



E-Bike Public Comments

Anne Peters

12/27/2017

Thanks very much for returning the call I placed this morning to POS (looking for Bevin Carithers), and for the info below. I need time to digest all this but in reviewing the info from the 12/21 POSAC meeting here, with the proposed changes to the regulations, it sure looks like e-bikes are getting banned. That's the implication from the Daily Camera article. My top question for you and your team is "what is the purpose for banning electric bicycles from POS trails?" -- setting aside the issue of people with mobility or disability issues who want to ride an e-bike anywhere they would be riding a regular bike? My other top question is how soon might (a) there be a public forum on this issue? and (b) the BOCC vote on what the POSAC recommended with regard to changes to the BoCo POS regs from its 12/21/17 meeting.

Anne Peters

12/27/2017

Please please please vote AGAINST banning e-bikes on Open Space trails. I am handicapped and was thrilled that the County subsidized my purchase of an electric bike this fall, enabling me to ride around the county again. I've enjoyed riding on Open Space trails since then. It makes no sense to ban e-bikes after the County subsidized them!! Pedal-assist e-bikes are quiet and do not pose any safety hazards. If the concern is noise - set noise limits. If the concern is speed, post a speed limit (many human-powered bikes go too fast for pedestrians anyway already). Why would you discriminate against handicapped and less-fit people who can ride e-bikes now? Are you hoping to get sued under ADA rules? And, pedal-assist e-bikes help meet our climate goals - such a ban undermines the County's climate goals. Please contact me!

Bobby Brown

12/27/2017

In reading the article yesterday in the Camera, assuming they got it accurately, the county is considering outlawing ebikes on Open Space. I am concerned that any such action may reflect some misunderstanding by the county.

> There are two basic types of ebikes. One is, essentially, a motor bike. I have never seen one of these, but they could certainly exist. These bikes operate like a gas-powered throttle bike, albeit more environmentally friendly. The problem with these is that they may go too fast and can be a safety hazard. You are right to outlaw

> The other type of ebike--like the one I ride--is a pedal-assist bike. These types of bikes are often used by us of the older crowd, whose knees and hips are shot and need a break. All these bikes do is provide a slight boost at the top of the pedal cycle and do not go particularly fast.

> I note that wheel-chairs would be allowed under the new rules. Likewise, pedal-assist bikes should be allowed. it would be a bad idea to outlaw pedal-assist bikes. Let's make it easier for aging folks to get around, not harder.

Brad Smith

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Bobby Brown

1/1/2018

Thank you for your thoughtful response to my email. Having now read the current regulation that you cited, I can live with Provision 9(b), as long as OPDMD trail designations are reasonable and not too numerous; and as long as the county does not get into the business of certifying who is disabled and who is not. For instance, I live with a fake hip, a crushed ankle long ago, and a couple of bum knees; so I need an ebike to keep me out of my car and out of VIA (for now). Also, I would suggest that most ebike riders are a bit older crowd and not likely to pretend they are on a race. Thank you and let me know if you would find useful any input or further points of view. And thank you for your prompt and thoughtful response.

Allan Franklin

1/2/2018

I would like to understand the reasons why a total ban on e-bikes is being considered for Boulder County parks and open space. I can understand a speed limit, but there are cyclists on regular bikes who ride considerably faster than I do on an e-bike.

Cynthia Taylor

1/3/2018

I am a 63 (former Boulder County employee for almost 30 years) and own an e-bike in order to keep up with my athletic husband or my grandchild. I use my SILENT battery to help me up hills and allow me to ride further and accompany my husband for longer rides. As racers and athletes zoom by me on bike trails, I shake my head at whatever misguided notion must have led a committee to suggest a ban on e-bikes. They must believe that e-bikes are self-powered, or that they make noise, or are faster than any other bike?! None of which is the case. My e-bike takes up the same space as a regular bike, it is as silent as a regular bike, it must be pedaled to move just as a regular bike, but it does allow me to accompany a fitter human so I can become more fit. Boulder County touts the adage of a vital community in which we all age well – and these bikes are no faster, no noisier, and have no greater impact than a regular bike. What in the world?! Please do not ban a bicycle that is a great tool for those of us of a certain age! Thank you for your consideration.

Ben TeBockhorst

1/4/2018

We oppose the ban on e-bikes that you're considering. We believe the Colorado state law, which is being adopted by states across the US, is a sensible compromise that allows use of e-bikes on appropriate facilities.

Chuck Ankeny

1/4/2018

I am the owner of Freedom Folding Bikes here in Boulder and a year-round bicycle commuter using an e-bike for my commute. I was also a co-owner of Pete's Electric Bikes for almost 7 years and have sold over 3,000 e-bikes. While many of my industry peers are patently opposed to the ban on e-bikes that you're considering, I believe that the Colorado state law, which allows for Type 2 electric bikes equipped with throttles, is the flawed in that allowing electric bikes with throttles is the biggest mistake government can make. On the other hand, allowing e-bikes with pure pedal assist operation (Type 1 and Type 3) is one of the best things government can do to (and I quote from your own e-bike purchase program from this past spring) "conserve our precious natural resources" promote healthy lifestyles, and adopt "sustainable ways of living by recycling, composting, and commuting in ways that protect our air, land and water". As we all have seen over the past few years we have several issues developing:

- 1) the number of cars in the area has reached a critical level where infrastructure struggles to accommodate the load
 - 2) air quality continues to be a serious issue here on the front range
 - 3) health and well being of our population is affected by sedentary lifestyles
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Dax Burgos

1/4/2018

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Dwight DeBroux

1/4/2018

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Alicia Stewart

1/5/2018

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Frank

1/6/2018

We oppose the ban on e-bikes that you're considering. We believe the Colorado state law, which is being adopted by states across the US, is a sensible compromise that allows use of e-bikes on appropriate facilities.

Brad Taylor

1/6/2018

I wanted to comment on your recent proposal to ban E-Bikes on all Open Space trails. First an E-bike is not anything like a gas power bicycle, they should never be compared. E-bike riders must pedal to make the bike go. Electric assist is a more correct terminology here and it speaks to the use of these vehicles. All electric assist bikes have a built in speed governor. Most are governed at about 20 miles an hour. A nice road bicycle has no governor and with many of the riders on trails in Boulder county that is much more of a problem. The real key here is limiting speed for all trail users and using the triangle of courtesy. With the triangle of courtesy, the bicycle always yields to walkers and horseback riders. More posting of the courtesy triangle and speed limit signs would be a much better option than banning Zero Emission vehicles from safe commuting routes.

I am a former president of a bike club (Boulder Velo) and a former Category 2 road racer. Our club promoted all types of bicycle riding (touring, commuting and racing), with a special emphasis on safe cycling and promoting youth cycling. In the early 80s we saw the introduction of mountain bikes. The challenge of finding out just what these bikes could do, led to the formation of trail committees from many leaders in the bicycling community at that time. We struggled with where these new bikes

should be allowed, and implemented many restrictions. A total ban at that time was not a reasonable way to support this bicycling community, as a total ban on electric assist should not be the answer. The trail use questions at that time led to the courtesy triangle, and courtesy is the right answer. There are places where an electric assist bike may cause more trail damage and those trails warrant limited use.

Many of us who have built the progressive bicycling community Boulder County is today, are the Baby Boomers who continue to support bicycling today now have electric assist bikes in the stable. Many of us have medical issues or have just slowed down more than our friends or partners. An electric assist bike is a great way to ride with those people we have been riding with for the last 40 years, get the level of exercise we are still capable of. Ask any bike shop who their E-Bike customers and this will mostly be the answer. Another extremely important customer is the commuter. Electric assist bikes are a great way to commute and allow for a longer commute. There are extended hours of use on many of the trails that are used for safe commuting. The idea that progressive Boulder County would ban a Zero Emission vehicle from safe commuting, and force more people back into automobiles is extremely backward thinking.

Please do not implement a total ban of E-bikes. If speed and courtesy are the real issue, then education is the answer. We can do it for our dogs, let's put some effort into educating people.

Dennis Kennedy

1/6/2018

I oppose the ban on e-bikes that you're considering. We believe the Colorado state law, which is being adopted by states across the US, is a sensible compromise that allows use of e-bikes on appropriate facilities.

Elorie Slater

1/7/2018

I am writing to you, as a local bike shop owner, to support the proposed e-bike ban. Many of my bike retail and industry colleagues have written to you in recent days opposing the proposed e-bike ban, citing environmental impacts (i.e. fewer cars on the road) and the potential for a larger cycling user group, and increased profits. However, I believe these arguments do not sufficiently represent the issues at stake. I believe that any discussion of an e-bike ban must address transportation network trails and recreation network trails differently. As a mountain bike dealer I have had the opportunity to ride Class 1 e-MTB's in the company of the engineers who developed them. They are fast. Capable of speeds up to 20 mph, these bikes will - undoubtedly - create a new kind of user group conflict on the trail. I applaud Boulder County for maintaining a clear delineation between motorized and non-motorized trails in our backyard. Based on my experience with the e-MTB technology, I do believe these bikes belong in the marketplace with proper regulation and that responsible, informed dealers should be educating their consumers about motorized trail access. However, the proposed ban does not present a threat to my business. There are ample motorized vehicle trails throughout the state of Colorado, and the proposed e-bike ban does not restrict e-MTB consumers from using those bikes. With respect to the transportation network, I believe that a ban on Class 2 e-bikes is critical for multi-use paths. Six years ago, what would your answer be if I asked you the following question: What do

you call a machine with two wheels and a throttle that can go up to 28 mph?. The answer: A moped. An electric car is still called a car, but an electric motorcycle we now call a "bicycle", and many cycling retailers are hoping this fundamental truth slides under the radar of transportation network regulators. These machines are essentially mopeds with a different fuel source - just like an electric car. Safety is a legitimate concern. I completely understand why the retailers in Breckenridge, Colorado supported the now in-force ban in e-bikes on Breckenridge paths and I empathize with the pressure they are receiving from manufacturers to stock and sell these bikes. While I do support Class 1 commuter bikes on our transportation network, that is not sufficient motivation for me to oppose the Boulder County e-bike ban. I believe that our mountain parks should remain e-MTB free, and that Class 2 e-bikes present a safety concern on our multi-use paths.

Jeri Bacon

1/9/2018

I am mystified and angry that the commissioners would even consider banning e-bikes from Boulder paths trails, particularly since a state law just passed, and economic incentives in the city of Boulder, encourage their use, which makes this an ECONOMIC issue. Because most e-bike users are over the age of 50, I consider this an AGE DISCRIMINATION issue. For years there has been an effort to get people to be active and get cars off the roads, which makes this a HEALTH and ENVIRONMENTAL issue. As soon as older people attempt to address these issues with e-bikes, you consider banning them. My experience on my bike has been wonderful. I can get exercise (I only use the assist when necessary), run errands, pick up groceries, meet friends, etc., without contributing to pollution and traffic. The only problems I've had have been with REGULAR cyclists, who speed as fast as possible (far faster than I can go even with assist), weave in, out and around pedestrians and other bikes, and endanger others. Since Boulder has refused to regulate regular cyclists in any way (partially because to do so would be unenforceable and not politically expedient), it is unfair and discriminatory to do so with e-bikes. I consistently see mountain bikers on no-bike trails, pushing hikers off the paths. My e-bike can go, at max assist, 17 miles an hour, makes virtually no noise, no pollution. I have paid taxes in Boulder County for 40 years. I may be over 50, but there are lots of us in this town. We contribute to the economy more than our more youthful cohorts, and have more experience being politically active. We vote. I have to insist that you table any consideration of banning e-bikes.



E-Bike Public Comments from Website

Charles D

1/11/18

Please permit pedal-assist eBikes on Boulder's open space trails. My wife's eBike has provided her access to county and city trails, most of which were previously too challenging for her. She can now ride with me and get exercise she badly needs.

stephen d r

1/18/2018

I am writing to ask that POSAC make more open space trails accessible to Class 1 e-bikes. As an older senior I no longer last very long on my mountain bike or on foot. The e-bike makes longer rides possible so that I can travel farther and enjoy more hours of recreation. I am so grateful to Louisville for allowing e-bikes on its open space trails. Perhaps because I ride slowly and carefully, I have never encountered a problem or negative comment from anyone. I'm not sure that most people even recognize that my bike is pedal assisted. I urge POSAC to improve accessibility to our beautiful open spaces by giving less physically able citizens more access. Please allow responsible use (ex: stay off when trails are wet and always give right-of-way to others) of e-bikes on open space.

Elizabeth F

1/18/2018

I think that all e-bikes should be specifically banned on County open space singletrack trails--i.e. Betasso Preserve, Heil Valley Ranch, Hall Ranch, Walker Ranch, and the Coalton trails sections of Marshall Mesa. The presence of e-bikes, which are faster than regular mountain bikes, would increase user conflict at these trails and detract from the user experience.

I feel more open to e-bikes on trails that could be considered "transportation corridors" like the Coal Creek trail and the LoBo trail. I think e-bikes can play an important role in reducing cars on the road and making bike travel more accessible to more people.

I do not own or ride an e-bike.

Lester P

1/18/2018

Against e bikes on any trail that is not open to motorbikes. The dumbing down of exercise is the exact opposite approach to a healthy lifestyle that this country needs. Making things easier and less taxing on

the body increases dependence upon motors..... leading to less exercise and decrease in overall health. Boulder needs to be a leader in self powered access.

The argument that it'll get more people out fails too...., our trails are overused now, why add another user group.

Rebecca S

1/18/2018

Walking dogs, joggers with headphones, babies in strollers--and then you're going to add a motorized vehicle to a multi use path--seems dangerous. I could be convinced that e-bikes are OK on commuter paths only but that seems like a slippery slope. Overall, I am opposed to e-bikes on any open space trails and especially ones where I mountain bike for fitness, outdoor adventure and to experience nature.

I do not own and will not ride an e-bike.

Jun A

1/18/2018

Are you in favor of allowing e-bikes on county open space lands?

No.

Which trails are you interested in and/or concerned about?

All multi-use trails, all trails where bicycles are currently allowed.

What classes of e-bikes should be allowed?

None. A e-bike is a motorized vehicle. No exceptions. If pedal-assist gas powered mopeds are not allowed, then e-bikes of any kind should not be allowed.

Do you own or ride an e-bike?

No.

Greg C

1/18/2018

I do not support allowing ebikes on open space trails in Boulder County. Ebikes are a motorized vehicle. It doesn't matter if the power source is a battery. There's too much crowding and user conflict already. Adding a user group with the ability to ride faster than their normal means will make matters worse.

I do support allowing ebikes on multiuser paths for commuting purposes.

I am a mountain biker. I do not own an ebike. I do not want to be associated with the ebike user group. Mountain bikers have worked hard to develop positive relationships with other users and land management. Being associated with OR advocating for the use of motorized vehicles will jeopardize these relationships.

Catherine T

1/18/2018

I am an ardent mountain biker. I am also a hiker, and trail runner, and often take my dog. I am absolutely opposed to E-bikes of any class on any open space lands. I am concerned about all trails that I mountain bike on here in Boulder- Betaso, Walker Ranch, Marshall Mesa, and Springbrook. I have encountered E-bikes already on trails illegally. E bikers have not one time yielded to me even when I had right of way. I believe their thinking is "Might makes right" and they can run me over so I was the one who had to move. These trails are already overcrowded. I have encountered unhappy hikers when I have been biking, even though I work hard to alert hikers and yield to them and be friendly. Allowing E-bikes on trail is only going to exacerbate hiker/biker tensions, especially as hikers will have difficulty telling the difference between E-bikes and mountain bikes. The trails can not handle more users. They are overcrowded already. What are the reasons for allowing e-bikes? Must we make everything accessible to every single person? I go out on the trails to be in nature. I do not want motorized e-bikes on the trail. I would also ask you to consider that bike shops will be heavily supporting E-bikes as they stand to make a lot of money from sales. Allowing E-bikes on the trails will be a Pandora's box of problems. Please, no E-bikes.

dave c

1/18/2018

- I am in favor of allowing all types of ebikes on commuter paths. Ebikes are a great solution for getting people out of cars.

- I am AGAINST ANY type of ebike (pedal assist or otherwise) on backcountry singletrack style trails like Hall, Heil, Walker, e

Rick D

1/18/2018

I am in favor of allowing Class I e-bikes on county open space lands.

I'm not concerned about any of the trails in Boulder County allowing Class I ebikes.

My comments are only concerning Class I e-bikes. I don't feel other categories of bikes should be allowed.

I personally do not own an e-bike (yet).

The only thing e-bikes will do is allow more people to enjoy the open space. Class I e-bikes aren't motorcycles and won't chew up the trails like motorcycles do. The only people who've been interested in e-bikes in my shop are ones that used to ride mtn bikes but due to failing health are no longer able to climb without assistance.

regards,

Rick D.

Michael M

1/18/2018

I am a cyclist (mtb and road) and a trail riding motorcyclist. I do not own an e-bike

I am not in favor of allowing ebikes on singletrack trails that do not allow motorized use (ex. hall, heil, walker, betasso, rabbit mountain) I think they are fine for on street use. I am neutral about their use on multiuse paths such as rock creek trail, coal creek, etc, since the opportunity for disruption of other people and the trail integrity is significantly lower on these types of trails.

I do strongly believe more motorized singletrack needs to be opened/reopened in boulder county and the boulder ranger district. Reopening Lefthand OHV would be a perfect opportunity to support e-bike usage in Boulder county. Additional singletrack should be designated for OHV use (including Ebikes).

Kimberly F

1/18/2018

I love my e-bike! It has given me the opportunity to travel by bike on rides with my husband, family and friends that I would otherwise not be able to do. I can now keep up. I've seen senior citizens get out on their bike getting exercise they would not otherwise attempt.

I've been able in the past to ride from Boulder to Broomfield ... not in my car or on a busy road but on a bike path paid by all of us tax payers. If bikes are allowed on a path then my e bike should be allowed. I've also traveled on long rides in other states and let me tell you I still have to work hard, you always have to pedal.....yet when I need the assist it is there to help me make it!

Josh B

1/18/2018

Hi,

You're probably receiving a flurry of angry messages about how e-bikes are motorcycles in disguise and that they shouldn't be allowed in our open space. I think that it is reasonable to allow class 1 e-bikes on trails but that class 2 bikes may be a bridge too far. The rider should be expected to travel under their own power even if aided by a electric motor. Allowing riders who have electric power available at the twist of a throttle is antithetical to the intended experience of open space trails and the user community.

Joel W

1/18/2018

I am an avid hiker and cyclist that has lived in Boulder County for 15 years. E-bikes are a terrible idea to allow on Boulder county trails. E-bikes allow users to travel uphill at speeds unsustainable by advanced riders, which then can cause increased conflict and collisions with downhill riders. E-bikes can be used on double track gravel or regional connector trails, like Rock Creek Trail but would be a disaster for use on trails such as Heil, Hall Ranch and Betasso.

E-bikes are not bikes, they are motorized vehicles. Motorized vehicles do not belong on our trails.

Thanks,
Joel White

Devin Q

1/19/2018

Class 1 bikes should be allowed on certain trails in BOCO for the both the sake of commuting and recreation. Some of these would

LOBO, Coal Creek, Rock Creek, Niwot, and Twin Lakes

These are used by folks commuting and embracing class 1 e-bikes helps folks to commute via bike or might not otherwise due to distance or physical limitations.

I own a class 1 e-bike that use for commuting, errands, and recreational riding.

Tom R

1/19/2018

- I am tentatively in favor of allowing e-bikes on county open space.
 - However, I am concerned about allowing e-bikes at Betasso Preserve.
 - Only Class I e-bikes should be allowed.
 - I do not own nor ride e-bikes.
-

Mike O

1/19/2018

As an avid cyclist I feel compelled to write in regarding this issue. I frequently commuted from 47th & Iris to downtown boulder for work by bicycle. A little over a year ago, our office relocated to Interlocken and I purchased a Class 1 electric bike (pedaling required) so that I could commute to work via the US36 path This was at significant expense to myself (\$4000).

Now, if the US-36 trail is removed from access for Class 1 bikes, an essential pathway connecting Boulder to neighboring cities will be disrupted. It would be very unlikely that I would use dangerous surface roads to perform the commute to interlocken, co-mingled with traffic. Currently, the US36Cooridor trail enables me (along with other bike paths) to ride approximately 16 of my 17.5 miles to work offset from vehicle traffic. Being forced onto roads for that commute during rush hour would be a rather dangerous prospect and at my age and physical fitness riding a standard bike to work that distance would not be feasible.

Concerns about e-bikes seems to principally focus on excessive speed. Class 1 bikes, which DO require pedaling, and have an upper assist limit at 20mph & can easily be accommodate on the US-36 connector trail. If the focus is on excessive speed concerns, then increased awareness and enforcing of the SPEED regulations rather than ebike/Class 1 status should be a priority (plenty of non-ebike bicycles frequently ride paths and trails at dangerous speeds and are just as capable of serious injury.)

Further, I feel like restrictions on Class 1 bikes would harm the recreation ability of folks like myself (47, obese) who are somewhere between being too unhealthy to use a standard bicycle for commuting and too healthy to get an exemption for mobility assistance.

Please consider focusing on Speed issues rather than eliminating access for Class 1 bikes (I'm less concerned with Class 2 regulation) and again, in particular, the potential closing of Class 1 bike access on the US-36 corridor path.

Mike Oswald
Boulder Resident 80301

Cindy L

1/19/2018

I'm on the trails almost every day, and I share those trails with bicycles. To me it's not as important what is powering the bike as how the rider behaves. I get so aggravated with (and sometimes frightened by) riders who have no understanding of how to safely and politely share the trail with pedestrians. Some think since they aren't on the road, there are no rules. Two or more Riders riding together will be side by side chatting away with each other and literally crowd me off the edge of the trail to avoid being hit by them as they hog the entire space. Others will ride very fast and whiz by me unexpectedly, giving me a rush of adrenaline and sometimes barely missing me. Good riders use a bell to alert pedestrians up ahead, ringing further back to prepare me for their approach, then slow down and ring once more right before they pass to let me know they are there. If they are riding two or more abreast, when they see people walking, they move to single file and slow their speed to safely share the space. It's simple'. Riders have to be educated before being allowed to ride both on and off road. They need to be required to use a bell (NOT a horn!) to warn hikers/walkers both further back and then again right as they are about to pass, slowing their speed as they pass them. Riders in multiples must stay alert to pedestrians coming the other way and move to single file as they pass. Pedestrians should learn to stay to the right and not cross the mid line of a trail where bikes are allowed, not to cover both ears with head phones (use buds or Bluetooth with only one ear covered to talk on phone or listen to music), and politely do their part to share the trail. If these rules are consistently followed, we can safely have even more healthy outdoor activities, and in many cases, keep more cars off the road. E-bikes would allow even more people to use bikes for transportation, which would be great, but I think we need to require people to get a very inexpensive and simple to obtain license with a short quiz about the rules before being allowed.

Paul D

1/19/2018

I do support allowing e-bikes on any county open lands that currently prohibit motorized vehicles. This will just open the door for other motorized vehicles that only use the motor to "assist" the rider. Additionally, batteries overheat and catch fire, such as with hover boards and cell phones. We do not need another way to start fires in our open spaces. I do not own or ride an e-bike.

Holly M

1/19/2018

I have an ebike and would love to be able to ride it on more trails. My ebike allows me to enjoy bicycling for transportation and recreation over longer distances than I would be able to do if traveling "human-powered." I don't really understand why there is a need to ban ebikes because they don't travel any faster than many dedicated human-powered cyclists... if athletes can cruise on a trail at 15MPH, what's wrong with me doing that on my ebike? If you want more people getting out of their cars and on the seat of a bicycle, give broad options. eBikes are an excellent gateway into the world of cycling and help many experience the associated health and wellness benefits. I would like to see trails selected for eBike use that provide regional connections.

Stephen D. R

1/19/2018

I'm writing to ask that Boulder County be as forward thinking about e-bikes as they are about most conservation issues. I'm an old guy who depends on his pedal assisted e-bike to run errands, weather permitting, and recreate on Louisville's beautiful trail system. Please check in with Louisville Police and/or Council about their experiences. I would be surprised if the Council regrets the progressive decision it made to allow e-bikes on its trail system. As a frequent e-bike user, I've become a vocal advocate for wider and ubiquitous bike lanes and trails wherever wildlife habitat, topography, and safety allow. This advocacy mindset may spread which will benefit all bike users as e-bikes lose their marginalized status. I foresee a future where seniors like me leave their hybrid or gasoline powered vehicles at home in favor of e-bikes for all short distance commuting. Cleaner air and less vehicle congestion could be happy benefits. E-bikes come equipped with speedometers so there is no mystery about how fast one is riding. On the other hand, the regular bikers who often speed past me may be clueless about their speed. Although I would not enjoy seeing more sign clutter on trails, perhaps a speed limit of 10-15 mph could be announced at the entrance to trails where bikes are allowed. I understand pedestrians may have concerns for safety because e-bikes weigh more, but a trial period without e-bike injuries should allay fears. I doubt most peds recognize and they certainly don't seem to care that my wheels are pedal assisted. Us older folk just want to experience Boulder County's exquisite trail system like everyone else but our bods need a little assistance. Thank you for considering all viewpoints.

Joshua S

1/19/2018

Are you in favor of allowing e-bikes on county open space lands?

No. e-bikes have no place on county open space lands or bike paths. E-bikes are motorized vehicles and should be limited to the road.

Which trails are you interested in and/or concerned about?

All trails and bike paths.

What classes of e-bikes should be allowed?

No e-bikes should be allowed.

Do you own or ride an e-bike?

No.

Keith J

1/19/2018

I do not think generally ebikes should be allowed on open space. The trails are not built for these faster heavier vehicles. They are already causing conflicts in open space. I have also witnessed ebikers completely getting out of their element and run out of power. As power and speed is increased on ebikes there will be a gray area between what an e-bike and motor cycle are and it will be impossible to regulate. For consistency e-bike should be only permitted on trails that allow motorized vehicles. The only exceptions would be wide concrete or crushed refined trails that are used for normal bike work commuting which I am not sure any exist in the boulder open space.

Thank you for your consideration.

Johannes R

1/19/2018

I am VERY opposed to allowing e-bikes on recreational Open Space Trails. By those I mean trails such as Hall Ranch, Heil Ranch, Betasso, Walker, etc. I would allow exceptions for handicap access (with permit). E-bikes on commuter routes would also be acceptable. But we DO NOT NEED people "cheating" on our recreational trails.

Deirdre G

1/19/2018

No e-bikes on county lands. Please. No.

Beth W

1/19/2018

I just read your flyer about open houses for public input about e-bike use on open space trails.

I have to say it hit me as a conflict of interest to bring in e-bikes to test ride, at these open houses...It seems like it would be a kind of gathering supporters of e-bikes to give their input. It seems that it would be better to hold these e-bike test ride opportunities at a different venue so the input doesn't get skewed by excited people who have come mainly to try the e-bikes.

I hope you do change this to not include the e-bike trial, at this venue, and let the purveyors of e-bikes offer the test rides at another venue.

Thanks for your consideration

Christine W

1/19/2018

I have an e-bike that I use for commuting and activities on the weekend. I love to be able to ride from Niwot to Longmont, mostly on a trail. I also ride on 119 from Niwot to Boulder for my commute.

When I am riding on a trail, I am very conscious of being respectful to walkers, runners and other bikers.

I sure hope to keep the privilege being able to use my e-bike on commuter trails. I usually do not go over 20 mph on a trail and definitely do not when I am near others. I am not sure what class my bike is, but I only use pedal-assist.

Paul B

1/20/2018

I live in Anthem Ranch (for 10 years), just east of Lafayette in Broomfield. We have over 200 individuals in our Bike Club and are an active biking community. As our population both ages and develops various medical conditions that reduce their ability to ride totally person powered bikes, many are converting to #1 and #2 E-Bikes to be able to continue to bike with our Bike Club. The new state law that was passed allowing #1 and #2 on almost all trails is very needed to accommodate all levels of bikers. Please don't override the state laws and discriminate against the aging population.

Thank You.

Paul Brynteson

Diana L

1/20/2018

I am in favor of allowing e-bikes on county open space. Plenty of riders can benefit from the electrical assist, especially older or less able ones. Allowing e-bikes will give access to our open space to a wider range of people in the community.

I think all trails should be open, and have no opinion on which classes of e-bikes.

I do not own or ride an e-bike myself.

Geoff C

1/22/2018

Hi,

For me as mostly a hiker on County open space trails, I don't think ebikes are the issue, but rather the speed of ALL cyclists. I would vote to allow category 1 ebikes and have a speed limit, say 20mph, on County open space trails. Just my \$0.02.

Thanks,
Geoff Cheeseman

Greg J

1/22/2018

Hello

Thank you for opening up public comment. I support the staff proposal to clarify the rule and keep e-bikes off most trails. I do not support allowing e-bikes on trails except for use by individuals with disabilities on a small set of trails.

Thank you,
Greg

Scott B

1/22/2018

I'm against any class of e-bike being allowed on county open space lands. I feel it will degrade my experience using open space lands if electric motors are allowed to propel bikes at any speed. If a person gets to a physical level where they need a motor to do a lot of the work to get around then they may also be lacking the ability, strength, aptitude to control the bike. Or if they are using the motor to get up hill more often just to go fast down hill, then that is also an even worse problem (already happening btw).

Creating more rules around a new thing will also need the increased levels of funding, legislation, and enforcement of all that fine print you will create. We are already facing lots of conflict on the limited number of trails for the ever increasing number of trail users. Do we really need to just pile another heap of problems on top of mess we already are dealing with. The e-bikes are already out on the trails today. Are you enforcing the current rules in place today? I don't see it happening. How are you going to end up allowing just a certain small class e-bikes if they are allowed. Will you stop every e-bike on the trail to see if it fits within the rules. That's not going to happen.

I am concerned about the bikes being allowed on dirt trails that I currently ride my mountain bike on.

I do not own an e-bike and am not interested in acquiring one either.

Concerned,

Scott Baker

Don E

1/22/2018

Dear Sir/Madam,

Please allow Class 1 and 2 e-bikes on Open Space bike paths and trails.

My wife, Judy Engelstad, has been an active "human-powered" cyclist for many years, who has enjoyed riding on your bike paths until 4-1/2 years ago when she was diagnosed with stage IV ovarian cancer. During her treatment as her health deteriorated, she could no longer ride her "regular" bike, so she got a Pedego e-bike. This purchase extended her biking life by some two years and allowed her to continue using Boulder bike paths.

Even though she is no longer able to ride, we are grateful for the extra time she received on her e-bike. So please allow Class 1 and 2 e-bikes on your bike paths and trails.

Thanks for considering my comments.

Yours sincerely,

Don Engelstad

Philip K

1/22/2018

Thank you for the opportunity to comment. I'm most interested in ensuring that Class I, II and III bikes are permitted along commuter paths. I recently purchased a Class III e-bike with the express purpose of commuting from Longmont to Boulder for work. I've seen far too many close calls between aggressive motorists and bike riders along HWY119. Because of that I ride along county roads to City of Boulder paths. I hope that dedicated paths will eventually connect different cities along county land/ROW, which would decrease traffic congestion, lower emissions and get more people moving (i.e. exercising); all of these benefits seem to align with county goals. Ultimately, it would be ideal to have a separate lane, or perhaps even pave the LoBo trail, between Longmont and Boulder.

Regarding trail use, if you do allow mountain bikes along trails perhaps you could require a permit/license similar to dog owners and require a tag number on bikes for reporting purposes. Mountain biking seems to have a greater potential for conflicts.

Thanks again!

Trudy W

1/22/2018

I have lived in Anthem Ranch in Broomfield for 11 years. I am 78 years old and ride with an active Anthem Ranch Bike Club. We often ride to and around Boulder. Currently, I ride a road bike, but I have rented an e-bike when our club goes overseas and know that I will need to buy one soon in order keep up with the group. I plan to buy a Class 1 e-bike. The new state law that was passed allowing Class 1 and 2 e-bikes on all trails is necessary to accommodate all levels of bikers. Please don't override the state laws and discriminate against me, because I am old.

Jane W

1/22/2018

I am in favor of allowing class 1 and 2 ebikes on our open space lands. As our population ages but continues to be active and technology improves we need to rethink the laws. Thank you for this opportunity. I do not yet own or ride an ebike but live in an active adult community and anticipate one day the need for an ebike to allow me to bike the trails. I am in favor of their use for all trails that allow bikes.

Thanks you,
Jane Whitehead

Paul D

1/22/2018

I am absolutely in favor of Class-1 pedal assisted e-bike on all county open space land. I currently do not own an e-bike but might consider one if they are allowed on open space land.

Thanks.

D W

1/22/2018

No, these things shouldn't be allowed. We use trails to get away from shit like this. Every time I turn around, someone is politically trying to be more "green" than the people around them as if to prove something. The last thing we need is the beautiful scenery around here being infected with this worthless crap. Sadly, this whole eco-movement is no more than a trend and does absolutely nothing for the real environment that most people want to enjoy without all the political agendas and 'green' narcissists around it.

Mark S

1/22/2018

The county should maintain the current rules for motorized vehicles, including e-bikes, on county open space lands - these vehicles should be prohibited.

Adam F

1/22/2018

It seems amazing that we find ourselves once again trying to maintain a sense of normalcy here in Boulder, and after 35 years of residency I hope we can move past these kinds of silly divisions. Of course ebikes need to be allowed on open space. How many residents are over 55, or injured, suffering from cancer or born with a disability? The answer is obviously as many as every other community in our country, so of course we would never deny these citizens recreation or access to biking in our communities. So, of course we needed to allow modern conventional all terrain full suspension bikes as

well as bikes. Both support access to hilly and rough terrain and both help residents ride up our slopes as well as down in safer and more comfortable riding positions. I am amazed that we can spend so much time and money on Prairie Dogs but might deny tax payers as well as loser or injured or ailing locals access to our trails? It's not a diverse or modern understanding of how technology is supporting all of us to access our outdoor environment. Once skip are tried to deny snowboards. Once Boulder tried to deny mountain biking. Once schools tried to deny cell phones. Let's take a more mature and common sense approach to this issue and maybe we can try to replicate that common sense process to the next county issue and support our community to access all our open space in ways that are based on the diversity of our citizen's who are young, middle aged, older, injured, healthy, have cancer, wounded in war, amputees as well as just looking to have fun in the community they live in and the county they support!

Kim L

1/22/2018

I am against allowing e-bikes on county open space trails and lands. Thank you.....

Gene F

1/22/2018

Absolutely NO e-bikes, nor any kind of "motored vehicle" for that matter, on Boulder County Open Space or in the Mountain Parks.

NO trails open to e-bikes or their ilk.

I do not own an e-bike.

If you are unwilling to hike (or manually pedal if you insist) through the relatively tranquil trail system then go elsewhere!!

Jane T

1/22/2018

I am strongly in favor of permitting ebikes on open space. It allows people of lower athletic ability - because of old age, illness, lack of fitness - to enjoy the open space. Open space should be accessible to all.

Raul S

1/22/2018

I commute almost daily with my two small children along the Boulder creek path. We live in the Canyonside subdivision (at the base of Fourmile canyon, right off the west end of the creek path). Every morning when the creek path is not covered in ice, I take the kids to school in North Boulder before heading to work at CU; we do the reverse commute in the afternoon on the way back. We use a long-tail Class I e-bike. It would be entirely inconsistent with the city's/county's effort to encourage alternative modes of transportation (green, don't add to parking/traffic) to ban class I e-bikes on the Creek Path for transportation purposes. A regular commute of this sort would be literally unrealistic without a pedal assist system -- it's close 15 miles roundtrip with two kids, all our gear, and more often than not some groceries. There are two other neighbors in my subdivision who also commute on an almost daily basis to/from town; one of them is 60 years old and the commute would also be unrealistic for him without a

pedal-assist system. Ditto for various people staying at the A-lodge. You should promote, not ban, this kind of transportation. If there are irresponsible recreational riders going at high speeds along the creek path, target Class III or even II e-bikes (or--better yet--issue tickets), not the kind that responsible commuters depend on.

Jane C

1/22/2018

No, keep e-bikes off dirt trails; its hard enough to hike with horses, other peds and mountain bikes wizzing by. E-bikes speed is my main objection. And people should really exercise themselves.

Paul S

1/23/2018

I am in favor of allowing e-bikes on county open space land. They're quiet, non-intrusive tools to allow more people access to the great trail system that might not be able to do so without one. Class 1 and 3 should be allowed on the trails, while Class 2 e-bikes could be considered a motorized vehicle. Because Class 1 and 3 require action from the rider, it is still a self propelled, human powered bike with an assist. Regardless, if the battery runs out or the motor is not in use, e-bikes can still be ridden and won't be rendered useless unlike a motor vehicle. I think all open space trails need to be made available to e-bikes too, no need to restrict that. I have a Class 3 e-bike.

Paul K

1/23/2018

Greetings!

E-bikes are motor vehicles. Subsequently,
I am NOT in favor of e-bikes on any OS lands unless other motor vehicles are permitted,
I am concerned about ALL TRAILS in the BC system,
believe NO CLASSES of E-BIKES belong on OS lands unless other motor vehicles are permitted
and do NOT currently own an e-bike.

Thank you for listening.

Paul K.

Dorsey D

1/23/2018

No ebikes or other motorized vehicles should be allowed in Open Spaces

Jerry J

1/23/2018

I am not in favor of having e-bikes on open space trails with a dirt surface. For paved trails, I would support Class 1 e-bikes.

Cliff T

1/23/2018

Greetings,

My wife and I are in our late sixties and very much enjoy riding bikes on open space multi use trails. As we age, our level of mobility has been decreasing and we have been planning to transition to ebikes to continue using the trails for recreation and transportation. We have encountered people using ebikes, apparently illegally, on the trails and did not find them a safety issue. If forced off the trails, ebike users will no longer be able to enjoy the relative safety and convenience of the trail system and end up on the streets contributing to traffic problems and exposing them to a higher risk of personal injury. I was also an open space volunteer trail guide in the early 90s and would have enjoyed using an ebike had they been available at that time. I would also think ebikes would be useful to current volunteers and staff. So I encourage you not to limit the use of ebikes on open space trails, rather consider them another group of users along with skaters, dog walkers, runners, joggers, bikers, wheelchair users, and horse riders. Thank you for allowing me to voice my opinion.

Darla T

1/23/2018

I live at the top of a big several mile long hill. I would love to ride my bike to town but I am not in good enough shape to ride it all the way back home under my own power. An e-bike will get me riding again! I have tried a few and am excited to buy one! But if I can't ride on bike trails, then what is the point? An e-bike will get me out of a car and onto a bike, and i am convinced of this. Please allow e-bikes on open space trails!

arthur n

1/23/2018

The addition of motorized vehicles to open space trails will likely create conflict with the hikers and walking group who already need to contend with rude bikers that seem annoyed with the need to drive courteously and share the trails with walkers. Is some financial lobby involved as your promotion of e bikes suggests?

Definitely not in favor of more vehicles intruding on the peaceful enjoyment of the outdoor space managed by the county.

Isolde S

1/23/2018

My husband rides a pedal assist bike. He will be 70 next year. The bike was his retirement gift. It has been a beautiful thing to watch him jump on his bike, and ride off to explore. He has become fit, and full of enjoyment, pedaling through the trails system.

As our county population gets older, it would seem very beneficial to encourage pedal assist bikes as a way to keep seniors actively engaged in our community. After a lifetime of paying for open space, it would be devastating to be banned from using it.

As young county workers increasingly make rules to benefit the young mega athletes, please don't let the rights of seniors be overlooked or forgotten .

The point of these pedal assist bikes is not speed, but rather a gentle push over the hardest hills. Pedal assist bikes are an ideal way to promote healthy living for our aging demographic. We need to have full use of the trail system.

Lori B

1/23/2018

Thank you for this opportunity to comment!

I am a 62 year old Boulder Resident and my opinion right now is that I'd love to be able to ride an E-bike on open space lands. I don't have an e-bike, yet, but I see one in my future. I think I would do more errands on bike, if I had one, and could ride wherever I wanted.

Also, I think I would use it to extend my workouts to areas that I might not have been able to reach without just a little help from the "E"! I am not interested in going super fast, but the one time I was on an E-bike, I loved the tiny boost I got going up hills that I might not have attempted without it. I was using the kind of bike that you need to pedal to get the electric help. So, I am in favor of Class-I e-bikes.

One more thing: my other goal for when I get an e-bike is to be able to keep up with my husband who is a much more powerful cyclist than I am. I think it would be more fun to do bicycling outings with him if I could keep up!

Summary:

- I am in favor of allowing e-bikes on county open space lands
- I have no particular trail concerns
- Class I should be allowed
- I do not own an e-bike.

Thank you.

Lori

Kevin S

1/23/2018

I have been mtn biking for 31 years, I have been active with federal and local mtb bike trail advocacy groups for most on that time. I initiated the Boulder mtn bike park host program back in the mid 90's. I have been on the current Boulder mtn bike patrol for 5 years. I have seen a ton of user conflict(mostly in the past) and it has taken at least 15-20 years for bikes to be accepted as a viable use for our public lands by other users and agencies alike. With this said I only see a new round of user conflicts created by allowing e-bikes on our trail systems. E-bikes have great advantages as commuter transportation, but I do not believe e-bikes should be allowed on our City or County open space trail systems. They are technically motorized vehicles.

Luke A

1/23/2018

E bikes do not belong on any open space trails. They are too fast and collisions would become more common, resulting in fewer people on the trails and more injuries.

Kids and hikers would be most at risk.

Man and woman powered bikes only please.

Luke Anderson

Jan K

1/23/2018

So " mountain bikes don't tear up the trails and terrorize hikers and equestrians enough. Hall Ranch Bitterbush and Betasso perfect examples. Just because the cyclists are organized does mean they are the majority of users. Ebikes - really dumb idea.

Jim B

1/23/2018

My ebike has positively changed my commuting habits; much less carbon-based energy used, as the solar panels charge it and the Leaf up. Please consider all trails commuters may use to be open to ebikes; operator responsible for safe speed! Could there be non-technical trails open to us boomers who want to ride with family as we age, as in the Wall Street Jrnl article where 70 year old man was able to ride his ebike with his 40-something children? Trails near the res? Bldr valley ranch trails? Marshall Mesa?

Ruth P

1/23/2018

I DO NOT OWN OR RIDE AN E-BIKE. DESPITE THAT, I AM VERY MUCH AGAINST ALLOWING E-BIKES OPEN SPACE. AS A RUNNER AND WALKER, IT IS SCARY ENOUGH WITH REGULAR TRAIL BIKERS WHO IN MY EXPERIENCE DO NOT FOLLOW THE PROPER BIKE ETIQUETTE POSTED, RIDE LIKE BATS OUT OF HELL AND BELIEVE THEY 'OWN' THE OPEN SPACE TRAILS. COUNTLESS TIMES I HAVE BEEN NEARLY STRUCK BY SPEEDING BIKERS. I CANNOT EVEN FATHOM HAVING THOSE BIKERS AND E-BIKERS TO ON THE TRAILS. THIS IS AN AWFUL IDEA FOR OUR TREASURED PARKS AND OPEN SPACES IN BOULDER COUNTY.

Jonathan I

1/23/2018

Please do not allow the use of ebikes on open space land.

John C

1/23/2018

ABSOLUTELY NOT - NO ebikes on trails! I am an avid trail user of mountain bikes (human powered), and off road motorcycles (OHV). Each has its place. ebikes are nothing more than low powered motorcycles and DO NOT BELONG on open space trails.

They should be on roads or approved motorcycle / OHV trails only!

No, I don't own an electric motorcycle (ebike), but I have ridden them. The only difference between an ebike and a motorcycle is small - less pollution & somewhat less noise.

Jill L

1/23/2018

Ebikes would make the trails less safe. A bike going uphill at 20mph is a recipe for disaster. They are heavier and much more difficult to control. I would be less likely to hike with my dog and children.

Thanks,
Jill

Stephen H

1/23/2018

Pedal assist e-bikes should definitely be allowed on Regional Trails. My guess is that many cyclists, young and old, fast and slow, happy and happier, have been using them for the last few years without anybody noticing. Time to make it "legal" to ride on Boulder County Open Space Trails.

Daniel W

1/23/2018

I favor allowing only Class I e-bikes on some Boulder County Open space trails where trails are at least 8 feet wide, allowing enough room for foot traffic and bike traffic to safely and courteously pass one another.

I am opposed to allowing any class of e-bikes on single track trails.

I am most concerned about the Caribou Ranch, Bald Mountain, and Betasso Preserve areas.

I ride an e-bike on rare occasions, do not own one, and most often ride a road/trail hybrid bike.

Elisabeth B

1/23/2018

I am in favor of allowing e-bikes on county open space lands, both classes. I think there should be a limit on speed. I also think some trails should be restricted from both e-bikes and regular bikes.

There is a huge baby boomer population in Boulder County, and many are talking about e-bikes as a good transportation option when/if they are less able to enjoy non e-bikes as much or use a bike for longer outings. I am one of those folks.

Seth T

1/23/2018

I am very opposed to allowing bikes on open space trails. I believe that this use is inconsistent with the other current allowed uses and the nature of open space trails. Allowing bike will hurt the trails themselves as well as the experience and character of open space trails.

L L

1/23/2018

20mph is way too fast for pedestrian trails. While Class I ebikes might be suitable on "transportation orientated" trails as the driver has to pay at least enough attention to keep pedaling, Class II ebikes are clearly inappropriate on any trails.

Steve W

1/23/2018

If trails are opened up to e-bikes then it will also open up to e-motorcycles which carry much more speed. Unless a rider has a physical handicap trails should remain non-motorized please.

Phoebe N

1/23/2018

I hike on the open space nearly every day. I have to keep constant vigil for bikes so I don't get run over. It would be terrible with electronic bikes. I probably wouldn't have time to get out of the way. Please do not allow electronic bikes on open space trails.

Philip R

1/23/2018

I think all classes of e-bikes should be allowed so long as the rider operates in a safe manner. I own an e-bike and it has encouraged me to travel by bicycle and leave the car at home much more frequently. Anything we can do to reduce vehicle road-miles traveled and tailpipe emissions in the county is okay by me. E-bikes aren't noisy, don't pollute nearly as much as most other forms of powered transportation, and encourage people who otherwise wouldn't (see: myself) to get outside. They also have the potential (depending on energy source) to be the most efficient mode of transportation available.

Jackson C

1/23/2018

I think e-bikes are wonderful ' they open up the opportunity of convenient, car-free bike commuting for many more people in Boulder County, and being able to use them on Boulder's bike paths is an essential part of that. My 67 year-old mom has always wanted to bike more in Boulder while doing errands and going to work, but the physical exertion of longer rides and heavy loads on a traditional bicycle made it too inconvenient for her to do often. She recently bought a Class I e-bike, and now she uses it to commute across town to work and buy groceries on a regular basis ' it has changed her life for the better in many ways: She doesn't use her car as much ' thus emitting less pollution, as well as avoiding Boulder's increasingly common traffic jams ' and she gets more fresh air and exercise. Part of the joy of these rides is that she can get around so much of Boulder WITHOUT using roads and feeling threatened by cars because she can use Boulder's wonderful bike path network. For e-bikes to provide a viable commuter alternative to cars, it is essential that both Class I and II are allowed on Boulder's paved bike paths. This will greatly facilitate taking more cars off the roads and getting more people on bikes. Though I have always commuted around Boulder on a traditional bike, after riding my mom's e-bike a few times, I'm even considering getting one for myself!

On the other hand, I DO NOT support any type of e-bike being allowed on unpaved Open Space trails. These are places for people to access nature, not routes for commuting. I hike and mountain bike on these trails multiple times a week, and I do not relish the idea of seeing people zooming around on electric-powered bikes ' it would greatly diminish the sense of undeveloped nature provided by these trails to Boulder County residents and visitors.

So, in sum, I think Class I and II e-bikes should be allowed on paved bike paths and multi-use paths, but neither should be allowed on unpaved Open Space trails. This combination will allow people to commute in a healthier, more environmentally friendly fashion, while preserving the sense of undeveloped nature provided by Boulder County Open Space. Thank you!

Gerald U

1/23/2018

No we don't need e-bikes(bikes with engines) on our trails. Bikes are already using our paths as race tracks, with no speed enforcement. Your roadshow looks like a roadshow to promote and sell e-bikes. It's by and for special interests. People with no disability should have no reason for e-bike.

We were told we need to share paths with bikes. Now we find that bikes don't want to share the trails they now need their own trails.

Cole M

1/23/2018

As a frequent user of multiple trails in Boulder County, I'm concerned with the idea of e-bikes being permitted on some trails. I hike and mountain bike on multiple trails and know it's alerting to both types of users when a traditional man-powered bike comes head-to-head with another biker or hiker or animal. My number one concern is the speed the e-bikes are capable of reaching on some of these winding trails and lag time required to stop. I foresee multiple collisions because of this. Additionally, a lot of bikers (man powered and e-bikes) do not know proper trail etiquette, especially pulling over to let uphill traffic pass by. As e-bikes grow in popularity, I anticipate more novice and beginner bikers will further the problem resulting in greater incidents. I believe this is more relevant to trails in the

mountains (ie. betasso, walker, hall, hiel, and even the entire marshall mesa area as this sees a lot of visitors) and that e-bikes should be allowed on trails that are wider and have longer view corridors.

Michael S

1/23/2018

I live in Longmont and work in Boulder. I'm 53 and have not been a regular bike rider for several decades. Years ago there were no good trail systems to commute on. Now there are, and I would really like to ditch my car and ride the LoBo trail to and from work for my health. The county promotes buying e-bikes due to their sustainability, but prohibits them on the LoBo trail, which is where I would use an e-bike. My reason for considering an e-bike is to get the electric assist for hills so I don't blow out my knees, and to assist me as I build up my stamina for the distance. So, I'm a good example of someone who would use an e-bike judiciously on a commuting trail as an alternative to driving my car.

I have read arguments by the mountain biking community on why to restrict e-bikes from mountain bike trails, and these arguments make a lot of sense: out of shape riders like me could get going too fast and lose control; it's a safety issue. For example, I find it hard to picture e-bikes zooming past regular mountain bikes while I'm hiking at Hall Ranch.

I would support allowing e-bikes on trails that are known to be primary commuting trails, such as LoBo, and which have grades that would not result in excessive speeds. I would support disallowing them on trails that are narrow, mixed uses (especially with horses), and steep, all for safety reasons.

Thank you for your consideration,

Michael Shernick

garrett a

1/23/2018

I am not in favor of allowing e-bikes on open space trails except for class 1 bikes for people with disabilities, although I think they are fine on all the bike paths. I do not own one, and i'd love one for commuting, but not recreating! the noise and the higher speeds will be a detriment to others enjoying the trails and the relaxed natural setting. 100% human power for nicer trails and healthier humans.

William S

1/23/2018

I feel all classes of e-bikes should be allowed to use county open space trails in Boulder County. The e-bikes do not cause a problem with pollution or noise, and for individuals, like myself, who are older but still want to ride, it gives us a way to return to the beginning of the trailhead if we become too tired to finish otherwise. Please think hard before banning one of the only ways I can get out into our wonderful countryside and enjoy it 1st hand... Thank you for your time, William (Wes) Schneider

Trudy W

1/23/2018

I do not own an e-bike. Yet. I am looking forward to being an owner this spring. I do not however want e-bikes to be able to operate on county open space lands. Only "quiet" non motorized people or vehicles would I want sharing the open space paths.

Warmly,
Trudy Walter
1812 Signature Cir
Longmont, CO 80504
720.394.3528

Phil M

1/23/2018

I would greatly prefer if all e-bikes remain "not allowed" on county mountain bike trails. This last summer I came across several e-bike riders while I was mountain biking on the county trails. The vast majority of the e-bike riders lacked the bike handling skills required to ride at the speeds at which they were traveling.

I regularly ride the Marshall Mesa, Betasso, Heil Ranch, Hall Ranch, and West Magnolia areas.

I currently own 5 bikes that I regularly ride and I am an avid bike commuter averaging 4 days per week all year. I do not own an e-bike.

Thank you,

Phil Mislinski

shari m

1/23/2018

hello

Thank your for taking comments regarding this subject. My son uses his ebike for almost all of his transportation. It's basically a scooter & like scooters or any motorized vehicles, has no place on open space trails. Like his friends w/ebikes, he has a road &/or mountain bike that he can use for trails so has the same rights/access as everyone.

Again, thank you for taking comments,

shari malloy
2113 Rangeview Lane
Longmont CO 80501
303-588-4452

Hans Joachim P

1/23/2018

Greetings,

I appreciate the opportunity to comment on the topic of e-bikes on Boulder County open space trails. I myself hike, walk my dog, and I mountainbike on open space. I pay extra for living next to open space so I can recreate without having to drive my car to the trail head. I do not own an e-bike and do not intend buying one in the foreseeable future. But both my parents in their 80s who live in Europe are enjoying their commuter style e-bikes very much which allow them to take excursions to the country side they would not be able do otherwise.

I believe there is a limited place for e-bikes on open space trails.

(1) for commuters and shoppers (transportation). Designated commuting routes should be established and marked (where they don't exist already), trail surfaces suitable for skinnier tires, and the trail network should be reviewed for future strategic connections that would enhance car-free mobility. Some heavily used commuter trails should be designated bike-only to avoid conflicts. Class 1 and 2 e-bikes should be permitted on such commuter trails that are multi-use. Class 3 e-bikes may only be suitable for bike-only trails (TBD).

(2) for physically challenged individuals who would otherwise not be able to mountainbike, class 1 e-mountain bikes should be permitted on all trails open to mountain bikes. Our aging population will appreciate these "tools". As these are e-assist (tail wind) the impact on dirt surface trails should not be noticeable.

In general it is important to keep the rules and regulations simple and transparent, because enforcement of rules and regulations that people don't understand is a nightmare and waste of precious resources.

There is a big difference between a class 1, 2, or 3 e-bike and a motor cycle. I am not concerned that a significant number of people will modify their 750 W e-bicycles so they are capable of shredding like a dirt bike, because the equipment won't last. These guys will seek motorized trails on USFS land where they avoid the user conflicts of front range open space trails. There may be the occasional sighting but I believe self-policing of our open space trails works and will discourage such behavior. For the dirt bike crowd there are e-dirt-bikes already on the market and there is no need to modify e-bicycles. I understand there are a lot of misconceptions about e-bikes out there and I am concerned that uninformed and self-centered individuals continue spreading false or half-true information about e-bikes on social media making adaptation a greater challenge. But emphasizing the assist-nature of the e-bike should be a priority. And the suggestion that e-bicycles on open space trails open the door for dirt-bikes and motorcycles is just an attempt to spread fear.

Sincerely

Hans Joachim Preiss

Tom M

1/23/2018

I do not want e-bikes on open space. Please note that I have been an ardent mountain biker.

Jan F

1/23/2018

Really? Electric bikes? I walk on the open space frequently. Sometimes alone. Sometimes with my dog. I love that I can share the experience with all manner of users. We share one thing: we're moving

under our own power, walking, running, XC skiing, bikes. Adding a motorized bike doesn't fit. It's a slippery slope. What's next?

I urge you to reconsider.

Thank you.

Kenneth H

1/23/2018

I am a 76 year old e-bike rider. I find the assistance provided by the motor has increased my usage significantly by "flattening" the hills and increasing the ability to carry groceries etc. I would argue e-bikes are very supportive of the transportation goal of increasing bicycle use for transportation and recreation. It would be counterproductive to differentiate between e-bikes that assist pedaling and unassisted bikes. E-bikes should not be likened to a motor bike/scooter as the motor is an assist to make pedaling the bike easier and riding more attractive to a broader population. I believe there should be no differentiation between e-bikes and bikes. Anywhere a bike is allowed, an e-bike should be allowed. It is my experience that e-bike riders and non e-bike riders ride at similar speeds and with good judgment when encountering others on the trail. And yes there are some who are inconsiderate, but it is not the pedal assist that is the cause.

You asked about trails. The LoBo trail is great example of a trail that provides connection and recreation. LoBo is a safe, relaxing recreational ride between Boulder and Longmont. There are walkers and riders co-existing without issue. The trail is constructed to connect bikes to 63rd street and the Boulder Res. Why would you consider restricting use because you have a bicycle that helps you pedal? Remember if you are not pedaling, the e-bike does not move.....this is not a motorized vehicle with any relationship to a motorcycle or dirt bike

Thank you for your consideration

paula r

1/23/2018

I do not support opening county trails/open space to ebikes. These motorized vehicles go 20mph before the engine turns off. That is much too fast to mix with hikers, children, horses, dogs, etc. Open space should be a tranquil sanctuary not a venue for speeding around with motors. These vehicles should be restricted to road use only.

Alice L

1/23/2018

Please do not allow e-bikes of any class on unpaved county open space lands.

I ride a traditional human-powered bicycle every day to work, and encounter e-bikes of all classes along the way. On uphill portions of the path, the e-bike velocities are very high, and dangerously incompatible with pedestrians and traditional human-powered bicyclists. E-bikes on unpaved trails can go much faster than traditional human-powered bicyclists. On unpaved trails, the even larger disparate velocities would be even more dangerously incompatible with pedestrians and traditional human-powered bicyclists. As it is, the poor pedestrians/hikers on all types of trails are frequently mistreated by

speeding bicyclists. Allowing e-bikes on unpaved trails would increase the density of bicyclists on the trails and negatively impact hiker/pedestrian experience. Since e-bikes will want to and can easily pass slower bikers/hikers on the trails -- they will just go off trail and around them, widening the trails and creating erosion. That's just human nature.

Additionally, e-bikes can generate significant torque, which can dig in to the trail surface and accelerate trail degradation and erosion.

I think that e-bikes should require licensing. And in order to obtain a license, the operator should be required to pass a test, similar to a driver's license test, where the operator must know who to yield to, how to safely pass, what braking distance is required for various speeds, etc.

But even with a license -- e-bikes should not be allowed on unpaved trails, only paved trails.

E-bikes of all classes can be accommodated on paved trails, if the operators ride courteously.

As I get older, I have often thought about getting an e-bike. But then, if I ride an e-bike, all I'll ever be able to do is ride an e-bike -- it won't help me be fit or stay as healthy as riding a regular bike. So I have never purchased one -- but have ridden several, so I do know how much fun they are.

Thank you for your time and the opportunity to comment.

Steve O

1/23/2018

I'm 61 years old and an avid cyclist, using both paved and dirt Boulder County trails. I do NOT own an e-bike. However, at my age I can easily foresee a day when riding an e-bike will enable me to continue riding and exercising with a bit of electrical assist. For the sake of our rapidly aging local population, I urge you to permit e-bikes on county trails where standard bikes already are allowed.

The current laws banning e-bikes on county trails are unfair to those who need or prefer to get some electrical assist, either because they may not be in good physical shape; have a physical disability or medical issue that precludes riding a standard pedal bike; or because of advancing age. It is unfair to exclude such people from riding on appropriate county trails. Cycling should not be restricted to the young and fit. It's discriminatory (and BAD public policy) to restrict trails in the current manner.

There's also a safety issue. Those people described above who choose or need to ride e-bikes are forced onto public roads where they encounter potentially dangerous vehicle traffic; they will be safer riding away from traffic on county trails.

Either class of e-bike cited are appropriate for county trails. The guideline I endorse would be if the e-bike looks like a (modified) regular bicycle, then it's OK for trails. A wider design that looks like a scooter is not appropriate. But a normal bicycle with an assistive electric motor added on is.

MARILYN W

1/23/2018

I believe ebikes will have the same impact on hikers as the mountain bikes do. One is unable to hike continually without needing to "watch out" and move to the side of the trail so they can pass. It disrupts the pleasure of the hike. I believe if allowed on some trails, then the hikers will learn to avoid those trails by their choice, like never hiking at Betasso except Wednesdays and Saturdays. Please just designate some trails for them and let the mountain bikers and ebikers have them. Please do not open ALL trails to them.

Mike Y

1/23/2018

I am strongly in favor of allowing Class 1 and 2 e-bikes. I received my first e-bike at Christmas and we already went out and bought one for my wife. We are seniors and this gives us a way to explore Colorado's wonderful outdoors. I am frequently passed by "human Powered" bikes going much faster than I so as far as safety for hikers, the ebikes are much safer.

I do NOT feel safe riding on roads next to traffic and having cars whiz by me.

I have not fully explored all the trails yet. I do like Mahoffer and Coal Creek, but really any trail that is not too narrow, steep, or in rough shape.

Please vote to allow the current Colorado state law to be our guide and allow e-bikes on trails. With a growing senior population it is important to have this exercise and enjoyment outlet.

Ian W

1/23/2018

<?? Are you in favor of allowing e-bikes on county open space lands?

<?? Yes, but only on concrete or hard packed gravel trails.

<?? Which trails are you interested in and/or concerned about?

<?? Those trails that connect to other trails in the region.

<?? What classes of e-bikes should be allowed?

<?? Only Class I.

<?? Do you own or ride an e-bike?

<?? No.

The use of ebikes on trails should be uniform throughout the region to include adjacent counties and cities. The City and County of Broomfield is working on ebike issues. Contact for Broomfield is Kristen Pritz, 303-438-6365; she is the director of the Open Spaces and Trails Committee (OSTAC) that conducted a regional survey on ebike trail use regulations.

Ian Whalley

Judith S

1/23/2018

I am not in favor of e-bikes on any open space lands. No e-bikes of any class. There is already enough danger to people walking dogs on open space with regular bicycles. They assume they have the right of way and that walkers should step aside. e-bikes would only make this worse. They should be allowed in places where motorcycles can go. They are motor driven things. Let people and dogs have some peace.

A S

1/23/2018

In general I am strongly against any kind of motorized vehicles of any kind on open space trails, except for use by disabled persons. Power is violence. Speed is violence. Weight is violence. While I do support the use of mountain bikes on some trails, I also believe that there are other trails that should even prohibit non-motorized mountain bikes, because they are already too fast and too heavy for some areas, even without motors.

I could see the possibility of a couple of exceptions, that are far from the city and are wide wide like a road, not hilly, and open with good sighting. But exceptions should be rare.

Alan Streater
720-304-3831

Scott A

1/23/2018

Class 3 (pedal assist - no throttle - 20 mph max) should have the same access to trails and open space that standard bikes have.

Mark B

1/23/2018

I am an avid rider (Mt. Bike). I am concerned with E-Bikes on the path(s) in Boulder. The speed limit for all bikes is 15 MPH (if I am correct). The average e-bike can cruise along at 20 MPH. Walking the Dogs on a heavily traveled Marshall Mesa, approximately 30 bikes passed both directions and not a single biker yielded right of way (With the exception of the bike ranger). This is the norm anytime I am on the trails of boulder, whether hiking with our without dogs in tote. This in-itself can be dangerous. With The increased and sustainable speed of e-bikes being faster than the speed limit.

I do not currently own an e-bike and would consider this in the future. However I feel the need for policing is a huge place for improvement before e-bikes are allowed on the open space lands. The City and County of Boulder has too many activities to police and little to no enforcement as it is. I see numerous dog waste bags placed trail side and left to never be picked up again. The Pearl St. Mall has numerous dogs on and off leash as well as bike riders all the time. I just can picture the added chaos of allowing e-bikes on the paths and open space lands with the already busy and bustling pathways.

Mark Bebernes
Boulder Native

Edward H

1/23/2018

I am in favor of allowing e-bikes on county open space lands.

I am particularly concerned about the Lobo trail.

All classes should be allowed and yes I own and ride an e-bike.

E-bikes provide battery support when needed-they are not motorcycles. They are particularly helpful for seniors as they enable us to continue physical activity in our later years.

They indeed foster the transportation goal of increasing bicycle usage.

Merle M

1/23/2018

We visited Boulder last summer. We packed two ebikes and drove 1400 miles to get to Colorado. While we spent the weekend visiting the Pearl Street Market and enjoying the shops and restaurants, we didn't ride your nice paths, but did see other bikers, including ebikers, using them. In my opinion, the class I, II, and III ebikes should fit right in on any paved bike path. It's rider etiquette that matters, not the vehicle. I believe you can trust your locals and visitors to ride responsibly.

My wife and I are both over 65, and my off road riding days are long past, but I think that your typical class I/II/III mountain bike is no more of an environmental threat than a non-powered bike. Sure, there are home built electric motorcycles that you may want to restrict these vehicles to places where motorcycles ride.

Look forward to returning to Colorado and hopefully, we'll still be allowed to ride in your mountains!

Christopher T

1/23/2018

I am not in favor of allowing any motorized transport (except wheelchairs) on any open space lands. I do not own or ride an e-bike

Michael D

1/23/2018

I am NOT in favor of e-bikes on open space. E-bikes should NEVER be allowed on most open space trails such as Walker Ranch, Heil Ranch, Hall Ranch and Boulder Valley Ranch and/or Jorder Ranch. I am sure there are other similar trails I am not mentioning in the eastern part of the county where I do not currently ride.

Perhaps there could be a good argument made if they apply to commuting routes, but only if there is not a similar motorized route close by. Perhaps a compromise could be made such as designating

certain county road shoulders as e-bike routes...Jay road instead of the Cottonwood trail, Lookout to 75th to Niwot road etc. instead of the LOBO trail.

If e-bikes are to be allowed they should only be the pedal assist variety. Most powerful e-bikes are replacing cars for commuting, not bicycles for recreation. This should be foremost in the minds of the policy makers.

Gas powered bicycles (and scooters) are simply small motorcycles and should be treated as such. In fact many small gas powered bikes and scooters leave a foul exhaust trail behind them which is MOST UNPLEASANT.

David B

1/23/2018

I am in favor of allowing Class 1 & 2 ebikes on county open space lands. I am 68 years old and had stopped riding my bike after a heart attack a few years ago. Thanks to the county program I bought a class 1 ebike last year that I rode in the summer to the farm stand (10 miles round trip) and for exercise. I personally tend to use the "eco" setting most of the time and get exercise, but when I encounter steeper hills or overestimate my endurance and need help getting home the last two miles I kick it up so I don't have to pedal as hard. There is a growing cohort of people like me who are simply getting older and in many cases recovering from knee and hip injuries who would like to keep riding. Ebikes don't cause anymore damage to trails than the young energetic mountain bikers. I think we should be allowed to use any trail that is open to mountain bikes. The more a person rides for fun and recreation, the more they begin to use their bike for "real transportation" like running errands or going to the coffee shop or getting groceries.

Brent S

1/23/2018

Good afternoon,

I am an avid cyclist and user of Boulder County trails. My opinion is that this is a straight forward topic. Electronic bikes have a motor and therefore should not be allowed on any trails designated for non motorized vehicles. Creating new trails for such use, or allowing motorized vehicles such as atv's and motorcycles on existing trails would be the way to Provide access.

James B

1/23/2018

From my point of view there is no real difference between an e-bike and a regular bike in that the discretion to supplement the force applied to the pedals is at the rider's option. Gas powered "bikes" are really motorcycles and have totally different characteristics including the two most egregious features: noise and trail destruction. Certainly low powered e-bikes exhibit neither issue. I am a senior with a small electric three wheeled scooter which I have used on the trails and really enjoy getting out and enjoying the open space. I would hate to loose that privilege. While on the trails I have seen people fly by on regular bikes at speeds that could equal the velocity of any powerful electric bike. So I cannot see the logic in banning the e bikes for any reason. E-bikes are used all over Europe and are becoming more and more popular here in this country and clearly Boulder has many trails upon which they can be

used. I might add that as a senior, I do not feel safe on streets with cars flying by, and the trails are less populated, much more satisfying, and one of the reasons that I moved here. Further I could even see golf carts used on some of the broad paved trails as well. The current Colorado State Law supports the use of the e-bike and I can see no reason to change it. If one of you are contemplating changing the ordinance then I suggest that you try and e-bike and take it on a trail before voting to abolish there use.

Darcy C

1/23/2018

Please do not allow e-bikes on county open space land. I am a 61-year-old female hiker and it is difficult enough to hike with all the mountain bikes whizzing by. There have been a number of accidents I have seen and almost been involved in. Bikes that go 20 miles per hour or faster are just a recipe for accidents.

There is no reason we should have motorized vehicles on these lands and trails.

If you must make some land available, make it the concrete trails like up Boulder Canyon.

Thank you,

Darcy Campbell

Adam H

1/23/2018

I oppose all classes of e-bikes on Boulder County trails except for those trails already designated as regional trails for commuting and having a surface of crusher-fine gravel (obviously most of these would be in the plains).

All e-Mountain Bikes (please notice the distinction between e-bikes and e-mountain bikes) on trails not composed of crusher-fine gravel (true hiking and mountain biking) should definitely be outlawed.

I already strongly appose these 'MOTORIZED' vehicles on Federal Lands (I realize you have no jurisdiction over these) based on the possible access issues and closing of trails to all bikes due to the mix of bike classes. Additionally, these types of trails are much narrower than the regional paths (crusher-fine gravel).

Throughout the 30 years that I have been mountain biking I have only seen increased tension between mountain bikers and hikers, most (quite honestly) due to new mountain bikers not knowing trail etiquette. These tensions may only be heightened by yet another generation of 'lazy' mountain bikers on e-mountain bikes who are even more ill informed about trail etiquette and have the added speed to really agitate hikers and equestrians - The end result will just make all mountain bikers look even worse in the court of public opinion and reverse the advances we have made - This is especially important since hikers already have access to the vast majority of trails w/in Boulder County (including City of Boulder OSMPs and Forest Service in this generalization) and we need to keep the very, very limited trails we have access to open (i.e. Walker, Hall, Picture Rock etc.) for future generations.

Just as I wouldn't want drones buzzing around me in my open space, I don't want e-mountain bikes doing so either.

I am sure you are but I would also seek input from the U.S. Forest Service, as well as organizations such as the International Mountain Biking Association (IMBA) for their input and real life experiences in dealing w/ e-mountain bikes.

No, I don't own an e-bike. I have ridden them and can see the advantage for commuting and offsetting the carbon footprint of those who may otherwise drive - However, as you can tell, my opinion on them for purely recreational purposes is somewhat different...

Mountain Biker have access to the very limited amount of trails we have, in large part, to not being classified as "MOTORIZED" - Since e-mountain bikes are motorized, and enforcement between the two is impossible, I worry about many places simply banning all mountain bikes as a general rule.

Thx

Steve C

1/23/2018

I'm not in favor of allowing e-bikes on county open space lands. I'm an avid mountain biker and hiker that seeks peace and tranquility on open space trails. I worry that allowing ebikes will lower the barrier to accessing remote places. I also think allowing ebikes will increase the speed of bikes on the trails and the consequences of collisions with faster and heavier bikes. I'm concerned with all dirt trails and have mixed feelings about e-bikes on paved trails. My feelings apply to all classes of e-bikes.

Thank you!

Penelope L

1/23/2018

We live in an area where trails have uphill segments that can be a real challenge, especially people over a certain age. E bikes are the answer. I have ridden them on trails and through downtown in Austin Tx. We used power uphill only. They are quiet and can be used on full or partial power. People of a certain age should be able to have access to trails. Riding on the street is neither safe or enjoyable. It is not speed we are looking for. It's the pleasure of freedom away from everyday life and being active outside.

Daniel T

1/23/2018

I don't think e-bikes belong on open space trails. They travel faster than a typical mountain bike most notably uphill which would cause more erosion on the trails and make going downhill that much more dangerous.

They are also heavier and would inflict more damage if there was a collision, they are more difficult to maneuver as well.

I have no problem with them being on bike lanes on the road, but on a designated bike path where there are kids, pedestrians and pets they also would be too dangerous.

Thanks,
Dan

Bruce V

1/23/2018

I would like to strongly urge the county to not only allow for E-bikes on county multi-use paths, but to actually encourage it. Getting more people out of cars to walk or ride is critical to be able to reduce the congestion in Boulder from too many cars, but also for the healthy future of our planet. E-bikes - specifically Class I E-bikes- offer a tremendous energy savings over vehicles of any type, including hybrids and plug-in hybrids. Having access to multi-use paths for all cyclists is a goal we should all share. And E-bikes make it possible for many who would otherwise not be able to ride, or choose to ride because they may not have the physical ability, endurance, or time to ride conventional bikes. The demographic for E-bikes tends towards older riders -those who used to ride, and still want to ride, but find themselves not riding for what ever reason.

I am just such a rider, a senior citizen who has commuted by bike for many years, but found myself driving more and more, until I bought a Class I E-bike. Now I commute with ease, in about the same time, and don't arrive sweaty. An since I can carry groceries with ease, I find my making fewer trips by car. As for energy use, my bike charges on as little as 100 watts in just 4 hours. With the roof-top solar system we have, my bike is literally powered by the sun. What's not to like? E-bikes are great.

I would be most interested for the likely commuter routes to remain open to E-bikes. However, because of potential speed differences between different user groups, I would not be as inclined to encourage Class II or Class III E-bikes which may encourage users to travel faster than might be safe on a multi-use path.

If you aren't convinced about the virtues of E-bikes, watch this Ted Talk on E-bikes:
<https://www.youtube.com/watch?v=0zJHMMYa01g>

Paul P

1/23/2018

I am writing to express my opposition to permitting e-bikes on all multi-use trails or bike paths. I'm a cyclist, for sport as well as transportation, and to me trails and bike paths are always less pleasant for other users when more bikes are present and especially bikes that are generally faster, at least on up-hill sections, than human powered bikes. There's a reason that motorized vehicles have traditionally been banned from these places.

Thank you and best regards,
Paul Poisson

Stuart M

1/23/2018

As an avid cyclist, both road and mountain, I am opposed to e-cycles on any off-road trails or areas. An e-bike is a motorized vehicle and should not be allowed. I am in favor of providing a positive experience for all open space users and allowing e-bikes will diminish the experience for both hikers and cyclists. We need do to more, not less, to foster positive relations between all open space users and e-bikes will not promote that goal. The city and county should concentrate on providing solutions such as exist at Betasso Preserve where cyclists and hikers alternate usage days. More trails should be opened to mountain bikers with similar arrangements and restrictions that accommodate hikers and cyclists. It appears to me that E-bikes and the movement to allow them in open space and wilderness areas is being pushed by motorcyclists and the e-bike industry and not by users of self-propelled bicycles. Thank you

Don J

1/23/2018

I'm not sure I understand why e-bikes are an issue. I do understand that speed limits are an issue and I've encountered many, many non e-bikes traveling fast on BoCo trails. E-bikes are great in all the same ways that bicycles are. There just needs to be speed limits for all bikes. I'm planning on buying one, I'm 61 years old and an e-bike fits my needs much better than a bike. I live in Lafayette and ride the Coal Crk trail on my bike all the time. But for commuting an ebike is a better option and having the BoCo trails available would be great. I'm in full support of ebikes on BoCo trails, and I don't understand why it would be an issue.

Asa F

1/23/2018

Dear Boulder County,

I am a local hotel owner. I see guests and neighbors utilizing e-bikes on paths quite often. I personally don't have an e-bike at this time, however, I feel that they help make biking much more feasible especially for those commuting. I also feel that the burden on hikers or other bikers is very low and not any different than traditional bicycles. I hope the county will consider this when assessing e-bikes use on local paths. Keep e-bikes as an important tool for our community.

Thanks!

-Asa

Annie D

1/23/2018

YES, please allow the eBikes on ALL trails.

I'm a resident of Boulder, 72 years old, and have had a Class #1 eBike for the past 2 years. I can finally enjoy riding with my biker husband! Please allow us eBikers on the trails because it's great exercise and so much fun to be able to ride.

I think the only restriction should be on the speed allowed - by all bikes - as sometimes a speeder coming up from behind can be a little scary. I have noticed lately that many bikers do not alert others on the trails that they are coming "on the left" and I hope that practice can be encouraged.

Wendy C

1/23/2018

I'm in favor of allowing class I ebikes on trails suitable for commuting (e.g. LoBo) as an alternative means of transportation. However I am against allowing ebikes on trails primarily used for recreation, and believe a pilot program should be used to study the impact of e-bikes on trails before implementing a blanket change in policy.

Devi K

1/23/2018

I have MS and was looking forward to purchasing a recumbent e-bike and riding all over the country on these wonderful bike paths that we have. I hope you'll reconsider the decision to not allow these on the paths!

Sharon W

1/23/2018

I live in Superior and would like to be able to explore some of the trails on an electric bike. I sure hope they are not banned. I did walk the path that goes under McCaslin to see how it hooked up with new town Superior. We had a pedal powered guy fly by us with no warning. Maybe a speed limit or some kind of warning when passing pedestrians is the answer. The occasional problem is not with the bike, it's the testosterone fueled jackass pedaling it.

Brett S

1/23/2018

I ride Boulder County and OSMP trails on my gravel bike and mountain bike on a regular basis, and have done so for many years. The trails are already crowded, and I've seen a number of conflicts relating to right of way, collisions and near-collisions on blind corners and at the tops of climbs. These are all on pedal-powered bikes, which reality reduces the impact of those impacts.

E-bikes are great, they are popular, but they are also very fast. My experience in other areas where e-bikes are allowed on trails has been that those who ride e-bikes tend to have marginal bike handling skills compared to those on non-e bikes. I see the combination of crowded trails, riders with poor skills and knowledge, riding bikes that can go quite fast quite quickly leading to more conflicts and more encounters that end up in injury.

E-bikes have their place - under the butt of a commuter. Aspen has banned them from all town trails - gravel and paved. Perhaps that's a bit harsh, but knowing how fast e-bikes can travel it may not be a bad idea. However this survey relates to off-road usage - I am obviously very much NOT in favor of e-bikes on OSMP or other dirt trails in Boulder County.

Jacques D

1/23/2018

Not in favor of e-bikes.

I do not own an e-bike.

I do not mind the regular bikes on Boulder trails. They are usually good, decent people, we give them the right way no problem (we mostly hike). We don't mind the horses. If you get the e-bikers, you bring in a different world, the world of excess speed on the trails. Then what? Why not the dirt bikes and quads?

I am concerned about the Flat Iron Vista Goosehawk access from the Spring brook loop with those beautiful plateau and views, and fields covered with flowers in the Spring, and these areas we can still encounter wild life, deer, fawn, turkeys, lots of birds.

Of course, Eldorado Spring trails, and the Community Ditch Trails. We come in Boulder every Summer, for twenty five years, for those Trails, and CU Boulder Shakespeare Festival, my wife is an Alumn from CU Boulder. This Summer, we rent in Boulder for two months, and plan our retirement in our beloved Boulder. Please do not turn those trails into highways. Thank you.

Michael H

1/23/2018

I am strongly against allowing any ebikes on any unpaved trails. Bicycles are hard on the environment and disruptive to non-riders. Allowing electronic bikes would expand the range and number of bikes, causing increased damage and extra conflicts in the trails.

No to ebikes!

Diane P

1/23/2018

As a Boulder County resident, avid walker, hiker, bike commuter and nature lover, I am strongly opposed to the use of any e-bikes on any of the Boulder County trails. These motorized vehicles are not appropriate for the popular local trails.

They allow people to go too fast, and will disrupt the flow, and cause conflict with current trail users. They belong on roads.

Sheri W

1/23/2018

I am in favor of allowing e-bikes on trails. It is reasonable to expect all riders to obey the same speed rules - I believe it is currently 15 mph - whether assisted or not. I ride my ebike from Longmont to Boulder. I typically ride on the diagonal rather than the LoBo trail, but would like to be allowed on the trails. Thanks.

Art P

1/23/2018

As a daily user of Boulder County trails for commuting and recreation, I am firmly opposed to allowing motorized vehicles on the trails.

I have owned motorcycles and scooters my entire life, and am not opposed to electric motorized bikes being used on roads and bike lanes, but our trails are the last refuge away from motorized traffic.

I have already witnessed an increase in the illegal use of eBikes on the LoBo trail. These riders (young, fit men all) appear to be having a fine time zipping around the dog walkers, stroller pushers, and other users, with nary a spin of the pedals, so let's not kid ourselves- as eBikes become ever cheaper and faster, and in spite of any regulations restricting the type of eBikes supposedly allowed on our trails, we will be contending more and more with heavy electric motorcycles capable of going 30 or 40 mph (albeit with a pair of rarely-used pedals bolted on). They exist already.

There will rarely be any enforcement, and even if there was, the officer would need to stop every eBiker and google the model to see if it is actually legal for the trail, as there is no obvious tell-tale display.

Which brings up the issue of taxpayers having to either pay for heavily-increased law enforcement presence on our trails, or lax enforcement, turning the trails into a motorized fun zone, rather than the quiet, human-powered experience we have come to expect and value of our trails.

Motorized vehicles, gas or electric, belong on the streets, not our trails.

Best Regards,
Art Paolini
Niwot

Ken T

1/23/2018

I recently purchased a class 3 e-bike at the end of December 2017, and have been using it to commute between my home in North Longmont and my place of work in South Boulder, riding on the shoulder of the Diagonal highway (119). I intend to (and have been) commuting by e-bike more often because of the time savings it affords is now comparable to taking the bus both directions. In the past, I limited my traditional non-assisted bike commuting to once a week because of the time required to make the 20 mile trip, putting my bike on the bus one direction (about 60 minutes) and cycling back on the return trip (about 90 minutes). In addition to enjoying the ride, my e-bike is reducing pollution and providing more frequent exercise. During 2017, before purchasing my e-bike, I made 49 commuting trips between work and home by bus/bike during 2017, driving a car the rest of the time. This year, I have been riding my e-bike often enough that I'll likely make around 100 e-bike commuting trips, cycling both directions.

I believe that paths on open space land that are valuable for transportation should be available to e-bikes of all classes, but speed limits may be applied. I also feel that recreational paths can be enjoyed by more people with the aid of e-bikes, especially those who would not otherwise have the fitness level to bike very far in open space areas. In all cases, it would be reasonable to limit e-bike speeds to the same speeds that are safe for non-assisted bicycles. Class 3 e-bikes should be allowed if they are ridden at their lower power settings to keep speeds comparable to standard bikes.

Dave E

1/23/2018

I am responding with feedback on the discussion regarding eBikes on open space trails. I own an ebike that is exceptionally quiet and I travel at a responsible speed when using off road bike paths to commute to work. I am not sure I would attempt to commute this way if I was forced to use many of the streets in my area as they are too dangerous. Off road trails provide a much safer and enjoyable way to commuting and eBikes provide an option to commuting for those who need to dress formally/professionally and, therefore, can not always bike with a traditional bike to work. If those on eBikes were to adhere to speed limits and noise limits then I think eBikes should be allowed to use the trails that provide viable options for transportation. Thank you.

Connie C

1/23/2018

I wanted to write to encourage you to think about some exceptions and how they might be handled for disabled persons on Ebikes. My husband was a legendary bike racer but has been living with Parkinson's Disease for 17 years now. Ebikes have allowed him to ride more safely and comfortably. He uses a pedal-assist Ebike which he rides at my speed (i.e., normal speeds for bike paths). It would be folly to over-regulate their use, however we understand that speed is an issue.

We have been advocating for Ebike use within the Parkinson's community over the past few years - again because it allows people who are less able to ride, to do so safely. I have copied the Executive Director of the Davis Phinney Foundation for Parkinson's in this conversation. People for Bikes (another Boulder based foundation) are also advocating for Ebike for keeping appropriate paths and trails open for their use.

We understand that Ebikes are being misused in some sectors but what it boils down to is speed on the paths, not what type of bike one is riding.

Let me know if we can provide more information or if you would like to chat about this topic further. Thanks for reading.

Davis Phinney Foundation
davisphinneyfoundation.org

Alan B

1/24/18

Thank you for considering my views on ebike access to Open Space trails. I am an age 71 daily trail user... a former mountain biker and current hiker-runner.

I have had bad experiences with County single track multi-use trails that allow mountain bikes with hikers-runners-horses. We all know bikes are supposed to yield the path, but many riders just don't appreciate having to slow down. This single track designation is flawed, and ebikes would further aggravate an already unfair multi-use path experience.

The County also has many 8-12ft wide dirt-gravel roads (no motorized vehicle access) that more comfortably accommodate bike riders alongside hikers and runners. There is room for speedy bikers to

safely pass casual groups of hikers. This trail configuration could make sense for adding ebikes. Similarly, when the trail has two parallel but separated paths, one for bikes and another for hikers-runners-horses, ebikes could be added.

Steve S

1/24/2018

Please do NOT allow ebikes on open space! The tranquility of our open space will be ruined by having ebikes cruising past (over?) walkers. And they will tear up the trails and, as ebikers venture off trail, the surroundings.

They may be electric, but basically ebikes are motorcycles. We've done a good job of keeping motorcycles out of open space -- let's continue that policy.

A S

1/24/2018

I received an unsolicited ad for the open space meetings concerning opening e-bikes to open space trails. Offering e-bike trials stinks, and will obviously result in extra people who support opening up the trails to motorized vehicles. Who is paying for this tactic? If it is privately funded, then I object to the county accepting the donation. If the county is paying for this, then it is even worse.

Alan Streater
720-304-3831

Art S

1/24/2018

Quit fooling around with class 1,2 and 3 etc. The rule should be if you have to pedal the bike it should be allowed. I've been riding an electric assist bike for well over 9 years, all around Boulder, Louisville, Lafayette, Erie and Superior. The power assists me when I need it on hills. If I don't pedal it doesn't go anywhere. Other bikes, called throttle bikes, only require you to twist the throttle or push a button, though can pedal as you want.

Electric bikes are popular among senior citizens and banning them is a form of senior discrimination, which we already see in places like the recreation centers. I'm nearly 75 and used my electric assist bike for recreation and health.

One other little point, it's the size of the tires that wear out the trails, not their electrification. I've seen so-called non-electric mountain bikes with tires large enough for use on a car. If you need to restrict anything, eliminate those.

Joy S

1/24/2018

Upsetting that the County seems to be promoting this issue with free E-Bike demonstrations before the "information gathering" meetings.

I am strongly against all E Bikes on open space trails. Exception would be if someone was disabled or similar.

I'm 60 years old and was bicycling on the flat portion of the Broadway bike path last week in front of NIST/NOAA, was nearly run over by a 20 year old on an E bike passing at some kind of record speed. At first I thought she was a racer or something, but she seemed to be going impossibly fast with little effort. Ironically we were going to the same coffee shop at Basemar and we parked at the same bike rack. Then I saw the motor.

Please do not subject our open space trails to electric bikes. Open space should be quiet and peaceful. Not stressful.

Markus G

1/24/2018

Dear BCOS,

My wife and I have biked in and around Boulder for ~20 years (a couple of times a week), as road bikers, mountain bikers, as well as commuters.

Overall, we support e-bikes for commuting (and I am seriously considering getting an e-bike as my next commuter bike).

However, we strongly oppose e-bikes on dirt trails on open space. E-bikes are no different from motorcycles/mopeds - they are motorized. Period.

Just watch youtube MTB ebike videos. With the sound off and the focus a bit fuzzy, these bikes look like regular combustion engine dirt bikes.

Trying to distinguish between different classes of bikes to justify allowing some but not others just muddles the issue and make enforcement almost impossible. (And besides, the technology is advancing so rapidly that in a few years, no one will want to buy or sell a bike that only goes 20 mph, when you can have 30 or 40 or 50.)

Multi-use bike paths are dangerous enough as they are, with bikers, runners, strollers, kids, etc. all mixing. I feel safer riding 28th street than the Boulder creek path. The last thing we need are bikers (esp. inexperienced ones) flying by at 20 mph.

E bikes are fast enough to keep up with traffic on many city roads, so that's where they should be primarily used.

E-bikes should only be approved on bike paths on a case by case basis - like on the US36 bike path, where bike commuting is the main use, there are few other users, good sight lines, and long stretches without intersections.

Thanks

Markus

John W

1/24/2018

I am in favor of allowing pedal assist electric bikes on all bike paths and open space bike trails. Banning ebikes clearly discriminates against the elderly and those with disabilities. In the last few years, ebikes have allowed those of us with limited abilities due to age or injury to continue to enjoy the precious resource that these bike paths and trails have become. Banning the use of ebikes would deny to a growing population the health benefits of remaining active in their latter years of life.

Boulder County should become a leader in promoting the use of ebikes for functional transportation and recreation because of the benefits to the users, the environment and the overall transportation system. Restricting use is not leadership.

I own an ebike. It has allowed me to rediscover the benefits and enjoyment of cycling. My ebike has made my recovery from knee replacement surgery much more manageable and enjoyable.

John Wyss

Adam L

1/24/2018

I rented a e-bike when visiting boulder and it allowed me to enjoy county open space lands in a way I would have otherwise been unable to. While I am not in poor physical shape, every time I visit the altitude makes it very difficult to go bike riding. This is shame given all the natural beauty boulder county offers. Allowing e-bikes enhances the accessibility of all boulder county has to offer. I don't know the trails in detail but I hope your decision reflects the critical role e-bikes have played in allowing visitors to enjoy bike paths that would otherwise be unfeasible for the majority of boulder visitors that visit from sea level. Thank you for your consideration of my views.

David C

1/24/2018

I am a 69 year old self-propelled bicyclist who has lived in Boulder for 8 years. I bicycle many (most?) of the wonderful bike paths available throughout Boulder as well doing as a fair amount of on-road biking. I am worried that approving e-bikes on all Boulder bike paths would cause significant safety issues. First, Class 2 e-bikes on bike and pedestrian trails should not be approved, period. They are inappropriate for recreational use, but more importantly, the 20 mph speed is simply too high given that a fair number of non-commuting bikers are likely to "joy ride" along these paths simply for the thrill of pushing the limits and the feeling of danger that accompanies this. Pedestrians and other bikers would be at tremendous risk. Second, I am concerned about Class 1 bikes for the same reason...they are open to tremendous, dangerous abuse. If they could not exceed 15 mph I would feel very differently, even about Class 2

bikes. But 20 mph is simply too fast, given that a certain not insignificant percentage of the bikers out there are irresponsible. Motorized bikes should be limited to streets. If the commuters could be ensured greater safety on the streets by such methods as were installed on Folsom (colored poles demarcating bike lines), I believe many more folks would indeed commute to work by bike. Also, the able elderly would be more likely to go shopping, etc. if the feeling of safety on public streets were enhanced. Iris is a good example....why not place colored poles along those bike paths? As it stands, I wouldn't bike along Iris, with traffic usually moving at 40+ mph with inches to my left, if my life were dependent upon it. Because it would be. IF e-bikes are unwisely approved for use on Boulder trails, perhaps this should occur with the implementation of a licensure program, where riders have to apply for a Boulder trail e-bike license, pay of small fee, and have a highly visible license plate required to be attached at the rear of the bike. Thus if a rider engages in riding which endangers other users of the trails, those users would be able to report the abusive rider. And yes, a system of fines would be appropriate for this class of rider.

Thank you

Richard P

1/24/2018

I'm a current ebike owner and, through my experience, I think that ebikes are ridden almost exactly like conventional bikes. There is no more erosion potential or speeding caused by ebikes than would be present with a conventional bike. Ebikes just make it easier to climb steep terrain and enable some users with physical constraints to ride at all. Therefore, I feel that all classes of eBikes should be allowed on all trails within open space.

Granted, there is a potential for eBikes to be taken to the extreme, but that is the case with conventional bikes as well.

John H

1/24/2018

I'm in favor of allowing e-bikes on most county open space trails and paths.

I built my first e-bike about nine years ago. I now have two -- one is a Class 1 and the other is Class 3 -- that I use every day for commuting, errands and towing big and heavy loads.

Class 1 & 2 should be allowed on trails that can and are used for access or commuter use. These are typically wider trails and incorporate many varied use and utility. Specific trails are:

- Coal Creek
- Boulder Canyon
- Carolyn Holmberg
- Coalton
- Flagg Park
- LoBo
- Niwot Trails
- Bella Crossing
- Rock Creek

Twin Lakes

Class 1 e-bikes can be, and are used in many other areas, without added disruption on recreational and single-track trails. No more impactful than the different users now, such as walkers, runners, horses, different abilities of bikers, and uphill/downhill use.

Single-track trail systems that Class 1 bikes could be tried on is Betasso or Walker Ranch. These are especially good sites because they can more easily be accessed from Boulder via an e-bike and would lessen the need to drive. If successful, then applied to others.

As the recently passed CO bike law states, Class 1 and 2 e-bikes are allowed, unless the managing land agency disallows it. Boulder County should also be progressive on this.

Thank you.

Charles G

1/24/2018

As a senior citizen that enjoys hiking on Open Space trails, I am STRONGLY OPPOSED to allowing e bikes of any type (class) on Open Space. As an aside, I am well aware of the physical effort involved, as I do ride the trails (on a non-suspension mountain or cross bike) that are within my capability. I am very concerned about this on all trails; for varying reasons, from personal safety and/or enjoyment, to the safety of other, less experienced riders and hikers. I do not own an e bike.

John H

1/24/2018

I've already commented, but just saw this from Boulder County Transportation:

"CDOT State Highway (SH) 119 Bikeway Study Starts Soon

Depending on the outcome of RTD's SH 119 Study, bicyclists may be displaced from their current place on the outside shoulder of the Diagonal Highway. CDOT will lead a study in partnership with staff from the City of Boulder, the City of Longmont, RTD, and Boulder County to explore alternative bicycle facilities if the RD study recommends placing buses on the outside shoulder. "

A result of this, e.g., displacement of bicycles from the Diagonal (shoulder), would amplify the benefit of allowing e-bikes on the LoBo Trails for transportation, commuting and (rideshare) access. This would be important and safer even if a bike lane is 'built' along with the bus rapid transit taking up the wide shoulder.

Thank you.

Zac L

1/24/2018

I am an avid mountain biker.

I do not own an e-bike.

I am in favor of allowing e-bikes on county open space lands, specifically the pedal assist type (Class I e-bikes.) These bikes could provide many benefits, especially by allowing weak riders to access trails they would otherwise lack the strength or endurance to ride. Allowing Class | and not Class || sends a clear signal that open space trails are for human powered (including electric assisted) pedal bikes and they are not for entirely non-human powered bikes such as motorcycles and Class || e-bikes.

Not allowing Class | e-bikes on county open space lands would be a backwards decision that would damage the amazing offerings that Boulder has for cyclists.

Ian W

1/24/2018

I belong to the Anthem Ranch Bike Club in Broomfield. The club has well over 100 members of whom around one dozen ride ebikes. These ebike riders are older club members, often with disabilities, who accompany non-ebike riders on bike rides; often to destinations in Boulder County (e.g. Boulder, Hygiene, Superior, Longmont, Niwot) where stops are made for refreshments.

I do not ride an ebike but I do believe their use should be allowed on concrete or hard pack gravel trails throughout Boulder County and adjacent communities.

I believe some communities have concerns that ebikes are capable of high speeds and therefore may be a danger to other trail users. My experience is that younger people riding mountain bikes at high speeds (especially through underpasses) do indeed pose a danger. A solution to both of these concerns would be to place speed limits on specific trail sections.

Your decision to allow ebike use on boulder county trails would be greatly appreciated.

Richard S

1/24/2018

Trails like Betasso and Walker Ranch don't need access for seniors on ebikes but trails around and thru urban areas like Louisville, Superior, or from South Boulder Rd down along South Boulder Creek should be accessible to seniors on class 1 and 2 ebikes. For some of us the ebikes provide the assist that makes it possible for us to use the trails and still make it back home.

Thanks for your consideration

Kenneth B

1/24/2018

We are not in favor of e-bikes on the trails. It is often too crowded and people, dogs on leash and off, bikes and e-bikes seems to be looking for more troubles than often occur anyway. If you have not noticed, enthusiasts often want more once the doors are open. Such as dogs allowed on leash and then people want dogs off leash is often how many people move forward with the next give me more.

Jeremy L

1/24/2018

I am not in favor of allowing e-bikes on any trails at this time.

I think they belong on the road in a bike lane, but they travel too rapidly to be safe on trails and bike paths where other users are traveling at a slower pace.

On a mountain bike trail with significant changes in elevation they would travel much too fast uphill and would make collisions that much more likely.

Sincerely,

Jeremy Lindstrom

Diane I

1/24/2018

I am an avid cyclist and I own a fabulous e bike. I am NOT in favor of having e bikes on the open space trails. I have lived in Boulder since 1980 and the development, noise and crowds on our open space trails, leave little room for the solitude , stillness and quiet that so many of us left big cities to come to Boulder.

There is so much dog shit and human traffic on trails these days I believe this will only complicate things when we need more simplicity. I have the privilege to live near Chautauqua park since 1980 and it has turned into a serious amusement park many days of the week, and for sure the weekends.

I recommend for those like myself that commute to work on e bikes that we develop and continue to support safe and healthy routes that we can use our e bikes to get all over town.

PLEASE PLEASE PLEASE LEAVE THE TRAILS FOR SOLITUDE, PEACE AND STILLNESS IN HOPES AS A CULTURE TO FIND SANITY IN INSANITY.

Peggy W

1/24/2018

I am strongly in favor of class 1 and 2 E-Bikes being allowed on most paths and trails. I am a lifelong bike rider and an owner of an e-bike. I have a cardiac condition that prevents me from using a regular bike.

The assist that an e-bike provides allows me to safely exercise in an activity that I have enjoyed throughout my life. E-bikers are not the problem. Don't prohibit e-bikes, instead address specific concerns that are issues within the entire biking community.

Gael Tess G

1/24/2018

recently purchased an ebike (and also have a recumbent bike) with the view of reviving my long distance biking goals and the health and pleasure this can bring. I am fit and 66 years old, still work fulltime. My goal is to stay active outdoors well into my 90's. Ebikes fit a new strategy wherein those who are less than fit or get tired on a return ride up hill in wind or those who want to start biking but are not sure can feel confident with the extra push if they need it. The goal is not to ride as if it were a moped. Most of us want to stay on trails now days because of the speeders, dopers, and texters who are not paying attention to biking folks. I volunteer for Open spaces and the other day on patrol, I counted in 1 hour 49 mountain bikers on a crowded trail (Superior) and not one called out to your left before barreling by and several rode downhill so fast it was just plain dangerous to the many hikers on the sharing the same trail. I know BCo. Is working on sharing trails with bikers dogs etc- we can share w ebikes too.

Please consider options- like having some days/weekend day of week where it is open on some trails for e-bikes- with a speed limit of course. This is a healthy trend for aging or disabled folks 'please support it. Thank you.

GTG RN BSN

Paul C

1/24/2018

Ebikes are at their infancy of development and usage and will only grow in time. That said, I believe it is important to set the right president for what is allowable on trails and do not believe anything with a motor should qualify. I believe that there will always be a percentage of the population that will take advantage of the rules and that this will equate to higher speeds and more abuse and erosion of the trails.

Claudia L

1/24/2018

In the summer of 2013, when I was 57, my husband and I went on a bike ride along the St Vrain Greenway on our mountain bikes. We started at Golden Ponds and rode out to Sandstone Ranch, which is about 11 miles. Shortly after we started heading back, I experienced severe numbness in my hands and feet, which has been a persistent problem for me but had never been this painful before. I literally could not make it back to the car. My husband had to leave me there and go get the car to pick me up. I was devastated because I love to ride! The next summer, I bought an ebike so I wouldn't ever have to worry about getting stuck again. Now I can use the throttle or pedal assist if my feet start to hurt and my handle bars are higher so my hands don't go to sleep. Our house in Gunbarrel backs to the LoBo trail and I have ridden my ebike on it many times not realizing that it's not allowed. It's just a bike, for heavens sake! I am reasonably certain that no one else on the trail even realized I was riding an ebike. I only use the assistance if I'm getting tired or sore so it's mostly like riding a regular bike. I have even been passed by traditional bikes many times. I know that the City of Boulder and Boulder County would like more of us to ride our bikes rather than use our cars, but that will only happen for me if I can use my ebike. I'm

61 now and I don't ride on the road anymore. It's just too dangerous. I'm guessing there are lots of other seniors who feel the same way. But I can easily ride my ebike to the grocery store and other destinations in Gunbarrel and Niwot via open space trails. Please don't ban ebikes on open space! Let us ride!

Pete B

1/24/2018

One aspect not talked about is how ebikes are giving elderly people a new lease on life. To ban the bikes and the elderly users from OS trails would be appalling.

Kelly W

1/25/2018

I have owned an e-bike since September 2017. I purchased it to help make my commute easier and to essentially replace my car. I ride from Original Town Superior to central Boulder and back (around 17 miles roundtrip) almost daily now. The e-bike doesn't shorten my trip in to the office (which takes about the same amount of time on my regular bike), but it does make that huge climb up the hill on the US 36 bike path out of Boulder much more doable at the end of a long work day. I've only had it a short time, but I absolutely love my e-bike.

E-bikes are an entry point for individuals that haven't ridden a bicycle in years and are looking to get back into it. For me, they make a regular commute and everyday errands something I want to do on my bike instead of my car. I can regularly go a week or two without driving my car now, thanks to my e-bike. For the environment, traffic, and my pocketbook and health, e-bikes are a total win.

I am interested in being able to ride my e-bike on any road/multi-use path that other cyclists use to commute (US 36 Bike Path, Boulder Creek Path, other multi-use paths, etc). I don't take my bike on trails for recreation, but I can see the benefit of having that option if you are a newer rider trying to get out there and enjoy your bike. To me, the classes of e-bikes are inconsequential; it's more about setting rules for the road/path that everyone follows rather than the bike's capabilities (similar to a speed limit for all cars, rather than viewing cars that can go 100+ MPH as more dangerous than other models).

I appreciate the opportunity to provide feedback and would be love to be more involved with this discussion. Happy to help in any way I can. Thank you!

Carol A

1/25/2018

No e-bikes on county open space lands! Allow them on city paved walkways if necessary. I am an avid hiker who has had too many near accidents and encounters with cyclists who do not follow the "share the trail" guidelines and expect hikers/walkers to get out of the way. I've been yelled at by cyclists when I don't move off trail fast enough. Some cyclists are courteous but they are the minority, in my experience. Add e-assist to the equation, and I suspect this will encourage more speed and recklessness. I do not own or ride an e-bike, so I don't know if they emit any noise but if they do, that is the last thing needed on local trails where at least some of us are trying to enjoy nature quietly. Instead of allowing more bikes on the trails, consider investing in cyclist education and management.

Cynthia D

1/25/2018

Please no ebikes on county open space lands! We share nicely with hikers, non-motorized bikes and horses where allowed. We would have to be more vigilant about moving out of the way of ebikes (especially children and other slower-moving individuals) and the risk of someone getting hit is higher and unacceptable. I do not own an ebike and am not interested in owning one. Open space trails should not allow motors of any kind except for emergency vehicles and when needed by rangers.

Jim M

1/25/2018

As a long time Boulder County resident, hiker, dog walker, retired trail runner, mountain bike patroller, trail builder and now e-mtb rider, I sincerely hope the County will allow electric assisted bikes open access to all trails that are open to bikes.

In my experience, an e-bike still requires the same skill and balance any bike does, and it allows me to continue to ride as I age. Riding trails takes careful navigation, both up and down. A pedal assisted e-mtb (class 1) rides basically at the same speed and has the same impact on the trail as a regular mtb. The compatibility of the different modes is totally in the hands of the rider. Courtesy is what is needed and that comes through awareness and desire to be good companions on the trail.

I think efforts to increase compatibility would go a long way to enhance everyone's enjoyment of our trails. How to do that is challenging. I know from the 3 years I patrolled, it only takes one bad rider to taint everyone's experience. As an e-bike rider, I have given this a lot of thought and feel that a licensing program may provide an effective way to address and enforce the "Rules of the Trail". A license is/can be a contract to abide by those rules and if broken can be revoked. This could be a golden opportunity to start such a program with e-bikers (and eventually expand it to all riders). We need to increase all riders awareness of these rules, especially in light of our continued population growth.

I would be very willing to volunteer to help establish such a program, and hope that we e-mtb'ers can have access to all of our incredible Open Space trail system.

Thank you.

Angela M

1/25/2018

I am in favor of allowing e-bikes on county open space lands. I support allowing e-bikes on all trails where bikes are currently allowed. I support allowing "E-assist" or "Class 1 bikes on the trails. E-assist bikes require the rider to pedal in order to engage the power assistance in the battery. I do not support allowing "throttle" style electric bikes or Class 2,; cyclists need to pedal to produce forward motion, and E-assist bikes work in this manner. I do ride (but do not yet own) an E bike. State law mandates that cyclists need to alert pedestrians when the cyclist is approaching on a multi use path. I would like to see the County engage in a public education process so that cyclists on open space (all cyclists) call out or use a bell to announce themselves. As a dog walker on the Eagle Trail and at Boulder Valley Ranch I am constantly distressed by and amazed by a lack of courtesy from cyclists as they approach and pass me

when I am out walking with my dog. This lack of courtesy is dangerous for both dog and cyclists as a dog (with an off leash voice and sight tag) could cause the rider to crash or could cause the dog to be injured. I realize that the County has never specifically allowed E bikes on Open Space; and I would like the County to create a process whereby (some or all) trails or lands could become available to E bikes. I am aging and I want to keep riding for the next 20 years. Thank you.

Justin B

1/25/2018

I am in favor of Boulder County allowing the use of e-bikes on county open space lands. The State of Colorado's recent revision to CRS 42-4-1412 is a progressive measure that enables alternative transportation via electrical assisted bicycles. The impact of this measure will allow for improved access to Colorado's natural treasures via means that do not increase environmental or noise pollution. Additionally, this statute will allow for daily commuting that will relieve traffic congestion in the area... a significant need as Colorado's population continues to swell more rapidly than our transit infrastructure is able to support.

My personal interest is with regards to the Coal Creek and Rock Creek trail systems, as this system can connect the commercial areas of Interlocken and Flatirons Crossing areas with communities such as Lafayette and Erie. Alternative transportation corridors require travel next to busy roads, posing a significant hazard to bicycle traffic during the rush hour commute. Per a 24-August-2017 article published in the Denver Post, the rate of traffic-related cycling deaths is increasing at a rate of approximately 55 deaths per year, outpacing the rise in overall traffic fatalities. (See <https://www.denverpost.com/2017/08/24/cycling-fatalities-2015/>).

I have recently purchased an e-bike (Class 2), and I hope to be able to use it frequently for my daily commute between Erie and Interlocken. It is my desire to alleviate my own gasoline bills, have a positive impact on the environment, relieve traffic congestion, enjoy the splendors that Colorado's nature has to offer, and to inspire others to do the same. Thank you for your consideration.

Carol M

1/25/2018

I am not in favor of allowing e-bikes on county or city open space.

Thanks,
Carol

Barbara R

1/25/2018

Please do NOT allow ebikes on open space !!! I like to use open space to commune with the natural sounds of nature....not the sounds of electric motors. Our society has too much noise pollution already !

Jenny K

1/25/2018

I am a 50+ year old resident of Boulder County and I use my ebike to commute 13+ miles to work. It would not be possible for me to commute to work by bicycle without electric assist: there is no shower at work and the time and effort would be too much of a negative. My ebike enables me to commute and has saved me over 1000 miles of driving over the past 5 months alone.

I am especially interested in commuting on the 36 bikeway (and similar wide, multi-lane paths) and feel this path is perfectly designed for ebike commuting. Most cyclists on the path are serious cyclists out for dedicated workouts and are wearing lycra. My ebike enables me to pedal to work in my office clothes as a normal event in the course of my day. The path has long distances and is accessible to more people because of ebikes. It will get more use because of ebikes. It seems designed especially for this purpose, and it works to get people out of their cars and on to the paths. I would like to see more similarly constructed paths specifically for ebike commuting. This is a viable alternative to cars.

Any ebike that requires pedaling to trigger assist is, to me, a safe and reasonable form of transport on paths that are wide enough for two-way bicycle traffic. The assist is extremely adjustable and there is little risk of getting out of control. Where there is more traffic, less assist is used. Where there is less traffic, maximum assist is available. Commuting between towns in Boulder County is especially viable on a Class III bike where the 30% increase in speed really adds up for the longer distances.

Ebikes greatly extend the distance of a viable bicycle commute within Boulder County. My ebike has enabled me to commute to work by bike and reduced the number of miles I travel in Boulder County by car.

jennifer D

1/25/2018

my husband and i are both for ebikes being allowed on all of the bldr cnty parks and open space trails. I especially would like them on all of the commuting trails/ connecting trails. I don't see them as being any more destructive than a regular bike nor any louder. so i don't see them differently than a regular bike. Class 1 and 2 and i don't see much difference for class 3 so 3 as well.

My husband is disabled and i am hoping an ebike will help his mobility, and riding on the paths to be something we can do together, get out into nature and off the roadway!

We will be purchasing ebikes in 2018. we have been "deciding" about the purchase since 2017.

Barbara F

1/25/2018

As a senior, I highly recommend keeping E-bikes out of open space hiking trails

Huberta Y

1/25/2018

I am opposed to allowing e-bikes on unpaved open space trails. As much as I would like to be able to ride a bike on those trails, I am unable to due to my age, With that said, I still don't think that e-bikes should be permitted. I am a hiker and it is hard enough to hike on trails where bikes are permitted. If e-bikes were added, it would crowd the trails even more and make them more dangerous for other trail users. Also, I'm sure the privilege of being able to ride an e-bike would be abused by some, as all the privileges are. It is also well known the destruction that bikes cause to the trails themselves. E-bikes would only exacerbate the problem. I do not own an e-bike, but have looked into it. Unfortunately they are not even allowed on city bike paths (unless that has changed), so why let them on trails?

Thank you,
Huberta Yaron

Sharon R

1/25/2018

My husband and I are in favor of allowing e-bikes on county multi use paths. E-bikes should follow the laws that regular bikes must follow. Class 1,2,3, e-bikes should be allowed on all bike lanes. We pay our taxes just like everyone else and want to use the bike lanes on or off of the roads. Speeding by any bicyclist is illegal so don't punish the safe e-bike users because of a few that break the law speeding. We own and would like to ride our e-bikes responsibly on all bike accessible trails.

James M

1/25/2018

I strongly support e-bikes (especially class 1, with pedal assist) on all Boulder Country trails where bikes are already allowed. Though I'm not an e-bike rider myself, I know several who ride e-bikes because they don't have the physical endurance to ride the distances or steep climbs necessary to complete many area bike rides. I think e-bikes open up recreation to those to who it would not otherwise be accessible, particularly those in the upper age ranges of our community. This is particularly important as our community gets older. Anything that helps people enjoy the outdoors is a good thing in my book, and I think e-bikes fall firmly in that category.

James Mack
3078 Noble Ct
Boulder, CO 80301

Peter L

1/25/2018

As a mountain biker and trail runner I am in favor of allowing ebikes on all paths and trails where biking is currently allowed. E bikes are a great way to make commuting and recreation easier and more accessible to more people and should not be banned going forward.

Robert S

1/25/2018

I am in favor of ebikes being allowed on open space land. I would support class 1 and 2 bikes. I currently own an ebike that I use for commuting.

We should be doing everything we can to encourage bicycle travel over any other mechanical means. Ebikes have not been demonstrated to increase accidents or cause any other significant issues. If there were a demonstrated rise in accidents, injuries or user conflicts then I would support evaluating bans on certain trails. Beginning with an outright ban does not allow us to understand how these bikes are used and if they have any impact at all. I have seen plenty of riders on conventional bikes riding recklessly downhill on trails without the use of a motor. I don't believe that ebikes will cause any safety issues and we shouldn't infringe on someone's right to enjoy our amazing trails just because we think their preferred method of recreation is 'cheating'.

Catharine H

1/25/18

I support the proposed update to the county's rules and regulations about the use of county open space that "would specify the "gas-and electric-assisted bicycles are prohibited within any County Parks and Open Space area except where such use is specifically designated." Simply put, mountain bikes and especially e-bikes drive pedestrians and hikers off county open space.

John R

1/26/2018

I am NOT in favor of allowing e-bikes on county open space lands? Thank you for including my opinion.
- John Reynolds

Amie J

1/26/2018

I am NOT in favor of allowing e-bikes on county open space lands. Thanks for your consideration. -
Amie Jablonski

Ben E

1/26/2018

As a long-time road and mountain bike rider, I do NOT support the use of e-bikes on mountain and open space trails. The fragile relationship that already exists among bikers, hikers, and horse riders would be negatively impacted by the quieter, speedier e-bikes. I believe this would jeopardize the continued access of human-powered bicycles. I have no issue with e-bikes on paved urban bike paths and trails (e.g., highway 36 bike path). Thank you.

Steven P

1/26/2018

I am strongly in favor of allowing e-bikes on county open space lands where other pedal bikes are permitted. I intend on purchasing an ebike this spring as means of transportation. More people on

ebikes translates to less traffic, cleaner air, and better health. Only allowing ebikes on roads along with cars will slow adoption and the benefits that come with it. More importantly, it will put ebike riders in harm's way without good reason. There is no reason to think ebike riders will be less courteous or more damaging to open space trails and visitors than anybody else who rides a normal pedal bike. The ban is based on ignorance coupled with a fear of a new technology. There are already many riders who ride normal bikes at speeds above 20mph. Ebikes therefore do not bring anything new or unknown to open space trails. No. Scratch that. They will bring more people to open space trails, cleaner air to boulder county, faster commutes to drivers, and better health to potentially large portions of our population. We should be doing everything within our power to encourage ebike adoption, particularly as an alternative mode of transportation. Removing the ban does exactly that.

Clark E

1/26/2018

Hello:

I have been an avid mountain biker since the infancy of that sport in the 1980s. I continue to mountain bike regularly and hope to do so for many more years. I am now 71 years old and am still able to ride most of the great trails in the Boulder area that have given me so much enjoyment over these last several decades.

I do not own an E-bike, nor have I ever ridden one. I occasionally see E-bikes on mountain bike trails ' and, when I do, I am not bothered by the sight. Instead, I welcome the idea that our great trails are open for many types of uses and for cyclists of all abilities. In fact, I can conceive that an E-bike may soon become my only access to continue my mountain biking adventures as I continue to age.

I fully support use of pedal-assisted, Class I E-bikes on Open Space trails.

Regards,

Clark Edwards

Betina M

1/26/2018

I am concerned that you may not get a good sample of opinions from your Open House events that feature bikes to ride. You could get mostly pro-bike people. The Open Houses should be neutral.

I think allowing motors is a slippery slope you should best avoid.

I am very familiar with a seemingly unsolvable situation in the mts. where horse or mt. bike riders have made trail systems now taken over by motors, usually dirt bikes. You should be careful of endorsing motors at a time when habitat protection is compromised by a growing population wanting to recreate everywhere. Allowing it in the valley will undoubtedly spill over to the mts. when everyone rushes out to purchase e-bikes. Not everyone is law abiding, especially in remote areas.

I think you should step forward for essential habitat protection and quiet uses considering all of the growing pressures on the land. Just saying no to e-bikes, and telling us why, will educate and promote a much needed land ethic in Boulder County.

Thanks.

Betina Mattesen

Illegal Motorized Trails Task Force

Nederland

Marge S

1/26/2018

e bikes should be allowed on paved trails but not dirt open space trails. Those trails are already to crowded with regular bikes. I am over 60 and would like an assist with hills and when it is windy. But on open space trails I prefer to hike in peace.

Michelle M

1/26/2018

I can't help but think this could create an unsafe and possibly more congested environment for people using the trail systems throughout the county. Therefore I am absolutely against allowing motorized vehicles of any kind on the trails, with the exception of motorized handicapped vehicles.

Thank you for seriously considering our opinions!

Michelle Miller

Galen N

1/26/2018

Hi- I am NOT in favor of any class of e-bikes being allowed on county open space trails. It is bad enough having to share the city paths with them, as they pose such a hazard for those who are walking and riding at human-powered speeds. If possible, I would ban them from the city paths as well!

thank you,

Galen Nathanson

Andrew J

1/26/2018

E-bikes that can go 25+ mph have no business being on most trails in Boulder County. Those trails include any that are dirt or cinder or anywhere a motorized vehicle should not go. As for paved city multi-use paths, I see no problem with e-bikes using them as long as there are restrictions on how fast they can travel. It is far past time for the city of Boulder and Boulder County to put usage rule signs at the head of every trail. The rules should include: Travel on the right, pass on the left. Do not stand in the middle of the trail - ever! Announce when passing someone on their left. Pets must be leashed and be

on the outside (right side) when walking along a path. Leaving doggie poop bags along the side of the trail is illegal. 2+ people walking together are not allowed to take up more than half of the trail.

Finally, the city and county need to get together and form a better way to manage all of these trails. As it stands now, 3 different entities are responsible for trails in Boulder and none of them are doing even an average job of maintaining those trails. The people of Boulder and Boulder County should have 1 place to go when there is a problem with a trail (meaning maintenance, clean-up, snow removal, weed and debris removal, hazard reporting and removal, etc.). Debris removal and general maintenance has taken a severe nosedive in recent years. The city states that one of its goals is to get more people out of their cars and into using other modes of transportation. In Boulder, that means bikes. But, if the trails are not going to be maintained well enough, that goal will never be realized.

neal f

1/26/2018

I strongly support allowing ebikes on all open space and city / county trails that allow bikes in general. At age 60, I have started riding ebikes on a number of our active travel vacations around the world. They allow me to continue to enjoy a sport and life style as I age. While I currently do not own an ebike, I plan to in the coming years as the technology continues to improve and costs continue to come down. How can boulder county be so pro alternative transportation, then turn around and put up roadblocks to a massive wave of interest in biking (for commuting and recreating) with the assist of a battery? Most ebikes do not move AT ALL without pedaling. The battery is an assist to pedaling, not a replacement to pedaling, and the assist automatically turn off at relatively modest speed (around 20 MPH). The rider chooses what level of assist they want thus still getting what ever level of exercise they desire. Its no ones business but the riders if they feel assist is necessary or desired on any given ride. Throttle enabled ebikes are a different story and this is where the debate should be had. I view a throttle assisted ebike more as a scooter and would be fine with a decision to restrict them as deemed appropriate. A throttle assisted ebike is a motorized scooter (motorcycle). Its that simple-really-its that simple. I feel strongly that anyone involved in the decision making process around ebikes be required to ride both types of ebikes and if not willing or able to do so, be excluded from an decision making.

Mike D

1/26/2018

-Yes I am in favor of allowing e-bikes on county open space lands

-I am very concerned about trails that can be used to transit from one location to another, not as much for circuit or more technical trails.

-Definitely Class 1 bikes that require pedal

Robert B

1/26/2018

I am in favor of allowing class 1 e-bikes on all county open space trails that currently allow bicycles. I think that class 2 e-bike use should be evaluated for use, but probably should be restricted on narrower or more technical trails. For example class 2 could be allowed on trails such as Coal Creek, Rock Creek, and South Boulder Creek, but perhaps not at Betasso.

I do not currently own an e-bike but I plan to purchase one this year. I am a retired senior with many years of conventional bike experience, but as I get older I find I am riding less and less mainly due to difficulty riding up hills. I do not need an e-bike for commuting and am strictly a recreational rider.

Thanks to the County for addressing this topic, and I am looking forward to the demos and open houses in February.

John F

1/26/2018

Ebikes are motorized bikes. They don't belong on open space trails or bike paths. If you can't pedal stay on the streets!

Evan R

1/26/2018

I'm in favor of ebikes on County Trails. What should be prohibited is aggressive or endangering behavior, throwing up dirt plumes, Etc.

But, especially, County Trails used as Transportation connectors should be open, some of which are now close to ebikes, such as part of the Boulder Creek path east of Foothills Parkway and the connector from Lee Hill Drive to Linden.

The class of e-bike shouldn't matter, if it's used respectfully.

Yes, I'm on my second ebike now.

Wesley C

1/26/2018

I am not in favor of allowing e-bikes on county open space lands. They are too much like electrically-powered dirt bikes.

Betsy H

1/26/2018

I do not favor ebikes on open space trails. I think they're great for people to commute with, but the ability for them to go faster than people walking, hiking, pushing strollers, etc. will change the atmosphere and safety on the trails. Mountain bikes are dangerous enough without adding more vehicles on the trails.

Vicky H

1/26/2018

1) As the owner of a Class I e-bike, I am in support of allowing Class I and Class II e-bikes on Open Space trails. These bikes do not go any faster in assisted mode than a standard MTB or road bike because of the 20 mph limits in their design, and they are not substantially louder because they are not using

combustion motors. MTB and road bikes are capable of speeds well in excess of 20 mph, and careless/inconsiderate riders on ANY bike pose a threat to our Open Space and the other people enjoying it, whether they are cyclists, hikers, or equestrians.

2) Having ridden both Class I and II e-bikes, I find it difficult to argue that such bikes pose a damage threat to trails in excess of standard bikes. Any rider (especially on MTB) who is inexperienced, aggressive, or rides off trail can cause damage, but I haven't seen any concrete evidence that e-bikes cause additional trail damage over regular bikes. I think most of this concern comes from people who fear what they don't understand.

3) As I age (I'm 46), riding trails in the foothills becomes more difficult, and pedal-assist enables me to continue getting out to enjoy our wonderful scenery and get exercise. The frustrating part for me is that I can't ride most off-road trails in Boulder County. Instead, I have to find forest service roads if I want to abide by the current laws and get away from heavy automobile traffic. Most of the Boulder County "trails" that are open to e-bikes are actually roads, which is fine for commuters, but they are not a place to relax and enjoy the out-of-doors. Access to places like the Colton Trailhead, South Boulder Creek trail, Betasso, and others like these would be wonderful, and I find it difficult to imagine that e-bikes would make the experience any less positive for other users.

4) At a bare minimum, I would appreciate seeing Class I and II e-bikes allowed on trails in "unassisted" mode. However, I think this could be very difficult to enforce, potentially leading to more problems and conflict than it solves. I believe the right solution is to allow these classes of bikes on Open Space trails wherever MTB riding is permitted and not attempt to dictate in what mode they should be ridden. If pedal-assist helps someone keep moving and get out of the way of other riders, that's a benefit in my book.

5) To those who say e-bikes are "cheating": The word cheating implies that bike riding is a competition. Riding bikes on Open Space trails is not a competition; please let each rider decide what equipment is right for their needs. Some purists might claim that having a 21-speed bike is "cheating" over using a 10-speed or gearless bike. Others might claim that a full-suspension bike is "cheating" over riding a hardtail or suspensionless bike. How does my using pedal-assist affect any other rider's experience of their ride? It doesn't. We allow pickup trucks and sports cars, as well as diesels and electric cars on our roads, despite their differences in function and capability. I believe allowing different types of bikes on Open Space trails is comparable.

Thank you for proactively addressing this issue, and soliciting comments from the community.

David W

1/26/2018

I am an active road and off-road cyclist, and have lived in Boulder since 1970.

I am generally in favor of Class 1 e-bikes being allowed on open space trails that have been primarily identified as commuter or transportation routes and not being allowed on trails that are primarily recreational by use and design. Although Class 1 e-bikes are comparatively tame, they still represent an incursion into an environment that many open space users would prefer to be off limits to any form of motorized vehicle. Conventional mountain bikes are already unpopular with many open space visitors,

and allowing the use of e-bikes on recreational open space trails arguably degrades the overall value of open space.

I do not ride or own an e-bike, but would be consider using one for commuting.

Siga A

1/26/2018

Thankyou for allowing public comment. I do not own an ebike but my husband and I think we may own something with alittle "help" as we love to ride road bikes and we aren't getting any younger. We mtn bike as well and we have ridden in places where we run into motocross bikes. Ebikes are a bit inbetween. There exists an unwritten rule in mtn biking that you should stay off of muddy/wet trails because riding them causes erosion and ruins/ruts the trail. I cannot say that I have encountered ebikes on trail, but there are plenty of regular mtn bike riders that are fast and rude. I would propose allowing ebikes on one or 2 trails and have a website for registering and reporting to get an idea of e-riders, regular mtn bikers, hikers, horse riders, etc. There should also be trail condition baseline and monitoring over a period of time to determine the pace of erosion and compare it to the types of riders. As a control, a similar trail open to all other users except e-bikes should also be monitored and pace of erosion determined. Public education and marketing of this pilot study is essential in making it as accurate as possible. Teaming up with bike shops (Full Cycle, U-Bikes, etc) to possibly offer quick online sign up at rental time and quick survey after riding, using grant \$\$ or bike light companies rewarding participants with a bike light(so needed!!!), or something positive. This, as anything else that could be permanent, takes small scale experimenting, public input, and review before expanding. Might be a good partnership with a CU prof (CSU?) or class that needs experience in implementing a study that leads to policy change (law school? Urban planning?). It should NOT need an outside hiring of some consultant and cost more taxpayer \$\$\$. This is not rocket science. Use who we have in town!

Holli H

1/26/2018

I am in favor of allowing e-bikes on county open space land.

E-bikes make it possible for a more diverse population of riders to have access to bike riding. Look around. The age of Boulder County's population is increasing. We need the biking opportunities to be available to a variety of ages and abilities. This old lady isn't in any kind of bike race, so my e-bike isn't "cheating." My e-bike increases my access to terrain, distance, and my riding enjoyment. Open Space needs to be "open" to all ages and abilities. Not just the "non cheaters."

Clark H

1/26/2018

I am somewhat perplexed that this is even a debate. Ebikes are just another motorcycle. The same rules that apply to motorized vehicles on trails (roads) and open space should apply to ebikes, especially ones that are throttle controlled.

I'm sure that there are all kinds of reasons/ excuses to allow certain types to be allowed for certain reasons (i.e. pedal assist for handicapped people) but it must be obvious and

enforceable. Otherwise you are just catering to lobby for special interests.

Chris J

1/26/2018

Hi,

I'm in favor of allowing e-bikes on our trails subject to a speed limit for all bikes. I don't own an e-bike but rent them on occasion when my 75 year old mom comes to visit. We need to regulate cycling behavior on our trails, not e-bikes. I've been almost run off trails by obnoxious plain old human powered bikers. Giving these folks a citation would be the right way to go, going after e-bikes is not.

Joe C

1/26/2018

I'm in favor of limited use of e-bikes on open space lands.

I'm interested in allowing use on flat trails that would allow e-bike commuters to have a safer and more scenic commute. I would also be interested in allowing e-bike use on the gravel roads and trails on Rabbit Mountain Open Space during the limited elk management hunting season. This would help in scouting and retrieving. I would be concerned about e-bike use on recreational trails that wouldn't serve e-bike commuters.

I think pedal assist e-bikes only, class 1 or 3. E-bikers, like every other biker, should follow speed limit rules.

I own and ride a pedal-assist e-bike, class 1, to commute approximately 20 miles (round-trip) a day. We also have them in our workplace for employees to get around the city of Boulder so that they don't have to drive.

Rose P

1/26/2018

Adding another untrained human on a vehicle to our trails would only make an already dangerous situation more dangerous. All bicycle owners, whether ebikes or bicycles of any sort should go thru a training and should have a permit or a city tag prior to anyone using our trails - just like we are training humans that walk dogs on our trails and off leash trails. Our city pedestrian/bike trails are no longer safe for pedestrians due to the heavy bike use. We used to walk hundreds of miles a year of our trails, however now we look for trails that do not allow bikes or just walk the city streets due to safety issues. This is a very common complaint of other pedestrians we speak with. 2% of bicycle owners announce themselves when coming up behind a pedestrian. I'm convinced it is because Boulder county has no training and these people hurrying to their jobs, don't understand that one step left into their path could cause a major accident and injury to one or both. I say train all bike owners or no to ebikes

Tim Z

1/26/2018

I am in favor of allowing class 1 and 2 on county and city paths. I am 65 years old ,own 1 mountain bike and 3 road bikes and no electric bikes. I did own an electric bike some years ago that my wife used after a leg injury. I think the more of any kind of bikes that are used on our paths will equal less cars on our congested streets and a happier, healthier populace. Also as us boomers age, give us a break and allow us to be able to still get out and enjoy the great outdoors with electric bikes when our bodies no longer allow us to ride regular bikes any long distance. Electric bikes may also encourage commuters to trade their cars for bikes on their way to work.

Brian N

1/26/2018

While I do not currently own an e-bike, I think that Class 1 e-bikes (pedal assist) should be allowed on all trails that regular mountain bikes are allowed. They have the exact same footprint and impact as a regular bike, and will give people who are disabled or otherwise limited access to trails that they would otherwise not have the ability to ride. The purists that don't think it is "real biking" should then also give up their carbon fiber frames and foot pedals and go back to steel frame bikes.

Joanne O

1/26/2018

I strongly support allowing Class I e-bikes on county open space and city/county trails that allow bikes in general. At age 60, my partner and I have started riding e-bikes on a number of active travel vacations around the world. This has allowed us to continue to enjoy riding and an active lifestyle as we age. I believe there is growing interest in commuting and recreating with e-bikes vs. traditional bikes, and not only among baby boomers. I currently own a mountain bike but do not yet own an e-bike due to their high cost and weight. As the technology improves and the weight and cost of the bike get lower, I will likely be purchasing one.

I think the advisory committee needs to make a distinction between Class I e-bikes (where the motor assists in propulsion only while the rider is pedaling, and ceases to provide assistance at speeds higher than 20 mph) and Class II e-bikes which can be used like a motorized scooter (where the motor assists regardless of whether the rider is pedaling or not, and ceases to provide assistance at speeds higher than 20 mph). I strongly support Class I e-bikes on city and county trails and open space where traditional bikes are currently permitted. I think the Class II bikes are a different issue and should only be allowed on specific trails (such as the bike path along Highway 36).

I want to recommend that all the members on the advisory committee ride both types of e-bikes (numerous times and on trails with varying conditions) so that they are familiar with the opportunities and challenges that each provide. I was concerned to see in today's Daily Camera (1-26-18) that Cathy Comstock suggested that someone could ride their e-bike TO a county park or open space, but then pedal (without battery assist) once they're on county property. These bikes are still so heavy that, even on flat terrain, you usually need to have some battery assist. And many of our trails here are on rolling terrain or have steep ascents. It is not possible to ride e-bikes without assist in these conditions.

Camille A

1/26/2018

Background: Did some mountain biking about 10 years ago. Stopped because of crowds and incompatibility between hikers and bikes. Stopped walking Boulder Creek due to dangers of high speed bicycles on crowded trails - I saw a bike take out an elderly pedestrian woman - haven't walked there since.

Current Ride and walk LOBO trail between Boulder and Longmont, Lefthand and St. Vrain multiuse paths in Longmont . In warm season ride about 50 miles per week, walk about 10-15 miles per week. In winter walk about 10 miles per week, rarely ride bike.

LOBO trail is multi surfaces, some road and some dirt and gravel. Parts are between communities and most is within a town or neighborhood. All the trails I ride are heavily used by bikes, runners, walkers with children, dogs and the elderly. Many locations on the trails abut parks and people crisscross the trail frequently as they recreate in the parks.

I believe that electric bikes are incompatible with the existing uses of the multiuse trails. As motor powered vehicles, they belong on streets or specifically designated paths where pedestrians are not permitted. 20 MPH might seem like a slow speed to experienced bicyclists but when that 20 mph vehicle that is powered by a MOTOR collides with a 1 or 4 MPH walker, the impact is great and injury can be significant. (I am certain that a physics professor could quantify the impact and why it is different than if the bike is human powered.)

I believe these paths exist for all to use, but not at the expense of the safety of a small child, fellow resident or a pet. Since these paths are for all uses, then each use must be tailored to be as compatible as possible with the other uses. That is why in Boulder, for instance, many trails have an 8 or 15 mph trail speed limit. There are some studies on the use of motorized bike and collisions and injury that might be worthy of review.

If you permit motorized bicycles on multi-use paths where pedestrians are also permitted, then please add the following:

Regular periodic patrols by deputies that can issue tickets to traffic violators

Posted speed limit signs

Posted signage requiring audible notice before passing from behind

Posted signage requiring 3 foot distance between bikes (all) and bike/ped that they are passing from behind.

Requirement for liability insurance and licensing for all bikes

Requirement that all bicyclists must carry photo identification when riding

Law making it a crime to leave an accident on a trail until contact information of all parties is exchanged.

In any case, these motorized bicycles should not be permitted on trails that are 4 feet wide or less.

Marty S

1/26/2018

I am strongly against the use of e-bikes on open space trails.

As a frequent user of these trails, including walking, running, and biking, it frightens me to think of often inexperienced riders zipping along the trail at 20mph with 750watts of power.

Philip S

1/26/2018

Please continue to protect the character of our open space by not allowing ebikes on them.

Mark S

1/26/2018

Dear Sir/Madam,

I am writing to express my strong disagreement with letting e-bikes on open space trails. The trails are crowded enough and I have witnessed first-hand numerous collisions and near-fights between mountain bikers and runners, walkers, and horse riders. Introducing e-bikes into the mix is like throwing oil on to fire.

Sincerely,

Mark Schroeder

Thomas I

1/26/2018

Please do not allow ebikes on Boulder County Open Space.. As a frequent hiker and volunteer, we avoid trails where bikes are allowed. While most cyclist are polite and follow the rules, many do not. My wife and I have had many close calls with out-of-control or barely in-control cyclist. I no longer trust any cyclist to yield the right-of-way. We get off the trail as quickly as possible and I have my hiking poles at the ready to fend-off an "accident".

I think ebikes will enable more unskilled and unfit people on the trails going at higher speeds creating more hazards.

I recommend all Open Space trails follow the model at Betaso Preserve and limit all bike users to specific days of the week, including not more than one weekend day and not more than 2 days during the week.

willem v

1/26/2018

As a frequent pedestrian trail user, I'm not in favor of e-bikes on open space trails (either Class-I or II), but am ok with people using e-bikes to get to trails.

A useful question would seem to be whether people who are now unable to access and use open space will be enabled to do so by e-bikes.

If that's the case, extending open space for the enjoyment of these people would be reasonable, initially in the form of a pilot, restricted to certain days of the week and sites, with possible expansion if feedback is positive.

Jonathan H

1/26/2018

Please do not allow these bikes on trails. I go mountain biking so I can leave my fear of motorized vehicles behind. Putting these bikes on the trails is dangerous for everyone involved, including the people riding the ebikes. It is a shame that this is even a discussion. The bike shop industry is just trying to cram this down our throats for their own profit. Ebikes I hope are a way of the future for commuting in and around the city, but they DO NOT belong on trails.

Elizabeth B

1/26/2018

Please simply follow the State rules about E-bikes, and allow e bikes on trails consistent with the state regulations. Those regulations are very sensible in terms of keeping bikes on trails to a moderate speed that will not endanger others. The problem is not with e bikes, but rather with the behaviors and speeds that certain bike riders use both pedal bikers and e bikers. It is those behaviors and speeds that need to be regulated and not a whole class of bikes.

My own experience with e bikes on trails was when I was patrolling the far end of the Silver Lake ditch and clearing blockages when the ditch company was sending water out to Mesa reservoir, and also when the headgate needed clearing. Because of a previous injury, I was not able to walk the entire length of the ditch in these reaches, but I was able to bike them with my e bike, shovel in a special holder on the bike. I was able to clear several blockages so that the ditch did not overflow and damage areas of Open Space. If I had not been able to take my e bike on these trails, the outcome would not have been a good one. Granted, this is a very special case. But it illustrates that there are many special cases of transportation needs, where e bikes are necessary on County trails, and which you can't possibly anticipate.

E-bikes are not the problem. The behaviors are the problem. Please regulate the behaviors and not the particular style of bike.

Michael B

1/26/2018

I am writing IN FAVOR of allowing power assist e-Bikes on any trails where normal bikes are allowed. Everyone, including those with disabilities should have the right to get exercise.

I have no concern with bikes on any trails. I have tried these bikes and I am no faster climbing on these than any of our local professional riders.

The only issue I would have is with e-Bikes that do not require any rider input (basically electric motorcycles). All bikes allowed on trails and paths should require some rider input.

I currently do not own an e-Bike, but I do have severe allergies that prevent me from riding as quickly as a normal person. At this point I can still ride a normal bike, but I could see the need for an e-Bike in my future.

Kirk C

1/26/2018

I am certainly opposed to use of ebikes on any single track trail where ordinary bikes are allowed. The reason:

Kinetic energy (as applied to the backside of a hiker) = $0.5 * MV^2$. At present at least, the mass of ebikes is greater than regular bikes, and the average velocity is likely to be higher. On County single-track trails, regular bike riders routinely do not yield to hikers, a fact that may not be a problem in most interactions, but which can be disastrous if the hiker does not see or hear the biker or if getting off the trail to dodge the biker is difficult. I would not expect the manners of ebikers would be any better, but the consequences of non-detection would be worse.

I am less concerned about ebike and regular bike use on County trails which are also capable of accommodating County vehicles, or which are wide, paved trails (e.g. along Boulder Creek). In those cases, there is plenty of dodging room (although bike/ped interactions can be very dangerous because of excessive speeds). The entry trail on Rabbit Mountain, some trails around the Reservoir etc. are some examples where this sort of multi-use may be harmless PROVIDED that those trails do not allow entry to a larger system of single-track. In that case, enforcement against single-track use is going to be difficult.

Diane C

1/26/2018

I ride an e-bike and think more and more seniors will join me. I feel e-bikes should be allowed anywhere a traditional bike is allowed. I feel there should be no distinction between the types of e-bikes, as either could be abused through excessive speed, as could a traditional bike carelessly ridden. I have ridden both types of e-bikes and it seems the distinction being made is an artificial one. I chose my bike on the basis of what is best for me and know others will as well. Most e-bike riders need help climbing hills or riding for longer distances than they can do on a traditional bike. I am so pleased with the extra boost up hills that my bike gives me, and the extended range I can handle. It is great!

I have no opinion on specific trails. I intend to ride mine in town on bike paths. But I think it would be discriminatory to disallow currently available e-bikes anywhere that traditional bikes are allowed. I would deny e-bikes that resemble motorbikes in power, however, if such are available.

And I support strong enforcement of rules on all the trails to support the welfare of all users -- hikers, walkers, bikers, etc.

Robert T

1/26/2018

Evokes are motorized vehicles and have no place on public trails. Motorcycles include a motor and two wheels and ebikes should not be allowed to skirt this definition.

Jim M

1/26/2018

Since I started riding electric bicycles in 2007, there have been lots of great legislative changes in the state and nationally. Colorado became 1 of seven states led by California a few years ago to adopt a 3 class system, permitting Class 1 and 2 electric bikes on the path. Despite objections by elitist cyclists, the new laws have worked out great according to my friends in California. Sensible and logical legislation. What possible legitimate objections could exist?

Safety - The problem expressed by a false narrative is potentially excessive speed and rider recklessness. Total nonsense and no facts to support it! Electric powered bicycles are typically being used by older folks that sure don't go all that fast and have no interest in being reckless.

Access - Electric bicycles allow for people, older and less physically fit than they once were, to continue to enjoy bicycling in its many forms. Electric bicycles are safe, quiet and limited in speed capability by law (20 mph).

Pedal-power-only thinking promotes denying access to elders and others unfairly, and is based on misunderstanding of safety or other related issues.

There are plenty of other reasons but the bottom line is that ALL taxpayers should have access to public bicycle paths, not just athletic types. Besides, there is plenty of room for everyone. By the way, electric bike got me back into cycling and I've lost 20 lbs so far. Why deny folks the opportunity to get some exercise, lose weight and spend less time driving and more time and a quiet, pollution free electric bicycle? Please don't deny us older folks a safe place to ride our electric bicycles in Boulder!

BETH B

1/26/2018

no no no! there is already plenty of user conflict on trails. and, ebikes move so much faster than mt bikes, they confuse people and don't allow sufficient time to respond to them
i don't own or ride an ebike and uflly support them on roads but not on trails.

Luigi A

1/26/2018

Here is the reality - Cyclists make up a very small percentage of the overall population. While one might argue its 5%, 10% or even 15%, it really does not matter because it's the other 95%, 90% or 85% of the population that currently does not ride.

Some might accuse this group of being lazy but the reality is that as we age, the don't possess the same stamina and agility that we had in our youth. We might also have hip, knee back or shoulder challenges brought on by the natural aging process. Should we be denied the enjoyment of bicycle riding because some people have judged us as not eligible?

Please do not deny those of us without the strength and stamina the enjoyment of using the incredibly safe bicycle infrastructure in Boulder. A Class 2 bike is all I am able to ride.

eric l

1/26/2018

E-bikes are great for commuting on roads and wide bike paths (pavement or dirt). E-bikes are not great on Open Space single-track trails because of an increase the risk for all users due to their increase in speed compared to regular bikes. E-bikes are heavier which might lead to restricted access for all bikes if trails are damaged. E-bikes also have a higher likely hood of having inexperienced riders getting on trails that are too technically challenging leading to accidents with other users. The converse is that when a rider is inexperienced on a regular bike they get tired and the difficulty of the trail will likely make the rider think twice about what they are doing. Please do not allow E-bikes on Open Space single-track, dirt trails but please do allow access on roads and all wide (2-lane) bike paths.

Judy D

1/26/2018

I think allowing e-bikes on county open space lands is a bad idea. there's already significant traffic of walkers of varying speeds, runners, dogs, and mountain bikes. Adding another "vehicle" would make walking more difficult and dangerous and far less relaxing.

john e

1/26/2018

Absolutely not allowed. Once the nose is in the tent, the rest will follow. E-bikes are not bikes, they are motor vehicles. No, no, no!

K H

1/26/2018

Will the number of e-bikes on any given trail be limited to a certain number (i.e. a maximum number)?

Sama B

1/26/2018

I have an e-bike for commuting, not yet for the trail (although I can see that coming). I believe e-bikes should be allowed on all paved bike paths, as well as the unpaved section of the Boulder Creek Path that leads to Four Mile. There should be more signage on the bike paths informing people of the 15 mph speed limit, and this should be enforced for both regular and e-bikes.

I don't believe every trail on open space needs to be open to e-bikes, but I don't see any reason that many of them can't be open to Class 1 e-bikes. Perhaps 50/50, so that those who are totally opposed to e-bikes can have some trails where they are not present. Then we can see the affects of the e-bikes on the trails open to them.

Carolyn U

1/26/2018

Put an end to e-bikes on trails. Bad enough that Marshall Mesa has been lost to bikers and Cottonwood is well on its way. Bad enough when using shared trails you are constantly looking over your shoulder for the unexpected bike or that in hearing "on your left!" you feel compelled to leap off the trail. Enough! Must we give up the relaxation and quiet of nature to all manner of bikes?

J L

1/26/2018

These bikes have no throttle, are quiet, and environmentally sound. Class I bikes should never be discouraged. I see them as promoting a healthy lifestyle and allowing some who may be physically limited to explore and recreate safely.

Please note: When the user stops pedaling, the motor stops working....there is no way to accelerate or punch forward without a throttle.

My two cents is that many users of this demographic are much safer than some out of control macho cyclists who are on the trails now.

Mike R

1/26/18

Here is, verbatim, a letter I submitted to the Daily Camera Open Forum. I would appreciate it if you would enter it into the public comment on the question of E-bikes on County Open Space. Thank you.

The e-bike community has done itself a disservice by failing to clearly differentiate between electric-ASSIST bikes (Class 1 and 3), which you must pedal and give you the option for an extra push on steep hills, and electric-throttled bikes (Class 2), which require no effort.

I am 74 years old and have found that the extra push of an electric-assist bike allows me to continue to ride the routes I enjoy and still get a workout.

Both sides of this debate have a point. The electric assist is harmless and helps people to continue to enjoy the sport as they age, whereas the throttled bikes should probably stay on the road. In parts of Europe, this differentiation has been made, and throttled bikes are prohibited from trails, whereas electric-assist bikes are not. We should do the same.

Ruth C

1/26/18

We beg you not to allow bikes on open space trails!

Our beloved trail system is already too crowded. We now avoid many trails we formerly loved because of mountain bikes. Ebikes, which are even heavier than mountain bikes and have the capability of going much faster, will make the trails even more dangerous. In addition, they would probably cause more trail damage than either hikers or traditional mountain bikes. We are in our 80s and treasure the time we spend hiking on Boulder's open space trails, but we are sometimes fearful when bikes narrowly miss

hitting us. We fervently hope the Open Space Department will not allow these trails to become even more degraded than they are at present.

We do recognize the value of bicycles for transportation. However, we believe the vast system of bicycle lanes currently in place should suffice for Ebikes.

Justin s

1/27/2018

I do not own an e-bike but I would like to try one. I remember riding the lobo trail a few years ago and an e-bike was coming towards me at about 20 mph. I did not feel that individual was safely riding or was acting in the best interest of future e-bikes being allowed on county trails. Many of these trails are used by runners, bikes, horses, dogs etc. I think it is reasonable to have e-bikes allowed on a few trails and 'see how it goes'. If e-bike riders are courteous to those around them it would seem reasonable to allow their continued use. My guess is non motorized bikes travel at 10-20 mph on our trails whereas e-bikes will travel at the higher avg of 20 mph. It would be great if e-bike riders slow down when passing or encountering other traffic on the trails.

Michael B

1/27/2018

Please keep open space and mountain park trails non-motorized. No ebikes please. I do not own one.

Is the only reason to have non motorized trails the noise? Ebikes will get more powerful, faster, cheaper and lighter. Look forward 10 years if you allow them. What will our bike trails become? Will they encompass the spirit intended when open space was preserved?

Probably not. Thanks, mike block, boulder, 80304

David & Jennifer S

1/27/2018

Please don't allow e-bikes on county open space trails. We are older hikers and have already quit using many BCPOS trails because of the existing bike traffic. This will just bring more bikes to the system, and render more trails unusable to us, and people who have a hard time sharing trails with bikes.

We aren't anti bike per se "just because," but the bikes move very fast, a significant number of the bikers already don't yield the trail to hikers (we have to get off the trail as many bikers come barrelling at us with no perceived slowing down), and my wife can't hear the bikes coming up behind her since she has lost high frequency hearing - so she is always surprised by the sudden appearance of a bike right behind her, frequently with an impatient rider who isn't sensitive to the notion that she may not have heard him coming.

We really don't want to smear all bike riders - many have been very courteous to us and have politely shared the trail - but the idea that even more parts of the system would become unusable to us, that the bike traffic would increase, and that e-bikes with the potential to go even faster all make us want to say ENOUGH!

Thanks for asking our opinion.

Steven P

1/27/2018

Of course they should be allowed! Not allowing them would be just nasty to old people and weak people, denying them a great way to get out in nature.

I'm ok with only class 1 bikes being allowed, though class 2 use doesn't bother me personally.

I do not own an e-bike, and do not want one, as I like the exercise given by a standard bike.

Bill F

1/27/2018

Absolutely not! There is no reason for any other form of transportation to be allowed on trails. Bikes themselves are already a nuisance. The only Trail such ebikes should be allowed on are ones that allow motorized vehicles. The point of being out in nature is to be in nature. You're not doing that when you're buzzing around on power-driven transportation.

Alan R

1/27/2018

E-bikes do not belong on recreational trails in Boulder County. E-bike access could be appropriate for true transportation corridors as an alternative to cars, but I can't think of any current trail in Boulder County - including LoBo, Coal Creek, and Rock Creek trails - where that would apply. Instead, e-bikes should be encouraged to use the on-street bike lanes. Recreational trails should allow for, and even encourage, enjoyment of nature at a slow pace - no motor required!

I am an avid hiker and biker (both road and trail). I haven't ridden an e-bike, but one could be in my future...

Gerry S

1/27/2018

I am definitely in favor of allowing e-bikes on all Boulder county open spaces, bike paths and trails. As a 69-year old person, I use my e-bike to commute and for exercise. My e-bike is extremely quiet, clean, and efficient. And I believe that it still fits the county's definition of a "human-powered wheeled vehicle" because I pedal it almost all of the time. It defies logic and common sense that the county would want to ban these types of bikes!

I believe that all classes of e-bikes should be allowed to be used on Boulder county open spaces, bike paths, and trails.

Buzz B

1/27/2018

I think e-bikes should be ALLOWED on the 'fire-road' type corridor routes, such as Lobo, Coal Creek, and Rock Creek. These routes can be used for commuting, their width provides plenty of room, they have long sight-lines, a constructed surface that is relatively durable, and no obstructions. All other trails are NOT appropriate for motorized anything, as their weight and clumsiness would be a hazard to the rider, other users, and would wear on the trail itself. I am not offended by the idea of e-bikes on Open Space as they do not pollute and are quiet and I'm happy to share with everyone; it's that their weight/power/handling characteristics would be incompatible on anything that isn't wide, smooth, durable, and relatively straight.

I am a strong supporter of all electric transportation, with the exception of the above. I am not an e-bike user as I can pedal unassisted about the same speed.

Earl N

1/27/2018

I have encountered e-bikes on Boulder streets, sidewalks and bike paths moving at speeds far in excess of what most people can achieve on a conventional bicycle and thought they represented a significant hazard. They are motorbikes. The fact that they are electrically powered might be environmentally significant, but they are otherwise just motorbikes.

Scott L

1/27/2018

As you know, the rest of the world outside of the US has embraced eBikes. eBikes could be a great mobility tool for Boulder County, but only if they are allowed on the commuter-type trails that exist, like Lobo, Singletree, Coalton, Coal Creek, and Rock Creek. Boulder City needs to get on board as well. Currently, the PAVED path between Arapahoe and Valmont east of 55th is off limits to eBikes, which is incredible. Also, there is no way to legally ride an ebike from the East Rec Center to the US-36 path without risking your life crossing South Boulder. The tunnel under South Boulder is off limits to eBikes, as is the 1/4 mile of trail between the tunnel and the US-36 path.

Forcing eBikes into traffic where there are parallel paths on which they are prohibited, makes no sense. The opening of the Lobo trail decreased the number of bikes on the Diagonal, since the Lobo Trail is so much safer. Now, eBike commuters are forced back onto the Diagonal. Riders do not appreciate this, nor do the drivers.

If the worry is that "pirate" high powered eBikes will become the norm, then make a mandatory inspection sticker a requirement, just like there is the off leash tag requirement. Contract with local bike shops to do the inspection/education, I'm sure they would get on board with that, in fact, they would love it for the foot traffic.

As for the MTB singletrack, I personally don't see the problem with Class 1-3. Again, a mandatory sticker could be required.

As with anything, there will be the 1% scofflaws, we already have fines for riding motorcycles on the paths and trails, I'm sure.

Don't miss this opportunity to get more people out of their cars. My wife used to ride from the East Rec Center to her teaching job in Longmont, but the time it takes got to be too onerous and variable. When big wind would kick up, her ride back to the Rec Center would be well over an hour and exhausting, so it became too much of a pain. We now have an eBike that she is eager to use to commute, but the Lobo trail and the trails around the rec center are off limits. She still drives.

Kim T

1/27/2018

As an over 65 and handicapped individual I have read with dismay the attitude of the young and able-bodied citizens of Boulder County who wish to keep me and those like me from enjoying what everyone else in Boulder County is able to enjoy. A pedal-assisted e-bike is the only way I can enjoy the bike paths and open-space trails in Boulder. Even when I could ride a regular bike I was routinely passed by many riders surpassing the 20mph top speed of an e-bike so, to me, that argument is a non-starter. I have contacted the Boulder Center for People with Disabilities and will contact the ADA to find out if preventing e-bikes for people with disabilities is not living up to providing reasonable accommodation for those of us who need it. I am not interested in getting in the way of mountain bikers on single track trails. With all the trails available I find it incredibly selfish and disrespectful of the young and able-bodied to want to prevent those of us who for reason of disability or age want to ride a bike but can't ride a conventional bike. Furthermore, in all that I've read about this so far, I haven't read one comment about a conventional rider being impaired or getting into a problem with an e-bike rider. It all sounds like the fear of what's going to be taken from them, which in my mind, is nothing.

Matthew H

1/27/2018

No, they should not be allowed on open space or any multi-use trails. They're too fast and the fact that you don't need to pedal them encourages people who don't have the skills to actually ride a bike on an open space trail to go out and hurt themselves or someone else. If they had little gas engines they wouldn't be allowed; I don't know why it makes any difference that the motor is electric. While I'm at it, and I know it's not your department, I wouldn't allow them in bike lanes on streets either.

I do not own or ride one, but I'm a long-time, avid cyclist. I would never have ended up in Boulder County 30+ years ago if it wasn't for cycling.

Leah B

1/27/2018

I am not in favor of allowing bikes on open space trails. It really is pushing the line on motorized traffic. I am an avid mountain biker and the trails that we do have access too, are precious. I believe that adding the e-bikes will increase traffic, noise and pose a greater environmental impact. I don't believe we should allow any e-bikes at all.

I dont ride an e-bike, I ride a human powered pedal pushing mountain bike.

Thank you.

Leah

Diane G

1/28/2018

My husband and myself live in the North Boulder foothills area. We are retired and in our late 60's. We love to bike, but as we get older, it became more and more difficult to negotiate the uphill routes back to our home. We both purchased an e-bike which will extend our biking years significantly. We love the exercise we get as we pedal around town. But, appreciate the electric assist as we head uphill to our home. We do not travel any faster than any other bike rider in the community. No one has ever objected to us or even noticed that our bikes have pedal assist. We bike with many other senior citizens and we all enjoy extended rides with our e-bikes.

Graham D

1/28/2018

I am strongly in favor of allowing all Class I e-bikes on open space trails. As an older Boulder citizen I am no longer able to ride my regular bike on the trails. My e-bike has given me a new lease on life! I can ride to and from Boulder on the bike paths, do my shopping and put it in the basket on the back, and also ride to and from the rec centers. I hardly use my car at all in the summers.

The open space trails are wonderful, and we hike those all the time. I will say right off the bat that I am not a fan of any type of bycycle on those trails. But realizing that we want multi-use, I understand that some trails are for bike use. I don't see any reason not to allow Class I e-bikes on the trails that allow bicycles. They don't go any faster than regular bikes peddled by the young in Boulder. They are safe. Restricting the use of e-bikes on the open space bike trails would particularly impact the older citizens of Boulder like me who use e-bikes. I am not Mobility Disabled, just old. We recently returned from a vacation in South Africa, which has a huge biking community, and they welcome e-bikes on all of their trails.

Andrea A

1/28/2018

I am in favor of allowing Class 1 e-bikes on county space lands. I mountain bike often and as I get older, appreciate the help of the e-bike with my aging joints.

Jon D

1/28/2018

I ride mtb's. There is already a poorly projected persona of mtn bikers on multi use trails in Boulder. Complaints range from going to fast, to not yielding trail to hikers, to causing trail damage. Its not the people that need assist bikes to get out that concerns me. Its the yahoos that are going to be out there that are already causing strife on the trails by shutting because they are too lame to earn their descent. These same yahoos will see this as an opportunity to take the loosened regulations to the limit therefore

further causing more strife and angst for the mtn bike community. We have barely enough trails in Boulder to disperse the population of mtn bikers on nice days. Adding semi assist bikes to these trails just does not address the issues that are already at hand.

Jeff H

1/28/2018

As an avid mountain biker in Boulder County, I would like to say that I am for allowing Class 1 pedal assist mountain bikes (eMTBs) on all Boulder County trails. I believe the pros outweigh the cons.

First off, I have heard people compare pedal assist mountain bikes to motorcycles. They aren't even close. An eMTB typically weighs about 50 lbs and has a small, virtually silent electric motor that is capable of putting out around 250 watts. By contrast, a motorcycle weighs around 300 pounds, is extremely noisy and polluting, and has a large motor that can put out about 30 hp max for a 250cc engine, or approx. 22,380 watts of power. This means that the dirt bike weighs 6x as much and has almost 90x more power than an eMTB. Doing an apples to apples comparison between the two is simply not reasonable.

The main reason I support eMTBs is they facilitate greater access to trails for all residents. An eMTB really does one thing, it makes climbing hills easier. eMTBs are not any faster descending, and they allow older mountain bikers or people with injuries/disabilities the ability to continue riding and enjoying a wonderful sport. They are also a great equalizer by allowing families or riders of different fitness levels to ride together comfortably.

I would like to reference this article about Troy Lee, the founder of Troy Lee designs, a company who manufactures mountain bike accessories. He shattered his hip riding a traditional motorcycle 3-4 years ago, his recovery was very painful and he was unable to ride a regular mountain bike without pain. eMTBs allowed him to begin riding again and now he is an advocate for them. Please check out the article, it's a great read.

<http://peopleforbikes.org/blog/troy-lee-loves-electric-mountain-bikes/>

Weather or not we want to admit it, eMTBs are already on our trails. They are so quiet that most people would not know the difference between an eMTB and a regular mountain bike. I know a few people who ride them and yes, they are breaking the rules. But, have these people trashed our trails and caused many accidents; quite simply this hasn't happened. In fact, IMBA did a study in 2015 in which they found virtually no difference in soil/trail damage between eMTBs and mountain bikes. Recently, in November 2017 IMBA updated their policy statement in regards to eMTBs to read 'IMBA is supportive of Class 1 eMTB access to non-motorized trails when the responsible land management agency, in consultation with local mountain bikers, deem such eMTB access is appropriate and will not cause any loss of access to non-motorized bikes.'

I appreciate that many people have come before me and built this great network of trails we enjoy. eMTBs are simply a way to get more people into the sport; more people does mean more wear and tear on trails, however, it also means more people will care about the trails and will want to take care of them, and that is a good thing.

In summary, Class 1 eMTBs are nothing more than a pedal assist mountain bike with a small electric motor that helps you climb hills. I encourage Boulder County to approve Class 1 eMTBs on all trails. I also believe that they should be limited to a maximum wattage, so that as time goes on, the Class 1 bikes do not become more powerful as technology progresses. I do not believe that Class 2 eBikes should be allowed on offroad trails. At a minimum, a pilot study should be conducted to see if eMTBs are really the pariah many people portray them to be.

As a person who has suffered from chronic pain, I hope I can continue to enjoy biking as I get older, an eMTB will make a big difference in my ability to do so, and what's the harm in that?

Karen W

1/28/2018

My husband and I fully support ebike use in County trails. In addition to providing alternative transportation options, it also broadens the range of physical ability needed to use the trail system. Thank you

David J

1/28/2018

I'm unequivocally opposed to allowing e-bikes on county open space lands. They have no business on those properties.

In addition, when will mountain parks and open space prohibit amplified music on our open space properties? I'm fed up running into people on the trails playing music on their mobile devices.

Thank you for your consideration.

William M

1/28/2018

I have lived in Boulder County for over 35 years, and I have gradually seen the trails I enjoy hiking taken over by mountain bikes to the point that I don't hike them anymore. I'm tired of constantly having to yield to the mountain bikes 20 - 30 times during a hike (would you like to know how many times a bike has yielded to me over the past 5 years? 2 times!). I'm tired of bikes using the trails as their own personal racetrack. I'm tired of having bikes come around blind corners and having to come to a skid stop to keep from hitting me. I'm tired of watching wildlife and having it scared away by bikes. So you're seriously thinking of allowing bikes on the trails that could go even faster, adding even more conflict? Guess what my answer would be.

Scott C

1/28/2018

I'm against e-mtbs in Boulder trails. There are already access issues with mountain bikes, i.e not enough local trails to ride and too many riders on those trails. Adding e-mtbs would be adding heavy, motorized vehicles where there were previously none. E-bikes definitely have their place around town, as

commuters, and I think even on parts of the Boulder Creek path. But there has to be limits. It is a MOTORcycle and should be considered as a motorized vehicle. The bikes themselves are far too easily customized to be more than pedal-assist and the speeds they can be hacked to achieve without pedaling can be very dangerous. Please vote NO on allowing these MOTORcycles on trails in Boulder County.

JEAN A

1/28/2018

I believe that e-bikes are useful for people who are using them to commute instead of drive a car. I believe that they have NO PLACE in open space which was designed to be a place without motors. If a person wants to go in Open Space, they should leave their e-bike at home. why - noise, competition with other bikers and walkers who do NOT have an e-bike, making the experience of others less wonderful. If e-bikes are allowed, it will encourage people to buy them to use in open space. why not snow mobiles? why not motor bikes. I paid taxes for a serene experience in the open space. If e-bikes are allowed on BOulder open space, people who live in areas where e-bikes are NOT allowed will come to our open space. We do not need e-bikes anywhere in open space. Ride the bike to the TH and then walk.

Katharine W

1/29/2018

Allowing Class 1 and 2 ebikes on trails that serve as commuter corridors makes sense.

I am in favor of keeping the human-powered only restrictions in place where they currently exist on what could be described as primarily recreational trails (to distinguish them from "commuter" trails).

It is also important to keep some trails designated for no bikes at all.

Tom S

1/29/2018

As a 73-year-old ebike rider who has traveled across the county, from Lyons, to Boulder, to Broomfield, to Longmont, to Loveland, I can tell you most of the objections to ebike use are based in total ignorance. I have ridden as many as 5000 miles annually but have cut back drastically due to the number of car inflicted fatalities on my routes, all involving regular bikes. My interest is in finding the safest route. Too much of the discussion has revolved around speed which is a non-issue. Ebikes are designed to hit a max of 20 mph when ridden by a 170 pound rider on a level course. Whether they are pedal or throttle activated is mostly meaningless. I am constantly being passed by 20-somethings in spandex on Boulder bike paths, riding recklessly. The 28-mph bikes are solely designed for off road, as they are illegal on the streets. I can easily control the speed of my bike. Also, ebike riders are consumed with battery power and distance so they pedal constantly. Some have suggested that such riders could switch to manual on some routes. Why? First, ebikes are heavier and this makes for a tough ride for us oldsters.

Tom S

1/29/2018

My Ipad cut off my comments. In short, there really is only one difference between an ebike and a non-powered mountain bike. The ebike allows older riders to not only ride but ride on safer routes (Lo-bo, for example, rather than on narrow, shoulder-less two lane highways). It also means younger riders can commute to work in coat and tie without needing a shower. This is the future, a badly needed future, and this is not the time to be blinded by ignorance. By the way, as for real mountain hiking trails, my preference would be to keep all bikes off them. But I should mention that in some locales park rangers are being equipped with ebikes for rescue missions.

Paul R

1/29/2018

Please do NOT allow e-bikes on county open space lands. As an equestrian, I do not mind in theory "sharing the trail" with cyclists, but have found through unpleasant and sometimes frightening experience that some Boulder County cyclists are careless and ride unsafely in violation of the county's trail use rules, even without a motorized assist.

In October or November 2017, a cyclist riding a (non-motorized) bike approached my horse and me on the Open Sky trail at Lagerman Reservoir at an extremely high rate of speed, with unzipped jacket flapping. The rider and his cycling companion passed within just a few feet of us, with no pause, no hesitation, no communication, no offer to dismount. As a result, my horse had a very serious "spook" that could have injured me, the horse, the cyclists themselves, my wife (also mounted on her own horse nearby) and two joggers stopped along the trail. This incident could have ended in tragedy because cyclists chose to ignore posted county trail use rules. Unfortunately, this is far from our only unpleasant and dangerous encounter with cyclists on county trails over the past year. My horse now is very anxious about cyclists, so our permitted, quiet equestrian use of county open space trails has become a nerve-racking experience.

The likelihood that a cyclist ever will be injured as a result of an encounter on the trail with me and my horse is zero, unless that cyclist comes too close and startles the horse. The likelihood that I will be injured as a result of an encounter on the trail with a cyclist already is high, and permitting e-bikes on these trails will make it higher.

E-bikes essentially are motorized vehicles. Motorized vehicles have no place on county open space trails. They will pose a grave hazard to other trail users, including cyclists, pedestrians and equestrians. They also will change the nature of the trail use experience. The county's open space trails should be for human- or horse-powered transportation only. The speed at which some cyclists transit these trails already is a serious safety concern, and there is zero enforcement by the county, placing the county at risk for liability in the event of an inevitable accident. Adding motorized bikes to these trails, with the potential for speeds up to 20 mph, is a terrible idea and will deny safe and peaceful use of the trails to other users.

I am particularly concerned about the possibility of e-bikes on the following trails: Open Sky at Lagerman Reservoir; Boulder Valley Ranch; Lefthand Trail; Dowdy Draw; Flatirons Vista; Heil Valley Ranch; Joder Ranch; Rabbit Mountain; Picture Rock; and Hall Ranch.

E-bike use on streets and bike paths in town is fine, provided cyclists ride safely, abide by the rules and have consideration for pedestrians and other cycles. Please keep e-bikes off our open space trails.

Charles B

1/29/2018

Hi:

I am in favor of permitting e-bikes on Open Space trails that have transportation potential, as opposed to purely recreational uses. The reasons are:

- 1) Class 1 and 2 e-bikes are limited to 20 mph max, which is less than speeds from a reasonably fit bicycle rider
- 2) E-bikes enable commuting over longer distances. Safe routes are hard to find, and open space trails often fill gaps in safe, on-road infrastructure (for example, using the LoBo Trail vs. the diagonal).
- 3) E-bikes provide opportunities for those with limited ability or undocumented disabilities to more fully enjoy our public amenities
- 4) Given the speed restrictions, Class 1 and 2 e-bikes should be no more dangerous than other bicycle types. The combined weight of rider and equipment is not much different. Speeds are similar. The same rules of the trail prevail.
- 5) E-bikes are very quiet, and do not introduce the loud annoyance that combustion engine-powered devices might.

I am less sanguine about opening up purely recreational trails to e-bike use. In this case, e-bikes might open up trails that are very difficult to use by non-motorized bikes to much higher rates of usage, leading to more trail damage. Recreational e-bikes should be more carefully considered. While such policies are being developed, it would make sense to identify trails with commuting potential and go ahead with a trial period allowing Class 1 and 2 e-bikes on a provisional basis.

Joan L

1/29/2018

My husband and I are in our early 70s. We have been bikers and have found that in our later years it is difficult to deal with hills. So, we purchased two pedal-assist ebikes. This means the motor does not help unless the rider is pedaling. Also, the speed is limited to 20mph. Needless to say, we don't do 20mph and are regularly passed by spandex-wearing younger people on regular bikes.

Ebikes that are pedal-assist should be allowed on trails and paths. Ebikes that are throttle-assisted probably should not, because they are propelled without manual assist. Ebikes are not a risk to the environment or others. They allow many of us to continue to enjoy the recreation trails and path and I'm sure they are useful for commuting, taking cars off the road.

Please allow pedal-assist ebikes on Boulder County trails.

Joan Lavell
North Boulder

Phil A

1/29/2018

As an 80+ year-old bicyclist I recently purchased an e-bike. I also own a road bike and a "gravel" bike. The reason for my purchase was to continue the joy of cycling and not be inhibited by having to ride on mostly flat terrain. Bicycling on the HWY 36 corridor is a rare treat, knowing that the steepness will be easily overcome with my electric assist. Generally, I only use the assist on hills and I, mostly, ride without assist. I recently saw an "elderly" couple on their e-bikes climbing the Coal Creek trail out of Louisville- smiling and talking at the same time! My point is that e-bikes are a way to help us "older" riders remain out on the trails and hills where we have been for many years of our lives.

Thank you.

Darrin Y

1/29/2018

This is interesting that this is even up for debate... an ebike is a motorized vehicle. No motorized vehicles on open space lands = no ebikes on open space lands. Ebikes are welcome on any trail that allows motorized vehicles. Let's not blur the clear lines that exist. Class 1, 2, or 3... they are all motorized vehicles. I have ridden ebikes to understand what they are about. I don't own one.

Wendy Y

1/29/2018

Because e-bikes are motorized, I do not believe they should be allowed on any trails that prohibit motorized vehicles.

Jonathan S

1/29/2018

Please allow type 1 ebikes on all trails.

Tom S

1/30/2018

Hi, my wife rides an electric trike and I plan to buy an e-bike this spring. I hope that Boulder County adopts a reasonably open policy on the use of e-bikes on major Open Space Trails. Not all trails should be open to all e-bikes but it is hard to see why relatively low-powered e-bikes should be prohibited by default. For people in their late 60s, like my wife and me, it is a way to continue to access Open Space opportunities. One of those opportunities, on major trails like Coal Creek and Rock Creek, is a way to access many non-Open Space facilities near to these long trails. E-bikes can reduce the use of automobiles.

Thanks for trying to develop reasonable policies.

Ben H

1/29/2018

The emergence of electric bicycles (e-bikes) has been a positive development for transportation and cycling. My personal experience is that e-bikes displace other powered vehicles for transportation in urban areas, and they draw more people into cycling for recreation. Both outcomes are favorable: they reduce vehicle miles driven and improve health. I am happy to see the emergence of e-bikes and hope that they can be quickly integrated into both transportation and recreation.

The modern (post-1990 or so) bicycle is, in my view, the most benevolent machine ever invented by man. I favor the suggestion that the modern bicycle was not invented but discovered in its natural perfection. Nevertheless, because e-bikes present different impacts than conventional bicycles, and because they are an emerging technology, it is appropriate to give some thought to how they get integrated into transportation and recreation.

With respect to recreation, there are considerations about how the benefits of e-bikes (more people on bicycles) balance against their impacts (one of which, I guess, is more people on bicycles). Those considerations are worth taking some time to evaluate. I do hope, though, that “some time” won’t be interminable. I lived through the emergence of mountain bikes here in Boulder, and I rode “cruisers” on the Mesa Trail legally for a few years. After a while though, most people realized that the Mesa Trail was not a place to mix bicycles and hikers. I know that we were initially a curiosity, but later, not so much. It’s important to remember that the prohibition on bicycles on the Mesa Trail was retroactive, and while it provoked some grumbling, it didn’t cause a firestorm of protest. The same can be true of e-bikes. I suggest erring on the side of permission and then progressively enact appropriate regulation and prohibition as evidence indicates. Take a little time at first to figure out the obvious regs, but not too long.

With respect to transportation, e-bikes offer very substantial benefits and little potential for categorical differences in impacts when compared to conventional bicycles. Accordingly, I support continuing to allow Class 1 and Class 2 e-bikes on County trails that are used substantially for transportation. I agree with the suggestions of Community Cycles that e-bikes continue to be allowed on the LoBo, Rock Creek, Coal Creek, and Boulder Canyon trails, and other valuable transportation routes. Again, err on the side of permission—if a trail provides a meaningful transportation route, keep it open.

Melinda H

1/30/2018

I am strongly in favor of allowing class 1 and 2 ebikes on county open space lands and trails. I bought an ebike this last summer because my husband is an avid long-distance biker and loves to enjoy Colorado's natural beauty on his bike. I would like to enjoy that hobby with him, but I am very out of shape and can't keep up with him. My ebike allows me to ride with him, whereas I would never be able to do so without assistance. I am not going any faster than a regular bike'it just allows me to ride with my athletic husband. Ebikes don't pose any more problem than regular bikes do, and allow for a much broader spectrum of people to enjoy this activity. They should be allowed!

Eric K

1/30/2018

E-bikes on paved paths - fine. E-bikes on single track - no way. Single track is in short-enough supply around Boulder County already. Mountain bikers share the trail with hikers and equestrians and we certainly don't need to add another user group to an already over-burdened trail system. Beyond that obvious reason - there is also a culture of "earning your turns" among cyclists riding in the forests and mountains around Boulder. If you're way out there - it's because you worked hard and earned it. Sharing these same remote locations with lazy people on e-bikes is the worst idea ever and is destined to create trail conflict. It's kind of like putting paved roads all throughout Arches in Utah. Once a special, sacred place - now served up with a side of fries and super-sized soda for any ugly American with a car. As a daily good forest steward around the Ned area trails, I can speak firsthand about motorcycles disregarding all signage for "No ATVs or Motorized Vehicles" - even going above and beyond and creating many of their own illegitimate trails. My 30+ years experience as a multi-use trail user in the mountain west has taught me that the folks on motorcycles tend to be the least caring and most destructive of all the forest and trail users. I realize they're not exactly the same as motorcycles, but just the same, they have no place on single track or in the wilderness. E-bikes: great for commuters - terrible for trails, forests and mountains.

Paige D

1/30/2018

I think e-bikes should be allowed on appropriate Open Space trails -- e.g. where other bikes are already allowed. In particular flat trails in Eastern Boulder County that people may be using to commute to jobs, childcare etc. As an E-bike owner this mode of transportation has become an essential part of our family living, for the most part, car free within a 10 mile radius of our home.

Steve E

1/30/18

I'm a friend and neighbor of Scott Golden in Jamestown. Scott said you'd be open to hearing my thoughts about the proposed outright prohibition of e-bikes on County trails. I'm going to assume you've seen some of the well thought-out factual information regarding e-bike that are well expressed in the attached. Therefore, I'd like to give you my personal perspective in hopes that it will help you understand the impact of an outright e-bike prohibition.

I will be 75 in April. As you might imagine, with age comes certain physical limitations. I love being outdoors and I used to ride a bike for recreation. But I stopped some years ago due to the demands on my body. Last Spring I purchased an e-bike and that changed everything. I'm able to ride comfortable without hurting myself. and I look for every opportunity to do so. However, I don't feel safe on the roads so I seek out various trails away from motorized traffic. The e-bike is my chance to get the type of outdoor exercise I need and enjoy. And I'm not alone. I have friends with e-bikes that are in similar situations.

Prohibiting me from County trails outright will have a big impact on my safe riding options. And even though my bike has a motor it doesn't mean I can or will go fast assuming I wanted to, which I don't. In fact, I would estimated that over 90% of the time, riders of traditional bikes are passing me, often going twice as fast as me. The only time I do pass bike riders is going up long hills like the one out of Boulder on the US 36 Bikeway. And even then, I'm not going that much faster

You might be thinking that this is just one person's story. But in fact, from my observation, the people buying and riding e-bikes are older, 50 and above and often in their 60s and above, They are careful recreational riders like me and are certainly a lot less of a safety threat than many Boulder County riders on traditional bikes.

I do understand that their are rugged mountain trails that wouldn't be safe for me. But I don't think the e-bikes is the differentiator and studies seem to support that. The problem is with riders who go way to fast on traditional bikes. In fact, I've never see such reckless riding on e-bikes by anyone. So it doesn't make sense to me to classify e-bikes as motorized vehicles along with motor cycles and other motorized vehicles.

There are several things that I hope the County will consider--

Make rules about e-bikes on trails on a trail-by-trail basis rather than a one size fits all approach. If in the judgement of some experienced riders is that a certain trail or section would be hazardous then make only those trails/sections off-limits.

Apply the same off-limit rules to traditional bikes. Anywhere an e-bike can't go should be off limit to traditional bikes because I'm telling you, those are the riders that are so much more likely to cause problems.

Do a pilot study to try a new set of reasonable trail rules and learn from that.

Make sure that everyone who is involved in the rule making process has ridden an e-bike so that that they know what they are ruling over. I can't speak for them, but I'm sure any of a number of local sellers would cooperate with test rides.

I understand that the County already has exceptions for people with physical limitations to ride where others can't. People like me don't have a disability that would qualify for some sort of traditional disabled exemption. My main disability is that I'm old and getting older. If you do prohibit e-bikes outright, allow for a doctor to certify that riding an e-bike is important to the person's overall health and well being so that they can ride on County trails.

Thanks for listening

Stephanie N

1/31/2018

NOT in favor of e-bikes on open space lands. For multi-use lands, consider on/off days, similar to how mountain bikes and hikers share certain trails in the region.

I'm not a current e-bike owner (ride a traditional bicycle and MTB for commuting and leisure).

joel f

1/31/2018

I am in favor of following the state law and multiple other state laws and recognize EBikes as bicycles, divided in the 3 classes already defined. Trail access should not be limited and an ebike rider should be able to use their bike as they see fit. Ebikes should be seen as a potential replacement for cars and we should embrace them as such. Adding unnecessary regulations will only confuse the public and slow down the adoption of ebikes as alternate means of transportation.

I own two ebikes that I ride almost daily. I have clocked over 1200 miles (total) on both of them since July 2017, and I have reduced my carbon footprint significantly since them.

Karl H

1/31/2018

Yes, i am in favor of responsible use of e-bikes on county open space trails, as long as they're used responsibly and don't jeopardize enjoyment of other users.

In this regard, it's obviously not impossible for users of conventional bicycles to be irresponsible. Same goes for others (ped's, dog walkers, baby carriage pushers, etc..)

I'm concerned / interested in all trails... i don't think i would single any particular one's out.

I would however make a distinction between trails that have potential as "recreational", and/or "commuter". If a trail really only has recreational value, it might be OK to exclude e-bikes from them (but i appreciate that can be a gray area). Just for instance, Batasso, Heil, Hall, Walker Ranch trails (for example) all seem to be quite clearly "recreational" in nature, and i wouldn't have a problem with e-bikes being excluded from them. If a trail has commuter value, even if slight, i would likely want to keep it open to e-bikes.

I don't think class I or II really matters, again, so long as they're used responsibly.

Yes, i do own & ride a couple of different e-bikes, and i frequently make use of various trails, paths & lanes as part of my routine activity.

Andrew C

1/31/2018

I hike on open space areas around Boulder around 50 times a year (both city and county, so not all of that is on county lands), and have done so for over 20 years (I am a Boulder resident since 1995). Areas I hike in most often are: Heil Ranch, Hall Ranch, Rabbit Mountain, Walker Ranch, Betasso Preserve and Caribou Ranch. I am very strongly opposed to allowing any e-bikes on any foot trails. These are motorized vehicles. They should stay on dirt roads and paved bike paths. Trails are for hikers, horses, and human-powered bikes. Personally, I already find all the mountain bikes on the trails a major degradation of the hiking experience, and now avoid most county open space on weekends, especially in the warmer months, where mountain bikes are allowed, because there are so many mountain bikes and it gets really tiresome stepping off the trail every 1-2 minutes, or being approached rapidly from behind with little warning and being startled. It feels like mountain bikes are clearly the dominant and preferred usage of the trails, and everyone else takes second fiddle. But at least the mountain bikers made it to where they are under their own power, by pedaling. Allowing e-bikes would mean even more bikes on the trails, and with less effort required to get where one is going, more and more people using e-bikes and being encouraged to go farther and faster on the trails. County open space already sometimes feels

like a ski area/rec area experience rather than a true natural area experience or encounter with nature (especially with all the off-trail restrictions). Please don't ramp up that zoo-like atmosphere another notch by now putting motorized contrivances on the trails! What next, dirt bikes?!? You're already saying the electrical assistance stops after 20 mph. 20 mph!! That's only 5 mph less than the car speed limit on Moorhead Ave in Boulder where I live!! So now we're going to have electrical conveyances on trails, going at speeds roughly equivalent to cars on city streets???? How is that possibly not going to degrade the experience of all other users? No class I or class II e-bikes on any open space trails!!!!

J. S

2/1/2018

I think e-bikes should be forbidden from any non-paved open space trails. They ruin the trail, they are a hazard to dogs and the elderly.

Karina M

2/2/2018

Thank you for the opportunity to comment. 1) Yes I am in favor of allowing e-bikes on county open space lands. 2) My priority is trails that allow commuters to avoid car exposure in bike lanes, but if riders are polite and stay within limits, I do not think recreational trail access should be prohibited either. 3) I think class one and class 2 bikes should be allowed. 4) I own my trusty old Giant bike from Community Cycles to which I have added a Leed e-conversion wheel. It is 250w, range of about 20 miles, and allows me to commute from Louisville to Boulder and even make it back home up that big, danged hill after a 10 hour work day.

I am encouraging my teenagers to bike instead of dream of cars. Electrical assistance will allow them to haul their musical instruments, books, and selves up Colorado hills in the wee hours of the morning. Trail access will keep them safe from distracted drivers who may not see them. Thanks to the electrical assist, paniers, and a rack crate I regularly do the shopping for our family of four on my bike. The trails allow me to get to the stores without having to navigate the 36/McCaslin intersection. The trails allow us to plan on heading to Lafayette from Louisville for music lessons, loaded with saxophones and violas - a trip we would not do only using bike lanes as it is just too dangerous. We are not fast or crazy bikers. We are slow and steady commuters trying to navigate a car-centric world. Trail access will help to keep us safe and encourage us to encourage our children to live a car-free life.

Thank you.

S A

2/2/2018

I support allowing class 1 and 2 e-bikes on open space lands and trails that are open to bicycles in general.

I own a class 1 e-bike, and have tried a number of class 1 and 2 e-bikes along my path to ownership. After experiencing riding one, I realized that e-bikes were a game changer for health and quality of life. In my experience, an e-bike is NOT a motorcycle, is limited to assisted speeds less than many regular cyclists achieve daily (≤ 20 MPH), and are generally not any more of a hazard than the regular cyclists.

In my view, trail damage is unlikely to be worse than existing bikes, because the motors on legal e-bikes aren't more powerful than a strong cyclist's legs. Policing them frankly sounds to me like much more hassle than it is worth.

The big advantage of an e-bike is that it allows those who are health challenged, or older riders, to return to healthy cycling, enjoying our great outdoor environment, and reduces automobile tourism in favor of cycling. These bikes are not about making a sub-par rider a dangerous and damaging speed demon; instead they are about giving a rider a little assistance as a function of their peddling, allowing them to ride in the sometimes difficult and mountainous environment that surrounds us.

However, if e-bike trails are legislatively limited to only heavily trafficked roads, most people will not use them, and all of these potential advantages will be lost.

I suspect that most of the fears that people suggest about e-bikes simply are derived from lack of experience. Perhaps some people have had bad experiences with rare illegal over-powered e-bikes, but these are really no different than dirt-bikes, and are already legally prohibited. For normal e-bikes, they simply allow access to biking for those who are less fit. This is a pathway to making our community healthier and happier.

Finally, fears of e-bikes may partially be based on one truth; that e-bikes are "cheating". However, I suspect that this idea says more about the extremely competitive nature of regular cyclists in Boulder than it does about e-bikers. After all, our trails are not open only to competitive cyclists, but in theory to everyone to enjoy. It isn't a competition. There is no "cheating" when cycling isn't a competition.

Let me conclude by saying that e-bikes are not a threat to the outdoor lifestyle in Boulder, but represent an opportunity to get more people out of their cars and into a healthy and fun activity. There is no need to fear them!

My sincere thanks for your consideration and proactively addressing the e-bike issue.

Jane B

2/2/2018

I like the idea of e-bikes to solve some of our transportation issues. However, I'm horrified by the idea of e-bikes on county open space, just as I'm horrified by snowmobiles in Yellowstone. I go to open space land for quiet (and/or natural sounds) not to hear more motors. There is also growing evidence that wildlife is disturbed by man-made noise and can develop PTSD-like symptoms. At the least, restrict e-bikes to areas closest to roads and development.

Kathy K

2/2/2018

I am strongly opposed to ebikes being on open space trails. Although I am at an age where I will want to ride ebikes in a few years (because a regular bike is hard on my aging knees), I think the only appropriate place for ebikes is on city bikeways and paths. We need the quiet and stillness of open space trails

without the noise, disruption and speed of ebikes. We need places where we can slow down and be aware of nature around us, without having our thoughts interrupted by an ebike.
Thank you.

Paul S

2/3/2018

To whom it may concern,

I am writing in opposition to allowing e-bikes (both class I and II) on any open space trails in Boulder.

I fully support the staff recommendations that clarify the definition of bicycles as 'exclusively human powered vehicles' and prohibits the use of e-bikes on all trails unless otherwise designated.

I ask the question, what is it about an e-bike that makes it so special compared to other non-human mechanized forms of transportation? Where does one draw the line? Why not allow motorcycles, or scooters, or atv's? Is it because we are opposed to the internal combustion engine? What about natural gas powered 'bicycles' or ones that use fuel cells? What difference does it make regarding the technology used? A bicycle is exclusively human powered, period. Open Space trails in Boulder are already being 'loved to death.'. I see no need to allow non-human powered vehicles of any kind adding to overuse on the trails.

I would allow an exception for people with disabilities and perhaps senior citizens.

Thank you for the opportunity to comment.

Carol C

2/3/2018

Having nearly been run down by speeding bicycles without any power boost I am cautious and concerned. I do believe that we should help to accommodate individuals who struggle with hills or who are deterred from going out because of the length of the ride they may be seeking. This is not limited to those who are older but also those who may have some physical disability or health concern that limits them.

To that end I can support Class I e-bikes that provide assistance when pedaling but assistance stops when the speed reaches 20 mph. I also think there should be some restrictions or rules about their use that may make the public more accepting of this change:

1. E-bikes should have to be registered and have a large letter/number plate. Many who do not want e-bikes fear (rightfully, based on my own experience) that there will be no way to police those who behave badly; however, if they feel they have a way to report problem riders than they may feel more comfortable.

2. E-bikes should perhaps pay a small annual fee for the registration to help provide funds for enforcement, either for additional labor or purchase of e-bikes for enforcement officials.

3. There must be an enforcement program. This would help protect the public and prevent possible liability issues if someone is injured by a "speeding" or swerving e-bike.

4. Bells or horns or some kind of alert device should be required and riders should be required to sound the device when overtaking walkers or other bikers.

Thank you for the opportunity to share my thoughts.

R P

2/3/2018

I have no problem with class 1 or class 2 pedal assist electric bicycles on trails. They are no faster than regular lightweight mountain bikes and are probably ridden more reasonably than gung ho strivia mountain bikes. Several studies show no more damage than a normal bicycles and definitely less damage than horses. Responsible people will ride responsibly and all the e bike riders I have met have been pleasant and considerate. Heck I ride a mountain bike and ebikes are no different.

Patricia J

2/3/2018

I am writing to ask that you do not allow e-bikes on trails where equestrians ride. There are many reasons why this is not a good idea, but it is primarily a safety issue. Horses do not respond well to motorized bikes. A confrontation very well could result not only in injury/death to a rider and his/her horse, but also to the driver of the bike. Also, most trails offer a peaceful and quiet atmosphere. E-bikes are not conducive to peace and quiet. Thank you for your consideration. Patricia Jensen, Longmont, CO.

Stanley S

2/3/2018

I am in favor of allowing class 1 & 2 e-bikes on open space lands. My wife and I own 4 e-bikes and have each ridden them over 7000 miles.

The question is WHY are motorized vehicles prohibited on trails? Does an e-bike have these negative attributes? When you think of motorized vehicles on trails, you think of 4WD vehicles, dirt bikes, motorcycles, ATVs and snowmobiles. Why are these prohibited?

1.) Motorized vehicles are noisy. You can hear them 1/2 mile away. An e-bike is quiet - you cannot hear an e-bike more than a few feet away.

2.) Motorized vehicles produce noxious exhaust fumes. An e-bike produces no fumes.

3.) Motorized vehicles damage the trail because of their weight. A 4WD vehicle weighs 3000-4000 lbs. A snowmobile weighs over 500 lbs. A motorcycle weighs at least 300 lbs. The smallest dirt bike weighs 110 lbs. An e-bike weighs 40-60 lbs.

4.) Motorized vehicles damage the trails because of their power. The smallest dirt bike has 30 HP. A small motorcycle has 100 HP. A fit cyclist can produce up to 5 HP for short periods. An e-bike has 1/3 to 1 HP.

5.) The hot exhaust fumes and sparking of motorized vehicles can start brush fires. E-bikes have no hot exhaust fumes or sparks. Some people claim that a sharp shock could cause an e-bike battery to catch fire. I could only find 3 cases worldwide of e-bike fires. None of these were caused by impacts or caused a brush fire.

6.) Motorized vehicles are too fast for the trails compared to bicycles. A small motorcycle can go 60-70 mph. The smallest dirt bike can go 35 mph. A moped can go 30 mph. The top speed for a class 1 or 2 e-bike is 20 mph under power - and in reality, much less when climbing. This is no faster than a human-powered bicycle.

For all of the reasons above, e-bikes have been classified as Non-motorized vehicles by the state of Colorado because they do not share the negative attributes of the motorized vehicles mentioned above and in fact are no more than bicycles with some power assist.

The majority of e-bikes in the U.S. are owned by senior citizens who want to keep riding but need help climbing hills. The second-largest group of e-bike riders are people with some form of disability. This could be asthma, COPD, loss of a limb, knee or hip injury, MS or other degenerative diseases. The exemption that now exists for the use of e-bikes on Boulder County trails is for "mobility disabled" persons only. The definition of "mobility-disabled" includes ONLY people who cannot WALK without assistance or who have lost a limb (which could be an arm or a finger). This is the wrong criteria for a bicycle path. Many people can WALK without assistance but not RIDE up steep hills without assistance. My wife is one of these. She cannot ride her mountain bike up even a moderate hill without walking. Surely, it is less of a hindrance to other cyclists to let my wife have some assistance going uphill than to have to wait on a narrow trail for her to hike up the hill.

Jessie I

2/4/2018

I would NOT be in favor of allowing e-bikes on open space trails with the exception of LOBO trail as it is a commuting trail. As a hiker, I already find enough conflict with some of the regular mountain bike riders who do not give way to hikers. I can not imagine what it would be like to have an e-bike headed for you! More than once I have had to jump off a trail to avoid a biker or a group of bikers headed down hill who either could not stop or chose not to slow or give way to hikers. You do not have enough presence on the trails now to educate or ticket the mountain bikers who do not comply with the regulations. E-bikes would only compound the problem. If you say you would only allow the use of an e-bike to get to the trailhead, who would be there to police that. I hike often and have never seen a ranger on the various trails I use including Rabbit Mt., Heil Ranch, Hall Ranch, Betasso, Pella Crossing, and Niwot trails. I do not own nor ride an e-bike. My goal in using open space is to get as much cardio fitness as I can under my own power.

Jeff B

2/4/2018

I'm supportive of e-bikes on 2 lane paths with asphalt or gravel surfaces. I disapprove of e-bikes on single track or dirt surfaces. Routes which do not provide a legitimate use for commuters should also be disallowed (e.g. an out-and-back).

If any routes allow e-bikes then all trails need to be clearly marked to show the allowed uses.

I ride a normal mountain bike.

Thanks for providing the opportunity to comment on this issue.

Matt P

2/4/2018

I think that class I e-bikes should be allowed, but only on wide and non-technical trails used for commuting (Coal Creek/Rock Creek/etc). I think no class of ebikes should be allowed on mountain bike trails like Betasso, Heil Ranch, Doudy Draw, etc.

I do not own an e-bike. I primarily use trails in Boulder county for running and taking my young children on walks and bike rides.

Dave S

2/4/2018

I feel only human powered bicycles belong on our trails for the following reasons-

1. If e-bikes are allowed, this sets a precedent to allow small gas powered bicycles ie motorcycles
 2. e-bikes are typically 15-40 pounds heavier then normal bicycles and will cause more erosion.
 - 3, The spirit of being outdoors is traveling only thru human power, ebikes detracts from this spirit.
 4. I am ok with e-bikes at city - sidewalk parks - the key for all bicyclists is to be courtesy.
 5. Already we ow have fat tire bicyclists on snow. Having e-bikes will simply imcrease the bicycle numbers since it is easier and create excessive conflicts with traditional winter user groups-snow-shoe walkers, cross country skiers and runners.
 6. The people who donated the land or sold this land for OS, I'm sure would not have agreed with non human powered vehicles.
 7. Yes we know e-bikes are typically power assist, but it takes little effort to convert them so you don't need pedal assist. It will be difficult to enforce these two type of vehicles, because a person would just flip a switch to make it pedal assist- so how could you really see a violation unless you were actually on the bike.
-

Thomas W

2/5/2018

It may be hard to enforce, but I think pedal assist might be ok ' but throttle types not. The throttle types would increase erosion I think by being able to power up steep stretches in ways a pedal assist might not. I ride only pedal bikes, but as a 70 year old I can see sometime getting an e-bike, but not for years (hopefully).

Linda B

2/5/2018

A number of years ago Boulder chose to create open space and trails for the public to get out and enjoy nature. With the introduction of bikes we now are required for safety to constantly step off the trail. The hikes for families and friends are now becoming nasty words and dangerous.

I use to lead senior nature hikes once a week. That has now stopped as there are so few trails that are safe for a group of seniors. They can not safely keep stepping off the trail for bikes to pass. The quite, relaxing excursions are gone. Please do not add to the conflicts by including e-bikes. What is next? jeeping?

Thank you for the opportunity to comment.

Linda Boley

Amanda S

2/5/2018

Please allow e-bikes, when used in a 'human-powered wheeled vehicles' mode, on trails open to bicycles. Some of us who live in the foothills need assistance only to get back home at the end of a bike ride. That is why I bought an e-bike. If I am not allowed to ride my e-bike in unassisted mode on trails open to bicycles, I will need to drive my standard bicycle and park at a trailhead, contributing to pollution and congestion. Thank you for your consideration.

Steven H

2/5/2018

I would like to voice my support for ebike use on trails in boulder. As a life long recreational biker and entering my senior retirement years I feel that I may one day need to use an electric assist bike to continue to be able to get outdoors and enjoy exercise as my Rheumatoid arthritis advances as has my wife's has. To continue to enjoy time on a bike together we purchased an electric pedal assist bike for her two years ago. We pay taxes and if regulations prevent our use of tax financed trails we will feel disenfranchised.

Dennis S

2/5/2018

My wife and I are definitely in favor of allowing e bikes on the Boulder County trails with the possible exception of some mountain trails. The open space land was purchased with tax payer funds to slow urban sprawl, which I am a big supporter of.

I think citizens should be able to enjoy the trails using both regular bikes and e bikes with appropriate rules.

This will alleviate some of the traffic problems as more people will consider using e bikes to commute to work.

Broomfield recently approved e bikes on all of their trails

E bikes are the way of the future as proven in many European countries..

Carol B

2/6/2018

I'm all for ebike access to the open space. Most bikes can be ridden to trail heads creating less traffic in the small parking areas available. Less road traffic from motor vehicles traveling with their bicycles to ride the trails. I'm able to ride with my husband as the ebike gives me the extra I need to climb the areas that I find difficult to even hike on.

Being over 60 finally is not a disability to worn joints as the ebike gives me trail access again, by assisting my pedal efforts. What a relief to go places, outdoors and not over extend my abilities.

Brett S

2/6/2018

I am all for getting people out on any form bike on trails like the LOBO or other regional trails. However, I'm opposed to the use of e-bikes on mountain trails or other singletrack trails. E-bikes seem to best fit into category of commuter bikes, or cruisers, but the e assist mountain bikes seem overkill. Just my two cents. Thanks for the consideration.

Bill H

2/6/2018

I don't drive nor do I own an e-bike, but I do get around Boulder County by bike and, as I just turned sixty, can imagine a time when I might need electrical assistance to continue doing so. I'm good with allowing those with mobility issues access but remained unconvinced e-bike access should be open to everyone.

David H

2/6/2018

Although I don't own an e-bike, I'm in favor of allowing all classes of e-bikes on all open space lands

Edward P

2/6/2018

From your website, I can see that the decision to allowed motorized vehicles has already been made: "Staff is now working to identify which trails would be appropriate for e-bike use"

And even though it's probably too late to affect the decision, I would like to state two concerns-

1. The conflicts between pedestrians/hikers, equestrians, and bicyclists, will certainly be exacerbated by adding motorized bicycles into the mix.
2. The potential for fire danger has certainly not been discussed. The types of batteries used in motorized bicycles are prone to catching fire when defective or damaged, and these are very large examples of these batteries, on a vehicle that can easily be damaged in a crash.

One of the reasons we don't allow drones and RC cars is the danger of fire in our open space. 5 seconds online found news reports of ebikes catching fire, sometimes without even being ridden, or indeed, with a person even near the bike.

<http://www.latimes.com/socal/daily-pilot/news/tn-dpt-me-electric-bike-fire-20170321-story.html>

Patrick J

2/6/2018

Mopeds, whether powered by internal combustion or electric motors have no place on bike trails or open space.

John H

2/7/2018

Just like any mode of transportation, there's an appropriate application and place for each type. I would prefer NOT to see e-bikes of any category on any singletrack trails. Wider commuter or urban trails seem like a good fit. for example: trails around the Boulder Reservoir seem like a good place for ebikes, but Hall Ranch or Heil Ranch, for example, would be very poor choices.

My biggest concern is maintaining the quality of trails in the context of the massive increase in the front range population and pressure on our open space system. Adding another mode of transportation to an already stressed network is not a wise management practice. Of course, I would suggest that we could increase our trail mileage significantly, but that's not what we're discussing here.

Additionally, the safety of all users is more of a concern - the ebike will allow the rider to climb at a pace unattainable by humans - increasing closure rates significantly. I've experience this first hand on the lower portion of the Betasso Connector, a place where the strongest riders spin in very low gears. I met up with an ebike rider who was blazing up the steep and semi-technical ascent as I was coming down. He yielded which was nice, but the closure was startling.

That brings up another issue - motorized VS non-motorized right-of-way. On multi-use trails (moto and mtb) mtbs have right-of way regardless. E bikes are motorized. That is physical scientific fact.

I vote no in most cases - thanks for asking.

Sarah P

2/7/2018

We have roads and bike trails for e-bikes. Do not let them on open space. The benefit of open space is permitting us all to get away from electronics; to slow down. Permitting ebikes interrupts the tranquility for all users, as do drones. I am strongly against their use in open space.

Jim R

2/7/2018

ANYTHING that can be done to encourage the citizenry and visitors of Boulder to get out of their cars and use alternative transport for work, chores and fun should be encouraged. All classes e-bikes allowed on all parts, THEN start cutting back access where issues arise.

Boulder needs to be serious about encouraging and providing real alternatives to our car problem. E-bikes are one of the solutions, especially for an aging population.

Thank you - Jim Robb
647 North St.
Boulder, CO 80304

Elizabeth F

2/7/2018

There is a common perception that class 2 e-bikes are more powerful than class 1. This is not true: both classes allow up to 750W motor and 20mph top speed. Either way, maximum power is achieved if the user is pedaling, since two sources of power are more powerful than just one. Concern about erosion of trails by e-bikes is probably well placed: the more torque available, the more chance that the wheels could be spun and produce ruts, etc. Disclaimer: I rely on my class 1 (converted from class 2) e-bike for commuting in NYC. I do not use it on recreational trails.

Jerry P

2/7/2018

I own a type 1 e-bike and I am totally in favor of allowing e-bikes on open space trails that now allow regular mountain bikes. I am 66 years old and a native Coloradoan. I love mtn. biking and have been doing it for many years on County Open Space. As I grew older I didn't have the stamina to continue biking. I bought an e-bike a year ago and have loved being able to bike again. I feel the public just needs to be educated that e-bikes aren't any different than regular bikes and should be treated the same.

ardele a

2/7/2018

It is incomprehensible to me that e-bikes would be allowed on trails, where nature, peace and the given right to hike and/or walk quietly and safely and without intrusion should be of the utmost priority. We hikers already deal with people who have radios blaring, bikers who shout at hikers "I'm coming through", bikers who don't defer to hikers, bikers who expect to have the right of way. It has even happened to me in town where a biker was riding on the sidewalk, instead of the bike lane. He absolutely did not give me the right of way as I was walking west (at night and in the winter) and he was riding east on Colorado and forced me off the non-icy part of the sidewalk so he could ride on it.....not even slowing down!!

Bikers in Boulder are the most arrogant people I have been around....they ride on the sidewalk, then the pedestrian crosswalk, then on the bike lane, then in traffic and back on the sidewalk, all without the least concern about themselves and the people and traffic around them. They don't look, they don't stop, they wear dark clothes at night without lights on their bikes and so much more. It was a complete

luxury to experience the bikers in Copenhagen this past summer where there are actually rules that are followed concerning where they can ride and be. Even with the crosswalk near my home, the bikers ride through without even slowing down or looking, despite the fact that there is a bend in the road very close to the path which doesn't give them a good picture of on-coming cars. Oft times, they don't even signal if they are going to be traveling left or right when in traffic.

Not only do I protest the very thought of e-bikes on trails, but I believe that bikers should have their bikes licensed and as part of that, should have a mandatory class or two on etiquette and rules of the road. The police department should be giving the offenders tickets for lane/sidewalk/pedestrian lane jumping, no lights, and so forth....the same treatment as motor vehicles or pedestrians who jaywalk. I treasure my time on the trails where I can be alone or with a sister or friend without hazing from bikers, as it exists now, much less what it would be with e-bikes. I read an article recently that e-bikes are heavier and harder to get going than a standard mountain bike.....who in the world is going to want to stop and be courteous to a walker/hiker?? Currently we don't get that on the trails now, much less in town. In my opinion the bikers have been given carte blanche in Boulder to do anything they like as long as they ride a bike, which is dangerous to themselves and to people around them.

I own a mountain bike and owned a road bike in the past.

Steve M

2/7/2018

I have been a BoCo resident for almost 15 years, and I'm an avid mountain biker. I have volunteered regularly over the last several years to help build trail in places like Heil Ranch, Hall Ranch, and the South Boulder trail network. I've seen what the recent population explosion (along with the rise of mountain biking in general) has done to our trail system, with increased traffic and extensive trail damage.

I am in favor of allowing e-bikes on certain trail systems where it's deemed safe for ALL trail users- more specifically, trails with long sight lines and no blind corners, so there's a decreased chance of user conflict. I also think these trails should be low in technical difficulty, as most users of e-bikes are novice and/or older bikers. Places like Boulder Valley Ranch, Marshal Mesa, Dowdy Draw, and the Niwot Loop come to mind.

I also believe that e-bikes on trails should only be permitted for the people who have a medically-related need for them. I'm not sure how to enforce this, but it would make sense to have something similar to a handicap placard (except maybe make it something that wraps around the handlebar?) so other users are aware. One of the biggest issues with e-bikes are that bike manufacturers are making them look more and more like regular mountain bikes, which can cause even more conflict in the future: this allows e-bike users to be on trails without anyone else knowing, and it also makes other trail users think that e-bikes are standard mountain bikes in the case of a conflict.

I hope this helps.

Greg B

2/7/2018

No. It's a moped. No motorized vehicles means NO motorized vehicles. Please do not make an exception. There's enough tension among trail users without adding motor assisted vehicles to the mix. Please do not allow e-bikes on open space trails.

Paul P

2/7/2018

I have been a Boulder resident since 1964. My wife and I are now in our 70's and have been avid bikers for many years. I completely support the use off all classes of electric bikes on our trails and roadways for four reasons 1. Not doing so prevents a large segment of our population (seniors, handicapped individuals, etc.) from gaining reasonable access to property their taxes paid for. 2. The absolute nonsense that such vechiles will harm the environment beyond what regular bikes have and continue to do. 3. We should do everything possible to encourage our residents to use non-polluting forms of transportation. 4. It is incredible that any credibility should be assigned to those that argue "electric bikes are unfair."

Joe B

2/7/2018

I do not thinks e-bikes should be allowed on open space. Mountain biking is a sport. Some of the silly comments about wife or girlfriend keeping up are not a reason. If you want to ride together just slow down. I work in the cycling industry and have seen how even class 1& 2 bikes can be notified to go very fast.

I am all for e-bikes on off street paths and on street bike paths. Let's get more people on bikes and out of their cars!!

Kaye G

2/7/2018

Feel that up to 750 watt motors should be allowed on all trails and open spaces. I am 76 and unable to ride a regular bike, but own and ride an ebike when possible, even to grocery store. The problems on the trails are created by those who do not follow the rules, speeding, passing without warning, etc. mostly middle age males. The group I ride with are rule abiding and courteous an asset to the biking community.

Robin L

2/7/2018

As a Boulder resident and mountain bike rider for the past 26 years I have been encouraged to see class 1 ebikes on multi-use trails. Having just celebrated my 70th birthday, the pedal assist bikes offer me the ability to continue my passion and exercise routine in a future where my physical ability may be compromised. These electric assist bikes do not interfere with my riding a regular bike, have not posed a danger on the trails, and are not noise polluting.

In the Sonoran desert of northern Arizona I met an 80 yr old mountain biker whose ebike allowed him to ride the desert trails where the uphill would have blocked his route. What a treat! And he still rides

with the 'guys' on trails at home in Crested Butte. Please don't discriminate against seniors - remember, you will be one yourself on day.

Laura F

2/7/2018

After over 8 years of not being able to walk unassisted, and also fighting cancer during that time, I decided to get on a bicycle. Something I haven't done in over 30 years. It turns out that riding a bike saved my life! I ride everyday. I ride thousands of miles a year. I ride to shop, to benefit charities and to adventure. I still have physical limitations due to a lifelong illness that constantly threatens to flare up and as I age these limitations try to take over. I'm not to the point that I need a handicap tag and continuing my bicycle adventures will help me keep me moving. But as I age I realize that I now need to look into adding an ebike to help me when riding up hills and on soft surfaces. Please seriously consider the huge benefits ebikes bring to our lives when looking at where we can ride. Do not take away or limit our adventures in this life. We are here for a short time, let us ride!

Cathy S

2/7/2018

I am not opposed to e-bikes on county land per se. But they should not go on trails where there are walkers/hikers. They should either have their own and different (and new) trails or they should be required to use very wide roads. It is hard enough to get out of the way of regular bikes. And they are louder. I do not own an e-bike.

Lynn H

2/7/2018

Please do not allow e-bikes on open space trails. I vote for open space because I like the serenity of being outdoors without sounds that are not nature. If people aren't fit enough or choose not to exert the energy to enjoy open space, there are other ways to enjoy our beautiful state without disrupting others.

James E

2/7/2018

Getting Boulder County residents out of their cars and using e-bikes is a good thing. I'm an e-bike user. I took advantage of the e-bike Boulder county discount this summer. For older residents, this e-bike is about the same weight as my steel Schwinn Continental. During the warmer fall and summer weather, I rode my bike often to work (10 miles one way). I arrived at work on a warm day (90s) without much sweat and little exhaustion as with my Schwinn. Have you seen the Diagonal during rush hour? I passed everyone in cars. E-bikes allow a longer distance than regular bikes. The Boulder County Open Space and Parks should allow e-bikes on their parks and land, particularly their trails that connect the cities, because getting people out of their cars and to exercise more (seniors) is a good thing for our citizens. I realize that they may cause more trail damage than regular bikes. There must be a way to mitigate that damage with fine gravel. The more users of our county parks and trails are a good thing. E-bikes are very popular in Europe and other US cities, less pollution, more exercise, and less congestion from cars. In future, I could see charging stations on 36 turnpike!!!

Resident since 1986

Sincerely yours

Jim Elkins

Jordan S

2/7/2018

Good morning:

I am passionately AGAINST allowing Class I or Class II e-bikes on all county open space managed lands.

1. Negative hiker/cyclist interaction risk:

As an avid mountain biker and hiker on county open space trails, using e-bikes will only further the antagonistic, unproductive, and potentially dangerous interactions between various trail users. Currently on trails today there is a significant lack of empathy and etiquette between various trail users that fosters misunderstanding and creates animosity between trail users. That being said, at least everyone on the trail can relate with each other because they were under their own power to get where they are on the trail, which is at least a starting point of understanding.

2. Trail destruction risk:

Obviously the trail network in Boulder County sees a huge amount of traffic, and with all the hard work that the trail builders do, the trails can still be blown out from the current users. While a 50 lb e-bike with a 150 lb rider is the same exact weight as a 25 lb mountain bike with a 175 lb rider, one would imagine the impacts to the trail are negligible, however I disagree. While ascending or on rolling terrain, the speeds of the e-bike riders will far exceed the speeds of the mountain bikers. The design of Class II e-bikes require constant pedaling to maintain assisted power, which will damage trails further by encouraging e-bike riders to smash into obstacles, not finesse their way over them. Again, the higher uphill and rolling terrain speeds of e-bikes in conjunction with the reduced finesse will most definitely increase trail destruction.

3. Inexperienced cyclist risk:

Allowing e-bikes on some of the more technical and remote county Open Space trails will increase the risk of inexperienced cyclists getting into dangerous situations.

In summary, I am against allowing any class of e-bikes on county open space managed lands. The risks are significant, and the rewards are few, mainly to benefit the bike manufacturing industry. Motorized vehicles, whether they are electric, assisted, or internal combustion, should stay off open space trails and on roadways.

-Jordan

Peggy G

2/7/2018

I currently reside at 9830 Niwot Road and own an E Bike (Pedego). I strongly support allowing E bikes on trails located on Boulder County open space land. I usually pedal my bike as I like the exercise but

occasionally on steeper grades will use the battery. I understand there can be individuals that are not responsible but this can apply to anyone and to any activity; policy should not be dictated around the actions of a few.

For the purists who believe E Bikes are cheating, well all I can say is that you are lucky to have your youth and your health currently, but things can change and you should keep that in mind. I would rather have individuals out on their E bikes pedaling via their own effort and sometimes under battery versus sitting at home watching TV.

For the individuals who believe that the trails are crowded and should only be used by hikers, I totally disagree. I have lived in this state for 50 years now and yes it is more crowded and it will continue to become more crowded as Colorado is a beautiful state to live in. But we should be open to sharing our open space to hikers, bikers, and horseback riders and exercise common courtesy to all for the enjoyment of our open space together. I believe in inclusion not exclusion coupled with good land policies, which is why we have our wonderful 100,000 acres of open space to use and enjoy.

Greg S

2/7/2018

I am not in favor of E-Bikes on Boulder open space with some exemptions.

Traditional single track trails including Hall ranch, Heil Ranch, Betasso, etc. are already vastly over used and often suffer from erosion, rutting,etc. Providing access to heavier equipment and even more potential users will only exacerbate the problem. Furthermore the rate of speed at which E-bikes can climb trails will likely contribute to more user conflict.

On paved paths, double track and/or dirt roads the wider thoroughfare is better suited to handle the increased traffic and abuse.

If the county was agreeable to the development of new trails dirt trails specifically for Ebikes I would support such developments.

I'm not against Ebikes, rather I believe Boulder's resources for Mountain Bikers are underdeveloped for the amount of use they face and that until the county and city address those issues it is problematic to open all areas to Ebikes.

James C

2/7/2018

No! No! No! E-bikes should not be allowed on BOCO open space. Having formerly lived immediately adjacent to an Openspace in Heatherwood, I watched countless times bikers destroy the trail by riding on the trail when it was wet, snowy, damp and the ruts would remain for weeks on end. E-bikes are that much more heavier, and guess what, with the "assist" of the motor, I'll wager the trails will get used that much more during conditions that require a little more effort. Likewise, with the "assist" from the motor, I'll also wager that there will be increased "speeding" on the trails. There is already a problem of reckless biking on the trails with unannounced passing, excessive speeds and lack of honoring personal safety space, now you'll add faster bikes? NO NO NO. There are already many good roads and dedicated concrete biking paths to allow the e-bikes to get from point a to b, don't mess up what's

arguably a "truce" between bikers and parents with small kids, owners with dogs, etc. Please do not allow e-bikes on BOCO trails, there is already enough simmering frustration. (Besides, how will you enforce e-bikes from going off trail? In this capacity, its a weak motorcycle! How will you enforce safety? You don't now!)

Mike V

2/12/2018

E-bikes are motorcycles. Like all mountain bikes, they don't belong on trails, because they are environmentally and medically destructive.

Bicycles should not be allowed in any natural area. They are inanimate objects and have no rights. There is also no right to mountain bike. That was settled in federal court in 1996:

<http://mjvande.info/mtb10.htm> . It's dishonest of mountain bikers to say that they don't have access to trails closed to bikes. They have EXACTLY the same access as everyone else -- ON FOOT! Why isn't that good enough for mountain bikers? They are all capable of walking....

A favorite myth of mountain bikers is that mountain biking is no more harmful to wildlife, people, and the environment than hiking, and that science supports that view. Of course, it's not true. To settle the matter once and for all, I read all of the research they cited, and wrote a review of the research on mountain biking impacts (see <http://mjvande.info/scb7.htm>). I found that of the seven studies they cited, (1) all were written by mountain bikers, and (2) in every case, the authors misinterpreted their own data, in order to come to the conclusion that they favored. They also studiously avoided mentioning another scientific study (Wisdom et al) which did not favor mountain biking, and came to the opposite conclusions.

Those were all experimental studies. Two other studies (by White et al and by Jeff Marion) used a survey design, which is inherently incapable of answering that question (comparing hiking with mountain biking). I only mention them because mountain bikers often cite them, but scientifically, they are worthless.

Mountain biking accelerates erosion, creates V-shaped ruts, kills small animals and plants on and next to the trail, drives wildlife and other trail users out of the area, and, worst of all, teaches kids that the rough treatment of nature is okay (it's NOT!). What's good about THAT?

To see exactly what harm mountain biking does to the land, watch this 5-minute video:

<http://vimeo.com/48784297>.

In addition to all of this, it is extremely dangerous:

http://mjvande.info/mtb_dangerous.htm .

For more information: <http://mjvande.info/mtbfaq.htm> .

The common thread among those who want more recreation in our parks is total ignorance about and disinterest in the wildlife whose homes these parks are. Yes, if humans are the only beings that matter, it is simply a conflict among humans (but even then, allowing bikes on trails harms the MAJORITY of park users -- hikers and equestrians -- who can no longer safely and peacefully enjoy their parks).

The parks aren't gymnasiums or racetracks or even human playgrounds. They are WILDLIFE HABITAT, which is precisely why they are attractive to humans. Activities such as mountain biking, that destroy habitat, violate the charter of the parks.

Even kayaking and rafting, which give humans access to the entirety of a water body, prevent the wildlife that live there from making full use of their habitat, and should not be allowed. Of course those who think that only humans matter won't understand what I am talking about -- an indication of the sad state of our culture and educational system.

Now watch the mountain bikers lie and attack me for telling the truth about their selfish, destructive sport!

--

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

Wildlife must be given top priority, because they can't protect themselves from us.

Please don't put a cell phone next to any part of your body that you are fond of!

<http://mjvande.info>

Jim M

2/12/2018

Last year I conducted a trail-user speed comparison because all I could find on the subject were anecdotal stories. While I'm not a Colorado resident, I've followed the debate on electric-motorized bike use in Boulder's open space. My study might help your decision making.

Here is my entire story... <http://jimmymacontwowheels.com/how-much-trail-do-you-use-in-an-hour-a-trail-user-speed-comparison/>

In California, the Angeles District California State Parks (following the lead of The Santa Monica Mountains Recreation and Conservation Authority) have banned the use of any electric-motorized bicycle on their trails explaining that these bikes are "impacting the unique trail and backcountry experiences afforded by the District and e-bikes are an emergent technology generally inconsistent with the park experience that may have negative impacts on the special resources and regional wildlife found within the Angeles District."

If you have any questions, please feel free to contact me.

Best regards



2805 WILDERNESS PLACE
SUITE 1000
BOULDER, CO 80301

COMMUNITYCYCLES.ORG

Jan. 17, 2018

Boulder County Commissioners
1325 Pearl Street, Third Floor
Boulder, CO 80302

Dear Boulder County Commissioners,

Community Cycles appreciates the opportunity to comment on the county's proposed policy change to completely ban electric-powered bicycles ("e-bikes") on county trails, and urges that you postpone action for further consideration and consultation with community stakeholders. The policy change would contradict an important county goal, the promotion of transportation options, by preventing any use of e-bikes on the LoBo, Rock Creek, Coal Creek, and Boulder Canyon trails, and other valuable transportation routes.

To address growing concerns regarding climate change, minimize human environmental impacts, and improve public health, the county has prioritized non-automotive transportation alternatives. E-bikes are zero-emission devices and can be charged by renewable energy such as home-based photovoltaics. They allow less-abled people to ride bikes for both fun and transportation. They make it possible for people who live in more remote places, or places up steep hills, to accomplish daily tasks without using a car. In many places they qualify as medical assistive mobility devices, especially for people recovering from major surgery as an important element of their rehabilitation. Boulder County had a program to subsidize the purchase of e-bikes last fall.

E-bikes weigh far less and travel much more slowly than any motor vehicle on the road, so e-bikes pose far lower risk of injury to others in the event of a crash. But e-bicyclists also share the same vulnerability of bicyclists and pedestrians in motor vehicle collisions on county roads, which have spiked in the last year. Lacking a metal shell, they are likely to suffer more severe injury during crashes. It is imperative to provide safe travel options for e-bicyclists, options such as the LoBo Trail.

We suspect that these positive aspects of e-bikes have been overlooked during consideration of policy because the Boulder County does not officially differentiate trails used mainly for transportation from trails used primarily for recreation. Clearly, the trails at Betasso and Walker Ranch do not create transportation options. (Community Cycles takes no formal position on the suitability of e-bikes on recreational trails.) Though LoBo

and Rock Creek trails may often be used for recreation, their transportation value is clear and will increase with time.

We have not seen information or rationale as to why the policy is being proposed. So it is difficult to evaluate whether the proposal is an appropriate resolution of any perceived problem with e-bikes. Is potential user conflict with pedestrians the reason? We suggest that e-bicyclists are unlikely to cause significant user conflict. According to People For Bikes, the typical e-bike user is 45-65 years old, is unlikely to ride unsafely, and travels at about the same speed as a regular cyclist, in contrast to the various athletes in training on technically advanced, non-assisted bicycles who frequent our county roads and trails. (See <http://peopleforbikes.org/blog/busting-10-myths-e-bikes/>)

As you may know, e-bikes are differentiated into three classes, and the technology continues to evolve. Class 1 e-bikes activate the electric motor only when a person pedals. Why ban these pedal-assist vehicles from transportation facilities? Class 2 e-bikes use a throttle, but are limited to a top speed of 20 mph by a speed governor device. Class 3 go faster. These different characteristics are salient reasons to refine and reconsider a complete ban on e-bikes.

Several of the transportation-oriented trails are open 24-7, while the recreational trails close after dusk. Perhaps that can serve as the basis for distinguishing which trails remain open to e-bikes, if, after full public input and discussion of the harms to be averted, it appears *any* restriction on e-bike use is necessary.

Thank you for your consideration of these comments and this request.

Sincerely, 

Gary Sprung, on behalf of
Community Cycles' Advocacy Committee

January 4, 2018

Dear Boulder County Commissioners,

On behalf of PeopleForBikes and the Bicycle Product Suppliers Association, the national bicycling advocacy and trade organizations, we urge you to vote against the changes proposed by staff and approved by POSAC to Resolution No. 2016-25, Section 8, prohibiting electric assisted bicycles from any County Parks and Open Space area.

The reason cited by staff for this prohibition was to allow time to consider where e-bikes should be allowed on County property. There was no timeline for gathering information or indication of what type of study is needed, or where. This prohibition is inconsistent with the County's recent incentives toward e-bike purchases; City of Boulder, State of Colorado, and adjacent municipality regulations; and with the County's statements toward conserving "our precious natural resources" promoting healthy lifestyles, and adopting "sustainable ways of living by recycling, composting, and commuting in ways that protect our air, land and water."

Many studies have already been performed that evaluate how e-bike and bike riders interact on trails. One study demonstrated that trying out an e-bike increased a person's acceptance and reduced their uncertainty around e-bikes. The City of Boulder studied e-bike use on shared paths and found minimal "conflicts" between trail users, no observed crashes, no negative verbal interactions, and safe passing.¹ No studies or instances have shown that e-bike ridership decreases public safety, and there are zero documented cases of e-bike crashes that have resulted in death or serious injury.

Instead of these changes to Resolutions No. 2016-25, we encourage you to direct staff to develop a new policy or further amend Resolution 2016-25 in a way that would allow Class 1 and 2 e-bikes on a specific list of pathways (excluding mountain parks) for a one-year pilot project to evaluate perceptions and real-life interactions between e-bike riders and other path users, instead of indefinitely prohibiting their use. Boulder County possesses the tools to manage e-bikes in a responsible manner that serves its constituents. As part of any new program, it is important to educate enforcement officers about what e-bikes are, and increase signage about responsible trail etiquette.

Please consider these additional points when making your decision:

- Low speed e-bikes are similar to traditional bicycles. They are affordable, convenient, safe, dependable, and sustainable vehicles to move residents and visitors around the county for transportation and recreation.
- E-bikes reduce greenhouse gas emissions and fossil fuel consumption, decrease traffic congestion, improve air quality, and support alternative modes of transportation.
- E-bikes decrease the public's reliance on gasoline-motor vehicles and provide an affordable and competitive transportation option for people who can't afford the high cost of car ownership.

¹ <http://peopleforbikes.org/our-work/e-bikes/research-and-stats/>



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- E-bikes make riding a bicycle for commuting and transportation easier and faster, and allow current bicycle users to bike more often and farther.
- E-bikes provide a dependable transportation option for people limited by fitness, age, or disability; and whose work commutes are within the 5-20 mile range and who traditionally drive.

Before your next meeting to consider these changes, we encourage you to ride an e-bike, so that you know what you are regulating. If you have not yet ridden one, you will discover that e-bikes are not motorized vehicles in the same vein as gas-powered vehicles. They are emissions-free, low impact, and silent bicycles “with a boost.”

We encourage you to proactively manage this exciting new category of bicycles as it proliferates. We would welcome the opportunity to provide any further information needed on the potential for electric bicycles for the County, and have included resource about e-bikes one pages 3-4 of this letter.

Sincerely,

Morgan Lommele

E-bikes Campaigns Manager, PeopleForBikes/Bicycle Product Suppliers Association

Larry Pizzi

Chairman, Electric Bicycle Committee, Bicycle Product Suppliers Association

President, Raleigh Electric

Additional Information on E-Bike Speed, Safety, and Studies

E-bikes travel at bike-like speeds.

- a. Public sentiment that e-bikes jeopardize safety and someone's enjoyment on a pathway, travel on average 20 – 28 mph, or will cause accidents, is anecdotal, subjective, and unsubstantiated.
- b. Class 1 e-bikes have a motor that cuts off after the rider reaches 20mph. This is not the average speed. On flat and uphill surfaces, e-bikes travel on average 2-3 mph faster than traditional bicycles (i.e. around 13-14 mph). Five studies exist that show that electric bicycles do not travel significantly faster than regular bicycles and in some instances, are slower, depending on the location and the rider.
- c. E-bike users are like most people and choose to respect the law of the road and be kind to others with whom they share public resources, and would respond more favorably to restrictions on use rather than an outright ban.
- d. The typical rider is 45 – 65 years old and generally uninterested in reaching high speeds or passing other trail users without proper warning or slowing down.
- e. Recreational or competitive cyclists frequently pass electric bicycle riders.

An e-bike ban will not decrease ridership, only complicate enforcement.

- a. In 2016, e-bikes represented 1% of sales in the bicycle market. In 2017, e-bikes represented 7% of the market. Ridership and engagement is increasing, and people are using e-bikes to replace vehicle trips and augment existing bicycle trips.
- b. E-bikes will be increasingly difficult to distinguish from traditional bikes. HB 1151 requires manufacturers to label the bikes by class so that officers can determine the e-bike at hand.
- c. As with any vehicle or consumer product, responsible use and riding rests on the user. If public safety is a concern, proper education and enforcement should be implemented.

In many states and at the federal level, low speed e-bikes are defined as bicycles, with access to bike paths.

- a. The Colorado State Legislature enacted HB 1151 in 2017 in a responsible and deliberate way, with broad majorities in both chambers.
- b. This law puts in place labeling, age, and equipment restrictions, and defines three classes of e-bikes:
 - i. "Class 1 electric bicycle:" Equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 mph.
 - ii. "Class 2 electric bicycle:" Bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 mph.
 - iii. "Class 3 electric bicycle:" Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 mph, and is equipped with a speedometer.
- c. Progressive e-bike laws such as HB 1151, defining three classes of e-bikes as bicycles, have also passed legislatures in California, Utah, Tennessee, Arkansas, Illinois, and Michigan.

There are two Colorado examples of progressive e-bike laws and ordinances that could inform Boulder County's management of e-bikes.

Jefferson County Study (2017)

- a. *Overview:* Jefferson County, Colo. is currently conducting two studies at multiple parks to gain a better understanding of visitors' knowledge, perceptions, and concerns related to the use of e-bikes on urban pathways and natural surface trails. Through 'Test Ride Surveys,' visitors are asked four questions before and after riding an e-bike to determine familiarity with e-bikes and any changes in perception and/or acceptance after riding one. Through 'Visitor Intercept Surveys,' random park visitors are asked about their perceptions, acceptance, and concerns related to e-bikes on trails, as well as their ability to detect an e-bike sharing the pathway with them.
- b. *Rationale:* Jefferson County realizes that e-bikes are already in use on its pathways and trails, and that usage will not significantly decrease with a wholesale ban. It has opted to study the issue and engage park visitors to determine whether to allow or prohibit this technology on the transportation and recreation corridors under its jurisdiction.
- c. *Results:* Preliminary results show that 67% of park visitors changed their perception of e-bikes after a test ride (toward acceptance), and 71% of park visitors did not detect the presence of a class 1 e-bike on the trail with them. In other words, trying out an e-bike increased a person's acceptance and reduced their uncertainty around e-bikes, and potential concerns around speed and safety are hypothetical, as most users do not realize they are sharing the trail with an e-bike.

Boulder Pilot Project (2014)

- a. *Overview:* In 2014 in Boulder, Colo., local ordinance 7491 excluded e-bikes from the definition of a motor vehicle and authorized their use on city bikeways after a year-long pilot project on multi-use paths. The pilot project evaluated both e-bikes and non-motorized bicyclists; speed, volume, and gender of e-bike riders; and interactions between multiuse path users. Evaluation methods included observing modal traffic volume, vehicle speeds, and collision experience; making field observations; conducting intercept surveys, bike and walk audits and focus groups; and hosting a community feedback panel.
- b. *Rationale:* The Boulder City Council approved this pilot project and later on the ordinance because it believed that it would help reach Boulder's goal of at least 15% of all trips being made by bicycle, and that allowing electric bicycles on bikeways (in addition to on-street bicycle lanes) would encourage more people – especially those with physical limitations – to get out of their cars.
- c. *Results:* On Boulder bikeways, the observational study reported minimal "conflicts" between trail users, no observed crashes, no negative verbal interactions, most users passing with 1'-2' of buffer space, and less than 1% of users experiencing "hard breaking" interactions. Looking specifically at e-bikes, less than 1% of all cyclists were riding an e-bike, they were only seen on the Boulder Creek Path on weekends, riders were wearing casual clothing and not riding in a group, and their recorded speed was below the 15mph speed limit.