



# Parks & Open Space

5201 St. Vrain Road • Longmont, Colorado 80503  
303.678.6200 • Fax: 303.678.6177 • [www.BoulderCountyOpenSpace.org](http://www.BoulderCountyOpenSpace.org)

## MINUTES AND PROCEEDINGS OF THE PARKS AND OPEN SPACE ADVISORY COMMITTEE June 28, 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, and Gordon Pedrow

Excused: John Nibarger, James Mapes, Scott Miller, and Heather Williams

### **Staff in Attendance**

Sandy Duff, Tina Nielsen, Nick Stremel, Conrad Lattes, Larry Colbenson, Jeff Moline Al Hardy, Janis Whisman, Stefan Reinold, Bevin Carithers, Blake Cooper, Renata Frye, Therese Glowacki, and Eric Lane

### **Approval of the May 24, 2018 Meeting Minutes**

Action Taken: Jim Krug moved to accept the May minutes. Sue Anderson seconded the motion. ***Motion carried unanimously.***

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

None

### **Hicks-Stitzel Acquisition**

Boulder County proposes acquiring approximately 106 acres of land and a conservation easement over approximately 1.1 acres of land immediately south of the Hicks Open Space property.

*Staff Presenter: Sandy Duff – Sr. Land Officer*

Action Requested: Recommendation to BOCC

### **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.**

### **E-bike Recommendation**

Staff Presenter: Tina Nielsen - Special Projects Manager

Action Requested: Recommendation to BOCC

### **Public Comments**

- Raul Saucedo, 296 Canyonside Dr., Boulder. He supports the use of e-bikes on Boulder Canyon Trail for commuting.
- Chris Trice, 217 Canyonside Dr., Boulder. He supports e-bikes on Boulder Canyon Trail.
- Bruce Vaughn, 531 Canyonside Dr., Boulder. He commutes on Boulder Creek path and would like to have e-bikes allowed.
- Ron Stewart, 814 Half Measures Dr., Longmont. He argued that e-bikes are motorized vehicles and so he is against the use of e-bikes on open space trails when the land was purchased with open space tax money. He suggested the county dispose of the acres designated as open space in order to allow the use of motorized bikes.
- Mike Vogley, 5514 Mustang Dr., Frederick. He supports the use of e-bikes on open space trails and thinks the use should be studied on mountain trails as well.
- Randy Ramsey, 491 Elk Trail, Lafayette. He owns an e-bike shop. He supports the use of e-bikes on open space trails. He thinks conflicts are more about behavior of riders than the type of bike.
- Todd Short, 486 Fourmile Canyon Dr., Boulder. He supports the use of e-bikes on open space trails and would like to use one for commuting on Boulder Canyon Trail.
- Sherri O'Hara, 2723 Geneva Pl., Longmont. She works for the e-bike industry. She supports the use of e-bikes on open space trails.

### **Action Taken:**

Motion 1: Cathy Comstock moved to approve staff recommendation for the pilot e-bike program with a provision that the Boulder Creek Path be included in the pilot. Sue Anderson seconded the motion. **After discussion, motion was withdrawn.**

Motion 2: Cathy Comstock moved to approve staff recommendation for the pilot e-bike program as presented. Sue Anderson seconded the motion. **After discussion, motion passed 3-2.**

### **Volunteer Naturalist Program**

*Staff Presenter: Larry Colbenson – Natural History Program Coordinator*

Action Requested: Information Only

### **Public Comments**

None

### **Prescribed Fire on Parks & Open Space Land**

*Staff Presenter: Nick Stremel – Forestry & Fire*

Action Requested: Information Only

### **Public Comments**

None

### **Director's Update**

- Community Forestry Sort Yards: May had a significant increase in use at both sort yards, with numbers up 50% at the Nederland Sort Yard and 35% at the Meeker Sort Yard. We held an Open House at the yards to inform the public of this service, which was a great success.
- Cultural History: We held two public events at our Cultural History sites: Crafts and Trades on the Farm at Walker Ranch and Critter Days at the Ag Heritage Center. The Critter Days were a huge hit, with over 300 visitors in the first 2 hours!
- Flood Restoration: The contractors completed the St. Vrain Reach 3 project on May 25. Three of five major creek restoration projects are complete and under warranty by the contractors for a year (with staff checking as well). Next year, staff will take on monitoring and maintaining all of our creek restoration projects. – September tour tentatively planned along with update on flood recovery projects.
- Burrowing owls, a species of special concern here in Boulder County, are actively nesting on 3 open space properties.
- Last week's hail storm damaged a very significant number of agricultural fields south of Longmont. Some fields look to be recovering but other fields will likely be a complete loss. Time will tell the extent of the damage.
  
- Today, we closed on the Harper conservation easement at the NE corner of Longmont.
  
- The Colorado Open Space Alliance conference is in Grand Junction Sept. 10-12. You are encouraged to attend and Boulder County will cover your registration and lodging expenses. Renata will send you registration information when it opens next week. This year's theme is water, and there will be a great variety of sessions and field trips.

### **Adjournment**

The meeting adjourned at 8:57 p.m.

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



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## PARKS & OPEN SPACE ADVISORY COMMITTEE MEETING

**DATE:** Thursday, June 28, 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 May 24, 2018 Meeting Minutes**
- 6:35 2. **Public Participation - Items not on the Agenda**
- 6:40 3. **Hicks-Stitzel Acquisition**  
Boulder County proposes acquiring approximately 106 acres of land and a conservation easement over approximately 1.1 acres of land immediately south of the Hicks Open Space property.  
*Staff Presenter: Sandy Duff - Sr. Land Officer*  
**Action Requested: Recommendation to BOCC**
- 6:50 4. **E-bike Recommendation**  
*Staff Presenter: Tina Nielsen - Special Projects Manager*  
**Action Requested: Recommendation to BOCC**
- 7:50 5. **Volunteer Naturalist Program**  
*Staff Presenter: Larry Colbenson - Natural History Program Coordinator*  
**Action Requested: Information Only**
- 8:10 6. **Prescribed Fire on Parks & Open Space Land**  
*Staff Presenter: Nick Stremel - Forestry & Fire*  
**Action Requested: Information Only**
- 8:30 7. **Director's Update**
- 8:40 8. **Adjourn**

Available staff memos & related materials for this meeting may be viewed on our website:

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## PARKS & OPEN SPACE ADVISORY COMMITTEE MEETING

|                          |  |
|--------------------------|--|
| <b>TO:</b>               | Parks & Open Space Advisory Committee  |
| <b>TIME/DATE:</b>        | Thursday, June 28, 2018 6:30 p.m.  |
| <b>LOCATION:</b>         | Commissioners Hearing Room, 3 <sup>rd</sup> floor, Boulder County Courthouse, 1325 Pearl Street, Boulder, CO |
| <b>AGENDA ITEM:</b>      | Hicks-Stitzel Acquisition  |
| <b>PRESENTER:</b>        | Sandy Duff, Senior Land Officer  |
| <b>ACTION REQUESTED:</b> | Recommendation to the BOCC   |

### Summary

Boulder County proposes to invest \$1,900,000 to acquire fee title to approximately 106 acres comprised of dryland and irrigated agricultural lands, and a conservation easement over 1.1 acres of land, in the vicinity of North 75<sup>th</sup> Street, Longmont, CO. The property is located at 13359 N. 75<sup>th</sup> Street, on the west side of 75<sup>th</sup> Street and north of Highway 66.

### Background

The property lies south and east of the Ron Stewart Preserve at Rabbit Mountain (Rabbit Mountain) and immediately south of the Hicks Open Space property, east of the Money Open Space property, and east of the Peppers NUPUD conservation easement. It is owned by B. Stitzel Investments, LLLP. The majority of the property is vacant, with the exception of an existing house, garage, silo and storage shed on approximately 1.1 acres of land in the southeast corner. These structures total approximately 3,878 square feet. If approved, the Parks & Open Space Department will accomplish a division of land to separate 1.1 acres containing the house and structures onto its own legal parcel. The 1.1-acre house lot will be subject to a conservation easement that will allow one residence and a total of 4,000 square feet of residential structures.

The purchase includes 3 shares of the Supply Ditch and 5 units of Colorado Big Thompson water. These water rights are needed for the 35 acres of the property that are irrigated, but they will not be tied to the property, so the county can use them there or on other irrigated open space properties.

The property has been used for agriculture, and so it will be closed for agricultural purposes. If the future update to the Rabbit Mountain Management Plan identifies the property as being appropriate for public use, it may be opened to public use at a later date.

A Phase I Environmental Assessment is being completed, and if the results show that there are any mining hazards on the property being acquired, staff will notify the State of Colorado's Division of Mining, Reclamation and Safety for formal closure.

### Deal Terms

The purchase price for the property is \$1,900,000, for the land, mineral rights, water rights and 2 building rights. The county will process a division of land to carve off the 1.1-acre house lot which will be retained by the Seller. The county will receive a conservation easement over the house lot that will limit the square foot size of any addition or remodel on the house.

The property is eligible as a sending site in the Longmont TDR Area. Five transferable development rights may be created at closing and the county will own the TDRs.

*Acquisition Summary*

| Acres | Water Rights | # Building Rights County Will Acquire | Price per Acre | Water Right Value | Total Purchase Price |
|-------|--------------|---------------------------------------|----------------|-------------------|----------------------|
| 106   | Yes          | 2                                     | \$16,193       | \$183,500         | \$1,900,000          |

\* Owner will retain 1 building right which is used on the existing house.

\*\* Mineral rights will be acquired.

**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 these features: Rabbit Mountain Environmental Conservation Area, the Rabbit Mountain B1-Outstanding Biodiversity Significance Area, and Significant Agricultural Lands of Local Importance.

**Public Process**

The process to create parcels of land under 35 acres require commissioners’ approval pursuant to the Community Facility Lot Split regulations contained in the Land Use Code, and so adjacent property owners and the Land Use and Transportation Departments and Boulder County Public Health have been notified according to standard practice.

The notices included an invitation to attend and comment at this meeting. No public comments have been received to date, and any additional comments we receive will be shared with you at the meeting.

**Staff Discussion and Recommendation**

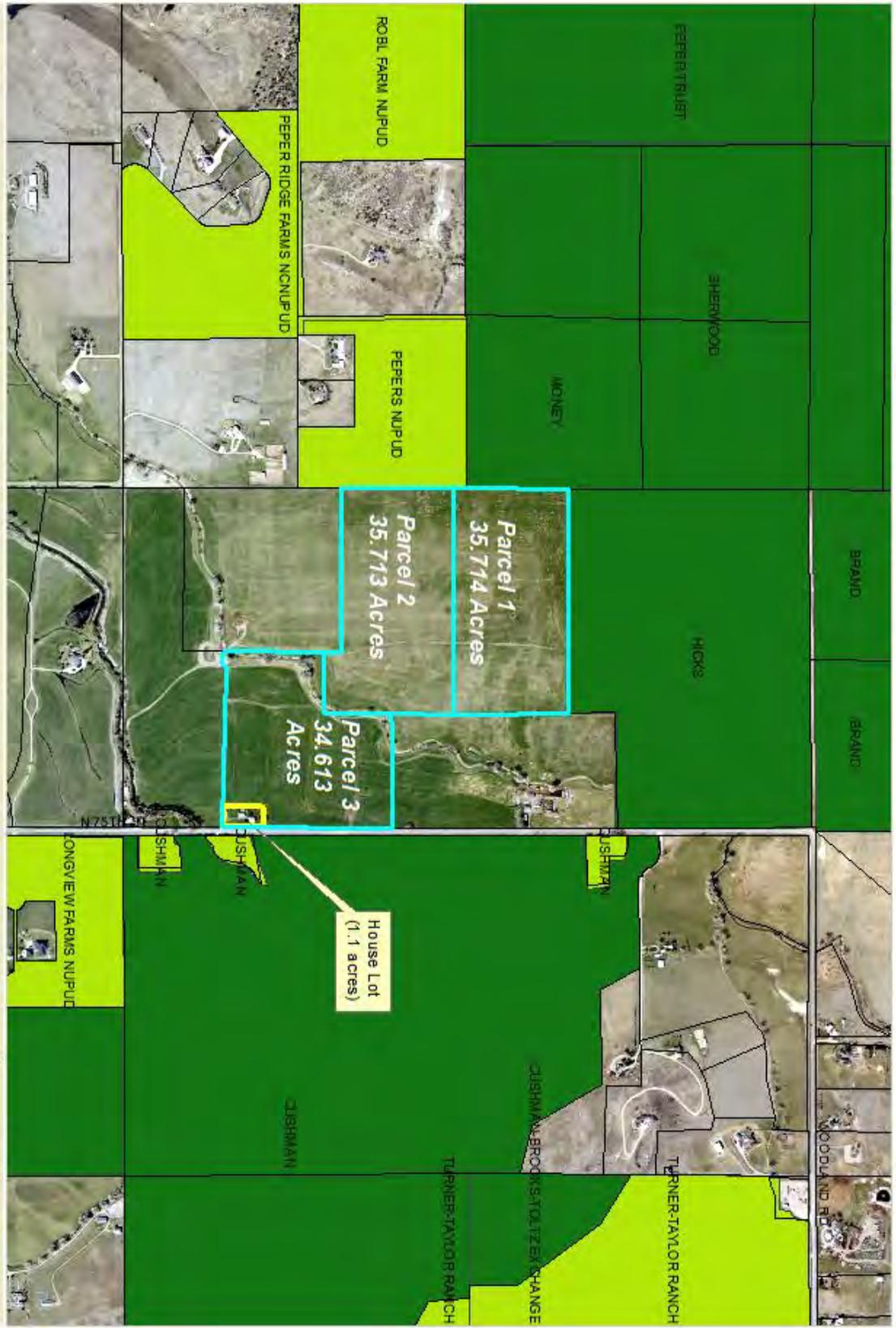
Staff supports this acquisition of approximately 106 acres and a conservation easement over the 1.1-acre house lot. Staff views this acquisition as a priority, since it will expand the Rabbit Mountain complex and provide additional land for wildlife as an important open space buffer in the area.

**POSAC Action Requested**

Recommendation to the Boulder County Commissioners for approval of the acquisition of the Hicks-Stitzel property, a division of land for 1.1 acres of the house lot, and a conservation easement over the house lot as described above and as further described by staff at the POSAC meeting.

Suggested motion language: I move approval of this transaction as staff has described.

# Hicks-Stitzel Property - 107.140 Acres



This map was prepared by the City of Austin, Texas, and is for informational purposes only. It is not intended to be used as a legal document. For more information, please contact the City of Austin, Texas, at 512.478.1000.



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## PARKS & OPEN SPACE ADVISORY COMMITTEE

|                          |   |
|--------------------------|---|
| <b>TO:</b>               | Parks & Open Space Advisory Committee   |
| <b>DATE/TIME:</b>        | Thursday, June 28, 2018, 6:30 p.m.  |
| <b>LOCATION:</b>         | Commissioners Hearing Room, 3 <sup>rd</sup> floor, Boulder County<br>Courthouse, 1325 Pearl Street, Boulder, CO |
| <b>AGENDA ITEM:</b>      | <b>E-bikes Recommendation</b>   |
| <b>PRESENTER:</b>        | Tina Nielsen, Special Projects Manager  |
| <b>ACTION REQUESTED:</b> | Recommendation to the BOCC  |

### Background

Last August the governor signed HB 17-1151, updating the law that regulates the operation of bicycles in the state. Under the new law, electrical assisted bikes, or e-bikes, are no longer classified as motorized vehicles, and the definition is expanded to three classes.<sup>1</sup> Class 1 and 2 e-bikes are allowed on bike or pedestrian paths where bikes are allowed unless local governments take action to prohibit them. Class 3 e-bikes are not allowed on bike or pedestrian paths unless local governments take action to allow them.

One of the functions of open space is passive recreation, as set forth in each of the open space sales tax resolutions starting in 1993. Passive recreation is defined in the Boulder County Comprehensive Plan, Open Space Element, 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... Further, ... if specifically designated, passive recreation may include bicycling...” (See Attachment A for excerpts of the sales tax resolution pertaining to passive recreational use and the full definition of passive recreation in the Comprehensive Plan.) Accordingly, the Boulder County Parks & Open Space Rules and Regulations prohibit motor vehicles, with exceptions for persons with mobility disabilities.<sup>2</sup>

In December 2017, Boulder County Parks & Open Space staff proposed updates to the Rules & Regulations to POSAC. Among the updates was a clarification that bicycles are defined as being exclusively human-powered wheeled vehicles. These clarifications maintain the prohibited status of e-bikes on Boulder County Parks & Open Space trails.<sup>3</sup> Boulder County received significant volume of comments decrying the prohibition of e-bikes following the December POSAC meeting. As a result, Parks & Open Space staff began a community engagement process to consider if, and where, e-bikes should be considered on Boulder County Trails.

<sup>1</sup>Electric assisted bicycle is defined as a vehicle having two or three wheels, fully operable pedals, and an electric motor not exceeding 750 watts of power. Class 1 provides electrical pedal assistance, class 2 provides electrical power via a throttle; both stop giving power when the e-bike reaches the speed of 20 mph. Class 3 has a throttle assist up to 28 mph. See <https://leg.colorado.gov/bills/hb17-1151> for full details.

<sup>2</sup>Boulder County Parks & Open Space allows individuals with mobility disabilities to use Other Power-Driven Mobility devices (OPDMDs) which can include e-bikes (Rules & Regulations Resolution 2018-08, 9b). A list of Boulder County Parks & Open Space trails where OPDMDs are allowed is available at [www.bouldercounty.org/accessibility](http://www.bouldercounty.org/accessibility).

<sup>3</sup>Currently, Boulder County allows e-bikes on a short section of the US 36 bikeway that passes through the Scriffiny open space property. POSAC approved this exception to the Rules & Regulations in February 2017.

| <b>Summary of 2018 E-Bike Process</b> |  |
|---------------------------------------|--|
| January                               | <ul style="list-style-type: none"> <li>• POSAC presentation: Phase I public engagement goals</li> <li>• Goal: gather public input about if and where e-bikes could be considered on Boulder County Open Space trails</li> </ul>                    |
| February                              | <ul style="list-style-type: none"> <li>• Phase I public engagement: three open houses, two with e-bike demos</li> <li>• Report on results available at <a href="http://www.bouldercounty.org/e-bikes">www.bouldercounty.org/e-bikes</a></li> </ul> |
| March                                 | <ul style="list-style-type: none"> <li>• POSAC presentation: E-bike public engagement update and next steps</li> </ul>   |
| April                                 | <ul style="list-style-type: none"> <li>• Draft staff recommendation</li> <li>• Referral to peer agencies</li> </ul>  |
| May                                   | <ul style="list-style-type: none"> <li>• Phase II public engagement May 17-June 17: gather input on draft staff recommendation</li> <li>• POSAC presentation: Results of Surveys and Public Comments, and Draft Staff Recommendation</li> </ul>    |
| June                                  | <ul style="list-style-type: none"> <li>• June 12 e-bike demo and public open house</li> <li>• Revise staff recommendation based on public input and referral comments</li> <li>• POSAC public hearing June 28</li> </ul>                           |
| July                                  | <ul style="list-style-type: none"> <li>• BOCC public hearing July 24, 2 p.m.</li> </ul>  |

## **Results of Phase II Public Engagement**

The Phase II survey had 46 responses. Respondents of the Phase II online survey generally support the staff recommendation. Similar to Phase I survey responses, a majority of survey respondents are in favor of e-bikes on regional trails. The LoBo Trail has the highest support (64% in favor of class 1, 58% in favor of class 2), with support for the Coal Creek Trail and Rock Creek Trail close behind. A majority of respondents support class 1 and 2 e-bikes on trails on the plains, with the exception of class 2 e-bikes on Coalton TH trails, where the support dips to 48%. Opinions are more mixed about the proposed prohibition of e-bikes on foothills and mountain trails, especially with respect to the Boulder Canyon Trail, where 56% (class 1) and 49% (class 2) of respondents did not support the staff recommendation to prohibit e-bikes. Support for e-bikes increases among respondents who have ridden them. Full results are included in Attachment B.

Three jurisdictions responded to the referral request for comments regarding the draft staff recommendation on e-bikes.

- The City of Boulder allows e-bikes on certain multi-use trails<sup>4</sup> but prohibits them on its open space trails. The Open Space and Mountain Parks Department is in the midst of a master plan process, and will likely take up the question of e-bikes on open space trails upon conclusion of the master plan in late 2019. Meanwhile, the City of Boulder supports the recommendation to prohibit e-bikes on the Boulder Canyon Trail, and requests trails in the Coalton Trailhead vicinity be removed from the recommendation to allow e-bikes due to challenges with trails connecting to City of Boulder trails. Boulder's response is included in Attachment C.
- Town of Erie supports the county staff recommendation
- City of Lafayette supports the county staff recommendation

<sup>4</sup> <https://bouldercolorado.gov/goboulder/electric-assisted-bikes-policy-review>

## Discussion

### *Can e-bikes be allowed on Boulder County Open Space trails?*

In the May POSAC discussion of the Draft Recommendation, the question was raised: can Boulder County consider e-bikes, given the definition of passive recreation as non-motorized?

Staff believes that the response to the question “Can e-bikes be allowed on Boulder County open space trails?” is “yes” based on the changes in state law brought about by HB 17-1151. While the Boulder County Comprehensive Plan defines passive recreation as non-motorized, under state law electric assist bicycles are now excluded from the definition of motorized vehicles. Permitting e-bikes on open space trails can thus be interpreted as being consistent with the Comprehensive Plan and the sales tax resolution language.

There is also precedent for allowing a motorized recreational use other than for physical disabilities: motorized boats with 8 horsepower or less are permitted at Lagerman Reservoir (BCPOS Rules and Regulations, paragraph 27(c)). In addition, the Rules and Regulations provide that motorized uses may be “specifically designated and posted” (paragraph 9(a)) and that electric assisted bicycle may be allowed in areas where “specifically designated and posted” (paragraph 8).<sup>5</sup>

### *Other Factors for Consideration*

As staff grappled with the question of whether e-bikes should be allowed, staff reflected on how a public agency maintains the public trust while adapting to evolving technology, demographic trends, and changing public desires and demands. Open space management best serves the public interest when it can be responsive and adaptive. Management policies must address real conditions, which in this case include the change in state law, public opinions about evolving e-bike technologies, and changing demographics. Staff has tried to balance the foundational values and functions of county open space with practical management considerations, summarized below.

- Bike etiquette and conflict. Much of the negative sentiment expressed in survey comments is directed at behavior of bike riders in general. Failure to yield and speed are the top concerns among survey respondents who do not support allowing e-bikes. Trail damage caused by heavier weight of e-bikes and concerns about handling skills are mentioned in comments by those in opposition.
- Enforcement challenges. E-bikes are here and as the technology evolves it will become more difficult to differentiate them from regular bikes.
- Regional coordination with adjacent land management agencies. E-bikes are allowed on trails within most Boulder County municipalities on the plains and adjacent counties (Broomfield, Jefferson, and for now, Larimer), either because of specific actions taken or by default under the new state law.
- Sustainability. Sustainability is one of Boulder County’s guiding values. E-bikes can help reduce reliance on cars, especially when used for commuting and hauling cargo.
- Inclusion and accessibility. Inclusion is another of Boulder County’s guiding values. E-bikes can facilitate recreational access for a broader range of visitors. Access for older riders and those with limited or diminished physical abilities is a common theme in the comments of

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<sup>5</sup> [www.bouldercounty.org/rules-and-regulations](http://www.bouldercounty.org/rules-and-regulations)

those in favor. Some question why they would be discriminated against because of their physical limitations related to age or other factors.

Based on consideration of these factors, input from referrals and public comment, staff has revised the initial draft recommendation in two ways:

- Change the recommendation for the Coalton Trail and Mayhoffer Singletree Trail at Coalton Trailhead from “allowed” to “prohibited” in response to City of Boulder’s request in their referral response. The recommendation for the Meadowlark Trail remains to allow e-bikes from the Coalton Trailhead at McCaslin north to S. 76<sup>th</sup> St., as this segment is entirely within Boulder County’s jurisdiction and functions as a commuter corridor.
- Simplified the recommendation for plains trails to allow e-bikes on all plains trails where bikes are allowed, i.e. changed the recommendation from “prohibited” to “allowed” for Legion Park, Pella Crossing, Twin Lakes, and Walden Ponds Wildlife Habitat. The rationale for this change is that the value of keeping the rules simple for ease of understanding and enforcement in addition to the low bike use at each of these parks outweighs the original concerns.

### **Staff Recommendation**

Given the change in state law, input from the public, and consideration of the other factors discussed above, staff makes the following recommendation for POSAC consideration:

1. Allow class 1 and class 2 e-bikes as a pilot through 2019 on regional trails and on all trails on the plains where bikes are allowed, with the exception of three trails: the Coalton Trail, Mayhoffer Singletree Trail, and the Boulder Canyon Trail, as requested by City of Boulder.
2. Prohibit e-bikes on all foothill and mountain trails.

During the pilot period, BCPOS will conduct targeted studies to monitor e-bike use and evaluate conflict and perceptions of e-bikes. In addition, BCPOS will expand outreach and education about proper bike etiquette, including yielding, passing, and communication. If this recommendation is accepted, staff will report back to POSAC in early 2020 with results of the pilot and further recommendation.

### **POSAC Action Requested**

Recommendation to the Boulder County Commissioners for approval of staff recommendation allowing e-bikes on a pilot basis, as described above.

Suggested motion language: I move approval of the staff recommendation to allow e-bikes on a pilot basis, as outlined in the staff memo.

### **Attachments**

- A. Open Space Tax Resolution and Boulder County Comprehensive Plan Open Space Element excerpts pertaining to passive recreation
- B. Phase II E-bike Survey Results
- C. Referral Response from City of Boulder

**Attachment A: Open Space Tax Resolution and Boulder County Comprehensive Plan Open Space Element excerpts pertaining to passive recreation**

*Open Space Tax Resolution 93-174* ([www.bouldercounty.org/open-space-sales-tax](http://www.bouldercounty.org/open-space-sales-tax))

Below are excerpts of language from the first open space tax resolution, passed in 1993, addressing “passive” uses. This language is mirrored in all subsequent open space sales tax resolutions.

WHEREAS, there is a critical need for the preservation of open space lands in Boulder County, preserved open space being a fundamental shared value of the citizens of Boulder County, which open space lands can be used for purposes including but not limited to buffers to preserve community identity, natural areas, wildlife habitat and wetlands, allow continuation of existing visual corridors and offer passive recreational use through the development of a county-wide trail system, and therefore there is a critical need for county-wide sales and use taxes to finance the acquisition and limited development of said lands; and

9. THAT the net proceeds from the sales and use tax received by the County of Boulder shall be expended by the County of Boulder for the following purposes:

(g) To improve all County of Boulder open space property and trails in accordance with Parks and Open Space policies adopted by the Board of County Commissioners; improvements shall be related to resource management, including but not limited to water improvements (irrigation, domestic use and recreational uses), preservation enhancements (fences, wetlands and wildlife habitat improvements), and passive recreational uses, such as trails, trailhead parking and other access improvements, picnic facilities and restrooms;

Open space shall serve one or more of the following functions:

(f) preservation of land for outdoor recreation areas limited to passive recreational use, including but not limited to hiking, photography or nature studies, and, if specifically designated, bicycling, horseback riding, or fishing.

Open space acquisitions shall be as exemplified by, or similar in character to, those identified on Exhibit A, attached hereto and incorporated herein by this reference. Once acquired, open space may be used only for passive recreational purposes, for agricultural purposes, or for environmental preservation purposes, all as set forth above.

*Boulder County Comprehensive Plan, Open Space Element definition of Passive Recreation* ([www.bouldercounty.org/open-space-element](http://www.bouldercounty.org/open-space-element))

Passive Recreation, referred to in the *Open Space Element* policies, is defined 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. Further,

- Passive recreation requires no rules of play or installation of equipment or facilities, except for trails and associated improvements.
- Passive recreation includes activities such as hiking, snowshoeing, cross-country skiing, photography, bird-watching, or other nature observation or study.
- If specifically designated, passive recreation may include bicycling, horseback riding, dog walking, boating, or fishing.

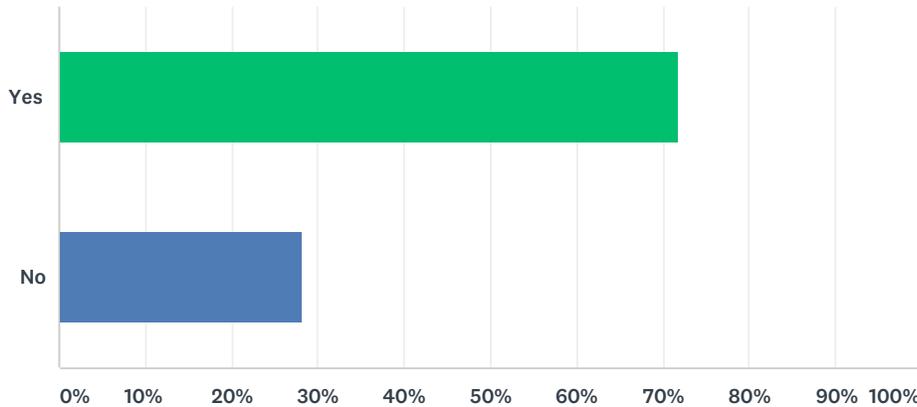
# Phase II E-bike Survey Results

SurveyMonkey Report

June 2018

### Q1 Have you ever ridden an e-bike?

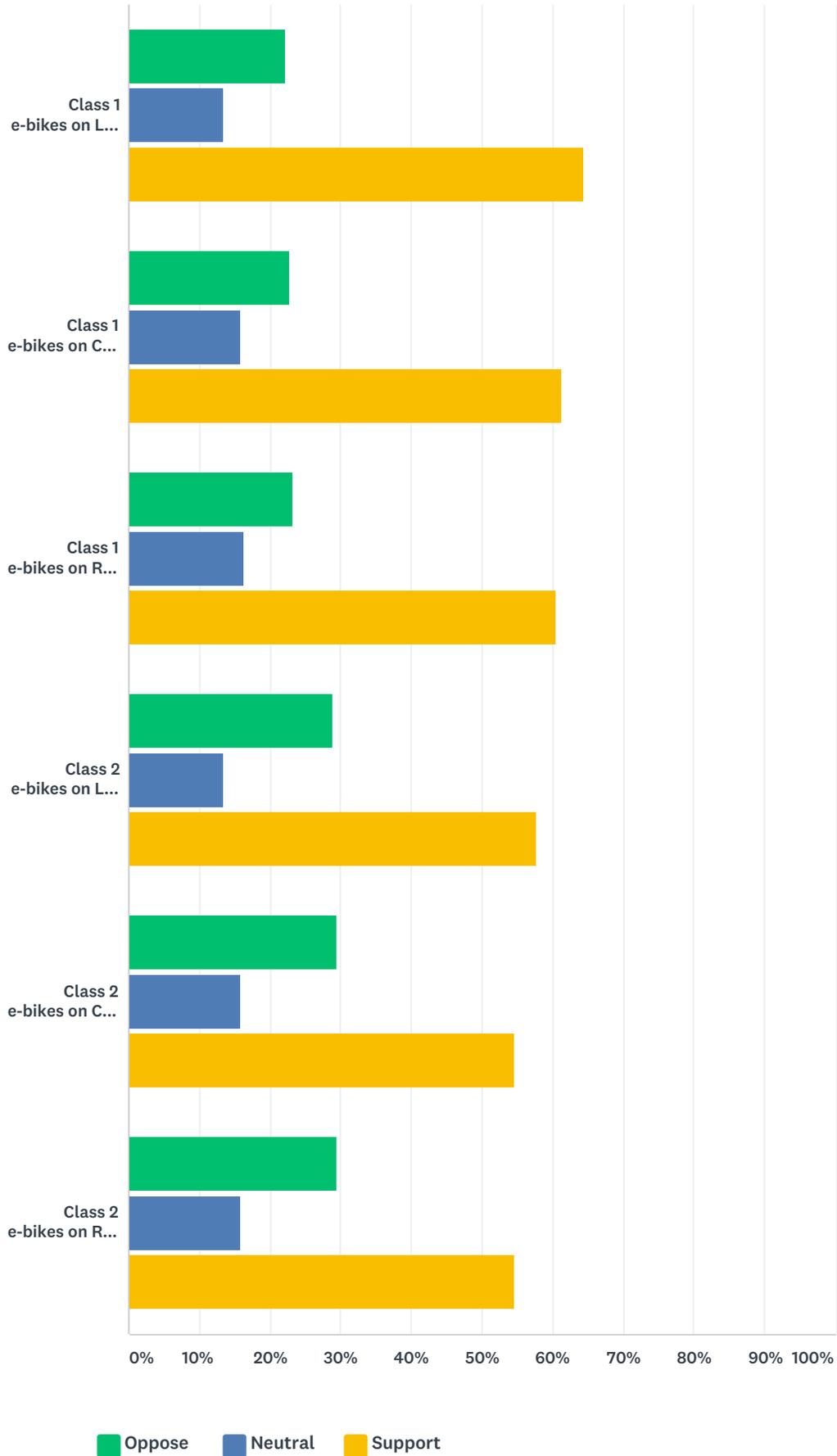
Answered: 46 Skipped: 0



| ANSWER CHOICES | RESPONSES |    |
|----------------|-----------|----|
| Yes            | 71.74%    | 33 |
| No             | 28.26%    | 13 |
| TOTAL          |           | 46 |

Q2 Staff proposes allowing class 1 and class 2 e-bikes on the following regional trails in Boulder County. Please indicate your support or opposition for this recommendation:

Answered: 45 Skipped: 1



■ Oppose
 ■ Neutral
 ■ Support

|  | OPPOSE | NEUTRAL | SUPPORT | TOTAL |
|--|--------|---------|---------|-------|
|--|--------|---------|---------|-------|

|                                     |              |             |              |    |
|-------------------------------------|--------------|-------------|--------------|----|
| Class 1 e-bikes on LoBo Trail       | 22.22%<br>10 | 13.33%<br>6 | 64.44%<br>29 | 45 |
| Class 1 e-bikes on Coal Creek Trail | 22.73%<br>10 | 15.91%<br>7 | 61.36%<br>27 | 44 |
| Class 1 e-bikes on Rock Creek Trail | 23.26%<br>10 | 16.28%<br>7 | 60.47%<br>26 | 43 |
| Class 2 e-bikes on LoBo Trail       | 28.89%<br>13 | 13.33%<br>6 | 57.78%<br>26 | 45 |
| Class 2 e-bikes on Coal Creek Trail | 29.55%<br>13 | 15.91%<br>7 | 54.55%<br>24 | 44 |
| Class 2 e-bikes on Rock Creek Trail | 29.55%<br>13 | 15.91%<br>7 | 54.55%<br>24 | 44 |

### Q3 Please briefly explain why you answered that way:

Answered: 42 Skipped: 4

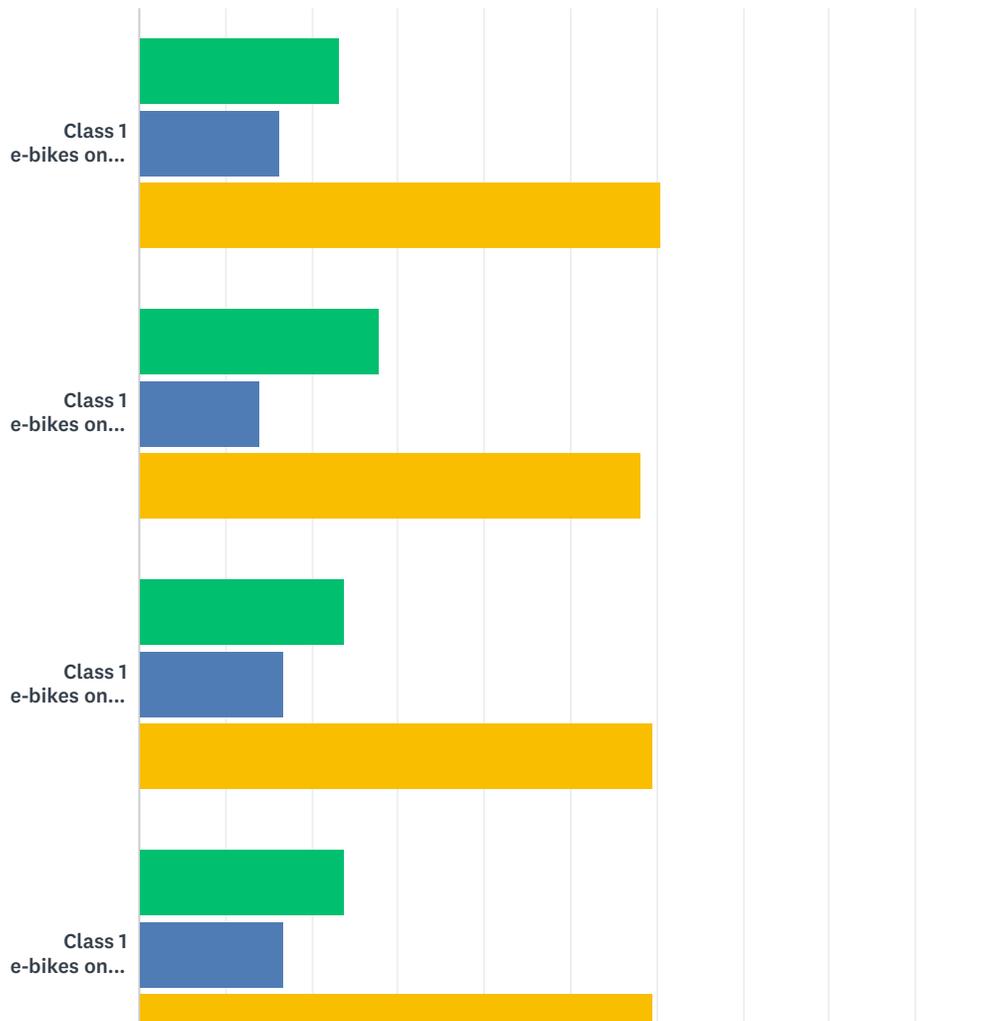
| #  | RESPONSES  | DATE               |
|----|--|--------------------|
| 1  | <b>con</b> Two dear friends of mine we paralyzed from the neck down by collisions with inexperienced cyclists being careless on trails. Add a motor to this and it's a recipe for disaster. Motors are NOT the same as human powered bikes. E bikes allow less experienced cyclists to go faster or equally as fast as seasoned cyclists. If this law passes, and I hope it does not, but if it does, E-bike riders should have to take a TRAIL ETIQUETTE CLASS in the same way the dog guardians must take a class and PAY A FEE for green tags. There must be SOME DIFFERENTIATION if the two vehicles are allowed to share trails. MAJOR LIFETIME INJURIES will increase otherwise. | 6/17/2018 9:55 AM  |
| 2  | <b>pro</b> After riding an eBike (Class 1 and 2) I don't feel they are any more dangerous than a regular bike and should be allowed on all trails that currently allow bicycles.   | 6/16/2018 9:16 AM  |
| 3  | <b>con pro</b> I support class one as pedal assist and neutral to oppose throttle class 2.   | 6/14/2018 9:22 AM  |
| 4  | <b>pro</b> I have ridden an E-Bike over 3300 miles. Every rider needs to learn respect to other trail users. I am 69 years old. E-Bikes have extended my range. I am able to ride more have more fun.  | 6/14/2018 9:20 AM  |
| 5  | See Public Comment   | 6/10/2018 8:00 PM  |
| 6  | <b>pro</b> E Bikes should be allowed on these trails and adhere to the same laws as standard bikes (speed limit, etc)  | 6/5/2018 9:52 AM   |
| 7  | <b>pro</b> These bikes are hardly any different than a regular bike. They don't go any faster, weigh slightly more than a regular bike and won't do any more damage than a non-electric powered bicycle. These bikes are going to let me commute to work in what would be a too sweaty too long of a ride, it will be one more car thats off the road.   | 6/4/2018 7:41 PM   |
| 8  | <b>pro</b> Ebikes are bicycle. They are not moped. More people using an ebikes will mean less people driving cars, using ATV or any other gas burning vehicles.  | 6/4/2018 12:08 PM  |
| 9  | <b>pro</b> Trails wide enough for safe use   | 6/3/2018 9:38 PM   |
| 10 | <b>con</b> There are too many bikes on the paths as it is, it's dangerous at this point. To add the E bike is inviting more accidents, more traffic to manage and absolutely LESS enjoyment as a result.   | 5/28/2018 8:30 PM  |
| 11 | <b>pro</b> Seems fair.   | 5/27/2018 1:22 PM  |
| 12 | <b>pro pro class 3</b> These trails are totally suitable for commuting and recreational use. I also support class 3 on these trails, and am baffled why these are excluded. As a fat person, I need the extra oomph, and am annoyed that my class of person is excluded for no discernible reason.   | 5/25/2018 1:51 PM  |
| 13 | <b>pro</b> There is no good valid reason to prohibit ebikes on these trails.   | 5/25/2018 12:22 PM |

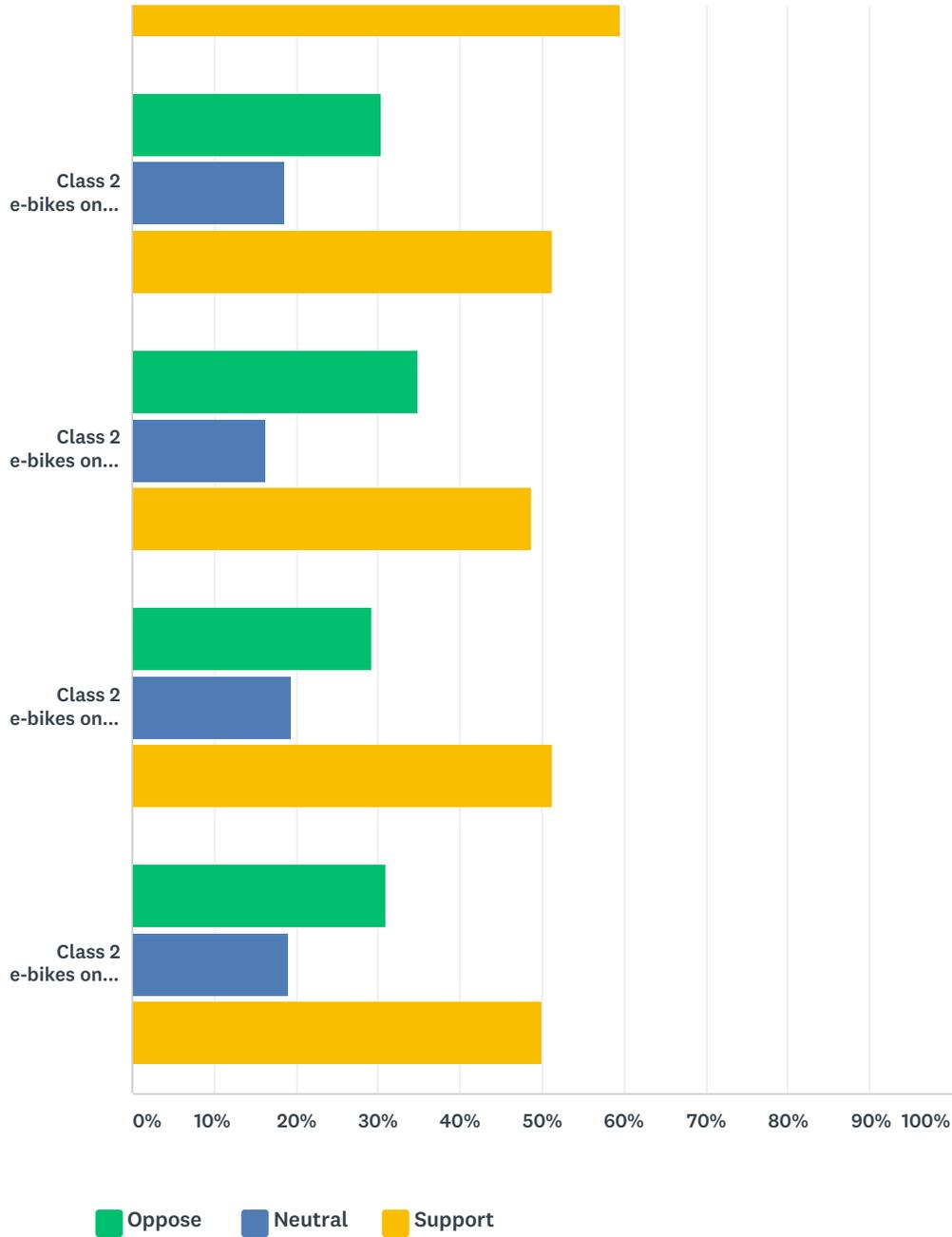
|    |   |                    |
|----|---|--------------------|
| 14 | <b>pro</b> Class 1 and 2 E-bikes are bikes which allow those of us who are older or not lean, mean racing machines to enjoy the open spaces and trails we pay taxes to support. I find arguments that e-bikers will destroy trails or run hikers off the trails absurd. This is what many mountain bikers do, but nobody bans them. I want to be able to ride my Class 1 e-bike on the trails. I would never go off-piste or run a hiker off the trail. | 5/25/2018 11:12 AM |
| 15 | <b>con</b> if you can't pedal yourself around these popular, crowded and safe (for now) trails under your own steam go somewhere else and leave these to the able-bodied who want to pedal honest times. you e-bike people already are over-running; trails across the area with no regard for dangerous speed difeerentials you causel These arent motorcycle traisl.  | 5/25/2018 2:45 AM  |
| 16 | <b>pro</b> LoBo trail is for commuters, the perfect case for e-bikes.   | 5/24/2018 6:20 PM  |
| 17 | <b>con</b> If a motorized bicycle can go 20mph by itself;1. that's too fast for any trail with human power only. 2. If you allow Cl.2 then you need to allow engine powered cycles of similar scope. After all, if you put a motor on a cycle that's called a MOTORCYCLE!   | 5/24/2018 5:50 PM  |
| 18 | <b>pro</b> I live in S Boulder so bike these trails all the time. I've seen a few e-bikes on them - so? Doesn't bother me a bit.  | 5/24/2018 2:20 PM  |
| 19 | <b>pro</b> My wife is not technically disabled, but has chronic pain. My mom is not disabled, but is nearly 80 and can't walk far. I very much want them to be able to enjoy some of Boulder's beautiful trails on an e-bike.   | 5/24/2018 12:43 PM |
| 20 | <b>pro</b> no need to limit access more access means more taxes raised  | 5/24/2018 9:53 AM  |
| 21 | <b>pro</b> People with disabilities need to get outside and ride too. It's discrimination if trails are closed to them.   | 5/24/2018 7:26 AM  |
| 22 | <b>con</b> Today I was passed by an e-mountain bike at Hall Ranch today by a 60 year old guy who was barely pedaling. He passed my like I was standing still while he was barely pedaling. He came up on me very fast and scared the hell out of me. I don't think e-bikes should be on trail systems at all. Street use only!  | 5/23/2018 8:01 PM  |
| 23 | <b>pro</b> I support e-bikes on the trails that are more plains-set and more usable for alternative transportation and less used for recreation.  | 5/23/2018 1:56 PM  |
| 24 | <b>con</b> E-bikes limited at 20mph will be the fastest vehicles on the trails. Most people ride at 10-15mph. E-bikes will encourage higher speed riding. I have *rarely* seen a physically impaired person on an e-bike (maybe 2 in the past 10 years). The vast majority are operated by young, nominally fit, males.   | 5/23/2018 12:43 PM |
| 25 | <b>con</b> I do not support this without a speed limit for these bikes. I was recently startled and almost crashed as an e-bike zipped by me at close to 40mph in my estimate.  | 5/23/2018 12:40 PM |
| 26 | <b>pro</b> anything that will keep people off the roads in a car is a good thing to promote. Ebikes are a great form of transport for anyone of any physical ability. Also, if like me and live in the foothills, the ebike allows me to ride from my door into town, thus keeping my car off the road as much as possible.   | 5/23/2018 10:57 AM |
| 27 | <b>pro</b> These are important Transportation routes for some and enjoyable Recreation for others   | 5/23/2018 10:08 AM |
| 28 | <b>con</b> I don't want someone zooming by me when I'm enjoying a quiet calm walk.  | 5/23/2018 10:02 AM |
| 29 | <b>pro</b> eBikes are a critical part of supporting health and wellness for disabled and aging folks, and a number of friends of mine are part of this population. I like to be able to get out with them and share the trails and outdoor experience.  | 5/23/2018 9:13 AM  |
| 30 | <b>pro</b> I ride an ebike because of my physical disabilities. My husband and I ride bikes as a way to connect with the beautiful place we are fortunate to live in. I've been riding for years with no different impact to these trails than other bike riders. My enjoyment shouldn't be limited by my ability. To do so would be discrimination against abilities.  | 5/23/2018 8:32 AM  |
| 31 | <b>pro</b> I want to use these trails   | 5/23/2018 7:16 AM  |
| 32 | <b>pro</b> These trails are used by commuters and they have good sight lines to minimize conflicts with other trail users.  | 5/22/2018 10:23 PM |
| 33 | <b>con</b> Get people to get into shape not enable them to gain more weight. Let them be on ROADS and follow the law, or get a ticket.  | 5/22/2018 8:40 PM  |
| 34 | <b>pro</b> As ebikes will, like regular bikes, be used for recreation and commuting, it makes sense to allow these on the main routes.  | 5/22/2018 7:45 PM  |

|    |   |                    |
|----|---|--------------------|
| 35 | <b>con</b> E-bikes simply go too fast and will most likely be used by people with the lesser experience riding to get an edge in getting up & around trails.  | 5/22/2018 5:58 PM  |
| 36 | I am not familiar with this trail and don't have an opinion.  | 5/22/2018 11:12 AM |
| 37 | <b>pro</b> Commuting value of such trails   | 5/22/2018 10:41 AM |
| 38 | <b>con</b> I would change my response to support (on appropriate trails only) if there were rules regarding speed and yielding to pedestrians that could actually be enforced, and if the approval were a pilot that could easily be reversed if there were problems. | 5/22/2018 8:50 AM  |
| 39 | <b>con</b> The trails are overcrowded. I have already been pushed off trails by E-bikes. I want a natural experience, not a mortorized experience on the trail.   | 5/21/2018 9:53 PM  |
| 40 | <b>pro</b> ebikes should be considered for commuting on these trails not recreational riding. These are very wide, mostly flat, straight trails that are used to get in and out of Boulder so I am ok with it.  | 5/21/2018 9:11 PM  |
| 41 | <b>pro</b> I use my e-bike for commuting and errands. I really love that I can go for longer distances than I would on my regular bike and wear my work clothes to commute.   | 5/21/2018 8:18 PM  |
| 42 | <b>pro</b> It is very reasonable to allow class 1 and 2 ebikes on the LoBo trail. I don't know the other trails so can't offer comment.   | 5/21/2018 7:24 PM  |

**Q4 Staff proposes allowing class 1 and class 2 e-bikes on the following County Parks & Open Space properties located in the plains. Please indicate your support or opposition for this recommendation:**

Answered: 44 Skipped: 2





|   | OPPOSE       | NEUTRAL     | SUPPORT      | TOTAL |
|---|--------------|-------------|--------------|-------|
| Class 1 e-bikes on Lagerman Agricultural Preserve               | 23.26%<br>10 | 16.28%<br>7 | 60.47%<br>26 | 43    |
| Class 1 e-bikes on Coalton Trailhead                            | 27.91%<br>12 | 13.95%<br>6 | 58.14%<br>25 | 43    |
| Class 1 e-bikes on Carolyn Holmberg Preserve at Rock Creek Farm | 23.81%<br>10 | 16.67%<br>7 | 59.52%<br>25 | 42    |
| Class 1 e-bikes on Harney-Lastoka Trail                         | 23.81%<br>10 | 16.67%<br>7 | 59.52%<br>25 | 42    |
| Class 2 e-bikes on Lagerman Agricultural Preserve               | 30.23%<br>13 | 18.60%<br>8 | 51.16%<br>22 | 43    |
| Class 2 e-bikes on Coalton Trailhead                            | 34.88%<br>15 | 16.28%<br>7 | 48.84%<br>21 | 43    |

|   |              |             |              |    |
|---|--------------|-------------|--------------|----|
| Class 2 e-bikes on Carolyn Holmberg Preserve at Rock Creek Farm | 29.27%<br>12 | 19.51%<br>8 | 51.22%<br>21 | 41 |
| Class 2 e-bikes on Harney-Lastoka Trail                         | 30.95%<br>13 | 19.05%<br>8 | 50.00%<br>21 | 42 |

## Q5 Please briefly explain why you answered that way:

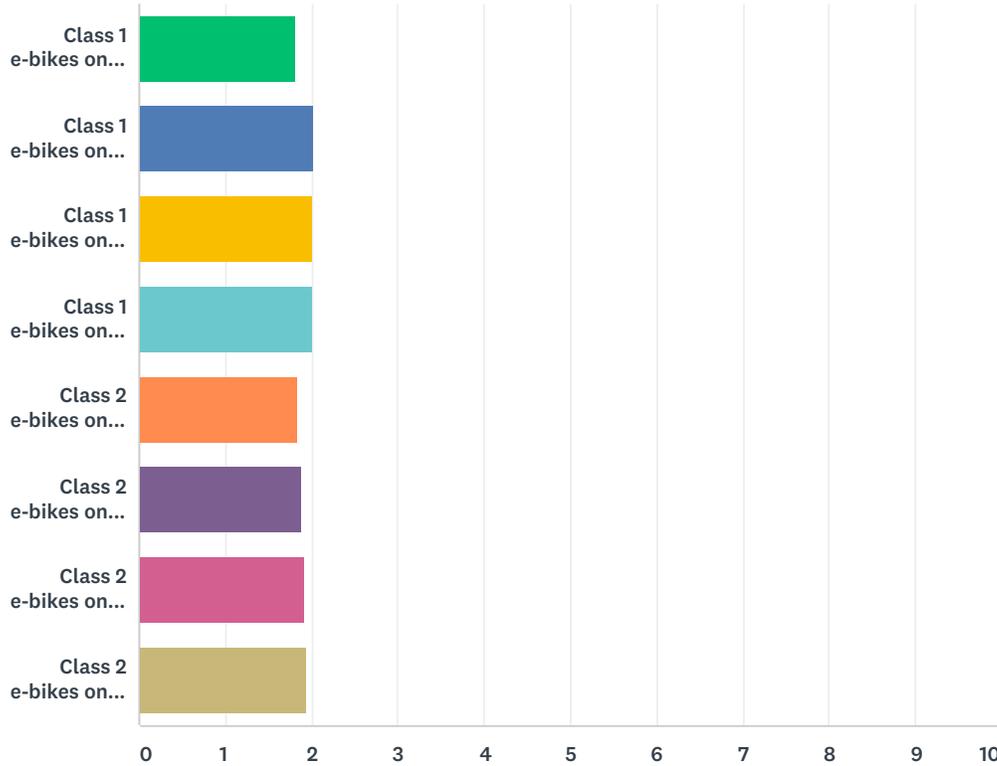
Answered: 40 Skipped: 6

| #  | RESPONSES   | DATE               |
|----|---|--------------------|
| 1  | <b>con</b> Carolyn Holmberg is one of the last peaceful wildlife preserves in the east county. If e bikes are allowed on these trails riders should PAY A FEE and have to TAKE A CLASS ON TRAIL ETIQUETTE. Inexperienced cyclists out for a day on a motorized vehicle side by side with non motorized vehicles is a recipe for disaster and long term personal injury. I am 61 years old and I understand that w bikes are great, especially for elderly populations. But there are plenty of road bike lanes where other motorized vehicles are allowed. Many of these roads are low on traffic. Don't despoil our open spaces!! Please!!   | 6/17/2018 9:55 AM  |
| 2  | <b>pro</b> Once again, after riding an eBike (Class 1 and 2) I don't feel they are any more dangerous than a regular bike and should be allowed on all trails that currently allow bicycles.  | 6/16/2018 9:16 AM  |
| 3  | See Public Comment  | 6/10/2018 8:00 PM  |
| 4  | <b>con</b> Specifically, the mayhoffer singletree trail is a winding singletrack trail that has a few very blind corners on very loose dirt and gravel which creates a future problem of bikes skidding out and falling due to abrupt interaction of fast-electric bikes, or walkers, runners, and dogs being run into. Also, there is a long section of very poorly maintained tall grass and weeds, an area where passing anyone has always been problematic. Ebikes will likely congest this issue trying to squeeze through ahead since they will think they are faster. Ebikes should be left to only the true-double wide trails and not connecting trails that are only single wide. | 6/5/2018 12:32 PM  |
| 5  | <b>pro</b> Again, easy to access and relatively flat trails for people of all ages and body types to enjoy our open space.  | 6/5/2018 9:52 AM   |
| 6  | <b>pro</b> See answer to #3. These bikes are also very quite, I think you'd be hard pressed to know an ebike if you saw one with a frame integrated battery. Most of the weight from a bike/rider combo is from the rider. So an overweight (or larger) rider on a regular bike could easily surpass the weight of a fit rider on an ebike. What tends to do more damage to trails are riders who skid on the trails, not heavier riders rolling over them.   | 6/4/2018 7:41 PM   |
| 7  | <b>pro</b> wide areas safe enough to control the bikes  | 6/3/2018 9:38 PM   |
| 8  | <b>con</b> same as above... too many bikes, too many accidents, too much management, .... etc.  | 5/28/2018 8:30 PM  |
| 9  | <b>pro</b> Seems fair.  | 5/27/2018 1:22 PM  |
| 10 | See previous.   | 5/25/2018 1:51 PM  |
| 11 | <b>pro</b> There is no good valid reason to prohibit ebikes on these trails.  | 5/25/2018 12:22 PM |
| 12 | <b>pro</b> See above. E-bikes are bikes, and anywhere a street bike or a mountain bike can go, an e-bike should be allowed, too. These comments that e-bikes are motorcycles are ridiculous when applied to Class 1 and 2 e-bikes. Enforcement would be a nightmare, and some people need the battery-assist. Would you ban a wheelchair?   | 5/25/2018 11:12 AM |
| 13 | <b>con</b> these aren't motorcycle trails they're for people who earn their revs. these e-bikes should absolutely never ever be allowed on gravel/dirt  | 5/25/2018 2:45 AM  |
| 14 | <b>con</b> Allowing e-bikes at Coalton Trailhead will result in uninformed riders taking them on the rest of the trails at Marshall Mesa and even west of 93.   | 5/24/2018 6:20 PM  |
| 15 | Same as previous reasoning.   | 5/24/2018 5:50 PM  |
| 16 | <b>pro</b> These are all wide, largely flat trails, with long field-of-view. No problems.   | 5/24/2018 2:20 PM  |

|    |  |                    |
|----|--|--------------------|
| 17 | <b>pro</b> My wife is not technically disabled, but has chronic pain. My mom is not disabled, but is nearly 80 and can't walk far. I very much want them to be able to enjoy some of Boulder's beautiful trails on an e-bike.  | 5/24/2018 12:43 PM |
| 18 | <b>pro</b> more access is a good thing ebikes don't create any more damage tan reg bikes   | 5/24/2018 9:53 AM  |
| 19 | <b>pro</b> People with disabilities need access to ride their bikes in beautiful places too. No discrimination!  | 5/24/2018 7:26 AM  |
| 20 | <b>con</b> They suck!  | 5/23/2018 8:01 PM  |
| 21 | Same reason as above.  | 5/23/2018 1:56 PM  |
| 22 | <b>con</b> Same reasons as above. Boulder should look to see what problems the Netherlands has had to face with motorized bikes. At least in Europe the cutoff for the lower class vehicles is 25kph (15.5mph).  | 5/23/2018 12:43 PM |
| 23 | <b>con</b> I do not support this without a speed limit for these bikes. I was recently startled and almost crashed as an e-bike zipped by me at close to 40mph in my estimate.   | 5/23/2018 12:40 PM |
| 24 | see the above answer   | 5/23/2018 10:57 AM |
| 25 | <b>pro</b> Class 1 and 2 e-bikes go no faster than a fit recreational cyclist, let alone Pro racers  | 5/23/2018 10:08 AM |
| 26 | See above answer   | 5/23/2018 10:02 AM |
| 27 | <b>pro</b> eBikes are a critical part of supporting health and wellness for disabled and aging folks, and a number of friends of mine are part of this population. I like to be able to get out with them and share the trails and outdoor experience.   | 5/23/2018 9:13 AM  |
| 28 | <b>pro</b> I ride an ebike because of my physical disabilities. My husband and I ride bikes as a way to connect with the beautiful place we are fortunate to live in. I've been riding for years with no different impact to these trails than other bike riders. My enjoyment shouldn't be limited by my ability. To do so would be discrimination against abilities. | 5/23/2018 8:32 AM  |
| 29 | <b>pro</b> i want to use these trails  | 5/23/2018 7:16 AM  |
| 30 | <b>pro</b> These trails have good sight lines to minimize conflict with other users. I support the use of ebikes for folks that need a little assistance to enjoy the outdoors.  | 5/22/2018 10:23 PM |
| 31 | <b>con</b> Get people to get into shape not enable them to gain more weight. Let them be on ROADS and follow the law, or get a ticket.   | 5/22/2018 8:40 PM  |
| 32 | <b>pro</b> I agree with the arguments put forward in the plan for these trails.  | 5/22/2018 7:45 PM  |
| 33 | Same   | 5/22/2018 5:58 PM  |
| 34 | I am not familiar with this trail and don't have an opinion.   | 5/22/2018 11:12 AM |
| 35 | Ditto  | 5/22/2018 10:41 AM |
| 36 | I would change my response to support (on appropriate trails only) if there were rules regarding speed and yielding to pedestrians that could actually be enforced, and if the approval were a pilot that could easily be reversed if there were problems.   | 5/22/2018 8:50 AM  |
| 37 | <b>con</b> See above answer. You are ruining my natural experience.  | 5/21/2018 9:53 PM  |
| 38 | ok with using Class 1 for commuting. Class 2 is not that far from a motorcycle in terms of speed.  | 5/21/2018 9:11 PM  |
| 39 | <b>pro</b> I think riding in the plains allows people to enjoy even if they are not super-fit riders.  | 5/21/2018 8:18 PM  |
| 40 | <b>pro</b> I only know the Lagerman trail. It's open and wide enough to allow these types of bikes.  | 5/21/2018 7:24 PM  |

**Q6 Staff proposes prohibiting class 1 and class 2 e-bikes on the following County Parks & Open Space properties located in the plains. Please indicate your support or opposition for this recommendation:**

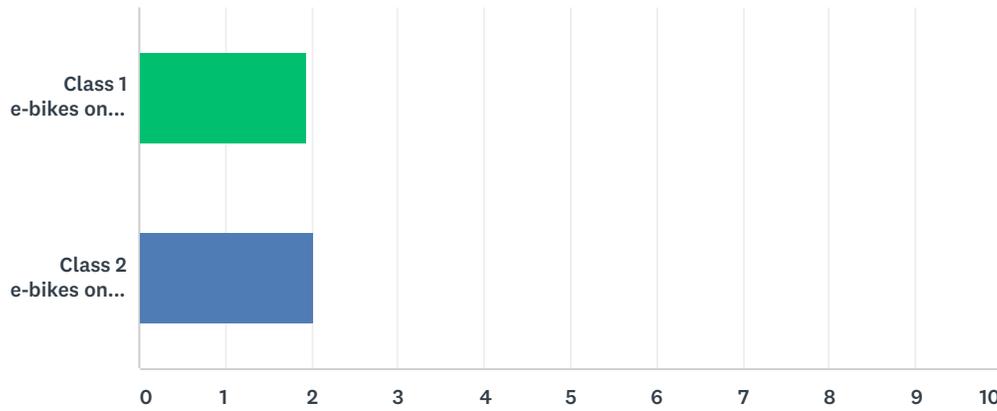
Answered: 45 Skipped: 1



|  | OPPOSE       | NEUTRAL      | SUPPORT      | TOTAL | WEIGHTED AVERAGE |
|--|--------------|--------------|--------------|-------|------------------|
| Class 1 e-bikes on Boulder Canyon Trail          | 55.56%<br>25 | 6.67%<br>3   | 37.78%<br>17 | 45    | 1.82             |
| Class 1 e-bikes on Legion Park                   | 37.21%<br>16 | 23.26%<br>10 | 39.53%<br>17 | 43    | 2.02             |
| Class 1 e-bikes on Pella Crossing                | 40.91%<br>18 | 18.18%<br>8  | 40.91%<br>18 | 44    | 2.00             |
| Class 1 e-bikes on Walden Ponds Wildlife Habitat | 43.18%<br>19 | 13.64%<br>6  | 43.18%<br>19 | 44    | 2.00             |
| Class 2 e-bikes on Boulder Canyon Trail          | 48.89%<br>22 | 17.78%<br>8  | 33.33%<br>15 | 45    | 1.84             |
| Class 2 e-bikes on Legion Park                   | 42.86%<br>18 | 26.19%<br>11 | 30.95%<br>13 | 42    | 1.88             |
| Class 2 e-bikes on Pella Crossing                | 40.91%<br>18 | 25.00%<br>11 | 34.09%<br>15 | 44    | 1.93             |
| Class 2 e-bikes on Walden Ponds Wildlife Habitat | 40.91%<br>18 | 22.73%<br>10 | 36.36%<br>16 | 44    | 1.95             |

**Q7 Staff proposes prohibiting class 1 and class 2 e-bikes on all trails on County Parks & Open Space properties located in the foothills and mountains, and on properties where bicycles are not allowed (Hall Ranch, Heil Valley Ranch, Betasso Preserve, Walker Ranch, Mud Lake, Caribou Ranch, Ron Stewart Preserve at Rabbit Mountain, Anne U. White). Please indicate your support or opposition for this recommendation:**

Answered: 42 Skipped: 4



|   | OPPOSE       | NEUTRAL     | SUPPORT      | TOTAL | WEIGHTED AVERAGE |
|---|--------------|-------------|--------------|-------|------------------|
| Class 1 e-bikes on foothills and mountain open space properties | 45.24%<br>19 | 14.29%<br>6 | 40.48%<br>17 | 42    | 1.95             |
| Class 2 e-bikes on foothills and mountain open space properties | 42.86%<br>18 | 11.90%<br>5 | 45.24%<br>19 | 42    | 2.02             |

### Q8 Please briefly explain why you answered that way:

Answered: 42 Skipped: 4

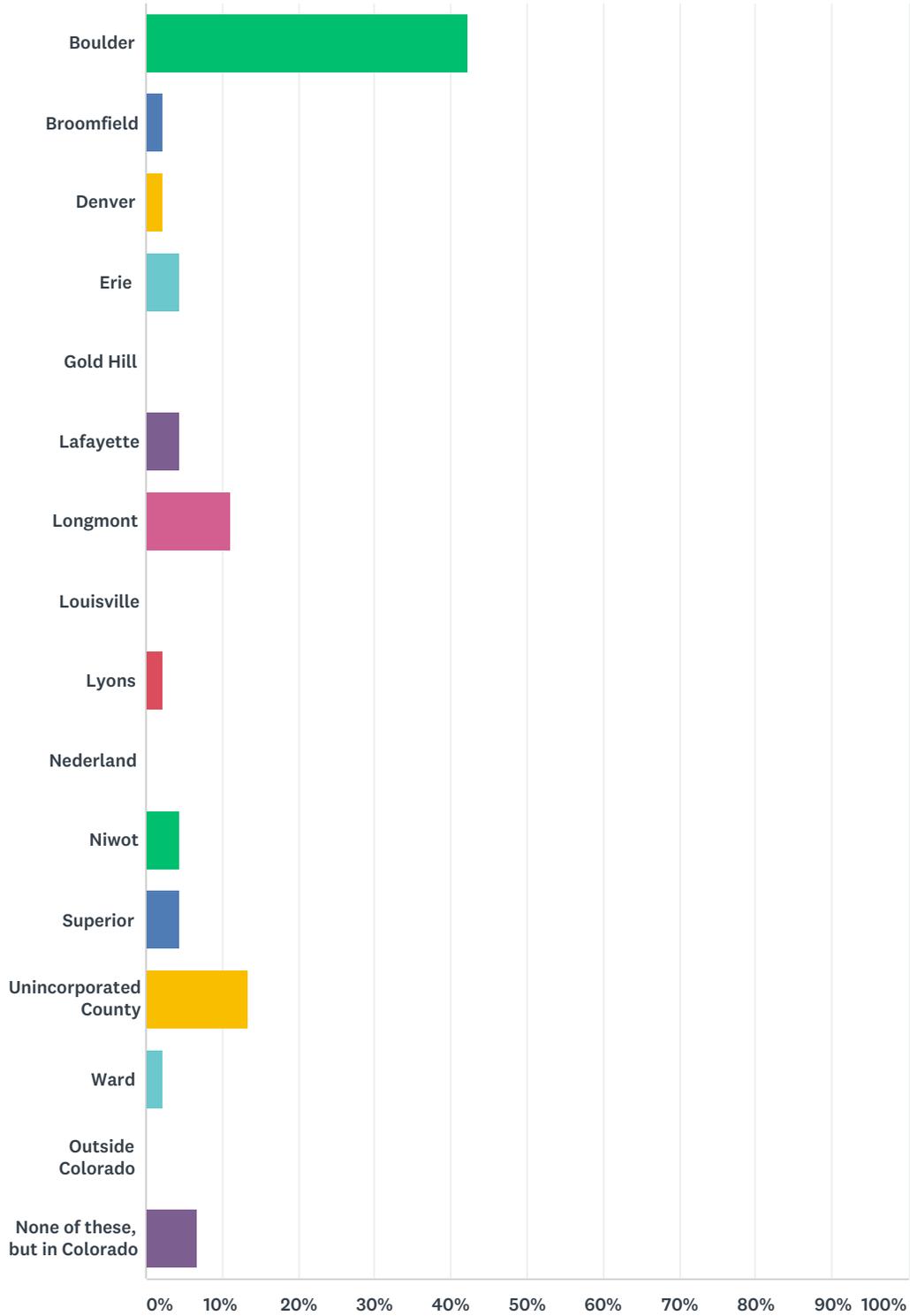
| # | RESPONSES  | DATE              |
|---|--|-------------------|
| 1 | <b>con</b> If e bikes are allowed riders should have to take an etiquette class and pay a small yearly fee —something to let riders know they must be more careful and alert. Otherwise there will be an increased potential for long term injuries, including paralysis and brain injuries. Please don't pass this absurd ruling.   | 6/17/2018 9:55 AM |
| 2 | <b>pro</b> I am an avid mountain biker who regularly rides foothills trails such as Hall Ranch, Heil Ranch, Betasso, etc. I've recently developed some knee problems and have considered getting a class 1 eMTB so I can continue riding the trails I love. Why does it make sense to ban me from riding a Class 1 eMTB simply because it has a small electric motor that helps me climb some of the steeper sections and allows me to ride without knee pain? At a minimum, I feel the county should allow eMTB's on some mountain trails as a pilot study. Europe has fully embraced eMTB's on all trails, Boulder should be a leader and do the same. | 6/16/2018 9:16 AM |
| 3 | Old and own a class 1 bike   | 6/14/2018 9:23 AM |
| 4 | See Public Comment   | 6/10/2018 8:00 PM |
| 5 | <b>con</b> Ebikes should never be allowed on the most popular trails in the foothills/muntains ie. batasso, walker, heil, ect. These trails are used by too many people and horse, and fast moving ebikes will create significant problems.  | 6/5/2018 12:32 PM |
| 6 | <b>Boulder Canyon Trail</b> <b>pro</b> I want to provide commentary for question 6. E bikes are a great way for our Boulder Canyon Trail residents to not drive their car and the Boulder Canyon Creek path is a wide paved path which safely gives access for bikes. Not allowing E Bikes on this commuter trail is a mistake and should be reconsidered.   | 6/5/2018 9:52 AM  |
| 7 | <b>pro</b> I am in favor of allowing ebikes everywhere a regular bike is allowed. These bikes max out at 20mph of assisted peddling, afterwards of which it is harder to increase speed due to resistance of the motor.  | 6/4/2018 7:41 PM  |
| 8 | If bicycles are already prohibited why making specific class of ebikes? They are bicycles.   | 6/4/2018 12:08 PM |
| 9 | <b>con</b> these areas have blind turns and narrower... that would make it more difficult to control the speed of an ebike   | 6/3/2018 9:38 PM  |

|    |   |                    |
|----|---|--------------------|
| 10 | <b>opposed</b> ABSOLUTELY NO E BIKES ON OUR TRAILS!! WHAT A DISASTER THAT'D BE!!!!  | 5/28/2018 8:30 PM  |
| 11 | Not a fair test of impact.  | 5/27/2018 1:22 PM  |
| 12 | <b>pro</b> If all bikes were banned, it would be OK. Again, why discriminate against ebikes? Please ban behaviors, not equipment. Heavy use by regular bikes also erodes trails, and like the survey said, only 1 ticket in 2 years on this issue has been issued, along with 7 warnings (but not all warnings are documented, which makes sense). I wonder what the rate of warnings and tickets are on ebikes compared to regular bikes?                            | 5/25/2018 1:51 PM  |
| 13 | <b>pro</b> There is no good valid reason to prohibit ebikes on these trails.  | 5/25/2018 12:22 PM |
| 14 | <b>pro</b> I pay taxes, same as mountain bikers and other users do. I do need my Class 1 e-bike assist for certain areas, though - I am a senior citizen and not as fighting fit as when I was in my 20s and 30s, and resent the implication that my Class 1 e-bike represents a threat or harm to these trails and to other users. Please see how some (not all) mountain bikers are out there only to shred and be cool, yet those classes of bikes are not banned. | 5/25/2018 11:12 AM |
| 15 | <b>con</b> no e-bikes on dirt unless you govern them down to 10 mph and enforce it  | 5/25/2018 2:45 AM  |
| 16 | <b>con</b> Your question is poorly written. I support the proposal to ban bikes in these properties.  | 5/24/2018 6:20 PM  |
| 17 | <b>con</b> If you allow e-bikes that have sufficient power for these type of trails, then you must allow engine powered motorcycles - you must not discriminate! Both will cause increased trail erosion, traffic, and general discontent among everyone. PLEASE keep all motorized vehicles off of these human/equestrian trails.  | 5/24/2018 5:50 PM  |
| 18 | <b>con</b> These are single-track trails, somewhat rocky. Self-propelled only is better.  | 5/24/2018 2:20 PM  |
| 19 | It is not likely that my wife or mother would want or be able to ride an e-bike on trails in the foothills, so I don't feel impacted by this recommendation.  | 5/24/2018 12:43 PM |
| 20 | <b>pro</b> aging population with the highest % of taxes paid deserve access to the open space that we paid for  | 5/24/2018 9:53 AM  |
| 21 | <b>pro</b> Please reconsider allowing Class 1 bikes on the foothill trails that you currently prohibit.   | 5/24/2018 8:52 AM  |
| 22 | <b>pro</b> People with disabilities need to get outside and ride too. It's discrimination if trails are closed to them.   | 5/24/2018 7:26 AM  |
| 23 | <b>con</b> They belong on the street only   | 5/23/2018 8:01 PM  |
| 24 | <b>con</b> The foothills trails are more winding, narrow and congested.   | 5/23/2018 1:56 PM  |
| 25 | This seems obvious that e-bikes should be prohibited in places that real bikes are already prohibited.  | 5/23/2018 12:43 PM |
| 26 | <b>con</b> I do not support this without a speed limit for these bikes. I was recently startled and almost crashed as an e-bike zipped by me at close to 40mph in my estimate.  | 5/23/2018 12:40 PM |
| 27 | I am not sure yet. I think there may need to be experiments to see what happens. It seems an outright ban is not based on anything  | 5/23/2018 10:57 AM |
| 28 | <b>Boulder Canyon Trail</b> <b>pro</b> The survey omits the why question for Section 7, the most important for me. Boulder Canyon Trail should be open to both classes of e-bikes because it is the only safe Way for cyclists to get from the city of Boulder to Four Mile Canyon Road, and the safest to get to Gold Hill and beyond. The other ways to get to Gold Hill are fiercely washboarded and thus unsafe for cyclists                                      | 5/23/2018 10:08 AM |
| 29 | Please see above answer   | 5/23/2018 10:02 AM |
| 30 | <b>pro</b> eBikes are a critical part of supporting health and wellness for disabled and aging folks, and a number of friends of mine are part of this population. I like to be able to get out with them and share the trails and outdoor experience.  | 5/23/2018 9:13 AM  |
| 31 | <b>pro</b> If bikes aren't allowed, then ebikes shouldn't be. If bikes are allowed, ebikes should be. I should not be left out of a biking adventure in Boulder County because I have a disability.   | 5/23/2018 8:32 AM  |
| 32 | <b>support</b> i want to use these trails   | 5/23/2018 7:16 AM  |
| 33 | <b>con</b> These trails don't have great sight lines, and I'm afraid adding ebikes to the trails would cause more conflict between users. I've worked hard as a mtn biker to respect other users, but I'm afraid adding more bikes with higher speeds on popular trails could cause some conflict.  | 5/22/2018 10:23 PM |

|    |  |                    |
|----|--|--------------------|
| 34 | <b>con</b> We like the quiet up here. We are already competing with shooting and dirt bikes. Get people to get into shape not enable them to gain more weight. Let them be on ROADS and follow the law, or get a ticket.   | 5/22/2018 8:40 PM  |
| 35 | <b>Boulder Canyon Trail</b> <b>pro</b> As noted, there needs to be some trials of this. However, the eMTB (class 1) may make it hard to keep these bikes out, but not regular mountain bikes. For Boulder Canyon Trail, I think this *should* be part of the trial. Even though this trail is identified as high crowding, that would allow to really look at impacts. Also, this trail acts as a connector to roads like four mile, and would seem to be safer for ebikes to use the trail than to try to ride up the main canyon road. | 5/22/2018 7:45 PM  |
| 36 | <b>pro</b> These trails are harder and/or more sensitive areas. E-bikes are quiet for the most part but still potentially more hazardous.  | 5/22/2018 5:58 PM  |
| 37 | <b>pro</b> I am not an avid mountain biker, but if e-bikes provide additional recreational opportunities to Boulder County residents than I support that.  | 5/22/2018 11:12 AM |
| 38 | <b>pro</b> I trust staff to determine which trails may be inappropriate for these bikes.   | 5/22/2018 8:50 AM  |
| 39 | <b>pro</b> These trails are already very overcrowded. Adding E-bikes would be a big mess. I strongly oppose E-bikes on these trails. Thankful OSMP saw the sense in this.  | 5/21/2018 9:53 PM  |
| 40 | <b>con</b> Absolutely opposed to any ebikes on mountain trails. I have had negative encounters and the overcrowding is only getting worse. They are MUCH faster uphill than an average cyclist. The people I have seen using them are not older / handicapped either. Biking is about enjoying nature and getting an intense workout, not about how quick you can ride a machine up a trails. I have been nearly pushed off a steep part of Betasso by a college kid on an ebike.  | 5/21/2018 9:11 PM  |
| 41 | <b>con</b> I think there can be some places that e-bikes are prohibited especially on delicate mountain trails.  | 5/21/2018 8:18 PM  |
| 42 | <b>con</b> I'm familiar with some, but not all, of these trails and they are too steep, heavily trafficked, and narrow to allow for safe combinations of ebikes, walkers, and other users.   | 5/21/2018 7:24 PM  |

## Q9 Where do you live?

Answered: 45 Skipped: 1



| ANSWER CHOICES | RESPONSES |    |
|----------------|-----------|----|
| Boulder        | 42.22%    | 19 |
| Broomfield     | 2.22%     | 1  |
| Denver         | 2.22%     | 1  |
| Erie           | 4.44%     | 2  |
| Gold Hill      | 0.00%     | 0  |

|                                |        |           |
|--------------------------------|--------|-----------|
| Lafayette                      | 4.44%  | 2         |
| Longmont                       | 11.11% | 5         |
| Louisville                     | 0.00%  | 0         |
| Lyons                          | 2.22%  | 1         |
| Nederland                      | 0.00%  | 0         |
| Niwot                          | 4.44%  | 2         |
| Superior                       | 4.44%  | 2         |
| Unincorporated County          | 13.33% | 6         |
| Ward                           | 2.22%  | 1         |
| Outside Colorado               | 0.00%  | 0         |
| None of these, but in Colorado | 6.67%  | 3         |
| <b>TOTAL</b>                   |        | <b>45</b> |

## Q10 Additional comments

Answered: 32 Skipped: 14

| # | RESPONSES  | DATE              |
|---|--|-------------------|
| 1 | Please only allow e bikes on trails that attract visitors and tourists, not on trails on open spaces. Please require a class in etiquette and a small annual fee.  | 6/17/2018 9:55 AM |
| 2 | <b>Pro</b> <b>pro eMTB</b> Please consider allowing class 1 eMTB's on all trails where regular mountain bikes are allowed. Respectful, experienced riders should not be banned from trails, simply because we have physical limitations/pain and need to ride eMTB's to continue to stay active in a sport we enjoy. Forcing me to ride an eMTB on flat trails/bike paths in the plains is not a substitute for riding the local foothills and mountain trails. Thank you. | 6/16/2018 9:16 AM |
| 3 | <b>Pro</b> Keep up the good work   | 6/14/2018 9:23 AM |
| 4 | <b>Pro</b> <b>pro eMTB</b> I believe E-Bikes should be able to go anywhere regular bikes go.   | 6/14/2018 9:20 AM |

|   |  |                    |
|---|--|--------------------|
| 5 | <p><b>Pro</b> As an individual living with a disability, Cystic Fibrosis, a disease that I was born with (not the result of my own doing,) with no cure, for which exercise in the form of mountain biking is one of the best therapeutic modalities I can perform to stay alive, I implore to the board that Class 1 e-bikes and Class 1 e-bikes ONLY be allowed on ALL trails. If you are too lazy to do any research on e-bike technologies, Class 1 e-bikes do not function without pedaling input from the rider, and they are speed and power limited to very reasonable standards which have been internationally agreed upon by bike enthusiasts and professionals alike. I am tired of purist, egotistical, ignorant, and close-minded individuals (who were born without an incurable, fatal genetic disease) who are prejudiced against a new technology which can EMPOWER and ENABLE individuals like myself to continue to participate in life-saving activities like mountain biking. Research has shown that e-bikes do NOT cause any more damage to trails than traditional mountain bikes. With the 40% lung function that I am forced to live with, I can just barely and certainly not often keep up with my peers on the trail when climbing with my e-bike in FULL pedal-assist mode. But I still do it because I love to ride just as much as you do. It is a spiritual, personal, mental, and physical pursuit from which I derive some of the greatest value in life. Unlike you, however, I have to fight, struggle, and gasp for every single breath I take. Think about that; if you have the gift of good health, be grateful for it, but please do not ever take away my joy and right to ride with a class 1 e-mountain bike on whatever trail I choose just because you don't understand the benefit of this new technology for individuals like myself. I will add that my specific disability is not the only for which people can derive significant benefit from riding an e-mountain bike. This is a free country and we must accept everyone else's right to enrich and enjoy their lives through activities that contribute to a healthy lifestyle and the greater good. In sum, to all who are against allowing e-bikes on the Boulder County Mountain Bike Trails, please, PLEASE, do take a step outside of your own limited worldview and see that the world and the individuals within it are just as deserving to ride the same trails you do and restricted access will not be tolerated.</p> | 6/10/2018 8:00 PM  |
| 6 | <p><b>Pro pro eMTB</b> Please allow these bikes everywhere a regular bike is allowed. Anyone could do more damage with a regular bike than an ebike and vice versa. It comes down to rider smarts. They will make for a greener state, allow people with knee/joint problems to get off the road and onto a bike leading a healthier lifestyle. Ebikes do not peel out like a motorcycle either, so no need to worry.</p>  | 6/4/2018 7:41 PM   |
| 7 | <p><b>Pro pro eMTB</b> Your report says "Staff proposes this recommendation as a pilot program to run through 2019." Starting a trial with ebikes prohibited on certain trails will tell you nothing. Ebikes have to be allowed everywhere to provide a fair test. Then I'll bet that the incremental impacts will be small to zero from the typical ebike riding public who are generally older and less fit individuals. You must allow ebikes everywhere to be fair.</p>  | 5/27/2018 1:22 PM  |
| 8 | <p><b>Enforcement Concern Pro</b> These regulations seem unenforceable, or enforceable at high cost. Having laws/regs that are hard to enforce or seem arbitrary is bad policy because it makes important laws seem arbitrary. A cynic would say that someone in parks/open space doesn't have enough to do with their time. Please regulate behaviors, not equipment like ebikes that most people can't disambiguate from regular bikes. And how are you gonna ban class 3? A cynic would say that you'd need special training for staff. All that being said, I'm not a cynic and think that we have a great open space/park system, and I'm grateful that you do your job!</p>  | 5/25/2018 1:51 PM  |
| 9 | <p><b>Pro pro eMTB</b> I live in Jamestown but it's not on the list so I checked Ward. I request that the recommendation to prohibit ebikes on the listed plains trails be changed to allow ebikes on those trails. The decision is arbitrary and the rational poor. The proposal points to crowding and conflicts. However, there is no evidence that crowding would be materially affected by bikes since the number of ebikes is very low and has an incrementally small crowding factor. I doubt that it can even be measured. As far as conflicts are concerned, you already acknowledged that it's difficult if not impossible to distinguish an ebike from a regular bike. I don't believe you can attribute any impact on conflicts due to ebikes. If you have good data on that then show it to us. I like many if not most ebike riders are older. I am 75. I've been riding my ebike in Boulder County for a year and have never accounted another bike. Conflicts that I have experienced are fairly common and they are ALWAYS with riders on normal bikes going way to fast. Picking on bikes riders is discriminatory just because we are older and typically not in peak physical condition like young riders. The only way I would feel not discriminated against is if the same rules applied. Prohibit standard bikes anywhere ebikes are prohibited. That's what would have by far the biggest impact on lowering crowding and eliminating conflicts. Personally, I am less concerned about prohibitions in foothills and mountain parks because I am less likely to ride them. But as my strength and stamina improve through riding my bike I would want to have the option to ride those trails without discrimination against ebikes for no valid reasons. You acknowledge higher rates of crowding and conflict but none of that is due to ebikes. To solve the problem, prohibit all bikes on foothills and mountain without discriminating against bikes and their older riders.</p>  | 5/25/2018 12:22 PM |

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|----|---|--------------------|
| 10 | <b>Pro</b> The purchase of my Class 1 e-bike has made a huge difference in my life, in my ability to go out and enjoy both the city and the county's open space and trails, and I strongly urge the county not to curtail the possibilities for me or other e-bicyclists to continue to do so. To class e-bikes as "motorized vehicles" isn't accurate or fair. Maybe ban Class 3 e-bikes... yet I can see a handicapped person needing such a vehicle. Please, this is not the Tour de France, where batteries are against the rules. Why should my enjoyment of the trails be limited by arbitrary and hard-to-enforce rules like this?   | 5/25/2018 11:12 AM |
| 11 | <b>Con</b> if eibikes are allowed on i'm driving my pick-up around Marshall Mesa Loop friday nights, drunk  | 5/25/2018 2:45 AM  |
| 12 | <b>Con</b> E-Bikes are just another name for motorcycles - period! What difference does it make what the power plant is. There also exists small virtually noiseless engine powered cycles. These are both legal devices. Forget the extra tax dollars - the trails are so crowded now that more people just means more congestion and potential for accidents. A 40+ pound bicycle going 20mph has the potential to seriously injure or kill someone. PLEASE keep these vehicles only on the streets where they belong and can be used safely.   | 5/24/2018 5:50 PM  |
| 13 | <b>Pro</b> I'm not sure how many e-bikes are out there now - can't tell from a regular bike - so why care?  | 5/24/2018 2:20 PM  |
| 14 | <b>Pro</b> ebikes are the way of the future even Lenard Zinn is making them now. embrace the future of the sport  | 5/24/2018 9:53 AM  |
| 15 | <b>Pro</b> Thank you for your good work.  | 5/23/2018 1:56 PM  |
| 16 | <b>Con</b> There is no real difference between Class 1 and Class 2. The Class 1 bikes don't detect that any force is being applied to the pedals, only that the chain is moving. I'm surprised that council didn't realize this. The movements legalizing for e-bikes are sponsored by local merchants and they use the same story wherever they try to get e-bikes legalized. The reality is much different. The e-bikes are used almost entirely by young, healthy, males. Merchants want to sell e-bikes because they are expensive and high margin. If council decides to allow e-bikes, then council should do so conditionally and monitor the usage and verify that the users of e-bikes are indeed the targeted population. If at least half of the users are not physically impaired in some way, then the legality should be rescinded. If council really has confidence in the goal of this program, then this condition should not be a problem at all. | 5/23/2018 12:43 PM |
| 17 | <b>Con</b> E-bikes are barely eco friendly. The fuel to power them is simply coming out a pipe somewhere else. It should not be mistaken for a completely clean for of transport.   | 5/23/2018 12:40 PM |
| 18 | <b>Boulder Canyon Trail</b> <b>Pro</b> I think the Boulder Canyon Trail should be open to ebikes so that people who live in 4 mile can commute without having to rid on the road, which is way more dangerous.  | 5/23/2018 10:57 AM |
| 19 | <b>Con</b> I have always voted yes for open space. If e bikes are allowed I will vote no in the future.   | 5/23/2018 10:02 AM |
| 20 | <b>Pro</b> I am a hiker, runner, biker, wild flower lover, and parent of small kids who enjoy open space trails. It's essential to my family and my community that we are able to share outdoor experiences with our disabled or senior friends and family. For people who can't otherwise get out, they need this accommodation. For those who can get out, it means we can maintain richer relationships by enjoying the outdoors together.   | 5/23/2018 9:13 AM  |
| 21 | Please call me with any questions. Jenevieve Russell 720.366.2269   | 5/23/2018 8:32 AM  |
| 22 | <b>Con</b> how much of my tax paying money goes towards this stupid thing???  | 5/23/2018 7:16 AM  |
| 23 | <b>Pro</b> I support Boulder Mountain bike Alliance's stance on e-bikes on trails. I appreciate Boulder County Open Space taking time to shape policy with e-bikes. I think e-bikes are a great addition to commuting and replacing cars, but we need to be cautious with their use on trails.  | 5/22/2018 10:23 PM |
| 24 | <b>Pro</b> Overall, the analysis and recommendations have been carefully considered.  | 5/22/2018 7:45 PM  |
| 25 | Open Heil and Hall to dogs!   | 5/22/2018 5:58 PM  |

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|----|--|--------------------|
| 26 | <p><b>Boulder Canyon Trail</b> <b>Pro</b> I am a resident of the Canyonside neighborhood in Boulder County, and strongly support the use of E-bikes on the Boulder Canyon Trail. The Boulder Canyon trail is used as a bike commuter route for county residents. I see no value in cutting off an existing safe commuting route for E-bike users. Boulder County should be encouraging, not discouraging the use of E-bikes as a commuting solution. As an avid user of the Boulder Canyon Trail, I have never had a conflict with an E-bike. Not once! Cyclists (of all kinds) should be respectful and regulate their speed both ways for the safety of all trail users. Finally, please collaborate with the city of Boulder prior to making any decisions regarding E-bike access to the Boulder Canyon Trail. Often the best decisions are made when collaborating with your partner agencies. Thank you for the opportunity to provide additional input on the E-bike recommendation. Chris Trice 217 Canyonside Dr</p>  | 5/22/2018 11:12 AM |
| 27 | <p><b>Boulder Canyon Trail</b> <b>Pro</b> The Boulder Canyon Trail is of significant commuting value for the Canyonside subdivision at the intersection of Boulder Canyon and Fourmile Canyon. Several of us commute on it on a regular via e-bike. Save for when the western end is frozen during the winter, I myself take it almost daily to drop off my 2 and 4 year olds at school in North Boulder, go to work at CU, pick up the kids in the afternoon, and head back home up the canyon. An e-bike makes this kind of commute realistic for those of us in the neighborhood, and Boulder Canyon Trail is the only option available (expecting e-bike commuters to go on 119 would be nothing short of murderous). The city and the county should promote alternatives to commuting by car whenever possible (greener, reduces parking and traffic issues, etc). It'd hence be entirely wrongheaded to do a universal ban on of e-bikes along Boulder Canyon Trail. If anything, they should be looking at banning merely recreational e-biking, Class III bikes, or at making an exception for neighbors in the area who commute (happy to apply for a permit, etc). Notice that Staff's own rationale for recommending approval of Class I and II ebikes on regional trails hence applies to Boulder Canyon Trail, since it "serve[s] commuters with their connections to neighborhoods and communities. For the most part they are improved soft-surface multi-use trails (crusher fines, recycled asphalt or road base) with a width of eight feet or more". Lumping Boulder Canyon Trail with purely recreational trails is unwarranted.</p> | 5/22/2018 10:41 AM |
| 28 | <p><b>Enforcement Concern</b> Please discuss how riders would be held to rules that would protect the safety and enjoyment of pedestrians on the trail and prevent any harm to the trails themselves. Without these rules that can be enforced and have some bite to them, I oppose e-bikes on any trails.</p>   | 5/22/2018 8:50 AM  |
| 29 | <p><b>Con</b> Not very happy about E-bikes ruining the Boulder trails.</p>   | 5/21/2018 9:53 PM  |
| 30 | <p><b>Pro</b> Really appreciate the common sense approach. Ebikes for transportation and some very wide flat trails, absolutely not on hiking / biking singletrack.</p>  | 5/21/2018 9:11 PM  |
| 31 | <p><b>Pro</b> Thank you for your work on this. I use my e-bike instead of my car as much as I can.</p>   | 5/21/2018 8:18 PM  |
| 32 | <p><b>Pro</b> Excellent job with the recommendations! I agree 100%.</p>  | 5/21/2018 7:24 PM  |

## Attachment C: City of Boulder Referral Response



### City of Boulder

P.O. Box 791, Boulder, CO 80306; 303-441-3440

#### MEMORANDUM

To: Eric Lane, Director, Boulder County Parks and Open Space (BCPOS)  
Tina Nielsen, Special Projects Manager, BCPOS

From: Dan Burke, Interim Director, City of Boulder Open Space and Mountain Parks (OSMP)  
Kacey French, Planner II, City of Boulder OSMP  
David Kemp, Senior Transportation Planner, City of Boulder Public Works for Transportation

Date: 6/19/2018

Re: Draft staff recommendation for e-bikes on Boulder County trails

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Boulder County and the City of Boulder open space lands are naturally linked with adjacent departmental lands coming together to form an interconnected open space system. Trails crossing jurisdictional boundaries benefit from enhanced coordination on the development of applicable regulations and policies. The City of Boulder is grateful for those efforts undertaken by Boulder County including the opportunity to review and comment on the draft staff recommendation for e-bikes on Boulder County trails.

The City of Boulder visited the issue of e-bikes on trails and passed an ordinance regulating e-bikes along city trails in 2014. City code allows e-bikes on certain multi-use pathways in the city but excludes/prohibits e-bikes on OSMP lands.<sup>1</sup> The OSMP policy on prohibition stems from the determination that e-biking is not considered passive recreation or consistent with the definition of passive recreation, which is defined as non-motorized. A determination was made that e-bikes are motorized (different from motor vehicle) and the City Charter limits the activities allowed on open space to passive recreational activities. Subsequent to determining where e-bikes were allowed or prohibited on city trails, OSMP underwent a formal and lengthy process to dispose and transfer management responsibilities of trail segments that were interspersed among the trails where e-biking was permitted to the City Transportation Department.

OSMP recognizes the changing landscape as it pertains to e-bikes. Changes include the recent state regulatory changes, advancing e-bike technologies, a shift in conversation from

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<sup>1</sup> There is also an ADA rule allowing people experiencing disabilities to use Other Power Driven Mobility Devices (OPDMDs), including e-bikes, hand cycles, track chairs, etc. on OSMP trails.

hard to soft surface trails, and e-bike industry growth due to their increasing popularity which is especially aligned with an ageing population. Presently, OSMP is engaged in a community conversation to develop a master plan which will last through August of 2019. There is a concern that starting the e-bike/motorized conversation during the master plan process might be confusing to community members and/or disruptive or distracting to the process. After the conclusion of the master plan, which may also provide overarching guidance, OSMP will likely re-evaluate the e-bike policy in light of the evolving landscape. This will likely occur close to the conclusion of the pilot phase for e-bike recommendations, allowing OSMP to also consider and incorporate any applicable lessons learned. It is our hope that reevaluating the OSMP e-bike policy during this timeframe will provide an additional opportunity to coordinate and continue or many years of collaboration.

In the interim, and in response to the draft staff e-bike recommendations we provide the following specific comments:

- We respectfully request the removal of the Coalton Trailhead trails (Coalton, Meadowlark, Mayhoffer Singletree) from the e-bike allowed category. This request is due to the fact those trails lead directly onto OSMP trails/lands with no way for the visitor to take an alternate route. Visitor's cannot simply disengage the motor to comply with city code, the e-bike itself is currently not permitted on trails on city open space.
- We support the recommendation to prohibit e-bikes on Boulder Canyon due to underlying land use issues/complexities pertaining to the terms of a conservation easement.
- We understand the reasoning behind the recommendation to allow e-bikes on the LOBO regional trail. Although this regional trail crosses jurisdictional boundaries and leads onto OSMP lands/trails, there are alternative routes visitors can take in order to comply with city regulations. E-bikes will continue to be prohibited on OSMP lands. Although this creates regulatory inconsistencies for the trail as a whole, we understand the community benefit for this trail to be included in the pilot.

Thank you again for the opportunity to comment, we look forward to further coordination. Overall, our approach aims to be responsive while maintaining or supporting current OSMP planning processes and community discussions. We hope the two phased approach articulated in this memorandum provides a practical and immediate way forward for the pilot and sets the course for further collaboration on more complex and jurisdictionally inter-related areas. Please let us know if you have any questions.