

MINUTES OF MEETING

Parks, Open Space and Trails Advisory Board – June 27, 2018 Ada County Parks and Waterways Administration building

MEMBERS PRESENT: Kari Kostka, Jim Keller, Karen Danley, Julia Kertz-Grant, Chris Cook, Mark Suderman,

MEMBERS ABSENT: Marc Grubert

STAFF PRESENT: Candy Hahlbeck, Mike Edwards

OTHER: Larry Maneely, Chris Daly (Development Services), Jill Mahn (Western Riding Club), Alasya West (equestrian)

INTRODUCTION:

C. Cook called the meeting to order at 12:03 p.m. No conflicts of interest were declared by Advisory Board members.

Jill Mahn and Alasya West introduced themselves.

Motion: K. Kostka moved to approve the May minutes. J. Keller seconded. Motion passed

ADVISORY BOARD FIELD TRIP REPORT:

J. Grant thinks it's a great agenda item. K. Danley visited Hubbard, Oregon Trail and Squaw Creek. M. Edwards mentioned that he ran into an individual that had some issues with fencing at the Bike Park. He met with BAMBA and it appears it was a fence post that was the concern after the 3rd bermed corner on Stormin' Mormon. There is a jump that aims riders to the left. If you go straight, there is some fencing down below to prevent braiding. This will be moved.

OPEN SPACE AND TRAILS COORDINATOR REPORT:

M. Edwards shared a PowerPoint presentation of the work that has been completed at the Bike Park and other parks in the last month. More time was spent at other park properties than in the past. Projects that have been completed include the reroute of Treasure Valley Traverse and rehab of the south end of Treasure Valley Traverse. M. Edwards met on site with Ian Fitzpatrick regarding the 3rd corner on Stormin' Mormon and using Turf Stone at this location. There are currently cement blocks at this location. Instead of Turn Stone, SoilTac will be used on that corner as a test. Most of the work has been done after storm events and includes cleaning out drains. Trail maintenance on Stormin' Mormon and Shake n' Bake are essential to cut back on the overgrowth. The dry stack rock retaining wall project is ongoing. The rock wall is first built at the top of the trail then taken down to where the wall is needed and the sandbags that are currently there are removed. This project should be completed in the next couple weeks. Following the reroute on Shake n' Bake jump, there were several directional signs that were replaced. M. Edwards continues to see people hiking up Stormin' Mormon.

M. Edwards met with K. Danley at Hubbard and had a good site visit. He was able to GPS numerous sites where there is barbed wire and trash. Overgrowth was also noted. K. Danley had some suggestions for equestrian mounting blocks at this site.

Google Maps was sending people to the other side of Hubbard. M. Edwards has contacted Google to get this mapped correctly. C. Cook offered assistance if needed.

Bird boxes were noted as being old and possibly needing replaced. Trash needs picked up in this area as well. Mike is also working with Army Corps of Engineers to replace a couple of culverts.

Barbed wire is an issue at Hubbard and will be a project focus to be completed in the future. J. Grant mentioned that the City of Boise had used Leadership Boise in the past to remove old barbed wire. M. Edwards went on to show before and after pictures of an overgrown trail that has been trimmed back to allow for passage.

L. Maneely inquired if code enforcement has been made aware of the trash and bird box issue. M. Edwards responded that he thinks its just wind and age destroying the bird boxes. M. Edwards and his crew have also been out at Oregon Trail maintaining the grounds. There is quite a bit of mustard and alfalfa out there. The gravel has also been sprayed for weeds.

NEW BUSINESS

EAGLE CITY E-BIKES REPORT:

M. Edwards met with Eagle Parks and Pathways subcommittee on May 21st to talk about the E-bike issue. They are looking at their Greenbelt ordinance and possibly expanding E-bike use at the Bike Park and elsewhere. The subcommittee consisted of Steve Noyes, Joe Richardson from the Sheriff's Office, Ian Fitzpatrick who is a local rider, Al Youngsworth who is the original designer of the Rekluse motorcycle clutch, and Charlie Baun who is the Avimor Conservation Director.

The biggest issue that came up right away is consistency among agencies. Everyone in the group owned an E-bike or had ridden one with exception of the officer. In general, the group supported the passage of the E-Bikes at the Bike Park and on the Greenbelt. One of the big issues discussed was what class of E-Bikes would be allowed at the Bike Park. It was decided that for now, they should just look at class I E-Bikes. M. Edwards mentioned to the subcommittee that the Parks Advisory Board would more than likely want this to be a trial period. They agreed on a 1 year trial period. M. Edwards pointed out to the subcommittee that many E-Bike users are new to the sport and are not aware of the bike etiquette. There will need to be a focus on education and trail etiquette signage. Another point M. Edwards brought up was user conflicts and user satisfaction. User satisfaction at the Bike Park is really high right now. As we get more users out there, there will be more conflicts and user satisfaction will go down. As a new user group, E-Bikers are able to go further than a typical new mountain biker can ride. Which means E-Bikes have more potential to increase trail usage and user conflicts.

E-Bikes on single track trails was also discussed. The general consensus is that the Feds were going to take a long time to come to a decision and that there wouldn't be much of a change from the Federal Land Managers not allowing E-Bikes on their trails right now. M. Edwards passed out copies of Eagle's draft ordinance and asked for input from the Advisory Board. In Eagle's draft ordinance they appear to be allowing E-Bikes on their properties and properties they have easements on. The parties went on to discuss exactly what this may mean for easement holders. J. Grant inquired how to tell the difference between the classes to E-Bikes if you can't identify the different classes. C. Cook responded that a class I and II look the same. Class I can go up to 20 MPH. Class 2 can go up to 28 MPH. With any E-Bike, you have a battery which physically limits you. The faster you travel, the faster your battery is eaten up. J. Grant went on to ask about enforcement. M. Edwards responded that this topic came up at the subcommittee meeting and that the officer responded that enforcement would be based on behavior not classification. J. Keller inquired if it's the throttle based class II that makes them inherently more of a danger for equestrian and pedestrian users? C. Cook responded that he has never ridden just throttle E-Bike, only pedal assist. He leans more toward pedal assist to be allowed at the Bike Park rather than just throttle. Pedal assist requires the rider make a physical effort. K. Danley added even though the E-Bike is electric, it's still motorized. The parties then went on to discuss the properties of the E-Bike motor and battery. M. Suderman made a suggestion on the enforcement side of things. He suggested that if there is some type of incident/accident and one is riding at class II E-Bike, that the penalty be higher than if one was on a class I. C. Daly inquired if no one is cited for crashes, what are people actually cited for on trails? J. Grant responded that currently, in the Ridge to River system, people are not cited and that the city has no rangers that have enforcement capability other than dog on leash.

M. Edwards circled back with the Advisory Board on their recommendations for class I on City of Eagle properties and easements.

K. Kostka is hesitant to open up trails to E-Bikes period. Would like to limit use of E-Bikes to class I. She has questions on Eagle's ordinance specifically part G, the exceptions portion. She would also like a better understanding of what other easements and properties are included. She would side with doing a trial at the Bike Park and not open it up until we have a better understanding of the implications including easements on private property.

C. Cook is of similar thought to Kari on the class I. Just class 1 at the Bike Park. He thinks you should have to physically pedal if you are riding a bike. He doesn't agree with class II at the Bike Park or on Foothills trails. As for the ordinance, he suggests that they start with the Bike Park and take out the section on Other Foothills Trails.

K. Danley sees the issue as black and white. Pedal assist E-Bikes are still using a motor and the trails are designated non-motorized trails. She doesn't advocate for even class I. She also thinks it is a slippery slope, they can't decipher between class 1, 2 or 3 easily. Concerning land management, she owns easements and if the easement is used for something different than what she agreed to, that would be a problem.

M. Suderman sides with Karen and doesn't think that E-Bikes should be allowed on any single track anywhere. But since that isn't an option, limit class I to the Bike Park only with some sort of enforcement. He believes that if he is a private property owner that has granted an easement on single track trail across his property, and E-Bikes are expanded as an allowable use, he will do what he can to pull the easement.

J. Keller is also of similar opinion to Karen. If it has a motor, it's not a non-motorized vehicle. Because the City of Boise has already embraced it, he feels he is forced into accepting it. He thinks limiting to class I, keeping them off single track trails and limited to the Bike Park at first for a trial basis with specifics to the trial such as defining how it will be monitored, time period of trial and also a more structured trial basis.

J. Grant believes if its motorized, it doesn't belong on the trail. She thinks there will be plenty of people on foot, on horses and pedal bikes that we don't need to add a 4th component to the trail system. The fine situation is ridiculous and petty. From the science prospective, we need to have baseline user information and annual surveys done at trail heads. This gives a gauge as to how many people are even using them.

PENITENTIARY CANAL GREENBELT PROJECT:

C. Hahlbeck provided an update on the Penitentiary Canal project. Per the BOCC and PA's office, this portion of the Greenbelt is closed until further notice. There is no set date for an opening.

EQUESTRIAN TRAIL PRESPECTIVE:HUBBARD AND OREGON TRAIL REC. AREA

K. Danley went over the Rubric she created for each of the properties Ada County Parks manages. Out of a possible 100 points, she gave Hubbard 62. Some concerns she noted for Hubbard are the 2 different locations listed on Google, expanding the parking lot and creating designated parking places for horse trailers. The parties went on to discuss how a designated parking spot/signage for horse trailers would work.

For the Oregon Trail Rubric, she gave it 74 out of 100. Some issues she noted are its difficult to find on Google Maps, signage for horse trailer parking, barbed wire issues, gun shooting and a map for the property.

She also went up to Squaw Creek and noted that issues included accessibility, parking entrance and sight lines are really important.

K. Kostka inquired if M. Edwards was familiar with the tunnel/underpass that is on Highway 21? M. Edwards said he would check it out.

K. Danley's guest Alasya West introduced herself. She has lived in the area for 34 years and has worked on trails in Virginia and in DC as well as with local people, most recently the North Ada County Foothills Association and Avimor. She went on to say that there is an opportunity when developing future trails to accommodate and eliminate blind spots (corners and crowns) with bikes. She thanked the group for listening.

ADJOURNMENT

C. Cook adjourned the meeting at 1:37p.m.