

**BOISE RIDGE TO RIVERS FIRST QUARTER PARTNERSHIP MEETING  
DEPARTMENT OF PARKS AND RECREATION  
TUESDAY, OCTOBER 17<sup>th</sup>, 2017 8:00 A.M.**

Partners present: Sara Arkle and Doug Holloway, Boise City Parks and Recreation (Department); Rob Luce, Boise City (City) Legal; Megan Impson, Boise National Forest Service (Forest Service); Brent Ralston and David Draheim, Bureau of Land Management (BLM); Krista Biorn and Peter Ott, Idaho Department of Fish and Game (IDFG); Scott Koberg, Ada County Parks and Waterways (Ada County); David Gordon, Ridge to Rivers. Rachel Cooper, minutes recorder.

Others present: Mark Tate, Southwest Idaho Mountain Biking Association (SWIMBA); Karen Danley, Ridge to Rivers Equestrians Facebook Community.

---

**I. CALL TO ORDER:**

The meeting was called to order at 8:02 A.M.

**II. IN THE MATTER OF NEW BUSINESS:**

**A. FY 17 1st Quarter Budget and Work Plan Review**

Projects for 2018 were still being decided upon and would be provided to the Partners at the next meeting. The addition of all-weather surface to the Jim Hall Foothills Learning Center (JHFLC), as well as portions along trails in the lower Halls Gulch Reserve was discussed. Fencing in the Reserves and the Foothills need to be repaired. There was enough money left in Heritage Fund for trail maintenance and construction without seeking out additional grant funding for the Curlew Connection Trail.

**B. 2017 Ridge to Rivers Accomplishments**

Level one crossings were bridged and level two crossings were armored. In total, three new bridges were added and four crossing armored along Dry Creek. Rock crib walls were added in spots where the trail had washed off the hillside and a 50 yard reroute was completed. Shingle Creek was complete and gaining attraction by trail users.

Cribbing on Shane's Trail, the Current Creek Trail addition, and a footbridge to Eastside Trail were complete. Infilling on Buck Tail Trail was an ongoing challenge and the connection between lower Kestrel and Red Cliffs Trails had been rebuilt.

A little over 3000 volunteer hours had been contributed to help with various projects. Projects were still being completed such as the hanging gates for seasonal trail closures.

**C. 2018 Projects**

The EA had not been completed for Curlew Connection or the Hawkins Property. Curlew Connection was a high priority on the trail plan. The Terteling Company had asked about a connection between

Peggy's Trail and Bogus Basin, that would cross through Grossman, Terteling and BLM properties. Terteling was interested in providing an easement if the other parties agreed. D. Gordon would follow-up with the parties to see if there was interest in this connection. BLM requested that these connections and Hawkins property be prioritized and the Cartwright Trailhead expansion be pushed out further.

The connection between Hillside to Hollow Reserve and Polecat Reserve was also a priority and would run primarily through the Appleton property. An adjacent landowner was interested in a possible easement as well. Easements from private landowners would be needed for a connection from Polecat Reserve to Seaman's Gulch.

All weather mix would be applied to the Lower Castle Rock Reserve and Foothills East Reserve trails.

#### **D. E-bike Discussion**

R. Luce had conducted research on trail systems and how e-bikes were handled in those systems to see how the City might allow e-bikes. The research included how other cities handled e-bike usage, as well as the use of mountain bikes and e-bikes to see if there was increased danger to users.

An ordinance had been drafted for Boise City Council (Council) approval that would classify and identify what an e-bike was for the purpose of the Greenbelt and sidewalk use. This ordinance would classify e-bikes as non-motorized vehicles with certain restrictions on motor size and speed of the e-bike. This would also apply for accommodation use on City owned Foothills property. There would be three readings, with public input during one of those readings, before the ordinance was adopted. Once the ordinance was adopted, this designation would allow e-bike usage on the Greenbelt without the need for any special permitting. E-bike usage on City owned Foothills property, would be approved by the Department.

Other Partners considered any type of equipment with a motor as a motorized vehicle and would require users to stay on motorized trails. Since the Ridge to Rivers Trail System crossed through different jurisdictions, e-bike usage would only be for City owned trails.

Although the BLM viewed e-bikes as motorized vehicles there was not a travel management plan in place, which would make enforcement an issue. The Forest Service had a completed travel management plan and all trails were closed to motorized use. An analysis of all designated trails would have to be completed to allow e-bikes on their trails and would not happen any time soon. Forest Service allowed indoor, motorized wheelchairs designed for adapted use. IDFG would issue a press release to ensure that the public was aware that citations would be issued for e-bike use on their non-motorized trails.

The City's overall stance on e-bikes was neutral, but had to adhere to the U.S. Department of Justice's ADA requirements. E-bikes were classified within this accommodation. 30 City-owned trails had been identified for e-bike use. The identified trails would only be available for e-bikes if the user had requested the accommodation. Factors such as narrower, unpaved pathways and equestrian use had also been taken into consideration when identifying these trails.

If an accommodation was requested, the requestor would need to fill out a form provided by the Department. Once the accommodation was granted, the requestor would be given a sticker that could be placed on their mobility device. This sticker could not be used to travel off the identified and allowed trails.

Once the policy regarding accommodation in the Foothills was revised and approved by Parks and Recreation Commission, a copy would be provided to the partners.

Adding e-bike users was a concern as there was already conflict between pedestrian and mountain bike use. Some of the local bike shops had informed patrons that e-bikes could be used on all Foothills trails. Outreach to local bike shops would be done to inform them of the policy.

### **E. R2R Partnership Updates**

#### ***Ada County***

The initial trail connection on Red Hawk Trail may begin soon and construction of the trailhead would begin afterward.

#### ***Forest Service***

The Forest Service cost share agreement base funding will stay the same, however if additional funds become available the agreement would be modified to reflect additional funding.

An alternate route on or permanent easements were needed to Stack Rock Trail as easements with the Land Trust of the Treasure Valley were temporary. D. Gordon and S. Arkle were comfortable moving forward on an alternate route. A NEPA review would be requested for the alternate route.

Forest Service indicated they could pump a two whole outhouse at the Stack Rock Trailhead, but did not have the staff to clean this facility. This location was out of range to add to Ridge to Rivers crews' duties, but they may be able to assist 4 months out of the year. A decision needed to be made as to who would maintain this facility.

#### ***IDFG***

Peter Ott was introduced as the new technician. IDFG was redoing all of their kiosks so that the design and look were more consistent with Forest Service and BLM signage. The kiosks would list the rules and regulations, along with a map of the area.

#### ***BLM***

B. Ralston was introduced. A predominant issue was the enforcement against camping and e-bikes on BLM property. Over the next few years, they would be working on a land use plan. Once complete, a travel management plan would be put in place and designating areas for e-bikes could be included.

There was a possibility that BLM may be able to take over maintenance of Bonneville Point. D. Gordon and BLM would communicate further on this subject.

Camping on upper 8th street continued to be a problem. D. Gordon had fielded complaints and concerns on this topic. This area was open to that kind of use as long as the stay did not exceed 14

days or the camper moved at least 30 miles away from the previous camp site. BLM would speak with their law enforcement regarding this issue.

In response to an inquiry they had received concerning lack of access to desired BLM land, Partners were asked if there were concerns about access. The consensus was that the issues were with access to private land, not to BLM land.

### ***City***

The City had closed on 24 acres of land above Warm Springs, known as the Ramaker Parcel. 75 percent of the purchase price was raised by the Barber Valley Neighborhood Association with help from the Idaho Shakespeare Festival and a bridge loan provided by the Idaho Fish and Wildlife Foundation. The City would ultimately be the owner of the property. Goals would include ensuring wildlife preservation by addressing management issues in the Boise River Wildlife Management Area (WMA). The City would facilitate three stakeholder meetings to create a miniature masterplan for the property.

On the November ballot, voters would be asked change the time for collecting levy funding. Due to a clerical error, \$5 million was not collected in 2017. Voters would be asked that these funds be collected in 2019. In 2018, approximately \$2.5 million would be collected in January and then in June. This could affect open space acquisitions and improvement projects in 2018.

Eight applications were submitted for improvement projects. The projects would be reviewed internally before the Open Space and Clean Water Advisory Committee made recommendations to Council. One of the projects submitted was by the Idaho Bird Observatory, for better access through this area. There was a possible 7-acre property donation to the City above the Idaho Bird Observatory which could serve as a gateway to this area.

### **F. Opportunity for questions from Non-partner agency meeting attendees**

A comment was made that the mountain bike community viewed e-bikes as motorized vehicles and were advocates for mountain bike access on trails. Adding e-bikes hurt their cause, but they would look for opportunities to make it work. SWIMBA was planning to hire a fulltime, executive director.

### **IN THE MATTER OF ADJOURNMENT:**

There being no further business to come before the Partnership at the time, the meeting was adjourned at 9:18 a.m.