Parks & Open Space
5201 St. Vrain Road • Longmont, Colorado 80503
303.678.6200 • Fax: 303.678.6177 • **www.BoulderCountyOpenSpace.org**

# MINUTES AND PROCEEDINGS OF THE PARKS AND OPEN SPACE ADVISORY COMMITTEE May 24, 2018

The meeting was called to order at 6:30 p.m. by Jenn Archuleta in the Hearing Room of the Board of Commissioners, Third Floor, Boulder County Courthouse, Boulder, Colorado.

**POSAC Members in Attendance**

Present: Sue Anderson, Jenn Archuleta, Cathy Comstock, Jim Krug, James Mapes, and Gordon Pedrow

Excused: John Nibarger, Scott Miller, and Heather Williams

**Staff in Attendance**

Tina Nielsen, Mel Stonebraker, Conrad Lattes, Dave Hoerath, Al Hardy, Jeff Moline, Renata Frye, and Therese Glowacki

**Approval of the April 26, 2018 Meeting Minutes**

Action Taken: Gordon Pedrow moved to accept the April minutes. Sue Anderson seconded the motion. ***Motion carried unanimously***. [Jenn Archuleta abstained because she was not at the April meeting.]

**Public Participation - Items not on the Agenda**

None

**Harper Conservation Easement Acquisition**

It is proposed that Boulder County and the City of Longmont jointly acquire a conservation easement over approximately 20 acres located at the northwest corner of Highway 66 and East County Line Road.

*Staff Presenter: Mel Stonebraker - Land Officer*

Public Comments

None

Action Taken: Jim Krug moved to accept staff recommendation for the acquisition as presented, and Gordon Pedrow seconded the motion. ***After discussion, motion carried unanimously.***

**Long-term Butterfly Inventories on BCPOS**

*Presenter: Janet Chu - Research Naturalist and Boulder County Volunteer*

Action Requested: Information Only

Public Comments

None

**E-bike Interim Update: Results of Survey and Public Comments, and Proposed Staff Recommendation**

*Staff Presenter: Tina Nielsen - Special Projects Manager*

Action Requested: Information Only

Public Comments

None

**Director's Update**

- We completed the combined transaction involving the McCarty 2 Acquisition and Van Thuyne Conservation Easement Amendment, in which the county paid $750,000 to enhance the county's legal interests in both properties and better ensure protection of their open space values.

**Adjournment**

The meeting adjourned at 8:38 p.m.

The full audio, available staff memos, and related materials for this meeting can be found on our website: www.BoulderCountyOpenSpace.org/POSAC

Boulder County

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## PARKS AND OPEN SPACE ADVISORY COMMITTEE MEETING

**DATE:** Thursday, May 24, 2018
**TIME**: 6:30 pm
**PLACE:** Commissioners' Hearing Room, 3rd Floor, Boulder County Courthouse, 1325 Pearl Street, Boulder, CO

## AGENDA

***Suggested Timetable***

6:30 1. **Approval of the April 26, 2018 Meeting Minutes**

6:35 2. **Public Participation - Items not on the Agenda**

6:40 3. **Harper Conservation Easement Acquisition**
It is proposed that Boulder County and the City of Longmont jointly acquire a conservation easement over approximately 20 acres located at the northwest corner of Highway 66 and East County Line Road.
*Staff Presenter: Mel Stonebraker - Land Officer*
***Action Requested: Recommendation to BOCC***

7:05 4. **Long-term Butterfly Inventories on BCPOS**
*Presenter: Janet Chu - Research Naturalist and Boulder County Volunteer*
***Action Requested: Information Only***

7:35 5. **E-bike interim update: Results of Survey and Public Comments, and Proposed Staff Recommendation**
*Staff Presenter: Tina Nielsen - Special Projects Manager*
***Action Requested: Information Only - No Additional Public Comments Will Be Taken***

8:35 6. **Director's Update**

8:40 7. **Adjourn**

Available staff memos & related materials for this meeting may be viewed on our website:
www.BoulderCountyOpenSpace.org/POSAC

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## PARKS & OPEN SPACE ADVISORY COMMITTEE MEETING

| | |
|---|---|
| **TO:** | Parks & Open Space Advisory Committee |
| **TIME/DATE:** | Thursday, May 24, 2018, 6:30 p.m. |
| **LOCATION:** | Commissioners Hearing Room, 3rd floor, Boulder County Courthouse, 1325 Pearl Street, Boulder, CO |
| **AGENDA ITEM:** | Harper Conservation Easement Acquisition |
| **PRESENTER:** | Mel Stonebraker |
| **ACTION REQUESTED:** | Recommendation to the BOCC |

**Summary**
It is proposed that the county partner with the City of Longmont to acquire a conservation easement interest over the approximately 20.3-acre Harper property. The property address is 12621 Ute Highway and is located at the northwest corner of Ute Highway and East County Line Road. Under the proposal, the city and county would pay $720,000 for the conservation easement. Staff supports this proposed acquisition.

**Background**
The property is divided into two sections. On the west end, there is a four-acre area that includes the existing house and all the agricultural accessory buildings. A building envelope would be placed around this four-acre area. All structures now or in the future could only be built within that 4-acre building envelope. The conservation easement would limit the property to no more than one residence and the size of that residence to no more than 6,000 square feet. The total agricultural accessory buildings would also be limited to no more than 6,000 square feet. The remainder of the property is approximately 16 acres, which is used to grow hay and pasture horses. Under the terms of the conservation easement, no development of any kind would be permitted on this 16-acre section of the property.

The mineral rights have been severed from the property but there is no existing oil and gas lease. As part of the sale of the conservation easement, the Harper family and the owners of the mineral rights have agreed to sign a covenant not disturb the surface of the property. This means that if the mineral rights were ever leased, the leaseholder would not be allowed to drill wells or install tank batteries or any other oil and gas related infrastructure on the Harper property.

**Deal Terms**
Under the terms of the proposed transaction the county would pay $240,000 (one-third) and the City of Longmont would pay $480,000 (two-thirds). The county and city have a strong record of partnering together to protect open space around Longmont. The county has often invested at 50% of the purchase price, but in this instance, the county is investing at a lower percentage due to a low balance of sales tax available. Longmont is willing to invest at a

higher percentage in this project because it acknowledges the value that the county provides in accomplishing the deal and that it will provide in performing all monitoring responsibilities as primary holder of the conservation easement interest.

The acquisition would include a 50% undivided interest in 0.75 shares of the Highland Ditch which would be tied to the property.

*Acquisition Summary*

| Acres | Water Rights | # Building Rights Acquired | Price Per Acre | Water Right Value | Total Purchase Price |
|---|---|---|---|---|---|
| 20.3 | 50% interest in 0.75 shares of the Highland Ditch | 0 | $32,266 | $65,000 | $720,000 |

**Boulder County Comprehensive Plan Designations**

Since the maps in the Boulder County Comprehensive Plan (Comp Plan) are intended to be illustrative rather than specific, these designations are indicators of importance but not confirmation that these features exist on the property. The Comp Plan maps indicate the property contains Agricultural Lands of National Importance.

**Staff Discussion and Recommendation**

The Harper property is located at the intersection of two of the busiest roads in Boulder County. It stands at the eastern gateway to Boulder County and the northeastern gateway to the City of Longmont. The city and county feel it is important that the property remains as it is today, essentially undeveloped, so that the open space presented by the eastern 16 acres of the property remain visible as people enter the county and city at that location. While the property is currently zoned residential, there is no certainty that it will remain so. The city and county believe it is valuable to guarantee that at some future date the property not be rezoned for commercial use. The acquisition of the conservation easement would eliminate that possibility and insure that the property is protected and remains undeveloped. Staff supports the acquisition of the Harper Conservation Easement as proposed.

**POSAC Action Requested**

Recommendation to the Boulder County Commissioners for approval of the acquisition Harper Conservation Easement as described above and as further described by staff at the POSAC meeting.

SILVERWOOD ESTATES NUPUD
WARD (GARY)
STRAWBERRY HOLDINGS
STRAWBERRY HOLDINGS 2
STRAWBERRY HOLDINGS 2
Harper
EAST COUNTY LINE RD
SH 66
MONTGOMERY FARM
MONTGOMERY FARM
MONTGOMERY FARM
MONTGOMERY FARM
MONTGOMERY FARM
MONTGOMERY FARM
Longmont

Building Envelope
Harper
EAST COUNTY LINE RD
SH 66
MONTGOMERY FARM
MONTGOMERY FARM

Boulder County

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## PARKS & OPEN SPACE ADVISORY COMMITTEE

| | |
|---|---|
| **TO:** | Parks & Open Space Advisory Committee |
| **TIME/DATE:** | Thursday, May 24, 2018, 6:30 p.m. |
| **LOCATION:** | Commissioners Hearing Room, 3rd floor, Boulder County Courthouse, 1325 Pearl Street, Boulder, CO |
| **AGENDA ITEM:** | **Butterfly Inventories on Boulder County Open Space** |
| **PRESENTER:** | Janet Chu, Research Naturalist and Volunteer for Boulder County |
| **ACTION REQUESTED:** | Information only |

There are varieties of habitats here in the Front Range due to changes in elevation from prairie to alpine. The results are that there are high numbers of these colorful creatures flying in our county. During the past fourteen years, Janet and her team have observed about 127 of the listed 200 species butterflies in the Boulder County. They searched in the Open Spaces of: Heil Valley, Walker, Reynolds, Caribou Ranch, the Southeast Buffer containing Rock Creek, some in Anne U. White, and Steamboat Mountain. Last summer there was a spectacular influx of Painted Ladies. During 2017, twelve researchers surveyed 98 hours in the field for 50 days. As a citizen scientist, Janet is calculating a trend showing the changing numbers and species of butterflies in the Open Space.

## PARKS & OPEN SPACE ADVISORY COMMITTEE

| | |
|---|---|
| **TO:** | Parks & Open Space Advisory Committee |
| **TIME/DATE:** | Thursday, May 24, 6:30 p.m. |
| **LOCATION:** | Commissioners Hearing Room, 3rd floor, Boulder County Courthouse, 1325 Pearl Street, Boulder, CO |
| **AGENDA ITEM:** | **E-bike Update: Results of Survey and Public Comments, and Draft Staff Recommendation** |
| **PRESENTER:** | Tina Nielsen, Special Projects Manager |
| **ACTION REQUESTED:** | Information and Discussion (Note: no public hearing) |

# I. Background and Purpose

Staff will discuss the results of the county's Phase I e-bike public engagement and draft staff recommendation regarding e-bikes on county trails, in preparation for upcoming public process. Phase I of public engagement included three open houses, with in-person and online survey collections, and concluded at the end of February. Phase II public engagement began May 17, includes an open house on June 12, and concludes on June 17. The recommendation will be finalized at the conclusion of the public comment period and sent to our email list and posted on the website. A public hearing is scheduled for the June POSAC meeting.

Last year, Colorado passed bill HB 17-1151: Electrical Assisted Bicycle Regulation Operation. This bill changed Colorado bike law, specifically C.R.S. § 42-4-1412, to allow or prohibit the use of specified classes of electrical assisted bicycles[1] on pedestrian paths and bike paths. See https://leg.colorado.gov/bills/hb17-1151 for full details.

Motorized vehicles, including electric bicycles, are currently prohibited and have always been prohibited on Boulder County Parks & Open Space trails. Bicycles that are permitted on trails are defined as "human-powered wheeled vehicles" (see Rules & Regulations, Resolution 2018-08, items 8 and 9), and bicycles are only allowed on trails designated for such use. Note that Boulder County Parks & Open Space does allow individuals with mobility disabilities to use Other Power-Driven Mobility devices (OPDMDs), which can include electric bicycles, on any trail open to pedestrian use as long as they are used in a safe manner (see Rules & Regulations Resolution 2018-08, item 9b). A list of Boulder County Parks & Open Space trails where OPDMDs are allowed is available on the Accessibility on Open Space webpage.

[1] Class 1 e-bikes are defined as 750w max electrical pedal assist up to 20 mph. Class 2 e-bikes are defined as 750w max throttle assist up to 20 mph. Under the new law, class 1 and 2 e-bikes can be ridden on a bike or pedestrian paths where bicycles are authorized unless prohibited by the local authority. Class 3 e-bikes are defined as 750w max electrical pedal assistance up to 28 mph, are allowed on paths within a street or highway, but are only allowed on bike or pedestrian paths if approved by the local authority, along with other restrictions.

The remainder of this memo lays out the staff recommendation and rationale, a summary of e-bike survey results, a discussion of other factors to consider, and next steps.

## II. Draft Staff Recommendation for E-bikes on Boulder County trails

Boulder County strives to be sustainable and values access for diverse populations within our mission of conserving natural, cultural, and agricultural resources and providing public uses that reflect sound resource management and community values. Staff considered public input, trail characteristics, and resource values in the draft recommendation. The recommendation is summarized below, followed by discussion of the rationale.

- Staff recommends **allowing class 1 and class 2 e-bikes on all regional trails** under Boulder County's jurisdiction: Coal Creek Trail, Rock Creek Trail, LoBo Trail, US 36 Bikeway (already approved for the short segment of trail on Boulder County open space)
- Staff recommends **allowing class 1 and class 2 e-bikes on the following trails on the plains**: Coalton Trailhead trails (Coalton, Mayhoffer Singletree, Meadowlark), Carolyn Holmberg Preserve at Rock Creek Farm (Cradle Board, Lac Amora Link, Mary Miller, Ruth Roberts Connector), Harney Lastoka, Lagerman Agricultural Preserve (Lagerman, Open Sky), and all Niwot Trails
- Staff recommends **prohibiting e-bikes on the following trails on the plains**: Boulder Canyon Trail, Pella Crossing, Walden Ponds, Twin Lakes, and Legion Park
- Staff recommends **prohibiting e-bikes on all trails in the foothills and mountain parks**, and any park where bikes are not allowed:
    - Foothills/Mountain trails: Anne U. White, Betasso Preserve, Caribou Ranch, Hall Ranch, Heil Valley Ranch, Mud Lake, Rabbit Mountain, and Walker Ranch
    - Trails where bikes are not allowed: Anne U. White, Caribou Ranch, Nighthawk Trail at Hall Ranch, and the Lichen Loop at Heil Valley Ranch
- Staff proposes this recommendation as a **pilot program to run through 2019.** This will give staff an opportunity to conduct targeted studies on e-bikes at selected parks and trails in order to assess the pilot program.

### Rationale for Recommending Class 1 and Class 2 E-bikes

- Access. The new state law defines e-bikes as non-motorized vehicles and allows for class 1 and 2 e-bikes to be ridden on bike, pedestrian or multi-use paths where regular bikes are allowed unless prohibited by the local authority. E-bikes provide access for recreation and commuting on trails to a broader range of users, particularly relevant for the "silver tsunami" of baby boomers, and those with certain physical restrictions. The difference between class 1 and class 2 e-bikes is the throttle on class 2 e-bikes, which gives riders the ability to initiate movement and continue moving without pedaling. This provides some riders an ability to use a bicycle with a higher degree of confidence.
- Speed. There is no speed difference between class 1 and class 2 e-bikes. Power assist discontinues at 20 mph for both class 1 and class 2 e-bikes.

- Enforcement. Differentiating between class 1 and class 2 e-bikes is difficult and makes enforcement more challenging. Additionally, as e-bike technology evolves with new designs that house the motor battery in the tubing, it is becoming much harder to visually identify e-bikes to enforce policy.
- Trail impacts. E-bikes may be heavier than regular bikes, and class 2 e-bikes may be heavier than class 1 e-bikes. Regional trails and most trails on the plains have improved surfaces and are capable of handling this kind of use.
- Visitor perceptions. One of the key messages from the e-bike survey is that respondents are much more supportive of e-bikes after riding them. In the open house and web survey, support for class 1 e-bikes is two-to-three times greater among respondents who had ridden an e-bike compared to those who had not, and support is greater than opposition for all three trail types. The same pattern is seen among demo survey respondents: support increased after trying out an e-bike.

## Dimensions of Trails Analysis

- Physical Trail Characteristics. Bicycles are allowed on most Boulder County trails in the plains. Staff considered factors including trail width, trail surface, trail length, trail connectivity, estimated annual visits, percent of bikes among user types, and perceptions about crowding and conflict.
- Trail Use Characteristics. These human dimensions include estimated annual visits, percent of bikes among user types, and perceptions about crowding and conflict. This information comes from the *2015 Five Year Visitor Use Study*, and the *2010 Five Year Visitor Use Study*.
    - Crowding is an average rating on a 1 to 5 scale, where 1=not at all crowded, and 5=very crowded. No park has an average rating higher than 2. Overall, a total of 11% of respondents reported feeling somewhat-to-very-crowded while visiting a park or trail.
    - Conflict is an average percentage of survey respondents who said they had experienced conflict at the park on the day of the survey. The average overall conflict rating for all parks is 5%.
- Opinions from public input. Survey responses and comments from Phase I public engagement provides insights into people's concerns, feelings, and perceptions about e-bikes.
- Staff judgment. While the recommendation is grounded in the facts pertaining to each trail or park, staff judgment also plays a role.

## Rationale by Trail Type

See Attachment 1 for summary spreadsheet.

- Rationale for recommendation to allow e-bikes on regional trails. Boulder County's regional trails serve commuters with their connections to neighborhoods and communities. For the most part they are improved soft-surface mulit-use trails (crusher fines, recycled asphalt or road base) with a width of eight feet or more, and in many cases they have a high percentage of bikes relative to other uses: Coal Creek Trail 38%, Rock Creek Trail 48%, and LoBo Trail

70%. Regional trails are used for both commuting and recreation, and are well suited for e-bikes.

- Rationale for recommendation to allow e-bikes on selected trails on the plains. Bicycles are allowed on all but one trail on the plains (Dodd Reservoir, 0.1 mile). Most of these trails are eight feet or wider, though some trails have segments that are less than eight feet. All but two of these trails have improved surface dirt trails (the exceptions are Dodd Reservoir and Legion Park). Many of these trails connect to regional or other trails, and many of them serve a commuting function as well as a recreational purpose.
    - Coalton Trailhead: connects to Town of Superior, Coal Creek Trail, and future connection to US36 Bikeway; 51% of use is bicycles; the average crowding rating is 1.42 and 5% of respondents report experiencing conflict. Need coordination with City of Boulder OSMP for where to demarcate e-bike approval on Mayhoffer Singletree trail on northwest end where it connects to the OSMP Marshall Mesa trail and likewise the Coalton Trail on the southwest where it crosses onto OSMP property.
    - Carolyn Holmberg Preserve at Rock Creek Farm: part of Rock Creek regional trail. Bicycles account for 38% of use; the average crowding rating is 1.12 and 3% of respondents report experiencing conflict.
    - Harney Lastoka: the 1.2-mile loop is an 8-foot-wide crusher fines trail that connects to the Coal Creek Trail and provides access to the Kerr Community Garden and the Louisville Sports Complex. As part of the Coal Creek Trail, bike use is estimated at 38%.
    - Lagerman Agricultural Preserve: adjacent to Longmont neighborhood and planned future connections to City of Longmont trail system. The 1.6-mile Lagerman trail around the reservoir is a 12-foot-wide service road with a road base surface. Bicycles account for 7% of users; the average crowding rating is 1.18 and the conflict rating is 3%. The Open Sky trail is 4.9 miles in length, the trail is 8-feet-wide with a surface of recycled asphalt. It is just a year old so user data is not yet established.
    - Niwot Trail: 6.4 miles of trail that wind through Niwot neighborhoods and connects to the LoBo Trail. Most of the trail is 8-to-12-feet wide; some sections are narrower. Trail surface is mostly crusher fines, with a few paved sections. Bicycles account for 32% of users, the average crowding rating is 1.23 and 4% of respondents report experiencing conflict.

- Rationale for recommendation to prohibit e-bikes on selected trails on the plains. In each of these cases, staff feels that some aspect of the trail's use or characteristics warrants taking a more cautious approach with a recommendation to prohibit e-bikes for the time being.
    - Boulder Canyon Trail: connects to the City of Boulder's Boulder Creek Trail on the east, where e-bikes are allowed. That permission ends at the city's western boundary. Though the city owns most of the land underlying the Boulder Canyon Trail, Boulder County manages the trail under a 1995 IGA and a 2005 Management Agreement. The average rating for crowding is relatively high compared to other Boulder County

trails at 1.74 (21% report feeling somewhat-to-very-crowded), and 6% of respondents report experiencing conflict. Because of these considerations, staff recommends against allowing e-bikes on the Boulder Canyon Trail for now. Staff will revisit this recommendation after consultation with the City of Boulder.

- Legion Park is a small park with a short 0.9-mile loop trail around a reservoir. It does not have any connections to other trails, and is used mostly for wildlife and scenery viewing and picnicking. Bicycles are permitted, but no survey respondents report biking as their primary activity. Since this is not a bike destination and doesn't have connections to other trails, staff recommends prohibiting e-bikes at Legion Park.
- Pella Crossing has 2.9 miles of crusher fines trail around reclaimed gravel mine ponds; it re-opened in 2017 following flood restoration work. Hiking (51%) and fishing (35%) are the top two activities; bicycles accounted for 8% of usage in the 2010 Five Year Visitor Study (Pella Crossing was closed in 2015). Currently there is no connection to a regional trail or other trails. The planned St. Vrain regional trail will connect Pella Crossing to Longmont. Staff recommends prohibiting e-bikes from trails at this park to maintain the quiet nature of the user experience, but reevaluating this recommendation when the St. Vrain regional trail is constructed.
- Twin Lakes has a 9-foot-wide crusher fine trail that winds around two reclaimed gravel mine ponds. The trail around each lake is 0.7 miles long. The West Twin Lake trail is one of the few places Boulder County allows dogs to be off leash and, not surprisingly, it has the highest percent of users who bring a dog (52%) of all Boulder County parks. Bicycles account for 7% of users, the average crowding rating is 1.36 and 4% of respondents report experiencing conflict. The trails connect to a segment of the LoBo regional trail on the south side, where e-bikes are recommended to be allowed. Based on the high rate of dog walking and off leash dogs on the west lake, staff recommends prohibiting e-bikes at this location.
- Walden Ponds Wildlife Habitat is a popular wildlife viewing, hiking, and fishing destination with 2.9 miles of 8-foot-wide crusher fine trails around reclaimed mining ponds. Walden Ponds has the highest percent of visitors whose primary activity is wildlife viewing (32%). Hiking (31%) is the second most frequent activity, and bicycles account for 0% of users. The average crowding rating is 1.15, and 2% of respondents report experiencing conflict. Walden trails connect to the Heatherwood neighborhood and the City of Boulder's Sawhill Ponds. Staff recommends prohibiting e-bikes at Walden Ponds in consideration of the nature of the uses at this park.

- <u>Rationale for not recommending e-bikes on Foothills and Mountain Trails</u>. Trails in the foothills and mountains primarily serve a recreational purpose. They are unimproved, natural surface and generally narrow and more technical. Several foothills/mountain trails where bikes are allowed have higher rates of crowding and conflict (Betasso Preserve, Hall Ranch, and Heil Valley Ranch).

## III. Summary of E-bike Public Engagement Phase I Survey Results

See Attachment 2 for full details.

### E-bike Opinions: Open House & Web Survey (n=240)

**Web & Open House Survey**
**Opinions about E-bikes on County Trails**
n=240

| **Class 1 E-bikes** | Oppose | Support | Neutral |
|---|---|---|---|
| Foothills & Mountain Trails | 52% | 40% | 7% |
| Plains Trails | 38% | 48% | 13% |
| Regional Trails | 31% | 59% | 13% |
| **Class 2 E-bikes** | Oppose | Support | Neutral |
| Foothills & Mountain Trails | 64% | 27% | 8% |
| Plains Trails | 52% | 37% | 10% |
| Regional Trails | 47% | 42% | 11% |

Among open house and web survey respondents, support is higher for class 1 e-bikes than class 2 e-bikes on Boulder County open space trails. Support is higher than opposition for class 1 e-bikes on trails in the plains and regional trails, and is highest on regional trails (59%). Opposition is greater than support on all trail types for class 2 e-bikes, and greatest for class 2 e-bikes on foothills/mountain trails (64%).

Fifty-nine percent of open house and web survey respondents had ridden an e-bike at the time they filled out the survey.

- Support for class 1 e-bikes is two-to-three times greater among respondents who have ridden an e-bike compared to those who have not. Support is greater than opposition for all three trail types, and support is highest for regional trails.
- Opposition for class 1 e-bikes is about two times greater for respondents who have not ridden an e-bike compared to those who have. For those who have not ridden an e-bike, opposition is greater than support for all three trail types and opposition is greatest for foothills and mountain trails.

For both class 1 and class 2 e-bikes, common themes in comments from those opposing e-bikes on county trails reflect a sentiment that e-bikes don't belong on trails because they are motorized, a fear about safety and excess speeds, a sense that trails are already crowded and issues of lack of courtesy on the part of e-bike riders. A number of comments express concern about the presence of e-bikes threatening access for all mountain bikes on single track trails, as well as concern about e-bike riders not having adequate skills and/or not having earned access to mountain trails. Concerns about trail impacts and speed enforcement were also mentioned. Respondents opposed to class 2 e-bikes emphasize these same points; however, many respondents differentiate opinions depending on trail types.

Comments from respondents in favor of e-bikes on county trails reflect a desire for access to facilitate commuting and accommodate aging users, as well as taking issue with the idea that e-bike riders are apt to be less courteous than riders on regular bikes. A number of respondents make the case for not differentiating between class 1 and class 2 e-bikes.

### E-bike Opinions: Demo Survey (n=62)

**Demo Survey**
**Opinions about E-bikes on County Trails**
n=62

| | Oppose | | Support | | Neutral | |
|---|---|---|---|---|---|---|
| **Class 1 E-bikes** | Before | After | Before | After | Before | After |
| Foothills & Mountain Trails | 21% | 19% | 55% | 64% | 23% | 17% |
| Plains Trails | 2% | 5% | 82% | 88% | 16% | 7% |
| Regional Trails | 0% | 0% | 86% | 90% | 14% | 10% |
| **Class 2 E-bikes** | Before | After | Before | After | Before | After |
| Foothills & Mountain Trails | 34% | 28% | 46% | 41% | 20% | 31% |
| Plains Trails | 14% | 12% | 67% | 70% | 19% | 18% |
| Regional Trails | 7% | 18% | 71% | 75% | 22% | 17% |

Respondents who attended the demos expressed higher rates of support for e-bikes compared to open house and web survey respondents, even before they tried them. For class 1 e-bikes, support increased after the demo for all trail types, and was very strong for regional trails. For class 2 e-bikes, the pattern is similar but not as strong.

Comments from demo respondents regarding class 1 e-bikes were strongly positive, emphasizing the benefits for commuting and access, as well as the perception of little difference in speeds and safety as compared to regular bikes. Some comments regarding class 1 e-bikes express concern about access on foothills and mountain trails. Many comments regarding class 2 e-bikes reflect the lower level of support with a more cautionary tone, while other comments regarding class 2 e-bikes argue against differentiating between pedal assist and throttle, as well as emphasizing the benefits for commuting and access.

## IV. Bike Etiquette, Regulations, Education & Outreach, and Enforcement

The fears about lack of courtesy, failure to yield, excess speeds and safety expressed in Boulder County's e-bike surveys are mirrored in Boulder County's Five Year Visitor Studies. These sentiments also come up in public opinion surveys about bicycles across the state and country.

Boulder County Parks & Open Space regulates for safe speed and proper yielding as a practical matter, rather than by setting speed limits, which would be difficult to establish and prove. In the past two years (2016-2017), rangers have written one ticket for regulation 22(a) Trail Use (below) and

have given seven verbal warnings. Verbal warnings are often not well documented in our database, so the number of verbal warnings may be significantly higher.

22. Trail Use

(a) It shall be unlawful for any trail user to fail to yield to other trail users in the manner defined herein or as otherwise posted at trailheads. The appropriate order for yielding the trail right- of-way is as follows: All users yield to equestrians, bicyclists yield to pedestrians, and bicyclists headed downhill yield to bicyclists headed uphill. Yielding the right-of way requires slowing down to a safe speed, being prepared to stop, establishing communication, and passing safely.

Boulder County tracks biking accidents only if they result in a medical call. There were seven bike crashes resulting in medical calls in 2017 and 11 in 2016, and all of these were mountain bike accidents on foothills or mountain trails.

Boulder County has a very active outreach program to address proper bicycle etiquette and encourage good behavior in parks and on regional trails. Boulder County works closely with the Boulder Mountain Patrol (a volunteer service organization affiliated with Boulder Mountain Bike Alliance) whose members provide assistance and education to trails users while riding bikes on public land trails. In addition, staff sets up trailhead displays at parks on a rotating basis. Since audible warnings are the preferred form of communication, staff and volunteers offer bells to cyclists if they are willing to mount them on their bike on the spot.

## V. Other Factors to Consider

**Demographics of e-bike riders** (source: People For Bikes, presented at a 2017 e-bike summit https://mailchi.mp/c435f35269af/happy-new-year-from-bulls?e=5c6514da67 )

- The typical e-bikes customer is a 55-64 year old, Caucasian male that makes $100,000-149,000 annually.
- 93% of e-bike riders had ridden standard bikes as adults. In other words, they have experience riding, debunking the myth that e-bike riders don't know what they're doing
- The majority of riders polled, 51%, report that they are in very good or excellent health
- The most popular category of new eBikes purchased was eMTB* at 29%, compared to 12% conversion kits installed on new standard bikes with and 13% step-thru models
- 80% of e-Bikes were purchased in the last 3 years
- About 50% of e-bike buyers used information from product comparison sites, and over 20% visited retailers to make their buying decisions
- Battery range was the highest consideration for purchase, followed by price.
- A vast majority of e-bike trips replaced solo car drives.

*Note: eMTB refers to a class 1 e-bike that is designed as a mountain bike.

## Peer Agency Actions

Many Colorado communities are working to address e-bike regulations in light of the new state law, whereas Federal agencies regulate e-bikes as motorized vehicles. Below is a summary of e-bike policy status of our peer agencies in Boulder County and our close neighbors.

- City of Boulder: e-bike use is permitted on certain multi-use paths within the City of Boulder. E-bikes are not permitted on any Open Space and Mountain Park trails due to charter restriction on motorized uses. https://bouldercolorado.gov/goboulder/electric-assisted-bikes-policy-review
- City of Lafayette: no action taken to date to prohibit e-bikes; Open Space Advisory Board has started discussions about developing policy (personal communication with Rob Burdine, City of Lafayette Open Space Superintendent).
- City of Longmont: no action taken to date to prohibit e-bikes (personal communication with Dan Wolford, Manager, Parks, Open Space and Forestry).
- City of Louisville: class 1 and 2 e-bikes are permitted on all official trails and public streets (personal communication with Ember Brignull, Open Space Manager, City of Louisville).
- Town of Erie: Erie's traffic code was modified last summer to say "A person may ride a class 1 or class 2 electrical assisted bicycle on a bike or pedestrian path where bicycles are authorized to travel authorized to travel" (personal communication with Rob Crabb, Parks and Open Space Division Manager, Town of Erie).
- Town of Superior: "An electrical assisted bicycle, including the electrical motor thereon, may be used upon sidewalks, bicycle lanes and bicycle paths in the Town, provided that such use is not careless or imprudent and makes due regard for the width, grade, curves, corners, traffic, pedestrians and other uses of such sidewalks, bicycle lanes and bicycle paths and all other attendant circumstances" (https://library.municode.com/co/superior/codes/municipal_code?nodeId=CH8VETR_ARTIIIELVE )
- Broomfield City and County: class 1 and class 2 e-bikes are regulated as bikes and are allowed on all trails within Broomfield's jurisdiction. https://www.broomfield.org/2722/E-Bikes
- Jefferson County: Class 1 and class 2 e-bikes are allowed on paved trails within parks; pilot program began in February 2018 lasting through the year allowing class 1 e-bikes on all trails, including natural surface trails. https://www.jeffco.us/3618/e-bikes
- Larimer County: currently class 1 and class 2 e-bikes are allowed on trails per new state regulations. Staff is planning to update their regulations by the end of 2018, with the goal of allowing class 1 e-bikes on selected trails on a trial basis (personal communication with Steve Gibson, Red Mountain District Manager, Larimer County Natural Resources)
- Colorado State Parks: class 1 e-bikes are allowed on all trails where bicycles are permitted (personal communication, Windi Padia, Deputy Regional Manager, Northeast Region)
- Bureau of Land Management manages e-bikes as a motorized vehicle https://www.blm.gov/policy/ib-2015-060
- US Forest Service manages e-bikes as motorized vehicles http://flagstaffbiking.org/wp-content/uploads/2011/03/20150929EBikesBriefingPaper.pdf

### Advocacy Groups and Studies

- People for Bikes: https://peopleforbikes.org/our-work/e-bikes/ is an advocate for all kinds of bikes, including e-bikes. Their web site has a wealth of information and resources, including a 2015 study: *Electric Bicycles: Public Perceptions & Policy, Results and Analysis of a National Survey of American Bicyclists.* http://www.bikeleague.org/sites/default/files/E_bikes_mini_report.pdf .
- Boulder Mountain Bike Alliance (BMA) https://bouldermountainbike.org/content/board-comment-e-bikes-boulder-county : (Feb. 8, 2018) E-bike use on transportation paths provides an obvious community benefit and should be embraced. E-bike use on recreational trails provides some clear benefits to people with less-than-complete physical abilities, but poses unknown threats to mountain bike trail access and could, in theory, cause user conflict, resource damage, and trail damage. More research is needed before an across-the-board ban.
- International Mountain Biking Association (IMBA) https://www.imba.com/education/emtb (updated 2017): IMBA is supportive of Class 1 e-MTB 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. IMBA recognizes that changes in design, technology and the numbers of eMTB users is evolving, and believes these bikes can be managed in a sustainable way for both the environment and other trail users.
- IMBA report: *A Comparison of Environmental Impacts from Mountain Bicycle, Class 1 Electric Mountain Bicycles, and Motorcycles: Soil Displacement and Erosion on Bike-Optimized Trails in a Western Oregon Forest*, Fall 2015. https://b.3cdn.net/bikes/c3fe8a28f1a0f32317_g3m6bdt7g.pdf . IMBA conducted a field study of soil displacement and erosion resulting from traditional mountain bikes, class 1 eMTBs, and traditional off-road motorcycles. The results confirmed the hypothesis that soil displacement and tread disturbance under the soil conditions tested were not significantly different for traditional mountain bikes and eMTBs, and were both much less than those associated with a gasoline-powered motorcycle.

## VI. Next Steps

### Referral to Communities for Input

A referral letter is being sent to all the incorporated municipalities in Boulder County to solicit input and to facilitate coordination on regulations on regional trails.

### E-bike Public Engagement Phase II:

Phase II public engagement is now open and public comments will be accepted through the June 17, 2018. The county's e-bike web page presents the draft staff recommendation and includes a form for public input: www.BoulderCountyOpenSpace.org/ebike

Schedule of events through public hearings at POSAC and BOCC:

| Date | Event | |
|---|---|---|
| Tues. June 12 | E-bike Demo<br>4-5 p.m.<br>Lagerman Reservoir<br>12900 Pike Rd., Longmont<br>(75th St. and Pike Rd.) | Open House<br>5-7 p.m.<br>Ron Stewart Parks & Open Space Building<br>5201 St. Vrain Rd., Longmont<br>5:30 p.m. Brief presentation |
| Sun., June 17 | Phase II Public Comment Closes | |
| Thurs. June 28 | POSAC Hearing<br>6 p.m. | |
| Tues. July 24 | BOCC Hearing<br>2 p.m. | |

## VII. POSAC Action Requested

This item is for your information and discussion in order to prepare for the public hearing on the e-bike recommendation in June, when staff will bring an updated recommendation reflecting input obtained during Phase II public engagement. Questions for your consideration: Do you have the information you need to make an informed decision? Is there any additional information that would assist your deliberations? Staff welcomes your questions and thoughts as we move forward with this recommendation.

## Attachments

1. Staff Trails Analysis Summary for DRAFT E-bike Recommendation
2. Boulder County E-bike Public Engagement Phase I Results

ATTACHMENT 1

Boulder County Open Space Staff Trails Analysis for DRAFT E-bike recommendation, May 2018

| | Type (1) | Park | Trail Name(s) | Miles | Width (2) | Surface (3) | Connections | Estimated Visitation (4) | % bikes (5) | Crowding (6) | Conflict (7) | DRAFT Recommendation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Flat | Boulder Canyon Trail | Boulder Canyon Trail | 1.9 | 8'+ | CF | Boulder Creek Path, eventual connection to Chapman Drive, Betasso Preserve | 87,685 | 18% | 1.74 avg. rating 21% report feeling crowded | 6% | No |
| 2 | Regional | CHP at RCF | Cradleboard Trail | 1.3 | 6' | CF | Rock Creek Trail | 157,999 | 38% | 1.12 | 3% | Yes |
| 3 | Flat | CHP at RCF | Lac Amora Link | 0.3 | 6' | CF | neighborhood link | " | 38% | 1.12 | 3% | Yes |
| 4 | Regional | CHP at RCF | Mary Miller Trail | 1.5 | 6' | CF | Rock Creek Trail | " | 38% | 1.12 | 3% | Yes |
| 5 | Regional | CHP at RCF | Ruth Roberts Connector Trail | 0.9 | 8' | CF | Rock Creek Trail, Broomfield | " | 38% | 1.12 | 3% | Yes |
| 6 | Regional | Coal Creek Trail | Coal Creek Trail | 14 | 8' | CF | Coalton TH, Harney, Flagg, Rock Creek Trail | 128,000-177,000 | 38% | | | Yes |
| 7 | Flat | Coalton Trailhead | Coalton Trail | 2.9 | 10' | road base | Coal Creek, Greenbelt Plateau*, Marshall Mesa*, Rock Creek | 43,312 | 51% | 1.42 | 5% | Yes |
| 8 | Regional | Coalton Trailhead | Mayhoffer Singletree Trail | 1.5 | er CC Drive s | road base | City of Boulder OSMP | " | 51% | 1.42 | 5% | Yes |
| 9 | Flat | Coalton Trailhead | Meadowlark Trail | 2.7 | 8' | CF | Rock Creek Trail | | | 1.42 | 5% | Yes |
| 10 | Flat | Harney Lastoka | Harney Lastoka Trail | 1.2 | 8' | CF | Coal Creek Trail | 11,597 | No Data | -- | -- | Yes |
| 12 | Flat | Lagerman Agricultural Preserve | Lagerman Trail | 1.6 | mostly 12' | road base | connects to Open Sky Loop | 55,800 | 7% | 1.18 | 3% | Yes |
| 13 | Flat | Lagerman Agricultural Preserve | Open Sky Trail | 4.9 | 8' | ecycled aspha | future connection to Longmont trails | 55,757 | No Data | -- | -- | Yes |
| 14 | Flat | Legion Park | Legion Loop | 0.9 | 4' | natural | | 42,390 | 0% | 1.14 | 0% | No |
| 15 | Regional | LoBo Trail | LoBo Trail | 12 | 8-9' | CF | Boulder, Longmont | 21,800-66,000 | 70% | | | Yes |
| 16 | Flat | Niwot Trails | Niwot Trails | 6.4 | 8-10-12' | CF | LoBo Trail | 45,945 | 32% | 1.23 | 4% | Yes |
| 17 | Flat | Pella Crossing | Braly & Marlatt Trails | 2.9 | 8' | CF | future connection to St. Vrain Regional Trail | 73,957 | 10 Five Year | -- | -- | No |
| 18 | Regional | Rock Creek Trail | Rock Creek Trail | 12 | 10' | CF | Coalton TH, CHP, Coal Creek Trail | 69,000-128,000 | 48% | | | Yes |
| 19 | Flat | Twin Lakes | Twin Lakes East & West | 0.7 each | 9' | CF | LoBo Trail | 106,233 | 7% | 1.36 | 4% | No |
| 20 | Regional | Twin Lakes South | Willows/Twin Lakes Regional Trail | 0.75 | vs 3'Twin Lak | CF | part of LoBo Trail | -- | No Data | -- | -- | Yes |
| 21 | Regional | US 36 Bikeway | Scriffiny | | 10' | cement | Boulder, Superior... | 75,156 | No Data | | | Yes, approved 2017 |
| 22 | Flat | Walden Ponds Wildlife Habitat | Walden Ponds Trails | 2.9 | 8' | CF | connects to Heatherwood | 142,256 | 0% | 1.15 | 2% | No |

(1) Type: corresponds to three trails types outlined in e-bike survey: Foothills/Mountain Trails, Flat Trails in the Plains, and Regional Trails

(2) Width: depicts the width along the majority of the trail; trail width may vary in some segments.

(3) Surface: most trails are soft surface, including crusher fines and recycled asphalt.

(4) Etimated Visitation from 2017 Parks Visitation Report. Minimum total visitation in 2017 is estimated to be 1,716,604. US36 bikeway info is from GoBoulder.

(5) % bikes is from the 2015 Five Year Visitor Study. In locations not surveyed in 2015, estimates are from the 2013 visitation and use on Boulder County Regional Trails study. Pella Crossing estimate is from 2010 Five Year Visitor Study.

(6) Crowding: From 2015 Five-Year Visitor Study, Q14, 1 to 5 scale, where 1=not at all crowded, and 5=very crowded. No park has an average rating higher than 2. Overall, a total of 11% of respondents reported feeling somewhat to very crowded while visiting a park or trail.

(7) Conflict: From 2015 Five-Year Visitor Study, Q12 "Did you experience conflict today?"

**ATTACHMENT 2**

Boulder County Parks & Open Space

# Boulder County E-bike Public Engagement Phase I Results

**May 2018**

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# Key Findings

Boulder County began public engagement on e-bikes in January 2018, and held three open houses in February to collect public input. Several local vendors provided different classes of e-bikes, giving people an option to demo them in advance of the open houses. Attendees at both the demos and open houses filled out surveys. Staff also collected comments on the county e-bike web page.

## Open house & web survey:

- Among open house and web survey respondents, support is higher for class 1 e-bikes than class 2 e-bikes on Boulder County open space trails. Support is higher than opposition for class 1 e-bikes on flat trails in the plains and regional trails, and is highest on regional trails (59%). Opposition is greater than support on all trail types for class 2 e-bikes, and greatest for class 2 e-bikes on foothills/mountain trails (64%).
- Support for class 1 e-bikes is two-to-three times greater among respondents who have ridden an e-bike compared to those who have not. Support is greater than opposition for all three trail types, and is highest for regional trails.
- Opposition for class 1 e-bikes is about two times greater for respondents who have not ridden an e-bike compared to those who have. For those who have not ridden an e-bike, opposition is greater than support for all three trail types and is greatest for foothills and mountain trails.
- For both class 1 and class 2 e-bikes, common themes in comments from those opposing e-bikes on county trails reflect a sentiment that e-bikes don't belong on trails because they are motorized, a fear for safety and excess speeds, a sense that trails are already crowded and issues of lack of courtesy on the part of e-bike riders. A number of comments express concern about the presence of e-bikes threatening access for all mountain bikes on single track trails, as well as concern about e-bike riders not having adequate skills and/or not having earned access to mountain trails. Concerns about trail impacts and speed enforcement were also mentioned. Respondents opposed to class 2 e-bikes emphasize these same points, however, many respondents differentiate opinions depending on trail types.
- Comments from respondents in favor of e-bikes on county trails reflect a desire for access to facilitate commuting and accommodate aging users, as well as taking issue with the idea that e-bike riders are apt to be less courteous than riders on regular bikes. A number of respondents make the case for not differentiating between class 1 and class 2 e-bikes.

## Demo Survey:

- Respondents who attended the demos expressed higher rates of support for e-bikes compared to open house and web survey respondents, even before they tried them. For class 1 e-bikes, support increased after the demo for all trail types, and was very strong for regional trails. For class 2 e-bikes, the pattern is similar but not quite as strong, and the one exception to the trend is that support for class 2 e-bikes on foothills and mountain trails declined after the demo.
- Comments from demo respondents regarding class 1 e-bikes were strongly positive, emphasizing the benefits for commuting and access, as well as the perception of little difference in speeds and safety as compared to regular bikes. Some comments regarding class 1 e-bikes express concern about access on foothills and mountain trails. Many comments regarding class 2 e-bikes reflect the lower level of support with a more cautionary tone, while other comments regarding class 2 e-bikes argue against differentiating between pedal assist and throttle, as well as emphasizing the benefits for commuting and access.

# Background

Colorado State Statute HB17-1151, Electrical Assisted Bicycles Regulation Operation, was signed by the governor on April 4, 2017. This bill defines three classes of electrical assisted bicycles[1] and grants permission for them to be ridden on bike or pedestrian paths where bikes are authorized to travel. The bill also provides local governments authority to prohibit class 1 and class 2 bicycles on paths under their jurisdiction.

Motorized vehicles are not allowed on Boulder County open space trails, with exceptions for persons with mobility disabilities. All Boulder County Open Space tax resolutions restrict recreation to passive uses[2]. The Open Space Element of the Boulder County Comprehensive Plan defines passive recreation as "non-motorized outdoor recreation with minimal impact on the land, water, or other resources that creates opportunities to be close to nature, enjoy the open space features, and have a high degree of interaction with the natural environment..." and may include bicycling if specifically designated.[3]

In December 2017 staff proposed several updates to the Rules and Regulations to the Parks & Open Space Advisory Committee (POSAC). One of the proposed updates clarifies the definition of bicycles as "exclusively human powered vehicles," in response to HB17-1151. Another update prohibits the use of e-bikes on all trails unless otherwise designated. These updates were adopted by the Board of County Commissioners as Resolution 2018-18 on March 13, 2018.

Based on the high public interest, it was evident that the time was right to have a community conversation about this topic. The department embarked on a project to seek public input on the use of e-bikes on bike paths and trails in Boulder County. Public input will help shape staff recommendation for whether and where to allow certain classes of e-bikes.

Boulder County held three public open houses in February 2018. Several local vendors provided different classes of e-bikes, giving people an option to try them in advance of the open houses. Attendees at the demos and open houses had the opportunity to fill out surveys. Members of the public also had the option to fill out the survey and submit comments on the county e-bike web page.

**Table 1**

| Date | Location | Surveys | |
|---|---|---|---|
| | | Demo | Open House & Web |
| Tues., Feb. 6 | Boulder | 37 | 35 |
| Sat., Feb. 10 | Louisville | Canceled (snow) | 0 |
| Tues., Feb 13 | Longmont | 25 | 13 |
| Web page comment/survey | -- | -- | 192 |
| **Total** | | **62** | **240** |

[1] E-bike Class I provides electrical pedal assistance up to 20 mph. E-bike Class II provides electrical power whether the rider is pedaling or not and stops giving power when the e-bike reaches the speed of 20 mph. Under the new law, Category I and II can be ridden on a bike, pedestrian or multi-use paths unless prohibited by the local authority. E-bike Class III provides electrical power up to 28 mph, and can only be ridden on public roads by riders age 16 and over.

[2] Resolution 93-174, paragraph 9 (f), page 7

[3] Boulder County Comprehensive Plan, Open Space Element, page 3

# E-bike Survey Results

## Residence

City of Boulder accounts for the highest percentage of respondents in both e-bike surveys, and is over-represented relative to both the visitors at county parks and Census data.

| Table 2 | | | | |
|---|---|---|---|---|
| **Where do you live?** | **E-bike Open House & Web Survey n=240** | **E-bike Demo Survey n=62** | **2015 5-year Visitor Study** | **2015 Census Data** |
| Boulder | 45% | 38% | 31% | 34% |
| Longmont | 8% | 21% | 16% | 29% |
| Lyons | 8% | 11% | 2% | -- |
| Unincorporated County | 1% | 10% | 5% | -- |
| Superior | 0% | 6% | 3% | -- |
| None of these, but in Colorado | 4% | 5% | 9% | -- |
| Lafayette | 8% | 3% | 5% | 0.09 |
| Broomfield | 3% | 2% | 6% | -- |
| Erie | 2% | 2% | 2% | 0.07 |
| Louisville | 2% | 2% | 4% | 0.06 |
| Niwot | 2% | 2% | 3% | -- |
| Denver | 3% | 0% | 6% | -- |
| Gold Hill | 5% | 0% | 0% | -- |
| Nederland | 0% | 0% | 2% | -- |
| Ward | 0% | 0% | 0% | -- |
| Outside Colorado | 8% | 0% | 9% | -- |

## Most common activity on county open space

Hiking and biking are by far the most common activities for survey residents, as with open space visitors in general. E-bike survey respondents participate in a wider range of activity than the typical county parks visitor.

| Table 3 | | | |
|---|---|---|---|
| **Q1. Which Activities do you typically participate in when you visit open space?** | **E-bike Open House & Web Survey n=240** | **E-bike Demo Survey n=62** | **2015 5-year Visitor Study** |
| Hike | 90% | 92% | 56% |
| Bike | 86% | 68% | 33% |
| View Wildlife | 42% | 45% | 16% |
| Walk the Dog | 39% | 31% | 16% |
| Run | 33% | 23% | 15% |
| Photography/Art | 20% | 26% | 8% |
| Picnic | 18% | 19% | 6% |
| Family Gathering | 12% | 15% | 4% |
| Other – describe | 11% | 2% | 6% |
| Fish | 5% | 13% | 4% |
| Special Event | 5% | 15% | 1% |
| Ride a Horse | 0% | 6% | 1% |

## E-bike Opinions: Open House & Web Survey (n=240)

Among open house and web survey respondents, support is higher for class 1 e-bikes than class 2 e-bikes on Boulder County open space trails. Support is higher than opposition for class 1 e-bikes on flat trails in the plains and regional trails, and is highest on regional trails (59%). Opposition is greater than support on all trail types for class 2 e-bikes, and greatest for class 2 e-bikes on foothills/mountain trails (64%) (Charts 1 and 2).

Fifty-nine percent of open house and web survey respondents had ridden an e-bike at the time they filled out the survey.

- Support for class 1 e-bikes is two-to-three times greater among respondents who have ridden an e-bike compared to those who have not. Support is greater than opposition for all three trail types, and is highest for regional trails (Chart 3).
- Opposition for class 1 e-bikes is about two times greater for respondents who have not ridden an e-bike compared to those who have. Opposition is greater than support for all three trail types and is greatest for foothills and mountain trails (Chart 4).

For both class 1 and class 2 e-bikes, common themes in comments from those opposing e-bikes on county trails reflect a sentiment that e-bikes don't belong on trails because they are motorized, a fear for safety and excess speeds, a sense that trails are already crowded and perceived lack of courtesy on the part of e-bike riders. A number of comments express concern about the presence of e-bikes threatening access for all mountain bikes on single track trails, as well as concern about e-bike riders not having adequate skills and/or not having earned access to mountain trails. Concerns about trail impacts and speed enforcement were also mentioned.

- "A motorized vehicle is never appropriate on open space, anywhere. This is a motorized vehicle and the people riding them do not have the skill to ride safely at the speeds they can go. Our trails are already over crowed and over used, we do not need to add motors."
- "the added speed and weight of those e-bikes make it too dangerous…"
- "…not enough resources to make enforcement a viable option for those types of problems but a total prohibition at least makes enforcement easier."
- "biking is supposed to involve effort, not just twisting a throttle"

Respondents opposed to class 2 e-bikes emphasize these points:

- "These are motorcycles, period."
- "These will be even worse. More bikers careening down the trails, running hikers off the trail."
- "When you cross the line from pedal-assist to throttle controlled you have entered the realm of electric-powered motorized vehicles."

However, many respondents differentiate opinions depending on trail types:

- "I'm not sure class 2 bikes are safe and appropriate on steep single tracks. But they are fine for getting around town or commuting on paved and gravel trails."

Comments from respondents in favor of e-bikes on county trails reflect a desire for access to facilitate commuting and accommodate aging users, as well as taking issue with the idea that e-bike riders are apt to be less courteous than riders on regular bikes:

- "At age 66 and with some joint problems, an e-bike is the only way I can bike and enjoy the outdoors. Riding on roads do not feel safe to me. So trails are my only option."

- “I believe it's much more about the character of the person vs. the method of which they choose to enjoy the outdoors. Ebikes are very commonly mistaken for regular bikes and most people riding them are very courteous.”
- “E-bikes are used mainly by 2 groups - seniors (older than 30) and disabled. The people in my community who are using e-bikes fit in only these categories. I have asthma, so pedal assist helps me to continue breathing. We are not aggressive riders. We don't "tear-up" trails - that is done by young people on expensive non-motorized bikes.”
- “I am 74 and ride an ebike. I want safe outdoor spaces to ride. I have observed many times unpowered bikes going much faster than ebikes. Ebikes should be allowed wherever regular bikes go.”
- “I think ebikes are a positive form of recreation especially for older riders who have had surgery or other medical reasons that make riding regular bikes much more difficult. These riders are in general very safe, law abiding riders who will not adversely affect trail traffic. E bikes are quiet, non polluting and a fun form of recreation & transportation which should be encouraged & not banned. Education is really the key to get cyclists & motorists to understanding the new technology.”
- “E-bikes are generally valuable for getting people out of cars and onto regional trails for long-distance travel, especially commuting.”
- “Ebikes open up access to users that have disabilities.”

A number of respondents make the case for not differentiating between class 1 and class 2 e-bikes:

- “Both class 1 and 2 E bikes are limited to the same speed and a non electric bike can achieve just as much speed so why discriminate.”
- “Most ebikes have some type of temporary boost. This is not meant for long rides. There is a misunderstanding about how these bikes work. They are not motor cycles with a lot of power.”
- “The thumb throttle and the pedals both have the same function on an E bike. Differentiating based on the presence of a throttle is actually quite discriminatory (a throttle allows many handicapped users to effectively ride) and is missing the real point. The main issue is speed. It is the one thing we all understand, it is easy to enforce and easy to abide by. If most hikers cannot even tell that they are passing an E bike on the trail (because they are so quiet and look nearly identical to a mountain bike) and the e-biker is following all of the same rules as a mountain bike, then we should not discriminate against those who might require a bit of assistance to enjoy this amazing place we live in.”

## E-bike Opinions: Demo Survey (n=62)

Respondents who attended the demos expressed higher rates of support for e-bikes compared to open house and web survey respondents, even before they tried them.

For class 1 e-bikes, support increased after the demo for all trail types, and was very strong for regional trails:

- support increased from 55% to 64% for foothills and mountain trails (Chart 5)
- support increased from 82% to 88% for flat trails on the plains (Chart 6), and
- support increased from 86% to 90% for regional trails, and no respondents expressed opposition for class 1 e-bikes on regional trails before or after the demo (Chart 7).

For class 2 e-bikes, the pattern is similar but not as strong (Charts 8 and 9).

- An exception to the pattern: support for class 2 e-bikes on foothills and mountain trails declined after the demo, from 46% to 41% (Chart 8).
- Support increased from 67% to 70% for flat trails on the plains (Chart 9), and

- Support increased from 71% to 75% for regional trails (Chart 10).

Comments from demo respondents regarding class 1 e-bikes were strongly positive, emphasizing the benefits for commuting and access, as well as the perception of little difference in speeds and safety as compared to regular bikes:

- "Class 1 bikes are still within the "spirit" of bicycling i.e. you still have to pedal but you get a little assist. Probably won't go fast enough to scare a horse."
- "Seems quiet, helpful to some, very similar to regular bike."
- "More people would ride bikes if E-bike were allowed."
- "Speed is the issue of biker. Bike is very controllable."

Some comments regarding class 1 e-bikes express concern about access on foothills and mountain trails:

- "I think they can be used to go from home to work but not fit for the mountains.

Many comments regarding class 2 e-bikes reflect the lower level of support with a more cautionary tone:

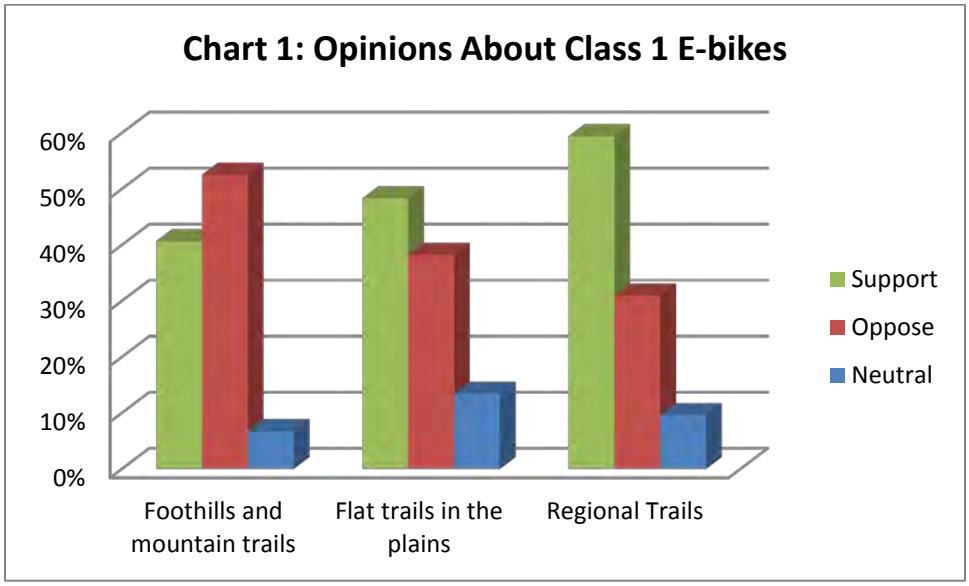
- "Speed on uphill for some will be unexpected and may not be able to control around pedestrians."
- "There are already enough user conflicts on trails. We don't need to be encouraging bikes to go faster, except MAYBE for transportation over longer distances."
- "I think any throttle shouldn't be allowed. You feel more in control pedaling. Also, e-bikes could really crowd foothills & plains trails."
- "Noticed a big difference in speed & power according to wattage rating. The 750W bike (current legal limit) felt more like a motorcycle whereas the Type 1 I rode felt more like a bike. My fear is that wattage limits are increased over time as technology improves and they get faster & faster."

Other comments regarding class 2 e-bikes argue against differentiating between pedal assist and throttle, as well as emphasizing the benefits for commuting and access:

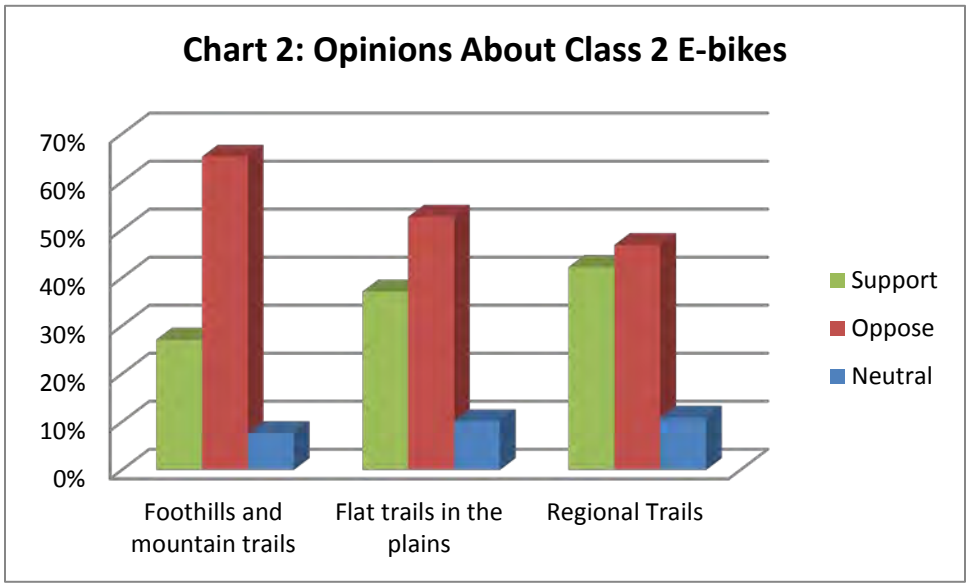
- "Having owned both Class 1 & 2 bikes and ridden them over 7000 miles, I don't see a lot of difference between the classes. I like the throttle to just help getting started or if you encounter an unexpected hill."
- "Most ebikes on the market in US that are Class 2 have pedal-assist and throttle. I believe both modes can be safely operated."
- "They don't feel that different then a regular bike, I think they should be allowed anywhere a regular bike is allowed."
- "While I want to encourage the disabled/challenged community to participate, I worry about the overall numbers on our Foothill Trails & how that congestion is mitigated. I fully support ebikes on our regional trails in all forms."

## Summary Graphs: Web & Open House, n=240
## February 2018

Q4. Thinking about Boulder County Parks & Open Space properties, please indicate your level of support or opposition for allowing **Class 1 e-bikes** on the three types of trails listed.

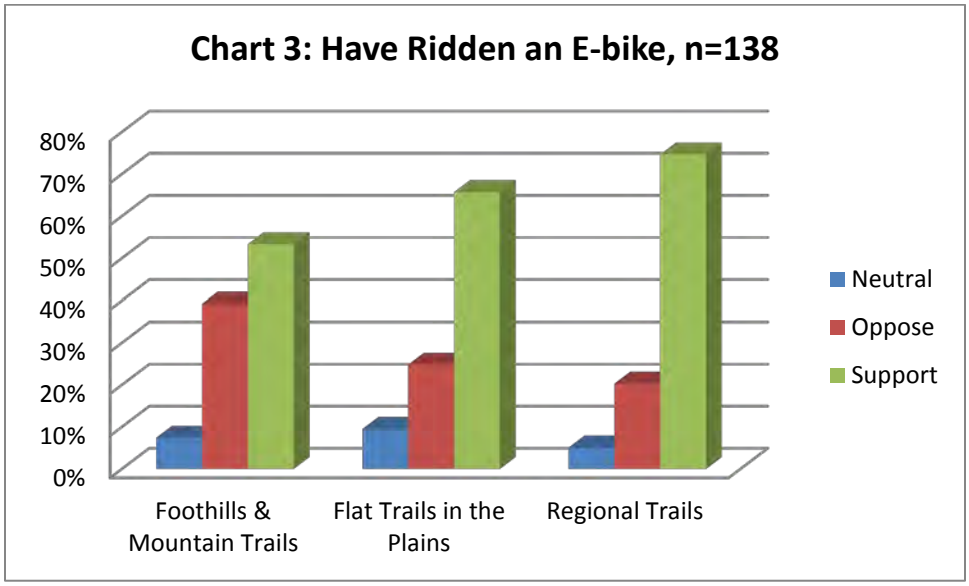


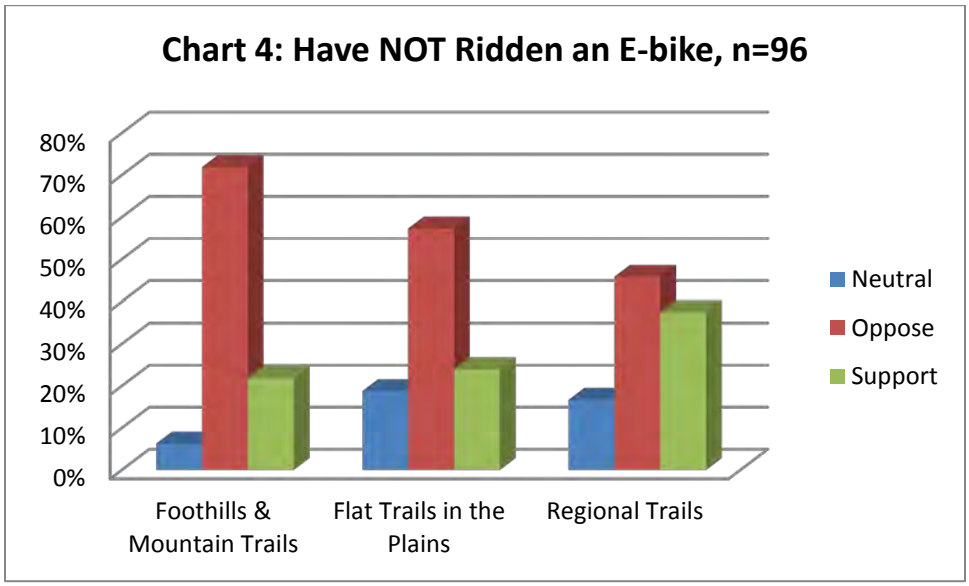

Q6. Thinking about Boulder County Parks & Open Space properties, please indicate your level of support or opposition for allowing **Class 2 e-bikes** on the three types of trails listed.



## Summary Graphs: Web & Open House, n=240
## February 2018

Q3. Have you ever ridden an e-bike? + Q4. Thinking about Boulder County Parks & Open Space properties, please indicate your level of support or opposition for allowing **Class 1 e-bikes** on the three types of trails listed.

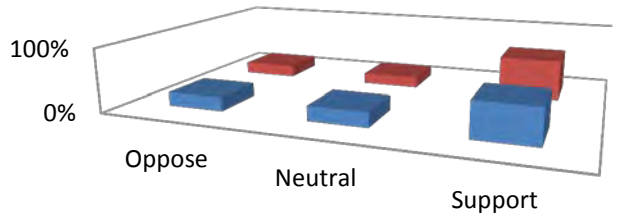


## Summary Graphs: Demo, n=62

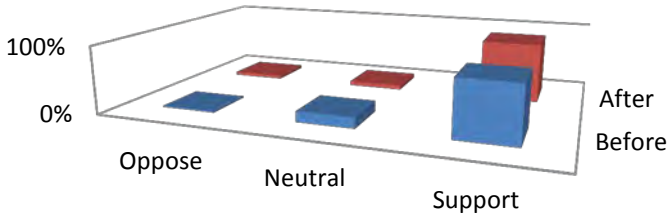
Q4. Before + Q6. After: Support or opposition for allowing **Class I e-bikes** on the three types of trails listed:

**Chart 5:**
**Opinions Before/After Demo, Class 1 E-bikes**
**Foothills/Mountain Trails**



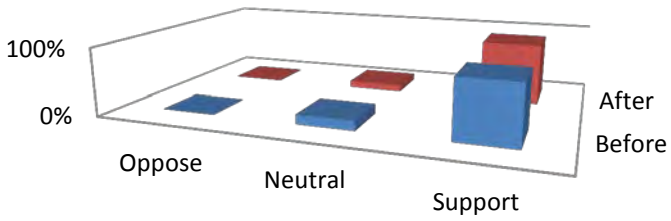

| | Oppose | Neutral | Support |
|---|---|---|---|
| Before | 21% | 23% | 55% |
| After | 19% | 17% | 64% |

**Chart 6:**
**Opinions Before/After Demo, Class 1 E-bikes**
**Flat Trails in the Plains**




| | Oppose | Neutral | Support |
|---|---|---|---|
| Before | 2% | 16% | 82% |
| After | 5% | 7% | 88% |

**Chart 7:**
**Opinions Before/After Demo, Class 1 E-bikes**
**Regional Trails**

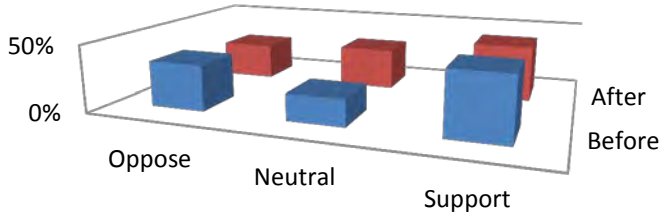



| | Oppose | Neutral | Support |
|---|---|---|---|
| Before | 0% | 14% | 86% |
| After | 0% | 10% | 90% |

## Summary Graphs: Demo, n=62

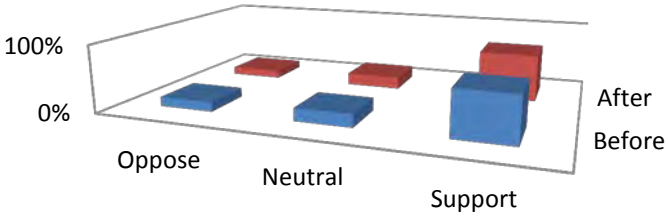
Q5. Before +Q8. After: Support or opposition for allowing **Class 2 e-bikes** on the three types of trails listed:

**Chart 8:**
**Opinions Before/After Demo, Class 2 E-bikes**
**Foothills & Mountain Trails**



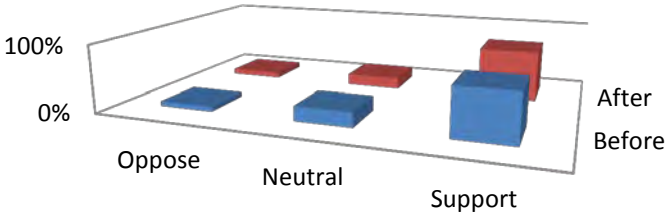

| | Oppose | Neutral | Support |
|---|---|---|---|
| Before | 34% | 20% | 46% |
| After | 28% | 31% | 41% |

**Chart 9:**
**Opinions Before/After Demo, Class 2 E-bikes**
**Flat Trails in the Plains**




| | Oppose | Neutral | Support |
|---|---|---|---|
| Before | 14% | 19% | 67% |
| After | 12% | 18% | 70% |

**Chart 10:**
**Opinions Before/After Demo, Class 2 E-bikes**
**Regional Trails**




| | Oppose | Neutral | Support |
|---|---|---|---|
| Before | 7% | 22% | 71% |
| After | 8% | 17% | 75% |

## E-bike Survey Results: Comments

Comments are presented along with responses to the opinion questions.

For the open house and web survey (sections I-II), comments are sorted first in order of opinion as it appears on the survey instrument, from “strongly oppose” to “strongly support,” for regional trails, and then further sorted in alphabetical order of the comment text. Additional comments are sorted by whether the respondent had ridden an e-bike (section III).

For the demo survey (sections IV-V), comments are sorted first in order of opinion as it appears on the survey instrument, from “strongly oppose” to “strongly support,” for regional trails before demo, and then further sorted in alphabetical order of the comment text.

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | 1. ebikes are motorcycles and should not be allowed on open space trails. 2. It enables unskilled riders access to trails that they should not be riding increasing the probability of injury to themselves and others. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | 20 mph bad for wildlife. No business having bikes on hiking trails. Speed, weight of bikes, current # of bicyclists & wear & tear on trails as well as bicyclists failure to share the trails leads me to conclude that e-bikes will only exacerbate an already over crowded situation. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | 20 mph is too fast on shared trails |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | 20 mph--bad for wildlife! No business having bikes on hiking trails. Speed, weight of bikes, current # of bicyclists and wear and tear on trail as well as bicyclist failure to share the trails leads me to conclude that e-bikes will only exacerbate an already over-crowded situation. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | 20mph is too fast, they are heavy, hard to manage. Too many bikes already. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | A motor is a motor. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | After having lived in several states and hiked, biked, walked in public areas, much less driven and walked on public ways, Boulder and Boulder County has by far the greatest number of rude, arrogant, careless, entitled ridership of any of those areas. Until the entire biking community stops bitching about their safety, and starts changing their own behaviors to make themselves safer--slowing down when on multi use pathways and passing people, stopping for stop signs, yielding, riding without headphones or looking at phones at the same time...the list goes on and on. Putting more bikes on the trails and not changing this behavior is just perpetuating the problem. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Allowing ebikes on trails poses a serious safety threat. Our trails are already overcrowded. Allowing riders with less bike handling skills and fitness to ride bikes with more power (electric bikes) would result in injury and further conflict. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | As an avid biker, who does it the right way with no MOTOR (being the key word as they are a motorized vehicle) support, I can’t support allowing e-bikes onto our already overcrowded trails. This is not a true form of mountain biking and therefore should not be allowed on trails as so. The purpose of e-bikes are more for commute and leisure and there are plenty of places for that to occur without adding them into the already limited and crowded trail system mountain bikers utilize. Acceptance of e-bikes only leads to increase risk for accidents and collisions with under qualified “bikers” being let loose on trails they are not equipped for skill wise. For those who truly appreciate the sport of mountain biking and appreciate and respect nature, e-bikes are are a disgrace to the sport and should not be accepted as anything but that. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Because an electric motor is still a motor. No motorized vehicles. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Bikes--any type--are incompatible and OFTEN hazardous to hikers. There are already way too many trails open to bikes, and ADDING e-bikes will only make it worse. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | biking is supposed to involve effort, not just twisting a throttle. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Current Law: NO MOTORIZED VEHICLES, is safe and enforceable. Petitioning to allow e-bikes is just another powerful Boulder cycling lobbyist's way of making everyone adopt their self-righteous lifestyle. NO to e-bikes on trails and open space. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Danger. Trails are crowded enough without motor-assisted bikes. Riders are careless. Prohibiting e-bikes will avoid extra traffic. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | E Bikes are a motorized vehicle and DO NOT belong in our open space. Open space is for NON motorized use. The users of e Bikes do not have the skill to ride at the speed that an e bike |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | allows and adding this would severely degrade our open space and the experience of all other users. Please please please do NOT ruin our open space by allowing a motorized vehicle . I am a cyclist and I know what skill is required to ride a bicycle at 20 miles per hour. If you do not have the legs to do this yourself, then you have not gained the skill required to do this safely. Do not do this. |
| Strongly Oppose | Oppose | Strongly Oppose | E bikes have a place in our society but it is not on recreational trails. E bike technology is not advanced enough for proper use on trails like Betasso, Hall or Heil Ranch. Ebikes are currently heavy and bulky but the technology will eventually advance quickly. Mountain biking is an activity involving physical exertion and skill. Ebikes will take the sport out of mountain biking. Ebikes are ideal for commuting and should NOT be used as a for of assistance in recreation. If you allow ebikes on recreations trails you might as well open them up to motor bikes. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | E bikes will cause even greater conflict among trail users. E bikes, with speeds of up to twenty miles an hour will cause danger to MTN bikers , hikers, dogs and wildlife. I have already encountered e bikers on trail illegally and they have not yielded and generally made me move out of their way. They will cause MTN bikers to be even more discriminated against as hikers will not be able to distinguish them from regular bikes and we will lose trail access. We already have very limited access to trail in the Boulder area. E bikes are welcome on paved bike paths or trails that are open to motorcycles. They will ruin my experience in nature with their speed and aggressiveness. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | EBike riders ride too fast. Unsafe for this area. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | eBikes are essentially motorcycles. They are motor-driven and can achieve speeds which are dangerous to other trail users hiking or biking on singletrack trails. Motorcycle companies have begun producing electric motorcycles. There is little difference between these and eBikes other than top speed. Electric bikes might not be piston drive, but they are motorized vehicles, plain and simple. Thus they have no place on trails that are designated for non-motor use. (I am a motorcycle rider, and I oppose eBikes on hiking trails.) |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | eBikes are motorcycles. Open space parks (and numerous other natural parks/areas/trails) are designed specifically for people with no equipment or a human-powered vehicle. To add in an artificially powered vehicle completely ruins the entire point of the open space. The trail experience, the views seen, the fauna of the area are all explicitly designed to be seen only by those who put in the effort to get there. It is supposed to be selective, and hard, and challenging and not everyone can get there or see the view or experience it...that's why it's special. To allow assist eBikes ruins that entire idea, at that point you might as well put a paved road to the top of every mountain so the laziest among us can still get to see the same views...without any effort at all. I am whole-heartedly against eBikes on any natural or open space trail because the entire purpose of those trails is to be self or self powered, nothing else. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | E-bikes are motorized vehicles and they do not belong on trails. Everyone can enjoy the trails at their own pace Asmara it is. Why should those who are unable to ride a conventional bike fast enough to get a larger thrill from it be allowed to endanger all trail users by using a motorized vehicle on the trail? If Motorized bicycles aka e-bikes are allowed on open space then other forms of motorized transportation should allowed on open space. People do not drive cars on open space trails so saying that it keeps people out of cars is pointless. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Ebikes are motorized. They should be allowed anywhere motorized vehicles are allows. They should be allowed on paved bike paths. They should not be allowed on singletrack. The high rate |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | of speed that they allow on uphills, where bikes are traveling at their fastest while headed downhill, will create unsafe conditions. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | E-bikes are not appropriate for crowded urban trails like in BoCo. There is already crowding and this would make it worse while also adding a speed differential. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | E-Bikes go too fast. Cannot distinguish between faster e-bikes & slower. Do not think there will be enforcement of speeds. Want to enjoy nature without motorized vehicles. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Ebikes have a much higher range of speed then mechanical bikes. On trails with a rider who is not familiar with an ebike, going at high speed around hikers and pedal bikes - especially around families with small children would be potentially extremely dangerous. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | First of all, no motorized vehicles should be allowed on Open Space, period, except for OS vehicles/emergency vehicles when absolutely necessary. Calling them "E" bikes is just a PC way to avoid saying "motorized". It doesn't matter what the power source of the motor is. No ebikes, no escooters, eATVs, no ehorses, no MOTORIZED anything should be allowed on Open Space. 2ndly, how are you going to make sure only Class 1 ebikes are used? Are you going to rivet an OS tag on each bike (and change the color every year like the dog tags)? You know that if you allow Class 1 ebikes, people will bring their Class 2 or Class 3 ebikes on the trails. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | How will you regulate allowed motors vs non-allowed ebikes when they look very similar? Many of them can exceed 20mph, and are basically electric dirt bikes. |
| Strongly Oppose | Oppose | Strongly Oppose | I am afraid that inexperienced ebikers will go too fast for their skills and crash into hikers and other bikers, and the entire mountain biker community will be blamed. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I am fearful of bikes suddenly coming up behind me. There are enough bikes on Open Space--too many. They annoy wildlife, trample plants and are unfriendly to walkers, hikers, small children, families, the elderly and even dogs and horses. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I bike around Boulder on streets. But allowing eBikes will degrade open space by making it too easy for too many people to overrun these preserved places. Open space is not just for recreation, it is for preservation of natural habitat and other non-recreational values. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I cherish the peace and quiet on our trails. It is already a challenge to deal with the existing bikes. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I don't want e-bikes on open space lands. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I have personally experienced a downhill biker, coming around a blind curve, startling me and nearly crashing into me. My expectation from the County open areas is primarily "wildlife habitat protection," NOT intensive people-use for residents and non-residents. And DEFINITELY NO electrical assist bicycles. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I have ridden an e-bike before and they are a lot fun but I do not believe they belong on open space. Trails are crowded now with hikers, bikes and horses. Our population is growing and when you start to consider who many folks are going to be using open space in the next few years we are going to be "over-loving" our open space and once you put e-bikes on trails you can't change your mind and stop them from using trails in the future. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I have spent 25 years fighting for access for mountain bikes. The number one reason we lose access to trails is because hikers/horseman don’t like our speed. And yep, we mountain bikers still have a ways to go to figure out how to slow down when passing hikers, horses and other bikers. (And yes, hikers and horses could learn a thing or two as well. ) The last thing we need right now is a new population of bikers who ride even faster. I am baffled that so many bike advoacy oraganizations, people who are friends of mine but now under the influence of the mighty dollar |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | from the bike industry, are pushing this, knowing full well how much work we have had to do over the last 20 years to address the conflicts between trail users and how the problems are just getting worse. Before we allow E- bikes, lets first work on a national educational outreach to all non-motorized trail users on how to get along and how to respect our trails. Maybe in the future there is a place for E-bikes on non-motorized trails, but not right now. We have some amazing two track scenic roads and motorized singletrack here in Colorado that are fun to ride, and especially with a motor. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I would like to see research on how many people would use this kind of e-bike who are not already using fully human powered bikes. What is the reasoning behind allowing these kinds of bikes and what is the community need for them? |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I'm concerned about congestion on the trails and E-bikes will likely add additional activity. I don't know to what extent if any they make noise; if they do, I'd prefer less noise to more when I'm hiking. I'm also not sure how well people will control them and whether or not they will raise the risk of hikers being injured. When I go hiking, I'm seeking simplicity, quiet time in nature, and a chance to view wildlife and natural beauty. In sum, I'm concerned about E-bikes creating more activity than we already have on popular trails close to town and more disruption of the stillness in the environment. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Increased danger to other users |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | It’s hard enough navigating trails as a walker hiker when they share with a bike - not all bikers are courteous and careful. The added speed sounds like a recipe for disaster at worst and a major nuisance at best. Keep electrical and other speed boosted devices to the streets! |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Motor plain and simple, will hurt bike/other trail user relations and lead to further bike closures |
| Strongly Oppose | Neutral | Strongly Oppose | Motorized. NO. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Non motorized means no motor. Regardless of how a person is “assisted” with that motor. Who will police this? What happens once folks start modifying these things? Im all for them commuting and on already designated OHV trails. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Open space should be primarily for the wildlife that lives there with humans visiting it. E-bikes will frighten wildlife. E-bikes will prevent anyone on foot from enjoying the space. Allowing manual bikes on trails has made those trails uncomfortable to me; e-bikes will make that even worse by having faster vehicles to deal with. E-bikes will ruin the trails for humans wanting to enjoy nature. There are plenty of places for powered vehicles. Why ruin our open space? |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Riding an ebike on trails would be pretty distributive to others trying to enjoy their activity of choice. Someone on one of those is going to hurt someone else sooner or later, and it just takes the pureness completely out of the activities. If this is allowed we might as well just start paving all of the trails to make it easier. The amount of ruts that will be dug into the trails will be horrible whenever it's wet and just in general the trail qualities will probably worsen. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | See my comment in the Additional Comments, below. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | The added speed and weight of those e-bikes make it too dangerous for elder walkers, families, baby-joggers, etc. Allow them on bike only trails - fine. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | The speed at which they overtake other users is not intuitive. On moderate climbs and rolling sections they go really fast. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | These are motorized vehicles and do not belong on our open space. Please do not do this horrible horrible thing. As a cyclist in Boulder for over 30 years, we have worked and worked to |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | increase tolerance and this would undo much of that work. These riders do not have the skill to go at these speeds without endangering others. Motorized vehicles do not belong on our open space. There is NO DIFFERENCE between this and a scooter , or a motor cycles or even a CAR. If this is done, for myself, I will never support open space again. You will ruin my experience away from motors, so I would never again vote for open space. This is supposed to be a place that we can go to get away from the day to day and enjoy nature and adding motorized vehicles would ruin that experience. How would you stop only certain types of e bikes? Who would pay for that enforcement? Me? My taxes? DO NOT DO THIS. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | These places should be for human powered endeavors. I would be ok with e bikes for the disabled. Modern bikes are so efficient that ther is no reason a person would need one |
| Strongly Oppose | Neutral | Strongly Oppose | They are a motorized vechile. Same reason we don't allow motorcycles on hike/bike trails. Do you expect pedal powered bikers do give way to someone climbing or descending on an ebike mtb? |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | They are motorized vehicles. Keep them off the trails. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | this is basically a motorized bike with potential speeds, weight, and handling characteristics that make it not compatible with any trail system especially with other mountain bikes, hikers, runners, etc, with the potential for serious injury. eBikes should only be allowed on roads. My opposition is not due to bias against eBikes, but a thoughtful perspective on the significant incompatibilities between bikes and eBikes. A certain skill set is also required to safely handle a bicycle on the trail, users with eBikes, with less experience, but greater power, could put them at greater risk as well. Thank you! |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | This is not a mtb bike. People without of skills will be riding hard trails and trying to go down hill with a 50lbs bike? No safe. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Trails should be used for activities that are all-human powered (unless the person is disabled). These kind of bikes are not meant for this kind of path. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | when you are running/ walking on a trail 20 mph bike feels extremely fast. Not safe! If people are not fit enough to climb a trail on their own they don't belong on a trail, they are a danger to themselves and everybody around them. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | you won't be able to enforce their illegal use EVERYWHERE, including Arapaho Roosevelt National Forest |
| Strongly Oppose | Oppose | Oppose | Actual ebike classification and power is far too difficult to discern and control. Available speed and acceleration is extremely inconsistent with safety and enjoyment on shared trails. Access for truly non motorized bikes will likely be negatively and unfairly impacted by this conflict. EBikes are often justified as aids to old and infirm but are actually marketed to young "shredders"--see "EBike Action" magazine to easily understand this. |
| Strongly Oppose | Oppose | Oppose | As a senior citizen (76) hiker, I am opposed to E bikes (any type) on OSMP trails, particularly mountain trails ( Bettasso, etc.). even though I am reasonably bike aware ( I ride MTB some), I still do a lot of jumping! Adding more riders, many without either the experience or the strength to avoid physical conflict with hikers is a very bad idea. Here is a copy of my daily Camera letter: Charles Gray: Keep trails human-powered Posted: 01/30/2018 07:10:10 PM MST In reading the various letters on this topic, I've found one thing missing. Mountain biking is a sport; it has nothing to do with "climate friendly" transportation. I've read about the various different types of e-bikes; how would the already overworked park rangers ever keep up with every rider to see what they are riding! Let's make it easy; keep the trails human-powered. As I've gotten older (76), |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | I realize that I can't ride everything, so I pick what I can; think Betasso versus the gnarly uphill climb at Hall Ranch. Charles Gray Boulder |
| Oppose | Oppose | Oppose | Class 1 are not horrible as they are pedal assist but I fear it's a slippery slope to allow more than pedal assist. |
| Strongly Oppose | Strongly Oppose | Oppose | county trails do not need bikes that are capable of going 20 miles an hour (up as well as down hills) - our open spaces were meant for non-Motorized enjoyment (and an electric motor is still a motor) |
| Strongly Oppose | Oppose | Oppose | E bike can move too quickly on trails and will be difficult to accommodate with other trail users |
| Strongly Oppose | Oppose | Oppose | E bikes are motorized vehicles and should be classified as such. In my mind they are like mopeds or scooters. |
| Strongly Oppose | Oppose | Oppose | E-bikes change the dynamics of shared trail use in unacceptable ways. Common sense rules that most trail users are aware of, such as yielding to uphill traffic, become more questionable when electric motorized vehicles are present on the trail. Rules like "e-bikes yield to everybody" are complicated because e-bikes are often difficult to quickly differentiate from normal bikes at a distance, so many manual powered bicyclists will mistakenly yield anyway. I am especially opposed to e-bikes in areas of higher mountain bike traffic - I enjoy both activities, but I recognize that hiking in the presence of mountain bikers is inherently less comfortable than hiking without them, and so there is a delicate balance to strike. I very much anticipate that e-bikes will make this balance more difficult to preserve by encouraging higher overall speeds, among other factors. |
| Strongly Oppose | Oppose | Oppose | E-bikes on singletrack pose a great threat to mtb advocacy/access efforts. Most people will see e-bikes as defacto motorcycles (which isn't far off) and lumping in e-bikes with fully human powered bikes is a non-starter. |
| Oppose | Oppose | Oppose | I do not believe that motorized vehicles should be allowed on these trails. |
| Strongly Oppose | Strongly Oppose | Oppose | Motor+cycle= Who says how much is oaky and who enforces it? When does it become a complete ban on bikes? |
| Strongly Oppose | Strongly Oppose | Oppose | Open space trails are currently shared by hikers, horses, and bicycles. Although bicycles are supposed to yield to hikers, I have had to jump off the trail to yield to fast moving cyclists. Adding e-bicycles will only compound this problem. Trails on many of our open space parks are crowded, especially on the weekends when the weather is good. Adding e-bicycles will only increase this problem. |
| Strongly Oppose | Strongly Oppose | Oppose | There are plenty of other areas for e bikes to be used. Why prohibit 4 wheel drive vehicles? same for e bikes. |
| Oppose | Oppose | Neutral | 20mph is too fast for anything except the commuter style trails. |
| Strongly Support | Neutral | Neutral | being only electric assist, class 1 e-bikes keep these trails human powered. |
| Strongly Oppose | Neutral | Neutral | Do not want to see them on mountainous singletrack, since they are motorized vehicles. Not sure they should be on crushed gravel paths but don't have a strong feeling on that, other than restricting speed |
| Strongly Oppose | Strongly Oppose | Neutral | E bikes should be allowed for individuals who wish to use their bikes for commuting purposes. They are a detraction to visitors on trails intended for mountain biking. These trails should be limited to human powered activity only. |
| Strongly Oppose | Neutral | Neutral | Ebike riders will not have the mountain bike skills to ride single track and will be a danger to themselves and others. |
| Strongly Oppose | Oppose | Neutral | e-Bikes of any classification should not be allowed on natural surface trails. City bike paths and |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
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| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | "soft surface" urban trails would be acceptable, as a means of recreation and transportation. But wilderness based trails should remain bicycle and hiking only, nothing motorized. This is a slippery slope. |
| Strongly Oppose | Strongly Oppose | Neutral | For mountain trails, trails are already dangerous with bikers who fail to signal approach, do not yield right of way or pass off trail creating soil erosion & destruction of species of flora (these are usually for recreational purposes). Ditto the same for wildlife areas & preserves. Regional trails are more conducive to commuting, which I recognize as being impt. So I am not seeing valid purpose for adding more bikes on trails for recreational purposes. |
| Strongly Oppose | Oppose | Neutral | Having ridden eMTBs, I know that there is a learning curve to accounting for the pedal assist. The assist lags the pedal input and can cause novice riders to lose control on tight singletrack trails which could endanger themselves and hikers. This issue is not as critical on wide regional trails. |
| Strongly Oppose | Strongly Oppose | Neutral | I am strongly opposed to e-bikes on recreational trails, especially ones that are unpaved, and especially if they are single track. I could see the appeal to e-bikes for commuting, and since I support getting more cars off the road, I am open to class 1 bikes on wide, paved, commuter routes. However, even there, I think there are issues that need to be addressed. |
| Strongly Oppose | Neutral | Neutral | I believe e-bikes add value as a commuter vehicle. I do not believe motorized vehicles have a place on singletrack and more technical trails. These trails are less accessible to most and require a certain level of bike competence. EBikes negate that competence and will cause these trails to get more crowded with less understanding of trail edicate, ect. |
| Neutral | Neutral | Neutral | I believe that Open Space trails should be reserved for human-powered bikes, or hiking, and skiing. The class I bikes still require pedaling, so I think that allowing them would be a reasonable compromise. |
| Strongly Oppose | Neutral | Neutral | I can understand the need for access to flat trails and regional trails for people who need assisted bikes. I don't think they are appropriate for mountain trails because of safety concerns and potential for abuse.. |
| Strongly Oppose | Neutral | Neutral | I don’t believe we should allow motorized vehicles on our trails. It seems dangerous. Imagine a scenario when an ebike going 20 mph on an uphill section meets a regular bike going 20 mph in the opposite direction. This doesn’t happen without ebikes. |
| Strongly Oppose | Oppose | Neutral | I don't feel like motorized vehicles belong on these trails |
| Strongly Oppose | Strongly Oppose | Neutral | I think that e bikes can be used by people for transportation. |
| Oppose | Neutral | Neutral | It's how I feel! |
| Strongly Oppose | Strongly Oppose | Neutral | Mountain trails already have issues between different user groups. E-bikes will increase speeds on the ascent and Exacerbate current issues |
| Strongly Oppose | Neutral | Neutral | Opposing traffic going at high speeds up and down steep trails does not seem very safe. |
| Strongly Oppose | Strongly Oppose | Neutral | The last thing we need on any trails but regional commuter trails is yet more disturbance--for all beings, but especially for wildlife. I wish it were being made clear to everyone that if it's a case of a disability, that's an exception already. There's no excuse for allowing yet more damage and disruption on any trails but major commuter trails. In the case of those, I could see allowing e-bikes, though not if they traversed any significant wildlife areas. |
| Strongly Oppose | Strongly Support | Neutral | There’s no way for other trail users to distinguish e-bikes with regular bikes. This will make all bicyclists look bad when e-bikes coming uphill at 20mph spook a horse or hiker or child. |
| Strongly Oppose | Oppose | Neutral | trails that are primarily commute trails make sense to incorporate. Rec trails will cause much greater trail conflict and uphill erosion |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
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| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| Strongly Oppose | Support | Support | Class 1 e-bikes would be very dangerous on tight, singletrack trails like Betasso Preserve, Hall Ranch, and Heil Valley Ranch. All of these trails have enough traffic to make an e-bike a danger to other bike riders, hikers, and runners since it's hard to see around corners. |
| Oppose | Neutral | Support | Commuter (regional) trails seem reasonable for e-bikes, especially since many people ride on the road or paved paths to get there. Enforcing the speed limit is crucial. These paths also have more room for maneuvering and better sight lines. Adding e-bikes to singletrack trails will not improve the experience for most anyone. |
| Strongly Oppose | Oppose | Support | E bikes should be used on roads, areas designated for motorized vehicles, and wide commuter paths that can easily accomodate 2 way traffic with room to spare. |
| Strongly Oppose | Oppose | Support | E-bikes are another manifestation of pleasure culture which raw, rugged natural trails and open spaces have always provided a safe haven from. These place are special for people to connect with nature and themselves, and enjoy it through the work of their own body. To be human powered is to be connected to one's self and it's place in nature. E-bikes will encourage an onslaught of trail users who will not care for the space or it's value to the inner soul. The turns will provide nothing more than a quick hit of adrenaline. |
| Strongly Oppose | Strongly Oppose | Support | E-bikes are to make commuting and getting around easier. They shouldn't be on trails with hikers and horses. |
| Strongly Oppose | Support | Support | E-Bikes should not be allowed on singletrack due to user conflict issues arising at even higher speeds and on steep trails due to the erosion and trail damage they will inflict. |
| Strongly Oppose | Oppose | Support | Foothills/mountain trails: already hikers and those seeking a "slow" experience (such as wildlife and bird viewing, taking pictures, or just plain peace and quiet away from urban sounds) are limited to "no-bike days" at Betasso. Bikes (human-powered) already sneak up on people, because of the speed disparit. Bikers on e-bikes would go even faster. And the e-bikes are too loud for quiet hiking, but too quiet for hard-of-hearing folks to hear. Adding e-bikes on narrow trails would be dangerous. At Heil Valley Ranch, regular bikers skid downhill are around corners. This behavior is dangerous and unpleasantly dusty when the trail is dry. Hikers must step off trail, which widens it. Bad mix of uses. |
| Strongly Oppose | Neutral | Support | Foothills/mountains: trails are narrow, bikes force hikers off the trail, causes additional ecosystem damage Flat trails on plains: OK if bike riders follow the rules, esp. 'yield to peds' Regional trails: these can be communting paths |
| Neutral | Support | Support | Heil and Hall are more technical and rocky |
| Strongly Oppose | Strongly Oppose | Support | I am a strong advocate for silent sports and passive recreation in good habitat for wildlife. The latter is already forced to forage & breed around a myriad of human activities; adding a machine assisted by electricity is a bridge too far. |
| Strongly Oppose | Strongly Oppose | Support | I do NOT support any type of electrical assisted bicycle on mountain trails. This type of activity was clearly not the intention of the thoughtful citizens who advocated for Boulder County's Open Space program. I DO support e-bikes on commuter and regional trails. E-bikes are an excellent and healthy alternative to traditional transportation (vehicles, public transit). However, my view of this technology does not lend itself to access for multi-use trails. Riding an e-bike on multi-use mountain trails is not a god-given right. I'm very sorry if you are no longer fit or able to ride like you once did. Getting older is hard, and something we all have to face. How does Boulder County Parks & Open Space plan on regulating between different classes of e-bikes? Did you know that many e-bike manufacturers make eMTBs that don't fit into a the Class 1-3 system? ex. |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
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| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | Luna eBikes rated at a 1,000+ watts. Many manufacturers are producing e-bikes that have both pedal assist and throttles. Has anyone studied the impact of e-bikes on trails? Does BCPOS plan on doing so? Parks and Open Space's Mission: "To conserve natural, cultural and agricultural resources and provide public uses which reflect sound resource management and community values." I do hope that BCPOS's decision making process truly reflects the values of the community. Taking a glance at survey respondents, its evident that many community members are NOT in support of eBikes on Open Space. Choose wisely BCPOS... |
| Oppose | Support | Support | I have ridden mtn bikes, am currently a trail runner, and have test driven an e-bike. I will buy an e-bike so that I can reduce car trips. After working, or running a long distance, I tend to use my car for small trips. An e-bike would replace that. So use of the Wonderland trail to cut down to Lucky's would be nice. BUT, I would never use an e-bike at Betasso. They go up to 20 mph and I just wouldn't want to accidentally hit a hiker or runner at that speed. |
| Strongly Oppose | Neutral | Support | I like ebikes as a commuting option. They do therefore, in my opinion, need access to the trails that are convenient for that. I'm fine with people needing to work harder on the steeper trails and also keeping the number of people on them at a manageable level. |
| Strongly Oppose | Neutral | Support | I like the thought of using e-bikes as transportation, but feel they are dangerous in a mountain biking situation. |
| Strongly Oppose | Strongly Oppose | Support | I sweat at betasso, Hall and Heil. it's work. I don't need to be getting passed by motor bikes |
| Strongly Oppose | Strongly Oppose | Support | I think eBikes are great for commuting, but I believe part of what makes open space great, is that you have to work to access it a bit. Walking, pedaling, running, or riding a horse requires more engagement from you the user of open space. |
| Strongly Oppose | Neutral | Support | I think e-bikes will significantly add to current right-of-way issues on singletrack trails in foothills/mountain areas. I'm an intermediate rider and I still have problems with expert level riders expecting everyone to be at their level on some of these trails. This is a reason I will never ride/hike Betasso or Hall Ranch, even though they are beautiful open space properties. Lower that skill threshold to hit these trails with e-bikes and it will fundamentally change the experience of single track trails for new/intermediate riders. And hikers, who already seem to have strong opinions against non-ebike bikes. However, I see no problem with e-bikes on regional trails that are wide enough to allow for safe passing and dismounting. |
| Oppose | Neutral | Support | I think electric bikes could be very useful on the regional trails, where people are commuting between towns. However, on more recreation based trails, the speed and weight of an electric bike may increase user conflict. |
| Neutral | Neutral | Support | I'm a strong supporter of e-bikes as a means to get people out of cars and on bikes. As such allowing their use on regional trails used for communing is key. As recreational devices on single - track trails I am less convinced e-bikes are a good thing, |
| Support | Support | Support | more people on bikes the better, there is already "ebikes" on open space |
| Strongly Oppose | Neutral | Support | Mountain bike trail access is limited in the Front Range compared to other mountain west areas. I believe that allowing e-bikes on singletrack trails (e.g. Hall Ranch, Heil Valley Ranch, Betasso Preserve) threatens continued mountain biking access to these trails. It is also a potential source of user conflict as the e-bikes will go faster uphill. As shown above, I am "neutral / support" for considering e-bike access on other Boulder County Open Space property. However, I believe that, at this time, keeping e-bikes off of singletrack on Boulder County Open Space offers the most balanced solution, avoiding increase user conflict. |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
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| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| Support | Support | Support | Not too fast--this provides support for people with physical challenges that restrict their ability |
| Support | Support | Support | similar to regular bike healthy transportation |
| Strongly Oppose | Neutral | Support | Singe track is not built to handle the extra power of e bikes and the user conflicts with faster bikes on the trail could lead to additional loss of access for all bikes. Using them for commuting on flat trails in/near town is appropriate to get cats off if the road |
| Support | Support | Support | Support as long as the trail is already designated a bike trail. ie, not opening up new non-bike friendly trails e-bikes |
| Strongly Oppose | Neutral | Support | The increase in uphill speed on an e-bike increases the odds of collision with a user heading downhill. |
| Support | Strongly Support | Support | There is little reason I believe to allow regular bikes, but not e-bikes. |
| Neutral | Support | Support | They are motorized and go too fast for uphill trails |
| Support | Support | Support | while walking my dog I have already seen some ebikes around Boulder. I see no harm in it. Bicyclist who are on regular bikes and seem to be doing a serious work out are the bikers I found who go the fastest (faster then the 15mph speed limit) |
| Neutral | Strongly Support | Strongly Support | Accessibility enhancements for residents. More people may enjoy open space & trails. |
| Strongly Support | Strongly Support | Strongly Support | An E bike has greatly increased my accessability to the available trails and expanded my enjoyment of the outdoors. |
| Strongly Support | Strongly Support | Strongly Support | An e-bike isn't any faster than an expert rider on trails. An e-bike isn't leaving the ground as much like an expert rider would throw around a traditional bike. They only go when you want it to go, they aren't mopeds. They assist in your effort. We all use items daily to assist us in an effort to make life better. E-bikes can get people off the couch and exercising. Also a great way for the older folks to get back out there and enjoy the things they used to be able to do, ride. Especially as hilly as it is in Colorado, an electric bike will take the she off. |
| Strongly Support | Strongly Support | Strongly Support | Any ebike, 1 or 2, should be allowed. They give my spouse a chance to ride with me if I'm on manual power. |
| Strongly Support | Strongly Support | Strongly Support | As a 75yo retiree and a lung cancer survivor, owning an E-bike has allowed me to continue to explore our bike trails. My wife also has an E-bike and we almost always ride together. We find that a lot of regular cyclists ride faster than we do. We ring a warning bell when approaching hikers and slow our speed (so frustrating when hikers have both earbuds in their ears and do not hear our bell). As courteous riders, we feel that E-bikes do not pose a danger to other bikers or hikers any more than regular bikes and that they should be allowed on our trail systems |
| Support | Strongly Support | Strongly Support | As a handicapped person, it is one of the few ways I can get out and get some exercise. |
| Strongly Support | Strongly Support | Strongly Support | As a heart patient, I built my own ebike to allow me to get out and exercise while having the electric assist to help me when climbing causes my heart rate to exceed my Doctor's recommended limits. |
| Strongly Support | Strongly Support | Strongly Support | As a typical Boulderite (except for CU students who annoyingly defy the natural aging process) I am progressing in years. While I still want to enjoy all of the nearby beauty of the area, my body doesn't always comply. An E-Bike allows me to stay active and get exercise and enjoy Boulder's trails when my arthritis and other physical issues get in the way. I think of E-Bikes as a wonderful new technology that we a progressive city need to accept and regulate just as we have done with Airbnb, ride-sharing services, etc. I fully support allowing E-Bikes on our trails. Sincerely, Daniel Arrowood 1634 7th St #3 Boulder CO 80302 303 250 2920 |
| Strongly Support | Strongly Support | Strongly Support | As an older rider with more limited fitness, an e-bike gives me access to trails that I otherwise |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | wouldn't be able to ride (generally too much climbing). There are plenty of other riders that have limited trail access because of age or physical/fitness limits, it would be great to get them access. |
| Strongly Support | Strongly Support | Strongly Support | assistance is necessary for people with disabilities. |
| Strongly Support | Strongly Support | Strongly Support | At age 66 and with some joint problems, an e-bike is the only way I can bike and enjoy the outdoors. Riding on roads do not feel safe to me. So trails are my only option. |
| Strongly Support | Strongly Support | Strongly Support | being older I am looking to get an Ebike so I can continue to ride longrides, the ebike I rode was very quiet |
| Strongly Support | Strongly Support | Strongly Support | Class 1 bikes ride & leave the same impact on the bike paths & trails as any other bikes. |
| Strongly Support | Strongly Support | Strongly Support | Class 1 Ebikes are no more impact on the trail than any other type of bike. Ebikes open up trails and accessiblity for many who would not otherwise have access due to age, ability, or medical issues. |
| Strongly Support | Strongly Support | Strongly Support | Class 1 ebikes are no more or less of an impact than other bikes. |
| Strongly Support | Strongly Support | Strongly Support | Class 1 e-bikes are too similar to regular non-pedal assist bikes to be prohibited. |
| Strongly Support | Strongly Support | Strongly Support | Class 1 e-bikes are very similar to non-e-bikes in speed and impact on trails. The battery assist makes the trails and paths safer and more accessible for some users. Allowing class 1 e-bikes on the trails supports alternate transportation goals, health and well-being, and quality of life. |
| Support | Strongly Support | Strongly Support | Class 1 should be allowed on all trails as these are human powered, but with the "e-assist". |
| Neutral | Strongly Support | Strongly Support | Commuting |
| Strongly Support | Strongly Support | Strongly Support | E bikes allow more people to enjoy the outdoors and let slower riders enjoy riding with faster riders. |
| Support | Strongly Support | Strongly Support | E bikes allow older citizen and those not as “physically able” to reap the same benefits as those who are younger and or more fit. The bikes do not interfere with the enjoyment of those that are not using ebikes |
| Oppose | Strongly Support | Strongly Support | E bikes are an assistive device for older and partially handicapped people. We pay hefty taxes, including great sales taxes in Boulder County. Prohibiting E bikes appears to be age discrimination! Set safety & speed guidelines for all bikes. |
| Strongly Support | Neutral | Strongly Support | E bikes provide an enhanced experience for fully able-bodied cyclists. They also expand off-road cycling to include many whose disabilities would make them unable to try the activity. |
| Neutral | Strongly Support | Strongly Support | E bikes should be allowed anywhere regular bikes are allowed. I'm not really in favor of any bikers on the mnt. trails but if they are allowed then e bikes should be allowed. |
| Strongly Support | Strongly Support | Strongly Support | Ebike provide a alternative Eco friendly mode of transportation |
| Strongly Support | Strongly Support | Strongly Support | E-bikes allow those who would otherwise not be able to ride to do so. Please don't restrict those who need the assistance. |
| Strongly Support | Strongly Support | Strongly Support | eBikes are great ! In theory, ebike riders should be more careful and courteous since they won't be worried about stopping, since it is easier to get going again. And, eBikes are usually equipped with lights and a bell. |
| Strongly Support | Neutral | Strongly Support | E-bikes are great, get over it. |
| Strongly Support | Strongly Support | Strongly Support | Ebikes are no faster than a regular bike. The have a small virtually silent electric motor that makes climbing hills easier. Europe has allowed Ebikes for years with no ill effects. We need to catch up with the rest of the world and allow Ebikes on all trails which currently allow regular bikes. |
| Strongly Support | Strongly Support | Strongly Support | E-bikes are simply bikes with new components. The difference between a single speed bike and a |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | wide range mountain bike is wider than a mountain bike to an e-bike in terms of "mechanical advantage". E-Bikes are good for health, and in my own experience, have been a gateway to actually riding all sorts of bikes more. I have an E-bike along with 3 others (folding, mountain and road). |
| Strongly Support | Strongly Support | Strongly Support | E-bikes are the future of both commuter transportation and recreation. |
| Strongly Support | Strongly Support | Strongly Support | Ebikes are the great equalizer for athletes that want to enjoy single tracks but physically can't. The small assist is welcome to gain the climbing edge. What a relief. My wife can finally ride with me when I lend her my ebike. |
| Strongly Support | Strongly Support | Strongly Support | E-bikes are used mainly by 2 groups - seniors (older than 30) and disabled. The people in my community who are using e-bikes fit in only these categories. I have asthma, so pedal assist helps me to continue breathing. We are not aggressive riders. We don't "tear-up" trails - that is done by young people on expensive non-motorized bikes. |
| Strongly Support | Strongly Support | Strongly Support | E-bikes are very enjoyable and would make my commute into town much easier and enjoyable. There is a trail right by my house which I could use to get to town much easier than the roads (I find some roads to even be dangerous because drivers don't know the rules and out of town drivers don't know what to do with a bike on the side of the road). I find if a person is going to be too fast on a trail, they can do it with or without an e-bike- especially going down the steep mountain trails. A good biker can ride as fast as a person on an e-bike because they can handle the speed. |
| | Strongly Support | Strongly Support | E-bikes do not disturb trails or other riders anymore than non-ebikes do. |
| Oppose | Support | Strongly Support | e-bikes for commuting is a good thing. It gives people an alternative to driving on the roads, regardless of lifestyle. Having lived in Erie and worked in Broomfield, I would have ridden an e-bike everyday if it were allowed on the regional trails. Instead, 10 years of commuting by car, because it's just too great a distance to peddle daily. |
| Strongly Support | Strongly Support | Strongly Support | E-bikes have no additional impacts on our trails than any other bike and they allow continued access for the elderly. |
| Neutral | Strongly Support | Strongly Support | e-bikes make total sense as a transportation device. But for recreation on singletrack trails, I still am uninformed and have yet to formulate an opinion. |
| Neutral | Strongly Support | Strongly Support | eBikes on these flat, wide trails would allow people with varying levels of bike fitness to access, appreciate and enjoy the natural beauty of Boulder County. |
| Support | Strongly Support | Strongly Support | E-bikes today require that they be pedaled just like a normal bike so they are in essence just another bicycle and have the same rights on our trails. This is especially important for people such as myself that don't have a lot of physical strength anymore but will always have a love of our open space trails. I personally have a fused ankle which makes it tough to walk very far but I can still bike. I have an ebike on order and look forward to being able to use it like before the bad ankle days. |
| Support | Support | Strongly Support | Especially on regional trails, giving people the ability to commute by e-bike is a win for our local communities - fewer cars on the road. |
| Strongly Oppose | Neutral | Strongly Support | Good option for commuting on regional trails. |
| Support | Strongly Support | Strongly Support | Great way to help older people visit open space and enjoy the outdoors |
| Support | Strongly Support | Strongly Support | Hall, Heil might get a bit crowded but should be allowed. Wider, open trails have sufficient room and would work well for e-bikes. |
| Strongly Support | Strongly Support | Strongly Support | having tried an ebike, i can confirm they are not motorcycles. They are like bikes and you don't go |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | much faster than a super fit road cyclist. There is really no danger here. If mountain bikes are allowed so should ebikes. |
| Strongly Support | Strongly Support | Strongly Support | I am 74 and ride an ebike. I want safe outdoor spaces to ride. I have observed many times unpowered bikes going much faster than ebikes. Ebikes should be allowed wherever regular bikes go. |
| Strongly Support | Strongly Support | Strongly Support | I am 74 years old and an bike makes it possible for me to ride. |
| Strongly Support | Strongly Support | Strongly Support | i am a ebike owner |
| Strongly Support | Strongly Support | Strongly Support | I am a heart patient that is no longer able to enjoy unassisted mountain biking. E-bikes allow me to still enjoy the outdoors and bike with my disability. |
| Support | Strongly Support | Strongly Support | I am a lifelong biker and have used it as my primary form of exercise for years. I now have a cardiac condition that prevents me from riding unless I have a pedal assist bike. I have not as yet heard any compelling reasons for prohibiting e-bikes from local and regional trails. |
| Strongly Support | Strongly Support | Strongly Support | I am an avid hiker and biker. I have NEVER had a negative experience with an e-bike rider. Something I cannot say about some of my experiences with "passive" bike riders. E-bike riders are typically older and respect the trails and the rules of the trail/road. From my experience, e-bikes enable veteran bikers to continue enjoying a sport for which they have a passion. I ride a "passive" bike. |
| Strongly Support | Strongly Support | Strongly Support | I am older and have a heart condition. My Ebike has open the world for me. Getting out and being in nature is healing and healthy for me. I see the ten speed mountain bikers as more of an issue but feel we can all share trails. Bikes should have to stop and allow walkers hikers and runners pass easily that’s my suggestion. Ebikes are good for the environment also. |
| Strongly Support | Strongly Support | Strongly Support | I am older and want to keep biking. |
| Strongly Support | Strongly Support | Strongly Support | I attended 2 of your demos and rode 4 different ebikes. I am now convinced more than ever that eBikes should be allowed anywhere a regular bike is allowed. The motors a practically silent, and only help you to climb hills or maintain a consistent speed. They are not any faster than a regular bike, in fact, I would argue that they are SLOWER! Why, because when the motor cuts off at 20mph (for Class 1 and Class 2) it is very difficult to go faster than the cutoff speed. A moderately fit individual on a road bike can go WAY faster than 20mph. I fully support allowing eBikes on all BOCO trails including mountain trails such as Heil, Hall, Betasso, Walker, etc. |
| Strongly Oppose | Neutral | Strongly Support | I believe e bikes can expand access to users that currently can't get out there. I think the foothills and mountain trails offer a technical enough terrain that motorized bikes could be a danger to riders and others. A motor isn't a substitute for skills |
| Support | Support | Strongly Support | I believe e-bikes are best for commuting but want to encourage all people to utilize the great outdoors as long as they know their limits and stay safe. |
| Strongly Support | Strongly Support | Strongly Support | I believe it's much more about the character of the person vs. the method of which they choose to enjoy the outdoors. Ebikes are very commonly mistaken for regular bikes and most people riding them are very courteous. |
| Strongly Support | Strongly Support | Strongly Support | I can not think of any realistic safety differences in allowing non electric bikes vs class 1 and 2 ebikes and the nominal difference in weight is unlikely to make a significant difference in erosive change |
| Strongly Support | Strongly Support | Strongly Support | I do not feel that a e-bike will have any additional impact on the trail usage compared to a traditional bike. |
| Strongly Support | Strongly Support | Strongly Support | I don’t see class 1 ebikes an issue anymore than regular mountain bikes are. |

## I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| Strongly Oppose | Support | Strongly Support | I don't believe ebooks are appropriate on mountain bike and hiking trails, however trails that are used by road bikes and bike commuters should be open to them. This is because of the vastly different speeds of other users vs ebikes. also, trails that connect commuter routes should be open to ebikes, but not trails that simply access the mountains or are primarily hiker, runner and mountain bike. |
| Strongly Support | Strongly Support | Strongly Support | I don't believe there is any essential difference between an ordinary bike and an e-bike. If bikes are allowed e-bikes should be allowed. |
| Strongly Support | Strongly Support | Strongly Support | I dont ride an Ebike, but I am an avid mountain biker and one of friends has one and I have met others already on the trail that have them. Most of them have a reason, such as older or physical reason to need the help of the electric motor. So far I have seen no one "racing" on the trails. Ebikes do not go very fast and they quiet so I am in support. Do NOT allow motorcycles or drones - anything with loud noise is the most disturbing. Ebikes get people to exercise more is what I am noticing so I am for it, even if I never ride one. |
| Neutral | Neutral | Strongly Support | I don't wish to limit the ability of those who can't experience riding mountain bikes on these trails under their own power, but I can't fully support the idea without more information. |
| Strongly Support | Strongly Support | Strongly Support | I feel that we ebikers should have the same rights as bikers & horse riders |
| Strongly Support | Strongly Support | Strongly Support | I have a disability and heart issues and riding a regular bike would not allow me 2 enjoy the open space as a respectful senior citizen. Riding an e-bike would. |
| Strongly Support | Strongly Support | Strongly Support | I have an ebike. I am constantly passed by other riders that are going faster on regular bikes. The bike has a governor that slows it down when going downhill. It allows me to bike again after several years of not biking due to injuries. Most people can’t afford these bikes and these bikes tend to be heavy and aren’t the type of bike you want to take off of jumps and bunny hop around. The people who are against them haven’t ridden them and don’t fully understand the way they work. It’s also discrimination to not allow everyone the use of these trails regardless of their ability. These bikes allow people to ride that might not be able to ride. |
| Strongly Support | Strongly Support | Strongly Support | I have an e-tricycle and I enjoy riding on the LOBO trail from Prospect to Niwot and east from Prospect to Sandstone Ranch. I do not ride a bicycle because I have had two bad bicycle accidents. I am 72 years old and need to ride off road. |
| Strongly Support | Strongly Support | Strongly Support | I have ridden both, and regular bikers go just as fast if not faster then people on e-bikes so I see no reason not to allow them, plus they make commuting easier on a bike and sometimes you need to cross open space. Ive noticed they are also very quite so no extra noise. |
| Support | Strongly Support | Strongly Support | I have witness e-bikes being used very safely and courteously by people who otherwise could not enjoy the trail. |
| Support | Strongly Support | Strongly Support | I ride a mountain bike on the above trails. My wife just bought a Class 2 e-bike. Now she can ride with me! |
| Strongly Support | Strongly Support | Strongly Support | i ride because of bad knees. I use my e-bike for getting around town. Hitting a trail now and then would be fun. |
| Strongly Support | Strongly Support | Strongly Support | I strongly support e-bikes as a means for biking for oler citizens who want to be able to continue biking. As long as they support current rules and abide by them, there should be no difference. It's a sign of the times. E bikes are very popular for all ages. |
| | | Strongly Support | I support E-Bikes on regional trails. I believe they encourage using bikes for commuting, errands, etc. I don't support the Class 1 definition; pedal assist is not needed a speed limit is sufficient. |
| Strongly Support | Neutral | Strongly Support | I support the class 1 bike only, not others. |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| Neutral | Support | Strongly Support | I support use of e-bikes on trails that offer any potential transportation and commuting function. Portions of the Niwot Loop Trail that are NOT along LoBo trail still offer a means to get from point A to point B in addition to serving as a loop. I'm unclear whether "Flat trails" above includes some local (rather than regional) trails that serve point to point trips. Similarly, I am assuming that the Foothills and Mt. Trails are loops used 98% for recreational cycling rather than offer a point to point trip option. Which is why I am neutral on e-bike use for these. |
| Strongly Oppose | Strongly Oppose | Strongly Support | I think electronic assist will encourage riders to buy longer travel, more downhill oriented bikes. This will lead to faster descending and more trail conflict. Additionally, I don't see any way to enforce the Class 1 status. People will either modify their Class 1 bikes to be more powerful or ride Class 2+ bikes. Ebikes will be faster than mountain bikes both up and down hill. Greater speed will increase trail conflict. As you can already see in comments, non-cyclists won't differentiate between mountain and ebikes. The conflict will eventually reach a boiling point which will most likely result in loss of access for mountain bikes. |
| Support | Support | Strongly Support | I think from an environmental standpoint they are no worse than a regular bike or horse. As for speed, as long as e-bikers maintain trail rules and aren't assholes there should be space for everyone - there's always that person hiker, runner or biker that can be rude. |
| Strongly Support | Strongly Support | Strongly Support | I would be interested to know what other communities that have permitted class-1 ebikes on multiuse trails have to say. If only occassional incidents have been negative, I feel BOCO should give e-bikes on all but single track technical trails a try. Also bike lanes on paved roads should be widened and/or buffers added. |
| Strongly Support | Strongly Support | Strongly Support | I've be n living in Boulder for over 30 years and have always voted and paid my taxes for open space. Now that I'm in my 50's I find my knees are getting worse so I bought an electric bike to help me get around. I feel betrayed to have supported and paid for open space that I won't be able to use if ebike are not allowed. I don't understand the reasoning. If it is the speed then put a speed limit in place. Most bike riders I see going really fast are human powered not ebike!! |
| Strongly Support | Strongly Support | Strongly Support | I'd like to be able to explore and enjoy places I've never been! Walking or hiking is too hard on my body. E bikes allow me the ability to enjoy the great outdoors! |
| Strongly Support | Strongly Support | Strongly Support | im aware of ebikes, while Im not sold on them yet to buy one, as they cost a lot of money. I do understand the need for them. Some older bikers use them already - on all trails, and if I had a physical reason that would stop me from mountain biking, I would get an ebike so I could keep riding. My experience with them is not great, but from what I seen on the trails already you cant tell much difference. They do not make any noise, they are not fast, but they are expensive. |
| Strongly Support | Strongly Support | Strongly Support | It allows people that may be older or injured to get out and enjoy the trails. I don't see how it takes anything away from the die hard peddlers either. |
| Strongly Support | Strongly Support | Strongly Support | It means everyone can have some enjoyment and get out to see the wildlife Electric bike only work when you do the pedalling and need some help up hills |
| Strongly Support | Strongly Support | Strongly Support | My wife wouldn't be able to join me w/o an e-bike. |
| Strongly Support | Strongly Support | Strongly Support | Our ebikes enable us to spend so much more time outdoors now. We had almost stopped riding our regular bikes because frankly it was too much work for our bodies. We are in excellent shape for our age 65 years but can only hike so much at one time before my knees start getting sore. Now instead of being outdoors in the fresh air hiking for 1-2 hours, we will stay outdoors for 5 or more hours if we want. And then consider the people who aren't able to enjoy the outdoors to hike or regular bike due to joint issues etc for any age. As for speed issue, So far I have only seen |

I. Comments Class 1 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q4. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q5. Please briefly explain why you answered that way: |
| | | | that problem with people on regular bikes being reckless. I've never understood the "cheating" comment. It must be the mindset of those who think you should live your life like they do. How is it their business how you get to the top of the hill. I deserve that view as much as they do. Do they also think people driving cars are cheaters? Very elitist in their expensive bikes that I can't afford. But my tax dollars are the same in supporting trails. Regarding harm to the trails..... The ebike tires are wider which spreads out the load and my bike with the most powerful battery has never spun the tires. In conclusion, finally : ) Ebikes get more people out of the house and into our great Colorado outdoors and greatly improve both their physical and especially mental outlook on life. Thank you for asking! |
| Support | Support | Strongly Support | people already bike on open space, as long as its not noisy its fine |
| Strongly Support | Strongly Support | Strongly Support | People deserve places to enjoy the outdoors, e-mtb's are just another way to get more people outside who may be physically unable any other way. |
| Strongly Support | Strongly Support | Strongly Support | physically challenged riders would have the assistance necessary to continue riding and be able to use the trails their tax dollars have built and maintained. |
| | Neutral | Strongly Support | Regional transportation trail should allow ebikes. Ebikes allow people to commute longer distances and people less able physically as well. More bikes for transportation, fewer cars. |
| Neutral | Strongly Support | Strongly Support | See answer on other side |
| Strongly Support | Strongly Support | Strongly Support | See attached |
| Strongly Support | Strongly Support | Strongly Support | See no issue or difference between normal bike if allowed and e-bike. |
| Neutral | Strongly Support | Strongly Support | See other side for answer |
| Strongly Support | Strongly Support | Strongly Support | Support access to trails and believe eBikes represent only a very small increase to accident risk |
| Strongly Support | Strongly Support | Strongly Support | They are not damaging and allow older riders or people with injuries to enjoy the trails. These are generally responsible people. |
| Strongly Support | Strongly Support | Strongly Support | They don’t do damage to trails and allow more people to access the trails who otherwise couldn’t |
| Strongly Support | Strongly Support | Strongly Support | They help people explore outdoors who may not otherwise do so. If sensibly ridden pedelec bikes are are no less safe than normal bikes. |
| Strongly Support | Strongly Support | Strongly Support | this will provide access to those who do not have the physical abilities to do so otherwise |
| Strongly Support | Strongly Support | Strongly Support | Trails have changed my health, mentally and physically over the last two years and I support anything that will increase accessibility to those who would not otherwise be able to enjoy them. As long as ebikes do not extra harm I couldn't care less if the bikers riding past me have a motor or not. |
| Neutral | Strongly Support | Strongly Support | With an ebike, my wife can keep up with me while I ride a traditional bike. She has bad knees. |

II. Comments Class 2 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q6. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | #6 & 7 seem to be asking the same questions as 4 & 5. Same answers apply: Speed, weight of bikes, current # of bicyclists and wear and tear on trail as well as bicyclist failure to share the trails leads me to conclude that e-bikes will only exacerbate an already over-crowded situation. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | 20 mph is too fast on shared path. E-bikes are motorcycles and belong in the street, not on a shared path. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | A e bike does not belong in our NON motorized open space |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | A flood of e-bikes with people who don't pedal to get to some of the more remote spaces will lead to overcrowding, right of way issues and lessen the natural experience of the open spaces. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | A motor is a motor. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | a motor is still a motor. I believe it will be too difficult to regulate which ebike is allowed. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | A motorized vehicle is never appropriate on open space, anywhere. This is a motorized vehicle and the people riding them do not have the skill to ride safely at the speeds they can go. Our trails are already over crowed and over used, we do not need to add motors. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Class 2 ebikes are motorcycles. They should be allowed anywhere a motorcycle can go. Quiet motorcycles should not have any preferential treatment over a 49cc scooter. There is no way to enforce the Class 2 status. People will use Class 3+ bikes and/or modify Class 2 bikes. This will be a nightmare to enforce speeds and equipment types. Again, any trail conflict due to the larger speed differential will lump ebikes and real bikes in the same category. This will ultimately result in a loss of access for cyclists. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Current Law: NO MOTORIZED VEHICLES is safe and enforceable. Petitioning to allow e-bikes is just another powerful Boulder cycling lobbyist's way of making everyone adopt their self-righteous lifestyle. NO to e-bikes on trails and open space. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Danger. Trails are crowded enough without motor-assisted bikes. Riders are careless. Prohibiting e-bikes will avoid extra traffic. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Despite their speed limitation, Class 2 e-bikes are too closely related to motorcycles which should have no place on mixed-use trails under Open Space designation. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Don't want class 2 E bikes on open space properties |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Earn your turns on MTB trails. No motors. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | eBikes are essentially motorcycles. They are motor-driven and can achieve speeds which are dangerous to other trail users hiking or biking on singletrack trails. Motorcycle companies have begun producing electric motorcycles. There is little difference between these and eBikes other than top speed. Electric bikes might not be piston drive, but they are motorized vehicles, plain and simple. Thus they have no place on trails that are designated for non-motor use. (I am a motorcycle rider, and I oppose eBikes on hiking trails.) |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | E-bikes are motorcycles they belong on the streets, not trails |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Ebikes are motorized. They should be allowed anywhere motorized vehicles are allows. They should be allowed on paved bike paths. They should not be allowed on singletrack. The high rate of speed that they allow on uphills, where bikes are traveling at their fastest while headed downhill, will create unsafe conditions. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | From the description, those bikes do not sound like Bing meet the human powered designation that I assumed applied to Boulder County trails. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I cannot imagine allowing fully motorized vehicles on trials with regular bikers and walkers/hikers. |

## II. Comments Class 2 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q6. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I do not think there is any place for type 2 e-bikes on open space. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I don't think that bikes that don't rely on human power should be allowed on Open Space Trails, except for individuals who can prove a medical necessity. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | I think type two E-bikes will elevate the trail user conflicts we already have. There will be more bikes on the trails and they will potentially be going fast than a purely human powered bike would, which could lead to more dangerous interactions and situations with other trail users. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Increased danger to other users |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | -Mixing people walking with electrical assisted vehicles is a SAFETY issue and should be PROHIBITED. -Bikes, "motorized" or not, are not what we want from trails. They are best limited to parks and roadways. -Electrical assist bikes would likely intensify unsafe use of trails. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Motorcycles on trails |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Motorized! NO. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | No eBikes on trails. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | No motorized vehicles should be allowed on recreational trails |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | only pavement |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Open space is needed for quiet recreation and to be enjoyed on foot. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Please see my earlier comment. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Please see my explanation on the preceding page. Other concerns are that bikers generally do not follow rules and bikers on trails generally diminish biking & hiking enjoyment because failure to follow etiquette/rules makes it dangerous for those on foot. There is not enough resources to make enforcement a viable option for those types of problems but a total prohibition at least makes enforcement easier. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Please see my previous answer. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Riding an ebike on trails would be pretty distributive to others trying to enjoy their activity of choice. Someone on one of those is going to hurt someone else sooner or later, and it just takes the pureness completely out of the activities. If this is allowed we might as well just start paving all of the trails to make it easier. |
| Strongly Oppose | Neutral | Strongly Oppose | Same |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | same as above |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same as above |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | same as above |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same as above. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same as above. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same as above... |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same as before. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same as previous |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same as previous |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same as scooters or motorcycles |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | same as type 1 |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same point. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | same points are relevant herein as presented previously |

## II. Comments Class 2 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q6. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| Strongly Oppose | Oppose | Strongly Oppose | Same reason |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same reason as above. Very unsafe. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Same reason. This sounds even worse. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | See above |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | See first answer, all eBikes are motor assist, completely ruins the idea of open space parks. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | See my comment in the "Additional Comments" below. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | see previous answer motor+cycle=? |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | See previous answer. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | See previous explanation. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | That is a motorcycle and should only be used on roadways and areas designated for motorized vehicle use. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | The added speed and weight of those e-bikes make it too dangerous for elder walkers, families, baby-joggers, etc. Allow them on bike only trails - fine. 20mph is really fast - collisions hurt. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | The class 2 is a purely motorized vehicle. It sounds like a motor cycle with less power. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | The trail systems will be a lot more congested with people riding their electric bikes. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | There are enough bikes on Open Space--too many. They annoy wildlife, trample plants and are unfriendly to walkers, hikers, small children, families, the elderly and even dogs and horses. These bikes are for local transport primarily: carrying kids, grocery shopping, etc. and for elderly who cannot pedal much. These are not rec bikes for the trails. They are very heavy and could seriously injure someone if the person was hit. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | There is a place for the this just isn't it. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | There is no other description for this kind of vehicle than a scooter/moped. We do not allow gasoline versions of this vehicle on trails, I do not think we should allow electric versions either. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | These are do not even require pedaling to throttle and are easier to misbehave or cheat with than class 1's. While the speed of ebikes is claimed to be limited, the actual torque and acceleration can be highly variable and will no doubt even be "hacked" for increases by plenty of sources in the future. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | These are motor vehicles. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | These are motorcycles, period. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | These are not e-bikes, they are electric motorcycles and should be regulated as such. Electric motorcycles would not be allowed on any trails, neither should a Class 2 e-bike. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | These are really "motor vehicles" and are great on roads but should not be on trails. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | these are worse then the Class one ebikes |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | These type of bikes are motorized! |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | These will be even worse. More bikers careening down the trails, running hikers off the trail. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | This becomes a moped - mopeds aren't allowed on these trails so why would class 2 ebikes? |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | this is a motorcycle and does not belong on our trails |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | This is essentially a dirt bike with an electric motor. Why would we ever consider this? |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | This would be extremely dangerous and would result in for expensive lawsuits, not to mention serious injuries to those who cannot even ride a conventional bicycle. How is this NOT a horrible idea? |

## II. Comments Class 2 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q6. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Those are not bicycles. Those are cycles with motors, aka: motorcycles. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Throttled bikes belong amongst other throttled items like cars and motorcycles. They should be allowed on ATV Trails. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Too dangerous. We do not need or want motorcycles on the trails. Will not I'd with non powered bikes or hikers at all. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Too fast for multiuse trails |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Too much like motorcycles-- too fast for infirm or stupid people to handle. I am afraid that inexperienced ebikers will go too fast for their skills and crash into hikers and other bikers, and the entire mountain biker community will be blamed. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | When you cross the line from pedal-assist to throttle controlled you have entered the realm of electric-powered motorized vehicles. |
| Strongly Oppose | Strongly Oppose | Strongly Oppose | Why are we even talking about throttled bikes on Open Space lands? Who is in charge here? |
| Oppose | Oppose | Oppose | Assist vs. fully motorized makes a bike not-a-bike. |
| Strongly Oppose | Strongly Oppose | Oppose | Class 2 e-bikes have a throttle. This will blur the line too much between motorized and non-motorized. |
| Strongly Oppose | Oppose | Oppose | Given that class 2 e-bikes are essentially "quiet motorcycles", I oppose their use on all Boulder County Open Space. They are more suited for road use. |
| Oppose | Oppose | Oppose | I do not believe that motorized vehicles should be allowed on these trails |
| Strongly Oppose | Oppose | Oppose | I do not feel there is a meaningful difference to other trail users whether the e-bike is "Class 1" or "Class 2". Either way, a motor is propelling the vehicle - whether or not the legs are moving (perhaps uselessly) is not a decisive difference. |
| Oppose | Oppose | Oppose | I feel that 20 mph is too fast for these trails. I would be concerned for safety as I am now when passed by speeding bikers or those riding abreast. |
| Strongly Oppose | Oppose | Oppose | I find the throttle option (and dangerous) inappropriate for trails where people may be on non assist bikes or just on foot. |
| Oppose | Oppose | Oppose | I think it is too slippery of slope to allow pure ebikes on trails. |
| Strongly Oppose | Oppose | Oppose | motorized vehicles should not be allowed on recreational trails. |
| Strongly Oppose | Strongly Oppose | Oppose | No motorized vehicles allowed. Throttled e-bikes are motorcycles. |
| Strongly Oppose | Strongly Oppose | Oppose | Open space trails are dedicated to "passive" recreation. I do not want electric assisted vehicles on our trails. |
| Strongly Oppose | Oppose | Oppose | Similar stance to class 1 bikes, no real difference in my mind. Less of an issue overall for commuting type trails, but for foothill/mountain trails no e-bikes. |
| Strongly Oppose | Oppose | Oppose | Sounds like like class 2 bikes are like wimpy motorcycles |
| Strongly Oppose | Oppose | Oppose | These do much more damage to any unpaved surface and these are really motorcycles. I've ridden both types of eBikes. I endorse Class 1, strongly oppose Class 2 |
| Oppose | Oppose | Oppose | Think bikes should be fundamentally human powered with help. Pure electric bikes feel more like motorvehicles |
| Oppose | Oppose | Oppose | This is now a fully motorized vehicle that has its place on the streets |
| Oppose | Neutral | Neutral | As I get older I think some should be allowed. |
| Oppose | Oppose | Neutral | At class 2, the bike has become a motorcycle. It's no longer a bike for hobby or fun, but a vehicle |
| Strongly Oppose | Neutral | Neutral | Class 2 e-bikes are more difficult to control the speed. These would pose a danger to people on Foothills and mountain trails in particular due to low visibility around corners. |

## II. Comments Class 2 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q6. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| Strongly Oppose | Strongly Oppose | Neutral | E bikes are okay for transportation. |
| Oppose | Support | Neutral | I can understand the arguments of "that's a motorcycle". Pedal assist is totally fine to me. Throttle assist and/or no pedaling is a different thing. |
| Neutral | Neutral | Neutral | I generally would not welcome class 2 bikes, but would not want to exclude disabled people. |
| Neutral | Neutral | Neutral | I have never ridden one of these so I can't answer knowledgeably. |
| Oppose | Oppose | Neutral | It may cause too much traffic |
| Neutral | Neutral | Neutral | Its best to not allow as a safety issue. |
| Neutral | Neutral | Neutral | Less safe than pedelec bikes and more like a moped. |
| Strongly Oppose | Strongly Oppose | Neutral | Many bike commuters are not comfortable riding on road, so in the interest of "eco friendlyness" I could support allowing E bikes on trails that are commuting routes |
| Neutral | Neutral | Neutral | No experience |
| Strongly Oppose | Strongly Oppose | Neutral | Please see answer above. |
| Neutral | Neutral | Neutral | Regardless of the type of bike a person is riding they still have the opportunity to be respectful to other Trail users. |
| Strongly Oppose | Neutral | Neutral | same |
| Neutral | Neutral | Neutral | Same as above |
| Strongly Oppose | Strongly Oppose | Neutral | Same as above. |
| Strongly Oppose | Strongly Oppose | Neutral | Same as previous answer. Electric bikes should be considered on trails for commuting purposes only. |
| Strongly Oppose | Neutral | Neutral | See above response. |
| Neutral | Neutral | Neutral | Similar answer to that above for the speed - the bike is limited and can only go a certain speed, and a good enough real biker can attain those speeds anyways. I am neutral because I actually enjoy the biking aspect, but what about older people that aren't able to bike as well? This could let them enjoy the trails. |
| Strongly Oppose | Strongly Oppose | Neutral | There is some justification for using the regional trails for transportation, not just recreation. My preference however would be not to add the addtional mechanized power. |
| Strongly Oppose | Neutral | Neutral | These trails should still be for human powered vehicles. Class 2 E-bikes can be only electric powered. |
| Strongly Oppose | Oppose | Neutral | Too fast |
| Support | Support | Support | all trails should be accessable |
| Support | Support | Support | Class 2 bikes do have more potential to damage trails than Class 1 but are still a great way to commute and recreate |
| Oppose | Oppose | Support | Class 2 ebikes are too close to off road gas powered motorcycles. They should be restricted to communter paths only. |
| Neutral | Support | Support | Class 2 ebikes have the potential to act like motorcycles and therefore should not be on the mountain and foothill trails. |
| Strongly Oppose | Support | Support | Considering Betasso or Walker Ranch, there are too many turns in the trail system for someone to ride what is the equivalent of a moped on the trails. I test rode one today and I was amazed at how fast it went even at the lowest pedal assist setting. I was barely pedaling and only at 1 of 5 and I was flying up hill. When I used the throttle, it truly was the same as a moped/motorcycle. I love the e-bikes and will buy one but I don't want to use it on trails like Betasso. |
| Strongly Oppose | Support | Support | eBikes on these flat, wide trails would allow people with varying levels of bike fitness to access, |

II. Comments Class 2 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q6. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| | | | appreciate and enjoy the natural beauty of Boulder County. That said I would prefer folks to use pedal assist bikes to enhance their physical fitness and better blend with the other trail users. |
| Strongly Oppose | Support | Support | E-Bikes should not be allowed on singletrack due to user conflict issues arising at even higher speeds and on steep trails due to the erosion and trail damage they will inflict. |
| Strongly Oppose | Oppose | Support | Foothill/mountain trails: see comment under Q5. Flat trails: only if trail is very wide and not muddy or dusty. Regional trails: only if trail is wide and paved (not muddy or dusty) |
| Oppose | Support | Support | I am not really in favor of any bikes on the mountain trails. However, if regular bikes continue to be allowed then I would support class 1 e bikes as well. |
| Strongly Oppose | Strongly Oppose | Support | I think eBikes are great for commuting, but I believe part of what makes open space great, is that you have to work to access it a bit. Walking, pedaling, running, or riding a horse requires more engagement from you the user of open space. |
| Support | Support | Support | I'm less enthusiastic about class 2 bikes except for in the cases of those who can't physically pedal at all but on a practical level there's no way to draw that distinction across the board (and if I understand correctly legally impossible). I maintain my support. |
| Oppose | Support | Support | I'm not sure class 2 bikes are safe and appropriate on steep single tracks. But they are fine for getting around town or commuting on paved and gravel trails. |
| Support | Support | Support | keep the speed limit the same |
| Strongly Oppose | Support | Support | Mtn trails tend to be narrower and steeper and potentially more dangerous if crowded. Bikers must slow to yield to peds. One-way loop such as Betasso is ideal! |
| Oppose | Support | Support | Older people need more help |
| Strongly Oppose | Neutral | Support | Same |
| Support | Support | Support | same as above |
| Support | Strongly Support | Support | Same as above |
| Support | Support | Support | same as above, just dont allow noisy things |
| Strongly Oppose | Neutral | Support | Same as above. |
| Strongly Oppose | Neutral | Support | Same as above. Concerns about speed in relation to other users. |
| Strongly Oppose | Oppose | Support | See above answer |
| Support | Support | Support | similar to regular bike healthy transportation |
| Support | Support | Support | Some senior riders have to use a throttle along with pedal assist on big hills. I do not believe E bikes with only throttles (no pedaling needed) should be allowed. |
| Oppose | Strongly Support | Strongly Support | A throttle assist without peddling is a motorbike and should be allowed anywhere motorbikes can go. |
| Oppose | Strongly Support | Strongly Support | As a bike rider, I would like to be able to keep riding & exercising as I get older & enjoy the many trails in Boulder that I have enjoyed in the past on a regular bike. I can now only do this on an E Bike - I think it's new technology that people don't understand until they ride it. Public just needs to be more aware - I've been on my E Bike & have been run off a trail by people on regular bikes. People just need to be educated in general!!! |
| Strongly Support | Strongly Support | Strongly Support | As a heart patent, if I am out riding and experience chest pain, I need the ebike to get me to a location I can get help. |
| Strongly Support | Strongly Support | Strongly Support | Both class 1 and 2 E bikes are limited to the same speed and a non electric bike can achieve just as much speed so why discriminate. |
| Support | Strongly Support | Strongly Support | Class II bikes are more of a "motor bike" & really should stay on paths, roads better suited to |

II. Comments Class 2 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q6. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| | | | motorized vehicles. |
| Strongly Support | Strongly Support | Strongly Support | ditto |
| Strongly Support | Strongly Support | Strongly Support | Ditto on the first comment. Having the option of throttle control only and turning off pedal assist in certain circumstances is a major safety improvement. Their are situations when you move your feet for balance but don't want it to accelerate your bike. So you turn off your pedal assist feature and use your handle throttle control to assist you if necessary. This also is invaluable when riding with other people who have regular bikes riding at a different speed. Feel free to contact me if you want to use me for demos etc Randy 303-940-1284 |
| Strongly Oppose | Support | Strongly Support | E-bikes are generally valuable for getting people out of cars and onto regional trails for long-distance travel, especially commuting. |
| Strongly Support | Strongly Support | Strongly Support | Ebikes open up access to users that have disabilities. |
| Strongly Support | Strongly Support | Strongly Support | Ebikes would require, and should observe, the same biking etiquette as should be expected from any bike. |
| Support | Strongly Support | Strongly Support | Even though the motors on class two ebikes allow a faster top speed, that doesn't mean a rider would use it on the trails like they would on the streets doing a commute. In they end these bikes are really the same and speed is already limited by max speed limits imposed by the county. Class 1 and class 2 bikes should be treated the same.They both still have to be pedaled to get any power assist. |
| Strongly Oppose | Strongly Oppose | Strongly Support | For commuter paths and trails like lobo these make sense. On technical terrain see my previous answer. |
| Support | Strongly Support | Strongly Support | For the same reasons as above |
| Strongly Support | Strongly Support | Strongly Support | helps with my knees |
| Strongly Support | Strongly Support | Strongly Support | i am 74 years old and people in my age group are moving toe bikes. My bike will not go that fast but others may. |
| Strongly Support | Strongly Support | Strongly Support | I am a heart patient that no longer can enjoy mountain biking as I did in the past. An E-Bike allows me to still enjoy the out of doors and mountain bikes with my disability. |
| Strongly Oppose | Support | Strongly Support | I am conflicted about the use of Class 2 bikes on foothills trails because topography makes the trails more prone to erosion and I worry about overuse. On level trails on the plains, or regional trails I strongly support both Class 1 & Class 2 bikes. And I support Class 1 on ALL trails because you have to pedal to move! |
| Strongly Support | Strongly Support | Strongly Support | I am mildly disabled, this allows me to get out & exercise like anyone else |
| Strongly Support | Strongly Support | Strongly Support | I don't see any difference between the classes of ebike. The current big problem on trails is dogs. Arrogant, scofflaw dog owners. |
| Strongly Support | Strongly Support | Strongly Support | I have had 2 bad accidents on bicycles and only feel safe on the tricycle. I am 72 years old and need the power-assist e-bike. |
| | | Strongly Support | I live in Niwot and the ability to improve the commute would be incredible. Especially until we have a direct, paved connection between our communities Longmont to/from Boulder. |
| | Neutral | Strongly Support | I really see no difference between 1 & 2 in terms of what is allowed. |
| Neutral | Strongly Support | Strongly Support | I think ebiles should be allowed on Boulder County open space trails as there is really no downside. There is really no difference between ebikes & bikes. I think ebikes will result in more people getting outside & also great for commuting to work. Very quiet & no pollution. |
| Support | Support | Strongly Support | I think from an environmental standpoint they are no worse than a regular bike or horse. As for speed, as long as e-bikers maintain trail rules and aren't assholes there should be space for |

II. Comments Class 2 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q6. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| | | | everyone - there's always that person hiker, runner or biker that can be rude. |
| Oppose | Strongly Support | Strongly Support | I work to get to the top of the hill, and my reward is the downhill ride. I want my fellow users to suffer along with me and enjoy the ride down as well. |
| Neutral | Strongly Support | Strongly Support | I would like to do more biking on our beautiful trails, however, due to physical limitations, I am finding that traversing these trails is more difficult for me. I have tried out e-bikes. They are fabulous. No noise, no fumes, just great outdoor, bike riding fun. Let's stay healthy! |
| Strongly Support | Strongly Support | Strongly Support | I've be n living in Boulder for over 30 years and have always voted and paid my taxes for open space. Now that I'm in my 50's I find my knees are getting worse so I bought an electric bike to help me get around. I feel betrayed to have supported and paid for open space that I won't be able to use if ebike are not allowed. I don't understand the reasoning. If it is the speed then put a speed limit in place. Most bike riders I see going really fast are human powered not ebikes!! |
| Neutral | Neutral | Strongly Support | If the rider is not contributing at all to the experience it seems more like going where motor bikes are allowed. For commuting, I think any ebike should be encouraged as long as they obey safety rules. |
| Strongly Support | Strongly Support | Strongly Support | In today's population, there are a growing number of people that rely on electric scooters and related equipment to remain mobile in everyday life |
| Strongly Support | Strongly Support | Strongly Support | It very important that everyone gets a chance to experience the wonders of a ebike if they feel the need, it currently made my life very enjoyable with a little help |
| Strongly Support | Strongly Support | Strongly Support | Most ebikes have some type of temporary boost. This is not meant for long rides. There is a misunderstanding about how these bikes work. They are not motor cycles with a lot of power. |
| Support | Strongly Support | Strongly Support | My e-bike has a throttle, but it is not engaged when I am in assist mode. A throttle would possibly be a concern on mountain trails. That is why I only marked it as support. Allow Class 1 & 2 on Flat trails in the plains and regional trails and perhaps only Class 1 on the Mountain trails. |
| Support | Strongly Support | Strongly Support | My wife has a Class 2 e-bike. The only time she uses the throttle is when she is stopped and has to cross a busy road. |
| Neutral | Strongly Support | Strongly Support | No |
| Strongly Support | Strongly Support | Strongly Support | Power assist or throttle is the same. Most people want to pedal so the throttle is t a major issue. But if a health issue arises the throttle will get people home. |
| Strongly Support | Strongly Support | Strongly Support | Really enjoy trail riding on bicycles. Physically difficult due to injuries, I enjoy ebiking to allow me to gain back my trail rides. |
| Support | Strongly Support | Strongly Support | Same |
| Strongly Support | Strongly Support | Strongly Support | Same |
| Strongly Support | Strongly Support | Strongly Support | Same as #5. I have a Class #2 bike and never ride w/o pedaling. That's the way the majority of riders ride. People select Class 2 not because of the throttle but other features of the bike which they like and may not be on a Class 1 bike. |
| Strongly Support | Strongly Support | Strongly Support | Same as 5. If you want a speed limit enforce it for all vehicles. |
| Strongly Support | Strongly Support | Strongly Support | Same as above |
| Neutral | Strongly Support | Strongly Support | Same as above. |
| Strongly Support | Strongly Support | Strongly Support | Same as previously stated. I have been blown off a trail by "passive" riders who only think about speed and themselves. This is not my experience with e-bikers. |
| Strongly Support | Strongly Support | Strongly Support | Same reason. |
| Neutral | Support | Strongly Support | Same reasoning for this response as the last one. Prohibit vehicles based on types trail function. |

II. Comments Class 2 E-bikes: February 2018 Open Houses and Web E-bike Survey
n=240

| Q6. Thinking about Boulder County Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trail listed. | | | |
|---|---|---|---|
| FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| | | | But, DO NOT regulate use based on performance of the vehicle. We do not prohibit motor vehicles based on performance - porche, Bugatti Veyron Super Sport can use the same roadways as a Smart ForTwo. Regulate and enforce rules for the user not the vehicle. |
| Strongly Support | Strongly Support | Strongly Support | Same reasoning. not much difference it is still pedal assists and STILL A BIKE, not a motorcycle or moped. |
| Strongly Support | Strongly Support | Strongly Support | SAP |
| Strongly Support | Strongly Support | Strongly Support | See attached. |
| Strongly Support | Strongly Support | Strongly Support | See previous answer. |
| | | Strongly Support | See previous explanation. I would support more powerful e-bikes to help commuters with big hills such as Gold Hill to get home. The Boulder Creek path is part of that commute. |
| Strongly Support | Strongly Support | Strongly Support | since ebikes are quiet i see no reason to limit them, everyone has to follow the same speed limits anyway, and Ive noticed regular bikers go as fast as they want |
| Strongly Oppose | Strongly Support | Strongly Support | some level of physical ability would be necessary for the 1st category or the users may become trapped in more difficult terrain if the bike fails. |
| Strongly Support | Strongly Support | Strongly Support | Sometimes because of fatigue or joint pain, being able to make it back to the trailhead just using the throttle is a necessary option |
| Strongly Support | Strongly Support | Strongly Support | The difference between a class one and class to is negligible both are relatively quiet and non-polluting, things that certainly can't be said about our canine friends. |
| Strongly Support | Strongly Support | Strongly Support | The ebike is not complete without the throttle. The throttle allows one to walk the heavier bike through the rocks, without dragging and damaging terrain. Also allows the bike to start easier on steep hills before pedaling. |
| Oppose | Support | Strongly Support | The explanation is the same as Class-1 |
| Strongly Support | Strongly Support | Strongly Support | The throttle allows additional assistance when needed. The battery capacity would never last long enough for a ride if one only used the battery (without pedaling). |
| Strongly Support | Strongly Support | Strongly Support | The thumb throttle and the pedals both have the same function on an E bike. Differentiating based on the presence of a throttle is actually quite discriminatory (a throttle allows many handicapped users to effectively ride) and is missing the real point. The main issue is speed. It is the one thing we all understand, it is easy to enforce and easy to abide by. If most hikers cannot even tell that they are passing an E bike on the trail (because they are so quiet and look nearly identical to a mountain bike) and the e-biker is following all of the same rules as a mountain bike, then we should not discriminate against those who might require a bit of assistance to enjoy this amazing place we live in. |
| Strongly Support | Strongly Support | Strongly Support | the trick is to police the speed of these things. It is easy to hide the actual power any ebike puts out. |
| Support | Strongly Support | Strongly Support | There really isn't much difference between pedaling or not pedaling and new bike technologies will blur this line giving full power with minimal pedaling. |
| Support | Strongly Support | Strongly Support | This would encourage people to drive their cars less. |
| Support | Strongly Support | Strongly Support | Throttles are helpful for some people. Generally they are not used but can be used in a "pinch". I have seen people with bad knee issues really benefit from a throttle as they cannot otherwise do the strong push sometimes required. That person in particular has had a significant improvement in quality of life, by being able to get outdoors, because of their bike with a throttle actuator. |
| Strongly Support | Strongly Support | Strongly Support | Wave of the future. |

III. Additional Comments: February 2018 Open Houses and Web E-bike survey
n=240

| Q3. Ridden e-bike | Q9. Is there anything else you would like to tell us? |
|---|---|
| No | All e-bikes (regardless of class) contain electric motors and are therefore *motorized vehicles*. They absolutely should NOT be allowed anywhere that motorized vehicles are prohibited. E-bikes on open space will cause conflicts and injuries to other users. They are entirely too fast for these environments and belong on the street only as they are in reality mopeds. This movement needs to be shut down immediately and permanently. Once one motorized vehicle disguised as an e-bike is allowed onto open space every other category of motorized vehicle will be able to swap their motor for an electric and claim the same access. It is a *very* slippery slope that should be avoided at all costs. The icing on the cake is that the lion's share of Colorado's electric power comes from coal and natural gas so what is being considered is allowing motorized vehicles powered by fossil fuels onto open space. And that's absolutely shameful. https://www.washingtonpost.com/graphics/national/power-plants/ |
| No | All trails should be open to all bikes, while I am concerned about more traffic on trails, that is going to happen with more population regardless. |
| No | anything that promotes people riding bikes over cars is good in my opinion, even if its an Ebike. I can also see that people can not afford both an Ebike and a mountain bike so allowing them on some trails and not on others is not going to work well. Also - Not everyone is in as good as shape as me :) |
| No | As far as multi use paths as long as there is a 15 mph speed limit why does it matter what kind of ebike or bike you have as long as bikes are allowed. |
| No | Bikes can reach 20 mph. A pedestrian (especially older folk) walk at 1.5-2 mph. Bikes should be required to slow down substantially when approaching peds from either direction. |
| No | Bummers Rock Trail is listed as OK for e-bikes on the county website. Too steep in one section for such use to be safe for riders or hikers. (Maybe county means "Bummers Rock connector"--if that is the case, main biker trail from canyon floor up to Betasso--bikes are OK. Don't know about e-bikes because I've never walked it and likely won't.) Should review e-bike (OPDMDs) use at Rabbit Mountain. Widening of trails there would not be good. |
| No | Current law: NO MOTORIZED VEHICLES, is safe and enforceable. Petitioning to allow e-bikes is just another powerful Boulder cycling lobbyist's way of making everyone adopt their self-righteous lifestyle. NO to e-bikes on trails and open space. |
| No | Do not add bikes on trails, on the contrary, reduce the number of trails where bikes are permitted. |
| No | Don't start down this slippery slope. |
| No | During my college years, I was hit by a bike, estimated by police and witnesses, as traveling no more than 10 mph. I don’t know how fast the bike was traveling because I sustained a concussion, losing my memory of the accident as well as a significant amount of work and school time. I relate this story because being hit by a bike at half the speed (i.e., 10 mph) that an e-bike can reach (i.e., 20 mph) is not speculative on my part, it is based on a painful and costly experience. Multi-use trails without e-bikers are dangerous now. Although non-motorized bikes should yield the right of way to pedestrians, they rarely do. I must yield to them to avoid collisions and/or verbal confrontations. Likewise, few bikers signal, verbally or with bells, that they are approaching. When a silent biker approaches me from behind (and I never wear buds), I am startled and too often step in front of the bike, not knowing if it is passing on the right or left. Only twice in all my years on county trails have I seen rangers. Effectively, then, there is no incentive for bikers to behave, and certainly no accountability. As a result, if I want to have a safe and pleasant trail experience, I am forced to use trails on which bikers are prohibited because multi-use trails are not safe. I am not alone. My point is that mixed use trails are dangerous enough now for people afoot. Allowing a new group of speedy users, i.e., e-bikers, adds to the danger of multi-use trails. It is unlikely that additional resources for enforcement of safety rules will be |

III. Additional Comments: February 2018 Open Houses and Web E-bike survey
n=240

| Q3. Ridden e-bike | Q9. Is there anything else you would like to tell us? |
|---|---|
| | made available. E-bikes are not desirable and/or suitable for county trails. E-bikes belong on bike paths, bike lanes and streets. |
| No | E bikes should only be allowed on trails open to motorcycles or on paved commuter bike paths |
| No | e-bikes of both classes are already being modified to increase their speed capabilities: how would this be regulated if e-bikes were allowed on trails? |
| No | Even considering allowing motorized vehicles on trails is foolishness. |
| No | I am in favor of anything that gets people out of cars and onto bikes, but that is different from wanting motorized vehicles (no matter how underpowered) on hiking trails. |
| No | I am particularly interested in the JeffCo OS E-bike trial study and I encourage BCPOS to do the same. Let's learn before we make decisions |
| No | I do not know the trails mentioned well. i just go for a run. No e-bikes on walking trails keeps it simple. Having different classes of bikes allowed/not allowed - pandora's box - Think forward of enforcement hassles. IF one goes by, that should not be on the trail - will you have e-bike rangers do a bike chase to flag them down and ticket? E-bikes on bike-only trails makes sense. They all can go fast. Fast bikes and slow walkers don't mix. AND, I have biked across the US 3 times, and eastern and western Europe. I like biking - but i focus on protecting the weakest and slowest user of trails - not terrorizing them. Thinking forward - build more bike lanes - these are great commuter enabling bikes. But you will reduce the use of these trails by walkers, runner, baby joggers, roller blades - 3 of there 4 have nothing to protect them against 100-200lb person with 20-35lb bike - hard, steel mass going 20 mph - the accidents will happen. The results won't be pretty .. or fair. Bikes are very quiet - easy to surprise walkers from behind - some pass left, some right - most say nothing. I know bikes on the road have same mass/speed disadvantage issue. Wider and more bikes lanes on roads are needed. Infrastructure investment for our future. E-bikes on pedestrian trails - not good for all, only for the e-bikers. |
| No | I drive about an hour to use the trails a couple times a week. Some of the best any ware I do want people to enjoy but e bike are just not appropriate |
| No | I have been both commuting and riding recreationally in Boulder County for 20 years. I applaud my county, Boulder County, for pro-actively addressing this issue. I believe we are setting a precedent for many across the nation and need to give this careful thought. I am in favor of allowing Class I and II e-bikes on all trails that currently allow bikes. The primary reason for allowing e-bikes is to facilitate safe, clean transportation alternatives to cars. A bicycle is the lowest cost transportation method with the smallest carbon footprint of any transportation method. I commuted 20 miles round trip between East Boulder to the National Wind Technology Center (just South of Boulder on State Highway 128) over roads and open space by bicycle two days per week for 20 years. I also bike on the LOBO trail occasionally for work. I have saved roughly 20,000 miles of driving by doing so over this time, but could have doubled this number if I had an E-bike. The primary challenge to commuting more frequently is the time it takes to ride up hill. E-Bikes help solve this problem. I also ride trails across Boulder County for recreation purposes roughly twice per week, year-found on my Mountain Bike, Cross Bike, and Fat Tire bike. I also hike occasionally. Although I presently blessed with good health and do not need or have a bike with electric assist, I am 46 years old and expect to need an electric assist in the coming years as I age. I would also like to be able to ride challenging trails with my spouse who does not have the strength to enjoy the trails presently. I believe the concerns that e-bikes will be too dangerous (voiced by many in previous comments) are unfounded. The most dangerous situation caused by mountain biking is the speed obtainable when going downhill. I can easily hit speeds of 30 mph, or faster, when riding downhill without any electric assist. Adding an electric assist will have no effect on this risk. Going uphill will be somewhat faster on an E-bike, but should pose no significant additional risk. I encourage |

III. Additional Comments: February 2018 Open Houses and Web E-bike survey
n=240

| Q3. Ridden e-bike | Q9. Is there anything else you would like to tell us? |
|---|---|
| | Boulder to use the Betasso Preserve model to increase safety and enjoyment of the trails rather than banning E-Bikes. Alternating one-way signs, hiker-only-days, and hiker-only trails have a much bigger effect on improving safety and trial enjoyment by reducing the number of interactions. The measures would far greater impact safety than banning e-bikes. With that said, I do believe that Class 3 bikes are too powerful to be allowed on trails (except for select commuting corridors like US 36). But I caution Boulder about trying to distinguish between Class I and Class II bikes. As an engineer, I know that if only Class I bicycles are allowed, manufacturers can game the system by providing full power (20mph speeds) with only minimal pedaling effort. Trying to distinguish between Class I and Class II will be difficult to enforce and unnecessarily hinder the intent of Colorado e-bike laws C.R.S. § 42-4- 1412. For these reasons I advocate that we keep it simple—please allow Class I and Class II e-bikes on all BOCO trails that presently allow bikes. Thank you, Jason Cotrell Boulder Resident. |
| No | I have lived here since 1967 and seen the degradation of City Open Space. The County is much better in this respect (i.e) dog regulations, enforcement, etc. Also, County wildlife has been much better preserved due to good stewardship and enforcement of "reasonable" rules. No ebikes PLEASE. There are enough bikes all over County Open Space and some very dangerous riders. Thanks, Laura Osborn 11 year County Volunteer (Bird Survey's Meyer's Gulch) |
| No | I previously submitted comments in opposition to allowing E bikes on OSMP trails; I still oppose this use, but could support minor changes. However, Please: NO motorized vehicles on Mountain trails. |
| No | I think e-bikes deserve a chance to see if they are compatible with other users and have any issues addressed in a reasonable way as opposed to blanket bans in the complete absence of data on their use and impact on trails. |
| No | I think e-bikes on parks and open space properties should be explored to help those with natural handicaps explore more of the open space system. I believe opening up the trails to all e-bike public use will lower the quality of experience on the current trails for existing bikers, hikers and others who enjoy the peace of the space. |
| No | I use open space trails all the time. I do not want to see powered vehicles on these trails. |
| No | I'm fine with e-bikes on dedicated trails. Only after you add more mtn bike trails. Mtn bike participation has grown 300% in last 15 years, yet trails have grown 5-10%. |
| No | If it's too steep, push. If it's too far, don't go all the way out there. If it's too hard, hike. |
| No | If you can't earn it, you don't deserve it. Keep motorbikes off our trails! |
| No | I'm ok with e-bikes if they provide access to people who physically can't get to these places. Not for young mobile people to rip around the high country. |
| No | It has not been really clear that the County is considering different types of trails and two different types of bikes, except to those of us who are paying close attention. |
| No | Its best to use same rules for all trails, when walking my dog or riding a bike, multiple trails are used during the same outing. |
| No | Lakewood |
| No | Manufacturers of e-bicycles and bicycles are commercial lobby in our county. Please do not let pressure from a commercial organization determine your decision. |
| No | My concerns are not academic - they are the result of frequent use of trails. Also, I have been hit by a bicycle going 10 mph (per witnesses and police report). I suffered a concussion & neck injuries, loss of work time & school time. 15-20 mph collisions will cause physical injury. |
| No | pedal driven ebikes could be a great way to assist those needing to exercise but not up to the full demands of non assisted effort to experience these places. |

III. Additional Comments: February 2018 Open Houses and Web E-bike survey
n=240

| Q3. Ridden e-bike | Q9. Is there anything else you would like to tell us? |
|---|---|
| No | Please consider disallowing ebikes on trails. As a mountainbiker, I already encounter folks on the trail who are scared/nervous about encountering regular bikes. I can only imagine that encountering an ebike (pedal assisted or not) wouldn't provide a favorable reaction from other users of open space. |
| No | Please do not allow motorized bikes on Boulder County Open Space trails. This would distroy a huge piece of what makes the county unique. Thank you |
| No | Please don't allow ebikes on our nature trails. |
| No | Please don't bring yet more disturbance and harm to wild open space areas by allowing motorized vehicles of any kind on them. And please make clear to the public that if a visitor has a disability, they can make special arrangements for transportation that will work for them. |
| No | Please don't let the people that sell e-bikes convince Boulder County to change the existing rules. |
| No | Please please please do not allow ebikes on our trails!!! |
| No | Preserve our natural areas and keep them motor free. |
| No | Really not for having motorized vehicles on singletrack trails. |
| No | Strongly oppose eBikes in all open space parks. These parks are designed specifically to be selective, to be hard, to be challenging, to not be open to everyone. eBikes ruins that entire idea and would turn every open space park into Rampart Range with electric motorcycles. |
| No | Thank you for inviting citizen input on this issue. |
| No | Thanks for considering eBIkes! |
| No | thanks for soliciting public comments on this issue. BTW, I think class 2 e-bikes should be categorized as motorized vehicles. |
| No | Thanks for your time! |
| No | The city of Boulder has not exactly appointed itself in glory when it comes to supporting active commuting. (The Folsom St bike path debacle comes to mind.) One thing that concerns me about this issue is that focus is on bikers, walkers, and hikers, and not on cars. We're talking about adding more users to our already crowded bike paths. What is being done to expand space for active commuting? |
| No | There is already too much bike/hiker conflict. The bikes make hiking very unenjoyable -- I am constantly having to step off teh trail to get out of the way of passing bikes. For example, on 1 hr. hike of Marshall Mesa Trail, I counted over 40 bikes passing me that did not call out when coming from behind and that forced me to step off trail so they could proceed. |
| No | You should use principles of Ecosystem Management and habitat protection to assess whether endorsing a new motor sport is good for ALL of Boulder County including the mts. where illegal trail building and intensive mechanized and motorized use is rampant (and largely unmanaged). |
| Other | regulate for good behavior, not equipment |
| Yes | I am a 71 year old retired physician and resident of Boulder county. I would like to submit my comments to you for your consideration regarding the present E bike debate. Firstly, I have to express my annoyance with those who have suggested that those who are unable to navigate the public trails without assistance don't belong on the trails. These trails should not be reserved for the elite would be Boulder Olympians but rather should be open to the broad range of Boulder citizens who would like to utilize them and all of whom paid for them through our county sales taxes. To the extent that it is reasonably possible trails should be accessible to walkers, runners, bikers (including E bikers) and the disabled. On a personal level I strongly support the permitting of the use of Class I and Class II E bikes on all the county trails which allow bicycles. While I am not a mountain biker and my E biking is mostly limited to paved paths and commuter trails I am very dependent upon the use of an e bike to both maintain a level of fitness and to compensate for the difference in fitness |

III. Additional Comments: February 2018 Open Houses and Web E-bike survey
n=240

| Q3. Ridden e-bike | Q9. Is there anything else you would like to tell us? |
|---|---|
| | between my wife and myself so we can bike together. We occasionally choose a destination that includes county trails and feel we should not be excluded from enjoying those rides together as a couple Norman R Romanoff, MD |
| Yes | The E bike has evolved the bicycle whether we like it or not. It is an awesome new platform that can attract more people to the enjoyment of the outdoors. With the huge challenges climate change is going to present to our world, we need to encourage the use and development of smart, efficient, alternative transportation. The electric bicycle is 60 to 80 times more efficient than an electric car. Boulder county needs to be a leader in this innovative technology by embracing and obviously great idea. |
| Yes | Add signs to the regional trails, not just to remind ebike to keep to the speed limit but old school bicyclists as well. All trails currently open at night should be open to ebikes (+ boulder canyon). |
| Yes | Anti-e-bike arguments about weight and safety are (?) - a 220 lb guy on a 15 lb bike is going to do more damage that a 110 lb woman on a 50 lb e-bike. |
| Yes | Arvada |
| Yes | Bike Jeffco Advocacy leader, the late Dave Evans, just purchased an e-bike before he died. We continue to fight for pedal-assist rights for Dave. |
| Yes | Bike paths are good for ebikes. Singke tracks for real bikes. |
| Yes | Bikes and eBikes are great! eBikes can coast downhill at 30+ miles an hour, same as any other bike, but may have better brakes. On the level, eBikes can't keep pace with athletes on road bikes - not even close. The real advantage of eBikes is going uphill and into the wind. Depending on the slope of the hill, an ebike may not even be able to go 10mph. |
| Yes | Broomfield is the closest to where we live in Arvada. We ride in areas around Denver, Broomfield, Superior, Westminster, Boulder County. I'm happy to help with any demos with my ebike if you need it. Randy 303-940-1284 |
| Yes | Commuting trails like the LoBo trail should allow all e-bikes to help reduce auto usage. All bikes both human powered and emotor assisted should obey speed limit and other safety rules. |
| Yes | Currently available and highly marketed ebikes cover a very wide range of capability. It is virtually impossible to discern important differences in them. They all have motors and are capable of exaggerating human efforts. Motorized bicycles do not belong on mixed use trails! |
| Yes | Don't allow it, not even a test like JeffCo is doing. There is no need to allow ebike (motorized vehicles) in the trail. |
| Yes | E Bikes are here - banning them is also age discrimination. When I'm out riding, I obey all rules of the road. I don't think having an E bike or regular bike makes you a better or more lawful rider - so just having regular bikes on trails doesn't ensure safe people on trails. E bikes don't cause any damage on trails!! Boulder should be progressive on this issue -!!! |
| Yes | E-Bikes allow people with disabilities and seniors with health challenges to get out enjoy the open space and use their cars less which I think is very positive for us all. |
| Yes | Ebikes are one of the lowest carbon ways to get around, there is no logical reason for banning them. Most people who are opposed do not understand how benign they are. They are simply a regular bike with a small motor to make climbing hills easier. Since the motor motor stops working at 20MPH. They make virtually no noise and will not disturb anyone’s enjoyment of nature. Boulder should allow them on all trails, including trails in the foothills such as Hall, Heil, Betasso, etc. |
| Yes | e-bikes are probably the future of biking, I have not purchased one, but am strongly considering for my next bike, simply due to the fact I can ride more or further. I could also even grab some grociers. I would need to cross open space in order to go the fastest way tho. |

III. Additional Comments: February 2018 Open Houses and Web E-bike survey
n=240

| Q3. Ridden e-bike | Q9. Is there anything else you would like to tell us? |
|---|---|
| Yes | E-bikes change things. We live atop Davidson Mesa so mu wife could never ride with me because of the steep hills. Plus I am 68 years old. E-bikes will allow me to ride into my 80's. |
| Yes | Education is what is haunting the acceptance of e-bikes. They are misunderstood. Europe is having no problem with them and it will help livin' up the bicycle industry that is slowly tumbling due to millenials not be as interested in the sport. Millenials have shown an interest in e-bikes though. |
| Yes | Education on this matter is the most important thing you can do to progress the discussion with the public. The amount of ill informed and uneducated opinions that are out there should not be the loudest voice. |
| Yes | Enforcement seems hard. If you allow Class 1 on foothills & mtn trails, how do you enforce against Class 2 riders? Seems like if you allow Class 1 then you have to allow Class 2. I worry about the foothills & mtn trails, so it seems like "all or none". |
| Yes | For any trail/path users, education & courtesy on the trails is paramount to minimize conflicts. |
| Yes | From conversations I have had with others on this topic, "it's not the way we've done things in the past," is a prime reason for not allowing the use of e-bikes on the trails. In my opinion this is a ridiculous reason and those who hold with it need to get in contact with the present time. The population is aging and the rules/guidelines should reflect what's best for ALL who use the open spaces and trails. E-bikes are quiet, non-intrusive aid for those who need them. |
| Yes | Give it a try! We won't know until we do. |
| Yes | Good Evening, I appreciate the coverage that has been given around the possibility of e-bikes on Boulder County open space. I enjoy biking and have ridden an e-bike before and while they are a lot of fun I do not feel that they belong on our open space trails. I think some of our trails are already crowded with cyclists, pedestrians and equestrians. I realize that there is a difference between Class 1, 2 and 3 electric assisted bikes. I know that BC Parks and Open space are considering class 1 but my question is once you open that door to class 1 e-bikes how will you stop the others from being added at some point in the future? I do not have any problem with E-bikes sharing bike lanes or our bike paths around Boulder, Longmont, etc. but do oppose them on our open space trails. Thank you, Ann Harris Boulder, CO |
| Yes | I actually live in Arvada but that wasn't an option, having grown up in Boulder it would be sad too see this happen to it's nature. |
| Yes | I already see a lot of these bikes out on the trails and the riders are generally nice to other users and are not doing any damage to the trails. I think it's time to allow the class 1 ebikes everywhere we allow bicycles. |
| Yes | I am woman and mother in my late 40s who does not feel comfortable or safe commuting along the Diagonal Hwy or most shoulders in Boulder County. But, I prefer to commute by bike. E-bikes offer a good option for traveling longer distances between communities. Without physically separated cycleways along the diagonal and other arterials, regional trails are the comfortable, safe and connected option for commuting. |
| Yes | I hope a decision is made soon. |
| Yes | I live in Jefferson County. |
| Yes | I lived in Boulder 6 years, now in JeffCo. |
| Yes | I lived on Logan Mill Road/4 mile canyon for 38 years until March. An E-bike greatly helped my 1400 vertical foot climb home. |
| Yes | I often ride into Boulder to shop or get my bike serviced. It is very good exercise although not all the trails are suitable. Some riding on roads is often necessary depending on where I am going. The senior community needs the bike option. |
| Yes | I ride in the front range all the time. It is way too crowded and you want to add a faster new user group? |
| Yes | I strongly support Class 1 and Class 2 Bikes on all trails designed for bikes. Certain trails, of course, need bikes designed for Mountain Biking, and those can be e-assist or not. In Europe last year we went to a mountain |

III. Additional Comments: February 2018 Open Houses and Web E-bike survey
n=240

| Q3. Ridden e-bike | Q9. Is there anything else you would like to tell us? |
|---|---|
| | bike area on the Czech - Polish border. The fastest and most menacing riders were young riders without e-Assist. Still, there were about 25% of the bikes we saw that day with e-Assist and they were perfectly suited for the area which for Europe was quite remote. I strongly support and I also feel that for transportation and reducing greenhouse emissions, E-Assist is the best way to lead a strong adaption of cycling and reduction of actual power used in transit. 750 to 1500mpge Please Watch this Ted Talk from former Boulder Resident Zach Krapfl https://www.youtube.com/watch?v=0zJHMMYa01g thank you. |
| Yes | I think E Bikes will introduce more folks to cycling. |
| Yes | I think ebike owners will continue to ride on the trails whether it is legal or not, and ebike dealers will continue to sell as there will be very little control or means to regulate. In my view, there is very little difference in the ebike or regular bike. The danger is in the driver and education. E bikes are here and here to stay, legally or not. |
| Yes | I think ebikes are a positive form of recreation especially for older riders who have had surgery or other medical reasons that make riding regular bikes much more difficult. These riders are in general very safe, law abiding riders who will not adversely affect trail traffic. E bikes are quiet, non polluting and a fun form of recreation & transportation which should be encouraged & not banned. Education is really the key to get cyclists & motorists to understanding the new technology. |
| Yes | I truly hope that boulder will set another national standard. We have st standards in pub translation and urban development let's also set the bar for ebikes. Anyway as they become more and more compact it's just about impossible to enforce any restrictions. You will need to prove the bike is using the motor? What if it is only peddled? We need to allow ebikes so older folks and people with disabilities can access public trails. Lets set the national standard. |
| Yes | I want to voice my support for allowing E-bikes on county trails. I am 54 years old and recovering from pneumonia and my Felt Lebowsk-E has really helped me in getting my lungs back in shape. My bike is pedal assist so it only engages the motor when pedaling. It has a built in governor that limits its top speed. It has 4" fat tires that are more gentle on trails than conventional mountain bikes. All of us are trying to envision a world using less fossil fuels and E-bikes are a logical bridge to that goal. Having a motor assist is no different than using gears as a mechanical aide. The technology has arrived and E-bikes contribute to a world with commuters not using gasoline or automobile parking. Most importantly, they are just great fun! |
| Yes | I was in favor of e-bikes for those with more limited fitness or ability. Then I rented one and was blown away. On a trail that would normally take me 1.5 hours to walk up (because I don't have the fitness and endurance to climb it), I was able to pedal the entire way on the mtb e-bike in 45 minutes. Such a big smile and great experience. I would love to get one of these bikes and have access to climbing trails near my home. |
| Yes | I've be n living in Boulder for over 30 years and have always voted and paid my taxes for open space. Now that I'm in my 50's I find my knees are getting worse so I bought an electric bike to help me get around. I feel betrayed to have supported and paid for open space that I won't be able to use if ebike are not allowed. I don't understand the reasoning. If it is the speed then put a speed limit in place. Most bike riders I see going really fast are human powered not ebikes!! |
| Yes | I'm very much in favor of allowing ebikes on our open space trails allowing seniors to enjoy electric bike riding and the enjoyment of the trails.I also want to be able to use all the trails to ride around the county to visit family members in Erie for example.Today it's too long a ride for me on my regular bike but I'm looking forward to riding my ebike out there and not have to drive the car. |
| Yes | In general eBikes are a strong mobility trend that's here to stay. They have important social and environmental benefits in the right settings for transportation and recreation. |
| Yes | Instead of banning, let's educate and enforce. Ebikes are coming. They're the future. Let's not ban them. |

III. Additional Comments: February 2018 Open Houses and Web E-bike survey
n=240

| Q3. Ridden e-bike | Q9. Is there anything else you would like to tell us? |
|---|---|
| | Let's adapt. |
| Yes | It is important to allow access to all portions of the recreational community to local trails. By limiting e-bike access, you are excluding a portion of the population from equal access to exercise. Aging bikers want to continue to exercise and e-bikes allow this. Boulder should (be) progressive enough to not prohibit elderly people from exercise. |
| Yes | It may be harder to separate out certain trails that e-bikes are allowed to be used on but I think it is worth doing. For instance, Betasso is the only trail I know of that prohibits all bikes on Weds/Sat and this system works. We could allow e-bikes on flat packed trails that aren't blocked visually by trees or lots of curves. We could also see how that works (like the Folsom bike lane project) and if there is mass hysteria, we could change the law and not allow e-bikes on any dirt trails. |
| Yes | Let’s keep motorized bikes with other motorized vehicles |
| Yes | Limiting access to older people because of physical limitations is not what OPEN SPACE represents. Ebike gives everyone a chance to enjoy our states best assets. |
| Yes | love riding an ebike but would hate to see someone going 30 or 40 mph on trails. |
| Yes | Many of the E-bike riders we have met are over 50 but as they become more popular, I see more younger folks using them for commuting to work and for running(riding) errands |
| Yes | Most people would never know that my bike is electric assisted unless I showed them |
| Yes | My husband and I have class 1 e-bikes and we love riding them! We're not pro athletes and we're at different levels of ability, so the e-bikes enable us to have enjoyable rides together and get a great workout. We also like to use them for short trips around town. We also own regular bikes, but we hardly ever used them. E-bikes make all the difference! |
| Yes | Not everyone is strong enough to keep going at such a high altitudes,so a little help is wonderful |
| Yes | Our home in Anthem Ranch is @500 feet from the Boulder County border. If outlawed, we would not be able to access the Coal Creek Trail, which is right behind our house. We used regular bikes for 65 years but can't handle the hills on our beautiful trails. |
| Yes | Part of BMBP and BMA. User conflict is already an issue on Boulder trails. Allowing E-Bikes on singletrack will only make that worse. |
| Yes | Please allow Class 1 and 2 eBikes on all open space trails which currently allow regular non-assist bikes. Thank you. |
| Yes | Please allow Class 1 ebikes equal access to our mountain and plains trails. Please... |
| Yes | Please do not restrict the use of trails to those who need the assistance of an ebike. Boulder County is aging and allowing ebikes enables one to continue to ride. I'm finally able to ride with my husband! |
| Yes | Please don't allow ebikes to ruin recreational trails. |
| Yes | Please don't make an all or nothing rule. Make trails accessible on a trail-by-trail basis. Prohibit regular bikes anywhere ebikes are prohibited. |
| Yes | Please educate the public as to the true nature of the ebike, as a means for more cyclists to enjoy the open space trails. Class 2 bikes are safer on the steeper trails, allowing the cyclist the bike push after dismounting as ebikes are heavier that their mountain bike counter parts. |
| Yes | please follow Broomfield's lead on this matter which makes a lot of sense. |
| Yes | Please read above comments. Thank you, Mark Shader markshader1@gmail.com |
| Yes | Please reconsider this terrible plan |
| Yes | Provide guidelines and signs and ebikes can coexist with other bikes and pedestrians. They are great for older people as well as for encouraging longer biking commutes. That latter also means being able to go 10-15 miles |

III. Additional Comments: February 2018 Open Houses and Web E-bike survey
n=240

| Q3. Ridden e-bike | Q9. Is there anything else you would like to tell us? |
|---|---|
| | on trails and paths. |
| Yes | re: Disallowing e-bikes from trails --- this feels like discrimination against seniors and physically challenged. |
| Yes | Really enjoy riding my e-bike on all trails. |
| Yes | Rental operators should be trained to explain all rules (and rules of courtesy) to renters. Provide maps with restrictions to renters. |
| Yes | Riding a bike on trails requires courteous behavior when approaching other users especially those walking or riding animals. Open space is setting itself up for conflict on many fronts by allowing evoke access. |
| Yes | Some concern re: ebike falling in open space & rider unable to make their way out without assistance. Many residents excited about prospect, older adults. |
| Yes | Stop buying open space and then closing cacess to it! |
| Yes | Strongly believe e bikes should not be prohibited in any or all of these areas as long as riders are courteous and follow the rules of the road and aren't a--holes! |
| Yes | Strongly urge you to allow ebikes on Boulder trails. Be progressive in setting an exmple to other communities! |
| Yes | Thank you for offering the public an opportunity to comment on allowing e-bikes in County Open Space. Many live here to enjoy our beautiful open spaces and I appreciate being able to offer my voice to how they are managed for me and my family. |
| Yes | Thank you for taking community input! |
| Yes | Thank you for this survey. Please continue to close trails to everyone when they are muddy. It's a hardship for many but so critical to preserve our trails. |
| Yes | Thank you! |
| Yes | Thank you. |
| Yes | There is already too much bike/hiker conflict. The bikes make hiking very unenjoyable. I am constantly having to step off the trail to get out of the way of passing bikes. For example, on 1 hr. hike on a hike of Marshal Mesa Trail I counted over 40 bikes passing me that did not call out when coming from behind & that forced me to step off trail so they could proceed. |
| Yes | This entire issue reminds me of how the ski resorts used to ban snowboarding. People who are against these bikes do not see the whole picture and are also discriminating against people who might not be able to ride and enjoy the area without these types of bikes. Would you also outlaw electric wheelchairs on a path??? |
| Yes | This is one of the worst ideas that has ever come up. PLEASE PLEASE PLEASE do not do this . NO NO NO |
| Yes | This should not even be a conversation. We have roads for motorized vehicles |
| | Bikers have a strong lobby and will always want more and more access. E-bikes will just ADD to the number of biker on trails. Remember the original reasons we created the open space: Preservation, Wildlife Protection. |
| | Boulder has a population that is getting older. EBikes make it more practical for a range of people to continue to ride later in life. They were great to ride on a windy day and see how much less impact the wind had because of the bikes weight and power. |

## IV. Comments: CLASS 1 E-bikes Before & After February 2018 E-bike Demo Survey

n=62

| Q4. C1 BEFORE | | | Q1. C1 AFTER | | | |
|---|---|---|---|---|---|---|
| FH-Mtn | Flat | Reg'l | FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| Oppose | Neutral | Neutral | Oppose | Neutral | Neutral | Class 1 bikes are still within the "spirit" of bicycling i.e. you still have to pedal but you get a little assist. Probably won't go fast enough to scare a horse. |
| Neutral | Neutral | Neutral | Support | Support | Support | Doesn't seem much different than a regular bike. |
| Neutral | Neutral | Neutral | Neutral | Neutral | Neutral | Still open-minded. |
| Neutral | Neutral | Neutral | Neutral | Neutral | Neutral | Worried about crowded speeders on trails. But don't expect it to be "a lot" worse than current. |
| Oppose | Support | Support | Oppose | Support | Support | Safety of walkers |
| Neutral | Support | Support | Support | Strongly Support | Strongly Support | Seems quiet, helpful to some, very similar to regular bike. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Class 1 bikes are probably slower than a regular bike. Once you hit 20 mph it gets very hard to go faster. A fit rider on a regular bike can easily go faster. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Doesn't add capabilities that others can't achieve without assist. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | E-Bikes are excellent way for older riders and handicap to use county facilities. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Gets more people riding. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | I feel this is not the core of the issue. The core is safe riding at reasonable speeds depending on the present situation, i.e., safe riding under all circumstances. (e-bike) 90% of my travel in Boulder over the last 18 months. David Bright, 773-285-8215, brightde@gmail.com I'm a strong proponent of E Biking with > 3000 miles in past year. The key issue for ALL bikes should be safe, controlled riding depending on local circumstances at the time of riding, deferring to pedestrians at all times. |
| Support | Strongly Support | Strongly Support | Support | Strongly Support | Strongly Support | I strongly feel ebikes should have access especially on connective regional trails. I often ride between cities in the county & safe access to the great trail systme is more enjoyable & safe. |
| Oppose | | Strongly Support | Oppose | Oppose | Strongly Support | I support the use of these bikes for commuting/transportation, and to help people with physical limitations get more outdoor exercise. |
| Strongly Oppose | Strongly Support | Strongly Support | Strongly Oppose | Support | Strongly Support | I think they can be used to go from home to work but not fit for the mountains. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | I think they will cause no additional trail damage, they simply help you climb hills. |
| Oppose | Support | Strongly Support | Neutral | Support | Strongly Support | I was previously concerned w/control, but they're pretty easy to control. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | LOVE E-BIKES |
| Strongly Support | Strongly Support | Strongly Support | Support | Strongly Support | Strongly Support | Many people who normally won't ride a bike due to age or fitness can enjoy the trails with the power assist. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | More people would ride bikes if E-bike were allowed. |
| Neutral | Strongly Support | Strongly Support | Support | Strongly Support | Strongly Support | Speed is the issue of biker. Bike is very controllable. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | The e-bike doesn't have any of the negative attributes of a motorized vehicle. It just helps a weaker/disabled rider to get up hills more safely. |
| Support | Strongly Support | Strongly Support | Support | Strongly Support | Strongly Support | These are great! I don't know if I would be comfortable biking at that speed on a mountain trail. But if someone is skilled and feels comfortable then go for it! |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | These bikes handle as well an non-e-bikes and can be ridden within the speed "limits" easily. |

IV. Comments: CLASS 1 E-bikes Before & After February 2018 E-bike Demo Survey

n=62

| Q4. C1 BEFORE | | | Q1. C1 AFTER | | | |
|---|---|---|---|---|---|---|
| FH-Mtn | Flat | Reg'l | FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | they only weigh more than a regular bike |
| | | | Neutral | Strongly Support | Strongly Support | I find plains and flat trails to be enjoyable all the time, but there have been many times I wished for wind assistance, rather than resistance; that's where I would think more people could ride rather than drive on the plains. DON'T think they're as practical in the mountains. |
| | Strongly Support | | | Strongly Support | | I was impressed by both classes of E-Bikes. I thought they would be appropriate wherever bikes were allowed, but I'm not familiar with all the mountains and regional trails. |

V. Comments: CLASS 2 E-bikes Before & After February 2018 E-bike Demo Survey
n=62

| Q5. C2 BEFORE | | | Q3. C2 AFTER | | | |
|---|---|---|---|---|---|---|
| FH-Mtn | Flat | Reg'l | FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| Oppose | Oppose | Oppose | Oppose | Support | Support | I don't believe an ebike with a throttle should be on mountain trails, but these flatter trails are great for them. |
| Oppose | Oppose | Oppose | Oppose | Oppose | Oppose | These are low-powered "motor cycles" and I think the potential for aggressive riders will be unpleasant and possibly unsafe for other trail users. |
| Oppose | Oppose | Neutral | Strongly Oppose | Oppose | Support | I think any throttle shouldn't be allowed. You feel more in control pedaling. Also, e-bikes could really crowd foothills & plains trails. |
| Neutral | Neutral | Neutral | Neutral | Neutral | Neutral | Limit speed for safety but don't restrict for people who still want to be outside and enjoy open space. Limit noise if necessary. |
| Oppose | Neutral | Neutral | Neutral | Neutral | Support | More of a motorbike, unsure about whether they belong, although range of offerings properly used might be okay. |
| Strongly Oppose | Oppose | Neutral | Strongly Oppose | Oppose | Neutral | Noticed a big difference in speed & power according to wattage rating. The 750W bike (current legal limit) felt more like a motorcycle whereas the Type 1 I rode felt more like a bike. My fear is that wattage limits are increased over time as technology improves and they get faster & faster. |
| Neutral | Neutral | Neutral | Neutral | Neutral | Neutral | Same |
| Neutral | Neutral | Neutral | Neutral | Neutral | Neutral | see above |
| Oppose | Neutral | Neutral | Neutral | Support | Support | The e-bikes motor is far quieter than I expected; rides just like a normal bike. A lot of fun! |
| Support | Support | Support | Support | Support | Support | Get cars off roads!!! |
| Strongly Oppose | Neutral | Support | Strongly Oppose | Oppose | Support | I believe there should (be) no motorized transportation for the public on public trails that are meant for recreation. |
| Neutral | Support | Support | Neutral | Strongly Support | Strongly Support | Same as above. It might be too fast for technical trails. |
| Support | Strongly Support | Strongly Support | Support | Strongly Support | Support | As a senior citizen the e-bike allows me to keep riding and enjoying our extensive Boulder County trail system. |
| Support | Strongly Support | Strongly Support | Neutral | Strongly Support | Strongly Support | Class one fells & acts like a regular bike. Throttle is great! But maybe too aggressive for other users. |
| Oppose | Strongly Support | Strongly Support | Support | Strongly Support | Strongly Support | E-bikes are awesome! They should be allowed on all trails. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | E-bikes will allow people not otherwise able to use these trails the opportunity to experience them. Efforts will be needed to keep speeds in check, and alternate day hiker/biker schedules could help where congestion becomes a problem. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Having owned both Class 1 & 2 bikes and ridden them over 7000 miles, I don't see a lot of difference between the classes. I like the throttle to just help getting started or if you encounter an unexpected hill. |
| Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Most ebikes on the market in US that are Class 2 have pedal-assist and throttle. I believe both modes can be safely operated. |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | NO CARS MORE EBIKES |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Same |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Same as #2 |
| Strongly Oppose | Neutral | Strongly Support | Neutral | Support | Strongly Support | same as above |
| Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | Strongly Support | see above |
| Neutral | Strongly Support | Strongly Support | Neutral | Strongly Support | Strongly Support | Speed is a function of the biker in addition to the type of bike. Many non-assisted bikes speed on trails. |

V. Comments: CLASS 2 E-bikes Before & After February 2018 E-bike Demo Survey
n=62

| Q5. C2 BEFORE | | | Q3. C2 AFTER | | | |
|---|---|---|---|---|---|---|
| FH-Mtn | Flat | Reg'l | FH-Mtn | Flat | Reg'l | Q7. Please briefly explain why you answered that way: |
| Support | Strongly Support | Strongly Support | Support | Strongly Support | Strongly Support | They don't feel that different then a regular bike, I think they should be allowed anywhere a regular bike is allowed. |
| Neutral | Strongly Support | Strongly Support | Neutral | Strongly Support | Strongly Support | While I want to encourage the disabled/challenged community to participate, I worry about the overall numbers on our Foothill Trails & how that congestion is mitigated. I fully support ebikes on our regional trails in all forms. |
| | | | Strongly Oppose | Neutral | Support | Mtn & hiking trails would be dangerous when interacting with hikers. Flat trails ok. |
| | Support | | | Strongly Support | | Parts of the Betasso Preserve are so narrow & rocky, I'd hate to have an E-Bike or any bike barreling down on me. I would propose a trial period at select sites to gather opinions & comments. But places like Lagerman, with flats & hills, I think is appropriate for all E-Bikes. |
| | | | Oppose | Strongly Support | Strongly Support | Same as above except; Class 2-E might be too aggressive for mountain trails. |
| | | | Oppose | Neutral | Neutral | Speed on uphill for some will be unexpected and may not be able to control around pedestrians. |
| Strongly Oppose | Strongly Oppose | | Strongly Oppose | Strongly Oppose | Oppose | There are already enough user conflicts on trails. We don't need to be encouraging bikes to go faster, except MAYBE for transportation over longer distances. |

# Survey Instruments

- Open House & Web Survey
- E-bike Demo Survey

## Welcome! We'd like your help.

Boulder County Parks & Open Space is conducting this survey to gain a better understanding of your opinion related to the use of e-bikes on trails.

## E-bike Definition

E-bikes are bicycles with an integrated electric motor that does not exceed 750 watts of power (1 horsepower). E-bikes are separated into three classes.

**Stop!** If you already completed a survey during the e-bike demo earlier today, please accept our thanks and do not complete a duplicate survey.

1. **Which activities do you typically participate in when you visit open space?** (check all that apply)

☐ Hike ☐ Walk the Dog ☐ Ride a horse ☐ Special event

☐ Bike ☐ Fish ☐ Picnic ☐ View wildlife

☐ Run ☐ Family gathering ☐ Photography/Art ☐ Other – describe:

2. **Which activity listed above (in Question 1) is your most frequent activity?**
(write only one activity) _____

3. **Have you ever ridden an e-bike?**

☐ Yes

☐ No

4. **Thinking about Boulder County Parks & Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trails listed.**
Class 1 e-bikes provide electrical assistance only while the rider is pedaling. Electrical assistance stops when the bike reaches 20 mph.

| | **Strongly Oppose** ▼ | **Oppose** ▼ | **Neutral** ▼ | **Support** ▼ | **Strongly Support** ▼ | **Not sure** ▼ |
|---|---|---|---|---|---|---|
| Foothills and mountain trails<br><br>(e.g. Betasso Preserve, Hall Ranch, Heil Valley Ranch) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Flat trails in the plains<br><br>(e.g. Pella Crossing, Lagerman Agricultural Preserve) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Regional Trails<br><br>(e.g. LoBo Trail, Coal Creek Trail, Rock Creek Trail) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

5. **Please briefly explain why you answered that way:**

**More questions on reverse side**

6. **Thinking about Boulder County Parks & Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trails listed.**
   Class 2 e-bikes provide electrical assistance regardless if the rider is pedaling or not. Electrical assistance stops when the bike reaches 20 mph.

| | **Strongly Oppose** ▼ | **Oppose** ▼ | **Neutral** ▼ | **Support** ▼ | **Strongly Support** ▼ | **Not sure** ▼ |
|---|---|---|---|---|---|---|
| Foothills and mountain trails<br><br>(e.g. Betasso Preserve, Hall Ranch, Heil Valley Ranch) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Flat trails in the plains<br><br>(e.g. Pella Crossing, Lagerman Agricultural Preserve) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Regional Trails<br><br>(e.g. LoBo Trail, Coal Creek Trail, Rock Creek Trail) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

7. **Please briefly explain why you answered that way:**

8. **Where do you live?** (check only one)

| | | | |
|---|---|---|---|
| ☐ Boulder | ☐ Gold Hill | ☐ Lyons | ☐ Unincorporated Boulder County |
| ☐ Broomfield | ☐ Lafayette | ☐ Nederland | ☐ Ward |
| ☐ Denver | ☐ Longmont | ☐ Niwot | ☐ Outside Colorado |
| ☐ Erie | ☐ Louisville | ☐ Superior | ☐ None of these, but in Colorado |

9. **If there is anything else you would like to tell us, please use the space below:**

For more information or to submit comments online, please visit www.BoulderCountyOpenSpace.org/ebike or contact Tina Nielsen, Special Projects Manager, at 303-678-6279 or tnielsen@bouldercounty.org.

If found, please return survey to: Boulder County Parks & Open Space, 5201 Saint Vrain Road, Longmont, CO 80503

## Welcome! We'd like your help.

Boulder County Parks & Open Space is conducting this survey to gain a better understanding of your opinion related to the use of e-bikes on trails.

## E-bike Definition

E-bikes are bicycles with an integrated electric motor that does not exceed 750 watts of power (1 horsepower). E-bikes are separated into three classes.

1. **Which activities do you typically participate in when you visit open space?** (check all that apply)

   ☐ Hike ☐ Walk the Dog ☐ Ride a horse ☐ Special event

   ☐ Bike ☐ Fish ☐ Picnic ☐ View wildlife

   ☐ Run ☐ Family gathering ☐ Photography/Art ☐ Other – describe:

2. **Which activity listed above (in Question 1) is your most frequent activity?**
   (write only one activity) _____

3. **Have you ridden an e-bike before today?**

   ☐ Yes

   ☐ No

4. **Thinking about Boulder County Parks & Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trails listed.** Class 1 e-bikes provide electrical assistance only while the rider is pedaling. Electrical assistance stops when the bike reaches 20 mph.

| | **Strongly Oppose** ▼ | **Oppose** ▼ | **Neutral** ▼ | **Support** ▼ | **Strongly Support** ▼ | **Not sure** ▼ |
|---|---|---|---|---|---|---|
| Foothills and mountain trails (e.g. Betasso Preserve, Hall Ranch, Heil Valley Ranch) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Flat trails in the plains (e.g. Pella Crossing, Lagerman Agricultural Preserve) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Regional Trails (e.g. LoBo Trail, Coal Creek Trail, Rock Creek Trail) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

5. **Thinking about Boulder County Parks & Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trails listed.**
   Class 2 e-bikes provide electrical assistance regardless if the rider is pedaling or not. Electrical assistance stops when the bike reaches 20 mph.

| | **Strongly Oppose** ▼ | **Oppose** ▼ | **Neutral** ▼ | **Support** ▼ | **Strongly Support** ▼ | **Not sure** ▼ |
|---|---|---|---|---|---|---|
| Foothills and mountain trails (e.g. Betasso Preserve, Hall Ranch, Heil Valley Ranch) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Flat trails in the plains (e.g. Pella Crossing, Lagerman Agricultural Preserve) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Regional Trails (e.g. LoBo Trail, Coal Creek Trail, Rock Creek Trail) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

**Complete reverse side after your test ride**

## Complete these questions after your test ride

1. **Thinking about Boulder County Parks & Open Space properties, please indicate your level of support or opposition for allowing Class 1 e-bikes on the three types of trails listed.**
   Class 1 e-bikes provide electrical assistance only while the rider is pedaling. Electrical assistance stops when the bike reaches 20 mph.

| | Strongly Oppose ▼ | Oppose ▼ | Neutral ▼ | Support ▼ | Strongly Support ▼ | Not sure ▼ |
|---|---|---|---|---|---|---|
| Foothills and mountain trails (e.g. Betasso Preserve, Hall Ranch, Heil Valley Ranch) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Flat trails in the plains (e.g. Pella Crossing, Lagerman Agricultural Preserve) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Regional Trails (e.g. LoBo Trail, Coal Creek Trail, Rock Creek Trail) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

2. **Please briefly explain why you answered that way:**

3. **Thinking about Boulder County Parks & Open Space properties, please indicate your level of support or opposition for allowing Class 2 e-bikes on the three types of trails listed.**
   Class 2 e-bikes provide electrical assistance regardless if the rider is pedaling or not. Electrical assistance stops when the bike reaches 20 mph.

| | Strongly Oppose ▼ | Oppose ▼ | Neutral ▼ | Support ▼ | Strongly Support ▼ | Not sure ▼ |
|---|---|---|---|---|---|---|
| Foothills and mountain trails (e.g. Betasso Preserve, Hall Ranch, Heil Valley Ranch) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Flat trails in the plains (e.g. Pella Crossing, Lagerman Agricultural Preserve) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Regional Trails (e.g. LoBo Trail, Coal Creek Trail, Rock Creek Trail) | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

4. **Please briefly explain why you answered that way:**

5. **Where do you live?** (check only one)

| | | | |
|---|---|---|---|
| ☐ Boulder | ☐ Gold Hill | ☐ Lyons | ☐ Unincorporated Boulder County |
| ☐ Broomfield | ☐ Lafayette | ☐ Nederland | ☐ Ward |
| ☐ Denver | ☐ Longmont | ☐ Niwot | ☐ Outside Colorado |
| ☐ Erie | ☐ Louisville | ☐ Superior | ☐ None of these, but in Colorado |

For more information or to submit comments online, please visit www.BoulderCountyOpenSpace.org/ebike or contact Tina Nielsen, Special Projects Manager, at 303-678-6279 or tnielsen@bouldercounty.org.
If found, please return survey to: Boulder County Parks & Open Space, 5201 Saint Vrain Road, Longmont, CO 80503