

I had a hard time with this one, in that I have not had many conflicts w/ high speed cyclists in high use areas. Is it fair to bicyclists who are respectful to trail users, who want to put the pedal down if it's all clear for a hundred or more yards ahead of them?

I have biked and hiked on the trails since 1998. Most bikers are courteous and ride in control. I think much of the problem is caused by a few and support the community outreach/education portion over regulation. It is obvious when a trail is too crowded to go fast and bikers just can't expect to be able barrel down lower Hills on a sunny weekend morning.

I have not noticed speeding mountain bikers in high use areas to be a problem.

I have not seen any significant, commonly occurring issues in the 19 years I have been hiking and biking these trails

I have use the foothills trails for 25 years. This year I have seen trail etiquette at its best, keep up the education. Only bone is poor pet management, it's not your pet personal poop station. Also just because your away from others your dog should not be able to run free. Yes I have been a dog owner

I might have answered yes if the "slow zone" areas were identified in greater detail. Saying Military or Camels Back makes me believe you could be describing the entire system.

I really think we need horse zones.. conditioning endurance horses takes a minimum ~10 miles in one outing, Pierce park (cartwright rd) I think east side is a great place for this! A lot of endurance riders condition in the foothills NE of eagle, but enjoy the Cartwright rd area too.

I think a series of signs would be the best approach - like when you enter construction zones. There's always more than one. Also, I think if these areas were better marked, bikers would stop using the areas for descents/end-of-ride. There's always another way to get down the hill...

I think alternate routing of bikes and pedestrians/equestrians in high conflict areas is a much more plausible solution. In my opinion, those who inconsiderately speed now are unlikely to obey slow zones.

I think it could be beneficial but it shouldn't be overdone, nearly every trail in the lower foothills could be considered high-use, and will always be high-use simply because they are the easiest to reach. Slow zones should be reserved for places like the back side of Camel's Back, where there are children and families running up and down the hill, across the path, and every which way.

I think people should be trusted to slow down when necessary.

I think slow signs in high use areas to warn bikers would be great. I also think signs warning pedestrian/equestrians of trails that a lot of mountain bikers use, and trail areas where bikers will be moving more quickly would be very beneficial. As a hiker/dog walker, runner, and mountain biker, I feel like mountain bikers are generally of the most concern, and can almost be criminalized by trail users that don't bike. I think that bikes should definitely be wary and slow down in certain areas, but bikers should still be able to enjoy fast downhill, and be able to push themselves without having to worry about a person walking around the next corner. I don't like the idea of single use trails, but making non-bike users more wary of areas where bikes will be flying through due to the way the trail is designed, and making bikers more wary of where there are a lot of pedestrians/equestrians.

I think slow zones and dismount areas are a bad idea. They slow and encumber walking, running, and riding. I think slow zones are a great idea - it will reduce stresses between riders and hikers, and will inform everyone on what is expected. I think it is worth having some areas that are slow and hiking only and some that are fast and biking only.

I think slow zones are completely unenforceable and will be ignored

I think that slow zones in the foothills will end up like "slow zones" at a ski area, where most people ignore them without actual enforcement. I feel like redesigning trails to encourage slower speeds would be more effective.

I think that the new Dry Creek trail area would be the perfect place to designate as a foot traffic only area. It is the last great place to safely ride horses near Boise for a variety of reasons. Horse back riders have already been riding there for decades. There is adequate trailer parking off the road. If you combine all the users with feet (horses, dogs, people) this group is the majority of users. This would make it safe and fun place for horse back riders who also get along best with people and dogs. Cattlemen prefer horses over bikes. Dogs could run free (except when cows are calving). You could take horses off all the other 10 reserves and let the bikes and people go fast and hard on the other trails. It would be easier to manage because horses do not leave long ruts that make it tough for horses, runners, hikers, old people, injured people, and the like. It would be fair.

I think the slow zones are a good idea, but instead of adding gates and signage at the same time why not try just the signs first? If the signs work, then the gates won't be necessary. And the gates would be unnecessary during low traffic times. Like on a cold weekday at lunch.

I think the slow zones are good but bikes don't believe it applies to them.

I wish it was easier to teach people to respect each other, but a slow zone should help some of the problems.

I would hope that gates would become a later strategy if necessary. It seems gates and single-use trail designation may be more than necessary. However if proven to be necessary I am not opposed to them providing they're designed for people with dogs leash.

I would prefer improved sight lines to gates, etc.

I would support "slow zones" ONLY within the lowest sections (beginning/ending sections) of these trails. I am firmly against any and all restrictions of any other section(s) of the aforementioned trails or any other public trails.

If "dismount" applies to equestrian as well as bikes, a mounting block/large rock at the end of the zone/ other side of the gate would be appreciated.

If "Slow Zones" are created, mountain biking space will be squeezed between the lower pedestrian zone and the upper motorcycle zone of the foothills. Therefore, motorcycles, by their motorized nature should not be allowed in the Boise foothills.

If it's not broke to fix.

If slow zones are made to accommodate pedestrians then "fast" zones or "flow trails" should roughly parallel them to accommodate bikes. Horses get too much accommodation. Eat more horse.

if there were walk thru gates were for cyclists it would be great. they are the ones that need to slow down i have never seen anyone loping or cantering their horses down trails

If you do it, make sure you can enforce it.

If your dog is in control you should not need them on a leash in slow zones or the first 200 feet of the trailhead.

I'm generally not opposed to the idea, however, it sounds like most of your ideas will make the areas less enjoyable to ride bikes and thus pushing them out. I hope the walk through gates are not an option.

I'm not convinced that extending on leash 200 ft buffer zones at trail heads will solve the problem of dog waste. I'm a dog owner and frequently use the trails with my dog. I feel periodic one on one education of pet owners at trail heads would be more effective. I'm also an avid mtn biker and always try to be courteous and slow down for other users but I'm not sure about putting in walk thru gates as a solution. Putting them in steep areas of trail seems like it would be a safety hazard and in flatter locations just a nuisance. I'd suggest tried in one or two spots to see how they work before committing to a lot of them!

In connection with slow zones, perhaps new, single use trail connections can be developed to help reduce conflict.

In some areas physical obstacles will be necessary to force some mountain bikers to slow down.

In the high use areas that I frequent as a hiker-with-dog (Military reserve and Hull's gulch), most bicyclists are excellent about going slowly and being attentive in the areas closer to access points. I'm not sure we need to legislate good behavior this way.

Inclusion of protection of large mammal habitat - up to and including exclusion areas where trails and access are prohibited.

It is hard for bikers and horses to utilize the same paths, even when they are both trying to be considerate. For example a niker coming at speed around a blind corner will spook a horse. Some non biking trails would be appreciated and increase use by horseback riders

It would be nice to have walking-only areas

It's a good idea if implemented properly.

Keep them closer to the entrances, where many more hikers are. When it is mostly bikes out in the boonies, less restriction is always good.

livestock grazing needs to be eliminated form the foothills - sheep, cows, the grossly subsidized and destructive goat grazing - all jeopardize the health of human visitors and destroy the natural values, spreading weeds in their wake.

Make the zone a dog on leash zone.

Managing control at all times no matter what mode of travel you choose is just common sense for all users for safety reasons. Signage would be effective. If cars at the trailhead include bike racks and horse trailer, users should make the connection to know who is out on the trails and use caution at all times.

Mandatory speed reduction especially through physical barriers and means seems more than necessary. Awareness with posted signs seems more than reasonable enough. There are many users of these systems that use the trails during off-peak times. The busy nature of these sections of trails actually encourages many to use them in off-peak times. Midday trail use during the week and early/late trail use even on weekends experience very little issues with trail congestion and, consequently, with on-trail speed.

Maybe detours to get out of or into the slow zones?

Minimizing impact is important to me. I would like to reduce signage, gates, etc. as much as possible. It will be more important to educate the public through other means.

Mitigate horses uphill and bike areas downhill on different trails

More enforcement of out of control mtn bikers need to be implemented. They are majority, not the minority and it's getting worse every year. I understand that dog waste is also an issue, but no one was injured run off the trail by dog poop. I have had many near close calls with out of control bikers coming around a sharp bend with no regard for potential hikers in their path.

More signage for users to be aware that horses may not know they or their dogs are harmless. Horses can spook easily from fast moving people, bikes, or dogs. Their frightened response can be dangerous.

Most folks are reasonable and will follow the rules. When implemented, communication and education need to be highly available. Perhaps some volunteers in the zones doing f2f education.

Most riders do slow down in congested areas. If you do go forward with this, please consider that congestion is not 24/7/365 - and rules should take this into account. A Tuesday morning in Spring is a lot different than a Saturday afternoon in June.

mountain bikes need to follow rules and defer to hikers and dogs.

Na

Nice idea, doubt compliance by bikers.

no

no

No

no

No

No

No additional comments.

No Bicycle zones, enforcement of leash laws, and heavy fines for people who do not pick up their dogs poop

No one will pay attention to slow zones without enforcement. Put the money there instead of wasting it on this ridiculous plan. Widen the trails to make them safer. And build more trails to give people more options. Then you might not have such congestion. I won't hike congested trail, and it's getting harder to find places that are safe. Enforcement is the only key. Get someone out there writing tickets and see them slow down and other dog owners start cleaning up. That the only way.

None

none at this time

Not interested in gates. More congestion.

Not so sure I support additional signage or gates. I am usually a hiker with a dog, and while gates would not be an issue for me, gates could be an issue for accessibility as well as a problem for uphill bikers. "Fast sections" are sometimes the entire length of a downhill trail, how many gates would be needed? I'm more in favor of "education" vs designation. We need to watch out for each other. Most of the time users do seem to watch, but not always, and sometimes the problem is worse with groups of 3+. Even with "slow zones" it is sometimes difficult to maneuver around one another. I am usually the one to move out of the way, because it seems easier for me, than the biker. I hike the trails for the outdoor experience, increased signage would lower the quality of the experience.

On the slow zones, I'm all for signage, but I wouldn't want rangers staked out telling bikers to slow down in these areas. As I biker I'm responsible enough to know when I have enough line of sight for my current speed and there are times when it would be safe to ride faster in these zones.

Once, again, please pay attention to the needs of equestrians. We have provided them on surveys, meetings, and letter.

One question: where is ENFORCEMENT? I've been almost hit by a biker on a NO BIKES trail by the Foothills Learning Center.

Partner with local bike shops for an additional education component for proper trail etiquette and adherence to slow zones. Make sure the zones are clearly marked.

Personally most people play well together within the trail system. Creating a policy because of a few isolated incidents seems heavy handed.

Please be sure gates are equestrian- proof.

PLEASE start with map designations and signage first. I would HATE to see the addition of walk-through gates on the lower trails at Camel's Back, Hulls Gulch, and Military Reserve. Using walk-through gates in slow zones is the single worst idea/suggestion I read in the entire Master Plan document. As a mountain biker, I don't mind slowing down in congested areas. However, I don't want to be forced to get off my bike multiple times.

Probably makes some sense, but don't go overboard with slow zones.

Prohibit motorized vehicles on the trails.

Rather than slow zones how about instituting one-way traffic. This is used in Bend at the popular trails.

Rule enforcement is needed.

Segregating bike trails from horse trails is a very bad idea.

Separate the hiking trails from the mtn. biking trails

Separate zones for horses with a bypass area for mountain bikers. This is something that Avimor has recognized could be helpful.

Should have some one direction trails designated for downhill only traffic for mountain bikers, similar to Drain trail in McCall.

Signage for slow zones should include advisement that group walkers should not take up the whole path width, and leave enough room to get past groups. Slower moving groups tend to get a bit wider on the trail if the green belt is used as a reference.

Slow is hard to define. As what I may consider slow others would define as fast and additionally what I may define as fast others may consider slow. In general, this will be hard to monitor and implement.

Slow is such a matter of perception in many cases. I can safely pass people while waving, saying good afternoon and smiling at a speed that many people would consider to be too fast, while other riders are well out of control at slower speeds.

Slow zones are a bad idea. You need to have dedicated trails for biking. You should also put a direction of travel on certain trails this would dramatically decrease people running into each other.

Slow zones are critical to safety and enjoyment of users that are not on bikes! Wherever sight distance is short, the potential for dog and horse related wrecks increases with speed.

Slow zones are fine, as are a plethora of signs denoting them, but having to frequently get off your bike and walk through gates would be a hassle. Yes, it ensures 100% compliance but we would likely achieve 90% compliance with signs and education.

Slow zones are good but I don't like the idea of a gate just to slow traffic. When trails are less busy (mid-week) a gate would be pointless.

Slow zones are mixed bag. As a downhiller, you should always provide yourself enough stopping distance for your current visible line of sight. In that regard everywhere you have short line of sight should be a slow zone. Putting these signs up in high traffic areas might make some feel they have a license to really open it up where the signs don't exist whether it is safe to do so or not. I'd rather see education on line of sight, cornering speed. Slow zones are useless. How will they be enforced? Use of personnel and staff that R2R doesn't have? Are you going to fine people for going fast through slow zones? That's ridiculous. Why create laws and rules that you cannot enforce. How about building user group specific trails that will naturally separate user groups and minimize user conflicts.

Slow zones at ski resorts are oversized and annoying. They could be fine on the trails if they are not too big. Slowing people down by making funnel through gates will only increase traffic, not safety.

Slow zones is a first step, yet difficult to enforce, how about directional trails for high use areas?

Slow zones may backup group mountain bike rides and cause congestion and frustration.

Slow zones may be helpful for cyclists not to collide. But, that will do nothing for hikers. It would be less expensive to simply designate more pedestrian only trails.

Slow zones would minimize the danger of speeding mountain bikers. I always walk on trails, and I'm concerned about being hit.

Some larger signage at trailheads concerning general "rules" and considerations that should be observed when using the trails would be good.

Speed is a matter of personal judgment. What appears "fast" to one user does not appear so to another.

Speed is relative. Gates are a terrible idea. Slow zones and signage for blind corners is great.

the definition of "slow zone" will be debated to the end of time between hikers and bikers.

The end of my last comment addresses this issue. If by gate you mean traffic calming device, not traffic stopping then I'd support. As it's written the "solution" does not seem very well planned or researched. Did someone actually work on these strategies or did they just write down what first came to mind? The creation of these flow trails directly contradict the nature of a flow trail. Users will have to come to a stop and open a gate at each trail junction? That is anti flow. Also these trails will be adding more congestion in the most heavily used areas. Impact on the adjacent environment will also be increased. Even if the initial construction of these trails is not considered impacting the environment the trail use for years to come will definitely impact the adjacent environments as can be observed on current trails.

The only reason that I answered 'yes' to the creation of slow zones is because I trust that they will be implemented sensibly. Red Cliffs is one of the best downhill rides available, especially because you can get a lap in even after you get of work late, so if it gets taken away, there needs to be a suitable replacement and expansion of downhill opportunities.

The only reason to implement slow zones would be if there are a significant number of injuries due to irresponsible behavior.

The safety problem increases in the spring and summer, due to more use, the people who r not year round users need to be better educated on trail rules and just commob sense.

The strategy is not specific enough on how it would actually be implemented, ie, where, and what type of "gates" would be used. There is also the issue of whether or not such a management strategy is needed. Certainly it is not the most efficient way to corral all traffic, as it needlessly limits mobility for bikers during times when trail interaction is low, such as weekday mornings or Sunday evenings. It could also seriously inhibit uphill traffic which is not contributing to the "speed concerns" that some users believe is causing conflict. This hurts all bike users. A better alternative would be to aim for a precision implementation of additional downhill biker specific trails adjacent to high traffic areas as per Goal 1, Strategy E.2.

There need to be way more people only walking only trails

There are as many inconsiderate people on bicycles in the foothills as there are inconsiderate drivers on roads. It won't make any difference to them if you put up signs and gates. The rules that already exist just need to enforced.

There are some trails that bikes just shouldn't be on. Staying off trails when they are wet is a no brainer. Time to start giving citations for such abuse.

There is generally a lack of challenging trails in the foothills. Adding rocks and technical features is an excellent way to slow cyclists vs. man-made obstacles.

There shouldn't be discussion of trail closures. 1. Creating a new trail will take users off of existing trails 2. Your survey results overwhelmingly didn't support user segregation or closure 3. How would you police slow zones? Without any teeth, the signs seem a waste of money. Responsible riders know to slow down, how, who, and when to yield, and get along with other users regardless of how crowded the trails are. Education is key.

These measures will only be fully effective with enforcement, aggressive at times. There is a tremendous sense of entitlement on the part of some users that will have to be confronted directly.

These zones are critical, enforcement is a challenge. I have never seen a volunteer ranger in these areas and suggest the program be grown significantly.

They should also be 'on-leash' zones.

This is better than closing certain trails to bikes, which will have to be the next step if this doesn't work.

This should be easier to implement as the trail system grows and offers more diverse opportunities for use. Limited trails tends to concentrate folks around the same trailheads and choke points.

Time of day and day of week should be considerations and part of the decision to utilize slow zones. Broad strokes to just turn areas into slow zones at all times will be detrimental. Folks will break the rules. Trails users that have had proper communication delivered will be able to be safe trails users.

Too much dog waste and leashes not being utilized in parking lots. Bicyclists riding too fast on trails.

Trails should be shared. Do not support single use trails.

Unfortunately, there is truly no way to make everyone happy in this situation. Placing further restrictions on bikers is unfair in my opinion but I can also see where excessive speed in some areas can be a problem. Question : how fast can you go in a slow zone and what means enforcement will be taken against violators? This is starting to sound like Marin, CA. Separate and directional trails are the best option but once again, I can see a lot of discontent here also. With all the crowds and restrictions on bikes, single track becomes more of a hassle than an enjoyment. Increasingly, I find myself completely avoiding a good percentage of foothills trails I used to enjoy and substituting dirt roads north of town. Thank you for trying to improve the experience for all, it truly is a tough job.

uphill only in the AM

Use lots of signage.

Walk through gates seem like a good idea to try.

Walk through gates won't work for motorized.

We can't make people have good manners, so the next best thing is to modify access and create awareness. This is a great idea.

We love the idea of slow zone as we love to hike with our 4 year old. However, we also love to mountain bike and thrill of going downhill very fast. Will there still be areas on the same trail system for that?

We moved to Boise specifically for it's 'outdoorsy vibe' and want very much to continue to hike & cycle in the current trail systems.

What about Strategy 2.I. – On-Leash Designations to Control Dog Waste?

When mountain biking, it isn't speed, it's control, and all cyclists have a different level of control. I support slow zones, but not inforcement of speed limits, etc.

With increasing population, I would assume our trail system will get busier and busier. I have been hiking on trails when mountain bikes come up behind me very quickly-MOST slow down and appreciate when I step out of the way, but some are a bit reckless. So putting in some slow zones will at least make a stronger awareness.

without the slow zones we have a high degree of accident potential.

work to accommodate all trail users in safely form

Yes, people need to be careful at congested trail heads.

Yes, slow zones would be fine very close to the trailheads (within a half mile), but not further up.

You are implementing something that is veering toward requiring policing. The tickets people are receiving from the "Rangers" are horrible. Give warnings.

You can't create a slow zone without substantial education or else those of us who know about them will constantly be angry with those who don't know the rules or don't care.

You mention the revenue generated by trail users in the plan. I am certain that mountain bikers bring the bulk of that revenue to Boise. We buy very expensive equipment and frequent the local establishments after rides. I feel that mountain biking is being marginalized in the plan to appease other user groups. Its fun to go fast on the trails and we need to be able to do that somewhere. Ridge to Rivers is purposefully disrupting the flow for mountain bikers by placing huge and excessive numbers of speed bumps (yes, you can pretend they are erosion control bars) in the trails. Not just down low in the high use areas, but all the way up to the ridge on trails that see very little foot traffic. The placement of large rocks on bad corners as a method of keeping bikes on the trail is a very dangerous and bad idea. Any money potentially saved by preventing a small amount of erosion will ultimately be lost from a law suit. This is not done anywhere else but here in Boise. It is most likely to cause injury to beginner riders who accidentally miss a corner. When you hit a rock like this unintentionally, you go over the handlebars. Rather than fight this in a way that will injure people, it would be better to slightly reroute the trail or plant a bush. I believe that the City and Ridge to Rivers need to turn over trail building and maintenance to a contractor or a federal land management trail crew that specializes in building trails. Take a lookout the trails in Bend, Park City, Moab - anywhere where biking is a huge revenue generator. You will notice a big difference.

Comments on Flow Trails

Closing trails to equestrians would be better than directional trails.

Havent had this be a problem.

High use areas may require " out of bike" zones. High use areas also might need to be either bikes only, or foot traffic only.

I generally agree this would be a good thing.

I like the flow style trails, but please continue to allow BOTH directions.
No directional trails!! Some people enjoy climbing hills on mtn bikes.

I like the idea of adding downhill sections for mountain bikers that is separate from the others as long as those trails make it clear that foot and equestrian traffic are prohibited on them. As a biker and pedestrian I try to plan my different trips accordingly to avoid possible collisions and having designated trails for EACH in high traffic areas will be great.

I mountain bike 3-4 times/ week on Sidewinder and Red Cliffs. Often there are no pedestrians at all, especially on Sidewinder. When meeting a pedestrian, you just slow down ready to stop. Another alternative here could be to build new hiker trails that can be narrower and have much shorter, sharper switchbacks.

I think this is a tremendous move forward! If it works, eventually we may see horses come back to the Boise trails again. It may take time and be a bit of a struggle for us to come back, it has been so very long that the riders have been too afraid to ride there,

So much for "single track", huh? Why not just put in a two lane paved road? This is what you are pretty much proposing. See rotating use comment above. They have had to resort to this in Hell's Canyon with jet boaters and rafters.

Where will the up hill riders ride? How about creating another trail for the 'social pedestrians' so that they can walk two abreast and play their music without paying attention to other users?

Yes, although I see a tendency of changing the Foothills into an activity/sports park, away from being quiet nature. A higher trail density close to the City, and especially flow trails, create additional "traffic".

yes, yes yes!

Again, experience tells me bikers don't care. There needs to be trails, not a lot, where bikers are simply not allowed.

"Flow" type trails would benefit equestrians if there were fewer possibilities of blind corners.

Diverting bikes to an adjacent trail is a good idea as long as that trail is at least 200 feet away from the trail the equestrians will be using. I feel that bikers will assume that since they have their own trail they can go as fast as they want, but if they are somewhat close to a horse it will still spook the horse. This can result in serious injury or death for the horse and the rider.

"Flow" does not necessarily mean fun. Flow trails are beginner trails in nature. There are plenty of beginner MTB trails in Boise. Incorporate nature train (rocks, dips, drops, etc.) into trails to create a worthwhile trails experience.

#10 is good

A don't think trails need to be necessarily "flow" trails and they are typically not really mtn. bike trails. I would rather have more trails that are more natural. Something needs to be done about water mitigation and trail maintenance. The water bars that are being built this year across the foothills are very dangerous, even to the most advanced cyclist. The real problem is many of our trails are old roads on ridges with very little turns. More reroutes and smart trail planning could limit the perceived need for these "speed bumps." I have mountain biked in the Boise area for over 20 years and feel like there is a movement to limit mountain biking of recent and only consider runners and hikers.

ABSOLUTELY! Separate downhill flow trails in high use area seems to be the best and maybe only way to prevent conflict with the growing numbers of users in these areas.

Add the flow zones. Make them bike only. Do NOT add no downhill biking zones to adjacent trails. That's just dumb. The problem is people with off leash and out of control dogs, not riders going 10 mph under full control.

Adding flow trails is a great idea and would naturally alleviate much downhill traffic. Please don't close other trails to downhill traffic, though.

Again, education is critical. The biggest violators are those that don't use the trails often.

Again, enforcement is the key. Write some tickets. Help pay for new trails and replace the money lost with this micromanagement report.

Again, why not try the least restrictive alternative first aka signs telling bikes of congestion. Then move on to an outright ban if that's insufficient. Or the ban could just be on weekends. Basically, I'm arguing for incremental steps to assess how things go before totally banning bikes.

Already said enough on this topic. The flow trail strategy does seem to be the pet project of R2R and not necessarily the community or the intention of preserving open space. I didn't vote for more protection of open space so that trails could be built on every inch of existing open space, especially for trails that belong in a bike park.

Also consider making trails one way, such as Shane's loop or Buck trail.

Although the park system doesn't always like the wider trails, I find them helpful. Easier to get dogs out of the way and let bikes pass.

As a runner, mountain biker and hiker, for this to work the mountain bike trail must be so well constructed and "fun" that it doesn't hurt to be excluded from other trails that are already extremely enjoyable (i.e. sidwinder etc..) if it is a situation where the new downhill only trail is too short, or unexciting, this will become a very bitter experience.

as above

As an equestrian, my only concern with meeting bikes on the trail is in especially steep areas where it is difficult to safely step aside. I don't want to take away from available bike paths and restrict their variety considering that equestrians are by far the minority.

As long as I can still climb sidwinder and FTT/#5, and get down, I am happy. I don't actually like going down sidwinder or #5, and dislike 8th street downhill because I dislike interacting with motorcycles. So, a specific, not overly technical downhill that doesn't allow uphill traffic would be amazing, and much safer.

As long as the loss of downhill access to a trail results in an equivalent gain I am all for it. By this I mean a downhill trail that gets you to the same general location the old trail did then uses. If you lose downhill access to a trail that takes you one place and then can no longer navigate the foothills effectively then no way do I support this change!

as previously stated, so long as the "Prohibiting downhill bike traffic" on pedestrian trails does not cause more downhill traffic (MTB) on motorized trails.

As trail use expands, trails will need to be designatd for bicyclists, hikers and equestrians. It is the only way to keep the experince positive for all users. Mtn bikers, hiker, equestrians just do not mix well.

Based on the low number of equestrian users, it seems like this idea is bending to the vocal minority somewhat. My support of any idea prohibiting downhill bike traffic on any existing trail depends greatly (fully?) on the characteristics of the proposed "new flow trail" replacements.

Bicycle free zones. Better law enforcement

Bikers and hikers often clash at the table rock area especially at the narrow sections.

Bikers have an obligation to bike courteously, especially downhill. It is not a race track: it is meant for recreational enjoyment and exercise. Speed can be controlled by 'slow zones' or dismount zones.

bikers love separate trails that offer unique features to mountain bikes.
also they avoid conflict with walks and runners

Bikers should be directed away from high use areas where there is equestrian activity/traffic.

Bikes and trail runners with dogs will go wherever they want regardless of how the trails are marked. For some reason they believe their quick, easy access is more important than the safety of the masses. Separate trails just means more trails plus the additional ones they will create to continue to move around congested areas. Without enforcement or self-regulation this is not a reasonable solution.

Bikes should dump out to roads and off the trails whenever there's the potential for young children and older adults to be on those same trails. This would mean bikes could be higher up on the trail system, but not share trails in high trail use areas.

Bikes shouldn't control use of all sorts of trails

Boise has become a bike mountain biking community. If Ridge to Rivers can embrace that it would be beneficial. Having several trails in the foothills designed for mountain biking would be better for everyone.

Brilliant idea, identifying bike only trails would eliminate most user conflict i observe.

Build more hiking-only trails. Please do not restrict access to bikers on existing trails.

Build more trails - off-road jeep trails, equestrian, mtn. bike, hiking

Build technical downhill only trails in additional to flow trails.

Build these trails soon. And build them where they can be accessed from Hyde Park -- a long time center of cycling and its social benefits.

Building a downhill-only flow trail that runs adjacent to Sidewinder/Red Cliffs seems like an obvious first step and would be a great "test case" for the foothills.

Building more trails will alleviate congestion without needed to close any trails.

But please don't make more trails just to accommodate this. Consider closing trails to equestrians. Do they really belong on narrow fragile foothills trails that are now so freaking busy w/people and bikes?

Care needs to be shown with this strategy to avoid too many restrictions on bike riders and/or too many new sections of trails created.

Common sense and courtesy would negate the need for designated trails but that apparently isn't an option

Cyclists prefer a diversity of trail types and choices. Creating one or a few "flow trails" for all cyclists to descend, while prohibiting descending on long-used trails does not serve the needs of all, or most, cyclists. Specifically, Red Cliffs and Freestone Ridge would not seem to me to be areas of high conflict, and are highly valued as descending routes by cyclists.

derail safety areas

Do not allow dogs on these trails.

DO not support single use trails.

Do you have any additional comments you would like to make regarding the management strategy presented in Goal 1, Strategy E.2 and Implementation Detail for the construction of "flow" type trails designed to accommodate and focus downhill bike traffic?

Don't make the flow trails absent of some technical features like wood, rocks, roots!

Downhill bike traffic should be on separate trails than those used by hikers to maintain safety of all.

Downhill flow trails would be a wonderful addition to the trail system! Policing of those trails, especially early during implementation, may be needed in order to keep pedestrians and uphill traffic off of the trails.

Downhill, and low visibility areas around blind curves.

Education needs to happen or else there will be conflicts. As it is I don't know how many times I have run into ATVs on Crestline because the dude was LOST. Simply lost. Simply being lost results in destruction to trails and plants. Not to mention that I could have gotten hurt.

Eventually there will have to be some directional, alternating day, single use trails. With the growing population, this will ultimately need to happen to make trails feel less crowded and accommodate for increasing user numbers. Perhaps there doesn't need to be a change of many of the amazing trails, but when building new ones, keep this in mind.

First, "flow" trails are quickly losing their appeal, and they tend to require more disruption to the natural environment than single track. One might be fun, but closing 5 popular trails and replacing them with flow trails would not be a good idea. To me, Sidewinder has needed a re-route for some time. This would be a great opportunity to separate uphill and downhill traffic. Also, Trail 5 (Freestone) would benefit from the addition of many technical features along its entire length. Its steepness promotes extremely fast downhill runs that cause user conflicts often. An uphill re-route that more gradually connects to Fat Tire would be great. Finally, please don't make Red Cliffs uphill-only. This trail was so well flagged as a top-down trail and it would be a shame not to descend it any more. Again, there are opportunities to add technical features that would slow downhill traffic. Perhaps there is a compromise here?

Flow trail combined with moving bike traffic off hills would have benefit to both hikers and bikers. Without multiple benefit shared trails are more appropriate.

flow trails are a good idea provided they do not impede equestrian and pedestrian access to other parts of the trail system

Flow trails are a great idea, and will reduce hiker/biker conflicts.

Prohibiting downhill bike traffic on adjacent trails may not be needed if enough bikers move to the new flow trail. If you do prohibit downhill traffic on any trail, please make that rule apply only to hours and days of congestion. Why prohibit downhill traffic mid-week at times of lower usage?

Flow trails are a part of a whole range of trails riders look for including uphill trails and rockier, less smooth trails.

Flow trails can be very user friendly and fun. Limiting one group of users at the expense of other groups is bad management practice. Just because users suggested to remove bikes from certain trails to keep them away from hikers and equestrians, does not make that a reasonable option, or the best option for our foothills.

Flow trails would be nice but uneducated walkers would still find themselves on them and uneducated bikers would still use other trails for downhill use. Again education is key to addressing this problem. Save your money from building flow trails and put it in trail etiquette education and expanding the system in close to population areas to relieve congestion in other areas.

flow type trails just increase speed. put in more technical sections to slow down riders. on a side note, dog waste is not the big prob. People who put in plastic bags and leave it on the trail are the prob!!!! Gate could be problem, signage would be good. I hike and bike the foot hills. Let's not make anyone group the bad guys. Enforcement is the key, if other user suggest proper usage to poor etiquette user has great impact if consistant
Gates dont seem to help. I always see bike tracks on Hulls Interpretive trail even though it is CLEARLY walking territory. Some MB simply dont heed the signs.

Good idea

Good signage regarding equestrians because of lack of knowledge by general public to keep all safe

Great approach. I would assume this means that some current trails would be off limits to downhill bike travel so hikers, dogs and runners will feel much safer.

Great strategy! I ride my bike on occasion, so I understand the adrenaline rush of downhill riding, but not at the expense of hikers.

Have odd even days for use of trails for different user to reduce conflicts. Horses and walkers on even days. Motorcycle, 4 wheelers and bicycles on even days

Having flow traffic may be safer, but I believe it limits routes to ride.

heavy fines for motor cyclist who violate, I have reported but nothing happens

Horseback riding should be included whether or not slow zones are implemented. Horseback riders can and will adjust. How many true negative bike pedestrian accidents have occurred that are documented. I believe dogs are a greater issue. they are often not under owner's control

Huge fan of the idea of establishing a bike park at Bogus. That would be an amazing addition to the recreational opportunities available to us in the valley.

I agree something needs to be done, but I do like having many options when I ride and I fear some of my favorite trails would be off limits to me when I ride. I'm not sure how we educate the bad apple riders who are going to spoil it for the rest of us.

I agree with the addition of 'flow' trails for fast downhill mountain bikers but do not think that trails such as Sidewinder and Redcliffs should then be closed to downhill mountain bikers. This just pushes the conflict over to another trail since beginner or more cautious riders will now have fast downhillers coming up on them quickly and unexpectedly from behind. I think it is better to let users sort it out by providing the option for a slow or a fast descent. The slow downhill riders are not the problem for pedestrians or uphill riders - it is the fast downhill racer crowd.

I am a cyclist and a pedestrian on the trails and I feel that the majority of cyclists are very inconsiderate of other users and perhaps flow would help, but again, there will be some who will blatantly ignore those areas and do their own thing with no consequences for their behavior...

I am against flow trails in general unless they are in particular part of the trail system. They work well in a resort setting, but randomly putting flow trails ruins the whole idea of XC mountain biking. What if there was a series of flow trails on the newly purchased bogus basin area. It has a good elevation drop, and it would make a good bike park.

I am all for downhill trails but would like to see adjacent trails open to mountain bikes uphill only.

I am an avid mountain biker and I really don't like the idea of many more "'flow' type trails" or being forced to ride on them. Rather than celebrating the natural terrain flow trails tend to be wide and cut out all of the rocks and features found in a landscape. They are also designed for much faster speeds and higher technical abilities than most people are capable of riding with. Designate downhill only routes, but please limit the number of flow trails. If I want to ride a flow trail it becomes a destination, I don't want to have to ride them because it's the only bike approved route down a trail I used to love.

I am a biker that supports doing what is needed to make it safe and enjoyable for all.

I am concerned about how many trails would become off-limits to mountain bikers or prohibit downhill traffic. For example I always avoid sidwinder trail during it's high traffic times (weekends and early afternoon on weekdays). It would be so unfortunate to completely close this fun trail to downhill cyclists when in the evenings or night it is probably ONLY cyclists using it, and very few of them at that. I do like the idea of bike-only, downhill-only flow trails, similar to the flow trail at the Eagle Bike Park. If pedestrians get their own "bike-free" trails it seems fair for bikers to get "hiker-free" trails.

I am for adding fun new trails but against the options to ban bike use on existing trails. More trails will spread the usage though the intersection of these branches should have clear sight lines wherever possible. I specifically don't understand the ban on Freestone, I rarely see any traffic other than Biking though the downhill traffic is especially quick. If you give bikers a more fun trail they will prefer it but we do enjoy having as many options for loops as possible.

I am strongly in favor of construction of downhill specific biking only trails that could be used to relieve traffic on adjacent trails, but explicitly prohibiting certain directional use on existing multi-use trails during all times may not be necessary. Heavy use comes during small slices of any given day, namely weekday afternoons between 4 and 8pm, Saturdays between 8am and 6pm, and Sundays between 8am and 4pm. That leaves nearly 2/3rds of remaining daylight hours during an entire spring/summer week where there is little congestion to warrant such strict travel regimes. I think eliminating access to all existing multi use trails would be a mistake. Building adjacent downhill biking specific trails should have the effect of significantly relieving congestion on multi use trails during peak times, while the current nature of the system can be preserved to allow for the greatest diversity of riding options. For instance, the implementation option suggested for potentially restricting downhill traffic on sidwinder and red-cliffs would be severely detrimental to the foothills riding experience, even with the construction of an adjacent trail. The specific nature of any given trail can't be replicated exactly by any other trail, and especially during low traffic times, the ability to ride all of these trails should be preserved. Until any new downhill specific trail is built, I cannot support any proposed directional restrictions. I believe that hikers have the right of way over bikers but I'm never sure. So I move out of the way of bikers. Many are appreciative, while others race by without slowing or acknowledging. I would very much like to see flow-type trails.

I conditioned horses both Saturday & Sunday last weekend and meeting bikers and hikers was fantastic! Everyone worked together. I notice that whenever we could, we rode our horses just aside the bikers in some "hot spots" busy areas, downhill, and blind areas.. perhaps some equestrian only trails could be marked w/respect to safety.

I currently avoid descending areas I know will be crowded (i.e. Hulls on a weekend, Camelback at any time) and take alternate routes. I would personally follow any regulations/suggestions to keep bikers and pedestrians safe. And would probably help remind other bikers to do the same.

I do like the idea of more mountain bike specific features on trails, but restricting access to certain users is not a good policy, especially considering since mountain bikers and their advocacy groups contribute a large amount of money and time to building and maintaining trails than other user groups. Many of the trails are predominantly ridden in one direction by mountain bikers as it is.

I do not think that separating bike and pedestrian paths is a good option; there are too many hikers who want to explore higher/farther trails.

I don't agree with segregating trails by use. Signage should be used along with education about shared trail responsibilities.

I don't have a strong opinion as I personally rarely experience these conflicts. I personally believe that most of these conflicts arise out of individual perspectives that cause people to have impatience around their desires. So I'm less inclined to accommodate such attitudes and more inclined to educate and change such attitudes. So whichever strategies accomplish this would be my preference.

I don't mind using the same trails as the mountain bikers, but I do think that some areas are too narrow or too "blind" for high speed use of the bikes. And if there were a lot more specific trails that the bikers could use for their high speed "need", I think they would be happier, too!

I don't see how this would make much of an impact without some sort of enforcement. Right now, people share the trails and there is not sense of "entitlement." But once you put in place rules and routes without enforcement, it will just create more complaints without consequences.

I don't think that the high use areas of the foothills are appropriate for fast downhill-only biking. Let's find a different area for this activity. I don't think the signs will necessarily work. There are plenty of well marked signs that tell mountain bikers that pedestrians have right of way. When hiking with our young son, it is extremely rare for a mountain bike to stop for us (even when they are going downhill). We always have to move off the trail.

I don't want trail use to be exclusive to certain users. "Flow type trails" seem like an ok compromise. The no bike zones only should be utilized in erosion problem trails

I feel the addition of flow trails will be the beginning of the end for multi use trails. Attracting downhill only crowd could be damaging to the multi use strategy and I predict that in the near future their will be many epic trails closed to bikes.

I feel this would make trails safer for all traffic - but especially equine traffic and pedestrians (children)

I generally feel mountain bikers are courteous, but a few are going way to fast in high traffic areas and ruin it for the rest of us. I feel that the implementation of slow areas could make the experience enjoyable for everyone.

I generally support designated trails to separate traffic, but still answered no to this question. My concern is that the flow trails may not be able to suit all bicycle skill levels. I think when users were wanting new trails they were looking for something more technical which would move them off of the current trails by choice. But there are bikers who need trails like red cliffs and kestrel for descends due to skill level. If new trails are built that aren't that technical I think the mountain bikers will feel taken advantage of by building low technical trails and taking access away to other trails. If this proposal is done right I would support Goal 1 Strategy E.2

I have doubts about the success of curbing bikes a bit, given my recent experience with bikes that neither announce themselves (e.g. "on the left") nor adhere to the existing policy requiring bikes to yield to ALL other traffic. Bike etiquette is much worse on foothills trails than on the paved greenbelt.

I have no problem as long as the flow trails are of similar or longer ride time than the current trails they are intended to replace, if cyclists lose access to said trails. The downhill reward should be worth the uphill work. :)

I like the idea of building more fun trails for mt biking, and am okay giving up downhill ability on some trails for this. I haven't seen anything about prohibiting pedestrian and other traffic on these downhill only trails, and feel that if we are prohibited from a trail we should also have exclusive rights to the replacement trail.

I like the idea of flow trails. I get nervous they will contain too many table top and/or gap jumps that can cause injury. I think great downhill flow trail example is the new Chukar Butte trail section from the 2 track down to the Cartwright trailhead.

I like this idea but please choose wisely when deciding which trails to restrict bikes. I can't think of one single trail that I would gladly give up. You guys have done that good a job!

I love the idea of flow trails but have concern about the location. I don't want to take away trails to mountain bikers who in my opinion use and are stewards of the trail system in some of the biggest ways. We need more trails for bikes (or everyone) not less. I support organizing us just am concerned about the ones currently up for discussion. If u cut mountain bikers off of trails please add trails to allow them to enjoy the trails.

I said no because I'm unclear on what "flow" type trails would mean and I'm not sure I'm on board with thinking greater restriction of anybody using the trails is a solution to the problem or a recipe for resentment by those restricted.

I said no, because I didn't see any specific, written plans on where these new bike trails would be built. I can't get on board with something that is simply an idea and hasn't gotten further than that. Without a solid plan in place, my concern is that bikers will be singled out and our ability to ride in the high use areas will disappear. Closing Sidewinder to downhill riders without showing the new route drawn out is doesn't make sense.

I support the addition of flow trails, and signage on adjacent trails. I am, however opposed to any directional traffic restrictions on any trails.

I support the construction of trails for downhill bike traffic only. I also support closing some trails to downhill bike traffic as long as new trails for bikes are also built.

I think designated trails would be more useful than "slow" flow.

I think if we build trails just for bikes then Option 1 makes sense "Prohibit downhill bike traffic on adjacent trails." Hikers and equestrians should have a portion of the trails to use without bikes. Plus bike's will still be ascending on this trail so if you are going to invest in making a trail just for bikers to descend then it makes sense the adjacent trail is for hikers, equestrians, and ascending bikers only.

I think it is a good idea for a downhill flow system to be built. It will result in a much better experience and less conflict between users.

I think it is a great idea. I believe the MTB would respect it. I worry about new MTBers unaware of the trail designation despite signage, thus giving ALL MTBers a bad rap. As for me and those I ride with, we try very hard not to ride high use trails. IMHO, Lower Hulls should never be ridden downhill. Even at 5 am in the dark we have encountered runners and walkers. Perhaps a trail swap could be made.

I think prohibiting mountain bikes from certain trails may be problematic and hard to enforce. In addition, it may lead to additional problems with erosion, etc. on those trails with heavy mountain bike use. However, like the previous question, I think clearly marking high use areas, slow zones, and even having a trail ranger close by would alleviate some of the problems in high use areas.

I think special flow type trails are ok as long as we create new trails to allow for bikes to use the same areas. Cutting off areas to bikes is not OK.

I think the alerts would provide a good use for volunteers if staffing is inadequate.

I think the downhill-only trails will result in aggravation and further escalation of tension between users, not to mention restrict trail opportunities. I think the "slow zones" are the best way to manage the difficulties while reducing tensions. The responsibility of sharing the trail and getting along are on everyone; trying to manage that through restrictions, closures, etc. will, in my opinion, unsuccessfully attempt to shift the responsibility to the regulators and result in more conflict. I think the mountain bikers would ignore signs. It's dangerous to run on Hulls Gulch because the bikes are traveling so fast. I can't think of a good solution. I only run there when it's not busy. I think this is a good idea for a few of the trails. It would be frustrating though if many of the trails were "one-way". e.g. bucks trail is fun to do both up and down and is a challenge both ways, three bears is also fun to do up and down.

I think this strategy could help improve the overall experience for certain groups on specific trails, but I don't think it necessarily follows that this would have positively influence the trail selection experience. It seems like it would be more limiting in trail selection, where you have only X trail to use for one activity type, and Y trail for another activity type. If they don't both start and end at about the same spot, the trail options would be further restricted. A flow trail would certainly be appreciated by downhill bikers, I'm sure, but if it comes at the expense other trail options, I'm not sure it would be well recieved. Making one available as an option to help pull bike traffic away form congested trails, but not forcing its use would probably be the most diplomatic solution.

I think this would address the problem of conflict between those on foot and those on bikes, but it seems like a costly solution.

I travel to many mountain bike trail networks in the Western US. The smartly implemented combination of flow trails and one way only traffic has been successful in Bend, OR, Mammoth CA, Park City UT, Sun Valley, ID Please study these other models when implementing in Boise R2R. The 3 areas outlined in your plan are all very good candidates for this type of solution. Flow trails can be built to suit all levels of riding (e.g. add advanced features to the outside of the main line). One way trails allow all types of trail users a less congested experience. A good example is the Phil's trail complex in Bend, OR. Two trails on the periphery of the network (Ben's and lower Phils) were made one way to create a large loop. This is one of the most crowded areas I've been and the one-way looping makes it feel like you have the trails to yourself. Thanks for letting the public have input

I understand why this proposal is being made - many mountain bikers are increasingly riding without regard for other riders or pedestrians (which, as a mountain biker, I find appalling). However, this plan directly rewards these aggressive riders by giving them brand new trails that they can ride like maniacs. Some of us don't mind stopping and letting an uphill rider or pedestrian pass by. PLEASE, PLEASE, PLEASE reach out to the mountain biking community and let us work with you to improve the education of riders before you limit trail access and punish those riders that ride responsibly. Perhaps the addition of new downhill trails, without associated trail closures, will help this issue by siphoning away bikers that refuse to ride responsibly and then you won't need to prohibit the rest of us from continuing to responsibly use our favorite trails.

I was hit by this biker a little before 5:38pm. He was on a steep downhill ride going full speed. Yes. I have the right of way, but I am smart enough to know that you MOVE FOR BIKERS, SO I DID!! It didn't matter, he still hit me. This photo is of him stopping, to check the damage I might have done to the handle of his bike. He DID NOT COME BACK. He continued biking. Granted, I will only have a deep bruise running up my arm out of the encounter, but SERIOUSLY? HE KEEPS GOING???! #ridgestorivers #seamansgulch #boise #boisefoothills #mountainbiking #idaho #bikelife #hiddensprings #negligence #adacounty #idahotrails #running

I would not have a problem giving up the downhill rights on those trails if it is proven that hikers and equestrians still feel that there is a problem with downhill riders once the flow trail is completed.

I would prefer to see a dynamic approach on one way trail types. What would offer additional opportunities is that one way trails would alternate yearly with other trails in the same area. This would allow new trail experiences every year.

I would put signs at the bottom of flow trails letting people know that they are so designated. Would hate to have a pedestrian who is not familiar w/ the trail system get run over/cause an accident with a biker.

I would support "flow trails" ONLY within the lowest sections (beginning/ending sections) of these trails. I am firmly against any and all restrictions of any other section(s) of the aforementioned trails or any other public trails.

If downhill mtn bikers get their own trails, there should be ones for the disabled, elderly and kids with no bikes

If flow trails are created it needs to be very clear that uphill traffic, hikers and other users are not allowed on those trails. I've personally witnessed a dog getting hit on the Shake N Bake downhill trail at the Eagle Bike Park. The dog owner had no idea they weren't allowed on this trail...

If flow type trails which would be bike-specific and DH only, investment - initial and in conjunction with R2R volunteer program for ongoing maintenance, signage, communications, will need to be made for planning, design and construction - local bikers and course designer will need to be consulted, in my opinion, in order to build true flow type trails - think Bend, OR and/or what we have at Eagle Bike Park. Also, we need to be careful and thoughtful in what trails we determine we will close to bikes. Maybe we only need to close some trails to downhill mtn bike traffic only ; any closure to DH only, OR complete closure to bikes, should compensate bikers with building of new, bike specific trails - DH only OR uphill and downhill. As I stated, we need to be very thoughtful in any changes to bikes access; for example, do we really need to close Freestone to DH bike traffic? It already is mostly a DH only trail - some bikers and hikers climb it - I've climbed it - it's a good challenge in spots - BUT, it's already mostly used by bikers for DH only and probably doesn't need to be closed - but maybe needs to be signed in spots or redesigned in areas, if possible? - making walk arounds or ride arounds for uphill traffic?

If the goal is to create equal parallel trails (same area and mileage with specific and limited use then I'm all for it.

If the terrain allows for it, a "flow type" trail for downhill bike sounds like a good idea. Would there need to be a sign advising riders that they are entering a "slow zone" when exiting a flow type trail. Would uphill bikers and hikers be prohibited from using the downhill bike trail?

If you are going to prohibit bike traffic on some trails, then prohibit all other non-bike traffic on the new trails. However, it does not make sense to close certain trails - why not build more trails and leave all trails open to all users? That would naturally allow for users to spread out and not cluster on certain trails. And closing Freestone to downhill bike use? That's just, well, stupid. I RARELY see runners or hikers or uphill bike traffic on this trail. As for closing central ridge, there are very few beginner trails for people learning to ride - central ridge is one of those. By closing it, you propose to terminate the ability of new/learning riders to use one of the easier trails.

I'm always a fan of more trails - but I'm also doubtful that they will be built. Uphill Hulls on existing, west side of creek. Downhill on East side (new trail), for example would be great.

I'm in favor of new downhill only trails, but wouldn't support one-way designation on existing trails. I would support one-way on specific days. Folks I ride with find Lower Hull's challenging uphill AND downhill and would hate to lose that experience.

I'm mixed on this solution. I do not like the idea of uphill-only trails for bikes. However, given the growing number of users and bikers that do not slow down, it may be necessary. I think that a flow trail in a high traffic area might also lead to future conflict. I wonder if there might be better ways to slow down bikes without the need to limit their access - making the trail less desirable/possible to ride fast might help. The right trail can still be fun at a slower speed, but many of our local trails are designed in a way that encourages high speeds. Implement some "bike only" trails in the lower areas like there are "foot only" trails to limit dual type traffic for downhill traffic.

In general I'd say that highly used trails should not be considered suitable for moderate speed downhill riding. As fun as it is, not really appropriate close to popular trail heads. In general, catering to such demands gives impression that trail system is primarily managed for mountain bikers.

In many places in the foothills, having trails with a distinct purpose would be a welcomed change.

Instead of an 'all in' approach, perhaps creating one or two flow trails and seeing how it plays out would be a good idea before committing further time and resources.

It is a tough call-I don't want trails designated for hiking only, mountain biking only, etc. as we all should have ability and freedom to use any trail. That said, more guidelines and supports would be good to help the flow of traffic and eliminate the excessive speed of bikers.

It's nice to go uphill on a bike with the slower trail users. I do not want to lose that option if DH specific bike trails are developed.

Just designate more equestrian only and more pedestrian only trails. Everybody happy! Bikes do not have the right to dominate the vast majority of trails. It is unsafe for walkers and dogs. A dog could easily be killed.

Just make sure they're fun. And don't close existing trails to bikes till the flow trails are constructed.

Just the greenbelt @riverwalk apts and all the motorbikes I hear lately, walkers verses bikers

Let build flow trails for downhill bike traffic only, but lets not ban bike traffic on existing trails. Education, signage, and options for different downhill only routes should sufficiently spread out the congestion.

Like the idea of designated down hill trail sections. As a daily user, ALL of my bad encounters have involved uninformed mountain bikers!

Limit the number of off leash dogs a person will supervise to one or two.

Love the idea of engineered bike flow trails, as long as it doesn't restrict uphill access on adjacent or paralleling trails. For example, if a flow trail was built parallel to Frestone Ridge, I would expect to still have uphill access to mountain bikers on the existing freestone trail.

Majority of cyclists are respectful of pedestrians and appreciative of trail sharing . Mean ones would be mean no matter what- rules won't make them respectful.

Make a separate trail, make it great so bike riders want to use it, but do not close off any existing trails to bikes. See the previous comment, you will be creating more conflict. Incentive the good behavior.

Make these trails bike-only. No hikers or horses

many mountain bikers gain excessive speeds and pedestrians are forced to yield. I believe those bikers will not follow 'slow zones', so separate routes for different usage would be a great idea for high use areas.

More trails would be great, and nothing wrong with flow trails. But use them to disperse the riding rather than prohibit it on main trails. More signage is needed to educate users! A local ordinance needs to be written into code and violators can at least be "shamed" into staying on the trails and slowing down, if not cited.

Mountain bikers have a good idea of congested areas. Generally, pedestrians will have an issue whether MTB are traveling slow or fast. Creating slow zones will take out the mountain out of mountain biking.

Mountain bikes are out of control on the trails and need to be monitored for the safety of everyone.

My biggest concern is the impact that horses have on our trails. Bu riding trails when they are still wet many potholes are created that seriously impact the trails.

my main concern right now is that to slow cyclists down on some trails-- freestone ridge comes to mind--HUGE water bars are being constructed-- these are SOOOOO dangerous and don't do a good job slowing people down--but they can lead to crashes. The last time I descended freestone I looked back up and noticed there is a huge amount of usable hillside on which an awesome downhill flow trail could be constructed. It would be a ride that is much more fun and safe.

My only concern as a "slow" biker is that by designating a trail bike downhill only, speeding bikers would be less likely to be on the lookout. By including pedestrians on the trail, it is a safer trail.

Need more flow trails.

no

no

No

no

No

No against the idea of Flow trails, but seems like more enforcement of existing right-of-way / safety issues would also be useful.

No gates

no need for all these separate paths and trail sprawl

No. Limiting access to any user to the trails is inappropriate. We have to find ways to coexist, not deny cyclists (or any group) access to trails.

No..

None

none

Obviously these flow trails would have to be as good or better than the current single track. Sidewinder and Red Cliffs are very good downhill rides. Also, these new trails would have to maintain same level of interconnectedness.

One-way trails or cycling only trails are another solution.

Open-Ended Response

Option 1 seems more straightforward.

Option 2 preferable

Parallel flow trails would be a great addition, better than adding gates.

People just need to stay aware of their surroundings. More regulations or separation of use is not needed. Should not have to babysit everyone.

People will continue to do what they have done for decades. The horse group is small, although well organized and vocal. It is a nostalgic nod to our western roots, but really, needs to be far away from bikes and people. Also, pick up the horse poop!! Horse owners need to pick up after their pets like anyone else. Dogs eat it, roll in it not to mention its massive and always right in the trail. Poop is poop. Puck it up!!!

Perhaps designate specific trail(s) as horse/ride, pedestrian only and no mountain bikes. Other trails can non-equestrian. The horse ones can have appropriate parking areas associated.

Please do what you can to control these maniacs. If not, I can foresee telling my grandchildren about the days when it was safe to walk up in the hills.

please dont make more than one flow type trail. Make more natural trails like bobs and hulls.

Prohibit downhill bike traffic is an excellent idea when walkers and equestrians are coming up. My bad experience happened with a sign alerting the biker of equestrian traffic coming up the blind hill.

See above

see comments above

See previous: ENFORCEMENT??

Seems like you have already ruled out motorized by the above questions.

Separate trails for bikes in regards to safety of walkers.
Signage is helpful. Patrolling high use areas is also helpful when possible.
Cooperation from all trail users, courtesy and respect.

Signage with racing mountain bikers may not work, and separate/ flow type trails would provide a safer experience for hikers/ equestrians. Mountain bike riders travel at very high speeds and are sometime rather reckless and inconsiderate.

Since equestrian users have to reach Boise Foothills trails via trucks & trailers, they should be restricted to upper portions of the foothills while restricting motorcycles from the entire Boise foothills

Since these types of trails generally require significantly more maintenance, it may be worthwhile for R2R to seek additional funding specifically to properly budget these types of trails.

Some trails (like Hull's Gulch) could be unidirectional (up, in the case of Hull's).

Some trails can get crowded. But the crowds usually occur for a short while in the spring when everyone is trying out mountain biking. The crowds significantly thin out as summer approaches.

some trails cannot have mixed use. You will never stop abuse without prohibiting some types of use in those areas

Take away downhill sidewinder in exchange for a flow trail, that's a great idea. But if you remove red cliffs as a downhill it will force bikers to downhill already congested Hulls Gulch. I would push to keep Red Cliffs open for bi-directional traffic.

That is a good idea. This is necessary for the increased traffic on the trails.

The bad experiences I have encountered involve large groups of people walking together consuming a large portion of the trail and do not allow others to pass, inattentive people assuming they are the only one on the trail and people that do not follow proper trail etiquette.

The best way to accommodate more use is to create more opportunity. I.E. One trail for bikes, another one for hikers.

The biking population is substantial and also contribute significantly to the local economy via bike and equipment purchases. Please balance hikers and horse people with the desires of the biking population.

The design of the "gate" is critical for equestrians and bikes.... I would suggest a "gate" with sharp turns required (maybe a U shape?) vs a horizontal bar or actual gate. This would slow bikers but not require bikers or equestrians to dismount. U shape would need to be large enough and well designed to accommodate horses while still slowing bikers.

The direct route to wherever should be available to everyone.

The effectiveness of single use and directional trails to create a safer and more enjoyable trail experience has been well established in Central Oregon and a significant reason that area has become a destination for increasing tourism. There is ample non-critical habitat acreage in the foothills to create more trails and designate many of them single use, directional trails. This is not only an enjoyment issue but also a safety issue as the number of people using the foothills increases.

The trade off of having down hill trails in exchange for not riding down other high use trails would be worth it, if and only if the downhill trails actually forbid all uphill traffic of any type and only allow downhill mountain biking. That being said, how about time or weekday dependent closures, for example no riding bikes down hills gulch on Saturdays and Sundays 9am - 5pm?

The trails mentioned to create "flow" type trails are seldom used by hikers/equestrians and more used by bikers. Taking downhill usage away from bikers on Red Cliffs, Sidewinder, etc. would have a much bigger (negative) impact on bikers than a marginally positive impact on hikers/equestrians.

The trails should be multi use, not generally in favor of creating single use trails.

There are plenty of bike trails- there need to be way more foot only trails

There are sections on many trails that are downhill with limited visibility. These are the most dangerous sections in the foothills. I am surprised there aren't more injuries from hiker/ high speed downhill biker collisions. These sections should be designated "dismount and walk only" areas to facilitate control and enforcement. This would also serve to encourage Mtn bikers to use more open trails.

There is still a lot of under utilized space in the Foothills. If you build very high quality bike trails outside of the high use areas, bike traffic will divert to these. Especially the higher speed traffic of advanced riders.

This could be great, if the "flow" trails were designed properly and were made in addition to, and connecting with, existing trails.

This incorporates too many options to prohibit bikers. I ride frequently during the week and see almost no one. I don't want the trails I use limited or to become prohibited or to have excessive gating. This is a high use issue which is more likely to happen on weekends and after work. Perhaps starting with that would be better.

This is a better idea than slow zones.

This is a great strategy and in an ideal the trails would end at the parking lots of the high use areas.

This is the foothills bike, hike, run, etc.. Should be allowed on all trails. I am a runner, but we should not exclude biking on any trails. If anything we should create downhill biking trails that hikers and runners should yield the right away to the downhill bikers. For example, Bucks would make a great downhill section, but it also makes a great uphill run, I am willing to step off the trail on my uphill for a downhill biker. We all need to be able to use these trails together and not exclude any uphill or downhill traffic.

This just feels like you are trying to govern vs allowing people to govern themselves.

This shouldn't be limited to "flow" type trails. Separation of uses is needed on the flats in high use areas as well. Steve Noyes needs a dedicated path all the way to his bar stool.

This sounds good but it is never the riders who read the signs or brochures who cause the problem. If bikes are on the same trail as horse back riders the horse back rider has to ride differently because bikes propose a certain type of danger due to their speed of travel (far greater than any other user), their gear (alien to a horse), and their ability to change direction suddenly. So, while some people may follow the "flow" signs, the horse back rider still has to be on the look out for the biker who does not follow the flow. From what I have seen, people do what they want on the trails. For example, I drive by Pole Cat every day and see biker riders on the wet trails sometimes when it is raining yet there is a sign as they start on their ride that says, stay off muddy trails. this will promote banning mtn biking from all trails but those. the foot hill are public lands. there will be back lash. Too much area is given to bicyclists and not enough to less destructive users such as hikers/runners.

Trails design for bikes, maybe a trail or two that is downhill only.

Trails such as Red Cliffs and Sidewinder are laid out very well for mountain biking and enjoyable. Mtn bikers just need to be more courteous to pedestrians. A variety of trails is best for all groups rather than single purpose.

Use lots of signage.

Use of signage makes sense. Prohibiting bikes from key sections of the trail network significantly lowers user experience.

Walkers tend to disregard bike only trail signage. They also seem most vocal that they do not. Some sort of independent enforcement would be nice. Trail marshals at random times. I love the idea of specific use trails, but only if people obey.

We already have a trail for hikers only (Upper Hulls). If you are going to do this you should provide at least as many bike exclusive trails as pedestrian/equestrian trails. You also absolutely need to hire out the construction of these trails. The Ridge to Rivers trail crew does not have the expertise to build a flow trail. Maybe you could get the Eagle Bike Park crew to build them.

What about a separate side trail for hikers, and a wider main trail for bicycles?

While embracing mountain bike specific design and the development of more challenging downhill mountain bike experiences is crucial to the future success of the Ridge to Rivers system, I have three concerns with this strategy. First, by focusing development on already congested areas of trail, it risks attracting additional use, creating more of a problem than it solves. Second, and at the same time, by communicating that segregation is the solution, this strategy may reinforce perceptions of user conflict and erode the foothills multi-use ethic. Third, segregated trail use may call upon demands for enforcement, displacing resources that could go to further trail improvement and development. A better approach would be to separate the two components of these plans into distinct, data-driven strategies. A trail development plan can and should create downhill bike experiences, including flow trails, but these should be placed to disperse use away from high traffic areas. Likewise, additional signage or closures should be based on clear data showing excess congestion or risk to users.

While flow-type trails, prohibited uses for short congested sections, signage and gates are better than nothing, I think only separate-use trails will solve these problems. The different modes of travel are not compatible with each other.

while I agree with the idea of creating some flow trails, I don't think taking our existing trails and making them one directional is needed yet. In my opinion we're not that congested yet. I do think it would be a good idea if more information was available about scheduled uses. For example the Boise Young Riders (BYRDS) ride in Military Reserve every Thursday. It's very congested on Thursday nights. If this kind of info was available to the public then people would know to avoid the area that evening. So maybe some kind of R2R calendar???

While I'm in full support of any effort/suggestion to create additional trails to reduce traffic, I am opposed to the prohibition of bikes on certain trails as a result. The creation of these trails alone will help reduce the congestion and refocus downhill bike traffic without having to implement prohibitions in these areas.

while it could be confusing I think specific trails with different user priorities could be implemented. for example a trail where downhill bikes get the right of way, and uphill pedestrians have to move to the side.

With the caveat being that overall I really think most people get along and I don't want to see R2R's headed down a path of segregated trails. If trails need to be constructed would it make sense to build hiker/equestrian trails instead of new mtn biking trails?

Yes, again enforcement is key. I have seen a general lack of courtesy from the bicycle community on the trail system.

Yes, safety is most important for horseback riders and bicyclists sharing the same trails.

Yes, this is a good strategy as long as it can be done without punishment or detriment to mountain bikers (planned but not constructed, not executed for certain trails, etc)

Comments on Dog Waste

I'm not sure how on-leash zones will reduce dog waste.

200 ft is a short distance. I would make it 200 yards. The first thing the dogs do when they get out of the car is run a few hundred feet down the trail. The odor of dog waste for the first half mile or so is very unpleasant.

A quarter-mile zone might be much more effective.

Additional trash cans would help but I feel that enforcement is the best way to deal with dog waste.

Additional trash cans would probably help reduce this problem, as well as providing mutt mits at trash cans. Don't just increase enforcement, try the other options first. I am a dog hiker, and have been amazed at how much dog waste there is a short distance from the trail head when there is a near-by trash can, as well as scattered poop bags along the trail that never seem to get picked up. I often pick up after other dogs as well as pick up poop bags on my way back to the trail head.

After horses, dogs are the biggest problem on the trails. There are enough out of control dogs running in front of bikers and biting people that off leash trails should be severely cut back on the trail system.

Again, there seems to be no consequences for the dog owner who ignores the signage concerning on leash areas, leaves piles (usually 30 feet from a trash can). I hike with 3 dogs and am very conscientious about the leash areas. Rarely, do I see anyone else observe and follow those rules! No consequences!

Agree whole heartedly with the last point.

Agree with the idea of getting dog user interest groups in town engaged with the community; days to pick up waste, etc!

All of this is likely to help some, but sorry to say but there's just a certain percentage of people who will chose to disregard these rules...its a bummer for the rest of us.

All this is good, and should help. But the real problem is not the poop; it is disrespectful and/or clueless dog owners. Address that (and uncontrolled dogs) with a vigorous education and enforcement campaign.

All this is nice, but good luck--dog owners who use the trails are the most selfish jerks and their sense of entitlement is profound.

All trails need to have dogs on leash. or have special dog off leash trails.
The amount of dog waste in out of control. People need to control there
dogs.

All trails should be dog on-leash. Off leash = poop everywhere. That will
not change with any of the above strategies. Off leash = poop any way
you look at because dog owners simply do not pay attention.

All trails should be ON-LEASH only. No dogs off leash.

Although probably not a possible solution, I would love it if dogs were prohibited from trails, or required to have leashes at all times. The waste issue is ridiculous. I am less threatened by dogs on the trail or owners not getting their dogs out of the way for traffic, but as a pet owner as well, I can live with and understand that. But not the waste issue.

As a dog owner in the foothills, i think more trails should be leash only, and that there should be more prominent signage designating leash only areas... free ranging dogs often venture far from owners leading to unsafe situations fairly routinely.

As a frequent dog-walker, I am supportive of these strategies. I am concerned by the 30 ft guideline. Most larger breed dogs can cover 30 ft in an instant. As long as the dog is within range to be controlled by voice commands, I don't see the need for an arbitrary distance to be specified.

As much as I don't like seeing the piles I really don't like seeing piles in baggies. At least the piles decompose without the plastic! I also don't like on leash areas. My dog is very well behaved and I pick up my dog's waste. Why should everyone suffer?

Because this seems to be a big problem, just have more (enforced) on-leash trails since people can't seem to self-monitor. There are way too many people who think rules do not apply to their dog(s).

Buffer zone should be more than 200 feet.

Buffer zones make it difficult for bikers to take dogs with them. Enforcement creates negative experiences for people. Peer pressure works.

By beginning with this question with "the public overwhelmingly supported" you may lead respondents to react favorably to management options. This is likely to cause substantial bias in your results.

Closing trail access to dogs would solve all of these issues with the exception of enforcement. Dogs can run on a dog park. Dog owners will never watch their dogs when off leash so the problems will still exist.

Comments?

Communication with trail users, good meaningful communication about or related to the result or results you want is huge. If people don't know, they will not do what it is you want done, even if mandated.

consider requiring dog owners to for a tag to have their dog off leash and that tag goes to pay for dog waste cleanup several times a year.

Consideration for dogs off leash with equestrians. Do riders walk with the dogs for 200 ft and then mount up?

Create additional on-leash buffer zones near trail heads to reduce build up of waste in these areas. Specifically, pilot test a program which temporarily designates trails in high-use areas as dog on-leash for up to the first 200 ft from trailheads." This is a fantastic and creative solution. Also, I think that fines for leaving dog poop on the trail should be significant. The fines could fund the people who monitor/give out tickets and the excess profit goes back in to the foothills. It's gotten to the point where we need policing in 'high poop areas'. I've seen people watch their dog defecate, they then look around, and leave without picking it up.

Create the on leash areas within the first 500 feet. Most dogs pop pretty quickly on the walk. When people can conveniently "not see" their dog pop because it is off leash from the start it allows people to pretend that they are doing their part. If the dogs were on leash in the first 500 feet people would be more likely to pick up their dogs pop. With that said designate more off leash areas for responsible dog owners.

Develop a program where several different types of trail rehabilitation techniques studied. Erosion is a significant problem.

Dog and horse owners generally don't pick up their animals waste they just leave it they to get stepped on by runners and biked through by bikers

Dog owners need to be held more accountable.

Dog owners need to realize that other users want them to start doing their share of taking care of the Foothills - and that their dogs are not children, they are pets!!

Dog owners should clean up after their own dogs. Period.

dog owners think that dog poop is biocompatible it is ok, until someone steps on it

Dog waste and uncontrolled dogs are a huge issue. This really needs to be addressed! It should be the responsibility of the dog owners, not the other trail users.

Dog waste IS a major problem in the foothills, as every knows. People in the more congested areas around the Central Ridge are doing a pretty good job of cleaning up. I notice that the farther away from the more highly used areas one gets, the more of a problem there is. e.g. Polecat and Veteran's just to name a couple. Unfortunately, I think it is a very small number of people causing a large problem.

Dog waste is a problem. I use the trails 3-4 times a week mostly in the Hull's Gulch area. Some of the most consistent offenders I encounter are bikers who let their dogs run with them but won't dismount to clean up after them.

Dogs are going to poop on or off leash!!! The buffer zones are going to do nothing about that problem and are just an inconvenience, and quite frankly I won't follow that rule if it exists. I'm not going to carry a dog leash with me on my run just to use it in the first 200 yards of the trail head. With apologies to whoever came up with the idea, this is just ridiculous. As an alternative, I could get on board with stricter enforcement of the "voice control" policy near trail heads though. As a dog owner I would like to see organized poop cleanup days, like trail maintenance days, that dog owners can participate in. I confess that my dog has caught me off guard without a bag and while I do my best to hide/bury the waste in those cases, a poop cleanup day would be a good opportunity for me to more than make up for those times we left a pile.

dogs are not as big of a problem as a vocal minority would have us all believe

Dogs need to be leashed on the TableRock trail. They are a hazard otherwise.

Dogs should always have to be on-leash.

Don't believe that a dog on leash or not will effect an irresponsible owners behavior within a buffer zone be it the current footage or 200'

Educate the public. Most think it does not harm environment. But increased usage has created more poop.

Educate, educate, educate.

Educating and enlightening is far superior to enforcing.

Education and then Enforcement are the key elements to address this situation, in my opinion.

Encouraging cleanup and maintenance I feel gives people the idea that they can get away with letting their dog crap all over the place.

ENFORCEMENT =PENALTIES

Enforcement for dog off leash rules. I rarely see people follow the on leash area rules, and it seems few people have any concept of how close 30ft really is.

Enforcement is difficult to implement, and can cause unintended consequences. Consistent reminders and public acceptance will have more long term benefits.

enforcement is the key here.

Enforcement won't help, education and materials will.

Enforcement would really be effective, and I personally have never seen anyone enforcing leash or (more concerning) pet waste codes. Also, perhaps a volunteer patrol like we have on the green belt, in a recognizable uniform? Those volunteers are always reminding folks to use leashes and pick up waste.

every time i use the lower trails I encounter dog shit.. I do not have a dog. I like dogs.. I don't like dog shit. But the people with the dogs are more respectful to mtn bikers then trail runners.

Fine dog owners who break the law

Fine, but what about bikers. They should be made to walk their bikes for that first 200 yards.

For people riding with their dogs and may pass through several varying trail heads, this would not work. Nobody is going to dismount their bike and walk their dogs on leash x 200'

Have an "adopt a trail" (similar to adopt a highway) where businesses/volunteer groups clean up a trail.

Have areas at beginning of trails, or parking lots that encourage dog bathroom area, to limit trail use.

Having had to deal with a dog and the poop bags, it would be neat if someone out there invented some type of containment unit that hooked on to the dog (or human?) that would NOT stink when the poo was placed in it. :) That would have encouraged me to actually take my dog out more. I really hated the poo pack with all its lovely odor coming along with us. I no longer have a dog, so this is just past thoughts.

How about a dog free trail.

I agree that this dog waste is a problem that needs to be solved. I generally pick up after my dog and then pick up several extra piles in the vicinity. I'm not a fan of the 200 ft on-leash rule as I often bike with my dogs and the leash is less easy/feasible. My dogs are off-leash but I pick up after them. There has to be a way to get people to pick-up without requiring leash zones.

I also think information should be targeted at people who run or bike with dogs as they are often moving too fast to notice when their dogs are going. Also I think there should be some limit to how many dogs an individual can have on the trail, with 3 or more dogs a walker is surely going to miss some waste.

I am a Mtber and dog walker. I carry around a poop for miles. I never see these people that leave the plastic bags? mysterious. Snipers with paintball rifles! Shame the bastards!

I am part of a bike group that has created and implemented a dog poop pick up and awareness even at lower hulls / camels back for the last 3 years. More information is needed why it matters, ecologically and to human health.

I believe if you make trash cans and Mutt Mitt stations more available, they will be used. People know the rules they just tend to ignore them instead of carrying a bag of poop for 5 miles in 95 degree weather.

I believe these five measures will help however, if after a period of time the privilege is abused dogs should not be allowed on the trails. The poop count just keeps increasing.

I can see you put an amazing amount of work into this plan, great job!

I can't stress enough how having dogs on leash for the first 200 ft is a great idea. We used over 200 flags marking dog feces on the first part of Table Rock trail last year.

I do not own a dog, the runners i run with have dogs and r very aware of the rules and they follow them.

I don't even have a dog and I can't believe this is such a big issue. It's never bothered me. Get over it.

I don't have a dog, and don't mind them being on the trail as long as they are well behaved and not aggressive. I haven't experienced a lot of dog waste but know it is an issue.

I don't know that a buffer zone would help. The people who don't pick up are often not affected by having their dog on leash.

I don't really see it as a problem in most areas.

I feel like on leash areas for the first 200 ft is a great idea. I have been guilty of not picking up my waste because my dog likes to go off trail into the bushes where I'm not really sure if it's better to go off trail myself and pick it up or leave it. She usually does this right after I let her off the leash as we leave the parking lot. If I had to keep her on she would probably still go but I wouldn't have to go off trail to pick it up.

I generally think off-leash designations are OK, but they are disregarded, likely by the same group of people who don't currently clean up after their pets. Stated another way, those that don't clean up their dog poop aren't likely to respect the on-leash designation anyway.

I have no issue with on leash areas near trailheads as a dog owning trail user.

I hope these strategies help, as the unwillingness of so many dog owners to take responsibility for their pets is appalling.

I let my dog off leash right next to the garbage can and he always poops right there, if you made the off leash area 200 feet from trailheads I would be fine with it as long as the trashcan was moved 200 feet as well.

I personally have an issue with the mutt mitt bag system, because too many users bag waste and leave it somewhere. This just makes it even less likely to decay under natural processes.

I see bags everywhere, filled with poo. Just waiting....

I think it will be difficult to enforce proper disposal of dog waste. I think most people by this point know what the policies are and I think the situation is improving but there are a lot more people out there so it just takes some people awhile to figure it out - I'm not sure more rules is going to change that. User group clean-ups are a good idea - I just participated in one.

i think that all dogs should be on leashes. i once was on a trail that a dog came barking running down the trail toward us the horses whirled & ran back down the trail that was up high from the river it was a wonder no one was killed. I think dogs need to be leashed at all times & waste picked up.

I think the buffer zones will help owners be less able to ignore their dog's poo - pretty hard to look the other way when your dog is at the end of a short leash! (I say this as a dog owner - I am shocked at the amount of dog waste at busy trail heads, usually in sight of a trash can and bags....)

I think there needs to be more on leash policies on popular trails. Too many dog owners are not being responsible about waste and dog control.

I think this is a losing battle. If you figure out how to make the scofflaws behave, be sure to let all the law enforcement agencies know. Every single person witnesses people speeding, texting while driving, littering, and cheating every single day. I do clean up after my dogs, but that doesn't mean I have unlimited largesse to clean up after the dogs of people who don't care. Frankly, I resent those people as much as you do.

I think this last strategy is worth looking at. However, unless it can be enforced, there are just too many people that will not abide by this rule.

I would encourage more than 200 feet for buffer zones. I support more education at trail heads about impact of dog waste on ecosystem and water like the ones shown in the plan for invasive plant species. Good!

I would greatly support fines for people abusing trail etiquette.

I would like to see all areas be on-leash areas for the safety of those who are walking dogs that are not eager to befriend other dogs that may run up to them. Owners should have leash control of their dogs at all times.

I would like to see more trash containers and waste mitts on the heavier used trails for dog waste disposal. I don't depend on the waste mitts to be there but it is nice to have them in case I do. I think more mitt stations, trash containers, and signs would be helpful in getting the attention of the dog people.

I would support "dog days" in an odd day/even day rotation. Furthermore, I would recommend and I would support that the designated trail areas impacted to be on an opposite schedule so that there would be options for these "dog days" every day of the week (eg. Hulls Gulch ODD/Military EVEN, etc...).

I'd like perfect enforcement of dog waste policies, but I doubt we'll find the money to do more than random enforcement.

If you push the dog off leash out 200 ft from trail heads, you will just push the packing to disposal out further and decrease the likelihood that those folks who don't pick up waste due to distance to trail head trash cans.

Keeping dog waste issues closer to trail heads make it easier for the clean up volunteers to find and deal with the poo....sad to say, but don't push the problem further up the hill, so to speak.

In my opinion, dogs should ALWAYS be on a leash in the foothills and all recreational areas. How do you control their pooping and digging wherever they want otherwise? And what about wildlife harassment, as well as intruding into the space of people seeking a "natural" experience? Dogs are simply out of control in the foothills, and there is no doubt about it.

Increase fines for those who do not pick up dog poop

Is there data to suggest that additional on-leash buffer zones would result in a reduction of dog waste on the trail? Seems to me that some dog owners just don't pick up after their dogs.

It is a "controlled dog on leash" system currently. It's on the owner to control their dog and pick up after them. More poop bag stations would be great but I don't see the benefit of having additional regulations for dogs that are supposed to be well-behaved anyhow.

It would be great to somehow market the idea that people who control their dogs and clean up poop are uber cool and awesome human beings, but to do so humorously. There will always be people who are scofflaws but if at least some of them can be convinced to do right (while remaining cool), we might see progress.

I've been impressed with the large amount of Dog owners who have taken the 1st step and pick up the droppings with a Mutt Mitt. However, so many "Forget" to haul out the Mitt on their way out. An education campaign designed to get dog owners to complete the process would surely help.

I've don't know the current 'enforcement policy' on dog waste. The only enforcement I've seen is the dog-on leash in parking area policy, which I disagree with if the dog is well behaved and sitting next to the owner.

Loose dogs are a safety issue.

Make a mountain of collected poop somewhere in a high viability area so people see the aggregate impact of dog waste. Sort of like hanging a dead chicken around the neck of the dog that killed it.

make it easy for people to dispose of waste and i bet they do it more

Make me leash my dog in a buffer zone, and you've lost all support for funding. I'll be done with supporting the trail system and purchasing more land through my taxes. Enforcement is the key.

Many dog owners are not responsible and ignore signs and rules. Out of control dogs are a major problem on many trails.

Many of the current dog on leash trails are being used by owners with their dogs off leash.

More on-leash trails. More enforcement. More mandatory poop clean up days for dog walkers.

More trash cans throughout the trail system should help encourage people to pick up after their dogs, and prevent them from leaving full bags laying on sides of trails.

Most dog owners are fairly courteous, however perhaps some additional waste disposal areas would aid in additional clean-up.

My dog always goes off trail to do his business in the bushes. I struggle to understand why this would be a problem. Of course, if your dog poops in the middle of the trail- clean it up.

My dog is in control and not running crazy at trailheads she does her business when we start our run I clean it up.. There is no reason we should be penalized and have to leash my in control dog. If you have dogs leashed all that will happen is dogs will wait to poop until off leash, then they will do their business up the trail where there are no trash cans. If you put this option in the rule book expect the poop to move up the trail, people will leave poop bags all over the trail because the trash cans are at the trailhead. The people that do not clean up their poop will leave the poop further up the trail, you will have the same problem. I suggest poop mitt stations with trash can every 50 feet in the first 200 feet on the busier trail heads that will take care of the issue. We could call them the "Pooping Stations"!!

My dog specifically waits to be off lead to poop. That said, it can be frustrating to carry a full mutt mitt for almost a mile.... more trash cans would be much appreciated!!

Need an entire area designated as off leash. hard to go trail by trail.
create some of the trails in polecat to be offleash, or certain segments of
the trails.

None

none

Not quite sure how having buffer zones requiring dogs on leash reduces
waste. The problem is the people who do not pick up after their dogs.
People who pick up go to where the dog drops it and they pick it up.
Those that don't pick up will leave it, regardless of whether it's close to
the trail per their dog being leashed. Unless you're thinking it makes it
easier for someone else to pick up after those lazy butts who make us all
look bad. Seems like they cause leash restrictions to come into existence
but it's innocent folks who get to carry the brunt of their bad behavior.
Instead of fines, people should have to take their dogs to
obedience/socialization training, where these things could be addressed
AND their dogs would have to get used to interacting appropriately with
other dogs.

Not sure about others, but my dog if he has to go will do it within the first
200ft of a trail head. If the dogs were on leash it would be much harder
for an owner to let it go and walk away without cleaning it up.

Not sure why this 200 feet is considered a magic number. Waste is waste,
regardless, and people should be picking it up wherever their dogs poop. I
have a dog and walk in the foothills frequently, and I always clean up after
my dog. It's not a difficult task!

Nothing will change until people start getting fined. Sad but true, so start
fining these irresponsible people. That in conjunction with the other
strategies would make a difference.

Offer some no dog areas for people who want more opportunities to view wildlife. Also if someone is afraid of dogs they have somewhere they can go in the foothills.

On leash distance should be up to 1/2 mile to be more effective.

On leash will not make owners pick up waste. either you are a responsible owner or not.

On or off leash doesn't matter is someone doesn't want to pick up their dog's poop. Education and enforcement

Once again, you are fighting, and perhaps encouraging, a sense of entitlement that will make any change more difficult and painful.

One idea is to encourage dog users to clean up an extra pile. When you take a hike, clean up just one extra spot or if you see a bag, pick up just one more. Not that I'm trying to encourage people to leave piles while other pick up after them, but we've all had a moment where we didn't know our dogs were going poop so feel like it is good karma if we occasionally cover for others under the same situation.

Owners of dogs are responsible for clean-up, not dog-related user groups and businesses.

People need to be trained. The foothills is not a dog toilet.

People really need to be informed to not allow their dogs to 'run amok'.. they can happily be trained to stay on the trails.. this avoids habitat destruction and always dogs should be in sight and in close proximity making is easy to p/u poo. I had one negative experience last weekend on the trail - a man had two dogs and one was running loose and circling our horses barking at them. This is unacceptable.

People should watch their dogs and clean up

pet owners, pick up your own k-9 pet poop. enforce the rules that are already set up. In areas where there are equestrian signs, dog should be leashed. Have control of your dog and keep them in sight at all times. That would go for horseback riders taking their dogs out as well. If your dog is not trained to stay with you, don't take them. Offer a class to improve dog obedience while on the trails. Mine stays at home for that reason plus snakes and other trail users.

Please increase enforcement! I have never seen dog waste policies enforced.

Please increase the enforcement of current/new dog policies. The amount of dog waste is out of control.

Post the fine for not removing dog waste at the trailhead.

Printing flyers for Vets offices is a waist of money, better to put money in to enforcement.

Provide an item to recognize dog owners that are good stewards.... bumper stickers, some decoration for their dogs collar, etc? Maybe those that attend a clean up could get something as a prize.

Provide the green bags like near Terra Nativa or the black bags across from Barber Park, but not the "mitts" like out at Lucky Peak. This is a lot of extra material that's really not needed, UNLESS it's biodegradable and the others are not.

Recommend public education on health and water quality risks related to pet waste.

Should limit dogs to max of 2 dogs per person in "control" of the dog(s).

Some dog owners are lazy slob. Nothing will help. I always clean up after mine. Some people just leave their waste bags along the trail. Yucky. I think people riding bikes with their dogs do not stop to pick it up. In fact, they probably don't even know their dog went.

Staying on leash won't help. Either you are a responsible dog owner or you are not. Being on leash won't encourage people to pick it up.

Support increased enforcement

Thank you for addressing this issue.

Thank You!

That addresses only dog waste. But the frequent problem of dogs approaching other trail users who don't want that, or even don't want their dogs having close contact with other dogs, is not being addressed.

The 200 foot buffer has not been shown to be effective and is just a local idea with no sound backing. Do not do it. The language used can be misconstrued to create a patch work of on leash areas with the threat of \$80 fine . There are already stakeholders who will not walk there dogs, period, this policy will alienate dog walkers and dogs will suffer. Dog waste within 200 feet should be cleaned up, by the ADA county work release crew for pennies an hour and funded through crowd source. the dog enforcement people are terrible and rude, we don't need more cops.

The dog owner community will not see this as a mandate unless rules are enforced consistently and broadly.

The dog poop problem is definitely an issue, what rubs my rhubarb are the poop bags left on the trail for later pick up which rarely seems to happen.

The dogs running around on the trail are a pain ... Everyone thinks their dog is great until it jump in front of you on he trail. I never hike in the foothills with my daughter because all the dogs running around on the loose

The meaning of "controlled dog" seems to be a VERY fluid for most dog owners. This needs clarification.

The most effective way to reduce dog waste is to start ticketing offenders, word will get out that there is a penalty if your caught in violation.

The on leash "buffer" zones are very confusing. When out with my dog if I followed the signs to the letter than I would be constantly putting her off and on leash. It's already confusing enough to know what trails are on or off leash.

The on-leash enforcement of a couple years ago was so antagonistic and inflexible (getting busted when it's snowing and no one is outside, except the enforcer running out from his truck warming and running in the parking lot) that I opposed any enforcement efforts.

The on-leash, off-leash then on-leash areas (Hulls, Camel Back, etc) are just a pain. I avoid these areas with my two dogs. Providing bags and more trash cans along with education should take care of it.

The only place I feel it alright for dogs off leash is in the open spaces area-not on hiking/biking trails.

The poop is gross, and I support all plans to help minimize it. There is a conflict between picking up poop off trail and not damaging indigenous plant life.

There is no connection between a dog being on or off leash and waste pick up. I have seen plenty of individuals with their dog on a leash NOT pick up their dog's waste. So I consider this a pointless and unnecessary rule. "Trailheads" is not very descriptive as there are many types of trailheads so if this rule were to be implemented it would need to be much clearer.

There needs to be way more enforcement & way less off leash areas.

There were two major aspects regarding management of dogs in the feedback to the survey. I think the draft plan takes the dog waste complaints into account. The plan does not emphasize the need for pet owners to control their dogs behavior despite many complaints about this. The surveys cited a general agreement that official pet policies do not necessarily need to change and I agree with this - but these policies need to be enforced. I did not see much in the draft plan that I felt would result in a decrease in uncontrolled dogs on trails beyond 200 ft. from the trailhead.

This is a problem that needs an "all of the above" strategy.

This is the biggest problem. I address the issue and most owners deny it happened, or "what about the wild animals" or tell you to buzz off. Give me a ticket pad !

This is tough. Well trained dogs don't need to be on leash to keep the area under control. This is about the young dogs or un managed dogs ruining the off leash zones for the rest of us. I could be ok with the 200 ft rule but past that is too much.

this last strategy seems really important, as a dog owner, I can say with assurance, my dog will always poop within a short distance of leaving the car and starting down the trail. Although he is off leash, I keep my eye on him and leave the trail to pick up after him...a lot of people think it is okay to not pick up dog poop when it is off the trail. Ick to that! IF their dog were to remain on a leash for awhile, it would be pretty hard to ignore when a dog stops to poop and they would then be able to pick it up before proceeding further down the trail....hopefully to a trash can. I am thinking specifically of the parking lot area at JHFLC to the trash cans along the creek to the first little bridge. Counted Over 85 dog poop flags there one time. Gross!

This policy punishes those of us who are diligent about removing our dog's waste (whether leashed or not), and does nothing to guarantee that those who don't will actually clean up. . .whether leashed or not. There's no excuse for not cleaning up after your dog. I've been made a criminal (\$80 fine) when my very well behaved dog was sitting next to me in the 8th street parking lot. She was completely under control, but the leash was in my hand, not clipped to her. How does this improve poop control????

Those refusing to clean up after their dog will not suddenly start doing it and certainly not because of a leash. (They won't leash either.) Enforcement is your only option to change behavior.

Too many dog owners just don't care

trailheads and trails for the first 200 yards should definitely be on-leash required areas

Trailheads need 2 pet poop/mitt stations. One at the beginning of the trail, another 75-100 yards from the trailhead. 90% of the dogs will poop within 100 yds of starting a walk.

Trash Cans would help immensely. Many times i see people pick up poop but leave the bag because there is no where to put it.

Volunteer "Dog Ambassadors"? to encourage self-policing by the dog community? Humorous T-shirt contest?

We always clean up after our leashed dog & would like to see that consideration from others. Those who leave dog waste give a bad name to us dog owners who care about keeping the trails clean.

We need more dog off lead areas! Go to the greenbelt if you don't like dogs. Plus, poop is poop, pick up horse poop too!! Horses poop on the trail.

We walk our dogs almost daily in the foothills. Hooray for the 200 foot rule. That is truly the dog business zone! Should help a lot. What about an "adopt a trail" weekly or biweekly poo clean up? If multiple people adopted the same trail they could alternate on clean up weeks. Adopt a poo pick up would be much less expensive than enforcement. Where "pick ups" happen could be entered as they occur the R to R homepage like a sign in and what occurred. Adopt a poo pick up would also give the people who do it more buy in and they would more likely say something to another dog owner who is not following the rules.

What about horse poop? Are horse back riders completely devoid of responsibility for the pounds of waste their horse leaves behind right on the trail?

What about horses? Most dogs defecate off trail while the horses leave huge piles in the middle of the trail. If equestrians aren't required to pick up after their horses they shouldn't be allowed on the trails. I support the efforts to eliminate dog waste, but I think that horse waste should not be overlooked.

What is the policy of burying waste along the trail so that it does not have to be carried for miles? I would gladly take my backpacking shovel and bury waste when I am 2 miles or more from the trail head rather than carry it.

Who is going to enforce dog policy violations???????????? Seriously?

Yes -- and let's do the same for horse owners! Have them pick up manure at trail heads. See HorsesforCleanWater.com for help and recommended practices.

You can put in more mutt mitt stations, but you can't make people use them. Lots of people bag the poop but then leave the bag on the trail-- are they REALLY coming back that way?

Final Comments

there is no need for a plethora of new trails and excessive controls.

I think you are doing a fabulous job with this and I thank you very much!

no

#4A Hulls Ridge. I'm not sure what this trail was like when it was originally labeled okay for ATV, but in present-day it is NOT wide enough to provide safe passage for ATV in single direction, let alone meeting up with ANY type of oncoming users. You might as well turn this into a pedestrian trail.

1. Goal 2 H: should remove "as needed." This should be a high priority. 2. Remove the 30' and strengthen the voice command control. 3. Goal 3 C should be high priority. 4. Goal 4 A should be a top priority for implementation. 5. Goal 5 C, if benchmarks are developed these need to include habitat, erosion and other environmental benchmarks along with all the user information. 6. By not offering "no opinion" in addition to "yes" or "no" as a choice the survey is weakened.

1. Top Priority: Adequate Designated Equestrian Parking. a. Cartwright on the North side of the road. b. Identify other areas frequented by equestrians and design parking lots to include designated equestrian parking.

2. Put R2R Trailheads on Googlemaps. 3. A long term committee with three representatives from each user group to meet quarterly to problem solve and plan ahead. The group could be named, "Trail Mix". 4. Include "Economic Impact of Equestrians" since the "Economic Impact of Bicycles" is included. Anne Kuck submitted this information provided by the Idaho Horse Council.

5. Page 12: Previously there was an asterisk below the pie chart explaining that the equestrian number may be different. I see it is on Page 19 but not on Page 12. I think the footnote should be included on both. 6. Page 20: Dominant Trail Usage by Activity: There is no reference to Equestrians. Equestrians need to be included. I would think it would be Daniels Creek and Seaman's Gulch. 7. Page 21: Some equestrians get to the trail on horseback because they live nearby. They need to be included in this chart. 8. Pg. 32: Could one picture of the three be equestrians? Most likely solitary. 9. Pg 37: Great Triangle Yield Sign. You may have noticed that the first "yield" is spelled incorrectly as "yeild". 10. "I don't use the Ridge to Rivers trails, too dangerous for horses and no parking." Parking is the number one priority. If horse trailers cannot park, then many equestrians cannot use the trails as not everyone lives near the trail system and can ride their horse to the trails. Designated Equestrian Parking is top priority.

90% of the people on the trails respect each other now. The lower foot hills, have some issues. Hikers/runner need to understand, it is hard for a mtn bike to stop. It is easy for them to get out of the way. I almost beat the shit of out someone for causing me to crash.. I will not be nice any more.. we all have to respect each other.. But R2R needs to stop listening to the north end..

A good portion of the revenue coming in to the City that has been associated with Foothills trail use should be put back into the trail system. Seriously, 5 million/year according to the plan and we are only allocating \$500,000? Something is wrong with that.

A great deal of effort is obvious here. Thanks. You would be well served by avoiding any idea that people can continue doing what they're doing indefinitely. You might benefit by beginning now to represent this trail system as a diminishing resource, diminishing because it cannot be grown as fast as population growth..

A porta potty up by Bob's trailhead is needed! With the highlands trail and Bob's starting in the same place, we are seeing high use.

Add additional OHV trails higher up on the system away from town. Alternatives to the use, design and construction technique of water bars for needs immediate review. Recent changes/repairs to the existing water bars across the entire trail system has left some potentially dangerous obstacles for trail users.

As an equestrian, the trails that I have historically used are no longer safe for horseback riding.

As an equestrian, we are caught in the catch-22 situation. There is no place to park our large trailers, so we don't use the trails...thus leading to a .2 usage level, leading RtoR to think we are not interested in using the trails! We would love to be able to use the trails, and happy to share....we just need parking. Most people have no idea the size and length of horse trailer rigs nowadays. Mine is 32 foot long, 50' when hooked to the truck.

At weekends it is virtually impossible to park horse trailers in Peggys and Connys side of the road. Please, as soon as possible, put up signs on the dirt area indicating horse trailer parking only. This is just one example of how increased motor vehicle traffic is crowding out traditional equestrian parking and making equestrian use of the trail system well nigh impossible. Military Reserve is another example.

Avoid single use trail designations.

Ban dogs from the foothills.

Build MORE trails. Allocate more financial resources to the number one most used Boise amenity. Open trails to corporate sponsorship. Connect Harris Ranch to the core trail system.

Building more trails is the only good way to solve congestion.

Can't thank the private land owners enough. A trail head sign thanking the specific owners for access and to please respect the land, would be nice.

Charge a users fee. I would gladly pay a yearly fee to use the trails as long as the money was earmarked and spent wisely. Create a recreation district that somehow taxes users. I don't know of any mtn bikers that wouldn't be willing to pay into the program and the small percentage of users that abuse the rules would probably avoid the area thus solving most of the problems.

connect Hidden Springs with Avimor & connect trail 8 (& Ridge Road) with Rocky Canyon

Connecting the. avimor trail system is great idea.

Connectivity is key to spread out users and enrich the experience of everyone.
Great work so far!

Consider horse poop as well. Dogs on leashes in heavily used area.

Cost of enforcement makes most trail rules meaningless.

Didn't see anything about special events (charity hikes, yoga, weddings, races) or night use of the trails? How are those to be handled?

Do not close trails to mountain bike use. Do not make bike use only for uphill riding on trails. You will be creating more conflict, you have little to no enforcement, and it is not needed. Create trails that will attract riders, and that will help manage the congested areas.

Do not limit trails to mountain bikers.

Do you have any final thoughts or comments you would like to share with us regarding the 10-Year Management Plan for the Ridge to Rivers trail system? (*You can submit detailed comments by emailing r2rplan@gmail.com.*)

Dont forget the Horses - current equine use is minimal due to the parking and safety issues - not because we dont want to use the system

Don't make the Boise foothills like Moab! When you look out in Moab you see riders packed in due to the trails too close together.

Don't regulate this system so much that no one will want to use it.

Each component should have a published chart detailing the itemized steps and the phase of completion and/or status of maintenance after completion rolled up into an overall performance metric for the plan's performance.

Eliminate motor vehicles use in the Boise Foothills, stop all development & continue protecting Boise's golden goose by acquiring land from river to ridge so the foothills continue to benefit the public, not private interest.

Encourage bicycle riders to ride "elsewhere"

Enforcement will be essential. Dog owners and bikers often seem to ignore rules and regulations.

enhance equestrian use by avoiding shared use blind corners with separate trails

Equestrians are few and mess up the trails and parking lots. Dog owners are supposed to pick up poop and so should horse riders. Many trails have hoof marks from equestrians misusing the trails.

Excellent work, great communication with the public! Thank You!!

Friendly faces out on the trail is always a delight. How about a rewards program for adults. Find people who are trusting trail users, give them a handful of passes for drinks, food, etc... and have them hand them out when they see adults being good examples on the trails, Caught you being a good trail user. It works for the kids in school, why not try it with the adults. Find some willing sponsors, this not only could help the trail responsibility, but help businesses as well. Adults need a little reminder to share the trails. Good example for our kids too.

Funding Resources: I want to see Ridge to Rivers grow and continue to be successful. I would gladly buy an annual "membership" as a way of contributing to Ridge to Rivers. Have you considered offering memberships similar to what MountainTrails.org does in Park City, UT?

Great job

Great job! So happy that we continue to invest in the beautiful trails that surround our city.

great job. Looking forward to not being terrified when a biker comes around the corner, and also to having more on-leash areas.

Great looking plan!

High on my list of trails is a connector between Seaman's Gulch and Polecat. Thanks for the good work!

Horseback riders, historically, were users long before bicyclists and should be given special consideration. Need more trail heads that can accommodate horse trailers.

Horses have had to fight to keep access to these trails because of a very active mountain bike network. It may seem that horseback riders are disinterested or apathetic about these trails. It is not that, it is more likely that horsemen have left these trails because of a concern for their own safety. Horses spooking from a mountain biker barreling down the hill is a much higher risk for injury than what the mountain biker might experience. After all we are 6 feet off the ground on an animal that might not stop fleeing in a scary encounter with a mountain biker who the horse sees as a predator.

How do we keep riders off the trails when they are muddy?

How much money has been spent on this study and report. I'm furious.

I almost never have any difficulties with other trail users. Everyone seems courteous and respectful and defers to others on the trail. Occasionally I encounter someone who feels they will not yield to anyone or are unaware other people may be on the trail. I accept this as a consequence of many multiple use people. Leave it as is. Unless there is a rash of significant accidents or real problems, change nothing

I am concerned about the amount of off-leash dogs and owners who never abide by the on-leash areas. I often see owners who are not even carrying a leash. Please, for the safety of dogs and their owners, consider making every trail an on-leash area. I walk with my dog on a leash. Often we have been accosted by out-of-control dogs running loose, and owners who have zero control over them. The amount of off-leash dogs who regularly run up to other people and on-leash dogs is a catastrophe waiting to happen. I am uncomfortable taking my children on trails, because I do not trust other dog owners to keep their dogs safely under control. Mandating on-leash areas and enforcing the rule will help keep our trails cleaner, safer, and more enjoyable for dogs and people alike.

I am concerned about the recent appearance of what appear to be "water bars" on Trail 5, Corrals and Three Bears. I don't think they are really water bars, I think they were intended to be some weird speed bump for bikers. Yet they are super dangerous. If their intent is to make bikers slow down so they don't get hurt, then why GUARANTEE that they will get hurt? Why not just put up a few signs reminding bikers to slow down? Some of those bumps are so bad that you catch air at 10 mph. And not in a good way. WTH?

I am disappointed in the overall anti-biker tone of the plan. It's not a bad plan, but it overemphasizes the complaints of a very small number of grumpy old hikers about biker use. The foothills have been recently awarded a "gold level" riding designation by IMBA. Why is R2R working against that? It is not a gold level hiking or running destination. Why would R2R single out for restriction the one use that promotes tourism and economic development? I find that to be a very self-defeating approach to trail management. I do appreciate and very much support seasonal closure of trails with concomitant enforcement through fines.

I am frequently frustrated by poorly developed surveys like this. The questions have clearly not been vetted by a social scientist with training in eliminating bias in survey questions. And these questions were, for the most part, all very leading. It was clear what answer you wanted. When lots of money is going to be spent based on responses, these surveys should be carefully vetted.

I am puzzled by the "top priority" designation of a connection trail from Bogus Basin to Dry Creek. While this is a spectacular area, the ridge road already provides a connection. Certainly a trail connection would be a nice improvement, but I would prefer to see a "top priority" designation for a connection between the junction of Sidewinder and Fat Tire Traverse and the central portion of Freestone. This would provide a much needed intermediate elevation link between Camelsback Park trails and the Military Reserve trails without having to ascend to the top of Fat Tire Traverse. It would create a number of additional loop options as well.

I am really happy that the foothills trails are continuing to improve so greatly! Now Boise is now a Gold Level ride center and that is awesome! I do hope in the coming years Boise can do more to promote the trails for mountain biking and become a place people from out of town want to come to ride. I would like to propose an idea where bikers pay to buy a pass--it could be season pass for residents and tourist could pay a small short-term fee. The money could be used for upkeep and continuing to build more trails. I envision the foothills to be as much of a draw as Park City, Utah and Bend Oregon and just as cool as Moab or Colorado

I appreciate everything R2R does. I would appreciate any trails we can get to improve the technical biking scene. As a multi-use user, I

I appreciate that this has been a data-driven process. The committee, R2R staff, and consultants have heard input from all of the user groups. Thank you!

I appreciate the opportunity to provide feedback. I see changes as a direct result of community feedback suggesting the City values the communication.

I believe current surveys conducted miss much of the population of Ada county. Surveys are too focused on what is "believed" to be appropriate foothill uses and proposed future uses. It is non inclusive to horses and motorized use. This is not a wilderness area. Motorcycles made most of the trails you now claim as non motorized. The hatred of motorized vehicles on the trail system is shameful and non inclusive.

I believe you have conducted a effective, efficient, fair and open process where all voices have been heard and addressed. The Plan is well done and seems reasonable and achievable.

I can not support the west centric plan currently proposed. Table rock connections east and west are warranted given the growth patterns. . Please resist taking the easy route of not addressing this because it's too hard.

I commend and deeply appreciate all folks who worked so hard on this Management Plan and who work to the Ridge to Rivers trails the blessing they are to Treasure Valley.

I commend you for your hard work. We are very lucky.

I didn't see anything on towing vehicles parked in designated horse trailer parking areas. I would really like that addressed. Last time we tried to go riding, cars were parked in the horse trailer parking area. Another time our trailer got completely blocked in and we had to wait till three sets of bike riders came back to move their vehicles! Not cool.

I enjoy the trail and would like to see the number of trails increase.

I feel like most of the ideas are great. I'm not a fan of single use trails because as a multi type user I hike a lot of trails and then later bike them because they looked fun on a bike. I would definitely support more signage, education on picking up pet waste, how to behave in high use areas, and more enforcement of rules. Also formal trail closures when conditions are bad is a must!

I felt a lot of enthusiasm for the RTR trail system before taking this survey. After learning of the motorized uses and the strong anti-dog sentiment, I feel discouraged. The sound of a motor -- any motor -- completely destroys any sense of peace for me. And frankly, I tolerate unsafe practices by mountain bikers and litter/beer bottles/discarded diapers and every other type of trash that I personally have spent hours cleaning up. Irresponsible dog control by others is something I cannot fix, and yet I feel tarnished, condemned, and alienated.

I fully support a trail system parking pass. Perhaps \$10 a year? (per household, not per car) with the hopes that the money generated can go towards maintenance, clean up, and constructing pit toilets.

I have been running the trails for close to 15 years and your group has done an exceptional job of creating and expanding a great alternative to the Boise Greenbelt when I need a change of pace!!

I have seen first hand how restricting biking access to odd/even days while allowing hiking access without restrictions on popular trails actually creates an "us against them" attitude between the two groups in the SLC area that has made the problems much worse than they were in the first place. I believe that education and partnership is a far better option but if restrictions are chosen, DO NOT restrict one without restricting the other equally. I guarantee it will make the problem between the two groups far worse than it is now. A viable and fair option would be to alternate availability between different areas (eg. Hulls Gulch ODD/Military EVEN, etc...).

I hope efforts will continue to try and connect rocky canyon trails to table rock (open space north of table rock)
I hope that you continue to work with and seek representation from the local interest groups (SWIMBA) for mt bikers, and don't leave us out of the discussion.

I know there are more than 2% using the trails for horseback riding. Unfortunately they don't respond. Horses & riders were in this state before rubber hit the road. We have voluntarily given up trails over the last 25 yrs. due to safety issues with bicycles. Please don't take all our trails away. Horse activities bring in millions of dollars to this state and guests also enjoy those trails when they are here. My family helped settle the Bruneau Valley before Idaho became a State and they came with wagons pulled by HORSES! Lets remember our heritage. Thank you.

I like the stratification of users in the planning process and addition of more connection trails, but think additional regulations will cause more problems than they will fix.

I live in southeast Boise. Between the Fish and Game shutting down any off-leash dog hiking in that area with the uncontrolled developments that continue I feel that area has been ruined.

I love Boise and just the simple fact the city cares enough about the trails to be thinking about them for the next 10 years is awesome. I love living here.

I love the idea of having walking paths separate from bicycling paths. They are such different uses. But if it's not doable, I can deal with shared use.

I love the trail system. The plan to keep the system as primarily a shared, multi-use system is the right way to go. I love the emphasis on increased connectivity and more trails as well. Great job on the trails added to the system over the last few years (ATM especially, and Peggys and Connie). Keep up the good work!

I love to see more people enjoying the outdoor space, but as an equestrian it feels like we are getting pushed out and new places for us to Ride are not opening up.

I mountain bike some times and dog walk a lot in the foothills. I also have a tendency to think that wheels are for roads and feet are for trails but understand we need a broad appeal to keep this great thing going. That said, we need to get control of conflict before bad things happen. Thanks for all you do in this regard.

I really like what things are going on. I've been utilizing the ridge to rivers trail system for 20 plus years and seen great strides by the city and community in improving our recreational health. Thank you

I really wished that there were more designated in leash areas. I also wish that the public would be more aware and considerate of others on the trail who may not be comfortable with out of control dogs. Believe more in leash areas would help user experiences and the wildlife than nest in these beautiful areas.

I recognize that horses are the smallest user group but they do significant damage when the trail is narrow or muddy. Some trails due to the soil type, slope and/or width should restrict equestrian use. I am in favor of handing out "trail maintenance hours" for those that choose to use trails when muddy or don't pick up their dog poop. The report is very well done, Thank you for the huge effort in capturing such a broad spectrum of opinions and information.

I see that Eagle and Meridian are not involved in the funding of trails. you should be asking yourself why this is? I am and Eagle resident and would gladly help support ridge to rivers if the goals and 10 year plan if it included more recreation on the west end of Boise and beyond. I feel like you are missing out on serving large chunks of population and land available to use. Because our trails out here do not connect to anything with in your system with legal, quality, and maintained trails we are unmotivated to help. **CONNECT THE SYSTEMS TO THE WEST OF BOGUS ROAD VIA LOW EASILY ACCESSIBLE ROUTES** and you will open doors for future cooperation with other cities and their tax base to preserve our recreation in the foothills. Veterans to Seamans, Semans to polecat, and polecat to hillside to hallow should all be #1priority trails and sooner rather than later!

I strongly believe we should work to include ALL users on ALL trails. While some hikers/peds may have had "bad" experiences with cyclists, as a trail runner my most frustrating moments are with hikers/peds. However, I would never suggest limiting their access. Education and some of the other strategies suggested seem like fair ways to include everyone in having a great trail experience. Thanks for all you do to promote, maintain, and build our beautiful foothills for all of us to enjoy!

I suggest providing opportunities for people who live in Garden City, Meridian, Kuna, etc to donate to the system since they aren't part of Boise and being taxed. Also market it as a way to sustain the system and grow it.

I suggest that a traffic study should be conducted before you decide to limit trail access. For example, I would estimate that 95% of users on Trail 5 are downhill bikers - banning downhill traffic would basically abandon the trail.

I support motorized use of the system and would support additional trails at higher elevation, above most pedestrian traffic

I think from here on out, all new trail construction should at least consider the option of being user specific, or having a directional priority or directional restriction. As a biker, the biggest "user conflict" issues I encounter most days are with other bikers, namely downhill bikers who, rather than stop and step with one foot off the trail, decide to ride in the grass to preserve downhill momentum. None of it is "fast and aggressive" but rather simply annoying as I prefer to retain the single track. The other, far more serious conflict I have frequently is with out of control dogs. Off leash dogs are a frequent hazard and highly unpredictable. I've been chased down trails numerous times, had extremely close calls with dogs jumping out from behind bushes with no owner in sight, and had dog owners frequently laugh off their dogs aggressive and abhorrent behavior. There are plenty of well behaved dogs, but for every one of those there are three more that don't obey commands, are running 100 yards away from their owner, or are relieving themselves in a creek bed.

I think that the prioritization of future connections is well thought out. I agree with the choices.

I think the City of Boise and R2R and any other contributors to this initial plan did a VERY good job; including this survey. Very good work!

I think the trail systems is much loved, but if you look at the foothills, there can be too much of a good thing. Areas are starting to look like ribbons of dirt scarring the hillsides. It's like the 1970's motorcycle/offroad erosion that used to plague the foothills, but on a narrower scale.

I think we in the valley have an awesome system. As in all of life, it is the few that cause the most problems. Keep up the good work!

I want to stress that I am against bicycle restriction, without an equal addition eg closing downhill access but granting a downhill trail with a similar ending point as the closed trail. I haven't personally had issue with dog waste, but if other have, I am all for fixing it. Please, keep up the good work and make the trails better and sustainable. Also, all dirt connections from avimor, to polecat, to corrals! More users means more congestion, and the more trails the better!

I was disappointed in the amount of equestrian concerns and discussion in the plan. Horseback represents 0.2% of the trail usage. I think anywhere limiting the biker/hiker experience for 0.2% of the users doesn't make sense to me. I would rather make improvements and changes for 99.8% of the users!

I will submit more detailed comments.

I would like the trails to stay as awesome as they are. I love that you can connect all the trails in multiple directions to make a long ride. I enjoy riding/running/hiking in the foothills almost everyday. The foothills are one giant playground. It would be horrible to see them become over-regulated...like in California where bikers can't ride there bikes on most of the trails

I would like to see a "Horse" rep(s) that actually ride some of the areas, that people could make contact with if they have any thoughts/comments/issues/ideas/etc, that one of their own could understand and follow up. A real horse person with real common sense and knowledge of real life horse reactions. I also would like to see if some of the businesses that connect to trail users (bike/horse/athletic stores) would consider doing a "Round up" on purchases and have that go to the trails funds. You buy something for \$3.69 and "round up" to \$4.00 and that difference goes to the trails. It would be a way those that use the trails (but maybe can't work on them) could help support the system?

I would like to see a different method of water diversion implemented. The current method creates unsafe conditions and takes away from the overall quality of the experience.

I would like to see it mandatory that horse owners clean up after their animals when they poop on the trails. More education for horses not to use soft trails and leave marks for the entire season

I would like to see the creation of all-weather trails moved up in priority to within the next three years.

I would love to see a trail connecting table rock to the summit of lucky peak, but I do realize the wildlife reserve is more important- so maybe a seasonal trail could be possible in the future as a compromise? Also expanding the trail system north toward Horseshoe Bend via the Avimor and or Stack Rock trails would be awesome.

If the City of Boise pays for the majority of the trail maintenance tax payers), I think it is fair for non residence to pay a daily fee, much like a park pass. Or even a yearly/daily pass fee for all users, to help with maintenance and patrolling the trails.

I'm concerned about the possibility of closing some trails to users or making trails accessible only on certain days. I think these concepts need to really be vetted thoroughly with the various users before they are implemented. Truly, only a few of our trails should be year round trails. Our soils are highly erodible. Its just the facts

I'm glad to see that a lot of different things are being looked at and there seems to be a strong effort to take into account the thoughts and wishes of trail users.

I'm grateful for this conversation to keep our trails open & user friendly for years to come.

I'm happy that a 10 year plan is in focus. I hope this plan will continue to grow with user requests. I also hope that data gathered is as accurate as possible to ensure trends considered are actually representative of what the public is doing/wanting.

I'm really glad that part of the plan includes building directional bike-only trails. I realize that many users are opposed to single-use and directional trails, but having lived in other areas with these types of trails I know how nice these are to have. As user numbers grow, these sorts of purpose-built trails will be the best way to make the trails feel less crowded and minimize user conflict. I would like to see more hiker-only trails in the future as well.

I'm so grateful that the plan involves creating a better experience for mountain bikers as well as hikers. Thank you for recognizing all user-groups and respecting their needs. The R2R trail system makes Boise for me- without it I would have a lot less love for this place.

I'm very grateful for the opportunity to express my opinions about trail use and development around the city. I'm glad that we can all coexist and share our wonderful natural resources.

Implement a user fee. This would take the burden off the general taxpayers and the people that do not use the trails. This is critical for the long-term success of the program and creation of new trails and maintenance of existing ones. I appreciate what has been done to date but it is time that all of us that use the foothills start contributing financially. I would have no problem paying an annual trail maintenance fee. This is a fantastic resource for the city and those involved to date deserve accolades for what has been done.

In regards to biker/hiker conflicts in high use areas, I believe the best idea in this plan is the addition of downhill biker traffic only routes (or 'flow' trails). Bikers will be encouraged to use these downhill only routes. But lets not ban existing trails to bikers, or introduce alternating days for different user groups. There are many days out of the year when traffic in these high use areas is very low to non-existent. I would like to preserve the freedom of choosing which trails or loops to ride depending on how busy the trails are at any particular hour in a given day.

Include equestrians

Is anything being done in the Eagle, Star, Middleton area to acquire land? More people in this valley puts more pressure on what there is close in towards the city.

It can be difficult to understand where to go or who to talk to about new ideas. Priority setting seems to be done in isolation of other interests. Hopefully this plan will help. Be more transparent.

It is nearly impossible to pass safely walking or biking when the people on the trails can't hear you. People who use headphones often do odd things and get spooked when you have to yell "on your left". I'm not sure how to rectify this situation but this is a concern.

It would be in the best interest of equestrian riders to have designated trails with signs. It is best that horses go on softer or sandy ground and not hard pack trails.

Keep it open for off leash and hikers and regulate the out of control mountain bikers who make the trails so dangerous for us all

Keep it wild. Let me take my kids off trail. Let my dog run. Stop putting up so many signs. We are going to "manage" it into the dirt. Don't take the nature out of it. Don't turn it into a park.

keep up the good work

Keep up the great work!

Keep up the great work. I use the trails multiple times per week and consider them an invaluable asset to Boise. I realize my tax dollars are supporting R2R but I personally would be willing to pay for an annual user permit and/or make a yearly donation though I'm not sure if Ridge to Rivers is an actual non-profit which one can contribute to?

Keeping the flowing open to motorized (UTV,ATV, Motorcycles) is important so we can access Boise County from the Boise Front. NF-263 should be open to above motorized use; it connects NF-261 (Clear Creek Road/Robie Creek Road) to NF-275 (Boise Ridge Road).

Kudos to those involved for their vision and thoughtful approach to the challenges of our world class trail system. This is a great plan. One area worth additional consideration: "Periodically consider strategic expansion of the Ridge to Rivers partnership. The Ridge to Rivers Partnership currently includes government agencies who administer public land in the Boise Foothills. Consider addition of key landowners to the Ridge to Rivers partnership." Great idea, but why just landowners? There are two other groups who both could and want to marshal resources to support the R2R system: 1) businesses with a stake and with resources, like bike shops, running shops, and nearby restaurants, and 2) nonprofits with a clear commitment and resources like SWIMBA, LTTV, and the Robie Race group. R2R would be a stronger organization in terms of outreach, creative ideas, and financial and other resources if key stakeholders like these had their voices at the table.

Let's be honest. Equestrian traffic during mud/swing seasons can also be very damaging to the trails i.e. post-holing and/or horse waste on the trail. I fully support 100% shared access, but I believe equestrians should receive the same amount of education and enforcement as dog owners.

make most trails off limits to horses, just like they are for motorized use. motorized users have separate trails because of conflicts with slower users and because of degradation of trail quality. horses are even worse for trails than motorbikes and are potentially more dangerous when encountering pedestrians

More real trail maintenance, establish good drainage and keep it from building up silt.

More signs on trails Wider trails when applicable An app with downloadable maps

More work parties for goat heads. They were really bad last year, and are getting worse. I've tackled several patches over the years, and have been overwhelmed when I look around and see how much there is. We could have a goathead festival / party and award prizes to the person/groups who get the most (pounds ?), with a special category for kids/teens. Goathead teams could fan out onto different trails, including the greenbelt, and meet back at Camelsback for the party and award ceremony. We might need more than one festival. Maybe REI and other outdoor stores would consider donating gloves, garbage bags, and maybe even some hand tools.

Motorcycles aren't represented enough. We need more than just two trails. I do mountain bike and hike, but most often I ride motorcycles.

Motorized bicycles (e-bikes) must be addressed and the policies made clear across the R2R managed trails. There are a number of bicycle shops that are now selling electric mountain bikes with a false sense give to buyers that they can use them generally on the trails. In addition, I anticipate electric motorcycles in the near future wanting to use the same space that e-bikes are planning on using. This type of motorized travel (with ADA exceptions) should be explicitly addressed! I don't see it and if it is left out to "assumption" it will (and is) already being abused. We will see increased safety issues in the next two years if it is not addressed.

Moved to Boise in 2003 and was impressed with R2R trail system. It is unbelievable the amount of trail that has been added since. Thanks for all the good work.

Nice job trying to pull everyone's needs together.

nice work....keep it up!

No

No

no

No

No

No

No mention in the plan of the new "electric assist" bikes. You need to come to grips with that now. Those vehicles (motorcycles, in my view) are already in use, and are being marketed as legal on non-motorized trails. Smart move is to get out in front on this

None

Nope, no more leash laws and don't exclude people from the trails, put in rules and regulation.

not at this time

Notice the increasing proportion of mountain bike trail users both locally and nationally. Encourage and enable this healthy trend. The vast majority of the foothills trails are very smooth. Maximize terrain features and rocks were possible rather than "dumbing" down all of the trails.

Only that I think the city should, if they don't already, offer tax incentives to land owners, for rights of way, and developers should be required to participate.

Open-Ended Response

Orchard loop area has too little parking. Can a parking lot and trail head be designated where the pavement ends?

people just need to be informed, then we can all play together on trails.

However we can get knowledge passed around, we should do so (ie. giving horses right of way and talking to them, saying "hi" really relaxes them and makes for a safe encounter).

Personally spending money in markedly increasing the amount of water/restrooms at TH seems to be a poor use of an already small budget.

Thank you for all you do! This whole document looks great with clear ideas in mind considering a large user base. Thanks for what is ultimately one of my favorite parts of Boise!

Please add the connecting trail from mile marker 13 on Bogus Basin road to Stack Rock as part of the Ridge to Rivers system.

Please do not cater to the loudest voices but consider the majority. I believe in reality there is very little conflict between user groups it's just that when there is conflict we tend to hear about it.

Please do NOT impose directional trails for mtn bikers!!! There are a lot of mtn bikers here in Boise that enjoy climbing hills. In fact, I train here for mtn bike races and ironman events. People from all over know about Boise. If you can climb here, in our heat and exposure, you can crush climbs everywhere! There is nothing worse than "downhill only" trails.

Please do not use heavy-handed enforcement of leash laws. Signage is often limited or confusing, especially in areas that include both off and on-leash dog trails. Writing ticket just makes people angry and does not promote compliance. Someone needs to launch a huge educational initiative to inform people WHY dog poop is so harmful to our health/environment/water supply. We must make it easy for people to pick up and properly dispose of pet waste. We desperately need more mutt mitts & trash cans. Please keep H2H off leash. I support trying an on-leash policy at the beginning of trail heads because I believe dog owners will be more aware of their dogs pooping if their dogs are on leash. Most dogs poop early in their walk. Horses & bikes are not compatible. Horse people and their horses need a place to go where they will not encounter speeding bikes. You may hear mostly about conflicts, but for the most part, people get along with each other and enjoy the trails in a variety of ways. It is working. Thank you for your efforts!

Please don't write off expanding options on the east side (Table Rock and surrounding). Yes, it is difficult, but it's not going to get easier 10 years from now. It should be a priority to find some way to increase options in a high growth part of Boise.

Please keep adding more trails, I think this is a vital part of our community. It is the reason I live here for the recreation.

Please keep the open nature free to use, with as many freedoms as possible! Please make it feasible for equestrians to still utilize at least some of these trails by providing trailer parking and trail access.

Please more dedicated foot only quiet no dog trails- it's hard to enjoy nature when bikes dogs & happy people are running everywhere- who clearly do not respect the trails, never constitute any time energy or \$ to them or nature in general. Also more trees need to be planted

Please, please let us have more pedestrian only trails. We want to have fun too. It is not fun dodging bikes, getting ourselves and our dogs off trail, out of the way. Please do this.

Pls prohibit horses in the military reserve.

Policies need to be written for e-bikes now, before it becomes a critical issue

Put trailhead names on ALL maps, paper & online. Work with ACHD to put trailhead name signs on roads as you approach the trailhead

Questions 8-11 appear to have screwed up references related to goals and strategies???

Reach out to the various equine veterinarians, and organizations such as Southwest Idaho Trail and Distance Riders, Back Country Horseman, Western Riding Club, Ten Mile Riding Club, various breed organizations for a more realistic equestrian user response.

Regarding trail signage: higher up in the foothills it would be nice to see more BLM/USFS trail maps near connecting R2R trails, as to avoid creating trails that are not marked or sanctioned by other agencies, and to stay safe.

Ridge to Rivers ALWAYS does a great job. I only wish their staff was paid a little better.

Running and riding through horse dung is not fun. The cattle running at stack rock has ruined trails and water systems. Dog owners don't pay attention I have seen countless dogs run through brush and take a dump while the owner is on the phone, talking, etc and isn't aware of the mess.

Seamans Gulch to Polecat needs to be developed first to prevent development- we need parks and recreation area in this area. Separate trail from Hulls to Sidewinder adjunct Trail 4. Some biker is going to get killed by motorcycles using excessive speed going up hill. Almost witnessed this weekend.

Separate trails for bike on blind corners and blind summit trails

Shared motorized vehicle/multi-use trail at Hull's Gulch can be so frustrating- the motorized vehicle noise can destroy the tranquility for the duration of the entire trail.... any way to keep motorcycles off such a well-used multiuse trail?

and the ignorant? There are probably fifty mountain bikers for every one hiker on Trail 5, and fifty bikers to ten hikers on Sidewinder. Should we close these trails to mountain bikers to appease a few hikers? Should mountain bikers defer the moral high ground to hikers who infrequently use these trails? (And I hike as much as I mountain bike.) How about putting up some helpful signage like, "this is primarily a mountain biking trail; hikers be aware and enter at your own risk." How about closing Trail 5 to hikers, or at least warning them about downhill riders? How many hikers have we ever seen there? If anything should be updated, Trail 5 could be made a downhill-only trail, with hikers being made fully aware of such fact at the top and bottom with visible signage, where there is none now. I agree, it makes no sense to leave Trail 5 open to uphill riders only, and quite likely a flow trail won't make it anything but slow and miserable going uphill in the hot sun or wind. Close Sidewinder to downhilling? That leaves us the motorcycle Trail 4 as our alternate descent (always fun, nearly been mowed down by motorcycles going either direction plenty of times - accidents waiting to happen), or some future, slow-moving flow trail near Trail 5. These don't sound like fun alternates for going down after putting in the hard work of a climb. How else can we get that exhilarating feeling of flying downhill (when we're not in anyone else's way) if our downhill bliss gets murdered and buried for some "greater good"? For many of us, going up AND down these trails is a big part of why we love living in Boise. How many other places in the country have such great terrain for doing it safely? What we desperately need are more, bigger, visible signage at trailheads and intersections to educate all these new users how to behave responsibly. This do-gooder legislation to close our trails to downhill riders seems more about penalizing mostly responsible mountain bikers because of a few bad apples or new users who simply lack Since the equestrians have been enjoying the Grossman property for over 30 years, make it safe for us to continue using it. We don't use the other R to R trails much because of the safety so you all don't think we are interested. We would use the trails more if they were more equestrian friendly as related to the speed of the bikes.

Stop spending tax dollars

Survey results displayed overwhelming support for multuse trails.
Segregation should be off the table.

Thank you for all you do! I am a proud daily user of the trails and feel they bring immense value to my life

Thank you for all your efforts to effectively manage this precious resource. It's truly one of the top reasons I choose to live here.

Thank you for making our trails better and safer! It's too bad this is having to be regulated as more people move in and abuse common sense rules.

Thank you for soliciting feedback from the community. I appreciate all the effort you guys put into this!

Thank you for the hard work.

Thank you for the new trail (links Hidden Springs trails to Sweet Connie). It's awesome!!! Can we have a trail to Stack Rock from Hidden Springs?? Thank you so much for asking for public input. I've lived here almost my whole life and love this part of Boise. I'm so excited that my son loves to hike almost every day. I can't imagine him growing up without access to this amazing resource.

Thank you to everyone who worked on this. We are so lucky to live in Boise and have these wonderful trails. What a legacy we are leaving!
Thank you!

Thanks for all the work on this. Awesome!

thanks for allowing us to have some input and from what I am seeing you have taken all the various ideas and come up with a balanced plan.
Thanks for Polecat area and Peggy's Trail. Would like to see more trails in the foothills west of Bogus Basin Road.

Thanks for responding to public input! The importance of such input and evolution of the trails over time should be written into the plan.
Thanks for the opportunity to input
Thanks for your work on this.

Thanks for your work.

Thanks to everyone for all your time and hard work!

Thanks!

Thanks! Hoping to see some new trails in the next few years
The plan does not address the inconsideration by bikers on the use of the trails. There is a lot about dog waste management but hardly anything regarding the fact that one has to step aside whenever a bike comes along regardless of it being up or down hill.

The effort to identify connecting trails and commit to pursuing them is the only credible part of the plan. Everything else is either vague and speculative or smoke and mirrors. This more of a wish list for RtoR (Boise parks) to create and implement policy as they see fit without credible community insight or input which. Smoke and Mirrors.

The open grazing of sheep destroys the trails and causes erosion. This needs to stop. Equestrian use should not be allowed. Horses are dangerous to a majority of the trail users.

The plan has too much fluff and not enough tangible goals. Slow zones and touchy feely goals that don't improve the opportunities for those who like to enjoy the outdoor with motorized vehicles, mountain bikes.

The presence of horses on the lower foothills trails seems to be a detriment to most users' experiences. As the number of people using the trails for pedestrian and bike-based recreation increases, the presence of easily-startled, thousand-plus pound animals that leave very large deposits waste on the trails and cause severe wear in the anything but the driest of conditions is something that should be reconsidered. Horses may have a historical connection to Idaho, but the large majority of trail users would benefit if they were no longer allowed on the lower foothills trails.

The reason the horse usage is so low on the system is the extreme danger of getting hit by a mountain bike. I have had my dog hit while hiking and my horse terrified with a near miss that caused me to be thrown. You take your life in your hands riding a horse up there.

The trail system is a valuable asset to the City of Boise. I appreciate all the work.

The trail system is phenomenal. I'd prefer to see the trails multi-use and remain two way.

The trail system is such a wonderful resource! Thank you for all of your efforts to sustain and enhance this treasure.

The vast majority of dogs I encounter in the foothills an absolute joy to be around and I would love to run/bike/hike with every day. That said, the longest period I've been through in the last two years without being bitten by a dog on the ridge-to-rivers trail system has been 8 days. Many are small/playful bites, but from time to time I find myself a situation in which I have no choice but to severely injure their pet in order to protect myself. There is currently an extremely minimal rules regarding the behavior of dogs, none of which are enforced. In several situations, dog owners attempted to physically harm me following their dog having been disabled. While these situations are few and far between, there does not currently exist any type of code or code enforcement to address these situations (even inside of city limits where codes are strict and straightforward) - either as enforcing the rules as they are currently in place; or to address situations in which dog owners repeatedly and intentionally take aggressive dogs into the trail system. I believe both of the options in section 2J would help with the situation, but I was honestly hoping that there would be some chance of not having to put down someone's best friend quite so frequently - as it stands, it does not appear that there are options other than dealing with the situation on my own as it comes up.

The work you do is appreciated.

There are hiking groups and mountain biking groups that hike/ride in large groups (20+ people). I think more education is needed to discourage such large groups - they distract from the foothills experience as well as have heavy wear and tear on the trail.

There should be more focus on equestrian specific areas. Especially the lack of easy parking for trucks and trailers. More education to other users on sharing the trails with equestrians. Though you show .2% of users are equestrians, I believe that number is much more than that.

These trails started out as Trail bike (Motorized) trails and we are not allowed to use these anymore.. we have no representation at the table.. Mountain bikers and Hikers have all the say

This does not necessarily fit into the management plan, but the recent installation of so-called "water bars" in several places is a big problem. These water bars create a danger that isn't necessary to prevent erosion or to slow mtn bikers down. many of these water bars are ramped in a way that loads up the front of the bike and kicks the rider up--resulting in over the bars crashes. Some are even right in front of (or in) a corner, increasing the load on the front of the bike as the approaching cyclist attempts to slow down before entering the corner. I have seen some bad crashes already this year and expect to see more--there are better, much less dangerous ways to address trail erosion and slow traffic.

This has to have been an incredible amount of work to put together and I appreciate everyone efforts. We love the trail system and plan to enjoy it for years to come. Overall, I think the majority of people are respectful of the trail systems and that a minority cause the issues. Based on this, I think most will be supportive of any efforts to improve the trails and their usage. Thanks, again, and keep up the good work.

This is a great plan, I'm looking forward to the added connectivity. One day it would be great to be able to ride from Avimor to Rocky Canyon on single track!

This is a great Treasure Valley resource and was recently recognized as among the top community trail systems in the US. It may be time to sell passes (day use and season) to hire seasonal enforcement and customer service staff.

This is a tremendous effort to listen and design a plan. I personally deeply appreciate it even though I have some differences of opinions. Thank you.

This is an incredible body of work and the science supporting it is to be commended. The hours and dedication of the staff and partners to the plan are impressive and deserve applause. Applause!!

This is by far one of the most AMAZING amenities we have in the Treasure Valley! Whatever we can do to preserve and enhance it for our residents must be done. LOVE IT! And I certainly appreciate the opportunity to participate in the discussion. GREAT job!

This is such a wonderful asset to our community. Thanks to all of you for working so hard.

This may be off topic of this survey, but I'd like to know WTF is up with the massive water diversions that are being built everywhere this year??? I almost killed myself the first time I hit one on 3 Bears. Those are totally unnecessary at best and very dangerous at worst! Water diversions everywhere I ride are built in a much less intrusive way than these new things.

This plan seems very narrow in scope. The two glaring issues on the trails appear to be dog waste and winter time use. Why doesn't the plan set forth steps to close trails in the winter or step up winter use education/ patrol? The main focus of the plan seems to be getting some kind of approval for the construction of flow trails in heavily used areas. While flow trails are fun, they can also be draws for more users. More users, more trail intersections, more signs/gates to deal with in already over signed over used areas only results in more conflict. Good fences make good neighbors but make very poor neighborhoods. Keep it multi use!

To a large extent it is vital to maintain a shared use system of trails for non-motorized activity. This will drive more total public support for the entire system.

Trail maintenance and implentation of all weather trails is more important than expansion of the current system. If we can't take care of what we have already, why do we need more?

Trails have a positive and negative side -- the positive gets plenty of attention as it deserves, the negative -- places I hiked 30 and 40 years ago in solitude off trail now swarming with people, especially mt bikers -- and often, they seem motivated more by adrenaline rather than the wild. Plus, trails do impact wildlife. All that being said, if the system discourages ecologically destructive development, than perhaps they are a net positive. At this point, doing the best to distribute the impact by more trails maybe best. Finally, Ridges have trails, River has Greenbelt, but the 'To' has very little -- almost none of the agricultural river bottom corridors between the two exist anymore.

Trails that connect from Bogus Basin all the way to Hyde park would be world class.

Two dog max per person. That seems to be the most 1 person can handle at one time.

Users need to learn to share. Right away does not mean you don't have to share. Less dogs, too many attacks and unmanaged dogs on the trail.

Very concerned about loss of the TR trail where all the houses are going in across from Warm Springs golf course. We need to maintain a contiguous trail system there for both riders and hikers. It appears we are at risk for losing this. The hike/ride to and around the "little peak" east of TR needs to be maintained to help ease congestion in future years on the other trails and because it is so beautiful and rewarding area to visit. It's not highly used now but will only increase. Don't build houses any higher up than they are now! That area is close to becoming ruined by development. Keep the houses away from what remains of those topographically higher trails, and keep the trails connected for all time. - Concerned about easement loss along the Corrals trail. Love riding up and down that trail. It would be a huge loss to our community if easement is removed. Can it be purchased? Corrals is heavily used and so buying the easement can be easily justified, if this is at all possible.

very nice looking document

Very well written and presented.

Waste of money and resources. Easily several other areas we should be spending money on.

We are so lucky to have access to this great area in which to recreate. I hope further education helps keep these areas a continuing combined rec experience without too many punitive actions. I have been a foothills user my whole life in this area, from a grade school kid to now. I want to see this preserved!

We are so lucky to have access to this trail system so close to town. However, I do think we're falling behind other areas in the west with regards to mountain bike specific trails with berms, jumps and drops. There is talk of constructing "flow" trails which is good. If we had more mountain bike specific trails close to town it would help put Boise on the map as a mountain bike destination.

We live in a very special place where community voice matters in regards to our open space, foothills and trails. Thank you for all your hard work and efforts with citizen involvement.

We love the Ridge to Rivers trail system and are excited to see the 10 year plan trying to accommodate all users.

We need a trail connecting Hard Guy to Bogus Basin Rd near the Peggy's/Sweet Connie access!

We recently moved to the Summer Hill subdivision off of Pierce Park road. This R2R system is such a wonderful concept and the expansion of the system is crucial to this community.

Why don't horse owners have to at least move their horse poop off the trails? I get that the poop isn't as unhygienic as a dog's, but it's still gross. I think they should have to at least move it to the side. No one wants poop spraying up in their mouths while mountain biking.

With five dogs among my family members, we really do a good job of "packing it out" but there is a lot of human debris out there as well so make the signs for the public generic enough to address ALL wastes...thanks! You all are doing an awesome job of managing, in some cases, conflicting priorities here. We are so lucky to have this trail system in Boise. Keep up the great work.

You are doing good work. Thanks

You guys are awesome! I'm excited for the plans. Nicely done.
you guys are doing a great job. Please keep the trails feeling "wild" and natural vs. a "bike park"

You have done a great job. I work in the outdoor industry. When time permits I bring up trail etiquette. Customers are receptive to it. Maybe a joint effort to promote etiquette at major pet supply realtors may help ?

You might consider putting another trail between red sands and kestrel that can be a fast, biking only downhill.

YOU NEED MORE TRAIL RANGERS!!! I will buy my own shirt and would be grateful for the opportunity to help R2R educate the public on proper trail etiquette. PLEASE?

You need more trails for bikes and more trails at high altitude.

Zoning and planning needs to be included.