

E-Bike Public Comments

Sept. 25, 2019

Enclosed are public comments received through Boulder County's e-bike web page comment form and emails received by county staff during the 2019 e-bike pilot period. In total, 72 comments or emails were submitted as summarized in Table 1 below.

Table 1: Summary of comments received during 2019 pilot period.

	Con	Pro	Neutral	Total
Comment	13	51	1	65
Email	1	6	0	7
Total	14	57	1	72

E-bike Public Comments: Con

Thomas Halicki

2/17/2019

I am fully opposed to the use of e-bikes on anything except concrete trails (such as the 36 corridor trail) that are used for commuting. The Front Range is already overcrowded and will only get more crowded in the years to come. Introducing e-bikes on trails will only increase the use of trails (by people who aren't willing to use human power), increase negative user interactions between e-bikers and other users, and increase the speed with which those negative interactions occur. It's not like open space trails are so long or vast that one can't use human power to pedal them. Allowing e-bikes on dirt trails is like giving a big middle finger to all the other users. Nothing like bird watching and having someone zip past you at 20mph. Nobody "needs" to ride an e-bike on any Boulder County trail.

Rochelle Rittmaster

3/2/2019

When in the proximity of pedestrians (walkers, runners) the cyclist should be required to go into pedal mode - period. It is tricky enough, as paths are "mixed use", not to be injured by cyclists, boarders, etc as they can quickly come up from your backside. So a minor mis-step can already cause a collision between a cycle and an unwitting pedestrian. E-bikes tend to be heavy (I just test-rode one - it weighs in at 47 pounds, not unusual), and if moving by motor power, a collision of such weight and force is potentially DEADLY, if not life-threatening (I think of head injuries and other things if such a bike collides with an unprotected walker/runner). Or think of a person who is in motor-mode, and as a collision starts to occur and they panic, they could hit the throttle and make the accident much, much worse. So being required to be in pedal-only mode at that point only makes sense. One must conduct oneself to always minimize what a collision could look like. I would also say (if it is not already a requirement) to go at no more than 10 mph when

in motor mode. Again, an e-bike is to be an "assist" - to perhaps help in certain areas or toward the end of a ride when someone may be tired. To just "let it rip" at speeds upward of 15 and 20 mph is irresponsible and is not what is intended for e-bike as an assist method. One wanting to go at those speeds should be out on the streets in a bike lane.

Betina Mattesen

3/3/2019

I had my first rude e-biker experience when someone ran a stop sign and cut sharply in front of me while walking on 1st Street in Nederland. Classic. I'm sure I can expect to see him illegally on local forest trails. Please protect a quiet use hiking tradition encompassing the values of passive recreation as defined in the Comprehensive Plan: " minimal impact, nonmotorized opportunities to be close to nature, enjoy open space features, have a high degree of interaction with the natural environment". This is great language promoting connection and a land ethic that a gearhead may thank you for someday. Nature is more than a dirty gymnasium. I see a lot of nature appreciation, bird and wildlife viewing, and "forest bathing" on Open Space.. At times bikes can startle, annoy, conflict, and destroy the peace that nature provides. Well funded Bid Rec (the newest extractive industry?) is making more of the decisions for public lands. Let's stand for something different in Boulder.

Ziggy Majerczyk

4/4/2019

Why people believe that they listening comments here, they never allow ebikes even class 1 to go on trials, they just old grumpy people, look what Jefferson Co. did, they allow ebikes class 1 on their trials, they allow it permanently because study shows there is no damages made by ebike class 1 on trials, why boulder county have to have own study not look at them? Just look people what horses do, they damaging all the trials and they do nothing! Boulder County just carry own business that not look for people needs! their only business is watch how their properties worth grow! Sorry for my frustration but they like communists! nothing comes to their head.

Ziggy Majerczyk

4/4/2019

Just one more thing that want to add to my comment, what kind of study is that when all pawed trials are closed to ebikes class 1 ?????? it is so interesting how they do that? by guessing??

Ziggy Majerczyk

4/4/2019

Maybe class action suit against Boulder Count and Open Space???

Mark Bockmann

6/9/2019

Saw a rider on an ebike yesterday on Wapiti Trail at Heil Ranch. These bikes do not belong on this type of trail, and rangers need to enforce the regulations strictly. In my opinion, ebikes should be treated as motorcycles. Essentially, that's exactly what they are: a motorized cycle. If a motorcycle is allowed, ebikes should be allowed. Otherwise, no. Another issue is that now the door has been opened to motorized travel of other types. I am seeing more and more vehicles like one-wheeled-something-or-others screaming along at 25 mph on Boulder Creek path. Is that what we want? I say no.

Dawne Dem

6/26/2019

You can't police class 1, 2 or 3. Let's be real. It's all or none. And when a class 4 comes out that can go 30 mph without pedal assist and 45 with, you won't be able to police that off either. They will look just like the class 2's of today as technology evolves. As a teenager, I rode dirt bikes and ATV's. My two brothers still ride. My brothers' take: I like the idea of being able to dirt bike more conveniently, closer to home, on OSMP trails. Albeit it will be with a rev limited dirt bike and instead of having a gas engine, it will be an electric one but it will still be the fun of dirt biking. Safety will be a transient issue for hikers. We bikers will create a separate and parallel trail path. We aren't going to slow down for hikers, horses, or other mountains. Why should we? We can effortlessly go around them. With our heavier weight, and the torque beyond what the average mountain biker can produce, we will easily be able to wear down new e-mountain bike/dirt biker trails. We can also effortless (class 2) or all but effortlessly (class 1 and 3) create all news trails to new areas that do not currently have routes to relieve congestion and conflict with hikers . I love the idea of being able to dirt-bike on weekdays near home – I don't care if it's on a "rev limited" electric dirt-bike. It will still be a ton of fun. That paragraph was my brothers take on this. He loves the idea! E-bikes are motorized vehicles. There is no arguing that. If you want to allow motorized vehicles, then widen the trails and allow motorized vehicles. Don't pretend Boulders trail's are an enjoyable commune with nature. Don't pretend Boulder is the 'nature' place anymore. Scrap the very thing that makes Boulder so ... Boulder. Put Boulder's trails on Motorized Vehicle Use Maps. You will negatively impact wildlife. Don't think of your open spaces as sanctuaries for wild animals anymore. Anything flying through nature at 20 or 28 mph, or faster with the next generation of e-bikes, is not part of nature. It is horrifyingly disruptive to everything that is nature. Imagine the impact of that on wildlife. You might as well pave a highway through the OSMP lands. I own three bikes, a road racer, compact road racer and mountain bike. I have always, my entire life, had bikes. Since adulthood, I have always had two. A road bike and a mountain bike. Always. I commute to work from Broomfield to Boulder using the 36 bikeway and various multiuse paths to get to north boulder. I mountain bike on OSMP single track trails where mountain bikes are allowed. During my commute to work, I am frequently passed on uphill by bikes going insanely fast. As in class 3 speeds. On flats, same deal. I can easily go 20-23 mph on flats and these bikes pass me like I almost standing still. Luckily I am not on the heavier trafficked paths. There is usually plenty of space and little crowding. If not for that, I would not feel safe. An accident caused by the faster moving and inevitably less skilled 20 something (e-)bike riders would be unavoidable. It is

always the young 20-30 something riding the e-bike like a maniac. The older riders are always nice, in control and careful. It's not the 60+ crowd that is the issue. For the 60+ crowd, I am going to vote for allowing e-bikes on commuter paved paths and in bike lanes. It is a solution for older folks and an option to get cars off roads. I get it and in spite of it being with serious negatives, I think it should be allowed. The advantages outweigh the disadvantages, for now. And honestly, the 20-30 year olds that are riding e-bikes, ... that is just pathetic on a whole other level. And they are the ones operating a motorcycle recklessly where bicycles are the traffic. E-bikes have no place anywhere on single track trails. You are talking uneven terrain, short sight distances, hikers, both adults and children, dogs, and horses. You are talking heavier bikes, essentially motorcycles, which means heavier erosion under the torque and weight, longer stopping distances and faster speeds. You are talking amateurs without bike skills going fast on something heavy. The beauty of actual mountain biking is your fitness level will keep your speed down while you are learning bike handling skills. By the time you have trained enough to go fast enough to be dangerous, you are usually skilled enough to not be. This is not true with e-mountain bikes. You can go 28 mph on day one, with a bike that is heavy, gains and holds more momentum, and is harder to handle, at all speeds. Aka. You want to put a motorcyclist with no permit and without sufficient skills to 'get' a permit on a singletrack trail with hikers, children, dogs and horses? Can users sue you when their arm or leg is no competition for a hit from a heavy "e-bike" going 28 mph when it hit them as a hiker? What about the horse that spooks and the rider that ends up with a spinal injury? What about the dog that gets run over and killed? Even the largest dogs will not fare well in a hit by a ebike, even at 20mph, with an e-bike's weight. Before you think this ludicrous, re-read "novice capable of going 28 mph on crowded single track trail", and you have youths 'entitled' and reckless enough to do it. The only thing that will keep trails safe is the very fact ebikes are not going to slow down for slower traffic. They will go off trail to go around, with little to zero effort, and create an entire second and third track where it is now single track. That second and third track is the only thing that will help keep the rest of users safe, as long as they stay on the far right track. The average hiker travels 3 mph, the average mountain biker probably goes 5-15 mph on single track. Now add someone with going 28 mph on that same trail. (or faster with Class 4 bikes, and make no mistake, there will be a class 4 and they will be faster and you will not be able to actually exclude them from trail use when they become available) A lot of folks are saying "at 79" (or whatever age) they should be able to ride their ebikes on all trails. Access is not a right. It's a privilege. And if opening it up for seniors puts everyone at danger because it has to open it for everyone... do we really want to cater to that kind of selfishness? It's at the cost of the quality of the OSMP experience for everyone. If one needs an ebike to access, should one really be accessing? If that older person falls, how many bones will they break? And how many bones will break in the person they hit? And how far out will they be? If something goes wrong and that older person has to actually push the bike out, can they? Do they even have the strength to handle a heavy bike on single track? A heavy bike is even harder for an older person to control than a light one. Does someone that doesn't have the strength to ride a light bike really belong on a crowded single track on a heavy one? We all have to let go of things we once enjoyed as we age. E-bikes are motorized vehicles. There are many trails, which can be found on the Motorized Vehicle Use Maps published for free by the forest service, they can avail themselves of. They can have a grand time, not having to worry about slow hikers, slow mountain bikers, horses or dogs, because the trails are designed for motorized vehicle use. Everyone is not entitled to do whatever they want, where they want, how they want. OSMP lands are for the nature

experience, not for motorized vehicles. That you would turn OSMP trails into motorized dirt-bike trails is just without sensibility.

Dawne Dem

6/26/2019

In addendum to my earlier comments about it's all or none as OSMP is not going to be able to police out class 2 or 3. they can't police current policies. if OSMP allows e-bikes on the single track and other similar trails, permanently, the first thing I am going to do is go buy a class 3. Dirt biking as a kid was FUN! it takes 1.5 revolutions of pedaling on a class 3 to get above 15 mph. The acceleration is really incredible. To be able to go almost TRULY dirt biking (albeit on an electric dirt bike) in my own backyard, sign me up, as well as anyone else that has ever loved dirt biking as a kid. I have already scoped out a Class 3 e-mtb, full suspension, fat tire. Let the fun begin. With a 70lb bike with really good torque on that back wheel, making new trails along side existing ones used by hiker and human powered mountain bikes will be no problem. Once those are made, speed is not an issue. if you can't beat 'em, join em. Dirt biking is a lot of fun. An electric mountain bike (e-dirt bike) just means you don't have hearing loss to go with it.

Greg Tantum

8/20/2019

I am all for e-bikes on the roads, but not on any of the trails, especially gravel/dirt. I commute daily to and from work and also ride on the trails for recreation. My experience has been that e-bikes invariably go at their 20 mph max speed creating a dangerous situation for all other trail users and the (motor)cyclists themselves.

Davis Goodbout

9/9/2019

I'm in support of e bikes on bike paths next to car traffic. They should not exceed speeds of other bikes on non traffic oriented bike paths. They should not be allowed on open space properties as they create reckless speeds that are out of place within human powered environments such as wonderland lake and trails alongside the foothills. If we are going to allow e bikes in these places, we might as well let on dirt bikes, as the only difference here is noise/ gas. People's physical capabilities regulate the speed at which people can handle a bicycle and therefore e bikes create excessive speeds . I am a mountain and road cyclist, yet opposed to e bikes encroachment in areas that mountain bikes have worked hard to gain access to.

Chris Zeller

9/20/2019

E-bikes share more in common with motorcycles and mopeds than conventional bicycles and therefore should be treated in the same category as motorized vehicles. Allowing them on bikepaths and especially in open space will diminish the use of conventional bicycles by creating a danger to conventional bicycle users. Ebikes are not only faster than bikes but are heavier with heavier tires and frames allowing them to travel faster both uphill and downhill

more like a motorcycle and collisions with such large vehicles can be catastrophic to lightweight cyclists. Additionally though the speed of these may be governed the speed differential on the uphill is significant and dangerous. Finally, ebikes do not solve any of the barriers to cycle commuting that bikes have (weather and car danger) but instead remove the health benefits of cycling while decreasing the usage of normal bikes as they are run off the bikepath by virtual motorcycles.

Mark Berry

9/20/2019

In my opinion e-bikes, along with all other forms of motorized transportation, should not be allowed on any Boulder County open space trails. E-bikes are typically operated at higher speeds than human-powered bikes, often irresponsibly, and thus would increase likelihood of accidents to both hikers and (regular) bike riders. I would think a primary objective of open space trails is to encourage exercise and a healthy lifestyle; riding an e-bike does neither. I would be very hesitant to make exceptions for persons who claim a handicap. As with allowing dog access to otherwise restricted places, use of special parking spaces, etc. many people would abuse this exception, to the detriment of truly handicapped persons. Such an exception would no doubt result in a plethora of bikes on trails operated by "handicapped" operators.

An exception to this could be the Rt 36 bikeway (although perhaps this is outside the scope of this study). This is a main transport route which can/is used for commuting and as an alternative to using autos--thus makes sense to allow e-bikes.

Thanks for soliciting my comments! Mark Berry, Superior

E-bike Public Comments: Pro

Robert Barron

2/26/2019

Greetings: Thank you for this opportunity to submit a comment. I am a 69 year old man who has been physically active for all of my life. As a much younger man I was involved in two motorcycling accidents and injured both knees. My professional life was largely spent as a Registered Nurse and I provided care in a variety of settings. This work took it's toll in various physical ways and one after- effect is chronic knee pain. Since discovering ebikes I have been able to resume bicycling in a way that hasn't been available to me for years. Electric mountain bikes have been especially beneficial to me in that I can ease the stress on my knees. I've ridden on a variety of trails in the Boulder county region on my ebike and I intend to continue to do so. If I am ticketed or in any way impeded while doing so the result will be before a judge where we will consider the implications of interfering with access for the disabled. My physician has provided me with documentation supporting my disability. Again, thank you for this opportunity, Robert Barron

Jerry Jacka

2/27/2019

E-bikes are an important means of reducing vehicle congestion and carbon emissions in Boulder County. As decisions are made about what trails to allow or not allow e-bikes on, please consider the needs of people like myself who bought an e-bike to travel to and from work, to restaurants and grocery stores, and other locations where before I would drive a car. Do not cut off connectivity across the county.

Robert Hastings

2/28/2019

I'm delighted to see ebikes are allowed on most trails. We paid for the trails, and should get reasonable use. I'm baffled as why some trails are prohibited, and regular bikes are OK. If there's an issue with speed limits or other undesirable behavior, then prohibit that behavior for all bikes. Another baffling regulation is prohibiting class 3 bikes. Is staff trained to distinguish them? I sure can't, and I own ebikes. It seems that behavior problems might be spotted during the trial period and regulated. AND BAN RED ONES! IT'S THOSE RED EBIKES THAT INFURIATE ME ;-)

Karen Steenkamp

3/2/2019

Thank you for taking comments. As a 19-year Boulder County resident, an avid bike path user, and an owner of three bikes (one of which is an e-bike), I have yet to witness reasons to ban e-bikes from our bike trail systems. Regardless of the type of bike, the heart of the matter is "biker responsibility." Statistically speaking, I've witnessed and experienced bike accidents and close calls — all involving a reckless cyclist riding a traditional pedal bike. Bottom line, Boulder

County is a famous “bike friendly” region with a forward-thinking image. Banning e-bikes from our bike trails is outdated thinking. The feathers are in the wind; e-bikes are here — let’s evolve with technology while continuing to promote and support “biker responsibility.”

Betty Kaplan

3/2/2019

I think e-bikes should be allowed on all bike paths. I am a senior and the only way I can bike and not use my car is by taking my e-bike. Speed limits could be imposed. I think the racing bikes on the trail are just as dangerous. Many of these riders are going too fast for a bike/pedestrian trail. E bikes will get more people riding long distances instead of taking the car.

Britt Drake

3/2/2019

Sometimes I ride my bike for a workout (apparently "earning" my right to be on a trail), other times I am wearing regular clothes, using my bike to get to work, run errands & simply be outside. This keeps my car off the road & keeps me happy. I am often passed by people on regular bikes. And honestly, I really just use the assist feature to get me up the bigger hills. I see reckless biking on the trails every day, like the time my son was hit by a cyclist flying around a blind curve on the wrong side. To assume that e-bikes are owned by reckless, fast riders who will soon turn our trail system into a super highway of congestion is simply false. What is the ultimate goal here? Less traffic, less congestion on the roads? Or less traffic, less congestion on the trails? Just as there are rules for being on the road, there should be rules for being on the trails. And these rules should be followed regardless of the type of bike you own. Boulder seems like the type of place that would really embrace getting people on the trails. Keep in mind that even in an optimal environment, only a relatively small number of people are going to chose a bike over their car. Bikes of all kinds should be encouraged for all people, as long as everyone follows the rules. And hopefully increased numbers of riders (& decreased road traffic) would help to justify development of an even more extensive trail network. That would be amazing!

Jonathan aka Jody Wirth

3/2/2019

I think this is the best thing for the front range. EBags will help many more people enjoyed biking. Please allow this statue to become permanent. Please do not limit E bikes in the front range. Thank you for the trial.

Melanie Glover

3/3/2019

I think it's a great idea. The more accessible we make trails the better. More exercise means healthier people. Some could transition from ebike to regular bike. More access to outdoors means better mental health, particularly for people who are already limited. The more access we have to beautiful outdoors, the more people will love the land and the environment and will hopefully be more likely to help protect the environment and be concerned about land protection.

Lisa Hughes

3/3/2019

I don't own an ebike but am considering getting one. I would love to be able to ride it on the trails since I don't like riding in the street. I hope the pilot program is successful. E bikes allow others who don't normally bike ride other transportation options besides driving that are better for the environment. I would definitely ride more if I could use an e bikes in trails and bike paths.

Barbara Holub

3/3/2019

Hi, I'm 67 years old and like to cruise on open space trails, but returning up that last hill back to my house is a deal breaker unless I'm on my e-bike. My bike is not silent when on e-power, but its noise is barely noticeable. As far as people who are worried about e-bikes going too fast, let me tell you that there are many regular bikes that pass me up, and some of those regular bikes go at speeds that are definitely on the wild side. Instead of enforcing e-bikes, I think it would be better to enforce speeds. I'm not too sure about allowing e-bikes on mountain bike trails, but I'd love to see them allowed on all other open space trails. Thanks!

Donna Getman

3/3/2019

For years I commuted to my job in downtown Boulder from Lafayette in my bike using roads and trails. I have done some fund-raising bike rides as well as Ride the Rockies. I have had a total knee replacement and a broken femur in the same leg. My bike riding has been sidelined for a few years. I recently bought an e-bike so I could begin to ride again. I can turn the "assist" off making it a regular bike. The maximum speed is limited on the bike. But the "power assist" will allow me to ride again. My tax money goes to support the open space and bike trails. An e-bike is NOT the same as a motorcycle or motor assisted unit. It is a rechargeable battery to provide as needed assistance when riding. I'm over 70 and consider biking an excellent healthy activity to keep active.

Bridget Sargent

3/5/2019

My mom passed away in April 2005, but when the chance to make a comment on e-bikes, an issue that was close to her heart, came up, I couldn't pass the opportunity to share her story about e-bikes. She loved being outside in nature and she especially loved biking through nature. However, she was limited by a disability in that her knees just couldn't take riding a regular bike. So, she never had much of an opportunity to do the thing she loved the most. Access to trails on an e-bike would have made it easier for her to do so. I think for the sake of her memory, it would be a great decision to allow people with conditions like she had to be able to enjoy our beautiful open spaces too. And the best way to achieve that is to allow e-bikes on our trails.
Thank You, Bridget Sargent

Susan Gstalder

3/25/2019

I purchased an ebike 2 years ago and I have enjoyed it immensely! I've seen parts of Louisville I've never seen before. It has improved my health and got me out of my car. I'm getting to the point where I only have to use assist uphill. As far as speed, I have never come across an ebiker speeding but I am passed by other bikers very often. Keep all the trails open to all ages and fitness levels!

Andrea Jankelow

3/26/2019

I'm 26 and have a chronic illness that prevents me from being able to ride a regular bike for a distance (as well as hike when flared). E-bikes give me an opportunity to still get some exercise in and get out in my favorite place — nature — without flaring myself to the point of bedrest. E-bikes are not about people being "lazy," but giving opportunity to those of us who weren't blessed with cooperative bodies or have aged out of the fitness level of a regular bike. I don't think having some form of disability should be a barrier to enjoying nature. If people are concerned about speeds, then have a speed limit for ALL bikes (electric or manual). Even on an e-bike, i still am often slower than many of the super fit people whizzing around Boulder.

Alex P

3/27/2019

I am strongly in support of allowing E-bikes on all open space paths and that allow cycling. I think that any regulation that encourages people to ride their bike (electric or otherwise) instead of driving is extremely valuable to the community. This is especially true now that Boulder has significantly more traffic and congestion. As an E-bike owner, I would much rather ride my bike to the trailhead rather than drive to the trail. However, the mountain biking trails around Boulder don't allow E-bikes. I have to drive my bike outside of town, which contributes to pollution and congestion when I would much rather bike from home and use the trails around Boulder. But now I have to take a round trip to Jefferson County to use my E-bike on the trails. I hope that Boulder can see the value in welcoming E-bikes just like our JeffCo neighbors have done already!

Thomas Duffy

4/4/2019

I feel ebikes are a valuable tool for older residents with health issues. Ebikes offer assistance when there is an injury. Instead of having to call an ambulance an older person with an ebike has the opportunity if shifting to full pedal assist and get them home with a reduced threat of injury. The more ebikes you support being in Boulder and out in nature the fewer cars there will be on the roads and reduced greenhouse gases. I would issue a permit to ebikes and have a confidential form that needs to be signed by a doctor simply stating the ebike meets a physical mobility restriction of the person. There is no safety issues associated with an ebike. Some may say the speed they can travel is a factor. But currently, the fastest bikes on open space are the

ten-speed mountain and trail bike riders. You could also limit ebikes to individuals 50 and over no questions asked. Getting older residents out in nature exercising is a very productive step for the city of Boulder. Please allow ebikes on open space trails. Thank you Tom

Christopher Corey

4/13/2019

Hello, Why are e-bikes not allowed on the Cottonwood Trail? I live in Gunbarrel, and commuting on Jay I'm reminded of the dangers of cycling on the road when I pass the ghost bike on my way to work. When ridden responsibly, e-bikes are not more dangerous than traditional bikes. I know several cyclists that can ride 28 mph under their own power. I think the trails would be safer if we enforced speed limits, rather than by limiting the types of bicycles that ride on them. Thanks! -Chris

Mary Ann Schaefer

4/15/2019

I have enjoyed biking for many years and feel so much pleasure to ride where text-wandering cars aren't putting my very life in danger. I am well-versed in biking etiquette when it comes to sharing pathways with pedestrians because, after all, I enjoy walking on byways too. I love my E-bike because injuries would otherwise mean I must give up biking. I love that I can ride this bike with or without assistance, and that even with assistance, I need only touch the brake to be in manual control and carefully pass pedestrians. I always use my bell, and always call an On The Left voice alert so as not to startle people. The point is that we all have a right to share these beautiful byways, and I think we all want to. Just as on the streets, there are some occasional rude drivers who aren't looking out for others' safety, but most of us are. If these pathways also post speed limits and reminders to be mindful, I think we can all enjoy these byways together just fine.

Grant Landsbach

4/22/2019

This is actually a bit odd for me to submit a comment but I did feel motivated to and to share my experience. As a Golden native and very involved and dedicated mountain biker since the 1990's I was dead set against eBikes even a year ago. After having some medical issues now myself and renting an eBike now for an extended period of time I have completely changed my opinion. With proper land management and user etiquette they are no more disruptive than traditional mountain bikes. My argument be fully in favor of allowing eBikes (Class I) wherever traditional mountain bikes are allowed. (Hopefully most places but with existing rules...one ways, bike vs hike days, etc.) In addition, I cannot stress how much more accessible eBikes make the outdoors to people who have health issues and I believe this is one of the things that local governments should be helping their residents to achieve...to allow them access to their tax funded outdoor spaces. I would even go so far as to say that these health compromised folks, disabled, or even aged people should have this right. With eBikes I could even imagine being able to ride with my father or people of differing ages where we could enjoy the outdoors together in a way that traditional mountain biking makes more difficult. I can't tell you how amazing it is to get a

second lease on life with an eBike and get back outside thanks to this technology. I would also add that I was amazed at just how good of a workout you can still get on an eBike and how much of a better alternative they are to a traditional internal combustion motorized dirt bike. I grew up with motorized dirt bikes as well but I think eBikes are a wonderful solution to the viable arguments against motorized dirt bikes as they essentially eliminate the noise issues as well as the hard impact to the trails and environment. After riding an eBike I thought this IS the solution to end all the arguments with dirt bikes. Finally I would simply point to JCOS and the CO State Parks. eBikes are legal on all the trails in these systems (well all that MTB's are allowed on) and they have really had zero issues with them at all. I think this is really similar to the snowboard negativity when those were first introduced. I understand it but really...after my experiences I suppose I'm just more of an earlier adopter now with this technology. I know we are in an evolution with this technology but I'd simply reiterate what I have said to many of my friends who are still opposed...I tell them that someday they too may have a physical or health issue (and I guarantee someday they will be older too lol) and then I simply encourage them to try one. I have found that the biggest mind changer is when someone actually rides ones and realizes how they work. Thank you for taking comments on this and for looking into this as part of your land use management plans going forward.

Ron Deitchler

4/24/2019

Hi. I'm a 70 year old man who just purchased an electric mtn bike. After finding out which Boulder trails are open to ebikes, I saw that Boulder is in the midst of a yearlong ebike study. I just wanted to thank Boulder open space for keeping an open mind on ebike use. I've ridden bikes my whole life but as I get older it gets more and more difficult. My new ebike allows me to keep riding and getting outdoors. In my opinion, ebikes do not cause anymore trail damage than regular bikes. I hope after your study, you not only keep the current trails open, but open up the rest of the mtn bike trail system. Thanks for listening.

Patti Naumann

5/14/2019

I decided to get rid of my car and only use my e-bike for transportation around Boulder. I am not interested in riding difficult MTB trails but Cottonwood and LoBo, etc provide a much safer path than Jay Road and surrounding roads do. I am always pedaling my e-bike (unless, of course, just like a regular bike, I am going downhill). The throttle is only for getting a start if at a dead stop. I hope non e-bike folks understand these are NOT mopeds. Most e-bikes require the rider to pedal. Most of the time when I am running errands on it, I am passed by a non electric bike.

John Collins

5/17/2019

Boulder County should enter a trial period where e bikes are allowed on certain days on all trails to determine the potential for additional damage, etiquette and interaction with other trail users. I

believe this decision would satisfy all concerns and allow for a comprehensive study based on data versus emotion.

Dan Page

5/20/2019

I have been riding mountain bikes for over 50 years and as my body (but not my spirit) have aged, I have become a big fan of e-mountain bikes. There is no logical reason why Class 1 e-mtn bikes should not be allowed on all trails that already allow regular mountain bikes. They do not tear up the trail any more than regular mountain bikes. The people that use e-mtn bikes are more likely to be polite and sensitive to other riders, especially folks like me who are more..."mature". I have heard some arguments about e-mtn bikes going too fast...but the only time they might be faster is going uphill. Since they can be a little faster (and hence smoother) they are LESS likely to do damage to a trail, since tires would not be spinning out. They are not any faster downhill, since speeds are limited to 20 mph. All of us are aging and it is just a matter of time before they are considered mainstream. The sooner we can get there the better, in terms of allowing e-mtn bikes on all trails where regular mountain bikes are allowed. If people remain concerned about e-mtn bikes tearing up trails, perhaps there can be a small registration fees, with the money going toward trail maintenance.

Cathy Berman

5/21/2019

It is important to allow Class 1 e-bikes on Open Space trails. They are quiet, require pedaling (the motor only provides a boost), and the boost is limited based on speed. I pedal my e-bike and engage the assistance as needed going uphill. These e-bikes make it possible for the less able like the middle-aged and seniors, the disabled, those with chronic medical conditions that weaken the body, and others to fully enjoy Open Space trails. If a regular bicycle is allowed, a Class 1 e-bike should be allowed. Boulder is not just home to athletes and the ultra-fit. Please do not exclude the rest of us. We need Open Space.

Richard Berman

5/21/2019

Class 1 Ebikes should be allowed on all trails/paths where bikes are allowed. Prohibiting E-bikes discriminates against the elderly, disabled, less abled, and parents with children onboard. Class 1 Ebikes make no more noise than fat-tire or mountain bikes. Class 1 Ebikes require riders to pedal; the assist cuts out (by law) at 20mph; mountain bikers go much faster than that. Class 1 Ebikes do no more damage to trails than fat-tire or mountain bikes. There is no legitimate reason to ban Class 1 Ebikes from bike trails/paths. The current policy against class 1 ebikes puts bike paths off-limits to seniors, disabled, lesser abled, and parents with children on-board (many of such bikes are class 1 ebikes). This is a violation of the spirit of the American with Disabilities act. It is pure snobbery to put bike paths off-limits to a large part of the population (who need some assist to ride uphill) just because they may not be as strong as others.

David Weisheit

2019-05-22 15:38:59

As an older rider (70) an e-bike lets me enjoy getting outdoors more often and for longer rides than I would be able to do without an assist. I think the issue should be education on e-bike safety when used on trails with other bikers and walkers. A common sense approach has worked for me. Just because you may be able to go faster than others on the trail doesn't mean you should. I have not personally seen any abuse of the privilege on the Coal Creek or Rock Creek trails which I use.

Dan Bye
5/30/2019

Allowing class 1 e-bikes on any trails where mountain bikes are already allowed would encourage outdoor activity and awareness of the Open Space we enjoy in Boulder County. E-Bikes open up a lot of commuting opportunities for people wanting to get to work without being sweaty, and those who are just out of their comfortable range for commuting on a normal bicycle. This will also help motivate people to "commute" to trails on their bikes instead of driving to a trailhead. The noise of class 1 e-bikes is not noticeable beyond ~20 feet, especially while the rider is at speed. The wide tires on "Fat bikes" make more noise than adding an electric motor to a bike with a thinner set of tires. This is similar to how a Nissan Leaf or a Tesla sounds normal on the highway to cars around them. The additional wear on trails would only be an issue for higher classes of E-bikes, with class 1, the motor only helps within human achievable speed and power. While e-bikes are generally heavier than their bicycle counterparts, it is not greater than the fluctuation in riders' weights and the difference between the weight of a gravel bike and a "Fat bike". Higher classes of E-bikes should likely be considered further before allowing them on any non-motorized trail, however, the benefits of allowing class-1 e-bikes on non-motorized trails outweigh the initial concerns. They aren't motorcycles or ATVs, and are still primarily human propelled with only assistance coming from the motor.

John Brantley
6/3/2019

I have been mountain biking for 30 years. Now at age 61 I have had 8 knee surgeries and a hip replacement. Later this summer I will have to have one of my knees replaced. An e mountain bike allows me to still do the sport I enjoy. I know that people are concerned with the speed etc. However, younger riders (20's, 30's, 40's). Still ride very fast and aggressively. The larger issue I see on the trails is still trail etiquette of mtn bikers going too fast and close to hikers....or not pulling over when others are coming up hill. A class 1 mountain bike only works when the riding is pedaling and the motor cuts out at 20 MPH. The front range trails are too technical for those speeds and I don't believe the trail use will increase significantly.

Randy Levensalor
6/15/2019

We should allow e-bikes on trails where conventional bikes are allowed. Appropriate rules and speed limits for safety and preserving the trails would need to be included.

James Elkins

6/16/2019

I support type 1 e-bikes on all trails. No one should exceed the speed limit. I have seen road bikes on the trails in excess of the speed limit. Besides, it makes no sense to break up the commute between Niwot and Boulder for small sections of prohibited trail. We want people out of their cars on the Diagonal to ease congestion. There should also be a senior citizen exception for the use of e-bikes on Boulder County trails.

James Oday

6/23/2019

Please ride a class 1 pedal assist e-bike before making a judgement regarding suitability on public trails. Class 1 e-bike will not change the trail dynamic one bit, except possibly to make it more crowded. If that's what the county is after, then by all means make the rules.

Eugene Titov

6/24/2019

Prohibiting e-bikes anywhere where regular bikes are allowed just for the name of them does not make much sense since they can also be used without any assistance from the motor and thus be no different from regular bikes. Perhaps a better strategy should be imposing speed limits and prohibiting using assistance in certain places.

Tom Swihart

6/27/2019

I have enjoyed riding my ebike perhaps 20-30 times in 2019 on Coal Creek and Rock Creek trails from Erie to Stearns Lake. I have not seen a single other electric bike on those trails this year.

Jason Nickel

7/17/2019

I support ebike use on Boulder area trails

Tom Noyes

7/17/2019

My point of view comes from a life time mt. biker turns 60 years old and discovers eMTBs in the same year. I am an early adopter of the sport of riding full suspension electric mt. bikes. I have rode 2500 on my eMTB in the past 9 months. I have ridden my eMTB on legal mt. bike trails all over Jefferson County Colorado, Pocatello Idaho, Ketchum Idaho, and hood River Oregon. I have also ridden plenty of trails in Boulder County. I believe we should allow electric mountain bikes on all mt. bike trails in Boulder County. On some of the busier trails like Hall and Heil eMTBs should be allowed at least a couple days a week - minimum, same with betasso and

benjamin. Marshall Mesa/ Doudy Draw should be legal to eMTBs any time. as should west Magnolia and the dot trails, walker ranch, mud lake, and bald mountain. Just because eMTBs are late to the party does not mean we do not belong on the trails. Like mtbs eMTBs, we are not as pure walking or running, but eMTBs are made exactly for the rocky steep trails that Boulder County is known for. Just like we trust the drivers of automobiles to be careful behind the wheel, we can trust and self manage riders of eMTBs, just like we do mtb riders. Not everyone is perfect all the time, but we are pretty good. Us older Boulderites are not going to stop recreating any time soon and eMTBs are not going to go away anytime soon. Furthermore, I did not bust my butt, working on trails and paying open space taxes for the last 39 years to get pushed off the trails too easily. Who would have thought that today we were going to be riding electric mt. bikes, 39 years ago. Things change and we now have bikes that help us get up the hills, yay for us. If the trails get too busy for all the bicycles and hikers, then maybe we need to build more trails. there are a lot of places in Boulder County to build mt. bike trails. Plenty of contiguous chunks of publicly own land. If the trails get too busy it is not the fault of eMTBs. A growing County needs more trails for current future users. To restrict use to emerging technologies on the trails like eMTBs or other future non-destructive technologies appears closed minded. We are going to be riding our eMTBs somewhere. There are going to be more and more of us. Boulder County should embrace us like many other communities are doing. We are not the enemy. We are part of the solution. We are your neighbors and we care about other trail users. We live in Boulder, we built and are building businesses here. Our kids live here.

Chuck Sanson

7/18/2019

In fairness to all users, the trail network in Boulder must be opened/increased for ebikes so all tax-paying citizens may use and enjoy our resources. I am a 30 year+ resident of Boulder, hiking, riding mountain bikes and enjoying the outdoors, now with my teenage daughters. I own several ebikes and use them daily for commuting and trail riding. I've also been a Board member of Boulder Mountain Bike Alliance, and part of the Outdoor and Cycling Industry for 20+ years. From every point of view, Ebikes and more specifically eMTB's have unlocked a positive experience for many people who could not otherwise participate in the outdoors. eMTB's are a well-accepted form of recreation and successfully share trail systems throughout the world with other user groups. The current pedal-assist technology allows for responsible use by the rider. Concerns such as speed differential, trail damage and excessive additional ridership have NOT been realized on existing and test areas where eMTB's are in use. These are mountain bikes, with inherent limitations due to their construction and components. The bike industry is focused on responsible growth of this segment, consumers are voting with their dollars, it's time for Boulder to step up our efforts!

Art Schwadron

7/19/2019

Please allow e-bikes on all open space trails that are currently open to bikes

Stephen Haydel

7/30/2019

Open up more trails to eBikes! It is much better to have people eBike to a trail head and ride the same eBike on the trail than to drive a 2-ton SUV to the trail head and ride a bike on the trail. Bikes go faster downhill and with a tailwind than ever do with electric assist.

Jim Doyle

8/4/2019

I am a strong advocate of e bike usage. My e Bike is totally quiet and so efficient that I leave my car in the garage as much as I can. If the leaders of Boulder County want to help reduce carbon emissions, they must become strong advocates themselves. A critical piece of this important advocacy will be unlimited access to paths and trails for e bikes that align with manual bike usage. Stick with speed limits vs trying to disallow usage of quiet, ultra efficient e bikes.

Jason Hilliard

8/4/2019

I hope you will establish an eBike policy based on the following: 1. The most important consideration for all bikes (conventional or electric) is safety. 2. As a nearly daily rider of Boulder's wonderful array of paths for nearly 30 years, on conventional bikes, and now on an electric bike, I can confirm that there are MANY unsafe practices by riders of conventional bikes. Too many of them: - Ride too fast (well above the posted 15 mph limit) - Don't announce that they are passing - Enter the main path from side-ramps at far too high a speed. 3. eBikes are still sufficiently new and are growing sufficiently rapidly that habits and routines will take some time to become established, much as safety practices by riders of conventional bikes are still not sufficiently widely established, despite many years of trying. 4. eBikes can be operated with very little or no motor-assist, making them into virtual conventional bikes (as others and I routinely do, to extract maximum exercise from the riding experience) 5. Restricting eBike use because of the anticipated bad judgment of a minority of riders can have undesirable consequences, including: - Diminishing or eliminating healthy exercise opportunities for people who need some intermittent motor assistance when riding - Causing people to give up on using eBikes for errands and bringing more automobile usage. 6. Class 2 eBikes have the same speed restriction as do Class 1 eBikes. Discriminating against Class 2 bikes, in my view, would be a serious mistake. Their main advantage (especially to older and disabled users) is the availability of the throttle to help with getting started, especially when forced to stop facing an upward incline. 7. Because of their health-promoting and environmental-protection potentials, eBike usage should be ENCOURAGED, and IN NO WAY DISCOURAGED. For context, let me add that I'm 86 years old and have come to highly value my first eBike. It is giving me daily exercise that I consider vital to my health and longevity. It enables me to ride longer and further, and take some of the hills that I did for years on my conventional bikes but no longer feel able to do without straining myself to a level that feels uncomfortable, even risky. Also, like many older folks I am far more aware of my vulnerabilities than are many younger riders on conventional bikes. Daily, I witness aggressive riders on conventional bikes who zoom past me (and engage in other unsafe practices) on the county's paths. Like other older folks I see, I routinely ride within the posted speed limits, and scrupulously follow safe practices on my eBike. Please don't enlarge or even maintain the current restrictions on eBikes. Instead, PLEASE EXERT MORE EFFORT

IN ESTABLISHING A CULTURE OF SAFE PRACTICES for all riders of all types of bikes.
Thank you!

Alan Parisse
8/5/2019

The problem is irresponsible riders, not E-Bikes. My car is rated to go 120 MPH. It never has and never will. That's crazy and illegal. E-bikes allow seniors and others to get out of their cars and ride bikes. Please don't restrict E-Bikes because a few purists are offended. Their reaction is reminiscent of those who screamed "get a horse" when the automobile was invented. Please do pass tough laws that restrict speeding and other bad bike behavior and then enforce them.

Mark Perry
8/22/2019

Class 1 E-Bikes should be allowed on all boulder county trails. They are pedal assist only, and the assist stops @ 20mph. I do not own an E-bike but am considering it. I am an avid hiker, dog walker, motorcyclist, and until age and injuries caught up with me, an avid mountain and road cyclist. I have previously commuted to work for 1 1/2 years using the Coalton and south boulder creek trails. I more recently drive up Flagstaff mountain daily and share the road with cyclist. Because I love all forms of travel to get out and enjoy Colorado, I try to be courteous of others, especially those experiencing the outdoors using a different mode of travel than I might be at that time. 99% of the time the experiences and interaction with those you are overtaken by or overtake are pleasant. There are unfortunately the 1% that you rarely encounter that don't understand common courtesy. This 1% are also spread through out all the different modes people use to get outdoors. E-bike are not the problem and should not be banned. They will only encourage more people to get out and enjoy Colorado. As far as the additional weight tearing up the trails, it is a non issue.

Judah Gaioni
8/26/2019

The commute between Boulder and Longmont is just too far on a regular bicycle. The level 1 ebike (pedal assist) makes it a (still long, but) reasonable ride. Level 1 ebikes typically max out at 20mph, which is a safe speed for a bike trail. To encourage alternate means of transportation in commuting, please continue to allow these level 1 ebikes on the LoBo Trail!. Thanks!

Gary Thornberry
8/29/2019

I'm baffled by the opposition to e-bikes. I don't own an e-bike and may never purchase one, but that's assuming I remain healthy and can still pedal uphill. What about people with disabilities or injuries? What about people who are older and struggle to climb some of the trails, but are efficient cyclists? All the major bike manufacturers are producing e-bikes and we are starting to see many of the MTB riders endorsing them. I'm assuming people are threatened that e-bike users are going to bust their Strava times. e-bikes will become widespread in the coming years. As for those concerned that riders will blaze past them on an electronic bike - let's just remember

that most of these bikes are expensive and the younger (aggressive) riders are not likely the folks who will be purchasing them. I can't even understand an argument against their use as long as they're properly regulated and those regulations are enforced.

Kari Stoltzfus

8/30/2019

I have been a lifelong Boulder a county resident. Unlike so many people in Boulder I have not remained an avid athlete or cyclist through the years. In an effort to get “back in the wagon”, I purchased an electric bicycle. I have been astounded by the results. I have been replacing at least 50% of my car trips. I run errands, go out to dinner, go grocery shopping, and visit friends and family on my bike when I used to take my car. I have gone from having a bike in my garage that I haven't sat in once in 3 years, to riding 150 miles a week on my e-bike. The electric assist gives me the confidence to take longer jaunts to pearl street in Boulder (17 miles from home) or even to Lyons. The throttle is the thing that has surprised me the most. If I were to have to stop at a light or stop sign even on a week incline I may have difficulty getting started, and wobble, lose my balance, and sometimes need to walk my bike to safety. This is not only unsafe for me, but also a hassle for the cars and pedestrians around me who have to wait while I figure out how/what to do. With the assistance of the throttle on the electric bike, I am able to safely get through intersections of any kind. I am also FAR less tempted to run a stop sign or not make a complete stop as I would be on a traditional bike. Please consider that so many people riding e-bikes are just trying to get back out there, and for whatever reason need a little extra confidence. I hope that the work I am putting in on the e-bike gets confident enough he get back in my standard bike. Until then you can see me commuting with a big smile on my face. Thank you for your time!

Glenn Ventura

9/4/2019

Ebike class 1&2 should be allowed on multi use trails where bikes are allowed.

Jed Shapiro

9/5/2019

I am a healthy 72 years old. I got an e bike last year so I could continue to commute from home near Evan Fine Park in Boulder to Lafayette by bike (I still use my regular bike about 1/3 of the time) I am very cognizant of the 15 mph limit on the Boulder bike path. I regularly get passed by younger stronger non e bike cyclists going 20 to 25 mph. My philosophy is that it is exactly like permitting cars that are capable of going 100 mph on roads where the speed limit is 25. It's completely about the driver and the speed limit!!!! Please allow e bikes everywhere but enforce and put up signs about speed limits.

Rick Dyson

9/5/2019

E-bikes are a blast and they are the future. We need to embrace this future as it is a fun and effective transportation device to hopefully get more of the masses out of cars. Who cares if

they're on trails? They are clean and safe. They are a bicycle with a green boost. Maybe grandma and grandpa can get out of their car and take a fun trail ride. We have got to work together if we have any hope of saving this planet! I want to see more ebikes on all trails - just no gas engines. Can't wait to get one!!!

Rick Dyson

9/10/2019

Had to make one more comment. I read an interesting article in Singletrack re the differences in acceptance of e-bikes in Europe and the US. While Europe is crazy for e-bikes, we have reservations. We are sort of the last to catch on, I mean look at the Beatles.

One reason is that bikes in Europe are part of their culture, transportation, and heritage. Bikes in the US are still basically toys where we don't spandex and go for our weekend rides. Europeans use their trails and ride their e-bikes to these trails. We could learn a lesson here. Why not ride our e-bikes to West Magnolia, Hall Ranch, and Batasso? With e-bikes we could. Is it better to ban them and keep driving our SUVs to the trailheads? something to consider.

Phyllis Davis

9/20/2019

My husband and daughter are regular mountain bike riders and love the Boulder trails. Until recently I couldn't ride with them. I have aggressive arthritis in my hips, knees, and feet. To go hiking, or long walks, I have to wear a custom knee brace and use walking stick or a cane. I also have a handicap parking permit for my car.

Recently we purchased a cruiser ebike. That day I rode almost 20 miles. I haven't been able to ride for 10 years. Because of my arthritis hiking is becoming less and less of an option. But with my bike I can still enjoy the outdoors.

Even if you disallow ebikes, it would be wonderful if you could have a handicap status of some sort so that people like myself could continue to enjoy the beautiful Boulder (and all of Colorado) trails.

Van Rudd

9/21/2019

The **only** reasonable issue anyone can have regarding e-bikes on in-town trails is speed. They aren't noisy, they aren't any larger than a cruiser bike, and they are a fantastic way for Boulder to reduce their carbon footprint.

Post speed-limit signs on bike trails, hand out some tickets, and educate the public about speed limits for all bikes. These are the ways you make trails safe, and it has nothing to do with people on e-bikes.

FYI, I am not an e-bike user or owner.

James Betker

9/23/2019

Please continue to allow e-bikes on commuter trails and consider opening up all trail systems to them.

I live in LaFayette and commute daily to Boulder. Early this spring I decided to purchase an e-bike conversion for an older bike I had in the garage to try the commute and fell in love instantly. I have ridden to work more than 80% of the time since and intend to continue doing so as long as e-bikes are allowed on our trails. I will not ride a bike on the road - it is simply too dangerous.

Reviewing the comments against e-bikes I get the feeling there are a lot of people who dislike e-bikes in theory but have little familiarity with them. Speed seems to be a topic that crops up a lot, but all legal class 1 e-bikes are limited to 20MPH, which is well under the speed that most folks on road bikes ride at on our trails. I am regularly passed by regular bikers, even when hitting the speed limit on my bike.

I also see a lot of folks trying to group e-bikes into the same group as motorcycles and mopeds. As an avid dirt bike rider, I feel this is a pretty big leap. Motorcycles are loud, produced CO2, and (most importantly, in my opinion) are extremely powerful. The fact that they are powerful means that the act of riding a motorcycle often means tearing up trails. An e-bike categorically does not do any of these things. I have ridden e-bike legal offroad trails in JeffCo for several months now and find it to be no different from riding my regular mountain bike, other than being slightly easier on my body.

Yes - our biking trails in the county are crowded. Yes - e-bike legalization will make them more crowded. I don't believe banning a legitimate form of biking is something our biking community should embrace to solve this problem though. Let e-bikers on Boulder County trails. Some of them (myself included) will become contributing members of the trail building associations. High income folks and older folks who can afford/need these types of bikes will become advocates for more open space trails. The pathway to having more, better trails is having more people using those trails.

I have had several hobbies which shunned new members and technologies decades ago and those hobbies are in a very rough spot with no younger members in the clubs and regulations closing in around them. Don't let that happen to mountain biking in our county.

Lastly, before you drop a comment here complaining about e-bikes, I ask that you go and try one of them out. Ask a biker on a trail you pass by if you can try their bike. Visit one of the bike shops in the county for a trial. I'd be willing to bet that you'll be surprised by how e-bikes actually work.

E-bike Public Comments: Neutral

Rebecca Shannon

8/20/2019

I do NOT want e-bikes on mountain biking/multi-use trails (Betasso for example). When I ride my bike, it's to be away from cars and vehicles, and to enjoy nature. I can understand using them for transportation on bike paths but once you add a motor, it's basically a motorcycle and should be limited to roads where other motor vehicles operate. As a dog walker and nature observer, I don't want to be run over on a bike path by someone commuting in a hurry. However, when I reflect on my feelings about e-bikes, what I'm most concerned about can't be fixed by banning or allowing them--we all need to share better and be more friendly/considerate of other users. How is the County going to impact/affect that? Good luck discerning a fair and enforceable course of action. And thank you for soliciting public opinion.

E-bikes Emails to POS Staff: Con

Betina Mattesen

9/4/2019

Because I work on illegal motorized issues on National Forest land in the mountains (out of control, no resolution in sight) someone contacted me with this story. While hiking quietly on the Boulder Spring Brook Trail identifying new spring wildflowers an E Bike zipped by moving fast and making a whirring sound. Startled, this person stood up. An oncoming mountain biker pulled over. My friend said "did that seem like a regular bike to you?" He replied "no way" and shook his head. I would have called for enforcement; these two did not.

When is a motor not a motor? When the CO legislature says it's not? This is so discouraging to my efforts.

Here is a biker's view that singles out Boulder:

<https://www.singletracks.com/blog/trail-advocacy/electric-mountain-bikes-allowed-singletrack-colorado-yes-no/>

And look at the impressive push back to a bike trail proposal in Redstone:

<https://coloradosun.com/2018/12/18/carbondale-to-crested-butte-trail/>

And Steamboat:

<https://www.steamboatpilot.com/news/newly-formed-group-advocates-to-slow-trail-building-in-routt-national-forest-to-protect-wildlife/>

There's a simple solution to such controversies as CO grows and wild places become sportified and that's habitat first. This stance provides education and a stewardship model that recreationists may have missed, and may thank you for in the future.

Thanks.

Betina Mattesen

Illegal Motorized Trails Task Force

Forest Watch

Nederland

E-bikes Emails to POS Staff: Pro

Dan Baldwin

3/06/2019

Hello Tina--

I am a 68 year old long time Boulder County resident. My wife and I have recently become class 1 (pedal assist) e-mountain bike owners. I have ridden most of the counties ebike-legal trails and I just can not understand why NONE of the actual mountain bike trails are approved for ebikes. All of the legal trails are flat multi-use trails that are really very urban and not mountain at all. I just dont get it. I have read the public input statements and I dont see a clear reason why there can not be one or two actual mountain bike trails included in the list of trails participating in the pilot period. I have a bad knee and the ebike allows me to ride without further injury, however there are literally no DECENT trails in Boulder County that allow them.

As things stand now, I must travel to Jefferson County to ride an actual mountain bike trail. Being a long time Boulder county tax payer that doesnt sit very well with me. Is there any hope at all that one or two of the actual mountain bike trails could become legal for ebikes during the pilot period ? How can the pilot period actually test the impact of ebikes if they are limited only to the urban flat trails ?

Is there anything I can do to help my cause ?

Thank you,

Dan Baldwin

3/06/2019

Hi Tina-

Thank you so much for your detailed response. I understand and appreciate the reasons you listed regarding the e-bike prohibition. I would like to say that the class 1 pedal assisted emtbs are much closer to a non-motorized vehicle than they are to a motorized vehicle. If you (or most people) rode one, you would probably realize this fact. The problem as I see it is the overly broad, black and white, interpretation of the word "motorized".

At any rate thank you for your suggestion to look at the ADA provisions. I couldnt find any criteria for determining if a bad knee would qualify. Would I just tell a ranger that "I have a bad knee" or would I need an official determination ?

Thanks again, I really appreciate your response.

Best,
Dan

Jane Toman

8/22/2019

Hello,

My husband has Parkinson's disease. He is supposed to bike regularly for symptom management. He enjoys mountain biking, but it is becoming difficult due to his condition.

A friend mentioned that it is possible to get a medical exemption so he could use an electric mountain bike on the trails in Boulder county. Is this true? And if so, where do I apply for this?

Thanks for your time on this matter.

Best

Jane Toman

Jane Toman

8/24/2019

Hi Vivienne,

Thank you for your prompt response. I really appreciate it, and the willingness of Boulder County Open Space to accommodate people with disabilities. Being able to use an e-bike will really make a difference to my husband's health (both physical and mental).

I filled out the survey today.

Thanks again.

Allen Feld

9/2/2019

Hi Sadie,

Thank you for taking the time to discuss the bike trails and e-bike approved trails.

My personal story is that I am in my mid seventies and my bike has been a game changer for me. As a senior with a disability, being able to use my e-bike is allowing me to go outside, exercise, use my car less, and enjoy life! I am so grateful that the City of Boulder offered rebates to buy e-bikes. This was a big incentive to me. I am sure these are keeping more cars off the road.

When biking, I use my bell and alert people walking to when I am passing them. I also always slow down when passing people both going uphill and downhill. I often see mountain bike riders and road bike riders going a lot faster than me both uphill and downhill and passing when it is not safe often without any warnings. It is not the bike- it is the rider and their mentality.

I would like to suggest that seniors and people with disabilities be allowed to use their e-bikes on all City of Boulder and Boulder Country bikes trails, paved or dirt, and that they can have an escort. I think that seniors and people with disabilities will be respectful and mindful. They will have safety for all as a priority.

Please pass this along to any appropriate people that will make decisions for us Boulder community citizens.

I will be happy to discuss this with any one that would like to get my perspective on this situation.

Sincerely,
Allen Feld
1340 6th ST
Boulder, CO 80302

303-447-0461

Britt Drake
9/25/2019

Hi Tina,

I didn't see where we could enter comments on this issue.

I am trying to figure out how my 12 year old can ride his bike to school at Platt.

We live in Spanish Hills & it is not safe for him to ride down South Boulder Rd.

So he has to climb up to Davidson Mesa, take the bike path down 36 & then, with the Bobolink path being off limits, has absolutely NO way to get to school. It is beyond frustrating. The kid rides at 10 mph but really needs some pedal assist to get up the hills & cover such a big out of the way distance. But he loves the independence of being able to ride his bike.

And I would love to ride my bike to work in Lafayette, instead of driving.

I also hit some "prohibited ebike trails" on my route.

I do not have time to shower before I start work.

I just want a leisurely bike ride outside, since as a gastroenterologist, I don't get to ever go outside.

This would be such a great solution for me.

But sadly, this isn't as easy as it should be. So I will continue to drive my big SUV.

Please get this to anyone that might make a difference.

We love our e-bikes.

Britt Drake