



E-bike evaluation Compendium of Comments

The BeHeardBoulder.com Engagement Questionnaire provided an opportunity for respondents to share comments about e-biking on open space. A total of 1,532 participants (about two-thirds) chose to do so. The Top Three Reasons Why question also offered a response to choose “other” and write in their reason. Most of the open-ended comments received were related to an alternative preference or the status quo and expanded or reiterated the reasons why the respondent chose their response regarding their preference. These are presented in the compendium of comments document by preference for an alternative or the status quo.

As of April 1, 2023, 69 comments were received directly from community members, mostly by email. These expressed personal opinions about e-biking on open space trails.

- Open ended comments from Engagement Questionnaire
 - [Alternative A preference comments](#)
 - [Alternative B preference comments](#)
 - [Alternative C preference comments](#)
 - [Status Quo preference comments](#)
- Top 3 Reasons Why “Other” comments from Engagement Questionnaire
 - [Alternative A preference comments](#)
 - [Alternative B preference comments](#)
 - [Alternative C preference comments](#)
 - [Status Quo preference comments](#)
- [Comments by E-mails](#)

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 5 • 7/11/2022 Preference indicated: Alternative A

Alternative A is the best approach to provide the least confusion and enforcement.

Respondent # 27 • 7/11/2022 Preference indicated: Alternative A

I support this, but prefer alternative A

Respondent # 36 • 7/11/2022 Preference indicated: Alternative A

Proposal A is ideal.

Respondent # 52 • 7/11/2022 Preference indicated: Strongly support Alternative A

Having e-bikes where analog bikes are allowed does not introduce or add conflict. Resistance to e-bikes is based on mis-understanding. And yes, allowing e-bikes, definitely supports reduced trips by car, from my experiences.

Respondent # 66 • 7/11/2022 Preference indicated: Strongly support Alternative A

Boulder should catch up with other progressive communities. Stop catering to elite exclusionary populations and let everyone share the bike paths.

Respondent # 71 • 7/11/2022 Preference indicated: Alternative A

I think alternative A is the best. Maybe limiting days of use on some higher traffic trails. Jefferson County Allows ebikes and it seems to work great.

Respondent # 79 • 7/11/2022 Preference indicated: Alternative A

Option A is much better. B doesn't suck as much as some of the others but it's not the best option.

Respondent # 106 • 7/11/2022 Preference indicated: Strongly support Alternative A

Class 1 eBikes have been allowed for years in all of CO state parks, in Jeffco, and in many other areas of CO including Durango and Fruita. There have been NO reported problems attributable to eBikes. Banning them is akin to age discrimination.

Respondent # 111 • 7/11/2022 Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

ebikes should have a speed limit

Respondent # 112 • 7/11/2022 Preference indicated: Alternative A

I am a senior with an ebike. I feel ebikes should be allowed EVERYWHERE regular bikes are allowed. Otherwise I am discriminated against because I can no longer ride as far and as much uphill due to aging.

Respondent # 120 • 7/11/2022 Preference indicated: Alternative A

I prefer plan A but would accept plan B

Respondent # 122 • 7/11/2022 Preference indicated: Alternative A

The evaluation shows option A is better than B in every way except consistency. But if BCPOS does the same evaluation, they will find that allowing e-bikes is better than the status quo, so it makes no sense to be consistent with their outdated regulation

Respondent # 138 • 7/11/2022 Preference indicated: Strongly support Alternative A

I strongly support A.

Respondent # 139 • 7/11/2022 Preference indicated: Alternative A

This is a great step in the right direction! However, ebikes should be allowed on all trails that regular bikes have access to.

Respondent # 148 • 7/11/2022 Preference indicated: Alternative A

Allowed everywhere

Respondent # 154 • 7/11/2022 Preference indicated: Alternative A

I strongly support Alternative A. I see no reason to exclude trails west of highway 36 or west of highway 93. Doing so is arbitrary and unnecessary.

Respondent # 155 • 7/11/2022 Preference indicated: Strongly support Alternative A

EBike access is a constitutional right

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 160 • 7/11/2022 Preference indicated: Alternative A

Ebike should be allowed on any trails, that regular bikes are trails. promotes people to exercise more regardless of their age and or physical capabilities.

Respondent # 166 • 7/11/2022 Preference indicated: Strongly support Alternative A

Been run over by a non-E bike. Don't want to be run over by this larger vehicle.

Respondent # 175 • 7/11/2022 Preference indicated: Alternative A

I prefer alternative A

Respondent # 176 • 7/11/2022 Preference indicated: Alternative A

All multi use trails which allow bikes should allow class 1 ebikes. Jefferson County open space has this policy with no negative issues.

Respondent # 179 • 7/11/2022 Preference indicated: Strongly support Alternative A

Please let people ride E bikes on ALL THE TRAILS! We want more people to be able to enjoy the outdoors, get exercise and be healthy. By limiting e bike access to these trails, you are limiting a large number of good people access to our trails

Respondent # 180 • 7/11/2022 Preference indicated: Strongly support Alternative A

ebikes do no more damage to trails than regular bikes

Respondent # 186 • 7/11/2022 Preference indicated: Alternative A

No reason class 1 ebikes should not be allowed on all bike trails.

Respondent # 187 • 7/11/2022 Preference indicated: Alternative A

Class 1 e-bikes should be allowed anywhere that bikes are allowed

Respondent # 194 • 7/11/2022 Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

look at jefferson county, in the few years they have allowed ebikes on ALL mtb trails, there have been zero complaints directly related to ebike use (per a Jeffco OS employee). None of the fears of opening up access have come true. We need more access!!!!

Respondent # 199 • 7/11/2022 Preference indicated: Alternative A

I think proposal A is best- where ever regular bikes go, e bikes should be able to go. Regular road bikes often exceed 20 MPH which e bikes can't easily. Also there are no clear reasons stated why they should not be allowed on all bike trails.

Respondent # 206 • 7/11/2022 Preference indicated: Strongly support Alternative A

Other communities that have opened their trail systems to eBikes (e.g. the Corner Canyon complex in Utah) have seen zero negative impacts and very positive results.

Respondent # 211 • 7/11/2022 Preference indicated: Strongly support Alternative A

Control any potential impacts from speed and user conflict by limiting access of modified eBikes that do not comply with approved definitions i.e. Class 1 & 2. Class 3 needs careful definition to exclude electric "motorbikes" and other high power bikes

Respondent # 223 • 7/11/2022 Preference indicated: Alternative A

Should be allowed on all trails that mountain bikes are allowed on.

Respondent # 225 • 7/11/2022 Preference indicated: Alternative A

Prefer alternative A

Respondent # 226 • 7/11/2022 Preference indicated: Alternative A

I would like Plan A. It makes no sense that e-bikes aren't allowed on all paths/trails that allow bikes. My experience is that e-bikers go slow whereas athlete on regular bikes go fast.

Respondent # 229 • 7/11/2022 Preference indicated: Alternative A

I prefer Alternative A as it provides the best eBiking opportunities. Alternative B would be a big step in providing an interconnected eBike trail system

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 232 • 7/11/2022 Preference indicated: Alternative A

I'm in favor of alternative A

Respondent # 233 • 7/11/2022 Preference indicated: Alternative A

all ebikes should be allowed where any other bikes are allowed

Respondent # 236 • 7/11/2022 Preference indicated: Alternative A

Prefer alternative A but strongly support additions of South Boulder Creek and Boulder Canyon access

Respondent # 242 • 7/11/2022 Preference indicated: Alternative A

Alternative A or even more please

Respondent # 243 • 7/11/2022 Preference indicated: Strongly support Alternative A

I'm 73 and I love riding my emtn. bike. I see no difference between an ebike and a regular bike as far as trail damage, speed, etc. I really believe you need to open ALL trails to ebikes, so old geezers like me can keep riding!

Respondent # 246 • 7/11/2022 Preference indicated: Alternative A

I strongly support Alternative A.

Respondent # 249 • 7/11/2022 Preference indicated: Alternative A

I support allowing ebikes on any available trails. They allow older people and people with disabilities to continue to bike. I only support use of ebikes that must be pedaled to move (not little motorcycles)

Respondent # 255 • 7/11/2022 Preference indicated: Alternative A

I think we should open up all trails which allow bikes to allow ebikes, but perhaps limit it to class 1 & 2 ebikes.

Respondent # 257 • 7/11/2022 Preference indicated: Strongly support Alternative A

Some people will only own one bike, and more and more in the future, it will be an e-bike.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 264 • 7/11/2022 Preference indicated: Strongly support Alternative A

I cannot understand why anyone would have a logical issue with class 1 ebikes. It seems akin to racism how senseless it is.

Respondent # 266 • 7/11/2022 Preference indicated: Strongly support Alternative A

It's not about the bike, it's about the rider, e or otherwise. Don't outlaw the bike.

Respondent # 271 • 7/11/2022 Preference indicated: Strongly support Alternative A

E-Bikes are becoming more and more common and honestly you don't want to go fast on the rocks, more for an uphill assist in the mountains

Respondent # 275 • 7/11/2022 Preference indicated: Alternative A

I prefer option A which allows e-bikes on all trails

Respondent # 278 • 7/11/2022 Preference indicated: Alternative A

Strongly support alternative A.

Respondent # 282 • 7/11/2022 Preference indicated: Alternative A

Allow ebikes on all bike trails like most of America

Respondent # 286 • 7/11/2022 Preference indicated: Alternative A

Alternative A is the best option

Respondent # 287 • 7/11/2022 Preference indicated: Alternative A

Not sure why class 1 Ebikes are not allied where regular bikes are.

Respondent # 289 • 7/11/2022 Preference indicated: Alternative A

I support Alternative A, not B - you didn't list that as an option. And I support allowing Class 3: I would never own a Class 1 bike because as a commuter on roads (the main use of e-bikes) they are slower in traffic and don't cost much less.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 294 • 7/11/2022 Preference indicated: Alternative A

This is about inclusivity and enabling many more people to enjoy the public trails. It is also about fun and healthy choices. I think ebikes should be open to any trail open to mountain bikes

Respondent # 296 • 7/11/2022 Preference indicated: Strongly support Alternative A

I see eBikes already on BCOS trails and they present no problems. Most people riding them are older and typically negligibly faster uphill and slower downhill. BCOS needs to match JCOS & CO state parks on eBike regulations.

Respondent # 304 • 7/11/2022 Preference indicated: Alternative A

I support A. Class 1 ebikes allow people like me to continue to ride mountain bike trails as I age and deal with some mobility issues. I do not agree that class 2 and 3 ebikes should be allowed on trails.

Respondent # 312 • 7/11/2022 Preference indicated: Alternative A

Alternative A

Respondent # 329 • 7/12/2022 Preference indicated: Strongly support Alternative A

Ebikes allow people to continue riding when they thought they no longer could.

Respondent # 331 • 7/12/2022 Preference indicated: Strongly support Alternative A

I am 60 years old and found myself riding less and less due to lower lung capacity. Various tests showed nothing wrong other than typical effects of aging. Having an ebike has definitely extended my years of healthy bike riding.

Respondent # 337 • 7/12/2022 Preference indicated: Alternative A

Would think alternative A would make more sense

Respondent # 347 • 7/12/2022 Preference indicated: Strongly support Alternative A

eBikes are the future at improving pollution, expanding access to more people and being fair

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 358 • 7/12/2022 Preference indicated: Strongly support Alternative A

I ride an e-bike and have for 5 years for transportation. I would love to ride a more technical trail like I did when I had good knees. This trail usage seems to be a good balance but signs need to be well marked.

Respondent # 363 • 7/12/2022 Preference indicated: Alternative A

I think it is only fair to allow e bikes to go where regular bikes can go.

Respondent # 365 • 7/12/2022 Preference indicated: Alternative A

Class 1 e-bikes aren't a lot different from normal bikes. Allowing them wherever bikes are allowed makes the most sense to me.

Respondent # 371 • 7/12/2022 Preference indicated: Alternative A

Many people do not understand what a class 1 ebike is and how limited and low the powered Pedal assist is for these bikes. I feel these bikes should be allowed where ever standard mountain bikes are allowed on trails.

Respondent # 377 • 7/12/2022 Preference indicated: Alternative A

I prefer option A. Maybe I'm getting old and seeing a day when I'll want an e-bike, but I no longer see a reason to restrict e-bikes.

Respondent # 388 • 7/12/2022 Preference indicated: Strongly support Alternative A

There are a number of reasons why Class 1 e-bikes should be allowed on all trails. First, as your own research has shown, e-bikes are actually slower than non-electrics. Almost certainly because the riders tend to be older and more careful. Out of spac

Respondent # 390 • 7/12/2022 Preference indicated: Alternative A

I suggest you give Alternative A more consideration. Or at least some more single track opportunities. E-bikes use will only increase in the future. Getting ahead of the curve and providing opportunities now will help with LE and steer use where you want

Respondent # 393 • 7/12/2022 Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Trail conflicts between bikes and other users generally occur when bikes are descending. E-bikes descend at the same rate as normal bikes and do not increase climbing speed beyond that of a fit individual, so should not increase conflict.

Respondent # 394 • 7/12/2022 Preference indicated: Alternative A

Ebikes are the future and should be allowed on all trails that allow bikes.

Respondent # 398 • 7/12/2022 Preference indicated: Alternative A

We would be allowing at least class 1 ebikes anywhere we allow bikes. Doing otherwise is needlessly discriminatory and only forces more people to drive. Please switch to Alternative A, or at least show ebikes around Wonderland Lake and related trails.

Respondent # 407 • 7/12/2022 Preference indicated: Alternative A

Thank you for the opportunity to comment. E-bikes should be allowed to access all trails that mountain bikes have access to. Per studies by both Boulder and JeffCo counties there is no increase in negative impact, socially or environmentally

Respondent # 413 • 7/12/2022 Preference indicated: Strongly support Alternative A

Fear of harm from ebikes is akin to fear of cars. Cars can be heavy, Cars can go too fast, Cars can be abused. All ebike riders should adhere to speed and class regulations and be held accountable, just like cars on the road. .

Respondent # 415 • 7/12/2022 Preference indicated: Alternative A

Everyone pedaling should be able to access all trails Class 1 is the future for all ages.

Respondent # 418 • 7/12/2022 Preference indicated: Strongly support Alternative A

This whole world is all about exclusive. It would be nice to someone automatically just allow something new that isn't new anymore to be as accepted as everything else. It is ridiculous to even have a debate, but I wanted my voice heard so I clicked!

Respondent # 424 • 7/12/2022 Preference indicated: Strongly support Alternative A

I am 68 with a pacemaker. Opening up more trails allows me freedom to access more public land

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 428 • 7/12/2022

Preference indicated: Strongly support Alternative A

If I can put a 16-year-old kid behind the wheel of a automobile and expect good results, I can trust electric mountain bikes on any trail bicycles are allowed. People are going to do it anyway, and soon all bikes will look the same.

Respondent # 431 • 7/12/2022

Preference indicated: Alternative A

Ebikes should be allowed everywhere that standard bikes are allowed, and the city should concentrate on making year round protected bike lane infrastructure.

Respondent # 432 • 7/12/2022

Preference indicated: Alternative A

It is the only way I can bike now. I'd prefer alternative A with foothills paths.

Respondent # 451 • 7/12/2022

Preference indicated: Strongly support Alternative A

The mountain E-bike I ride gets me places I could not ride on a traditional bike. It keeps me in shape at 70 years old. I have not encountered any opposition on the bike trails and frankly young traditional riders outride me on my e-bike.

Respondent # 455 • 7/12/2022

Preference indicated: Strongly support Alternative A

I ride my Class 1 eBike on trails throughout CO without any problems. Banning them on singletrack in Boulder leads to unnecessary car trips as residents must commute to areas where they are legal. They are bikes and should be treated the same.

Respondent # 461 • 7/12/2022

Preference indicated: Alternative A

I don't think alternative B goes far enough. I would strongly support option A

Respondent # 476 • 7/12/2022

Preference indicated: Strongly support Alternative A

In the absence of protected bike lanes, drivers are often very aggressive towards vulnerable road users. Forcing e-bike users (many of whom are seniors) to share the road with hostile drivers would lead to unnecessary road fatalities.

Respondent # 479 • 7/12/2022

Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

like any regulation with vague nuances, people will mistakenly break rules. enforcement of these rules will disproportionately fall on people of color who also happen to be the most likely to be reliant on bikes as a form of transportation.

Respondent # 481 • 7/12/2022 Preference indicated: Alternative A

I am an avid mtb rider and have regular bikes and an pedal assist ebike. I would love to ride it everywhere without restriction as it only get me further into intense exercise and routes than my regular bikes. Nothing changed for other riders.

Respondent # 488 • 7/12/2022 Preference indicated: Alternative A

Class-1 ebikes should be allowed on any trail that allows bicycles. Class-3 ebikes should be allowed on interconnected trails (Alternative C).

Respondent # 490 • 7/12/2022 Preference indicated: Alternative A

I support ebikes on all trails where bikes are already permitted. (Option A it seems)

Respondent # 498 • 7/12/2022 Preference indicated: Alternative A

I feel that they should be allowed on all trails where bikes are allowed. This would be the least confusing policy that could actually be enforced.

Respondent # 502 • 7/12/2022 Preference indicated: Strongly support Alternative A

Ebikes are here to stay, and it behooves us to get ahead of the rise in popularity and allow them legally. Ebikes are already on trails where they are prohibited, especially by aging folks who love to mtb but don't want to hurt themselves w overexertion.

Respondent # 526 • 7/12/2022 Preference indicated: Strongly support Alternative A

I have about 3500 miles on my class 1 ebike and am 69 years old. I like riding dirt/gravel trails. an ebike for an older person is a life changer. They are great.

Respondent # 529 • 7/12/2022 Preference indicated: Alternative A

I prefer option A and think it will lead to less vehicle miles traveled and help those with different mobility levels to commute and enjoy Boulder!

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 532 • 7/12/2022 Preference indicated: Alternative A

Class 1 ebikes should be allowed where ever bikes are currently allowed on trails. They do no more environmental damage than standard pedal bikes.

Respondent # 535 • 7/12/2022 Preference indicated: Strongly support Alternative A

Allow E bikes on all trails that bikes are allowed. They are all ready using the trails. Now make it legal and stop wasting staff time and money. Just do it already!

Respondent # 536 • 7/12/2022 Preference indicated: Alternative A

Alternative A is preferable because it is easiest to understand and comply with. Alternative B increases complexity for little if any meaningful gain.

Respondent # 552 • 7/12/2022 Preference indicated: Alternative A

Pedal assist type 1 should be allowed on all trails where bikes are allowed. They are human powered, provide choice and access for all, its equitable for persons of all abilities. Safety, speed have been shown to be non issues across the country.

Respondent # 553 • 7/12/2022 Preference indicated: Alternative A

I only "somewhat support" alternative B, I would strongly support Alternative A, which is much easier to enforce.

Respondent # 560 • 7/12/2022 Preference indicated: Strongly support Alternative A

alt A is de facto already . . .

Respondent # 566 • 7/12/2022 Preference indicated: Strongly support Alternative A

We have 3 young children we are carrying on our bikes and if we couldn't have pedal assisted ebikes we wouldn't be able to bike them. There is a MAJOR difference between pedal assisted and throttle ebikes and if there are to be ebikes restrictions that

Respondent # 567 • 7/12/2022 Preference indicated: Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Alternative A is fairer as long as ebikes are considered non motorized bikes

Respondent # 569 • 7/12/2022 Preference indicated: Alternative A

Evokes are a great way to commute and recreate. Class 1 e bikes should be allowed everywhere that other bicycles are allowed to ride.

Respondent # 573 • 7/12/2022 Preference indicated: Strongly support Alternative A

The fewer variations in the rules the better. Option A would save a lot of money because you wouldn't have to change signage.

Respondent # 574 • 7/12/2022 Preference indicated: Alternative A

I think e-bikes should be allowed on all the trails. It allows people with limited abilities to access trails.

Respondent # 576 • 7/12/2022 Preference indicated: Alternative A

I prefer alternative A to b, but b is better than nothing. I would like to trails limited to class 1 pedal assist and nothing with a throttle. Thanks for doing this work!

Respondent # 586 • 7/13/2022 Preference indicated: Alternative A

I support Alternative A even more than Alternative B. E-bikes should be allowed everywhere bikes are allowed.

Respondent # 591 • 7/13/2022 Preference indicated: Alternative A

I would like to see unlimited Ebike access to all trails in Boulder County and the entire state. The more access, the less cars and greenhouse gas. Simple

Respondent # 595 • 7/13/2022 Preference indicated: Strongly support Alternative A

A courteous, well informed bike rider is a good trail user. It doesn't matter which bike they are riding. Ebikes allow us to keep riding as we age. All trails should be open to all of us. We paid for them.

Respondent # 597 • 7/13/2022 Preference indicated: Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

The only reason myself and friends are outside on bikes is because ebike give us a way to enjoy biking that fits our advanced age. The elitist attitude of "you have to earn it" is bullying and discriminatory. We paid for the trails too. Option A is better.

Respondent # 600 • 7/13/2022 Preference indicated: Alternative A

E bikes should be allowed on mountain bike trails

Respondent # 608 • 7/13/2022 Preference indicated: Strongly support Alternative A

There are two types of Ebikes. Hub driven do not use a throttle and are powered by the rider. These bikes should be allowed everywhere and on any trail. Most hub driven bikes will be used for commuting and for trail riding but not at excessive speeds.

Respondent # 618 • 7/13/2022 Preference indicated: Alternative A

Alternative A seems like the best plan

Respondent # 620 • 7/13/2022 Preference indicated: Alternative A

We should be policing behavior, not types of bicycles. I support Alternative A.

Respondent # 629 • 7/13/2022 Preference indicated: Alternative A

What about alternative A? Also, plans should include reasonable loops, for example in Boulder valley ranch open trails that connect.

Respondent # 631 • 7/13/2022 Preference indicated: Strongly support Alternative A

Alternative B is a start, but I'm concerned we will get stuck there. Alternative A is where we need to end up.

Respondent # 634 • 7/13/2022 Preference indicated: Strongly support Alternative A

E-bikes which are pedal assist are bicycles and ought to be regulated as such. These E-bikes have increased opportunities and quality of life for many groups.

Respondent # 635 • 7/13/2022 Preference indicated: Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

In my own experience (as a 61 year old e-bike rider), the class 1 bikes are practically indistinguishable from other non-e bikes in terms of impact or affect, and I strongly support opening ALL trails to them that are currently open to any bicycling.

Respondent # 636 • 7/13/2022 Preference indicated: Strongly support Alternative A

there should be speed limits. 20 mph that many e-bikes hit is far too fast on trails that are shared with pedestrians, dogs and horses.

Respondent # 641 • 7/13/2022 Preference indicated: Alternative A

Class 1 ebikes should be allowed on ALL CURRENT BICYCLE TRAILS, period. There is absolutely no reason to ban them.

Respondent # 655 • 7/13/2022 Preference indicated: Strongly support Alternative A

I have shared trails with e-bikes and see no problem. They pass me just like a more fit person on a regular bike passes me.

Respondent # 658 • 7/13/2022 Preference indicated: Alternative A

I support option A. I am 71 years of age. My full-suspension mountain e-bike has allowed me to access more terrain for much longer rides, which is good for both my physical and mental health. Staff reports are all positive. I support full access.

Respondent # 665 • 7/13/2022 Preference indicated: Strongly support Alternative A

Open the trails to everyone

Respondent # 674 • 7/13/2022 Preference indicated: Alternative A

Yes, Alt A is what I support. Your survey is incredibly biased and flawed...ridiculous really. You should have had "Which of the following three alternatives do you support?" And then go from there. You're already assuming Alt B. Bad.

Respondent # 679 • 7/13/2022 Preference indicated: Strongly support Alternative A

E-bikes are no different from regular bikes. Any person on any bike may go too fast and cause accidents; to address this, the city is better off enforcing bike speed limits than reducing where e-bikes can be ridden.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 680 • 7/13/2022 Preference indicated: Strongly support Alternative A

E bikes should be allowed everywhere. I do not understand having to transfer OSMP lands to another agency. Please help me understand this. If it is some sort of charter rule, change that. I do not support giving up any OSMP

Respondent # 690 • 7/13/2022 Preference indicated: Alternative A

We support Alternative B but would be happiest with Alternative A, which includes areas south of Eldorado Springs Drive!

Respondent # 717 • 7/13/2022 Preference indicated: Alternative A

Prefer Abas gives many more miles for riding with my spouse who can use the trails without assist e-bike

Respondent # 718 • 7/13/2022 Preference indicated: Alternative A

I support alternative a. E bikes where other bikes are allowed. Least confusing.

Respondent # 723 • 7/13/2022 Preference indicated: Strongly support Alternative A

I can't ride my regular bike anymore and I miss riding with people that I have rode with for years. Ebikes are a little faster but not as fast as a pro rider on a regular bike. Good bikers don't cause problems no matter what they ride, bad bikers do.

Respondent # 726 • 7/13/2022 Preference indicated: Strongly support Alternative A

This kind of public input is needed to resolve the serious lack of single track mountain biking opportunities available from town. The entire issue of bike inclusivity needs to be revisited with an eye towards greatly increasing mileage and connectivity.

Respondent # 756 • 7/13/2022 Preference indicated: Alternative A

I support alternative A, so I cannot strongly support B.

Respondent # 770 • 7/13/2022 Preference indicated: Strongly support Alternative A

It is ableist at best and discriminatory at worst to not allow e bikes everywhere bikes are allowed

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 775 • 7/13/2022

Preference indicated: Strongly support Alternative A

not only ebikes should be allowed but all complying Light electric vehicles such as one wheels and e skateboards that fall into the class 2 designation.

Respondent # 776 • 7/13/2022

Preference indicated: Alternative A

Yes. You should be promoting the use of e-bikes to the highest extent possible - which would be alternative A. The County did a study in 2019 and found e-bikes were appropriate. What took you so long? State law defines e-bikes as non-motorized? Do it!

Respondent # 777 • 7/13/2022

Preference indicated: Alternative A

E-bike should be allowed anywhere that other bikes are allowed. Road bikes can be far more dangerous because of the high-speed that many riders ride on Trails already.

Respondent # 779 • 7/13/2022

Preference indicated: Alternative A

I strongly support alternative A, that is why I answered question 1 with "somewhat" instead of "strongly." To be clear, I strongly support B over no-change, but support A over B.

Respondent # 783 • 7/13/2022

Preference indicated: Strongly support Alternative A

BOCO needs to do more for all bikes! We're a community that prides itself on outdoor rec, yet we have an objectively POOR bike infrastructure! Allow MORE BIKES ON MORE TRAILS! This is the way to address trail congestion, caused by artificial scarcity!

Respondent # 784 • 7/13/2022

Preference indicated: Alternative A

E bikes especially should be allowed every where normal bikes are allowed. It only increases bike use adoption

Respondent # 797 • 7/13/2022

Preference indicated: Alternative A

they should be allowed everywhere a bike can go, Boulder should lead not follow other cities. class 1 bikes do not damage trails.

Respondent # 810 • 7/13/2022

Preference indicated: Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Ebike should be regulated only as bicycles.

Respondent # 818 • 7/13/2022 Preference indicated: Alternative A

I prefer Alternative A, but B is better than nothing. Please note that regular cyclists often go faster than eBike riders. I have been passed regularly by rude, dangerous manual cyclists. Many eBikers don't want to go fast, just need a bit of help!

Respondent # 819 • 7/13/2022 Preference indicated: Strongly support Alternative A

Jefferson county allows ebikes on All their bike trails with no negative problems

Respondent # 830 • 7/13/2022 Preference indicated: Strongly support Alternative A

Is there long term data that supports making this a change or just a couple loud voices? This is great to reduce traffic, helps disabled or lower-abled, aging population enjoy our trails, etc.....

Respondent # 834 • 7/13/2022 Preference indicated: Strongly support Alternative A

Fit Boulder cyclists can ride faster than 65 year olds on e-bikes. Also, there are so few places you can ride bikes on trails in boulder, it doesn't seem like restrictions are necessary

Respondent # 835 • 7/13/2022 Preference indicated: Alternative A

E-bikes are so similar to regular bikes, they should be treated as bikes, because they are!

Respondent # 841 • 7/13/2022 Preference indicated: Alternative A

I support option A for the inclusion of chapman. I think that chapman should be ebike friendly

Respondent # 850 • 7/14/2022 Preference indicated: Strongly support Alternative A

Please consider that ebikes are a game-changer for families with young kids, in addition to the groups you mention above (aging and different abilities)

Respondent # 853 • 7/14/2022 Preference indicated: Alternative A

The difference between bikes and ebikes are too small to make sensible differentiation on some of the 'bike only' trails. This could lead to confusion and mis-use. The most consistent approach would be Option A.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 855 • 7/14/2022 Preference indicated: Alternative A

e-bikes are already being used regularly on all of these trails. Half the time you can't even tell that someone is on an e-bike unless you look really closely. I'm fully in support of Alternative A.

Respondent # 876 • 7/14/2022 Preference indicated: Alternative A

I more strongly support alternative A than alternative B.

Respondent # 877 • 7/14/2022 Preference indicated: Alternative A

I prefer option A

Respondent # 883 • 7/14/2022 Preference indicated: Alternative A

I prefer alternative A. E-bikes are no more destructive to trails than regular bikes, why restrict e-bikes from trails?

Respondent # 886 • 7/14/2022 Preference indicated: Alternative A

I would pick A. On trails where bike are allowed you need to be alert if e-bike or regular.

Respondent # 906 • 7/14/2022 Preference indicated: Alternative A

I'd prefer Alternative A

Respondent # 926 • 7/14/2022 Preference indicated: Alternative A

I prefer Alternative A over B, but since this was the only choice in the survey I had to select it. Why not offer all choices if you're going to conduct a survey? This way just supports what staff wants to do anyway.

Respondent # 936 • 7/14/2022 Preference indicated: Strongly support Alternative A

They should be allowed anywhere bikes are allowed - and Boulder has done a terrible job at making trails available for mountain biking

Respondent # 941 • 7/14/2022 Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

My Class 1 eBike has allowed me to ride again on trails where a regular bike would be too physically exhausting. As Boulder's population ages, eBikes should be part of the transportation solution.

Respondent # 942 • 7/14/2022 Preference indicated: Alternative A

I support alternative A. Keep it simple, bikes (all) are either allowed or not allowed.

Respondent # 950 • 7/14/2022 Preference indicated: Strongly support Alternative A

I think it's important to stipulate _only_ class 1 ebikes, which are pedal assist, should be allowed where traditional bikes go.

Respondent # 952 • 7/14/2022 Preference indicated: Alternative A

Should be able to go where any regular bike is allowed.

Respondent # 954 • 7/14/2022 Preference indicated: Alternative A

I support Alternative A. E-bikes should be allowed on any trail that bikes are allowed on.

Respondent # 956 • 7/14/2022 Preference indicated: Alternative A

I prefer the simplicity of Proposal A granting e-bike access to all bike trails in OSMP. I would argue that inexperienced bikers would not flood single track trails with their e-bikes. Also, it seems silly to not allow e-bikes on Chapman!

Respondent # 980 • 7/14/2022 Preference indicated: Alternative A

I support e-bikes on all trails and paths where traditional road and mountain bikes are allowed. Restricting bikes to a subset of trails is unnecessary.

Respondent # 983 • 7/14/2022 Preference indicated: Strongly support Alternative A

E-bikes are everywhere in Europe and people ride their bikes instead of driving. This could happen here in Boulder as well, less vehicle traffic if there weren't this anti-bias against E-Bikes (I do not own one).

Respondent # 984 • 7/14/2022 Preference indicated: Alternative A

I strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 997 • 7/14/2022 Preference indicated: Strongly support Alternative A

Any plan that does not allow E-Bikes on all bike trails will be a joke. Rangers will not enforce the no e-bikes on the other trails (as they have blatantly ignored the situation for years) Please accept the reality of the times.

Respondent # 998 • 7/14/2022 Preference indicated: Alternative A

Ebikes should be allowed everywhere.

Respondent # 1005 • 7/14/2022 Preference indicated: Alternative A

I'd prefer Alt A, but B is an improvement. It would be important to allow Class 3 bikes. I justified my Class 3 purchase in part because it's a very capable gravel bike with great range. No plans to zoom at 28mph on trails; impose a speed limit?

Respondent # 1009 • 7/14/2022 Preference indicated: Strongly support Alternative A

Anything but Alternative A (Class 1-2 bike access to all trails approved for bike access) is discrimination against people with disabilities and seniors. There is a culture of reserving outdoor recreational assets only for the fittest--that's unfair.

Respondent # 1010 • 7/14/2022 Preference indicated: Strongly support Alternative A

I am a 69 year old male and supporter of overall health and environment. We have to MAXIMIZE our use of non-polluting transportation. Even if there might be some user conflict as people get used to ebikes on trails we have to keep expanding their use.

Respondent # 1019 • 7/14/2022 Preference indicated: Alternative A

E bikes should be allowed on all trails.

Respondent # 1023 • 7/14/2022 Preference indicated: Alternative A

I think Plan A would be the better choice

Respondent # 1028 • 7/14/2022 Preference indicated: Alternative A

Should be allowed where bikes are allowed.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1034 • 7/14/2022

Preference indicated: Alternative A

I support access to all trails.

Respondent # 1036 • 7/14/2022

Preference indicated: Alternative A

I find it puzzling why you ask about Alternative B first. Any serious cyclist would want as much riding territory as possible. My goodness, almost everyone wants as much serene riding away from cars as can be found. Find or build trails for all bikes

Respondent # 1047 • 7/14/2022

Preference indicated: Strongly support Alternative A

Why not let ebikes ride where everyone rides? They actually go slower than traditional \$10,000 + bike riders in their spandex. And if mt bike trails are crowded by bikes, so what? Why should the spandex crowd matter more than the ebike?

Respondent # 1048 • 7/14/2022

Preference indicated: Somewhat support Alternative A

I only support Class 1 e-bikes being allowed and I support them for all trails that currently allow bikes.

Respondent # 1050 • 7/14/2022

Preference indicated: Alternative A

I supt Alt B cause u gave me no choice of A I'm 67yrs old I've been mtn biking more than 40yrs I have pedal asst Emtn bike I can ride where I once went & commute On opn spc I ride my reg agile mtn bike more aggressively than I can my heavy class 1 Ebike

Respondent # 1054 • 7/14/2022

Preference indicated: Alternative A

As a retired person (and with retired spouse) alternative A would be our first preference

Respondent # 1058 • 7/14/2022

Preference indicated: Alternative A

Just let them on all paths that allow bikes.

Respondent # 1064 • 7/14/2022

Preference indicated: Strongly support Alternative A

It's not the bike, it's the rider.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1078 • 7/14/2022

Preference indicated: Strongly support Alternative A

Doesn't look like there's an alternative to say E bikes shouldn't be allowed on any paths at all

Respondent # 1080 • 7/14/2022

Preference indicated: Alternative A

I "somewhat support" Alternative B because I prefer Alternative A.

Respondent # 1088 • 7/14/2022

Preference indicated: Somewhat support Alternative A

Speed limits for all vehicles is a better idea than restricting e-bikes. There are plenty of regular bikes and other vehicles like motorized skateboards/onewheels/etc that go way too fast on trails.

Respondent # 1092 • 7/14/2022

Preference indicated: Strongly support Alternative A

Strong riders that are most likely to ride fast through more technical trails may be less likely to be riding ebikes. eMTBs seem to have developed primarily as an accessibility tool

Respondent # 1095 • 7/14/2022

Preference indicated: Alternative A

I prefer Option A though I am not an e-biker. People are e-biking on our paths already. Make it legal! I see many responsible e-bike users: mothers on cargo bikes with kids, older folks, tourists. It's great to see more folks able to bike and enjoy OSMP

Respondent # 1101 • 7/14/2022

Preference indicated: Alternative A

I support even broader allowed uses such as proposal A because some people need to use ebike due to physical issues.

Respondent # 1104 • 7/14/2022

Preference indicated: Alternative A

I support e-bikes on all trails

Respondent # 1105 • 7/14/2022

Preference indicated: Alternative A

I would prefer Alternative A

Respondent # 1110 • 7/14/2022

Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

I can't use a regular bike. E bikes allow me to ride. Streets aren't safe and trails are wonderful. I'm always passed up by reg bikes without warning. Over 70s here.

Respondent # 1122 • 7/14/2022

Preference indicated: Alternative A

I only moderately support Alternative B because it is better than status quo, however, it is time that Boulder got into the modern times and adapts Alternate A. Ebikes are a rising phenomenon and you are missing out economically on several fronts.

Respondent # 1127 • 7/14/2022

Preference indicated: Alternative A

I ride both my regular mountain bike and e-mountain bike on Jeffco trails and my regular mountain bike on Boulder trails like Spring Brook, Doudy Draw and Marshall Mesa. I strongly support Option A and support Option B as a second choice.

Respondent # 1138 • 7/14/2022

Preference indicated: Alternative A

I would prefer Plan A with total access to multi-use trails that allow bicycles

Respondent # 1152 • 7/14/2022

Preference indicated: Alternative A

Just allow ebikea where ever regular bikes are

Respondent # 1154 • 7/14/2022

Preference indicated: Strongly support Alternative A

You should allow ebikes

Respondent # 1158 • 7/14/2022

Preference indicated: Alternative A

Would recommend proposal A

Respondent # 1167 • 7/14/2022

Preference indicated: Strongly support Alternative A

no

Respondent # 1169 • 7/14/2022

Preference indicated: Alternative A

Should be treated same as regular bikes, but they are safer

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1170 • 7/14/2022

Preference indicated: Strongly support Alternative A

People in less than perfect health as well as elderly people should be able to use e-bikes on all trails. Removing accessibility isn't the answer. Figure out how to manage the reckless users instead of punishing others.

Respondent # 1184 • 7/15/2022

Preference indicated: Alternative A

I was hoping you will consider alternative A.

Respondent # 1185 • 7/15/2022

Preference indicated: Alternative A

Option A is far superior. Just open access to all ebikes and apply speed limits for all bikes.

Respondent # 1188 • 7/15/2022

Preference indicated: Strongly support Alternative A

Not allowing is age discrimination.

Respondent # 1190 • 7/15/2022

Preference indicated: Alternative A

I like alternative A the best

Respondent # 1194 • 7/15/2022

Preference indicated: Alternative A

Pedal assist bikes should be allowed anywhere.

Respondent # 1197 • 7/15/2022

Preference indicated: Alternative A

I strongly support alternative A. We have lived in Germany and Switzerland where broader off-road use of Ebikes is permitted and don't see major negatives of this. In fact it has increased access to a broader population which is very positive.

Respondent # 1206 • 7/15/2022

Preference indicated: Strongly support Alternative A

Boulder has indicated that climate is a top priority and use of personal cars contributes substantially to climate change. Anything we can do to encourage commuters to switch to ANY form of transportation other than private vehicles will help.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1217 • 7/15/2022

Preference indicated: Alternative A

I would support allowing ebikes on all trails that allow bikes. The majority of people who ride ebikes do so because they are a regular cyclist who occasionally needs extra assistance (aging person, injury or disability, adults with small children.

Respondent # 1219 • 7/15/2022

Preference indicated: Alternative A

alt A seems like the preferred. e-bikes should be allows where other bikes are allowed

Respondent # 1222 • 7/15/2022

Preference indicated: Somewhat support Alternative A

I wish they were affordable. I hike a lot and bike a bit, and think that e-bikes are a nice option for those who are well-to-do. I'm definitely not in the category. Bottom line: I prefer areas that don't allow bikes.

Respondent # 1232 • 7/15/2022

Preference indicated: Strongly support Alternative A

Do not make regulations based upon eBikes vs non-eBikes, they are all bikes, and if you need to make rules on speeds, bike weight, etc then do that. Limiting based upon the use of an assist is non-sensical, we are better than that as a community.

Respondent # 1237 • 7/15/2022

Preference indicated: Strongly support Alternative A

The needs of broad community rather than cycling athletes should be better accommodated

Respondent # 1239 • 7/15/2022

Preference indicated: Strongly support Alternative A

they should be allowed any other bikes are allowed

Respondent # 1252 • 7/15/2022

Preference indicated: Alternative A

How come you didn't ask about alternative A ? I WANT THE ONE WITH THE MOST PATHS POSSIBLE AVAILABLE FOR E-BIKES!

Respondent # 1253 • 7/15/2022

Preference indicated: Strongly support Alternative A

Class 1 ebikes are simply bikes with a little assistance, nothing more, can't go more than 20 mph, you have to pedal and work hard

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1254 • 7/15/2022

Preference indicated: Strongly support Alternative A

To legally ride my Class 1 eBike on actual mountain bike trails, I must travel 45 minutes each way to JeffCO. This is an unnecessary vehicle trip because there are perfectly suitable trails in Boulder which I could ride from my house with my eBike.

Respondent # 1267 • 7/15/2022

Preference indicated: Strongly support Alternative A

E bikes are very similar to other bicycles in terms of impact and should be allowed everywhere where bikes go. Jefferson County, which has trails similar to those excluded in Alternative B, did an extensive study and trial which demonstrated this.

Respondent # 1272 • 7/15/2022

Preference indicated: Somewhat support Alternative A

Too dangerous for walkers, dogs, wildlife, children on Boulder Canyon Trail. Too much added congestion on trails and unsafe speeds.

Respondent # 1273 • 7/15/2022

Preference indicated: Strongly support Alternative A

Just look to Jeffco. It's that simple.

Respondent # 1280 • 7/16/2022

Preference indicated: Strongly support Alternative A

They let elderly people bike to places they might not be able to visit.

Respondent # 1281 • 7/16/2022

Preference indicated: Alternative A

I think you should allow in all trails.

Respondent # 1282 • 7/16/2022

Preference indicated: Strongly support Alternative A

Option B is too complicated. I don't use pedal assist much, but I only have 1 bike.

Respondent # 1289 • 7/16/2022

Preference indicated: Alternative A

Would prefer Plan A

Respondent # 1293 • 7/16/2022

Preference indicated: Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Consider only allowing type 1 or 2 ebikes rather than all ebikes AND I prefer option A

Respondent # 1296 • 7/16/2022

Preference indicated: Alternative A

I prefer proposal A. I have an e-bike and ride it exactly as I ride my regular bike, except that I can manage uphill and into headwind trips more easily. People are likely to follow rules, or not, and use courtesy similarly whether on ebike or regular

Respondent # 1299 • 7/16/2022

Preference indicated: Alternative A

A pedal assist ebike without a throttle is no more dangerous than a reg. bike. I am unable to ride a non ebike and feel strongly they should be allowed where bikes are allowed. I am often passed by athletic people on regular bikes. Plan A.

Respondent # 1304 • 7/16/2022

Preference indicated: Alternative A

e-bikes are bicycles. treat them as bicycles, without differentiation

Respondent # 1305 • 7/16/2022

Preference indicated: Alternative A

E-bikes (categories 1 & 2) should be permitted on any trail. The off and on segmentation is a confusing fiasco and puts e-bikers onto dangerous roses.

Respondent # 1312 • 7/16/2022

Preference indicated: Strongly support Alternative A

My father is 75 and wants to be able to mountain bike with the rest of the family and it allows him to keep up with his family

Respondent # 1317 • 7/16/2022

Preference indicated: Somewhat support Alternative A

Not just where, but what kinds of ebikes should be regulated. I support only type 1, pedal assists only.

Respondent # 1320 • 7/16/2022

Preference indicated: Strongly support Alternative A

They should be a welcome part of bike culture and afford people with physical limitations opportunities

Respondent # 1321 • 7/16/2022

Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Non ebikers ride way faster than aging ebikers. I've never come across a dangerous ebiker. And, I was almost taken out by a regular cyclist. Plus ebikers make no noise.. not sure what the problem is. Regular cyclists don't own the trails. They will age..

Respondent # 1331 • 7/17/2022

Preference indicated: Strongly support Alternative A

Class 3 bikes should be allowed on trails also. Yes they can go faster, but they're also often the only e-bike someone has. Speed limits are a better limiter than exclusion.

Respondent # 1333 • 7/17/2022

Preference indicated: Alternative A

Alternative A is my preference. I am extremely open to Ebikes on all OSMP trails to support bigger climate goals and accessibility for residents and visitors.

Respondent # 1345 • 7/17/2022

Preference indicated: Alternative A

I am almost 80 and use my ebike on bike trails. I would like as much access as possible. Therefore I would prefer Alternative A but understand it may be more difficult to regulate. I am most concerned that I can connect from one trail to another

Respondent # 1347 • 7/17/2022

Preference indicated: Strongly support Alternative A

Using ebike Classification to determine which ebikes are allowed on trails is silly. Instead of using ebike class the trails should have a speed limit. As noted in the analysis ebikes travel at the same speed as regular bikes so no need to limit classes.

Respondent # 1356 • 7/17/2022

Preference indicated: Alternative A

I most strongly support the Alternative A option, but Alternative B is better than nothing. I love riding my e-bike. It is pedal assist only and does not assist over 20 mi/hr. I think this is reasonable and would expand my access to trails.

Respondent # 1357 • 7/17/2022

Preference indicated: Alternative A

Let's get to the point where we can have e-bikes on all multi-use trails!

Respondent # 1364 • 7/17/2022

Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

The issue is speed limit. Trails should be open to everyone in their ability and for whatever reason they choose. Be that commuting or exercising. Post speed limits. Encourage good behavior. Eliminate judgement on how one chooses to move on the trails.

Respondent # 1374 • 7/17/2022

Preference indicated: Strongly support Alternative A

Not allowing e-bikes is age discrimination

Respondent # 1379 • 7/18/2022

Preference indicated: Alternative A

eBikes should be allowed anywhere bikes are allowed for the same reason electric scooters are allowed wherever possible. They are essentially a way to get people with diminished physical ability out and about.

Respondent # 1383 • 7/18/2022

Preference indicated: Strongly support Alternative A

Option A is a very minimal expansion and only opens 33% of Boulders trail network. Why is it completely fine to ride Class 1 eBikes in ALL of Jeffco's trails and in all of the state parks?

Respondent # 1400 • 7/18/2022

Preference indicated: Strongly support Alternative A

I see faster top speeds on a non-ebike, they are quiet so no disturbance from them and they allow use of trails for less athletic and older folks

Respondent # 1404 • 7/18/2022

Preference indicated: Strongly support Alternative A

Ebikes should be allowed anywhere traditional bikes are allowed. Most people who ride them are older and are just looking to get out and exercise. Boulder's Ebike paths must be safely connected.

Respondent # 1406 • 7/18/2022

Preference indicated: Strongly support Alternative A

My e-bike has allowed me to ride again after 30 years of not. The type bike, e-bike or regular,, does not determine if you will follow rules or not. You will be courteous on your bike if you are a courteous person.

Respondent # 1407 • 7/18/2022

Preference indicated: Alternative A

Treat e-bikes as bicycles

Respondent # 1429 • 7/18/2022

Preference indicated: Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

I would actually advocate for Alternative A. I do not own an E-bike, but I am in favor of opening up more area for E-bike use, as a means for transportation/commuting as well as to better serve our aging population.

Respondent # 1436 • 7/18/2022

Preference indicated: Alternative A

I support maximum access for ebikes. Ebikes do not present a greater risk to users; they simply allow access for older adults and others who need a little assistance. Ebike users will self-select trails they are competent to use.

Respondent # 1439 • 7/19/2022

Preference indicated: Strongly support Alternative A

Option a is best

Respondent # 1451 • 7/19/2022

Preference indicated: Strongly support Alternative A

Its already confusing to follow all the regs, we need simple expectations that we can follow, especially since there are no resource impacts associated

Respondent # 1455 • 7/19/2022

Preference indicated: Strongly support Alternative A

There is no reason why e-bikes should be banned from Chapman, Joder, or Foothills trails. They are no more damaging to the trail or threatening to other users than normal bikes.

Respondent # 1458 • 7/19/2022

Preference indicated: Strongly support Alternative A

Misconception that ebikes are destroying trails.

Respondent # 1460 • 7/19/2022

Preference indicated: Alternative A

I believe that eBikes should be allowed, up to and including Level 3 eBikes, where non-eBikes are allowed. There really is no difference in safety. A level 3 ebike is pedal assist up to 28 mph. This isn't a motorcycle, you must pedal, but it's assisted

Respondent # 1467 • 7/19/2022

Preference indicated: Strongly support Alternative A

as a recovered ebike sceptic I passionately feel that the only damage a emtb does is to a stava users ego

Respondent # 1472 • 7/19/2022

Preference indicated: Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

I support Alternative A even more than Alternative B. I'm an avid mountain biker in Boulder county and support opening all trails to e-bikes.

Respondent # 1477 • 7/19/2022

Preference indicated: Alternative A

If a regular bike is allowed, there is no reason an ebike shouldn't also be allowed. Evokes allow more people to access where they otherwise wouldn't. Speed should be limited to less than 20 mph on flat terrain. I support plan A with the widest access.

Respondent # 1490 • 7/19/2022

Preference indicated: Alternative A

I didn't even know E-Bikes were not allowed on foothills trails. I guess I was breaking the law when my mother visited with an E-Bike. I'd like to see them be allowed everywhere for more accessibility for aging people.

Respondent # 1494 • 7/19/2022

Preference indicated: Strongly support Alternative A

E-bikes give more people better access, which leads to more people with better health!

Respondent # 1498 • 7/20/2022

Preference indicated: Alternative A

I support Route A as well

Respondent # 1510 • 7/20/2022

Preference indicated: Strongly support Alternative A

Ebikes have allowed me to continue exercising when otherwise I could not because of health concerns. In particular, I can exercise and keep my heart rate within a safe level. This is not possible with a regular bike.

Respondent # 1522 • 7/20/2022

Preference indicated: Strongly support Alternative A

Prohibiting e-bikes is ableist. It's time Boulder County step into the future and stop discrimination in this form.

Respondent # 1525 • 7/20/2022

Preference indicated: Strongly support Alternative A

e-bikes are a huge part of the future of biking and I fully support e-bike support anywhere a regular bike is allowed.

Respondent # 1526 • 7/20/2022

Preference indicated: Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

E-bikes belong anywhere analog bikes are allowed...generally they are slower than most experienced riders under similar conditions

Respondent # 1529 • 7/20/2022 Preference indicated: Strongly support Alternative A

As a 67 yr old my entire has given me greater freedom I would love that to be extended to trails

Respondent # 1530 • 7/20/2022 Preference indicated: Strongly support Alternative A

You should have variuos posted speed limits for all bikes, e-bikes and regular bikes. Say 10mph on narrow paths and 20mph on widest paths.

Respondent # 1531 • 7/20/2022 Preference indicated: Strongly support Alternative A

E-bikes are as safe as regular bikes. Riders of both need to follow the rules and be courteous. E-bikes also provide an opportunity for the older population to stay healthy

Respondent # 1538 • 7/20/2022 Preference indicated: Alternative A

I think Class 1 pedal assist e-bikes should be allowed on all trails that currently allow bicycles

Respondent # 1542 • 7/20/2022 Preference indicated: Alternative A

Would vote for Alternative A

Respondent # 1555 • 7/20/2022 Preference indicated: Strongly support Alternative A

Riding an e bike has put this 75 year old back in the saddle, enjoying a nice trail just like I used to when I was younger. I are you going to shut me out after all the years I put into this community?

Respondent # 1559 • 7/20/2022 Preference indicated: Alternative A

I support Plan A, which grants the most access for e-bikes in Boulder

Respondent # 1566 • 7/20/2022 Preference indicated: Alternative A

I would prefer option A - I have an electric bike and I am disabled and would like to be able to access more areas.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1567 • 7/20/2022

Preference indicated: Strongly support Alternative A

Please don't restrict this energy efficient and environmentally friendly means of transportation.

Respondent # 1568 • 7/20/2022

Preference indicated: Strongly support Alternative A

Yes I had Stage IV Lung Cancer and am currently in recovery. I used to ride mountain bikes competitively and also commute by bike. Now I can only use an E-bike due to my condition, and I'm only 51 years old. E bike shouldn't be restricted if used correctly.

Respondent # 1569 • 7/20/2022

Preference indicated: Alternative A

I am in favor of e-bikes on most or all bike trails but I wish it could just be limited to Class 1 e-bikes without the use of throttles. I especially like that e-bikes allow users of all ages to ride their bikes to the trailhead rather than driving a car.

Respondent # 1570 • 7/20/2022

Preference indicated: Alternative A

Ebikes are a great alternative for commuting and riding in general, I believe anywhere that a bike can go an ebike can go. Ebikes should not be treated or categorized differently than regular bikes.

Respondent # 1571 • 7/20/2022

Preference indicated: Somewhat support Alternative A

It's a bike. You allow other bikes to go everywhere so why not ebikes?

Respondent # 1573 • 7/20/2022

Preference indicated: Alternative A

I support Alternative A

Respondent # 1574 • 7/20/2022

Preference indicated: Strongly support Alternative A

As an e bike and non e bike rider I can say that I am no more of a risk on my e bike than in my road bike!

Respondent # 1577 • 7/20/2022

Preference indicated: Alternative A

Doesn't go far enough. Let us ride the single track like Jeffco so I can stop driving there and spending all my post ride feeding monies there.

Respondent # 1578 • 7/20/2022

Preference indicated: Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

I am for class 1 and class 2 ebikes on all trails that allow bikes.

Respondent # 1579 • 7/20/2022

Preference indicated: Strongly support Alternative A

I believe full access of trails for class 1/pedal assist only ebikes/emtbs is an absolute no brainer and this is an opportunity to align with current bike trends. Option B is confusing and ableist.

Respondent # 1581 • 7/20/2022

Preference indicated: Strongly support Alternative A

Ebikes are the future for many. AND in my experience conventional bikes being ridden fast are a FAR more negative (and dangerous) is old farts and other people who are in less-than-top-shape.

Respondent # 1582 • 7/20/2022

Preference indicated: Strongly support Alternative A

In 4000 miles of e-biking, I have found bikers are typically more courteous towards other trail users than non ebikers - perhaps because they are less competitive

Respondent # 1583 • 7/20/2022

Preference indicated: Strongly support Alternative A

For some people, including the elderly and disabled, e-bikes can be the only way to enjoy biking outdoors. The majority of e-bikes already have reasonable factory-set speed limitations and would not endanger others or damage trails more than bicycles.

Respondent # 1586 • 7/20/2022

Preference indicated: Strongly support Alternative A

Boulder County seems like it should be progressive around outdoor access, but having e-bikes still disallowed on trails in 2022 is the opposite of that. Jefferson county has it right that e-bikes are bikes.

Respondent # 1587 • 7/20/2022

Preference indicated: Strongly support Alternative A

I ride my e-bike everywhere. My son has over 3,000 miles on his e-bike. I am still slower than most cyclists on the trails. This elitist attitude about "real" bikes is becoming even more tiring. Come on, Boulder. Let's encourage access for everyone.

Respondent # 1588 • 7/20/2022

Preference indicated: Strongly support Alternative A

Please allow e-bikes so people of all ages can enjoy our beautiful outdoors!

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1590 • 7/20/2022

Preference indicated: Alternative A

I really support option A since it treats e-bikes the same as traditional bikes. Riders that need e-bikes should not be restricted to fewer public areas.

Respondent # 1594 • 7/20/2022

Preference indicated: Strongly support Alternative A

Ebikes are not motor cycles. They are like bicycles with the ability to allow older riders to get out and exercise. They are power "assisted" not self propelled

Respondent # 1597 • 7/20/2022

Preference indicated: Strongly support Alternative A

Are e-bikes with motor off allowed on all bike trails. IMO they should be.

Respondent # 1601 • 7/20/2022

Preference indicated: Strongly support Alternative A

I have to pedal to get any assistance. It simply allows me to continue to participate in an excellent form of exercise as I age.

Respondent # 1606 • 7/20/2022

Preference indicated: Alternative A

I prefer alternative A

Respondent # 1607 • 7/20/2022

Preference indicated: Strongly support Alternative A

ebikes have become pervasive and restricting their use is a losing proposition, better to embrace the inevitable and manage and control it from that standpoint

Respondent # 1609 • 7/20/2022

Preference indicated: Strongly support Alternative A

E-bikes allow access to those of us that are aging hard core cyclists to continue to ride our favorite trails. We're not out there "catching Big Air" and intimidating everyone around us, we are experienced, long time cyclists that want to keep riding.

Respondent # 1611 • 7/20/2022

Preference indicated: Strongly support Alternative A

As with any bike, the safety and consideration of other riders is a function of the individuals involved.

Respondent # 1615 • 7/20/2022

Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Petal assist biking allowed me to stay active after developing severe osteoarthritis it's arrogant and age discriminatory on trails allowing other bikes

Respondent # 1619 • 7/20/2022

Preference indicated: Alternative A

I prefer option A

Respondent # 1626 • 7/20/2022

Preference indicated: Alternative A

I support Alternative A the most - thanks!

Respondent # 1634 • 7/20/2022

Preference indicated: Strongly support Alternative A

Ebikes pose the same benefits and impact as traditional bikes and thus should be allowed the same access. Especially lower speed class 1 bikes.

Respondent # 1636 • 7/20/2022

Preference indicated: Strongly support Alternative A

I'm 58 years old, have an e-bike and many people on regular bikes pass me all the time. Bike tails should have speed limits that apply to regular bikes and e-bikes. Why penalize older people who are the primary users of e-bikes?

Respondent # 1640 • 7/20/2022

Preference indicated: Strongly support Alternative A

I mountain biked for 45 years, all I can say is that who ever decided to support the discriminatory proposals B and A should be ashamed of themselves I ride a petal assist bike due to a skiing accident followed by lots of orthopedic surgeries,

Respondent # 1644 • 7/20/2022

Preference indicated: Alternative A

I prefer you allow e-bikes anywhere bikes are allowed.

Respondent # 1645 • 7/20/2022

Preference indicated: Alternative A

I prefer Alternative A, maximum use of e-bikes.

Respondent # 1646 • 7/20/2022

Preference indicated: Strongly support Alternative A

All the reasons previously given for Alternative A apply.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1648 • 7/20/2022

Preference indicated: Strongly support Alternative A

As a mental health provider and aging citizen, I can't stress how life changing my e-bike has been. I drive less, exercise more, enjoy my time outdoors, and have a new appreciation for the area's beauty.

Respondent # 1651 • 7/20/2022

Preference indicated: Alternative A

prefer Alternative A

Respondent # 1652 • 7/20/2022

Preference indicated: Strongly support Alternative A

Now being retired I am using both my ebike and traditional bike.

Respondent # 1654 • 7/20/2022

Preference indicated: Strongly support Alternative A

Class I Ebikes should be treated simply as bicycles.

Respondent # 1655 • 7/20/2022

Preference indicated: Strongly support Alternative A

ebikes should be treated no different than other bikes.

Respondent # 1656 • 7/20/2022

Preference indicated: Alternative A

I prefer Alternative A. E-bikes are getting more and more popular and this trend will continue. The prejudice against them is unwarranted. With all the hills around where I live, I need an e-bike. Cutting me off from trails that allow other bikes is wrong

Respondent # 1660 • 7/20/2022

Preference indicated: Alternative A

The first page of this survey says Alternative B, not Alternative A.

Respondent # 1662 • 7/20/2022

Preference indicated: Alternative A

Love "A" to be the most inclusive.

Respondent # 1663 • 7/20/2022

Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

At my age, 70, e-bikes have allowed me to continue to ride and increased the number and range of trails I can ride on.

Respondent # 1666 • 7/20/2022 Preference indicated: Strongly support Alternative A

I see regular bike riders going much faster then people on e bikes!

Respondent # 1668 • 7/20/2022 Preference indicated: Alternative A

I prefer all access

Respondent # 1674 • 7/20/2022 Preference indicated: Alternative A

Option A is better

Respondent # 1675 • 7/20/2022 Preference indicated: Alternative A

I prefer Alternative A, but I am not seeing that option.

Respondent # 1676 • 7/20/2022 Preference indicated: Strongly support Alternative A

Without an e-bike, biking would be next to impossible for me to enjoy fun trails. Riding the same boring, flat trails ("Plains Trails") gets monotonous. E-bikes cause no more harm to trails than non-ebikes. ...out of space. :-(

Respondent # 1680 • 7/20/2022 Preference indicated: Alternative A

I also strongly support Alternative A

Respondent # 1692 • 7/20/2022 Preference indicated: Alternative A

I prefer no limits to E-Bike access. Should be able to use wherever bikes are allowed.

Respondent # 1697 • 7/20/2022 Preference indicated: Alternative A

I prefer option A

Respondent # 1703 • 7/20/2022 Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Jefferson county allows ebikes with no issues

Respondent # 1707 • 7/20/2022

Preference indicated: Alternative A

I would prefer option A.

Respondent # 1708 • 7/20/2022

Preference indicated: Strongly support Alternative A

no more damage than regular bikes, great to get all people out

Respondent # 1709 • 7/20/2022

Preference indicated: Strongly support Alternative A

Ebike and bike restrictions should be the same, both can and are ridden at the same speed

Respondent # 1712 • 7/20/2022

Preference indicated: Alternative A

I would have chosen option A but did not see that choice in this survey. e-Bikes provide a way for seniors like myself to enjoy the outdoor open spaces.

Respondent # 1715 • 7/21/2022

Preference indicated: Alternative A

I would be open to supporting Alternative A the most. If e-bikes are classified as bicycles, why not allow them more trails? I'd also consider buying an e-bike to use it for commuting purposes and cut down on my car use (living in Gunbarrel)

Respondent # 1717 • 7/21/2022

Preference indicated: Strongly support Alternative A

I have ridden over 4000 miles on my ebike on Boulder bike trails. I am a senior citizen. I do not want to be limited in my recreation. I can tell you that I am passed daily by ebikes that are not limited to 20 mph and non-electric bikes

Respondent # 1725 • 7/21/2022

Preference indicated: Alternative A

Ebikes should be considerEd the same as vicycles

Respondent # 1728 • 7/21/2022

Preference indicated: Strongly support Alternative A

They are just bikes. Let them ride.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1730 • 7/21/2022

Preference indicated: Alternative A

Ebike riders must follow same.rules as all bike riders. Why shouldn't they be allowed on all trails ?

Respondent # 1733 • 7/21/2022

Preference indicated: Strongly support Alternative A

My ebike has been such a boost to my physical and mental health.

Respondent # 1739 • 7/21/2022

Preference indicated: Strongly support Alternative A

A bike is a bike.

Respondent # 1745 • 7/21/2022

Preference indicated: Alternative A

Prefer A. With speed limits 15 mph on trails

Respondent # 1747 • 7/21/2022

Preference indicated: Strongly support Alternative A

Class 1 e-bikes, which have a limited top speed and are pedal-assist only, should be allowed anywhere regular bikes are. Class 2 & 3 begin to resemble electric motorcycles, but Class 1 e-bikes are very similar to regular ones and cause the same trail wear

Respondent # 1752 • 7/21/2022

Preference indicated: Strongly support Alternative A

Supports the aging population.

Respondent # 1762 • 7/21/2022

Preference indicated: Strongly support Alternative A

As long as it's a class 1 emtb, there is no reason to not allow them. Biking is biking, even if those who need it or want it get help. It's better for the community to get more people involved when more bikes are allowed.

Respondent # 1764 • 7/21/2022

Preference indicated: Strongly support Alternative A

E-bikes allow many people to ride that cannot ride normal bikes.

Respondent # 1771 • 7/21/2022

Preference indicated: Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

I support Option A (ebikes on all trails but only Option B listed). Here's another option - how about a speed limit of 15 mph so anyone can ride anywhere.

Respondent # 1777 • 7/21/2022

Preference indicated: Alternative A

Plan A is the best, just regulate that the e-bikes cannot have a throttle on single-track and police it heavily for the first three years. This will allow riders with mobility issues or age issues to enjoy rides in the Boulder Valley.

Respondent # 1780 • 7/21/2022

Preference indicated: Alternative A

I think ebikes should be allowed everywhere with no restrictions

Respondent # 1796 • 7/21/2022

Preference indicated: Alternative A

Would like alternative A better as it would open up more area to e-bikes

Respondent # 1801 • 7/21/2022

Preference indicated: Strongly support Alternative A

We love riding our e-bikes and prefer to stay on trail system and off the roads. With some trails limiting e bikes, we are forced to use the road. The trail at the bottom of the hill coming down Hwy 36 from Louisville, restricted and can't get to near

Respondent # 1806 • 7/21/2022

Preference indicated: Strongly support Alternative A

e-bike rules are OK but more safety related issues should be addressed directly: Enforce a speed limit for ALL bikes. MPs must be treated as Highways with Rules of the Road. Add more center/boundary lines, arrows, warnings at curves, etc.

Respondent # 1809 • 7/21/2022

Preference indicated: Strongly support Alternative A

As long as the bikes aren't used as a moped, they should be used where ever bikes are allowed

Respondent # 1817 • 7/21/2022

Preference indicated: Strongly support Alternative A

e bikes are just like regular bikes!

Respondent # 1824 • 7/21/2022

Preference indicated: Strongly support Alternative A

should be treated like bikes.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1825 • 7/21/2022

Preference indicated: Alternative A

I would like to see alternative A adopted

Respondent # 1832 • 7/22/2022

Preference indicated: Strongly support Alternative A

Either the city wants us to ride bicycles or it does not. Make up your mind.

Respondent # 1849 • 7/22/2022

Preference indicated: Alternative A

I don't see anything wrong alternative A. It doesn't add that much and there will be ebike use on them when they are allowed on most other trails.

Respondent # 1858 • 7/22/2022

Preference indicated: Somewhat support Alternative A

There is ZERO enforcement now....so e-bikes are always on the Boulder Canyon Trail.

Respondent # 1862 • 7/22/2022

Preference indicated: Alternative A

I have an E-bike, and support Alternative A...since purchasing an E-bike last year, I ride 75% more

Respondent # 1872 • 7/23/2022

Preference indicated: Strongly support Alternative A

If I have to be careful where I ride I'll probably ride a lot less. I have limited mobility and have never been able to use the trails before. Why should my ebike be treated differently? Regular bikes pass me all the time. Sad face.

Respondent # 1877 • 7/23/2022

Preference indicated: Alternative A

Support alternative A.

Respondent # 1881 • 7/23/2022

Preference indicated: Strongly support Alternative A

I'm 65+ and own an ebike. I feel there are so many advantages for me to access trails with Alternative A

Respondent # 1882 • 7/23/2022

Preference indicated: Alternative A

Alternative A is my preferred plan.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1893 • 7/24/2022

Preference indicated: Strongly support Alternative A

I have been riding an ebike for about 4 years. In the last couple of years the number of ebike users has been steadily increasing. In my experience ebike riders are the most considerate on the allowed trails. They make the experience more pleasing for al

Respondent # 1897 • 7/24/2022

Preference indicated: Strongly support Alternative A

You can't even tell the difference between an e mountain bike and a regular bike anymore. Boulder will be in regulation hell trying to identify and enforce this. Option B is so stupid and costly.

Respondent # 1915 • 7/25/2022

Preference indicated: Strongly support Alternative A

A Class 1 e-bike is like a bike but allows more of us access so it should be allowed where bikes are allowed. Though technically I am covered by disabilities law, no one riding a bicycle looks disabled to others, which makes us vulnerable to verbal abuse.

Respondent # 1922 • 7/25/2022

Preference indicated: Alternative A

Your own analysis says that e-bikers go SLOWER than regular bicyclists, probably because they are mostly elderly. So they don't cause additional user conflict. And their impact on nature is the same. So why not alt A?

Respondent # 1925 • 7/25/2022

Preference indicated: Strongly support Alternative A

Allow ebike everywhere normal bikes are and adjust trails and info-structure to support the added use. IE solve the good problems!

Respondent # 1934 • 7/25/2022

Preference indicated: Alternative A

I believe Plan A would be an even better option

Respondent # 1942 • 7/25/2022

Preference indicated: Strongly support Alternative A

Category 1 ebikes up to 20 mph limited are the most appropriate for general trail use. Cat 2 and above, twist throttle types are of a wide variety but fundamentally are too fast to be safe and inappropriate for bike only trails.

Respondent # 1943 • 7/25/2022

Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Just let them ride where ever non ebikes are allowed.

Respondent # 1947 • 7/25/2022

Preference indicated: Alternative A

Option A is really the way to go here. There isn't any rigorous studies that prove that regulating class 1/2 ebikes differently from regular bikes is necessary to maintain safety/resource quality. Road bikers frequently exceed class 1/2 max speed of 20.

Respondent # 1948 • 7/25/2022

Preference indicated: Alternative A

Alternative A would be preferred.

Respondent # 1949 • 7/25/2022

Preference indicated: Alternative A

Allow as widespread use as possible

Respondent # 1984 • 7/25/2022

Preference indicated: Alternative A

As your own report shows, e-bike users are just as safe and courteous as any other bikers using the trails. All trails that are available for bike users in general should be open to e-bikes as well.

Respondent # 1989 • 7/26/2022

Preference indicated: Strongly support Alternative A

E-bikes would be allowed anywhere standard bikes are allowed

Respondent # 1991 • 7/26/2022

Preference indicated: Strongly support Alternative A

E-bikes are no more or less impactful to trails or other trail users than any other bikes, and should be treated identically. (I think people who haven't seen one up close confuse them with mopeds or something.)

Respondent # 1999 • 7/26/2022

Preference indicated: Alternative A

I think e-bikes should be allowed on all OSMP trails. -- option A!!!

Respondent # 2020 • 7/26/2022

Preference indicated: Alternative A

I support Alternative A, because I want e-bikes to be used on as many trails as possible.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2021 • 7/26/2022

Preference indicated: Alternative A

I strongly support alternative A but I don't see a place to choose that here.

Respondent # 2022 • 7/26/2022

Preference indicated: Strongly support Alternative A

Europe has done a much better job of adopting e-bikes into their trail systems. This is an ADA issue and I hope you learn the hard legal way that you disabled and older people need to have the same access to trails. It is insane to limit class 1.

Respondent # 2026 • 7/27/2022

Preference indicated: Strongly support Alternative A

Ebikes are forward thinging and totally in line with Boulder's vision and position as a community thought leader.

Respondent # 2029 • 7/27/2022

Preference indicated: Alternative A

I would prefer the A option to maximize e bike access

Respondent # 2033 • 7/27/2022

Preference indicated: Alternative A

bikes go just as fast as e-bikes, wherever bikes can go, e-bikes should be able to go. If it's a speed issue, address speed but don't punish an e bike rider. E-bikes get so many more people active and enjoying the outdoors

Respondent # 2041 • 7/27/2022

Preference indicated: Alternative A

A is even better. No reason not to adopt A.

Respondent # 2056 • 7/28/2022

Preference indicated: Strongly support Alternative A

I ride my e bike much more than I would a regular bike.

Respondent # 2062 • 7/29/2022

Preference indicated: Strongly support Alternative A

The current rules are hard on older riders.

Respondent # 2080 • 7/30/2022

Preference indicated: Strongly support Alternative A

They provide an excellent way for the aging population to get out doors and exercise.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2088 • 7/31/2022

Preference indicated: Alternative A

I support Alternative A strongly

Respondent # 2089 • 7/31/2022

Preference indicated: Alternative A

I support alternative b, but a would be better. E-bikes should be allowed everywhere bikes are allowed. This gives access to more people and avoids confusion. Thanks

Respondent # 2094 • 7/31/2022

Preference indicated: Strongly support Alternative A

Allowing e-bikes on some trails but not on other trails will mostly likely result in confusion and conflict (people deciding to "police" the trails themselves and tell others that they can't ride their bike on a given trail).

Respondent # 2098 • 7/31/2022

Preference indicated: Alternative A

The research clearly indicates no adverse impact to regulating E-bikes like regular bicycles. Alternative A would be less confusing, but Alternative B is better than the status quo.

Respondent # 2106 • 7/31/2022

Preference indicated: Strongly support Alternative A

eBikes are a way to get people out on bicycles. That helps those individuals and makes them more empathetic to the challenges of auto-cyclist interactions. The more biking we enable, the better!

Respondent # 2108 • 7/31/2022

Preference indicated: Strongly support Alternative A

Total fun

Respondent # 2144 • 8/2/2022

Preference indicated: Alternative A

I support NO ebike restrictions. Getting people on bike is good for so many reasons. Boulder please be ebike friendly! Open all boulder county trails to Ebikes!

Respondent # 2146 • 8/2/2022

Preference indicated: Alternative A

I would prefer to see option A with all access for E-bikes allowed.

Respondent # 2179 • 8/3/2022

Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Not everyone uses them for “fun”. It’s the only kind of bike my 40-year old “disabled” hubby is able to ride.

Respondent # 2184 • 8/3/2022 Preference indicated: Strongly support Alternative A

Not much different then other bikes

Respondent # 2186 • 8/3/2022 Preference indicated: Strongly support Alternative A

Restrict use of e-bikes on trails to pedal-assist only: Class 1 and Class 3.

Respondent # 2198 • 8/4/2022 Preference indicated: Alternative A

I prefer Option A over Option B. I see no reason why we should not open as many trails as possible to e-bike users.

Respondent # 2210 • 8/4/2022 Preference indicated: Alternative A

I ride both a mountain bike and an E bike. We should be able to take the E bike anywhere or you can take a regular bike. It might be nice to require E bikes to have bells on them so walkers can't hear them coming up behind them. I also hike on the trails

Respondent # 2221 • 8/5/2022 Preference indicated: Alternative A

Option A would be better. Only class 1 and 2 ebikes should be allowed

Respondent # 2222 • 8/5/2022 Preference indicated: Alternative A

ebikes open up a new world and new freedoms to people who are experiencing physical challenges and limitations. More access to trails also offers an alternative to car use. Please consider Alternative A, which offers the most access.

Respondent # 2226 • 8/5/2022 Preference indicated: Strongly support Alternative A

The better bike riders like to go in straight lines; making all sorts of curvy turns at intersections will cause these riders to use the road.

Respondent # 2229 • 8/5/2022 Preference indicated: Strongly support Alternative A

e bikes ae no different than electric cars. are you going to ban electric cars on boulder streets?

Online engagement questionnaire respondents who indicated a preference for Alternative A
and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2238 • 8/5/2022

Preference indicated: Somewhat support Alternative A

keep it simple

Respondent # 2239 • 8/5/2022

Preference indicated: Alternative A

I support Alternate A

Respondent # 2242 • 8/5/2022

Preference indicated: Alternative A

I'd be more in favor of Plan A which allows access to more trails. Why not? I have a disability and cannot ride a traditional bike , but can ride an ebike. It was heaven to discover and would love to ride on trails!!!!!!

Respondent # 2245 • 8/5/2022

Preference indicated: Strongly support Alternative A

I've found more impolite road racers on the area trails that fail to observe common courtesies and trail etiquette. E-bikes' riders tend to be a more polite, mellower group.

Respondent # 2254 • 8/5/2022

Preference indicated: Alternative A

I like option A

Respondent # 2255 • 8/5/2022

Preference indicated: Alternative A

My vote is for A. To continue to perpetuate some form of the dated narrative and create new legislation limiting class 1 eMTBs from any trail is ridiculous. B is better than C, but it is just pandering to purists. Get over it!

Respondent # 2258 • 8/5/2022

Preference indicated: Alternative A

I still prefer option A

Respondent # 2284 • 8/7/2022

Preference indicated: Alternative A

The argument that e-bikes tear up the trail more is invalid. Also, when younger I rode 200 miles a week. Paid my dues, also my taxes. Please consider Alternative A as the most fair and comprehensive solution for all. Old now. Thank you.

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2285 • 8/7/2022 Preference indicated: Alternative A

Please consider Alternative A. E-bikes are no more damaging or dangerous on trails than non e-bikes. I can still go faster than 20mph on a regular mountain bike. Opening a resource to persons with disabilities or aged can only enhance the community.

Respondent # 2286 • 8/7/2022 Preference indicated: Alternative A

I have a physical handicap & a OPDMD Pass that allows me on a few trails. I would like to be able to access more & support Alternative A. I am a responsible & courteous rider & do not bike at excessive speeds.

Respondent # 2292 • 8/7/2022 Preference indicated: Strongly support Alternative A

e-bikes provide a solution to another problem vexing use of open space: disconnected trails that often require driving to a parking lot in order to ride. If the nearest trail is e-bike friendly, it can be used to access the destination trail(s) vs driving

Respondent # 2296 • 8/7/2022 Preference indicated: Alternative A

I have friends who are responsible cyclists but are unable to ride a regular bike. Ebiking has been a lifesaver for them. I support plan A.

Respondent # 2302 • 8/8/2022 Preference indicated: Alternative A

E-bikes aren't much different from regular bikes so Alternative A should be implemented rather than B. (at least the type of e-bike that is paddle assist only)

Respondent # 2304 • 8/8/2022 Preference indicated: Alternative A

I prefer option A. I am a mtn biker and past snob about e-bikes. However I've realized e-bikes open up trail riding and make it accessible to those who are not crazy Boulder athletes (ie my parents, wife, and kids)

Respondent # 2305 • 8/8/2022 Preference indicated: Strongly support Alternative A

There is a distinct prejudice against ebikes. I feel it is from an ablist perspective, which Boulder is very ableist. Everyone should be able to ride. Europe and Australia manage ebikes. Trail damage- hikers and social trails are equally responsible

Respondent # 2330 • 8/8/2022 Preference indicated: Strongly support Alternative A

Online engagement questionnaire respondents who indicated a preference for Alternative A and answered the question *Are there any additional comments about e-bikes you would like to share?*

Particularly as we age and deal with health issues, e-bikes allow many of us to continue a lifelong passion for cycling. Alternative A seems to allow more access to the western trails, which are prettier, shadier, and more fun than plains trails.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 8 • 7/11/2022 Preference indicated: Strongly support Alternative B

Today's e-bike technology, plus an average person weighs no more and likely provides less wear and tear (due to traction assist) than a conventional bike.

Respondent # 11 • 7/11/2022 Preference indicated: Strongly support Alternative B

Alternative B prohibits E-bikes west of 93 on more technical singletrack trails that already get heavy use.

Respondent # 14 • 7/11/2022 Preference indicated: Somewhat support Alternative B

Closing the Canyon Trail in 1991 killed Sherrill Amendt because she had to use the highway. See <https://www.bouldermountainbike.org/bikeban/> under 1991. This is the most important trail to open.

Respondent # 24 • 7/11/2022 Preference indicated: Strongly support Alternative B

Allowing e-bikes on trails is an accessibility issue. While there will likely be additional trail maintenance needed with e-bike use, it's worth it.

Respondent # 30 • 7/11/2022 Preference indicated: Somewhat support Alternative B

Did anyone look at differences in maximum speed between e-bikes and conventional? Opinion will be driven by anecdotes and someone buzzed by an e-bike will not notice all the slowly moving ones.

Respondent # 35 • 7/11/2022 Preference indicated: Strongly support Alternative B

E-bikes are super fun to ride, and this will allow connections on trails to other allowed paths meaning more options for riding your e-bike without being on a street!

Respondent # 37 • 7/11/2022 Preference indicated: Strongly support Alternative B

I live in Lafayette and work in Gunbarrel. I purchased an e-bikes to commute. I would like to be able to avoid traffic by using teller farm/white Rick/east boulder trail.

Respondent # 39 • 7/11/2022 Preference indicated: Strongly support Alternative B

I think e-bikes should be allowed on all paved trails that generally support commuting and exercise, and help bikers (with kids) stay off streets, where it is more dangerous to bike with cars. More rugged trails should continue their ebike ban.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 40 • 7/11/2022

Preference indicated: Somewhat support Alternative B

ebikes are great for commuting, running errands and giving people with disabilities opportunity. However, they do provide a massive increase in speed for a typical rider that may not have the needed skills to ride at that speed.

Respondent # 48 • 7/11/2022

Preference indicated: Strongly support Alternative B

E-bikes support a decrease in car trips which supports the environment and also helps with Boulders traffic problems. Please keep paths as open to ebikes as possible. If necessary impose a max speed or something but don't restrict them.

Respondent # 49 • 7/11/2022

Preference indicated: Strongly support Alternative B

I've been on the fence about this, but your thorough analysis helped me feel more favorable toward e-bikes. If you hope to decrease car traffic, I would ask that you make sure all trailheads have safe and secure bike racks for more bike/hikes.

Respondent # 51 • 7/11/2022

Preference indicated: Somewhat support Alternative B

This is better than C, but really if you want to encourage regional connections between locations, this alternative is lacking. I think it is critical to understand that we are living in an age where e-bikes are just becoming the norm. Policy should match

Respondent # 60 • 7/11/2022

Preference indicated: Somewhat support Alternative B

Disagree with any bike use in the western foothills, due to animal interaction and lack of EMT access. Approve of use near EMT accessible roads only.

Respondent # 61 • 7/11/2022

Preference indicated: Strongly support Alternative B

I use an e-bike to help my children (who are 2 and 4) get everywhere in this city — we hardly drive a car. I routinely get passed by road bikers who are able to go faster than myself. I don't see us as any more dangerous than a regular bike.

Respondent # 80 • 7/11/2022

Preference indicated: Strongly support Alternative B

I think an exception should be made for Boulder Creek Path through to the top of Chapman Drive- Chapman is a viable route that is plenty wide to accommodate typical ebike access. I

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 83 • 7/11/2022

Preference indicated: Strongly support Alternative B

The popularity of b-bikes is rising, and not just for the older population. We're still some time away from the 119 Bikeway. It takes me about an hour to bike to Boulder via the LoBo trail. I would cut my commute time lots if I could bike the LoBo

Respondent # 84 • 7/11/2022

Preference indicated: Strongly support Alternative B

E-bikes are just like bikes. They don't go faster than your typical Boulder biker. They are safe and fun. They allow people with physical limitations to bike and enjoy nature. Please normalize e-bikes. It will expand biking in our community.

Respondent # 90 • 7/11/2022

Preference indicated: Strongly support Alternative B

Neither your status quo nor the proposed plans address how current or future conditions affect people who currently are protected by the ADA. You avoid using technical disability language. This makes evaluation of all alternatives harder.

Respondent # 94 • 7/11/2022

Preference indicated: Somewhat support Alternative B

Boulder should lead the nation in MTB trails, but we have soooo few mtb trails. Please quintuple the amount of mtb mileage in Boulder asap.

Respondent # 100 • 7/11/2022

Preference indicated: Somewhat support Alternative B

It about time boulder made allowances for eBikes!

Respondent # 101 • 7/11/2022

Preference indicated: Strongly support Alternative B

E-bikes are no more destructive to trail systems than regular bikes are and should not be treated or regulated differently.

Respondent # 102 • 7/11/2022

Preference indicated: Strongly support Alternative B

As a family of TWO e-bikes and 1 electric car, I would like to see class 1 & 2 bikes allowed (with a maximum for all cycles at 20 MPH) & NO Throttle, if available, on all bikeways & multiuse paths to ensure the safety of people & pets throughout Boulder.

Respondent # 129 • 7/11/2022

Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

E Bikes Are Great for everyone!!!

Respondent # 130 • 7/11/2022 Preference indicated: Strongly support Alternative B

My experience is consistent with study findings -- I'll generally travel slower on my e-bike than on my road bike. I use my e-bike for casual commuting, and road bike for training.

Respondent # 147 • 7/11/2022 Preference indicated: Strongly support Alternative B

Class 1 ebikes still require you to pedal and the max speed is 20. You are opening up your recreation opportunities for a wider public spectrum of age and ability

Respondent # 152 • 7/11/2022 Preference indicated: Strongly support Alternative B

Preventing ebike access on open space trails is not informed by an understanding of ebikes and is practically unenforceable. .

Respondent # 153 • 7/11/2022 Preference indicated: Somewhat support Alternative B

Please open all single tracks in Boulder County to e-bikes. In particular, the trails on West Magnolia are well-suited to e-bikes, as is Betasso. You could allow them on only certain days of the week.

Respondent # 157 • 7/11/2022 Preference indicated: Strongly support Alternative B

I think there should be clear signage to indicate rules of the road, including which side to ride/walk on, speed limits, rights of way, prohibited behaviors.

Respondent # 161 • 7/11/2022 Preference indicated: Somewhat support Alternative B

Please open up ebikes to most generous use of the most trails. Most people are law abiding, can slow down when needed, and we're aging! Climate change necessitates alternatives to combustion engines!

Respondent # 167 • 7/11/2022 Preference indicated: Strongly support Alternative B

Class A e-bikes are no different in impact compared to traditional mountain bikes. They still require effort from the rider and allows for people with differing abilities the opportunity to explore more outdoor activities. It also increases their activity

Respondent # 169 • 7/11/2022 Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

I have an ebike as a replacement for a second car. I have an EBIKE. As a replacement. For a SECOND CAR. Make it easy for my family to do this, please! Thanks.

Respondent # 171 • 7/11/2022 Preference indicated: Somewhat support Alternative B

specifically pedal assist, class 1 e-mtbs, they are no different than a non-assist bike other than the assist they provide in climbing steep hills. I think they should be allowed on ALL Boulder trails.

Respondent # 177 • 7/11/2022 Preference indicated: Strongly support Alternative B

It is getting harder and harder to tell the difference between ebikes and non-ebikes. Ebikes are out there now. It is impossible to regulate now, it causes conflict among users, and will be alleviated by permitting ebikes. Ebike riders are generally older.

Respondent # 182 • 7/11/2022 Preference indicated: Strongly support Alternative B

Ebikes are great for everyone. It is racist to not allow them on the Boulder trails. It makes our town look terrible.,

Respondent # 185 • 7/11/2022 Preference indicated: Strongly support Alternative B

Jefferson County has led the way. Open access is desired

Respondent # 188 • 7/11/2022 Preference indicated: Somewhat support Alternative B

Simply awesome.

Respondent # 197 • 7/11/2022 Preference indicated: Strongly support Alternative B

I ride my ebike slower than young people ride their mountain bikes. I have been riding in Colorado since 1994 and my ebike keeps me active. I don't ride it to go fast or tear up the trail. There are disrespectful people on all types of transportation.

Respondent # 201 • 7/11/2022 Preference indicated: Somewhat support Alternative B

No

Respondent # 231 • 7/11/2022 Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Ebikes and cargo bikes are a key way families transport small kids, being able to do this more and expand family access to outdoor spaces is valuable and critical. It's our main mode of transport

Respondent # 234 • 7/11/2022 Preference indicated: Strongly support Alternative B

We should probably put a speed cap on ebikes for the trails.

Respondent # 247 • 7/11/2022 Preference indicated: Strongly support Alternative B

Most other cities like Draper Ut and Bettinville Arkansas separate out the three classes of e bikes. Class 1 peddle assist are allowed on all trails. People are miss informed about the speed. I ride both a traditional and class 1. There is little differec

Respondent # 252 • 7/11/2022 Preference indicated: Somewhat support Alternative B

In my opinion e-bikes should not be allowed at all on any single trail. It increases erosion and enhances the risks for other trail user, since e-bike riders are much faster and very often don't know how to control their bikes.

Respondent # 253 • 7/11/2022 Preference indicated: Strongly support Alternative B

We just purchased two Class 2 eBikes this summer and we are biking more and driving less. Some bike riders have told us they did not thing bikes were allowed on the paved trail between 30th and Foothills. Current rules are confusing.

Respondent # 256 • 7/11/2022 Preference indicated: Strongly support Alternative B

Equal access for all abilities.

Respondent # 262 • 7/11/2022 Preference indicated: Somewhat support Alternative B

I am pleased that all three options permit ebikes on paved trails in East Boulder. In my experience as an ebiker, these trails are a critical path for commuters, as they provide an off-street connection to the 36 bikeway.

Respondent # 265 • 7/11/2022 Preference indicated: Strongly support Alternative B

Pedal assist class 1 ebikes are important and valuable.

Respondent # 273 • 7/11/2022 Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

I ride an e-bike. It makes riding faster just by the nature of an e-bike even at Eco levels of assist. There are many people who ride way to fast. I'm not sure how to manage this but do see it as a real problem.

Respondent # 277 • 7/11/2022

Preference indicated: Somewhat support Alternative B

JeffCo says ebikes=bikes, and it works. Alt B could be a start that brings BoCo to a slightly more realistic stance on e-bikes. However, it is short sighted to draw a geo. border, esp. since the line chosen bisects Marshall Mesa/flatirons vista

Respondent # 283 • 7/11/2022

Preference indicated: Strongly support Alternative B

I'm 58 years old with a spine issue and heat stroke issues. I have mountain bikes for over 32 years. I've been ebiking for the last four years off road. Being able to ride all the trails that I've written on my traditional mountain bike would be a miracle

Respondent # 284 • 7/11/2022

Preference indicated: Strongly support Alternative B

Please make rules that do not limit based up what bicycle someone owns but what's safest for all users. A class 3 ebike is more than capable of staying under 20mph, so there's no reason for band that pick on a quality of the tool rather than a func reason

Respondent # 285 • 7/11/2022

Preference indicated: Somewhat support Alternative B

I think one basic element is not being discussed. Speed. People who ride normal bikes at a fast speed are typically skilled at propelling the bike to a high speed and controlling it. On an e-bike, you could be very unexperienced and cause serious issue

Respondent # 288 • 7/11/2022

Preference indicated: Somewhat support Alternative B

I understand that one can classify e-bikes as pedal-assist, throttle-based less than 20 MPH, and throttle-based greater than 20 MPH. In terms of the safety of the biker, pedal-assist are far superior, particularly on hilly trails.

Respondent # 292 • 7/11/2022

Preference indicated: Strongly support Alternative B

Allow them.

Respondent # 293 • 7/11/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

If this gives older people greater access, great. But I'm concerned about fit young guys using ebikes to go even faster and harder, threatening hikers who can't get off the trail easily or efficiently— and they rarely warn people that they are coming.

Respondent # 297 • 7/11/2022 Preference indicated: Strongly support Alternative B

It's overdue Boulder!

Respondent # 299 • 7/11/2022 Preference indicated: Strongly support Alternative B

Creating a survey that only allows weighing in on a staff recommendation is bad form and cultivates distrust of staff. Allow public input on the range of perspectives that you've outlined here.

Respondent # 308 • 7/11/2022 Preference indicated: Somewhat support Alternative B

I'm more concerned with the types of e-bikes that will be allowed, and how they are used, rather than where.

Respondent # 311 • 7/11/2022 Preference indicated: Strongly support Alternative B

As aging retirees we would prefer to get ebikes than a new car but need to be able to get everywhere in zboulder on safe easy bike paths.

Respondent # 317 • 7/12/2022 Preference indicated: Strongly support Alternative B

In less than 5 years, you won't be able to tell the difference between an ebike and any other bike.

Respondent # 322 • 7/12/2022 Preference indicated: Strongly support Alternative B

E-bike do not more damage than regular bikes. It's a proven science. Too many people have the wrong idea.

Respondent # 324 • 7/12/2022 Preference indicated: Somewhat support Alternative B

My ebike continues to help me in my physical health. Ad someone with bad knees and overweight, the ebike has allowed me to extend rides and calories burned with every outing. Getting more saddle time helps my mental health significantly. Equal access!

Respondent # 338 • 7/12/2022 Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

I got an ebike 2 years ago and since then I have ridden it to work around 100 times a year. It is the highlight of my morning. I use the bike to pick up groceries and run small errands. It has improved my mental health saved me gas money.

Respondent # 339 • 7/12/2022 Preference indicated: Strongly support Alternative B

Ebikes allow me to ride with my aging parents and safely show them the beauty that boulder has to offer. For those opponents that worry about ebikes going too fast, that is baloney. The speeding bikes are not ebikes.

Respondent # 344 • 7/12/2022 Preference indicated: Strongly support Alternative B

I am 70 and love the access that e-bikes have provided.

Respondent # 348 • 7/12/2022 Preference indicated: Strongly support Alternative B

I believe, especially on paths like the Boulder Canyon Path, allowing eBikes will continue to reduce car trips and car congestion.

Respondent # 352 • 7/12/2022 Preference indicated: Strongly support Alternative B

As a senior who owns an ebike, I am often passed while riding, people on manual bikes going faster than I am.

Respondent # 353 • 7/12/2022 Preference indicated: Strongly support Alternative B

I'm 60 years old. If it weren't for my Class 1 eMTB, I probably wouldn't ride. It makes riding fun and I really don't see that they cause any more issues than any other bike.

Respondent # 364 • 7/12/2022 Preference indicated: Strongly support Alternative B

Fathers or Mothers including their kids can enjoy the outdoors and be able to ride together, obese and health stricken individuals can start out slow and get back in shape, it's a great equalizer for all types of people out there.

Respondent # 378 • 7/12/2022 Preference indicated: Somewhat support Alternative B

E-bikes are just bikes, affecting the trails no differently than a pedal bike. On busy days they allow easier separation between users, less bottlenecking, and create an improved trail experience for all.

Respondent # 379 • 7/12/2022 Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

OSMP laws should be more consistent with state and Federal laws that say class 1 ebikes should not be considered motorized.

Respondent # 391 • 7/12/2022

Preference indicated: Somewhat support Alternative B

Suggest conducting an analysis similar to what BCPOS did for e-bikes on plains trails. Do not want e-bikes on singletrack like the Dirty Bismarck.

Respondent # 392 • 7/12/2022

Preference indicated: Strongly support Alternative B

Class 1 ebikes don't rip up the trail and are not 'motorcycles', which is the argument I hear against them. For class 2 and class 3, the arguments are true and I support those types not being allowed on trails.

Respondent # 396 • 7/12/2022

Preference indicated: Somewhat support Alternative B

I believe there is a big misunderstanding about type 1 ebikes and there should be more education available to the public and our Representatives.

Respondent # 397 • 7/12/2022

Preference indicated: Strongly support Alternative B

I'd add Chapman Drive to this option, it's obviously a wide trail (road) so no harm for e-bikes either way.

Respondent # 400 • 7/12/2022

Preference indicated: Strongly support Alternative B

Not all e-bikes are the same. Not sure if there is enough differentiation in this survey.

Respondent # 401 • 7/12/2022

Preference indicated: Strongly support Alternative B

Class 3 eBikes should be included in the plan. The limiting factors for bike speeds are trail design & conditions. That is why the average speeds are all less than max. Forbidding Class 3 is like forbidding riders of analog bikes who could ride over 30 mph

Respondent # 403 • 7/12/2022

Preference indicated: Strongly support Alternative B

Ebikes are not any different than any other mtb. Even though they tend to weight more, it becomes negligible since it can be compare to a heavy rider on an acoustic bike. Also, it opens the doors to all ages to be able to enjoy the outdoors

Respondent # 404 • 7/12/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

They are wonderful and not destructive

Respondent # 409 • 7/12/2022 Preference indicated: Somewhat support Alternative B

can there be a speed limit? A right of way? Paid Staff to monitor speed and safety?

Respondent # 412 • 7/12/2022 Preference indicated: Strongly support Alternative B

I often ride my conventional bike with my father-in-law on his ebike. He is in his 70s and his ebike allows us to ride together despite his age. Having more options about where we can go is a big plus to me.

Respondent # 417 • 7/12/2022 Preference indicated: Somewhat support Alternative B

Mixed speed is really the issue on mixed use trails. Just as we have 3' "law" on roads for cars passing cyclists we should have 2' rule for cyclists passing walkers (in either direction). Cyclist seem comfortable with 1' or less which intimidates walkers

Respondent # 419 • 7/12/2022 Preference indicated: Strongly support Alternative B

You are not clear in any of this documentation about what class of e-bikes you are talking about. I assume you mean Class 1 e-bikes and I support the increased access described for Class 1 e-bikes. I do not support this access for Class 2 or 3 e-bikes.

Respondent # 422 • 7/12/2022 Preference indicated: Somewhat support Alternative B

The introduction of e-bikes on the multi-use paths around town has lead to dangerously exciting rides. While most riders are courteous and safe too many are reckless. These dangerous conditions discourage me from using the paths and push me to my car.

Respondent # 435 • 7/12/2022 Preference indicated: Somewhat support Alternative B

I have an ebike and use it extensively it is frustrating to be pedaling along a trail I have used for years to see a sign evokes not allowed. Case in point is the Boulder creek path. I ride it to the east Boulder rec center and like riding on the dirt to

Respondent # 438 • 7/12/2022 Preference indicated: Strongly support Alternative B

Please include Chapman drive in Option B. It's also used for road connections and is a wide road which would not lead to additional conflicts like concerns on other mountain trails.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 442 • 7/12/2022

Preference indicated: Somewhat support Alternative B

Staff should take a look at Jeffco Open Space's ebike policy and years of research. Jeffco allows e-bikes on all of their multi-use trails. They found no difference in user interactions, trail impacts, etc. between class 1 or 2 e-bikes and regular bikes

Respondent # 443 • 7/12/2022

Preference indicated: Strongly support Alternative B

E-bikes should be permitted regardless of class; speed limits should apply but not class restrictions because most e-bikes can now switch class in their settings. Also, trailheads will need a lot more bike parking soon.

Respondent # 444 • 7/12/2022

Preference indicated: Somewhat support Alternative B

There may need to be new posted speed limits and curve warning signs depending on trail conditions

Respondent # 445 • 7/12/2022

Preference indicated: Strongly support Alternative B

They should be allowed, but there should be a speed limit on trails and not all classes of e-bike are the same. Some of the trails in Option A should be included (Joder, Chapman, maybe foothills), but not necessarily the narrower Dowdy Draw/Spring Brook

Respondent # 446 • 7/12/2022

Preference indicated: Strongly support Alternative B

In Boulder, many (fit) people can ride unsafely fast on a normal bike if they choose. If we trust them to behave safely on trails (we do), then we should trust everyone to behave safely regardless of their physical fitness.

Respondent # 447 • 7/12/2022

Preference indicated: Somewhat support Alternative B

I ride these trails often for recreation and commuting. How will you EMPHASIZE that ONLY certain classes of E-bikes will be allowed? I've seen people on E-bikes racing along wearing full motorcycle helmets.

Respondent # 450 • 7/12/2022

Preference indicated: Strongly support Alternative B

Add Chapman to Alternative B

Respondent # 459 • 7/12/2022

Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

I have exercise and cold air induced asthma. While I can ride a regular mountain bike, I typically can NOT keep up with my peers and when the temperature drops below 50 degrees I risk a massive asthma attack. Having an ebike allows me equity to keep up

Respondent # 462 • 7/12/2022 Preference indicated: Somewhat support Alternative B
Monitor. Assess. Adaptive management.

Respondent # 465 • 7/12/2022 Preference indicated: Somewhat support Alternative B
I like the idea of e-bikes as transportation, but I do NOT want to see them on the technical (recreational?) bike trails (Dowdy Draw)

Respondent # 468 • 7/12/2022 Preference indicated: Somewhat support Alternative B
I have ridden South Boulder a lot over the years and my experience with ebikers has been mixed. Half ride with respect and the others will go as fast as possible without regard for other trail users. Speed limits are critical for success

Respondent # 471 • 7/12/2022 Preference indicated: Strongly support Alternative B
My ebike has been an amazing car-replacement but it is very confusing when commuting between Gunbarrel and South Boulder. I don't understand why wide, flat trails that connect key commuting routes do not allow ebikes. The alternative is dangerous roads.

Respondent # 472 • 7/12/2022 Preference indicated: Somewhat support Alternative B
We're currently artificially limiting ebike access. They're a great alternative to cars, and not just a recreational vehicle.

Respondent # 474 • 7/12/2022 Preference indicated: Strongly support Alternative B
I live in the close-in Boulder Foothills (Wagonwheel Gap, off the base of Lee Hill), and routinely commute by e-bike. But as "bike friendly" as Boulder is, it's still overrun by cars.

Respondent # 477 • 7/12/2022 Preference indicated: Strongly support Alternative B
E bikes are not motorcycles. It's only assisted pedaling.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 478 • 7/12/2022

Preference indicated: Somewhat support Alternative B

Should be minimum age for type 2 e-bikes. Small children can zoom faster than their skills can handle

Respondent # 480 • 7/12/2022

Preference indicated: Somewhat support Alternative B

Concerned how it will work out at Marshall mesa. Marshall is the type of place where an e-bike can go significantly faster, but there is not always enough space.

Respondent # 494 • 7/12/2022

Preference indicated: Strongly support Alternative B

The only e-bike access that would disrupt my usual routines is use on singletrack - that would significantly negatively impact trail conditions.

Respondent # 499 • 7/12/2022

Preference indicated: Somewhat support Alternative B

I greatly enjoy biking. As I age, I want to utilize the current trails, but may not have the stamina for steeper hills and trails. An e-bike would bridge this gap allowing continued use of OSMP and to remain an active, healthy, productive community member

Respondent # 503 • 7/12/2022

Preference indicated: Somewhat support Alternative B

I am 69 and love my e-bike which is a gravel bike. Helps me on hills (challenge, at my age).

Respondent # 509 • 7/12/2022

Preference indicated: Somewhat support Alternative B

E-bikes are the future and the future is now in Boulder. They do not inherently present additional safety hazards and current restrictions are discriminatory. Boulder should be a leader on all urban bike issues. Relaxing e-bike access rules is an encouraging start.

Respondent # 510 • 7/12/2022

Preference indicated: Somewhat support Alternative B

I don't think the current rules are clear. I think that bike areas need much more signage saying that e-bikes are not allowed. I spend a lot of time near the East Boulder rec center and have been almost smashed by very fast e-bikes many times.

Respondent # 511 • 7/12/2022

Preference indicated: Somewhat support Alternative B

the most important thing will be holding trail users to the regulations on passing, speeds, etc

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 525 • 7/12/2022 Preference indicated: Strongly support Alternative B

E-bikes open up trail access to people with more limited abilities. With an aging population, we need to accommodate folks that need a little assistance to get around.

Respondent # 531 • 7/12/2022 Preference indicated: Somewhat support Alternative B

People who ride ebikes are mostly people who already ride bikes. The increase in numbers of riders is probably less than expected by rules change.

Respondent # 539 • 7/12/2022 Preference indicated: Somewhat support Alternative B

Is this really where Boulder government is spending its resources when crime is increasing, homelessness is out of control, and the city infrastructure is crumbling?

Respondent # 543 • 7/12/2022 Preference indicated: Somewhat support Alternative B

E-bikes should be allowed on trails that are well-groomed for safety especially of the older population who may use e-bikes. Where e-bikes are allowed, I guess, there will be an increase in the number of accidents. Not any room to add further words ?!!

Respondent # 551 • 7/12/2022 Preference indicated: Somewhat support Alternative B

I'm out on my ebike more than my car...please let people ride without restrictions!

Respondent # 554 • 7/12/2022 Preference indicated: Somewhat support Alternative B

They go pretty fast and people could get hurt by careless riders

Respondent # 557 • 7/12/2022 Preference indicated: Somewhat support Alternative B

They should have to follow the same rule non-motorized bikes have to follow, and there should be a speed limit.

Respondent # 561 • 7/12/2022 Preference indicated: Somewhat support Alternative B

Love them! They help me bike with my kid in a trailer, they help my aging parents bike, everyone can get out and enjoy the amazing open space.

Respondent # 562 • 7/12/2022 Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

My wife and I ride e-bikes with our three small children on them. They are pedal assist. We are no different then any other avid cyclist. We actual go slower then most bicyclist but our being disadvantaged bc we have additional people onboard and need e

Respondent # 563 • 7/12/2022 Preference indicated: Somewhat support Alternative B

E-bikes are heavy and easily go faster than people can handle them. Don't mind them when used responsibly, but I often see them used without consideration for other users

Respondent # 570 • 7/12/2022 Preference indicated: Strongly support Alternative B

If the primary reason to allow ebikes on trails is to increase access for people with different abilities and an aging population, it seems best to reserve more technical trails for non-ebikes to avoid having folks get in over their heads and be injured

Respondent # 580 • 7/13/2022 Preference indicated: Somewhat support Alternative B

Please do not permit ebikes on singletrack, like Lefthand Trail in N. Boulder Valley Ranch. As a regular rider on that trail, my experience is that ebikers often go much faster than other riders and cause other users to veer off the trail, ruining single.

Respondent # 582 • 7/13/2022 Preference indicated: Somewhat support Alternative B

I am a non-motorized cyclist and personally get irritated by a number of e-bikers. I like letting them on sections that give them connections but I do question the Dirty Bismarck.

Respondent # 584 • 7/13/2022 Preference indicated: Somewhat support Alternative B

What difference does it make? No one is enforcing any rules / laws anyway

Respondent # 589 • 7/13/2022 Preference indicated: Somewhat support Alternative B

Being a serious recreational cyclist, ebiking has extended my enjoyment of the activity. I occasionally commute to down/up Boulder Canyon on my ebike, I can't believe it's better/safer for me or the autos for me to be in the road than on the bike trail

Respondent # 590 • 7/13/2022 Preference indicated: Strongly support Alternative B

I use mine for basic transportation, coming upon signs that forbid them is always surprise and means I can't use the paths to get from point a to point b in my daily life

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 592 • 7/13/2022

Preference indicated: Somewhat support Alternative B

More injuries of running into people will happen! The e-bikes are very fast!

Respondent # 603 • 7/13/2022

Preference indicated: Strongly support Alternative B

Please don't listen to the haters. Majority of ebike riders either match, or ride slower than regular bikes. There is no provable danger to trails or trail users.

Respondent # 606 • 7/13/2022

Preference indicated: Strongly support Alternative B

in flat sections shared with hikers, establish wider or parallel trail sections. this should happen where ever bikes/peds are.

Respondent # 611 • 7/13/2022

Preference indicated: Strongly support Alternative B

Giving access to ppl with different abilities is important. E-bikes don't have a significantly different profile than most mtn bikes these days anyway

Respondent # 616 • 7/13/2022

Preference indicated: Somewhat support Alternative B

Because e-bikes are so quiet & fast there have been times that I have been startled when an e-bike came up suddenly behind me & I didn't expect it. This can be dangerous if a hiker stepped in front of the bike because they didn't know it was there.

Respondent # 617 • 7/13/2022

Preference indicated: Strongly support Alternative B

Please open more trails to bicycle use

Respondent # 626 • 7/13/2022

Preference indicated: Somewhat support Alternative B

Ebikes can be dangerous for pedestrians, pets on leashes, and children learning to ride bikes. Our multi use paths and trails are designed for non motorized users to enjoy pathways without motorized vehicle danger. Often motorized bikes are higher speeds

Respondent # 627 • 7/13/2022

Preference indicated: Strongly support Alternative B

E-bikes are in direct support of climate change initiatives. I ride one to work every day

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 642 • 7/13/2022

Preference indicated: Strongly support Alternative B

I can't overstate the disability and aging factor! In my household alone we have 2 disabilities and an aging factor. For aging population of Boulder alone, e-bikes allow us to access the pathways.

Respondent # 646 • 7/13/2022

Preference indicated: Strongly support Alternative B

E-bikes are essentially the same as non-assisted bikes as far as benefit to the environment, healthy living, mix with pedestrians. The only reason some bikers oppose is exclusivity. They don't want to share. They look down on e-bikers. I ride both.

Respondent # 648 • 7/13/2022

Preference indicated: Strongly support Alternative B

On our streets we don't regulate vehicles saying small cars or low powered cars only, we set a speed limit. Regulate trails accordingly. Again, it's not what kind of bike u ride but how u ride that counts. Thanks.

Respondent # 651 • 7/13/2022

Preference indicated: Somewhat support Alternative B

Some ebikes are more electric motorcycles and are becoming an issue on City paths and elsewhere. Enforcement is unlikely based on what I have seen as a n avid pedal rider.

Respondent # 653 • 7/13/2022

Preference indicated: Strongly support Alternative B

South Boulder Creek trail is an important part of the bicycle commuting network. It would be good to allow e-bikes on it for commuting.

Respondent # 659 • 7/13/2022

Preference indicated: Somewhat support Alternative B

I am concerned about regulating the speed of e-bikes on trails. As someone who rides mountain bikes, I know some riders go too fast and are disrespectful of pedestrians, and e-bikes are capable of even greater speeds.

Respondent # 662 • 7/13/2022

Preference indicated: Somewhat support Alternative B

big fan of pedal assist, but not really a fan of throttle

Respondent # 669 • 7/13/2022

Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

I just ordered my first e-bike on Monday. I am a 60 year old woman, and a 23 year resident of Boulder. I had not idea I couldn't go wherever other bikes go! I was looking forward to recreating on our trails here with my bik, and I hope to be able to soon!

Respondent # 676 • 7/13/2022 Preference indicated: Somewhat support Alternative B

Enforcement on existing trails that don't allow e-bikes would be nice!

Respondent # 677 • 7/13/2022 Preference indicated: Strongly support Alternative B

Ebikes make exercising and being more eco friendly easier. Restricting ebike use on certain paths can make their use less attractive or convenient. A lot of the paths in question are critical connections between city paved paths.

Respondent # 688 • 7/13/2022 Preference indicated: Strongly support Alternative B

Hi. I'm 62 and have Rheumatoid arthritis. I've been an athlete my whole life. My class 1 see if e-bikes allow me to ride no matter how my knees are doing. Speed and courtesy is about the rider around hikers children and dogs.. not about reg or ebikel

Respondent # 691 • 7/13/2022 Preference indicated: Strongly support Alternative B

They are a great alternative for older folks and folks who need some assistance. It is the future and will help people recreate and commute.

Respondent # 695 • 7/13/2022 Preference indicated: Somewhat support Alternative B

I am in support of allowing e-bikes on some trails but not all of them

Respondent # 702 • 7/13/2022 Preference indicated: Strongly support Alternative B

Knowledge about, general skill level and refinement of ebikes have all increased to the extent that they have blended more easily into the cycling scene everywhere. And yes they are already on most trails and paths. Also much higher level of acceptance.

Respondent # 703 • 7/13/2022 Preference indicated: Strongly support Alternative B

There is a difference in E-bike motors, there are throttle and pedal assist. Being familiar with the

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 708 • 7/13/2022 Preference indicated: Somewhat support Alternative B

Please keep them off of mountain trails

Respondent # 710 • 7/13/2022 Preference indicated: Strongly support Alternative B

Pedal assisted bikes (please use this nomenclature) improve access and need to be part of the transportation/environmental goals of the city & county.

Respondent # 712 • 7/13/2022 Preference indicated: Strongly support Alternative B

I ride an ebike with my child to offset the cost of high gas prices. It terrifies me that I have to ride on the street at times with my child in order to get to my work/school. It is not safe. I slow way down when I am near walkers and other riders.

Respondent # 713 • 7/13/2022 Preference indicated: Strongly support Alternative B

I love them, and I love that it gets people out on bikes (and away from cars)

Respondent # 714 • 7/13/2022 Preference indicated: Strongly support Alternative B

Why the prejudice against class three bikes? What you really care about is courtesy and speed.

Respondent # 716 • 7/13/2022 Preference indicated: Somewhat support Alternative B

All E-bikes with Motors that are 350 watts or less should be allowed in all locations where bikes are allowed - without any distinction. E-bikes that have motors that are larger than 750 watts should not be allowed on multi-use paths at all.

Respondent # 722 • 7/13/2022 Preference indicated: Strongly support Alternative B

I support changing the law, not disposing the land. I also have some concern of unskilled riders riding on steep narrow sections on trails like Eagle trail.

Respondent # 728 • 7/13/2022 Preference indicated: Strongly support Alternative B

As a senior with many health problems, e-bikes have allowed me to continue to cycle when riding my conventional bike is only rarely possible now. Opening the Creek Path would be amazingly great. Currently I bus to Chapman and cycle/walk back home.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 729 • 7/13/2022 Preference indicated: Somewhat support Alternative B

If allowed on Creek Trail, PLEASE PUT MORE TRASH CANS ON TRAIL, especially where trail starts up into the canyon. HUGE numbers of people use that section before the trail goes into the canyon and there are NO TRASH CANS!!!!

Respondent # 731 • 7/13/2022 Preference indicated: Strongly support Alternative B

Speeding is a problem with some riders.

Respondent # 732 • 7/13/2022 Preference indicated: Strongly support Alternative B

The e-bike is a huge enabler for me. I ride every day, and probably would not ride at all without my e-bike.

Respondent # 735 • 7/13/2022 Preference indicated: Strongly support Alternative B

So difficult to find bike paths for ebikes which older people need to use without expanded trail

Respondent # 742 • 7/13/2022 Preference indicated: Strongly support Alternative B

I replaced my car by an e-bike. I commute every day to work from Louisville to Boulder. As an older adult, I would not be able to do that on a regular bike. I am slower than most of the road bikes and even many mountain bikes. I am respectful of hikers.

Respondent # 744 • 7/13/2022 Preference indicated: Strongly support Alternative B

Class 1 eBikes cannot go faster than 20 mph, at which point the "E" turns off. Very fit cyclists can go MUCH faster on a non ebike than 20 mph. I don't understand why the focus is on the "E".

Respondent # 746 • 7/13/2022 Preference indicated: Strongly support Alternative B

Individuals over 65 or those with physical disabilities should be able to get a permit to ride eBikes anywhere that other bikes are allowed.

Respondent # 750 • 7/13/2022 Preference indicated: Somewhat support Alternative B

20 mph is too fast when there are pedal only bikes on trail and paths. The difference in speeds will promote risky riding behavior, reduce safety margins for reaction times and spacing. Manual pedal bikes should have the right of way over e-bikes

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 752 • 7/13/2022 Preference indicated: Strongly support Alternative B

It's difficult for me to justify the purchase of an e-bike as there are so few trails they can be used on. If there were more recreational trails they were permitted on, I'd be inclined to purchase one and use it more generally locally.

Respondent # 767 • 7/13/2022 Preference indicated: Strongly support Alternative B

E bikes are currently being used on OSMP trails because of popularity and lack of enforcement. Also there seems to be no real negative impacts to their use.

Respondent # 769 • 7/13/2022 Preference indicated: Strongly support Alternative B

Speed limits for ALL bikes must be in place and enforced. E-bikes can be disruptive when they go much faster than someone expects a bike to go.

Respondent # 771 • 7/13/2022 Preference indicated: Somewhat support Alternative B

ebike rules and classes are unenforceable. Who will pay for inspectors at trail heads all day? As time goes on, ebikes look more and more like regular bikes. Especially with new, smaller batteries and more affordable options. I have a disability and

Respondent # 787 • 7/13/2022 Preference indicated: Somewhat support Alternative B

As a regular cyclist for transportation purposes, I am a little nervous about encountering heavier and faster e-bikes on the trails. I hope that rules and expectations are clearly set out, to avoid accidents.

Respondent # 789 • 7/13/2022 Preference indicated: Somewhat support Alternative B

E-bikes provide an environmentally friendly means of transportation that encourages people to be active, even those who have a disability.

Respondent # 796 • 7/13/2022 Preference indicated: Strongly support Alternative B

I think e-bikes are a way to open biking up to those who might not otherwise be able to enjoy it. As other cities do, Boulder should only allow Class 1 bikes and then provide staff to enforce the regulation.

Respondent # 800 • 7/13/2022 Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

E-bikes are as safe as the operator, this is also true of any bicycle. Because an aging population is using e-bikes, I think an argument could be made that they are safer based on the age of the operator.

Respondent # 805 • 7/13/2022 Preference indicated: Somewhat support Alternative B

Pedal assisted evoked are comparable to other bikes in their imprint on land. They have enticed many to discover or re-discover the joys and benefits of cycling. Work to accommodate them-not over-regulate them

Respondent # 814 • 7/13/2022 Preference indicated: Strongly support Alternative B

My observation after riding a regular bike for more than 50 years in Boulder is that it has less to do with the e-bikes and more to do with the age and ability of the rider.

Respondent # 833 • 7/13/2022 Preference indicated: Strongly support Alternative B

Posting speed limit signs for all cyclists would be helpful

Respondent # 843 • 7/14/2022 Preference indicated: Strongly support Alternative B

Ebikes don't increase downhill speed (>20mph) which is where there is the greatest disparity of speed between cyclists and non-cyclists. Prudent judgement/etiquette when passing is more important to everyone's safety and comfort than regulations.

Respondent # 845 • 7/14/2022 Preference indicated: Strongly support Alternative B

I'd like to see a few additions to Alternative B: Chapman (it's a wide road and provides safe access to hiking trails on Flagstaff); Foothills (easy city access to aging population)

Respondent # 857 • 7/14/2022 Preference indicated: Strongly support Alternative B

I use my Class 1 e-bike for commuting and recreation, but mainly commuting. Alt B, I believe strikes a balance that most people can agree, i.e. a good compromise.

Respondent # 862 • 7/14/2022 Preference indicated: Somewhat support Alternative B

Please do not allow them anywhere West of 93 / 36.

Respondent # 863 • 7/14/2022 Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Perhaps there could be a speed limit? After hip surgery and a baby the ebike allows me to still get her outdoors exploring even with hills, and I'd like to expand that access. I am often passed by non-electric bikes going much faster..

Respondent # 870 • 7/14/2022 Preference indicated: Somewhat support Alternative B

You forgot to include Unincorporated Boulder residents in your survey!

Respondent # 875 • 7/14/2022 Preference indicated: Somewhat support Alternative B

I worry about excessive speed and bike weight with e-bikes. While I don't know what the solution is, we need to start thinking and planning for this.

Respondent # 885 • 7/14/2022 Preference indicated: Strongly support Alternative B

Let all ride

Respondent # 888 • 7/14/2022 Preference indicated: Somewhat support Alternative B

E Ike's are quiet and really don't go very fast

Respondent # 892 • 7/14/2022 Preference indicated: Somewhat support Alternative B

One thing I don't like about all plans is that dirt paths, like the dirty bismarck, are allowed for e-bikes. This is not low-impact! Biking has a huge impact on dirt trails, and allowing electric motorcycles on single track creates problems IMO.

Respondent # 893 • 7/14/2022 Preference indicated: Strongly support Alternative B

People over the age of 60 should be allowed to eBike anywhere where bikes are allowed.

Respondent # 900 • 7/14/2022 Preference indicated: Somewhat support Alternative B

Ebikes cause no more damage than regular bikes. Ebikes are overwhelmingly ridden by seniors or others for whom riding regular bikes is hard or impossible. It really is a fairness issue. Don't discriminate against us just because of age or infirmity.

Respondent # 905 • 7/14/2022 Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

We need more people on ebikes and I hope that access on trails will Menander more people riding to trails instead of driving.

Respondent # 913 • 7/14/2022 Preference indicated: Strongly support Alternative B

I am 79 and would like to access areas that are beyond my capabilities now

Respondent # 919 • 7/14/2022 Preference indicated: Somewhat support Alternative B

We have 2 e-bikes in our home and love love love riding them as an alternative to driving. I would also be in support of option C - to at least help with connectors.

Respondent # 920 • 7/14/2022 Preference indicated: Strongly support Alternative B

I know a number of people with disabilities who can only continue to bike commute and get out biking for pleasure due to e-bikes. I also have seen a lot of anecdotal evidence that young people are co-commuting to school and activities on ebikes

Respondent # 923 • 7/14/2022 Preference indicated: Somewhat support Alternative B

I have ridden on Boulder roads and trails at least 3x a week for over 20 years. My biggest concern over e-bikes is the excessive speed that some of them go. We need stronger enforcement of bike rules especially over e-bike speed.

Respondent # 924 • 7/14/2022 Preference indicated: Somewhat support Alternative B

some e bikes are almost as big as dirt bikes. I can envision conflict with walkers on some of our narrower trails, especially on marshal mesa trail.

Respondent # 929 • 7/14/2022 Preference indicated: Strongly support Alternative B

Be great, just amazing, to police the speed on bike paths. Love and own an eBike, and the speed of many riders is scary.

Respondent # 932 • 7/14/2022 Preference indicated: Somewhat support Alternative B

lumping all e-bikes in to single category is a challenge. The different speeds associated with different classes alter the possible terrain. Too fast along with pedestrians and others is recipe for accidents.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 934 • 7/14/2022 Preference indicated: Strongly support Alternative B

I am not sure how they are any different from non-e-bikes. Speed is the bigger issue.

Respondent # 938 • 7/14/2022 Preference indicated: Strongly support Alternative B

Speed limit enforcement on shared bike-pedestrian paths would be helpful -- I would like to see use of the speed limit signs with the radar saying "your speed is" -- pedestrians think bikes are going faster than they are, and bikers think they are slow...

Respondent # 940 • 7/14/2022 Preference indicated: Strongly support Alternative B

Consider allowing only Class I and II ebikes with the the sticker required by Colorado law.

Respondent # 948 • 7/14/2022 Preference indicated: Strongly support Alternative B

Ebikes have rejuvenated my husband and I mountain biking love of over 30 years. Because of medical issues it has allowed him to bike again. E bikes don't mean going faster for us but returned our biking abilities to when we were 30 again.

Respondent # 959 • 7/14/2022 Preference indicated: Somewhat support Alternative B

Class 1 ebikes should be the only type of ebike allowed!

Respondent # 963 • 7/14/2022 Preference indicated: Somewhat support Alternative B

Class 1 & 2 e-bikes should be acceptable on concrete and paved bikeways and paths. Only Class 1 e-bikes should be acceptable on dirt trails.

Respondent # 964 • 7/14/2022 Preference indicated: Somewhat support Alternative B

1. Speed limits need to be posted. 2. Only pedal assist should be allowed. Most of the E-Bikes I see around town are driven like mopeds with no pedaling. 3. Riders should be REQUIRED to use a bell to alert other traffic while passing.

Respondent # 967 • 7/14/2022 Preference indicated: Somewhat support Alternative B

All e bike should be required to have a bell. All ebike riders should be required to use the bell when passing anyone on a trail or path.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 968 • 7/14/2022 Preference indicated: Strongly support Alternative B

I appreciate the class 1 and 2 limitations. I've never encountered any monitoring though and I'm certain I've encountered class 3 and/or out of class bikes traveling 28+ mph. Any policy should have some element of enforcement.

Respondent # 970 • 7/14/2022 Preference indicated: Somewhat support Alternative B

Ebikes open up riding to more people who would otherwise not ride or exercise. Ebikes also help people reduce car-vehicle trips. Regulations should focus more on right of way, etiquette, speed limits, not banning any form of bike transportation.

Respondent # 973 • 7/14/2022 Preference indicated: Somewhat support Alternative B

All pedal assist bikes should be treated as bicycles. The distinction between 20 and 28 max. mph. assist is convenient but not a solution. Strict safety rule and enforceable speed limits would more fairly address speed concerns. an answer without the

Respondent # 974 • 7/14/2022 Preference indicated: Somewhat support Alternative B

I commute into Central Boulder from Gunbarrel before the first bus runs. I bike most of the time. As my arthritis gets worse I've been considering an e-bike. I just can't afford I currently. But soon I hope.

Respondent # 975 • 7/14/2022 Preference indicated: Somewhat support Alternative B

OSMP's Trailhead Signage needs significant upgrades warning bikers to slow down when passing pedestrians and pets. On the South Boulder Creek trail, my off-leash dog and I regularly encounter bikers going 10-15 mph, and e-bikers going 20+mph w/o slowing.

Respondent # 978 • 7/14/2022 Preference indicated: Strongly support Alternative B

I like the idea of option B since it opens up the wider trails and commute corridors to bikes, but avoids the potential conflict on OSMP's already very limited mountain trails.

Respondent # 985 • 7/14/2022 Preference indicated: Strongly support Alternative B

It takes an elite athlete to be able to climb Chapman drive and other areas. Allowing gentle exercise to the more general public is very important to me. I do not want Boulder to be elite athlete only. Plus my mom likes to ride ebikes but can't reg.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 986 • 7/14/2022

Preference indicated: Somewhat support Alternative B

I feel that e-bikes are a great solution for many. The problem that I see is appropriate speed and trail courtesy. I see no reason to limit e-bike use if these issues can be appropriately addressed. This is a larger issue that just Boulder.

Respondent # 991 • 7/14/2022

Preference indicated: Strongly support Alternative B

It's true that ebikes can be disruptive but that's also true of any thoughtless user, eg: Bikes not using a bell & walkers taking up the whole trail. It's the person not the bike. More outreach is needed for all users-maybe a pamphlet with each bike sold.

Respondent # 1017 • 7/14/2022

Preference indicated: Somewhat support Alternative B

Generally apprehensive because of the vast amount of various forms of "traffic" already in place.

Respondent # 1021 • 7/14/2022

Preference indicated: Strongly support Alternative B

Will be increasingly used for shopping and other errands, reducing air pollution.

Respondent # 1022 • 7/14/2022

Preference indicated: Somewhat support Alternative B

Should allow more miles than just option B. Additionally, there should be an e-bike registration and/or licensing process within the County to ensure riders understand the risks to themselves and others.

Respondent # 1026 • 7/14/2022

Preference indicated: Strongly support Alternative B

I support any alternative that opens South Boulder Creek path from Table Mesa to the US 36 is good as it allows access to the US 36 path without having to deal with the GAWDAWFUL 36/Table Mesa intersection.

Respondent # 1029 • 7/14/2022

Preference indicated: Somewhat support Alternative B

They allow greater access to a more diverse population

Respondent # 1032 • 7/14/2022

Preference indicated: Strongly support Alternative B

I have found that ebikes are a wonderful option for so many folks, and they should be allowed on as many trails as possible to help with continuous routes and equitable access.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1042 • 7/14/2022

Preference indicated: Somewhat support Alternative B

I support the use of e-bikes broadly, but as a cyclist I am VERY concerned about the lack of understanding about e-bike safety around other bikes. I very strongly recommend a licensing program with safety and etiquette components for e-bike users.

Respondent # 1049 • 7/14/2022

Preference indicated: Strongly support Alternative B

e-bikes are a great way to have folks experience the trails and surrounding areas. They are no more an issue than regular bikes on trails. All depends on the user.

Respondent # 1051 • 7/14/2022

Preference indicated: Somewhat support Alternative B

I do worry about how big and powerful some ebikes are becoming. At one point do they become electric dirt bikes/motorcycles. I think there is probably a power limit that should be in place. I have seen bikes on creek path borderline unsafe.

Respondent # 1057 • 7/14/2022

Preference indicated: Strongly support Alternative B

Who decided to limit their use in the first place? I am a 73 year old female who has ridden the South Boulder Creek Path for years on my regular bikes, but now that I have an e-bike that isn't allowed! Why?

Respondent # 1060 • 7/14/2022

Preference indicated: Strongly support Alternative B

People with e-bikes tend to be less gonzo.

Respondent # 1061 • 7/14/2022

Preference indicated: Strongly support Alternative B

Unfortunately, not all E bikes are the same. I have witnessed too many inappropriate town Dash style E bikes traveling on OSMP trails against regulations. Particularly at Chapman. I believe more work needs to be done by the industry and cities to classify

Respondent # 1062 • 7/14/2022

Preference indicated: Somewhat support Alternative B

They are more difficult to gauge for pedestrians since riders can ride them erratically.

Respondent # 1072 • 7/14/2022

Preference indicated: Somewhat support Alternative B

Take it slowly in implementing this. Even for option B, maybe start by opening it up to a few trails and see if there are lessons to be learned.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1077 • 7/14/2022

Preference indicated: Strongly support Alternative B

E-bikes have gotten more people out for exercise and are reducing car trips. Using the paths makes sense for safety and for enjoyment. The current patchwork of where they're allowed to ride is hard to follow; consistency is needed!

Respondent # 1079 • 7/14/2022

Preference indicated: Strongly support Alternative B

Not your department I'm sure, but please consider a rebate program for the purchase of ebikes. You can limit it to specific income levels, since I know for many lower income residents of Boulder the need is greater.

Respondent # 1082 • 7/14/2022

Preference indicated: Strongly support Alternative B

I would support this for class 1 ebikes

Respondent # 1083 • 7/14/2022

Preference indicated: Somewhat support Alternative B

An option would be to invoke speed limits for e-bike users

Respondent # 1090 • 7/14/2022

Preference indicated: Somewhat support Alternative B

I think a speed limit on trails would help, class 1 and 3 need the person to pedal, class 2 you do not. I think mountain bike trails should be different than commuter trails

Respondent # 1097 • 7/14/2022

Preference indicated: Somewhat support Alternative B

All bikes including ebikes should be required to to having a working 'bell' which they use, and should be ticketed for not having a bell. This comment also applies to all bikes on all roads and routes in the city.

Respondent # 1099 • 7/14/2022

Preference indicated: Strongly support Alternative B

City of Boulder is way behind Denver ironically. Get the incentives going yesterday.

Respondent # 1107 • 7/14/2022

Preference indicated: Somewhat support Alternative B

As a 23 year resident and ebike owner, I'm concerned that e-bikes dilute and spoil the experice of true cycling. E-biking is not cycling!! Novel products should not overly influence the current cyling and pedestrian network that took decades to build.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1108 • 7/14/2022

Preference indicated: Strongly support Alternative B

I feel that Alternative A is going too far right now but that it could be appropriate in the future, especially if Alternative B proves successful in practice. Alt B is also fairly consistent with Boulder County regulations.

Respondent # 1112 • 7/14/2022

Preference indicated: Somewhat support Alternative B

I have an e-bike and a regular bike, and bike frequently. Right now, Boulder Cyn is basically open to e-bikes, since there is no enforcement. We desperately need signage about speed limit, & regs, as well as enforcement. Otherwise this is moot.

Respondent # 1113 • 7/14/2022

Preference indicated: Strongly support Alternative B

Pedal-assist bikes, I hope, and not motorized bikes

Respondent # 1114 • 7/14/2022

Preference indicated: Strongly support Alternative B

We live in a hilly town with an aging population so ebikes are a necessity for many of our citizens. Alternative B is a nice compromise.

Respondent # 1115 • 7/14/2022

Preference indicated: Strongly support Alternative B

Reduces cars

Respondent # 1116 • 7/14/2022

Preference indicated: Strongly support Alternative B

My husband was an avid mtn biker in the past. He's now 68 and has lung cancer. He still loves to bike but needs the assist. I'm a wimpy biker but LOVE being on my ebike/staying out of a car. I'd hope oldbikers would have sense to stay off difficult trails

Respondent # 1117 • 7/14/2022

Preference indicated: Strongly support Alternative B

I have ridden an e bike for 2 years. I live by Eban Fine Park and commute to Lafayette on my e bike 2x per week. I am 75 years old and am frequently passed by riders on non bikes. Put up signs that the speed limit on the Boulder Creek bike path is 15

Respondent # 1120 • 7/14/2022

Preference indicated: Strongly support Alternative B

Please allow them.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1121 • 7/14/2022

Preference indicated: Strongly support Alternative B

I hate having to load up in the car on the ebike when I could just ride from town to betasso. Also for my parents, they like to ebike but aren't allowed to go up chapman will. They are no longer in enough shape to do so.

Respondent # 1123 • 7/14/2022

Preference indicated: Strongly support Alternative B

Yes Jeffco allows ebikes on all biking trails. I see it as progressive and inclusive. Why are we making boulder areas athletes only?

Respondent # 1124 • 7/14/2022

Preference indicated: Somewhat support Alternative B

I'm in favor of E-bikes to increase access for people with different abilities, but concerned about pedestrian/bicycle conflicts. Please enforce speed limits (e.g., 12 mph, which is a top speed for all but the most elite runners).

Respondent # 1129 • 7/14/2022

Preference indicated: Somewhat support Alternative B

It would be nice if bikes/bikers, whether self-propelled or electric, would be subject to a max speed which would be enforced; I have a friend who moved to suburban Longmont from Boulder because she felt uncomfortable on Bldr paths due to aggressive bike

Respondent # 1130 • 7/14/2022

Preference indicated: Somewhat support Alternative B

I am 60 years old and a mountain biker. I feel mixed about adding e-bikes to the mix just because there is such a limited volume of trails open to bikes of any kind. As a result, I expect there will be more trail user conflicts.

Respondent # 1133 • 7/14/2022

Preference indicated: Somewhat support Alternative B

e-bikes are just as safe as other bikes

Respondent # 1135 • 7/14/2022

Preference indicated: Strongly support Alternative B

Am in my mid 70's and have had an e-bike for more than 5 years. They are fun to ride and are the easiest way to get around Boulder. Beats riding around in a car any day!

Respondent # 1141 • 7/14/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Speed limits on path perhaps? e-bikes and even scooters on paths are frequently going very fast. I hope trail access disincentivizes riders from sidewalks, like 17th street to CU sidewalk, where they are difficult for drivers to see and react to.

Respondent # 1145 • 7/14/2022

Preference indicated: Strongly support Alternative B

As a 63 year old e-bike rider, I would like to see as many path options as possible, with the proviso that speeding riders who endanger pedestrians (regardless of how the bike is powered) should be regulated.

Respondent # 1150 • 7/14/2022

Preference indicated: Somewhat support Alternative B

Ebikes allow folks to get out and enjoy this beautiful area without having to worry that they won't have the stamina of an Olympian to get home.

Respondent # 1153 • 7/14/2022

Preference indicated: Strongly support Alternative B

Signs will need to be posted throughout to make sure people understand the rules. Would these include the B-cycles? I don't think those are the best for going up-hill or on uneven terrain, and they also don't come with helmets, so I'm worried about safety

Respondent # 1157 • 7/14/2022

Preference indicated: Somewhat support Alternative B

Why is the question only about Alternative B??

Respondent # 1159 • 7/14/2022

Preference indicated: Somewhat support Alternative B

I wish there was enforcement of the speed limit on bike paths

Respondent # 1160 • 7/14/2022

Preference indicated: Strongly support Alternative B

I support them! I just feel against the throttle e bikes. It feels like there is a fine line between a motorcycle and a bike. I would prefer e bikes to be defined as devices where one pedals and have a speed limiter on the e assist.

Respondent # 1161 • 7/14/2022

Preference indicated: Somewhat support Alternative B

Although Class 1 and 2 share a top speed of 20 miles per hour, Class 2 ebikes are fully motorized and operate with a throttle. I don't believe this is a bike. I would prefer that only Class one ebikes be allowed.

Respondent # 1163 • 7/14/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Riding my ebike allowed me to recover from a ruptured disc much faster. I view ebikes as medical devices and there should be no restrictions to where they can go if a regular bike is allowed

Respondent # 1165 • 7/14/2022

Preference indicated: Somewhat support Alternative B

I think Alt. B or any of the other Alts. can work, provided that you ensure there is enforcement of the rules. I don't single out OSMP from the entire City, but I have never seen any biker on any City corridor "pulled over" for an infraction. Best wishes!

Respondent # 1171 • 7/14/2022

Preference indicated: Strongly support Alternative B

Many other counties and cities have no E bike restrictions on the trails and they are getting along just fine, with no increase in complaints or safety issues. The reasons for evoke restrictions are just not valid dated by experience

Respondent # 1172 • 7/14/2022

Preference indicated: Strongly support Alternative B

They are part of the changing bike scene in Boulder that allows more people to enjoy the bike trails.

Respondent # 1173 • 7/14/2022

Preference indicated: Somewhat support Alternative B

unfortunately, there are ebikes that are not pedal assist that are more like motorcycles with 25-30 mph top speeds. use of these ebikes on bike trails or multiuse trails will result in a significant increase in serious crashes and a large safety issue

Respondent # 1176 • 7/14/2022

Preference indicated: Strongly support Alternative B

Not encouraging use of ebikes would be counter to Boulder's progressive values and commitment to environmentally positive choices.

Respondent # 1180 • 7/14/2022

Preference indicated: Somewhat support Alternative B

I appreciate the thoughtful way in which this proposal was framed, and the emphasis on equity and access. My primary concern with e-bikes is on singletrack trails, as I believe having e-bikes will detract from the experience and lead to passing issues

Respondent # 1181 • 7/14/2022

Preference indicated: Somewhat support Alternative B

Some E Bike riders are not following the rules of the road and should get get tickets.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1186 • 7/15/2022

Preference indicated: Strongly support Alternative B

This is long overdue. Please implement it quickly. I believe that many e-bike riders are already using the now prohibited trails without any downside effects.

Respondent # 1189 • 7/15/2022

Preference indicated: Somewhat support Alternative B

Assuming we don't have to ride in the streets-ebikes get us out for errands without a car. But we almost always have to divert ourselves into the street and I just don't trust the other car drivers very much

Respondent # 1192 • 7/15/2022

Preference indicated: Somewhat support Alternative B

E bikes do not tear up trails or cause excessive accidents over other bikes. they allow more people to access the outdoors who thought they couldn't ride any longer.they are the future and we should get on board.

Respondent # 1196 • 7/15/2022

Preference indicated: Somewhat support Alternative B

My biggest concern is speed. How does one keep speeds down?

Respondent # 1198 • 7/15/2022

Preference indicated: Strongly support Alternative B

I think ebikes on any non-singletrack trail is a no-brainer. Chapman and Boulder Creek trails not allowing ebikes is clearly just a policy simplicity approach. I don't think Hall or Betasso need ebike access.

Respondent # 1200 • 7/15/2022

Preference indicated: Strongly support Alternative B

You need to differentiate between various types of bikes. There's the super light 35 Newton meter mountain bikes . There's also full throttle go fast machines. Consider a weight limit or a zone of impact type of analysis.

Respondent # 1204 • 7/15/2022

Preference indicated: Somewhat support Alternative B

Thank you for the research and opportunity to be heard.

Respondent # 1209 • 7/15/2022

Preference indicated: Strongly support Alternative B

Adding protected bike lands instead of managing increased usage of recreation multi use paths is the better option. But for now, ebikes should be allowed and to anticipate problems, clear speed, possibly bike weight limits enforced.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1216 • 7/15/2022

Preference indicated: Somewhat support Alternative B

According to Tahoe National Forest, trails that open to and heavily used by mountain biking enthusiasts, will not measurably alter current patterns of use, or create additional displacement of other user groups that currently recreate on those trails.

Respondent # 1218 • 7/15/2022

Preference indicated: Somewhat support Alternative B

I think e-bikes help to get people out of cars. In general, as a pedestrian on all trails, I avoid trails that allow bikes. Therefore, I don't think I'll be negatively impacted by expanding e-bike access.

Respondent # 1224 • 7/15/2022

Preference indicated: Strongly support Alternative B

I use both an ebike and a conventional bike. Commuting on bike is much better than auto.

Respondent # 1229 • 7/15/2022

Preference indicated: Strongly support Alternative B

I was so happy to read that Boulder was considering expanding access to trails for ebikes. Jeffco has much more access and I think it is smart to expand access to reduce use of cars and allow people with disabilities more options

Respondent # 1231 • 7/15/2022

Preference indicated: Strongly support Alternative B

More e-bikes riders will increase overall support and usage of non-car modes of transit, which is great!

Respondent # 1233 • 7/15/2022

Preference indicated: Somewhat support Alternative B

I bike a lot. Many e-bike users speed and are often dangerous to others. With more use I hope greater education and enforcement. As a driver they often come into often blind intersections faster.

Respondent # 1234 • 7/15/2022

Preference indicated: Strongly support Alternative B

I ride a non e-bike on these trails multiple times a week. Would love to see folks on e-bikes be able to have the same access!

Respondent # 1235 • 7/15/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

E-bikes are the future for many people who can't or choose not to ride regular bikes. Boulder Open Space already discriminates against bikes very heavily, discouraging biking in Boulder. Help slightly right this wrong by making it easier to use an e-bike

Respondent # 1236 • 7/15/2022

Preference indicated: Strongly support Alternative B

As a regular inline skater on the Boulder Creek Path, (usually from Kids Fishing Pond near 6th St. courthouse to 55th St.), sharing path with e-bikers is nicer than sharing w/ regular bikers. E-bikers I see on path are generally older & more patient.

Respondent # 1245 • 7/15/2022

Preference indicated: Strongly support Alternative B

eBikes are wonderful, healthy and environmentally friendly. Most problems on trails are from people riding old fashion bikes without a battery

Respondent # 1247 • 7/15/2022

Preference indicated: Strongly support Alternative B

A majority of people using e-bikes do not abuse the use of them. Do not let a few people who may ride them inappropriately ruin it for the majority (I don't even own an e-bike)

Respondent # 1248 • 7/15/2022

Preference indicated: Strongly support Alternative B

My wife and I are about to purchase e-bikes to be able to most of our Boulder errands and commuting by bike and to avoid purchasing a second car. We are in our 60s and need electric assist to make it possible. We'll need more access to trails, not less.

Respondent # 1251 • 7/15/2022

Preference indicated: Somewhat support Alternative B

I ride a regular bike frequently on multi-use paths. E-bikes are getting much beefier, faster and more common. Also, some riders are not as skilled. I do not feel as safe on the paths but do support ebikes. Can you find a way to keep them under control?

Respondent # 1257 • 7/15/2022

Preference indicated: Strongly support Alternative B

Yo avoid buying a second car, we are planning on buying e-bikes for commuting and getting groceries and supplies.

Respondent # 1260 • 7/15/2022

Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

As an older woman, this is my enjoyment and access the the area. I highly support allowing the use of ebikes. They are not motorcycles.

Respondent # 1268 • 7/15/2022

Preference indicated: Strongly support Alternative B

Ebikes should be encouraged to use to reduce driving.

Respondent # 1278 • 7/16/2022

Preference indicated: Strongly support Alternative B

I am 64 yrs. old and have ridden my bike all my life. As I get older an e-bike gives me that extra boost to want to keep riding without wearing myself out. I feel that if I ride the trail with other non e-bikers and am respectful there is virtually no dif

Respondent # 1283 • 7/16/2022

Preference indicated: Strongly support Alternative B

I ride to work, regularly, using the trail along 36 from Broomfield to Table Mesa. I would ride even more if given access to other trails. I am older and have asthma, so my level 1 assist bike is how I am able to manage the changes in elevation.

Respondent # 1287 • 7/16/2022

Preference indicated: Somewhat support Alternative B

It is dangerous to be walking on a multi use trail already. Electric bikes only make more unsafe. Cyclists already behave like they own the trails.

Respondent # 1288 • 7/16/2022

Preference indicated: Somewhat support Alternative B

A distinction should be made between commuting and recreational use. All commuting routes should allow e-bikes. There are a couple sections of paved path that officially do not allow e-bikes, which makes no sense and is ignored in practice.

Respondent # 1290 • 7/16/2022

Preference indicated: Strongly support Alternative B

We've had e bikes for years, and always get the nastiest comments by regular bike users. Our e bikes have allowed us to cut down on thousands of miles of car use around town, and the reality is I am always being passed by 'normal' bikers.

Respondent # 1291 • 7/16/2022

Preference indicated: Strongly support Alternative B

E-bikes will help reduce car traffic

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1298 • 7/16/2022

Preference indicated: Strongly support Alternative B

Keeps me out of my car! Local trails are great - except for downtown. 30th and 28th are a shot show!!(

Respondent # 1311 • 7/16/2022

Preference indicated: Strongly support Alternative B

I hope eventually all paths open to bicycles will be open to ebikes. Increasing disability with aging means I can't hike like I once did. Me at age 65 on my ebike (class 2) is not going faster than younger or stronger people on regular bikes..

Respondent # 1325 • 7/16/2022

Preference indicated: Strongly support Alternative B

Please keep Chapman drive as an option

Respondent # 1335 • 7/17/2022

Preference indicated: Strongly support Alternative B

It's a great way to commute further distances. And I support it for city and county travel. I don't like it on XC mtb trails though. Yet

Respondent # 1348 • 7/17/2022

Preference indicated: Somewhat support Alternative B

I believe that there needs to be a re-classification of e-bikes to distinguish between those that have only electric assist and those that allow a self-propel mode.

Respondent # 1358 • 7/17/2022

Preference indicated: Strongly support Alternative B

Class 1 and 2 E-bikes expand opportunities for commuting and recreation by people who may not initially be physically able to do so with a traditional bicycle. E-bikes do not impact trails more than other bikes and should have the same rules everywhere.

Respondent # 1360 • 7/17/2022

Preference indicated: Strongly support Alternative B

Boulder is an extremely unfriendly city to those with disabilities and senior citizens. I would like to see this change. We need to value and support those with disabilities. Ebikes give people a chance to be outside with they otherwise couldn't be.

Respondent # 1372 • 7/17/2022

Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

I think we should consider the different ratings of ebikes. I'm a little concerned about safety for people going to fast or being reckless. Speed limits may be I

Respondent # 1375 • 7/17/2022

Preference indicated: Somewhat support Alternative B

Global warming is the number one problem facing the world it would seem. E-bikes are fantastic replacement for car travel in Boulder. I would like to see a culture of cycling created. Recreation not just commuting. One leads to the other.

Respondent # 1376 • 7/18/2022

Preference indicated: Strongly support Alternative B

E bikes make biking available to those that are not athletes but want exercise and help the environment. Make them accessible everywhere .

Respondent # 1378 • 7/18/2022

Preference indicated: Somewhat support Alternative B

please allow ebikes on on trails and suggest all riders have instruction in trail manners

Respondent # 1381 • 7/18/2022

Preference indicated: Somewhat support Alternative B

Add speed limit reasonable with conditions

Respondent # 1384 • 7/18/2022

Preference indicated: Strongly support Alternative B

E-bikes have made me fall in love with biking again. I want to be able to explore the great options in Boulder County responsibly, and ensure more people can access these great open spaces!

Respondent # 1385 • 7/18/2022

Preference indicated: Strongly support Alternative B

It is the future and it is here now

Respondent # 1388 • 7/18/2022

Preference indicated: Strongly support Alternative B

E-bikes are nearly as ubiquitous as regular bikes now. They encourage more people to get out and exercise which in turn improves the overall health of our community. Open space needs to be inclusive of people of all abilities, e-bikes should be included

Respondent # 1389 • 7/18/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

More needs to be done by bike retailers to make e-bike users better aware of rules, regulations and etiquette on multi use trails. Currently e-bikes are being illegally ridden on many trails. Signs should be clear at trailheads whether e-bikes are allowed

Respondent # 1390 • 7/18/2022

Preference indicated: Strongly support Alternative B

None

Respondent # 1394 • 7/18/2022

Preference indicated: Strongly support Alternative B

E-bikes help people commute farther, but are a hazard for walkers. Please limit e-bike speed on multi-use trails and require bikers to use a bell or similar when coming up behind walkers.

Respondent # 1399 • 7/18/2022

Preference indicated: Strongly support Alternative B

E-bikes are allowed in all state parks and many open space areas (JeffCo, for example). Boulder should adopt rules allowing e-bike use, this is a good first step.

Respondent # 1403 • 7/18/2022

Preference indicated: Somewhat support Alternative B

To be clear, I am a mtn biker. E bikes present a user conflict issue based on speed. There are ebikes that are essentially electric motorcycles on our bike paths using excessive speeds, and causing conflict.

Respondent # 1405 • 7/18/2022

Preference indicated: Strongly support Alternative B

I have an electric assist family cargo bike and it has replaced a car. I want to be able to bike on the south boulder creek trail, near my house, legally, so I can get to the places that we go on a regular basis.

Respondent # 1412 • 7/18/2022

Preference indicated: Strongly support Alternative B

I recently rode an e-bike for the first time, & it was a revelation! I fatigue easily due to a disability- would be thrilled to ride without worrying I won't be able to get home. I support accessibility on open space for ALL. E-bikers are well-behaved.

Respondent # 1414 • 7/18/2022

Preference indicated: Strongly support Alternative B

As an avid cyclist for 48 years I STONGLY believe in eBikes providing equal riding access by aging populations. Class 1&2 eBikes are designed to coexist with traditional bikes and do NOT pose any additional impact to the environment or enjoyment by others

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1415 • 7/18/2022

Preference indicated: Strongly support Alternative B

Please make it possible to commute from Gunbarrel & Niwot to Boulder via ebike without riding with car traffic for 1.5 miles on 61st and Valmont. The speed limit on 61st is 40mph and there isn't even a painted bike lane.

Respondent # 1417 • 7/18/2022

Preference indicated: Strongly support Alternative B

Open space is supposed to be inclusive for everyone to use. E-Bikes are opening doors and capabilities for many that no longer can ride a completely manual type bike. This opens so many paths and reduces dangers on the public roads with cars!!

Respondent # 1425 • 7/18/2022

Preference indicated: Somewhat support Alternative B

E bikes are great equalizers. People do need to pay attention to speed, especially when ascending quicker than expected. Also I have noted Slower response in adjusting to other users by e bike users than regular bike users.

Respondent # 1426 • 7/18/2022

Preference indicated: Strongly support Alternative B

While I understand that there is a problem w increased traffic on single track, there seems no reason to keep them off areas such as Chapman—wide road. The city runs the risk of fencing residents off the trails that they support w their tax dollars. I

Respondent # 1428 • 7/18/2022

Preference indicated: Strongly support Alternative B

Ebikes are a fantastic way to exercise and get outside. They provide users of all ages and abilities the opportunity to experience places they might not otherwise see.

Respondent # 1432 • 7/18/2022

Preference indicated: Strongly support Alternative B

I would only like to see the pedel assist E-Bikes on trails. E-Bike with throttles should not be mixed with walkers

Respondent # 1435 • 7/18/2022

Preference indicated: Strongly support Alternative B

in 3-5 years, you won't be able to tell the difference between analog and electric

Respondent # 1448 • 7/19/2022

Preference indicated: Strongly support Alternative B

There is too much prejudice among the biking community and Boulder County staff against e-bikes. There isn't single, good, rational or evidenced-based argument against their use on all trails currently accessible by bicycle.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1449 • 7/19/2022

Preference indicated: Strongly support Alternative B

What are the reasons why you wouldn't allow ebikes? Are their studies showing they cause more harm than regular bikes? As far as I can see they bring the enjoyment of biking to far more people without any difference in impact. Ie same rubber tires on the

Respondent # 1453 • 7/19/2022

Preference indicated: Somewhat support Alternative B

I mostly visit Teller Farms on my bike with my dog. We already have a problem with over-testosteroned bikers speeding through there and not yielding the right of way as required by law. I am also older and considering an ebike.

Respondent # 1459 • 7/19/2022

Preference indicated: Strongly support Alternative B

Ebikes are the largest growing bike sales atm. They are inclusive and help people get out and exercise. Embrass them and encourage people to ride bikes

Respondent # 1462 • 7/19/2022

Preference indicated: Strongly support Alternative B

More bikes the better

Respondent # 1463 • 7/19/2022

Preference indicated: Somewhat support Alternative B

It's just another bike. The bike paths around town don't feel any. Unsure to me than they did 15 years ago before e bikes even existed. Plus at this point I'm my experience most people who ride e bikes are completely oblivious to their rules.

Respondent # 1466 • 7/19/2022

Preference indicated: Somewhat support Alternative B

I have had a knee replacement and looking at replacing my other knee. My e-bike allows me to recreate where otherwise I could not. Please let me increase the number of trails that I can use.

Respondent # 1469 • 7/19/2022

Preference indicated: Strongly support Alternative B

I'm 62. I started using my ebike two years ago - it's a type 2. I can exercise to the limits of my ability and still be able to throttle out if I cannot pedal. I'm against the sport use because Of riders who flaunt the regs.

Respondent # 1475 • 7/19/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

As an avid cyclist it would be great to allow those with ebikes access to the same trails I get access to. It allows everyone an equal opportunity to experience boulder

Respondent # 1485 • 7/19/2022

Preference indicated: Strongly support Alternative B

I've always been confused about why ebikes were banned on bike trails. It feels judgmental and ableist. I am glad that the city is considering allowing them.

Respondent # 1491 • 7/19/2022

Preference indicated: Strongly support Alternative B

Ebikes allow those with disabilities to equally enjoy biking in our beautiful city and reduce traffic. Using a regular bike can be exhausting for those with disabilities.

Respondent # 1497 • 7/19/2022

Preference indicated: Strongly support Alternative B

My biggest concern with e-bikes is overuse. An e-biker can cover

Respondent # 1503 • 7/20/2022

Preference indicated: Somewhat support Alternative B

The bikes are already on every trail which allow bikes. Without clear regulations, they will only continue to eschew current rules

Respondent # 1504 • 7/20/2022

Preference indicated: Strongly support Alternative B

If there isn't a danger concern, e-bikes should be allowed wherever regular bikes can go. Accessibility is key to a happy population. Everyone deserves to enjoy what Boulder has to offer.

Respondent # 1506 • 7/20/2022

Preference indicated: Strongly support Alternative B

I would use my ebike to access the boulder creek canyon, to fish instead of drive my vehicle because it is illegal in its current condition.

Respondent # 1509 • 7/20/2022

Preference indicated: Strongly support Alternative B

I commute on an ebike using the canyon, and regularly receive abusive comments from drivers telling me to get off the road and use the path. That includes rolling coal and close brushbacks when there is no oncoming traffic.

Respondent # 1511 • 7/20/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Class 3 e-bikes should not be allowed on trails. They are too fast which will create user conflicts.

Respondent # 1513 • 7/20/2022

Preference indicated: Somewhat support Alternative B

Both my husband and I recently switched over to ebikes due to age / inability to keep up with him anymore. We both love our ebikes and what it does for us as a couple.

Respondent # 1521 • 7/20/2022

Preference indicated: Somewhat support Alternative B

I see little difference between an e-bike on a trail and a conventional bike powered by a large/fast rider. It's more about know when/where it's okay to ride fast than the type of equipment.

Respondent # 1523 • 7/20/2022

Preference indicated: Somewhat support Alternative B

I support e-bikes as an equitable and climate-friendly technology. My concerns are their potential higher speeds and potential impacts on trails due to their speed and weight and increased trail traffic due to improved access.

Respondent # 1527 • 7/20/2022

Preference indicated: Strongly support Alternative B

While I agree with allowing ebikes on these trails, I do feel there should be a class limit to restrict the lowest MPH allowed. Perhaps setting a speed limit would help.

Respondent # 1534 • 7/20/2022

Preference indicated: Strongly support Alternative B

Instead of worrying about e-bikes which are essentially just a quiet as regular bikes, I would like to see efforts put forth to better educate the biking population in general about trail use and etiquette, especially when it comes to approaching horses.

Respondent # 1545 • 7/20/2022

Preference indicated: Somewhat support Alternative B

Some Ebikes are nearly as fast as motorized scooters and are ridden with little discretion for pedestrians. Bike Paths are not highways for bikes and pedestrians need to be given right of way. A bike that can go without pedaling should be treated as motor

Respondent # 1546 • 7/20/2022

Preference indicated: Strongly support Alternative B

Ebikes are essential for the disabled community

Respondent # 1551 • 7/20/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Rather than Class 1 and Class 2, why don't we relabel bikes as « e-assist » or « full-on E » ? So with e-assist, you must pedal, whereas « full-on e » are just little mopeds. I support only e-assist bikes! Mopeds belong only on streets!!!!

Respondent # 1558 • 7/20/2022

Preference indicated: Strongly support Alternative B

We have had eBikes for several months, and have found that as Seniors, it has opened up many of the routes we used to be able to enjoy but cannot any longer, yet still benefit from exercise and fresh air.

Respondent # 1563 • 7/20/2022

Preference indicated: Somewhat support Alternative B

Ebikes are quiet and safe, and impact no one

Respondent # 1572 • 7/20/2022

Preference indicated: Strongly support Alternative B

Use of e-bikes is going to increase exponentially. We need to make sure to increase access to more trails and bike paths so that people of all abilities can participate in this new way of transportation.

Respondent # 1575 • 7/20/2022

Preference indicated: Somewhat support Alternative B

It's gets us out exercising at our age where we didn't before!

Respondent # 1580 • 7/20/2022

Preference indicated: Somewhat support Alternative B

I have asthma and I'm 61, but I still love using my ebike for recreation. I can go a lot of places that I'm just not fit enough to go on a regular bike

Respondent # 1584 • 7/20/2022

Preference indicated: Somewhat support Alternative B

Although it would be difficult to enforce, ebikes allowed should be those with pedal assist only not the types with a throttle that allows the user to use it like an electric motorcycle. It is too easy to lose control and go too fast on trails.

Respondent # 1585 • 7/20/2022

Preference indicated: Somewhat support Alternative B

I encourage consideration to not allow e-bikes with a throttle on trails, only pedal assist e-bikes.

Respondent # 1589 • 7/20/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

As an aging biker (I am 76), my only option is to use an e-bike. The problem is not the e-bikers, it is the speed. Indeed, I am slower on my e-bike than other people on their regular bikes. I hope that OSMP will consider Alternative.

Respondent # 1593 • 7/20/2022 Preference indicated: Somewhat support Alternative B

Ebikes tend to be ridden by older adults - there should be a minimum of issues with the riders

Respondent # 1612 • 7/20/2022 Preference indicated: Somewhat support Alternative B

They are bicycles. Why is this even an issue.

Respondent # 1614 • 7/20/2022 Preference indicated: Strongly support Alternative B

E-bikes allow persons such as myself who have physical restrictions to still enjoy riding in the outdoors. This is so important for physical and mental health for people of all ages.

Respondent # 1624 • 7/20/2022 Preference indicated: Somewhat support Alternative B

E-bike riders are often slower than non-ebike riders. I see more older people out on bikes now that e-bikes have become popular, which is great! More access and less confusing rules would be very helpful for e-bike riders.

Respondent # 1630 • 7/20/2022 Preference indicated: Somewhat support Alternative B

perhaps you can limit the speeds of bikes on some of the flatter straight trails to address concerns. but I am sure that is something that would be a pain to police.

Respondent # 1637 • 7/20/2022 Preference indicated: Strongly support Alternative B

As more and more cars are being added to the streets the danger to cyclists is increasing exponentially

Respondent # 1642 • 7/20/2022 Preference indicated: Strongly support Alternative B

Forcing eBikes on roads with cars defeats the ability to be completely safe while reducing car usage 75% or more

Respondent # 1647 • 7/20/2022 Preference indicated: Somewhat support Alternative B

I'm 77 and I don't want to ride in the street or just multi use trails

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1665 • 7/20/2022

Preference indicated: Somewhat support Alternative B

As noted by OSMP, e-bike speeds are comparable (and often lower) than conventional bikes, so there is little reason (other than legal technicalities) why e-bikes should be treated any differently.

Respondent # 1670 • 7/20/2022

Preference indicated: Strongly support Alternative B

I am 82 years old and ride an ebike with pedal assist. I am frequently passed by young riders on regular bikes going much faster than I am. The main thing is to enforce the 15 mph speed limit. That is much more important than whether a bike is an ebike

Respondent # 1677 • 7/20/2022

Preference indicated: Somewhat support Alternative B

ebike is much the same as regular bike. It is riders who need to take greater responsibility to be respectful to others and be safe. Ebike allows many to return to cycling and enjoying beautiful nature like everyone else.

Respondent # 1679 • 7/20/2022

Preference indicated: Somewhat support Alternative B

20 mph assist is crazy and will lead to chaos. This is already crazy on the trails..

Respondent # 1681 • 7/20/2022

Preference indicated: Strongly support Alternative B

Trails meant to include bikes as well as walkers must be wide enough for both. The current right of ways signs are completely ignored by cyclists whether ebikes or regular bikes

Respondent # 1684 • 7/20/2022

Preference indicated: Strongly support Alternative B

I think they are an option to allow more people to get outside. Obviously there are different types of e-bikes but I think it is important to provide access. I had both hips replaced and my pedal-assist e-bike lets me ride with my husband and friends.

Respondent # 1689 • 7/20/2022

Preference indicated: Somewhat support Alternative B

They will continue to grow in popularity and use - the only question is if we adequately plan for it, so let's do it!

Respondent # 1691 • 7/20/2022

Preference indicated: Somewhat support Alternative B

E-Bikes add trail access for aging riders. The key is for all bike riders, electric and manual, to slow for pedestrians and ride at a speed safe for trail visibility and conditions.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1693 • 7/20/2022

Preference indicated: Strongly support Alternative B

Ebikes make it possible for me in my 60's to use a bike for transportation instead of my car.

Respondent # 1694 • 7/20/2022

Preference indicated: Somewhat support Alternative B

I'm 80. I love my Ebike. I've ridden bikes Since I was five years old. I wouldn't be riding a bike if I didn't have my Ebike. I'm so thankful for it. I get all the exercise I want and need. I Collett my palisades peach. I ride all around Louisville and

Respondent # 1698 • 7/20/2022

Preference indicated: Strongly support Alternative B

E-bikes make riding so much fun.

Respondent # 1699 • 7/20/2022

Preference indicated: Somewhat support Alternative B

E bikes have given me renewed vigor for exercise! I'm in my early 50s with 2 bad knees this has allowed me to get more exercise and keep riding. I don't go any faster than a fit rider would ever go do I don't understand the negativity with their use on tr

Respondent # 1706 • 7/20/2022

Preference indicated: Somewhat support Alternative B

Biggest concern is the speed I'm seeing on city trails. And people riding electric powered scooters vs actual ebikes on the trails.

Respondent # 1710 • 7/20/2022

Preference indicated: Somewhat support Alternative B

If this is passed, I hope there is funding set aside for increased signage at trailheads about right of way for bikers vs. pedestrians.

Respondent # 1722 • 7/21/2022

Preference indicated: Somewhat support Alternative B

Having recently been to Europe, ebikes will become prevalent on both road and trail. Go ahead and make regulations that acknowledge this reality.

Respondent # 1723 • 7/21/2022

Preference indicated: Somewhat support Alternative B

that riders be considerate of pedestrians

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1724 • 7/21/2022

Preference indicated: Somewhat support Alternative B

All bikes are only as considerate as their riders.

Respondent # 1726 • 7/21/2022

Preference indicated: Somewhat support Alternative B

E-bikes go way to quickly around the paths at Growing gardens. Something needs to be done about it. I am not an advocate for bikes on these short paved trails. There is going to be a serious accident with a pedestrian.

Respondent # 1734 • 7/21/2022

Preference indicated: Strongly support Alternative B

I had 2 non ebike riders pass me going at much greater speeds than me on my ebike. Courtesy/safety comes from the rider not the type of bike.

Respondent # 1740 • 7/21/2022

Preference indicated: Strongly support Alternative B

I am an avid road and dirt path biker, and do some mountain biking. But I am getting older and am starting to look into an bike. In general, I think that where bikes are allowed, ebikes should also be allowed.

Respondent # 1741 • 7/21/2022

Preference indicated: Somewhat support Alternative B

e bikes do not belong on multi use trails they are a vehicle and most of the people I have seen riding these use them like a vehicle

Respondent # 1743 • 7/21/2022

Preference indicated: Strongly support Alternative B

They allow access for those that would not be able to bike otherwise. For that reason should be allowed.

Respondent # 1751 • 7/21/2022

Preference indicated: Somewhat support Alternative B

There may be more need for signage for "rules of the trail" regarding ettiquette for passing other cyclists, giving warning when passing, when to pull over, etc. as e-bikers may not have the same experience on the trails as long-time bikers.

Respondent # 1756 • 7/21/2022

Preference indicated: Somewhat support Alternative B

I'm assuming all of thes proposals are referring to ONLY Class 1 ebikes. I don't support class 2 or 3 on *any* OSMP trail.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1763 • 7/21/2022

Preference indicated: Strongly support Alternative B

I am a 6 year ebike user. Unlike early concerns, they have turned out to be nothing but good in all circumstances where they have been introduced. This will expand thier access to me and many others in a harmless way. rs

Respondent # 1766 • 7/21/2022

Preference indicated: Strongly support Alternative B

I don't own a car, and ride in to work from Gunbarrel. My 75-yo dad recently replaced some car trips with ebike trips. Anyone who wants to be able to ride their bike instead of drive should be able to do so.

Respondent # 1767 • 7/21/2022

Preference indicated: Strongly support Alternative B

should NOT be allowed on any other OSMP trails

Respondent # 1770 • 7/21/2022

Preference indicated: Strongly support Alternative B

The pedal assist bikes are different than the other kind and should have more access

Respondent # 1772 • 7/21/2022

Preference indicated: Somewhat support Alternative B

People inexperienced with the freedom people gain with an Ebike, as well as the fact that they are not inherently unsafe or damaging to trails should NOT be influcening policy for the public.

Respondent # 1773 • 7/21/2022

Preference indicated: Somewhat support Alternative B

No

Respondent # 1775 • 7/21/2022

Preference indicated: Somewhat support Alternative B

e-bikes allow people with aging or limited mobility issues to enjoy being outside and experience our recreational opportunities

Respondent # 1778 • 7/21/2022

Preference indicated: Strongly support Alternative B

You cannot violate the ADA by not allowing eBikes. What you can do is ensure no throttle assist or throttle bikes are allowed.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1782 • 7/21/2022

Preference indicated: Somewhat support Alternative B

I am a paraplegic and e-bikes have given me the ability to get back on the trails and get into nature like I used to be able to.

Respondent # 1783 • 7/21/2022

Preference indicated: Strongly support Alternative B

Limit their speed to a regular bike.

Respondent # 1785 • 7/21/2022

Preference indicated: Somewhat support Alternative B

It is important to have alternatives to driving. E-bikes work well for this, are fun, healthy, and improve access to all.

Respondent # 1788 • 7/21/2022

Preference indicated: Strongly support Alternative B

People are using e-bikes and they allow more people to get around and recreate with their family and friends. They are safe. It's the kindest thing to do to all users to allow them wherever bikes are allowed. Smart rules are better than bans.

Respondent # 1789 • 7/21/2022

Preference indicated: Strongly support Alternative B

I would like ebikes to be allowed as much as possible. Still waiting for a dedicated bike trail from Erie to Boulder so I can ride my bike to work. Won't ride on the road. Too dangerous

Respondent # 1791 • 7/21/2022

Preference indicated: Somewhat support Alternative B

I support limiting ebike access on Open Space to protect walkers, wildlife, trail erosion and noise considerations. I doubt making more Open Space trails available will reduce car trips since these are recreational trails.

Respondent # 1793 • 7/21/2022

Preference indicated: Strongly support Alternative B

Whatever regulations we end up with we need to ENFORCE them. Enforcement of trash rules west of Broadway (for bears), and for dogs on leash is virtually non-existent.

Respondent # 1795 • 7/21/2022

Preference indicated: Strongly support Alternative B

Allows me to ride with friends

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1800 • 7/21/2022

Preference indicated: Strongly support Alternative B

I wish this survey allowed me to express my support for plan A. I think we should follow the state's lead, allowing Class I and II electric bikes where non-electric bikes are permitted.

Respondent # 1802 • 7/21/2022

Preference indicated: Somewhat support Alternative B

I don't want ebikes on mountain trails.

Respondent # 1818 • 7/21/2022

Preference indicated: Strongly support Alternative B

I broke my ankle a few summees ago. I got an ebike and was able to keep riding. But unfortunately unable to ride anywhere in my local community and now have to commute to Jeffco just to ride. I'm about to give up on mountain biking or move

Respondent # 1821 • 7/21/2022

Preference indicated: Somewhat support Alternative B

Class one ebikes should be allowed on all trails.

Respondent # 1833 • 7/22/2022

Preference indicated: Strongly support Alternative B

pedal-assist bikes and e-scooters should be allowed everywhere that regular bikes are allowed.

Respondent # 1835 • 7/22/2022

Preference indicated: Strongly support Alternative B

I would love to bike from Lafayette into Boulder and back for exercise, to decrease my gas usage and make me just plain happy. An off road bike path that continues along Arapahoe from from about 75th street into Lafayette would meet my needs as it would e

Respondent # 1836 • 7/22/2022

Preference indicated: Strongly support Alternative B

I have recently purchased a class 1 e-bike. I'm 70. I may not be going as far as I used to go but I'm happy to have the pedal assistance. It would be nice to expand my range.

Respondent # 1838 • 7/22/2022

Preference indicated: Somewhat support Alternative B

e-bikes ARE bikes and the power assist can be turned off making it a fully human powered bike. The regulations should address speed, not the mechanisms of the bike itself.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1839 • 7/22/2022

Preference indicated: Somewhat support Alternative B

As a walker we need to require all bikers to indicate their passing of pedestrians. Very few bikers extend this curtesy.

Respondent # 1841 • 7/22/2022

Preference indicated: Somewhat support Alternative B

Proposals should encourage the use of ebikes

Respondent # 1842 • 7/22/2022

Preference indicated: Strongly support Alternative B

I might add that only Class 1 e-bikes are allowed. More powerful e-bikes go to fast and, like scooters, should be restricted to bike lanes.

Respondent # 1844 • 7/22/2022

Preference indicated: Strongly support Alternative B

ebikes actually no different from other bikes

Respondent # 1847 • 7/22/2022

Preference indicated: Strongly support Alternative B

e-bikes should be used for enjoyment and transportation, and not on tight single track most typically used by pedal mtn bikes. There is a safety issue there.

Respondent # 1850 • 7/22/2022

Preference indicated: Strongly support Alternative B

I think e bikes should be limited to class 1 pedal assist.

Respondent # 1851 • 7/22/2022

Preference indicated: Strongly support Alternative B

EBikers go too fast and can be darn right rude for us regular bikers and pedestrians. Someday I'll need one but I don't think they are a source of exercise at all!

Respondent # 1854 • 7/22/2022

Preference indicated: Strongly support Alternative B

E-bikes changed my husband's life. He is disabled and cannot walk more than a few blocks but her can ride! Being on the trails would be so wonderful. Right now it's just the bike path. Better than city streets but not as good as trails.

Respondent # 1857 • 7/22/2022

Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Ebikes are the future. If your not already a fan of ebikes you are behind.

Respondent # 1859 • 7/22/2022

Preference indicated: Strongly support Alternative B

I don't understand why there are restrictions on e-bikes. If the concern is speed, then implement speed limits. Seems there is no other issue with someone riding an e-bike versus a standard bike. An e-bike allows for many of us older people to exercise

Respondent # 1861 • 7/22/2022

Preference indicated: Somewhat support Alternative B

My largest concern is that if the city is encouraging limited ability individuals to get further into the wilderness how is the emergency medical plan to get to more remote locations going to be improved to help a potentially large increase of accidents?

Respondent # 1863 • 7/22/2022

Preference indicated: Somewhat support Alternative B

With friends who are aging but still want to exercise and explore as well as friends who are disabled by long haul covid, I want the ability to enjoy a ride with these friends on trails that are interesting.

Respondent # 1865 • 7/22/2022

Preference indicated: Strongly support Alternative B

I use E-bikes regularly to transport my family, groceries and anything else I can think of, thank you for choosing to support and encourage this alternative transportation!

Respondent # 1866 • 7/22/2022

Preference indicated: Strongly support Alternative B

Only that my honest preference is alternative A

Respondent # 1867 • 7/22/2022

Preference indicated: Somewhat support Alternative B

Class 1 ebike only, except for persons with disabilities, and with class/speed enforcement.

Respondent # 1879 • 7/23/2022

Preference indicated: Strongly support Alternative B

It appears that the reason to limit e bike use is a misunderstanding of the speed the bike will be traveling. That is not the case. The majority of e bike users travel at the same or less speed than any other bike.

Respondent # 1880 • 7/23/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

I am an older adult and I ride on trails and bike path. I try not to ride on the roads because of traffic. I like access to different trails. I like to connect with neighboring communities by riding my E-Bike.

Respondent # 1884 • 7/24/2022

Preference indicated: Strongly support Alternative B

I support OSMP's measured approach of allowing e-bikes on Plains Trails while monitoring for effects and leaving open the possibility of opening up more trails to ebike use in the future if impacts are minimal.

Respondent # 1889 • 7/24/2022

Preference indicated: Somewhat support Alternative B

After a good ride I can turn in my assist to help me get home wout use of a car to trailhead. I don't use on assist on trail. Also whether an ebike or string fast rider we all need to be educated to use trail etiquette when approaching or passing slower.

Respondent # 1891 • 7/24/2022

Preference indicated: Strongly support Alternative B

It would be helpful to differentiate between different levels of ebikes. I would be in favor of pedal assist bike usage especially, and I can understand why some are against essentially electric dirt bikes

Respondent # 1903 • 7/24/2022

Preference indicated: Strongly support Alternative B

We have an ebike for carting cargo and kids. I don't think the problem is ebikes by themselves. I've been passed by "typical" bikes at high speeds when I'm walking or running. It's about speed and being a polite rider more than ebike.

Respondent # 1909 • 7/25/2022

Preference indicated: Strongly support Alternative B

Strongly support their use on trails!

Respondent # 1911 • 7/25/2022

Preference indicated: Somewhat support Alternative B

I'm considering purchasing one, but would like to have more bike paths accessible. I live in Gunbarrel and would like to ride my bike more to town to do errands, visit friends, etc. But, being kind of out of town, I rarely do. An e-bike would help.

Respondent # 1919 • 7/25/2022

Preference indicated: Strongly support Alternative B

Please consider opening the mountain bike trails to e-mountain bikes. There does not seem to be any reason why they should not be allowed. They don't damage trails and are really only an advantage when riding up hill.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1921 • 7/25/2022

Preference indicated: Strongly support Alternative B

E bikes tend to be heavier so perhaps more dangerous in the event of collision, so a lower speed limit at least around other people might be relevant, though challenging to enforce.

Respondent # 1950 • 7/25/2022

Preference indicated: Somewhat support Alternative B

I would love to see expanded e-bike access throughout the OSMP trail network. E-Bikes offer the enjoyment of nature and car-free access to thousands, at a vanishingly small cost to a few egos.

Respondent # 1954 • 7/25/2022

Preference indicated: Strongly support Alternative B

I think allowing e-bikes on trails would greatly increase access to people who may not be able to ride traditional bikes. I believe the negative impacts would be minimal, if any.

Respondent # 1958 • 7/25/2022

Preference indicated: Somewhat support Alternative B

EBikes should be encouraged, and allowed wherever regular bikes are allowed.

Respondent # 1959 • 7/25/2022

Preference indicated: Strongly support Alternative B

Any form of micromobility should be allowed for the purpose of transportation. Any mode of transportation that is not a motor vehicle will inherently result in less serious and fatal injuries and less emissions

Respondent # 1960 • 7/25/2022

Preference indicated: Strongly support Alternative B

Increasing access for e-bikes is another tool to help reduce vehicle traffic, without causing knock-on effects in other areas of society.

Respondent # 1961 • 7/25/2022

Preference indicated: Strongly support Alternative B

I feel as if the city is wasting taxpayer funds by even spending time on this issue. The public infrastructure in boulder sucks and is in terrible shape and we are doing surveys on e bikes. Cmon man.

Respondent # 1962 • 7/25/2022

Preference indicated: Somewhat support Alternative B

E-bikes are an important tool for my family today and tomorrow. Today it allows me to use a cargo bike with seating for my 1 and 3 year old. In about 5 years, I expect my father may no longer be able to ride a normal bike and an e-bike will be Important

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1970 • 7/25/2022

Preference indicated: Strongly support Alternative B

They're the future and inevitable

Respondent # 1974 • 7/25/2022

Preference indicated: Somewhat support Alternative B

I think Option B should be amended. If Boulder Canyon is to be open to e-bikes, it would be a shame not to open Chapman Dr, which is after all a road. Boulder Canyon, Chapman, Flagstaff would make a great loop. No reason to exclude e-bikes from Chapman

Respondent # 1986 • 7/25/2022

Preference indicated: Strongly support Alternative B

EBikes do not pose an inherent risk that is separate from normal bikes. Class 1/2 ebikes stop providing pedal assist at somewhere between 20-30 MPH I believe. As a normal biker, I can easily reach these speeds and higher as many others can as well.

Respondent # 1988 • 7/26/2022

Preference indicated: Strongly support Alternative B

I rely on an e-bike as my primary vehicle in Boulder. I would be glad to have OSMP access.

Respondent # 1990 • 7/26/2022

Preference indicated: Strongly support Alternative B

Current regulations are too complex and discourage spontaneous exploration

Respondent # 1992 • 7/26/2022

Preference indicated: Strongly support Alternative B

Ebikes make trails more accessible, and can potentially reduce car trips

Respondent # 1994 • 7/26/2022

Preference indicated: Somewhat support Alternative B

I do not support having ebikes on mountain bike trails overall, but feel opening up the canyon to potential commuters from fourmile canyon is a good idea.

Respondent # 1995 • 7/26/2022

Preference indicated: Strongly support Alternative B

Speed and dangerous behavior can happen with any bike. Ebikers tend to be older and slower overall

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2001 • 7/26/2022 Preference indicated: Somewhat support Alternative B

Do not allow them on singletrack trails with hills. Speed differentials (hikers/bike) are already a challenge - if only we had some bike only trails!. Adding another tier of speed (mainly uphill) is unsafe. The torque ruins trails, especially going up.

Respondent # 2003 • 7/26/2022 Preference indicated: Strongly support Alternative B

I would like to see speed limits posted and enforced

Respondent # 2004 • 7/26/2022 Preference indicated: Strongly support Alternative B

As a 50 year old who is obese and with aging and injured joints, e-bikes allow me to access trails that I would otherwise not be able to do. Trust me, I am always the slowest bike user on the trails, even with the assist. Target behaviors, not devices.

Respondent # 2008 • 7/26/2022 Preference indicated: Somewhat support Alternative B

I support any initiative/change to rules/policies that encourage more cycling

Respondent # 2010 • 7/26/2022 Preference indicated: Somewhat support Alternative B

I feel there is little difference between bikes and e-bikes. It seems silly that the city would need to give away the land to allow this other type of bike where bikes are already allowed.

Respondent # 2012 • 7/26/2022 Preference indicated: Somewhat support Alternative B

Keep them on what would be described as dirt roads and paths and off of single-track mountain bike terrain.

Respondent # 2013 • 7/26/2022 Preference indicated: Strongly support Alternative B

Communing by e-bike reduces auto traffic, air and noise pollution. It's good for our community.

Respondent # 2015 • 7/26/2022 Preference indicated: Strongly support Alternative B

So excited that more trails are opening to ebikes

Respondent # 2016 • 7/26/2022 Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

E-bikes create an option for aging adults & others to exercise, shop, & as an alternative form of transportation.

Respondent # 2018 • 7/26/2022

Preference indicated: Somewhat support Alternative B

I would prefer it if this program were limited to people who need to use an ebike. If it's just joy riders, I do not feel like that is worthwhile.

Respondent # 2019 • 7/26/2022

Preference indicated: Somewhat support Alternative B

I'm a trail runner & mountain biker, I don't mind e-bikes on any of the trails here. I don't get why Doudy Draw and Dirty Bismark would be treated any differently, they're pretty equivalent trails to me. I'm more in favor of alternative A for its clarity.

Respondent # 2023 • 7/26/2022

Preference indicated: Somewhat support Alternative B

Generally I am not a fan of them on singletrack

Respondent # 2025 • 7/27/2022

Preference indicated: Strongly support Alternative B

Class 1 should be the limitation for multi-use trail. Throttles, or class 2, should still be limited to paved or other city paths.

Respondent # 2030 • 7/27/2022

Preference indicated: Strongly support Alternative B

Please deal with the angry anti eBike people, I already get yelled at on paved trails by people who think that I am going too fast even though I am under 15 mph, people also often don't stop their cars at crosswalks when on eBike compared to regular bike

Respondent # 2031 • 7/27/2022

Preference indicated: Somewhat support Alternative B

I'm concerned about the speed of some e-bikers and the safety of other trail users. I'm concerned about e-bike etiquette.

Respondent # 2035 • 7/27/2022

Preference indicated: Somewhat support Alternative B

I don't understand why we would limit use of these beautiful trail systems as long as no damage to the trail or diminished enjoyment to other users is happening. Seems like making a policy without warrant.

Respondent # 2037 • 7/27/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

E-bikes are a great asset to the community and should be totally allowed. Scotland recently did a big ebike program which was wildly successful: <https://www.transport.gov.scot/news/over-825-000-for-36-new-e-bike-projects-across-scotland/>

Respondent # 2038 • 7/27/2022

Preference indicated: Strongly support Alternative B

I just ruptured my Achilles. I prefer a human-powered bike but reality I'll be using eBike exclusively during recovery. I'm 67 and there are many like me. The Plains trails are useful for transpo as well as rec. Rude/abusive ebikers can be managed.

Respondent # 2039 • 7/27/2022

Preference indicated: Strongly support Alternative B

My wife and I are avid e-bike riders and myself due to medical reasons need to ride an e-bike.

Respondent # 2049 • 7/28/2022

Preference indicated: Somewhat support Alternative B

N/A

Respondent # 2052 • 7/28/2022

Preference indicated: Somewhat support Alternative B

I do not support the addition of e-bikes to any trails in boulder unless signage is increased/improved regarding riding etiquette and trails are designated as directional as possible.

Respondent # 2053 • 7/28/2022

Preference indicated: Strongly support Alternative B

You are wasting your time trying to parse ebike types and access rules. While your policy is well intended, it is wholly unenforceable and, worse, mis-focused considering excessive trail speeds are more common with conventional bikes than ebikes.

Respondent # 2054 • 7/28/2022

Preference indicated: Somewhat support Alternative B

they are a nuisance on the trail, because most of the drivers of the ebikes think that they own the trail and have little consideration for anyone else

Respondent # 2057 • 7/28/2022

Preference indicated: Somewhat support Alternative B

There are many types of e-bikes, not all are useful on unpaved roads/paths

Respondent # 2058 • 7/28/2022

Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

I am in my late 70s with several disabilities. I would not be able to ride a bike if it were not for my E bike. I try to ride without using the battery whenever I can to get good aerobic exercise but need assistance sometimes on hills and at elevation. It

Respondent # 2059 • 7/28/2022 Preference indicated: Somewhat support Alternative B

Most users of ebikes just want to be able to enjoy the great outdoors, but need the support of the battery power. They are not reckless with speed.

Respondent # 2060 • 7/29/2022 Preference indicated: Strongly support Alternative B

Ebikes are more and more common these days, before you know it that's all there will be!

Respondent # 2063 • 7/29/2022 Preference indicated: Somewhat support Alternative B

I do not want fully electric on non-paved trails- pedal assist yes, electric motorcycles no. I am concerned about the speed differences between pedestrians and bikes and we need to make sure paths are still safe for pedestrians.

Respondent # 2064 • 7/29/2022 Preference indicated: Somewhat support Alternative B

While it is expensive at first, it would help get more people out and exercising

Respondent # 2067 • 7/29/2022 Preference indicated: Strongly support Alternative B

A year ago I purchased an e-bike which I use both for recreational exercise and to reduce the trips I make in Louisville with a car. I appreciate the opportunity to ride my bike further - it has increased my enjoyment of open space.

Respondent # 2068 • 7/29/2022 Preference indicated: Somewhat support Alternative B

Some go too fast! If they can be limited to normal bike speeds for the terrain then I'm good with ebikes, but what I experience is not so good. It's dangerous when the speed difference is >~25%, just like on the highways. Too many ebikes = less non-ebikes

Respondent # 2070 • 7/29/2022 Preference indicated: Strongly support Alternative B

More bikes, less cars, ebikes make this more possible

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2077 • 7/30/2022

Preference indicated: Strongly support Alternative B

E bikes are the rage - and will continue to be. They are a blast. OSMP needs to stay on top of these changes.

Respondent # 2085 • 7/31/2022

Preference indicated: Strongly support Alternative B

Promote responsible e-biking! It allows those who aren't Boulder fit to keep up.

Respondent # 2086 • 7/31/2022

Preference indicated: Strongly support Alternative B

I ride a ton in and around Boulder. People are not obeying the regulations anyway. I see e-bikes on Canyon virtually every time I ride that way. This includes Chapman. May as well just make it legal.

Respondent # 2093 • 7/31/2022

Preference indicated: Strongly support Alternative B

eBikes are safe and when ridden by responsible people use the trails like any other bike.

Respondent # 2095 • 7/31/2022

Preference indicated: Strongly support Alternative B

My biggest ask for ebikes is that people EDUCATE themselves about them. Class 1 ebikes are hardly different than an acoustic bike. I myself did not understand them before-although I also didn't oppose them. I live & pay taxes in BOCO get over the NIMBY

Respondent # 2100 • 7/31/2022

Preference indicated: Somewhat support Alternative B

I believe that we need to reduce conflicts with low experience e-bike riders and other trail users.

Respondent # 2104 • 7/31/2022

Preference indicated: Strongly support Alternative B

The current rules are confusing. Also, I support most plans that get folks out of cars & on trails.

Respondent # 2113 • 8/1/2022

Preference indicated: Strongly support Alternative B

ebikes are an integral element of European bike transportation and it is imperative that rules and standards are put in place now that are consistent and understandable. Ebikes are our future.

Respondent # 2115 • 8/1/2022

Preference indicated: Strongly support Alternative B

Open up to all trails with speed limit

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2118 • 8/1/2022

Preference indicated: Strongly support Alternative B

Ebikes are the future, need more ebikes to decrease car usage , pollution , traffic in colorado. Opening up trails encourages all of this.

Respondent # 2121 • 8/1/2022

Preference indicated: Strongly support Alternative B

I don't see any specific mention of the classification of the e-bikes. This I think is a valuable distinction. Promoting the use of e-bikes as a car alternative is critical.

Respondent # 2122 • 8/1/2022

Preference indicated: Strongly support Alternative B

Boulder's community is aging and e-bikes are a beautiful way for us to continue to be able to enjoy the community resources we deeply care about..

Respondent # 2123 • 8/1/2022

Preference indicated: Strongly support Alternative B

everyone has the right to use the trails without discrimination

Respondent # 2124 • 8/1/2022

Preference indicated: Somewhat support Alternative B

I don't think e-bike use would degrade trails any worse than regular bike use does. They are not significantly louder than regular bikes

Respondent # 2127 • 8/1/2022

Preference indicated: Somewhat support Alternative B

I'm conflicted, I love the idea of using an ebike to make winter commuting easier, and also for older folks that can't as easily bike. On the flip side people basically ride around on e-motorcycles with no peddles "sur-Ron's" and that seems unsafe

Respondent # 2133 • 8/1/2022

Preference indicated: Somewhat support Alternative B

I don't know why ebikes are prohibited on trails used by other bikes. At 74 my ebike is a great friend.

Respondent # 2134 • 8/1/2022

Preference indicated: Somewhat support Alternative B

I would DEFINITELY like to make sure that the BOBOLINK trail is ok to use by ebikes. It is by far the safest connector to use from the East Boulder Rec center. I am a 73 year old Boulder resident who cannot use a regular bike anymore (medical reasons) .

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2140 • 8/2/2022

Preference indicated: Strongly support Alternative B

Please provide clarity regarding the difference between Class 1, 2 and 3 e-bikes. I believe this is a significant factor that should be integrated into this decision. (i.e., Alternative B should not enable Class 3 ebikes)

Respondent # 2141 • 8/2/2022

Preference indicated: Somewhat support Alternative B

I am concerned about the speeds with which a person can travel on e-bikes. I certainly support biking access for people with disabilities. However, as the trails become more congested and fewer users communicate with other users, accidents will increase.

Respondent # 2142 • 8/2/2022

Preference indicated: Somewhat support Alternative B

E-bikes can enhance accessibility to the outdoors for those with disabilities. However, other cities with growing e-bike usage find users are younger, have no driving experience, tend to be aggressive and reckless, which makes the trails more dangerous.

Respondent # 2148 • 8/2/2022

Preference indicated: Somewhat support Alternative B

I think it is important to allow e-bikes for transportation purposes especially for our aging population and families with small children. I am not necessarily fond of widening access to recreational trails as the pacing and noise disrupt others.

Respondent # 2149 • 8/2/2022

Preference indicated: Strongly support Alternative B

I use Boulder bike paths for commuting and local trails for mountain biking. Sometimes e-bikes are just going too fast, but I like that they get more people of varying abilities on bikes. Plan B seems like a reasonable limited expansion of e-bike areas.

Respondent # 2150 • 8/2/2022

Preference indicated: Somewhat support Alternative B

With expanded e-bike use, there has been a distinct increase in the number of high speed users of the multi-use paths. It has made the multi-use paths less inviting.

Respondent # 2154 • 8/3/2022

Preference indicated: Somewhat support Alternative B

E-bikes continue to pose a major fire risk because there is a flood of cheap unreliable batteries coming in from non-reputable manufacturers in SE Asia. Additionally, e-bike speeds great new safety hazards for other riders and hikers.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2162 • 8/3/2022

Preference indicated: Strongly support Alternative B

As a woman over 60, I would like to have the option to ride an e-bike on the trails I hike or ride most often, which is the SoBo, Marshall Mesa, Dirty Bizmarck, etc area. I can ride my e-bike from home and avoid using my car altogether.

Respondent # 2171 • 8/3/2022

Preference indicated: Strongly support Alternative B

I love ebikes! Especially class 1 bikes. They will not ruin trails and are a great form of exercise. I wish there were more places to ride mine

Respondent # 2176 • 8/3/2022

Preference indicated: Strongly support Alternative B

I'm not a big e-bike fan, but do appreciate that it allows some to get out and ride who wouldn't otherwise. B is a nice middle-ground solution.

Respondent # 2178 • 8/3/2022

Preference indicated: Strongly support Alternative B

E-bikes have now been available for over 7 years. In this time we have learned that they are quiet, non-polluting and by far not the fastest bicycles utilizing OSMP trails. It is only beneficial, giving people a way to exercise and enjoy Boulder's beauty.

Respondent # 2180 • 8/3/2022

Preference indicated: Somewhat support Alternative B

E-bikes allow sustained speeds that are hard to balance with pedestrian usage. A balanced policy is needed.

Respondent # 2181 • 8/3/2022

Preference indicated: Somewhat support Alternative B

They are already being ridden in the plains. I support them but we may need education and/or speed limits on crowded trails like cottonwood.

Respondent # 2187 • 8/3/2022

Preference indicated: Strongly support Alternative B

I get out so much more because I have an e-bike. It provides opportunities for those who might otherwise be sedentary.

Respondent # 2191 • 8/4/2022

Preference indicated: Strongly support Alternative B

Mixing e-bikes and pedestrians can be hazardous, so this measured approach seems sensible.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2193 • 8/4/2022

Preference indicated: Somewhat support Alternative B

The problem seems to be the speed. Older people usually don't go much above 10 mph. When there's trouble is when the speed is too fast for enjoyment by hikers . I'd like to see another class of e bike that would go to 10 mph but need assistance to go 1

Respondent # 2196 • 8/4/2022

Preference indicated: Strongly support Alternative B

E bikes are bikes.

Respondent # 2206 • 8/4/2022

Preference indicated: Somewhat support Alternative B

E-bikes are not noisy or disruptive. E-bikes are not very different from manual bikes. Why make any distinction at all?

Respondent # 2207 • 8/4/2022

Preference indicated: Strongly support Alternative B

e-bikes promote movement for those that might not otherwise bike.

Respondent # 2218 • 8/5/2022

Preference indicated: Strongly support Alternative B

Many people using e bikes also use them as a regular bike without assist on all the time. They should be considered a regular bike.

Respondent # 2225 • 8/5/2022

Preference indicated: Somewhat support Alternative B

Please DON'T allow e-bikes on trails that don't allow bikes already!

Respondent # 2232 • 8/5/2022

Preference indicated: Strongly support Alternative B

Ebikes assist residents of all ages to bikes for many years.

Respondent # 2234 • 8/5/2022

Preference indicated: Somewhat support Alternative B

Need to establish limits on speed and yielding to pedestrians with serious enough penalties for violations.

Respondent # 2236 • 8/5/2022

Preference indicated: Somewhat support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

E bikes are vital to an older population that needs assist devices. Banning them is age discrimination

Respondent # 2240 • 8/5/2022 Preference indicated: Strongly support Alternative B

Bikes on OSMP trails should be limited to Class 1 E-Bikes

Respondent # 2243 • 8/5/2022 Preference indicated: Somewhat support Alternative B

e-bikes are of two sorts: 1. motorized with the option to pedal (like a motor cycle) and 2. electric assist bicycles where t you have to continually pedal with different amounts of assist. they are very different. one) can go fast; two) like normal bike

Respondent # 2246 • 8/5/2022 Preference indicated: Strongly support Alternative B

My wife had breast cancer and our e-bikes opened the world back up to our ability to exercise together. We ended up getting tickets for riding on a path that allows bikes, but had NO signage related to e-bikes. We were moving at 5mph at the time. Total BS

Respondent # 2247 • 8/5/2022 Preference indicated: Strongly support Alternative B

just add some signs about speed limits. thanks!

Respondent # 2250 • 8/5/2022 Preference indicated: Strongly support Alternative B

E-bikes are a great alternative transportation

Respondent # 2256 • 8/5/2022 Preference indicated: Somewhat support Alternative B

e-bikes are really helping the elderly remain mobile

Respondent # 2260 • 8/5/2022 Preference indicated: Somewhat support Alternative B

E-bikes are becoming very affordable and popular so more people are getting out and enjoying riding bikes again. I think they should be allowed on all bike paths and anywhere you can currently ride bikes. I think they are a great alternative to cars.

Respondent # 2261 • 8/5/2022 Preference indicated: Strongly support Alternative B

Only bikes that are pedaled please. Speed limit of 15 suggested. License plates required.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2264 • 8/5/2022

Preference indicated: Somewhat support Alternative B

I would set up a speed limit. I myself don't ride fast since I'm always with the kids on the bike. But some people do.

Respondent # 2270 • 8/6/2022

Preference indicated: Somewhat support Alternative B

I am 75, ride a pedal-assist ebike. It seems ridiculous that I should be banned from places like the Creek trail, Chapman Dr., and totally random parts of the LoBo trail.

Respondent # 2273 • 8/6/2022

Preference indicated: Somewhat support Alternative B

Because e-bike riders often go too fast or are less experienced bike handlers, I am concerned about allowing e-bikes on narrow trails where families and dogs are common, like Marshal Mesa area.

Respondent # 2277 • 8/6/2022

Preference indicated: Somewhat support Alternative B

I own both an ebike, but I don't depend on the assist for most things. When I'm out riding, I do not notice ebike riders participating in dangerous behaviors (speeding, for example) that one might think would be a temptation. And more...

Respondent # 2278 • 8/6/2022

Preference indicated: Strongly support Alternative B

I have seen regular mountain bikes going faster than I do uphill and downhill When I am on my E bike. I would like to be able to ride up Chapman on my E bike as that is close to where I live and I can ride from my door and not have to travel to do a bike

Respondent # 2282 • 8/7/2022

Preference indicated: Strongly support Alternative B

I am fine with them, but I think there should be a posted or well communicated speed limit on trails

Respondent # 2283 • 8/7/2022

Preference indicated: Somewhat support Alternative B

I have physical disabilities in which riding an e-bike would allow me to exercise more. I believe it is a discrimination to prohibit access to ALL trails that can be ridden by solely "human powered" bikes. E-bikers know their limitations- need assist.

Respondent # 2287 • 8/7/2022

Preference indicated: Strongly support Alternative B

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Most riders of e bikes are seniors who do not intend to ride fast and will not interfere with others

Respondent # 2293 • 8/7/2022

Preference indicated: Strongly support Alternative B

While I strongly support Alternative B, I do strongly encourage OSMP to continue to evaluate e-bike use on ALL trails to simplify access regulations and allow more wide use of open space. That said, I don't want continued study to delay implementing AltB

Respondent # 2298 • 8/7/2022

Preference indicated: Somewhat support Alternative B

What seemed to be missing in the descriptors was how e bike speeds would be monitored/regulates if at all. Given the already wide range of speeds on our multi use trails, introducing higher potential ebike speeds without proposed enforcement leaves a gap

Respondent # 2301 • 8/8/2022

Preference indicated: Somewhat support Alternative B

Biking should be encouraged and made safer and easier throughout our region, focusing on commuting locations makes sense. I am not at all opposed to speed limited ebikes on OSMP trails. However, I am a big fan of designated NO BIKES days on all trails.

Respondent # 2310 • 8/8/2022

Preference indicated: Somewhat support Alternative B

Plan B does not seem to integrate the use of MTB on trails that are more singletrack. Jefferson County has allowed use of Ebikes and front range ebikers are avoiding Boulder because the regulations are so restrictive.

Respondent # 2311 • 8/8/2022

Preference indicated: Somewhat support Alternative B

I do not think it is appropriate to have motorized vehicles on OSMP trails. and OSMP lands should NOT be "disposed" for this purpose.

Respondent # 2313 • 8/8/2022

Preference indicated: Somewhat support Alternative B

Why is Boulder County so resistant to E-Bikes when JeffCo and other localities have approved them AND studies have shown they cause no additional trail damage? This is just Boulder being Boulder.

Respondent # 2315 • 8/8/2022

Preference indicated: Strongly support Alternative B

My spouse has an e-bike, and I am not a fan of ebikes on single track in Boulder County. Most trails have limited sight lines and the benefit of ebikes--faster speeds by less capable riders--means they are more dangerous. Plains trails are okay.

Online engagement questionnaire respondents who indicated a preference for Alternative B and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2316 • 8/8/2022

Preference indicated: Strongly support Alternative B

Please combine increased access with increased enforcement of speed and reckless riding for all categories of bike. If avg speed ~15 then lots of people are speeding! I'm a 20+ year bike commuter and daily ebike user. Reckless riders ruin it for everyone.

Respondent # 2317 • 8/8/2022

Preference indicated: Strongly support Alternative B

The high speeds attained by e-bikes endangers trail users. E-bikes should defer right of way to walkers, horses, and regular bikes.

Respondent # 2318 • 8/8/2022

Preference indicated: Somewhat support Alternative B

My pedal assist bike is not as hazardous as some of the road bikes that fly through the trails much faster than I could go on my ebike.

Respondent # 2320 • 8/8/2022

Preference indicated: Strongly support Alternative B

Please allow them

Respondent # 2322 • 8/8/2022

Preference indicated: Strongly support Alternative B

As an aging biker with mobility issues, my level 1 (must pedal) e-bike has kept me active, exercising, and reduced my car trips for shorter errands. I prefer paths and trails to be safe from cars.

Respondent # 2327 • 8/8/2022

Preference indicated: Somewhat support Alternative B

The e-bikes are not a problem, it's always the rider and the etiquette and education and consideration of others.

Respondent # 2331 • 8/8/2022

Preference indicated: Somewhat support Alternative B

The future of cycling

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 3 • 7/11/2022

Preference indicated: Somewhat support Alternative C

I prefer not to have e-bikes on trails but imagine that you feel pressure to allow them somewhat so I'd choose the option with the smallest number.

Respondent # 20 • 7/11/2022

Preference indicated: Strongly support Alternative C

I strongly urge you to not allow e-bikes, even pedal assist on our trails. User conflicts from speed, in combination with cyclist using ear buds makes it very dangerous for equestrians on trails. All e-bikes should be required to have a visual plate.

Respondent # 28 • 7/11/2022

Preference indicated: Somewhat support Alternative C

No motors on trails please. That has always been the compromise between bikes and other trail users and should remain that way. EBikes on multiuse paths sounds reasonable but not on trails

Respondent # 92 • 7/11/2022

Preference indicated: Somewhat support Alternative C

I do not share your vision that e bikes on open space trails will be used primarily by older people and handicapped people. I think young people who want to go fast will be using e bikes on open space trails.

Respondent # 103 • 7/11/2022

Preference indicated: Somewhat support Alternative C

I'm 64 yrs old and have mountain biked competitively on the national scale and recreationally. My view is e-bikes, w/o speed governors, will be unsafe. Riders will not be able to control them at speed, particularly on descents, which produce the most risk

Respondent # 121 • 7/11/2022

Preference indicated: Somewhat support Alternative C

I would like to see e bike use on "singletrack" type trails in all of Boulder and Boulder County for citizens over 65 or with a disability that prevents them from accessing trails on a pedal powered bike.

Respondent # 124 • 7/11/2022

Preference indicated: Strongly support Alternative C

With walkers, bikers, dogs and now evokes we really have to take into consideration people of different abilities. Trails shouldn't be planned where we kick up dirt, we badly need to preserve them. Ebikes should ride on the roads, they're disruptive.

Respondent # 127 • 7/11/2022

Preference indicated: Somewhat support Alternative C

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

I'd like to see a 15mph speed limit for ebikex

Respondent # 141 • 7/11/2022 Preference indicated: Strongly support Alternative C

I walk/hike on Open Space 5 or more times a week and bikes, either kind, are disruptive to the peace and enjoyment of trails; also they are often damaging to trails that are not gravel-covered.

Respondent # 198 • 7/11/2022 Preference indicated: Somewhat support Alternative C

Ebikes belong on paths not trails. Don't destroy the experience on Chapman, Marshall Mesa, Boulder Valley Ranch or Dirty Bizmark with ebikes flying up hills while others actually work to ride there

Respondent # 217 • 7/11/2022 Preference indicated: Somewhat support Alternative C

I hope that the Bobolink Trail is opened to bones as that is a safe way to get to east Boulder without having to bike on busy roads. My ebike is a cargo bike I use to carry my toddler and my focus with a kid on the back is the path with the fewest cars

Respondent # 221 • 7/11/2022 Preference indicated: Somewhat support Alternative C

In my experience on the Goose Creek trail, many ebikers ride way too fast, expecially going east (downhill). Ebikers largely seem to be unaware of the potential negative effects of their speed and momentum.

Respondent # 259 • 7/11/2022 Preference indicated: Somewhat support Alternative C

Except for commuting purposes (and with exception for "handicap" access), ebikes should be prohibited from all recreational trails. As far as I am concerned, they are motorized vehicles and do. It belong on OSMP trails.

Respondent # 305 • 7/11/2022 Preference indicated: Strongly support Alternative C

Only Allow Class I e-bikes

Respondent # 328 • 7/12/2022 Preference indicated: Strongly support Alternative C

For 25 years I ride regularly at Bldr Valley Ranch, ebikes on single track trails is very dangerous and would degrade the wildlife. Wide paths are okay but I strongly oppose ebikes on any Boulder single tracks, especially Lefthand Trail in option B

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 333 • 7/12/2022

Preference indicated: Somewhat support Alternative C

I think allowing ebikes on singletrack trails will significantly curtail the ability of others to enjoy those trails and will produce conflict between the groups.

Respondent # 385 • 7/12/2022

Preference indicated: Alternative C

I get the sense that Alt B is a foregone conclusion regardless of what folks comment but I would prefer Alternative C where fewer trails are given to e-bikes. Most e-bike riders are respectful but there always those that barrel by, more like a motorcycle

Respondent # 430 • 7/12/2022

Preference indicated: Somewhat support Alternative C

I support e-bike use in general, but have concerns about speed of travel by bikes across the system. Walking on the Boulder Canyon Trail is already treacherous because the bikers are moving so quickly and often don't call out to give pedestrians time move

Respondent # 460 • 7/12/2022

Preference indicated: Strongly support Alternative C

The NO e-bikes near Twin Lakes is quite silly. I live nearby, and ride both bike and e-bike in this area. There;s no compelling reason to have such a small segment of trail off-limits.

Respondent # 470 • 7/12/2022

Preference indicated: Strongly support Alternative C

E bikes should only be on bike paths and roads.

Respondent # 489 • 7/12/2022

Preference indicated: Somewhat support Alternative C

I'm an avid bike rider and oppose e-bikes most places. My experience with e-bike riders has been mostly negative, the riders are unskilled and unfit. Btw, I'm 72 with multiple physical issues, ride 120 miles per week and not old and decrepit enough .

Respondent # 523 • 7/12/2022

Preference indicated: Alternative C

I would prefer alternate C

Respondent # 558 • 7/12/2022

Preference indicated: Somewhat support Alternative C

By default, they are allowed on all trails since there is no enforcement (not even signage!).

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 609 • 7/13/2022

Preference indicated: Strongly support Alternative C

I am not in favor of A or B

Respondent # 614 • 7/13/2022

Preference indicated: Strongly support Alternative C

Please add more bike specific lanes and trails to accommodate people using them for transport or recreation. Please do not allow them on walking or hiking trails which could impact the safety of those walking/hiking and degrade the trails.

Respondent # 625 • 7/13/2022

Preference indicated: Somewhat support Alternative C

I have had a number of encounters with e-bikers where they are not sufficiently mindful of foot traffic on trails. E bikes can go very quickly and bikers should be required to be thoughtful and cautious.

Respondent # 668 • 7/13/2022

Preference indicated: Somewhat support Alternative C

Main concern is the weight of some e-bikes and the lack of experience of some riders. Bike riders who average over 15 mph are generally experienced riders who can anticipate and deal with sudden situations. I don't trust that of newer bikers on ebikes

Respondent # 686 • 7/13/2022

Preference indicated: Strongly support Alternative C

I have encountered e-bike users on LoBo trail. They typically are less-skilled riders who are now able to ride faster than their skills can manage. They've carried too much speed into blind turns and almost caused accidents.

Respondent # 687 • 7/13/2022

Preference indicated: Somewhat support Alternative C

Conflict between e-bikes and other trail/path users due to speed difference is major concern. E-bikes pulling trailers are hazard due to speed and bulk on trails. Need wide trails for e-bikes to ride safely with other modalities.

Respondent # 689 • 7/13/2022

Preference indicated: Somewhat support Alternative C

Single track trails used by walkers should not allow electronic vehicles. Bicycles already pose a significant danger to walkers. For example, Boulder Valley Ranch Trails are not commuter trails and won't get people to the grocery.

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 692 • 7/13/2022

Preference indicated: Somewhat support Alternative C

The speed differential created by e-bike users vs pedestrians is a safety concern. It's better to allow e-bikes on only wider trails less frequently used by pedestrians.

Respondent # 696 • 7/13/2022

Preference indicated: Somewhat support Alternative C

Too many Trump voters use these things. Saw someone with a Red hat, no teeth, and stars and bars riding one yesterday.

Respondent # 699 • 7/13/2022

Preference indicated: Somewhat support Alternative C

I'm in favor of limiting the study area to begin with. My concern is the lack of education and etiquette shown by some bike riders. While dog owners are required to take a class to learn about rules on open space, bike riders have no such requirement.

Respondent # 701 • 7/13/2022

Preference indicated: Somewhat support Alternative C

I would like to limit the bike use on dirt trails where there is more difficulty that mountain bikers use. Limit them to more commuter style or flatter trails.

Respondent # 727 • 7/13/2022

Preference indicated: Somewhat support Alternative C

No e-bikes on singletrack trails -- e.g. Boulder Valley Ranch, Gunbarrel, South Boulder Creek area. Allow them only on "greenway trails" and only allow Class 1 and 2 e-bikes. Approve conditionally for two years and then re-evaluate.

Respondent # 738 • 7/13/2022

Preference indicated: Somewhat support Alternative C

I strongly oppose permitting e-bikes on OSMP foothills and plains trails, specifically Joder and the Boulder Valley Ranch trails. Conflicts between cyclists and equestrians are already at a dangerous level. E-bikes will make it worse.

Respondent # 798 • 7/13/2022

Preference indicated: Somewhat support Alternative C

Class 2 ebikes are essentially a motorized scooter. I don't believe motorized scooters are currently allowed on the proposed trails in the alternatives. Any narrow trails will have a higher likelihood of conflicts.

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 804 • 7/13/2022

Preference indicated: Strongly support Alternative C

Consider designating e-bikes allowed on certain days as an alternative.

Respondent # 806 • 7/13/2022

Preference indicated: Somewhat support Alternative C

I have coached for the Boulder High mountain bike team for seven years. we had a student, who has now passed away, who used an e-bike to ride with our team. I agree exceptions for situations like these. I worry about people without cycling experience

Respondent # 807 • 7/13/2022

Preference indicated: Somewhat support Alternative C

As an avid biker (both commuting and recreation) I think one of the biggest impacts of ebikes is when people unfamiliar with bikes ride then too quickly. I have seen underskilled people traveling very quickly by pedestrians and cyclists. It scares people.

Respondent # 813 • 7/13/2022

Preference indicated: Somewhat support Alternative C

E-bikes do provide an alternative for less active people or those with disabilities to access BoulderCounty's open space, however allowing motorized vehicles on non-motorized trails seems incongruent and potentially unsafe in a mixed-use environment.

Respondent # 836 • 7/13/2022

Preference indicated: Strongly support Alternative C

I don't mind w bikes on existing reasonably large currbrt biking trails. What I don't want is any bikes on the currently quiet hiking only trails like mess in so bo. Some trails need to be bike free. But any that are primarily for bikes and big, seem ok

Respondent # 910 • 7/14/2022

Preference indicated: Strongly support Alternative C

I commute to work almost daily on my bike. Anyone who rides a non e-bike in Boulder has been startled by an e-bike blowing by them at a high rate of speed. It would be crazy to allow e-bikes on some of the Alt. B. trails. Just asking for injuries.

Respondent # 925 • 7/14/2022

Preference indicated: Somewhat support Alternative C

Yes. I have found that many ebike rental riders are new to cycling - which is great. But they do not know or understand bike etiquette. We have been passed by ebikers who are going so fast they startle us. They come by with no warning, no "on your left".

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 937 • 7/14/2022 Preference indicated: Strongly support Alternative C

Majority of e-bike riders are novices and therefore don't know the rules/etiquette of the trails. Causing more conflicts.

Respondent # 945 • 7/14/2022 Preference indicated: Strongly support Alternative C

I would prefer no e-bikes on OSMP trails unless the paths are paved ones.

Respondent # 947 • 7/14/2022 Preference indicated: Strongly support Alternative C

Bicyclists have far more predictable speeds and movement patterns than e-bike users do. As a pedestrian, while I do find bicyclists often refuse to yield, e-bike users have been even less likely to yield in my experience.

Respondent # 951 • 7/14/2022 Preference indicated: Strongly support Alternative C

I have not been impressed by the safe use of e-bikes, especially by younger riders who go very fast and don't always use good judgment. The older hiking users are also more vulnerable to e-bike riders.

Respondent # 962 • 7/14/2022 Preference indicated: Somewhat support Alternative C

Bicycles on trails already disregard trail right-of-way, I worry that adding a motor will only exacerbate issues with near-collisions with pedestrians due to lack of yielding

Respondent # 969 • 7/14/2022 Preference indicated: Strongly support Alternative C

Perhaps some kind of speed limit might be useful. Bikers tend to come up behind walkers and expect them to leap out of the way in seconds.

Respondent # 993 • 7/14/2022 Preference indicated: Somewhat support Alternative C

Favor e-bikes only on trails that provide for a clear separation between bikes and pedestrians. We've had too many close encounters with bikes when walking a trail.

Respondent # 1013 • 7/14/2022 Preference indicated: Somewhat support Alternative C

I am adamantly opposed to e-bikes on the Boulder Canyon Trail. This trail is heavily used by cyclists, walkers and runners. The trail's proximity to downtown Boulder will increase its usage to visitors on e-bikes who do not understand trail use etiquette.

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1039 • 7/14/2022

Preference indicated: Somewhat support Alternative C

Low accidents Ebikes and walkers because we see an ebike immediately jump off trail, easier on concrete path not dirt trail. Identify ebike not by bike but rider staring ahead, no glance or change speed or path. Sometimes no hands, on phone.

Respondent # 1052 • 7/14/2022

Preference indicated: Somewhat support Alternative C

E-bikes should not be allowed on trails in natural areas with limited width paths like Boulder Valley Ranch. E-bikes can move too fast for multi-purpose use on trails like those on the mesa there and I believe would cause many conflicts.

Respondent # 1063 • 7/14/2022

Preference indicated: Strongly support Alternative C

Alternative C is the safest choice because trails are already heavily used.

Respondent # 1068 • 7/14/2022

Preference indicated: Somewhat support Alternative C

EBike with a Permit only- for people with disabilities as a preference.. would be the best solution so we do not get visitors who do not understand the rules: ie speeds and passing others.

Respondent # 1093 • 7/14/2022

Preference indicated: Somewhat support Alternative C

i think Boulder canyon is a poor idea for ebikes, given their speed and how crowded Boulder canyon already is. I believe ebikes should primarily be used as a transportation alternative, much less so a recreation option.

Respondent # 1118 • 7/14/2022

Preference indicated: Strongly support Alternative C

I am an avid recreational biker and bike commuter. I've seen folks on e-bikes go way too fast for safety of others. I don't see a way to regulate that. Also heavier bikes cause more trail wear and no resources to maintain

Respondent # 1139 • 7/14/2022

Preference indicated: Somewhat support Alternative C

I suggest e-bike addition to the multiuse paths be considered along with success of bikes in general. Bikes and walkers-hikers never seem to mix well and it would be unfortunate to exacerbate this with e-bikes and the level of irresponsible riding one sees

Respondent # 1183 • 7/15/2022

Preference indicated: Somewhat support Alternative C

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

I am a (non-powered) bike commuter (every day, year-round). Navigating THREE speeds (biking, walking, and power-biking) on crowded trails (like the Boulder Creek path) rather than just having to navigate two speeds is much more difficult.

Respondent # 1242 • 7/15/2022

Preference indicated: Somewhat support Alternative C

You did not offer the choice of on e-bikes on OSMP trails at all.

Respondent # 1246 • 7/15/2022

Preference indicated: Somewhat support Alternative C

I checked all the possibilities on why i support Alternative C. You have thought about it! and I think those reasons are good. i do think this is a slippery slope and I think bikes in general on trails where people walk are a real hazard - including the

Respondent # 1270 • 7/15/2022

Preference indicated: Strongly support Alternative C

Please keep them out of the mountain parks.

Respondent # 1346 • 7/17/2022

Preference indicated: Somewhat support Alternative C

E-bikes on boulder canyon bike paths should not be allowed or limited only to those who are commuters (provide a sticker for residents who use the path for commuting) or limit e-bikes on canyon path to weekends only. more later - no space to finis

Respondent # 1349 • 7/17/2022

Preference indicated: Strongly support Alternative C

Safety issues are already an issue when pedestrians and bikes share trails. E-bikes raises the potential of safety issues for pedestrians significantly!

Respondent # 1354 • 7/17/2022

Preference indicated: Somewhat support Alternative C

I'm a cyclist and runner. It's bad enough that many cyclists don't announce when passing. Much worse when it's an e bike going fast. We need cultural change and education to keep everyone safe. I'm generally positive on e bikes just worried.

Respondent # 1387 • 7/18/2022

Preference indicated: Somewhat support Alternative C

Too much speed with e bikes posing more of a threat to other walkers and riders

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1393 • 7/18/2022

Preference indicated: Somewhat support Alternative C

Bikes get a bad wrap because of a few people riding fast, not yielding and other basic rules. E-bikes will bring more less experienced riders and users to the trails. They won't know trail etiquette and bikes as a whole will pay the price.

Respondent # 1395 • 7/18/2022

Preference indicated: Strongly support Alternative C

I am an avid and extremely active mountain biker and bike commuter. The recent surge in e-bike traffic has introduced a new hazard. Fast travelers passing unannounced, not following yield educate, distracted while biking. Increased user conflict.

Respondent # 1416 • 7/18/2022

Preference indicated: Somewhat support Alternative C

Ebikes, especially when operated at maximum speed, are a significant safety risk to people, pets and, potentially the environment. They should be allowed access to open space only if; the trail being used is PAVED, there is a STRICTLY ENFORCED speed limi.

Respondent # 1431 • 7/18/2022

Preference indicated: Somewhat support Alternative C

Almost every trail I ride (most of alternative A) already has about 20% e-bikes. If there is no enforcement, what is the point? Many models of class 1 e-bikes are great, and promote low carbon transport. Class 2 (e- dirt bikes) should not be on trails..

Respondent # 1437 • 7/18/2022

Preference indicated: Somewhat support Alternative C

As a hiker and cyclist, the largest conflict driver is speed disparity between bikes and pedestrians. Ebikes will only exacerbate this, with only small pieces increased in access. Large, heavy, expensive bikes do little to help those ability-limited.

Respondent # 1445 • 7/19/2022

Preference indicated: Strongly support Alternative C

EBikes on single-track (like Left Hand trail) is a recipe for conflict and injury. Already these trails have ebikers who ride at excessive speeds & who are less skilled. Save some trails for mountain bikers only.

Respondent # 1461 • 7/19/2022

Preference indicated: Strongly support Alternative C

Already too fast, but appropriate, on bike paths for commuting. e-Bikes should be about none car trips rather than access to recreation. Allowing too fast options on rec trails will lead to injuries and possibly death (speed limit is not enforceable).

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1474 • 7/19/2022

Preference indicated: Somewhat support Alternative C

The e-bikes I have encountered are nearly silent and a hazard to all other trail users. I would feel differently if users would call their passes as etiquette requires. Even without earbuds they silently appear next to you, it is very startling

Respondent # 1487 • 7/19/2022

Preference indicated: Somewhat support Alternative C

There are trails where dogs are allowed off leash. This is unacceptable as a dog owner. We face enough problems already from regular bikes whizzing past in these trails. We do not need more traffic.

Respondent # 1496 • 7/19/2022

Preference indicated: Strongly support Alternative C

Bikes are great, e-bikes are great, please prioritize more bike access on trails. There are substantially more hiking trails than there are bike trails with considerations begin given to hikers over cyclists (Betasso).

Respondent # 1716 • 7/21/2022

Preference indicated: Somewhat support Alternative C

Too easy to ride fast on fragile trails, and users with decreased awareness of trail conditions eg don't ride on wet trails

Respondent # 1798 • 7/21/2022

Preference indicated: Somewhat support Alternative C

We have quite a bit of congestion on our trails already and e-bike going faster will further conflicts and congestion with slower traffic on foot with dogs and on traditional bikes.

Respondent # 1852 • 7/22/2022

Preference indicated: Strongly support Alternative C

Ebikes are to SUVs as pedal bikes are to compact cars. The SUV always wins in a collision with a compact car. Ebike users are not always the most dynamic bike handlers and often ride faster than their ability, which comes as risk to others sharing trail

Respondent # 1894 • 7/24/2022

Preference indicated: Strongly support Alternative C

I support them. But the city must determine how to manage the speed, & "rules of the road" for these "vehicles". Multi-use paths are already abused by cyclists going way too fast. This will only get worse with e-bikes. Starting smaller is better.

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1904 • 7/24/2022

Preference indicated: Somewhat support Alternative C

I think that ebikes are a safety hazard. People ride them too fast, and I think they will hurt hurt another trail user.

Respondent # 1914 • 7/25/2022

Preference indicated: Somewhat support Alternative C

I strongly beleive e-bikes do NOT belong on single track OSMP trails. The e-bike operators are often unskilled, have trouble steering, and are going quite fast. If these users are on single track I may have to DRIVE somewhere safer.

Respondent # 1918 • 7/25/2022

Preference indicated: Strongly support Alternative C

eBikes should be introduced gradually. They make amazing car replacements, but imperfect bike replacements on narrower trails. In the hands of inexperienced users, eBikes have the potential to go faster than their reaction times allow.

Respondent # 1924 • 7/25/2022

Preference indicated: Somewhat support Alternative C

Even 20mph is an incredibly fast speed for anyone to be traveling on an OSMP trail, many of which are narrow and/or have poor visibility. In my opinion, e-bikes should be limited to areas that are both wide and that have high visibility.

Respondent # 1938 • 7/25/2022

Preference indicated: Strongly support Alternative C

I feel it is appropriate to allow ebikes on trails that can reasonably used for commuting and eliminating car trips, but they should not be allowed on recreational trails where bike/hiker conflict is already a problem.

Respondent # 1978 • 7/25/2022

Preference indicated: Strongly support Alternative C

Batteries and motors are going to get smaller. Motors support bigger wheels and more tread. Have one trail that's accessible to ebikes but that's it.

Respondent # 2028 • 7/27/2022

Preference indicated: Somewhat support Alternative C

As both a non-electric and electric bike user, I strongly support both. However, e-bikes are best when they, 1) allow for the substitution of car trips, and 2) where they are on flatter/wider trails that allow them to coexist safely with non-E-bikes.

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2084 • 7/31/2022

Preference indicated: Somewhat support Alternative C

e-bikes are already scary on city multi-use paths, travelling at high speeds over 35mph without the engine noise as warning. PLEASE DO NOT ALLOW E-BIKES ON SINGLETRACK

Respondent # 2087 • 7/31/2022

Preference indicated: Strongly support Alternative C

E-bikes should be limited to double track trails so faster bikes can pass other riders without making the rider that is using their own power to slow or stop to let the e-biker pass.

Respondent # 2090 • 7/31/2022

Preference indicated: Strongly support Alternative C

Approx half the ebike usage I see on paths are not pedal assist but simply low powered scooter equivalents with a throttle. The paths network should be designed for human powered transportation and ebike segmentation needs sorting before approval

Respondent # 2101 • 7/31/2022

Preference indicated: Strongly support Alternative C

I am a frequent exercise rider of my gravel bike up Boulder Canyon to Chapman. Over 30 years of use, I have become very cautious of pedestrians plus dogs occupying the entire trail behind obstructed curves. I use a bell to warn hikers and runners if need.

Respondent # 2119 • 8/1/2022

Preference indicated: Somewhat support Alternative C

e-bikes are motor-cycles: fast and heavy relative to human-powered locomotion. They should be regulated like mopeds and scooters. I also wonder about the technical abilities of riders going 30-40mph amongst slower users. Def keep e-b off singletrack.

Respondent # 2161 • 8/3/2022

Preference indicated: Somewhat support Alternative C

Fundamentally I don't believe e-bikes are "passive" recreation. I am concerned about adding more types of bicycles on multi-use paths. I don't like the encouragement of bicycles on walking paths. Bike diminish relaxation and contemplation

Respondent # 2182 • 8/3/2022

Preference indicated: Somewhat support Alternative C

I haven't ridden any, so I don't know whether they will add conflicts or noise or other problems to the trails. I'd like to know more about the results of any pilot programs that have been put in place.

Online engagement questionnaire respondents who indicated a preference for Alternative C and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2201 • 8/4/2022

Preference indicated: Somewhat support Alternative C

I own many bikes and 1 is an ebike for commuting. Ebikes on mixed use open space will be dangerous. People will ride faster than their ability. In other countries - they are building ebike specific trails and paths to avoid injuries.

Respondent # 2268 • 8/6/2022

Preference indicated: Somewhat support Alternative C

As a pedestrian.. I may not get in accidents, but I am frequently displaced by bikes, in general. I am willing to tolerate that to support using bikes as transport on trails that get you places. I don't want any more bike traffic on other trails like BVR

Respondent # 2269 • 8/6/2022

Preference indicated: Somewhat support Alternative C

I love the idea of using these as commuters and ways for people elderly or disabled to get out. Yet allowing access to e-bikes on trails that are not maintained for disabled for elderly (Dirty Morgul or Marshal/community ditch) is just a flawed approach

Respondent # 2280 • 8/7/2022

Preference indicated: Somewhat support Alternative C

I really don't support them at all except for people with disabilities. Mountain bikes and loose aggressive dogs already significantly discourage my family. We don't want to be run down, yelled at, etc. Lived here all my life. Tired of rudeness

Respondent # 2321 • 8/8/2022

Preference indicated: Somewhat support Alternative C

i have concerns about the enforcement of current and future rules. right now many ebikers ignore closures. the bobolink trail is an example. there are pedestrians/dogs on that trail and ebikes speed dangerously there. no one enforces closures so i vote no

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2 • 7/11/2022 Preference indicated: No e-bikes on open space.

There are many different types of ebikes. Some are just as fast and disruptive as motorcycles, and some are slow put-puts like the bicycle bikes. s.. Oof.

Respondent # 4 • 7/11/2022 Preference indicated: No e-bikes on open space.

open space should be non-motorized -- transfer significant multi-use commuter paths to another organization that allows the use on a case-by-case basis

Respondent # 7 • 7/11/2022 Preference indicated: No e-bikes on open space.

I have noticed that a lot of people ride E-bikes at a speed beyond their skill level. This past weekend I had have more close-calls in the last few months with E-bike riders than I typically have in the course of several years.

Respondent # 9 • 7/11/2022 Preference indicated: No e-bikes on open space.

There are already conflicts with regular bikes on multi use paths because bikers are not letting you know they are coming up behind you. I have almost stepped into the path of bikes on several occasions. Children and dogs will be injured or killed.

Respondent # 10 • 7/11/2022 Preference indicated: No e-bikes on open space.

I don't understand why e-bikes should be allowed on OSMP land. It's disruptive to wildlife, dangerous for children and dogs and there are plenty of trails in the city where e-bikes can be used.

Respondent # 15 • 7/11/2022 Preference indicated: No e-bikes on open space.

None.

Respondent # 17 • 7/11/2022 Preference indicated: No e-bikes on open space.

When e-bikes lose power they endanger the riders, e-bike riders need to restrict to trails that are safe to get home on, not out too far for their own limitations

Respondent # 21 • 7/11/2022 Preference indicated: No e-bikes on open space.

By traveling at higher speeds, especially on climbs, the chance for a trail conflict with other users is higher. I have observed e-bike riders not yielding to others and going off trail to pass. They act like glorified motorcycles

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 23 • 7/11/2022 Preference indicated: No e-bikes on open space.

Ebike travel speeds endanger pedestrians and wildlife

Respondent # 26 • 7/11/2022 Preference indicated: No e-bikes on open space.

Fuck e-bikes

Respondent # 31 • 7/11/2022 Preference indicated: No e-bikes on open space.

Managing, policing, enforcing rules is impossible. Should a human powered bicycle rider slugging uphill have to yield to an ebike traveling at 1/4 the effort? No. All the ebikers I have encountered on the bike path yield to NO ONE.

Respondent # 34 • 7/11/2022 Preference indicated: No e-bikes on open space.

I have encountered numerous bike rider on the Boulder Creek path who travel at excessive speed, which is further complicated by the quiet ride and universal failure to call out audibles to warn pedestrians of their approach.

Respondent # 38 • 7/11/2022 Preference indicated: No e-bikes on open space.

E-bikes are a wonderful commuting alternative, and should be allowed and indeed encouraged on paved multi-use paths and bike lanes, but aren't really as appropriate in a recreational context. Keep recreational trails human powered.

Respondent # 42 • 7/11/2022 Preference indicated: No e-bikes on open space.

They do not belong on pedestrian paths

Respondent # 43 • 7/11/2022 Preference indicated: No e-bikes on open space.

Trails shared with bikes are already hard enough for parents with young kids to navigated. Ebikes would add another level of danger and would take away from the natural experience we are trying to get on the trails.

Respondent # 45 • 7/11/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I don't care about people earning their ride. But I've had impatient E bikers pass me way too close with too little room or notice and nearly been clipped a few times. Being passed by acoustic bike ~2 mph difference. Ebikes pass me like im standing still

Respondent # 46 • 7/11/2022 Preference indicated: No e-bikes on open space.

Due to the speed they travel and their odd noise, they will scare horses!

Respondent # 55 • 7/11/2022 Preference indicated: No e-bikes on open space.

The delineation between bicycle paths and roads is whether or not the vehicle is motorized. Now that the engines are quiet the human-powered vehicles are becoming a minority with no controls in place for speed or handicap.

Respondent # 57 • 7/11/2022 Preference indicated: No e-bikes on open space.

E-bike users are not those that need mobility assistance. The users in my experience are riding dangerously and at too great a speed and actually dissuade people with mobility issues (like myself) from using the trails because there are too many conflicts

Respondent # 58 • 7/11/2022 Preference indicated: No e-bikes on open space.

E bikes travel at a high rate of speed are are both dangerous to pedestrians and are disruptive to nature and the nature experience. I have seen over and over ebikes involved in near collisions with pedestrians

Respondent # 59 • 7/11/2022 Preference indicated: No e-bikes on open space.

An ebike is motorized. If you are unable to use a non-ebike on the plains trails then you should be sticking to multi use trails anyway. There are no sustained climbs and yes the trails are already overcrowded. Boulder canyon is ok s as it is wide enough.

Respondent # 68 • 7/11/2022 Preference indicated: No e-bikes on open space.

There are existing issues with bikers and pedestrians on mixed-use trails and until these issues are resolved by some method (alternative days, reverse loops, etc), there is no place for e-bikes on open space trails. They would add to the conflict.

Respondent # 69 • 7/11/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

A more protective approach is best so that impacts of that level of use can be evaluated. before increasing trail access to e-bikes.

Respondent # 73 • 7/11/2022 Preference indicated: No e-bikes on open space.

E-bikes are an excellent form of transportation on roads and improved bike paths. They are inherently not compatible with Boulder open space purposes and values -- non-motorized recreation, protection of wildlife and habitat, peace, quiet, etc.

Respondent # 74 • 7/11/2022 Preference indicated: No e-bikes on open space.

The E-bike on OSMP is like an amusement park ride. It's dangerous enough hiking trails with mountain bikes, never mind these bikes driven by people who have no physical ability or probably skills to ride. They will knock over people!

Respondent # 78 • 7/11/2022 Preference indicated: No e-bikes on open space.

Boulders trails should be accessible safely to the widest possible group of users for exercise and recreation. E bike use reduces safety for young and old.

Respondent # 85 • 7/11/2022 Preference indicated: No e-bikes on open space.

I am 74 years old. Walking is a fine way to enjoy wilderness. You do not enjoy when you are on a e-bike. If a person needs an e-bike instead of a bike, they will likely DRIVE to the trailhead, not bike there. No benefit for environment.

Respondent # 86 • 7/11/2022 Preference indicated: No e-bikes on open space.

Ebikes are motorized vehicles and have no place mixing with pedestrians. Pedestrians should be prioritized over motorized vehicles. Keep the paths safe. Pedestrians deserve a break.

Respondent # 91 • 7/11/2022 Preference indicated: No e-bikes on open space.

I strongly oppose vehicles with motors on trails where human-powered activities are taking place.

Respondent # 98 • 7/11/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

My concern is the impact for all users and wildlife with an increase of e-bikes on trails. There is an increase opportunity for human to human and human to wildlife conflicts with little to gain by allowing use. It would also cause addtl trail degradation

Respondent # 99 • 7/11/2022 Preference indicated: No e-bikes on open space.

e-bikes make trails and paths considerably more dangerous. I have witnessed many dangerous interactions, simply because ebikes have too high of a speed for bike paths and trails.

Respondent # 104 • 7/11/2022 Preference indicated: No e-bikes on open space.

For older walkers (like myself and my husband) e bikes greatly increase danger to us and diminish our enjoyment walking on the trails. We often walk on the multiuse and mountain trails and it is great for our health and spirit. Speeding e bikes ruin it

Respondent # 109 • 7/11/2022 Preference indicated: No e-bikes on open space.

For older walkers, like myself (85 and with Parkinsons) and my wife (75) e bikes present a real health danger and would greatly diminish our enjoyment of the open space

Respondent # 114 • 7/11/2022 Preference indicated: No e-bikes on open space.

What happens as technology changes and ebikes get more powerful? Soon, I fear if ebikes are allowed we will essentially have motorbikes and dirt biking on these trails. There will be noise, massive user conflict and safety concerns, noise pollution, etc

Respondent # 116 • 7/11/2022 Preference indicated: No e-bikes on open space.

e-bikes are great for use around town, but not on open space trails.

Respondent # 118 • 7/11/2022 Preference indicated: No e-bikes on open space.

They are not safe around human powered visitors or wildlife.

Respondent # 119 • 7/11/2022 Preference indicated: No e-bikes on open space.

E bikes are just not in the spirit of open space trails.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 132 • 7/11/2022 Preference indicated: No e-bikes on open space.

I am concerned the allowance of ebikes on open space trails will cause more accidents due to speed and increased traffic on the trails.

Respondent # 135 • 7/11/2022 Preference indicated: No e-bikes on open space.

Strongly oppose this. I'm older and a walker and I feel as if open space would be far, far less inviting to me. The point of open space is to serve everyone, not cater to rich techies who don't care about the trails, the land, or the community.

Respondent # 156 • 7/11/2022 Preference indicated: No e-bikes on open space.

Keep them on the streets and paved areas, never on dirt

Respondent # 163 • 7/11/2022 Preference indicated: No e-bikes on open space.

I am an avid mountain biker and hiker. The e-bikers I have already encountered, illegally, on their part, on the trails have pushed me off the trail or sped on past at fast speeds as I have been coaching kids.

Respondent # 170 • 7/11/2022 Preference indicated: No e-bikes on open space.

The fact that this is even up for discussion goes to show how much boulder is being ruined by wealthy transplants who have no interest in the boulder culture.

Respondent # 174 • 7/11/2022 Preference indicated: No e-bikes on open space.

Even regular cyclists make use of trails by families challenging, dangerous and scary. I cannot imagine having e bikes given that.

Respondent # 178 • 7/11/2022 Preference indicated: No e-bikes on open space.

MOST people riding e bikes do not have the skills necessary to ride a bike in general. They are motorized vehicles so get ready for more motorized vehicles to lobby for the right to be on open space trails.

Respondent # 189 • 7/11/2022 Preference indicated: No e-bikes on open space.

I worry about the big groups of ebikes on the city bike paths. They are large groups, mostly comprised of riders with little or no experience biking. Maybe we should consider limiting the group size of these?

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 192 • 7/11/2022 Preference indicated: No e-bikes on open space.

Boulder has many trails more appropriate to ebikes as the paved lanes along roadways. I support them on anything paved, but NOT unpaved. Walkers concentrate more and WORRY about where these bikes are & NOT being run over instead of relaxing outdoors.

Respondent # 193 • 7/11/2022 Preference indicated: No e-bikes on open space.

It's dangerous to mix pedestrians and small children with ebikes. Many ride too fast and endanger others.

Respondent # 200 • 7/11/2022 Preference indicated: No e-bikes on open space.

E-bikes seem to encourage trail use by people who have no experience on trails. It's already a rough mixed bag of different trail users out there. Boulder is a stressful place to use trails already and I can't imagine if it's even worse! Please, no.

Respondent # 202 • 7/11/2022 Preference indicated: No e-bikes on open space.

Some people already "sneak" e bikes onto trails, some of those bikes are as powerful as motorcycles. I have seen e bikes traveling at speeds of 50mph. I would suspect osmp would have quite a lawsuit on hand if a kid gets run over by a motorcycle...

Respondent # 208 • 7/11/2022 Preference indicated: No e-bikes on open space.

Allowing e bikes for commuter type trails makes sense. Boulder valley ranch, dirty Bismarck , etc trails are for recreation. E bikes reach speeds of 30mph. This will make user conflicts that are already intense w cyclists and walkers/runners worse

Respondent # 210 • 7/11/2022 Preference indicated: No e-bikes on open space.

They create danger for the other users. Others may not see it but inexperienced riders going too fast puts others in harms way. I understand the desires of e-bike users but ask that people think of our safety which is already compromised by do

Respondent # 213 • 7/11/2022 Preference indicated: No e-bikes on open space.

If there allowed then motorized bikes that have license plates or tags who pay to be on trails should be allowed

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 218 • 7/11/2022 Preference indicated: No e-bikes on open space.

Ebikes are creating dangerous situations in the current trails they are allowed on and running what was once a pleasant experience. Allowing ebikes on additional trails will further reduce current users satisfaction of the trails. More enforcement is requ

Respondent # 222 • 7/11/2022 Preference indicated: No e-bikes on open space.

This would increase visitation levels and it's already difficult at certain times of day to enjoy walking on the trails with the number of bicycles being pushy toward walkers/hikers

Respondent # 224 • 7/11/2022 Preference indicated: No e-bikes on open space.

E-bikes are poorly monitored and regulations/safety is currently poorly enforced now. We have had multiple close calls on the Boulder Creek trail with e-bikes. Allowing them more access will discourage my family from using any trails where cyclists are al

Respondent # 235 • 7/11/2022 Preference indicated: No e-bikes on open space.

I very much agree that better access for older or less physically capable users is a worthy cause. But a bike certification system, at a National level, limiting power, is a prerequisite to making this workable. No single City nor County can dont

Respondent # 237 • 7/11/2022 Preference indicated: No e-bikes on open space.

Most Ebike users travel at speeds far in excess of other trail users and do not signal their intent to pass. They create unpleasant and hazardous conditions for all other trail users. They should be confined to bike lanes on roads.

Respondent # 239 • 7/11/2022 Preference indicated: No e-bikes on open space.

People on E-bikes do regulate their speed very well and tend to be out of control.

Respondent # 240 • 7/11/2022 Preference indicated: No e-bikes on open space.

No motorized vehicles should be on open space trails. They should be on roads and paved bike paths. They would ruin the purpose of being in nature away from things like that.

Respondent # 241 • 7/11/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I not believe e-bikes are compatible with other passive activities anymore than an electric motorcycle or high speed scooter would be.

Respondent # 279 • 7/11/2022 Preference indicated: No e-bikes on open space.

I have seen too many inexperienced riders, riding way too fast on an e-bike.

Respondent # 281 • 7/11/2022 Preference indicated: No e-bikes on open space.

Ebikes should not be allowed. Period.

Respondent # 295 • 7/11/2022 Preference indicated: No e-bikes on open space.

Many ebikes are fast and heavy. Great for a street with cars. Dangerous around people just trying to take a stroll. Don't ruin our beautiful quiet trails!

Respondent # 298 • 7/11/2022 Preference indicated: No e-bikes on open space.

E-bikes and bikes in general in boulder are confusing. I see them use crosswalks like pedestrians, want cars to yield for them and then scream at pedestrians to move out of their way.

Respondent # 310 • 7/11/2022 Preference indicated: No e-bikes on open space.

My husband is a photographer and hard of hearing and even non-E-bikes come up fast around curves or hills

Respondent # 316 • 7/12/2022 Preference indicated: No e-bikes on open space.

I don't support increased access to recreational trails if it's done by motor assistance. More trail usage miles. I've personally witnessed overpowered illegal ebikes on the Jeffco trails. We don't need to open the door to motos on trails.

Respondent # 318 • 7/12/2022 Preference indicated: No e-bikes on open space.

As an older female, I do bike up the canyon occasionally, and I commute around town for errands and for exercise. I feel endangered when an e-bike the size of a motorcycle with huge tires or long kid carrier comes flying by me. For profits will exploit th

Respondent # 323 • 7/12/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I regularly use trails that currently have signage prohibiting ebikes and this is clearly not enforced (e.g., Cottontail). I am skeptical any further regulation will similarly be ignored.

Respondent # 325 • 7/12/2022 Preference indicated: No e-bikes on open space.

We can't even control the dog problem this would be insane to allow this to happen

Respondent # 335 • 7/12/2022 Preference indicated: No e-bikes on open space.

Bikes are already too fast on trails and don't observe the rules. I think this will only get worse with e-bikes.

Respondent # 340 • 7/12/2022 Preference indicated: No e-bikes on open space.

The noise pollution in/around Boulder is high enough already. Please let's keep open spaces as quiet as possible for our own sanity and for the benefit of the life (wildlife, insects, etc.) that inhabit those areas.

Respondent # 343 • 7/12/2022 Preference indicated: No e-bikes on open space.

After 4 years of experiencing them on jeffco trails, they have significantly changed the trail experience. They go against the natural rhythm of all other trail users. Please do not move forward blindly.

Respondent # 346 • 7/12/2022 Preference indicated: No e-bikes on open space.

E-bikes on trails increase the average speed bikes are traveling on the trails. This makes it dangerous for people on foot to use these trails (walkers, runners, dogs, and especially children). Trails should not be highways.

Respondent # 349 • 7/12/2022 Preference indicated: No e-bikes on open space.

I have lived for over a decade on a trail that now allows e-bikes and it's a disaster waiting to happen. Excessive speed and disregard for blind corners caused by unkept weed growth on the curves is unlike anything I've seen on the trail previously.

Respondent # 354 • 7/12/2022 Preference indicated: No e-bikes on open space.

Just last Friday, I was surprised by a e-bike coming up on my right side, passing at dusk in a bike lane.

Respondent # 357 • 7/12/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

E-bikes becomes an enforcement nightmare. The excuse of allowing them on trails is the "classification" of pedal assist. Okay, but who's going to pay to enforce that and lets be clear, their MOTORIZED speed is higher than everyone else.

Respondent # 360 • 7/12/2022 Preference indicated: No e-bikes on open space.

If people would like to ride motorcycles then they should ride them and not call them e-bikes. Motorcycles are not allowed on these trails and neither should e-bikes. Most riders are using the throttle not the pedals. Observe.

Respondent # 362 • 7/12/2022 Preference indicated: No e-bikes on open space.

E-bike cause confusion and conflict on trails. They have scared me many times with their speed and ease of aggressive riding. It's just not right that you have to yield 10x what you have done before on the same trail because all the ebike pass you because

Respondent # 366 • 7/12/2022 Preference indicated: No e-bikes on open space.

In general, e-bike riders do not respect others on the trail.

Respondent # 368 • 7/12/2022 Preference indicated: No e-bikes on open space.

E bikes are dirt bikes. No way should they be let more trails.

Respondent # 372 • 7/12/2022 Preference indicated: No e-bikes on open space.

I love them for commuting, but as a cyclist, I feel most e-bike users are dangerous due to their speed, both uphill and downhill. Until we make a system of directional trails, there will be conflicts with painful outcomes.

Respondent # 383 • 7/12/2022 Preference indicated: No e-bikes on open space.

If you are going to allow e-bikes, then scooters and motorcycles are next?!?

Respondent # 386 • 7/12/2022 Preference indicated: No e-bikes on open space.

I see very few current e-bike visitors who pedal. Plus I see true electric motorcycles on OSMP lands today.

Respondent # 389 • 7/12/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

The OSMP Charter purposes includes "Preservation for PASSIVE recreation use..." Greenways paths might be appropriate (gets at the increased mobility and reduced carbon travel charges COB suggests)--but this is likely to increase visitor confusion.

Respondent # 395 • 7/12/2022 Preference indicated: No e-bikes on open space.

Speed differences are a BIG problem and combined with frequently less experienced riders on e-bikes who are going faster than they realize. Many conflicts even now. Not good.

Respondent # 399 • 7/12/2022 Preference indicated: No e-bikes on open space.

Once you start, it will be abused outside your restrictions. Pedestrians are highly impacted by wheels on sidewalks and trails. I favor less cars and more bikes of all kinds, but on STREETS, not pedestrian locations. It's already hard to walk for some.

Respondent # 405 • 7/12/2022 Preference indicated: No e-bikes on open space.

I do not believe that e-bikes are suitable for open space trails. They should stay on the roads, of which there are many.

Respondent # 410 • 7/12/2022 Preference indicated: No e-bikes on open space.

Although e-bikes are not currently allowed on OSMP trails, I regularly encounter e-bike users on the connector trails around Gunbarrel. Clearly there is already confusion about what is allowed, and invariably e-bike users are traveling at unsafe speeds.

Respondent # 411 • 7/12/2022 Preference indicated: No e-bikes on open space.

I repeat, most ebike riders have poor bike handling skills and little concern for the safety of traditional trail users.

Respondent # 414 • 7/12/2022 Preference indicated: No e-bikes on open space.

e-bikes should be allowed on streets in bike lanes, but not on our multi use paths or open space paths. Those paths should be reserved for non-motorized only. E-bikes travel at speeds unnatural to the surroundings.

Respondent # 421 • 7/12/2022 Preference indicated: No e-bikes on open space.

E-Bikes are motorcycles.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 423 • 7/12/2022 Preference indicated: No e-bikes on open space.

E bikes though very useful and supportive of some of Boulder's core values are not safe in all applications. E Bikes on the bike paths are too fast, with riders that are occasionally out of control. Introducing them to trails seems reckless.

Respondent # 425 • 7/12/2022 Preference indicated: No e-bikes on open space.

Don't think e bikes should be on open space.

Respondent # 429 • 7/12/2022 Preference indicated: No e-bikes on open space.

I live near the Cottonwood trail and walk it almost daily. The ebike riders in this area already ride this trail regardless of the rules, and they don't go at safe speeds or pass peders safely. Many near misses, no alerting or bells, and no apologies.

Respondent # 434 • 7/12/2022 Preference indicated: No e-bikes on open space.

My experience has been that the difference in speed between E-bikes (fast uphill, often slower downhill) and traditional bikes causes a lot of passing back and forth, and E-bikers show little or no awareness nor consideration in these passing situations.

Respondent # 441 • 7/12/2022 Preference indicated: No e-bikes on open space.

The trails are crowded enough. Please do not increase the impact of the trail use. Ebikes are motorized and will greatly change the experience on our hiking trails.

Respondent # 456 • 7/12/2022 Preference indicated: No e-bikes on open space.

Motorized is motorized. period. There is no way to police ebikers on different types of ebikes. There will be/are cheaters. If the e-bike lobby is so important to you, create specific trails (that e-bikers fund) for e-bikes

Respondent # 464 • 7/12/2022 Preference indicated: No e-bikes on open space.

I support the use of e=bikes on trails for cyclists who have physical limitations, such as a heart condition. I also support the use of e-bikes for commuting and errands as an alternative to driving a car. I have seen a lot of problems with e-bikes though

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 466 • 7/12/2022 Preference indicated: No e-bikes on open space.

No one's paying attention to or enforcing the e-Bike classifications that would limit e-Bike impacts on shared trails or even on-street ROW. Excessive speed of e-Bikes is already a hazard on dedicated bikeways that were never engineered for these speeds.

Respondent # 485 • 7/12/2022 Preference indicated: No e-bikes on open space.

I am an e-bike advocate for transportation, recreation, and urban use, but believe they have no place on trails.

Respondent # 487 • 7/12/2022 Preference indicated: No e-bikes on open space.

I've owned a home in Boulder County since 1993. I'm an equestrian who enjoys trail riding on the trails that allow horses. Whatever happens, I beg you not to ever allow horses and eBikes on the same trail system. A dangerous mix for horse & rider.

Respondent # 491 • 7/12/2022 Preference indicated: No e-bikes on open space.

I support allowing e-Bikes on natural surface trails only for those with disabilities. Everyone else can pedal, walk, or run. No excuses.

Respondent # 492 • 7/12/2022 Preference indicated: No e-bikes on open space.

Plains Commuter Trails Only. Where they're allowed is already confusing and Boulder Canyon Trail illegause is common with high speed and noise. They're already on Chapman - one so loud I thought a dirt bike was coming. Wildlife disturbance is #4 concern.

Respondent # 493 • 7/12/2022 Preference indicated: No e-bikes on open space.

I would support not allowing ebikes on multi-use paths. They are motorized vehicles, and do not belong

Respondent # 496 • 7/12/2022 Preference indicated: No e-bikes on open space.

Please take note of recent ebike motor, frame, and battery evolution and its rapid ability to delivery motorcycle-equivalent power in a bicycle-looking package.

Respondent # 497 • 7/12/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

My concern is with those people that simple don't have the skill to navigate the terrain but with the assistance of e-power can get where they never could before. Skill comes with fitness and sometimes one has to put in the work first.

Respondent # 500 • 7/12/2022 Preference indicated: No e-bikes on open space.

Something that goes 20-30+ mph is dangerous on trails where people are walking and riding real bikes

Respondent # 504 • 7/12/2022 Preference indicated: No e-bikes on open space.

E-bikes have motors... if Left-Hand canyon were to reopen to motorized travel, this area would be acceptable for E bike travel.

Respondent # 516 • 7/12/2022 Preference indicated: No e-bikes on open space.

Hikers and cyclists on the trails already have speed and patience related conflicts. The speed of e-bikes will pose a greater danger to individuals and families on foot and those hiking with dogs on the trails.

Respondent # 521 • 7/12/2022 Preference indicated: No e-bikes on open space.

Ebikes are motorized, the charter is crystal clear that motorized vehicles may not be on open space. It does not say ICE motors, and an "electric motor" is a motor.

Respondent # 527 • 7/12/2022 Preference indicated: No e-bikes on open space.

The whole point of our open space is to enjoy nature not have it become a joy ride for adventure seekers who want to disrupt everything for their personal benefit. I STRONGLY disagree with any consideration of this!

Respondent # 528 • 7/12/2022 Preference indicated: No e-bikes on open space.

Ebike users are usually wealthy white people. What is osmp doing to improve access for the BIPOC community?

Respondent # 530 • 7/12/2022 Preference indicated: No e-bikes on open space.

See above. Next thing on the trails will be Vespas.

Respondent # 534 • 7/12/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Due to understaffing of law enforcement and OSMP rangers, there's no way to enforce speed limits and e-bikes are already terrorizing bike paths

Respondent # 537 • 7/12/2022 Preference indicated: No e-bikes on open space.

E-bikes are motorcycles and using them on trails where families and elderly walk and recreate is a recipe for conflict and injury. A vehicle with a motor belongs on a street, not a multi-user recreation trail.

Respondent # 538 • 7/12/2022 Preference indicated: No e-bikes on open space.

E bikes are already on trails that do not currently allow them. They are disruptive to hikers and non ebikes due to speed they travel and inconsideration while passing, causing people to jump off trails to avoid collision and injury.

Respondent # 547 • 7/12/2022 Preference indicated: No e-bikes on open space.

Motorized vehicles have no place on non-paved trails. Would need to have rangers/supervisors that are available for problems and confrontations.

Respondent # 549 • 7/12/2022 Preference indicated: No e-bikes on open space.

I am almost daily walker and bike rider on the city's paved multi-use paths. E-bikes have increased danger on the pathways because the majority of e-bikers routinely exceed the 15 mph limit. E-bikes would bring a dirt-bike mentality to Boulder trails.

Respondent # 550 • 7/12/2022 Preference indicated: No e-bikes on open space.

This survey and the order of answer selections appears to be intentionally confusing. I reviewed the "alternative" selection twice to ensure my thoughts were captured. I believe a decision has already been made and this should be voted vs a online survey

Respondent # 559 • 7/12/2022 Preference indicated: No e-bikes on open space.

THEY'RE DANGEROUS! I see accidents between e-bikes and others along Boulder Creek weekly! Kids and adults are put in danger by others riding e-bikes!

Respondent # 575 • 7/12/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Regular plains trail user, and so tired of being buzzed or getting "heads up" from currently illegal e-bikes. Increased volume would increase conflicts with aggressive bikes

Respondent # 587 • 7/13/2022 Preference indicated: No e-bikes on open space.

Makes it dangerous for pedestrians

Respondent # 593 • 7/13/2022 Preference indicated: No e-bikes on open space.

Boulder trails are loved to death, are overused because there are not enough of them, and although bikers claim they don't go as fast as non-ebikes— only true for flats and downhill—e bikes go much faster uphill. Bad ideas! Build more bike lanes!

Respondent # 596 • 7/13/2022 Preference indicated: No e-bikes on open space.

They are able to go too fast on trails when most people who ride e-bikes don't have the skills to ride that fast. I got passed by an old man on the Dirty Bismarck loop, where he wasn't even supposed to be, per signs.

Respondent # 598 • 7/13/2022 Preference indicated: No e-bikes on open space.

In my opinion, you haven't stated clearly -What problem are you trying to solve by proposing a change to the current status.

Respondent # 601 • 7/13/2022 Preference indicated: No e-bikes on open space.

I frequently ride the trails west of superior that are under consideration. These trails are already heavily used and are becoming wider than single track by people riding off trail. Ebikes will increase traffic and expand trail erosion when ebikes pass

Respondent # 602 • 7/13/2022 Preference indicated: No e-bikes on open space.

What's the plan for when folks leave their broken down rental bikes in the trail. You know they won't be hauling them out.. More litter on the trails to maneuver around.bikes

Respondent # 604 • 7/13/2022 Preference indicated: No e-bikes on open space.

I am a mountain biker and also walk on a lot of the Boulder area trails, and the E-bikes I have encountered in town/on trails travel at pretty high speeds and the riders don't announce themselves. Safety is a major concern.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 605 • 7/13/2022 Preference indicated: No e-bikes on open space.

Strongly oppose. Will change while feel of trails

Respondent # 607 • 7/13/2022 Preference indicated: No e-bikes on open space.

Bikes ruin trails for human feet. Just go hiking in Crested Butte or even on the Marshall trail to see how trails are impacted. We don't need more bikes on trails.

Respondent # 619 • 7/13/2022 Preference indicated: No e-bikes on open space.

allowing e-bikes on trails just turn trails into roads. Why not allowing motorcycles and cars on the trails too?!

Respondent # 622 • 7/13/2022 Preference indicated: No e-bikes on open space.

E-bikes go extremely fast in our neighborhood, routinely exceeding speed limits on streets. If E-bikers would agree to GPS controls to limit E-bike speeds to sidewalk speeds on trails, I would feel differently. Will you do something sensible like this?

Respondent # 632 • 7/13/2022 Preference indicated: No e-bikes on open space.

I'm a supporter of e-bikes, but including them on already crowded trails is going to disrupt the peace and quiet people seek on these trails. It's a slippery slope to open up trails any further than we already have.

Respondent # 633 • 7/13/2022 Preference indicated: No e-bikes on open space.

The selection above summarizes well my belief: "I do not agree that the electric-assist is non-motorized ". More specifically: I believe that a electric-assist vehicle is a motorized vehicle.

Respondent # 643 • 7/13/2022 Preference indicated: No e-bikes on open space.

Dangerous to walkers

Respondent # 645 • 7/13/2022 Preference indicated: No e-bikes on open space.

Motor assisted riding allows unexpected overtaking by one visitor over another. I have experienced this and needed to execute undesirable avoidance maneuvers. In addition, inexperienced tourists will use this access to cause more conflicts.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 647 • 7/13/2022 Preference indicated: No e-bikes on open space.

people who don't ride bikes much will be riding e-bikes and they become dangerous to all other trail users.

Respondent # 649 • 7/13/2022 Preference indicated: No e-bikes on open space.

When have we become so lazy, so "WALL-E " and not want to use our own muscles?

Respondent # 650 • 7/13/2022 Preference indicated: No e-bikes on open space.

e-bikes may be a good alternative to fossil fuel-burning cars. But, we do not need an alternative to human-powered bikes on OSMP trails.

Respondent # 660 • 7/13/2022 Preference indicated: No e-bikes on open space.

Trails have bike speed limits to minimize injuries. E-bikes can easily exceed these limits and I see e-bike riders do this all the time. Even worse, e-bikes have much more ACCELERATION than non-motorized bikes, increasing injury severities.

Respondent # 661 • 7/13/2022 Preference indicated: No e-bikes on open space.

See above.

Respondent # 666 • 7/13/2022 Preference indicated: No e-bikes on open space.

Allowing e-bikes on trails invites abuse and will create an enforcement nightmare. Please maintain the current prohibition. E-bikes just don't belong on OSMP trails.

Respondent # 672 • 7/13/2022 Preference indicated: No e-bikes on open space.

E-bikes go dangerously fast at times. Allowing them on road bike lanes seems fine, but that should be banned from all multi-use paths.

Respondent # 675 • 7/13/2022 Preference indicated: No e-bikes on open space.

I think they're great for in town and exploring rides in the county to expand riders' range, especially for older riders. OSMP is not the place for that.

Respondent # 678 • 7/13/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I already avoid hiking on trails with heavy bike use. E bikes would add to the over crowding and the extra weight feels more dangerous. So walkers may be further limited and decrease their use of trails.

Respondent # 681 • 7/13/2022 Preference indicated: No e-bikes on open space.

In my neighborhood the majority of bikes are ridden by young adults who have little regard for others safety. Allowing them to take them in open space is another liability for hikers, and other non motorized cyclists

Respondent # 683 • 7/13/2022 Preference indicated: No e-bikes on open space.

once e-bikes are allowed on any of these trails, many e-bike users will intentionality use their e-bikes on ALL trails and claim confusion of the rules if confronted. This comment is based on over 25 years of living in Boulder, & experiencing attitudes.

Respondent # 697 • 7/13/2022 Preference indicated: No e-bikes on open space.

Can we just have SOME trails in Boulder where bikes are not allowed, please? E-bicyclists can go anywhere they want but hikers and walkers have limited options on trails where they can walk without having to watch out for bikes. NO BIKES!!!!

Respondent # 704 • 7/13/2022 Preference indicated: No e-bikes on open space.

Bike riders, especially e-bike riders, often DO NOT "share the road" and create our unsafe conditions for hikers.

Respondent # 706 • 7/13/2022 Preference indicated: No e-bikes on open space.

If you don't have to pedal at all, the "bike" is a motorcycle, and a safety hazard to users walking and on real pedal bikes.

Respondent # 720 • 7/13/2022 Preference indicated: No e-bikes on open space.

Ebikes are larger and heavier than regular bikes and are often used in electric mode only, meaning the user does not even bother pedaling. To me that makes them more like a moped and thus should not be on trails

Respondent # 721 • 7/13/2022 Preference indicated: No e-bikes on open space.

I walk on Boulder canyon trail nearly everyday. E- bikes, not currently allowed, make up a significant amount of the bikes there now. The last 2 years have gotten more dangerous as a pedestrian.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 725 • 7/13/2022

Preference indicated: No e-bikes on open space.

I ride horses on Open Space trails and they are already very crowded with walkers, runners, bikers, dogs, baby carriages, etc. Adding more bikes (e-bikes) would make a tough/crowded space much worse esp for horses

Respondent # 730 • 7/13/2022

Preference indicated: No e-bikes on open space.

I am a walker and bike rider, and expect to have an electric bike in a few years. BUT, electrics are being ridden carelessly at unsafe speeds. Class 2 especially should not be allowed, and speed limits and enforcement should be considered.

Respondent # 736 • 7/13/2022

Preference indicated: No e-bikes on open space.

I was one of the first eBike owners in Boulder in 2005. The people that I see riding eBikes today on Quince, 18th, and 19th are barely capable of riding an eBike on a paved road much less a trail. Inexperienced, no helmets, ignore safety regulations

Respondent # 740 • 7/13/2022

Preference indicated: No e-bikes on open space.

I am 69 and if an e-bike hit me, it would be life changing forever. Who takes responsibility in that case. They are too dangerous to pedestrians. E-bikes and pedestrians don't mix.

Respondent # 745 • 7/13/2022

Preference indicated: No e-bikes on open space.

E bikes are a rich persons activity. Leave us poor people to enjoy nature without all the problems that selfish rich people cause

Respondent # 755 • 7/13/2022

Preference indicated: No e-bikes on open space.

Re-think your options. there are trails, such as cotton wood and IBM connector that are part of a commuting route, but through Boulder valley ranch is NOT acceptable.

Respondent # 758 • 7/13/2022

Preference indicated: No e-bikes on open space.

Boulder Canyon Trail? Absolutely yes to e-bike allowance. It's paved mostly and wide and NOT singletrack, or have wildlife.

Respondent # 762 • 7/13/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I find the speed of e-bikes passing me very jarring when I'm out on my bike (I've been an avid cyclist for decades). I can't imagine how jarring it would be for pedestrians. I am strongly opposed to allowing e-bikes on any of these trails.

Respondent # 763 • 7/13/2022 Preference indicated: No e-bikes on open space.

Fine for paved trails. Not in places like Doudy. OSMP trail work there has already sped up mtn bikes and led to conflicts. Now I know why work at Doudy was turning it into Valmont bike park south.

Respondent # 765 • 7/13/2022 Preference indicated: No e-bikes on open space.

As an equestrian who rides on our local trails at least three days a week (mostly Teller), I am incredibly concerned about the safety issues this poses. Allowing e-bikes on trails that horses frequent is dangerous for everyone

Respondent # 773 • 7/13/2022 Preference indicated: No e-bikes on open space.

Too fast and dangerous for pedestrians

Respondent # 774 • 7/13/2022 Preference indicated: No e-bikes on open space.

E-bikes would just be another overuse of trail system. Should consider lowering use on all trails. Runners, joggers, walkers and dogs e-bikes are just another conflict waiting to happen.

Respondent # 782 • 7/13/2022 Preference indicated: No e-bikes on open space.

From what I have seen, many e-bike riders ride responsibly, but those who don't are driving a much heavier bike at higher speed rates. There is no enforcement of anything on the paths and I do not see that changing so do not support

Respondent # 793 • 7/13/2022 Preference indicated: No e-bikes on open space.

I am a huge supporter of e-bikes as a commuting tool, to reduce the use of private cars and to increase peoples physical and mental health. However e-bikes do not belong on non-paved, recreational trails (i.e. mountain bike trails). I am a mountain biker.

Respondent # 794 • 7/13/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

E-bikes move so much faster than standard bikes that they cause a dramatic speed discrepancy on the trails. This is dangerous as many standard bike riders are not anticipating this. Collisions would also be more traumatic and damaging.

Respondent # 803 • 7/13/2022 Preference indicated: No e-bikes on open space.

A big no from the horse community. Please support horses on the trails. Thank you

Respondent # 809 • 7/13/2022 Preference indicated: No e-bikes on open space.

E bikes weigh more than normal bikes and will cause more damage to our trails... There are still issues with regular bikes on trails and adding more people on bikes will only increase the conflict that the city never has addressed. Trials that bikes are

Respondent # 815 • 7/13/2022 Preference indicated: No e-bikes on open space.

This is a terrible idea. As someone who runs/hikes these trails, and routinely have to jump out of the way of mountain bikers, I cannot fathom howl dangerous this would be. For all trail users. This is an extremely bad idea. Please don't do this.

Respondent # 816 • 7/13/2022 Preference indicated: No e-bikes on open space.

Boulder trails are already under heavy use by pedestrians and bikers. EBikes are an important addition for commuting and Boulder Co should support such commuting routes. Trails should not be filled with dangerous, motorized bikes (e-bikes are motorized)!

Respondent # 820 • 7/13/2022 Preference indicated: No e-bikes on open space.

I don't think ebikes should be allowed on single track trails. Safety is a concern with higher speeds around sharp corners and riders who are not trained/in shape with the fitness and skills to navigate the terrainZ

Respondent # 821 • 7/13/2022 Preference indicated: No e-bikes on open space.

Too many ebikes with throttles (not pedaling) and going too fast for conditions is already occurring. I have seen zero enforcement of rules regarding ebike classes.

Respondent # 825 • 7/13/2022 Preference indicated: No e-bikes on open space.

Inexperienced cyclists creating unsafe conditions for themselves and others in remote locations.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 826 • 7/13/2022 Preference indicated: No e-bikes on open space.

Fundamentally alters meaning of passive recreation- abandoning unique and important signature of OSMP

Respondent # 827 • 7/13/2022 Preference indicated: No e-bikes on open space.

They are much heavier and faster, danger to runners like me. Also many riders are older and not strong enough to quickly maneuver them to avoid accidents

Respondent # 838 • 7/13/2022 Preference indicated: No e-bikes on open space.

Hiking and biking are forms of exercise. An Ebike is not for exercise although you may get some. It's hard enough as a hiker to get bikers to be courteous on shared trails. I can't believe you are even considering this as an option.

Respondent # 848 • 7/14/2022 Preference indicated: No e-bikes on open space.

I have seen the doors at which e-bikes go, this is real danger for pedestrians. Also on mountain trails, if an ebike falls, it can be difficult to upright as they are heavy, and many bikers are not strong. This creates a burden to other users on the trail

Respondent # 849 • 7/14/2022 Preference indicated: No e-bikes on open space.

Please consider trail safety when allowing ebikes. In my experience, ebike users are aggressive, traveling far too fast, and extremely disrespectful. If you feel the need to bring ebikes into open space, there should be a training and ENFORCEMENT program.

Respondent # 852 • 7/14/2022 Preference indicated: No e-bikes on open space.

The trails can already be dangerous (lots of ER visits) due to cyclists going too fast, allowing motor assist bikes will only worsen the conditions. They disrupt wildlife. This violates the open space regulations.

Respondent # 856 • 7/14/2022 Preference indicated: No e-bikes on open space.

There is already too much mechanized use of natural environment.

Respondent # 859 • 7/14/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I support e-bikes in bike lanes, but not on trails. They are going too fast.

Respondent # 864 • 7/14/2022 Preference indicated: No e-bikes on open space.

I have had many close calls with people on evokes while walking o

Respondent # 865 • 7/14/2022 Preference indicated: No e-bikes on open space.

e-bikes travel at high speeds and are potentially dangerous for trail users who are walking, especially if they are walking dogs.

Respondent # 866 • 7/14/2022 Preference indicated: No e-bikes on open space.

The two areas I'm strongly against allowing e-bikes are the Marshal Mesa area and the South Boulder Creek trail. Marshal Mesa is already crowded, there's no reason to add another class of riders. Also, allowing e-bikes is a step to allowing dirt bikes

Respondent # 878 • 7/14/2022 Preference indicated: No e-bikes on open space.

Would they be required to dismount and park them in separate areas? I don't want to see a huge line of them at trailheads- or docking stations.

Respondent # 879 • 7/14/2022 Preference indicated: No e-bikes on open space.

E-bikes will ruin the Boulder Canyon Trail for pedestrians and runners. It is already challenging, but a larger crowd of less skilled riders will create unending conflict.

Respondent # 882 • 7/14/2022 Preference indicated: No e-bikes on open space.

No scooters on sidewalks

Respondent # 884 • 7/14/2022 Preference indicated: No e-bikes on open space.

E bikes are not compatible with open space trails

Respondent # 889 • 7/14/2022 Preference indicated: No e-bikes on open space.

a motorized bicycle does not belong on a trail with people, dogs and traditional bicycles

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 890 • 7/14/2022 Preference indicated: No e-bikes on open space.

I find their speed makes them more dangerous to others.

Respondent # 894 • 7/14/2022 Preference indicated: No e-bikes on open space.

The potential for accidents due to high speeds and unfamiliarity with riding on gravel would be high. Noise disturbs the wildlife.

Respondent # 897 • 7/14/2022 Preference indicated: No e-bikes on open space.

The e-bike introduces a dangerous element to our trails. The attitude of some of these riders and carelessness is innate. I do not support this at all.

Respondent # 898 • 7/14/2022 Preference indicated: No e-bikes on open space.

I do not drive and walk/bike everywhere. From my experience, I don't think e-bikes or e-scooters should be allowed on any multiuse trail due to speed and lack of etiquette.

Respondent # 899 • 7/14/2022 Preference indicated: No e-bikes on open space.

the speed a lot of riders is somewhat disturbing and will be hard to monitor

Respondent # 903 • 7/14/2022 Preference indicated: No e-bikes on open space.

In Boulder canyon, there is already a lot going on with bikers and pedestrians (with children and dogs) adding e bikes would be crazy

Respondent # 908 • 7/14/2022 Preference indicated: No e-bikes on open space.

Any 'assisted' vehicles destroy the serenity and impede the ability to focus on the world around you because you have to constantly be aware of what's coming at you at a hazardous speed.

Respondent # 915 • 7/14/2022 Preference indicated: No e-bikes on open space.

Most riders I have seen on the creekpath go too fast

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 916 • 7/14/2022 Preference indicated: No e-bikes on open space.

I think trails should remain dedicated to non-motorized use. There are plenty of other places to ride e-bikes, including hundreds of miles of paved roadways and multi-use paths. By comparison, there are only 154 miles of trails in the OSMP system.

Respondent # 922 • 7/14/2022 Preference indicated: No e-bikes on open space.

Very dangerous. Should never be allowed on trails. Proven fire danger. OSMP has already proven their little care to fire danger allowing extremely large numbers of recreation on high fire danger days.

Respondent # 928 • 7/14/2022 Preference indicated: No e-bikes on open space.

e-bikes zipping by other users on OSMP trails sounds awful.

Respondent # 931 • 7/14/2022 Preference indicated: No e-bikes on open space.

E bikes are fine on our roads, they are another form of motorized transportation, they do not belong on our trails.

Respondent # 939 • 7/14/2022 Preference indicated: No e-bikes on open space.

Please license plate them. Please keep them off the trails.

Respondent # 944 • 7/14/2022 Preference indicated: No e-bikes on open space.

Ebikes on trails is a Really Bad Idea.

Respondent # 946 • 7/14/2022 Preference indicated: No e-bikes on open space.

People go hiking for the peace & quiet. People on bikes are not typically quiet.

Respondent # 957 • 7/14/2022 Preference indicated: No e-bikes on open space.

As a trail user, I know there are ALREADY E-bikes on our trails. E-bike users tend to be less cautious, less courteous and travel at higher speeds. It is a bad mix with pedestrians, kids, and regular bikes.

Respondent # 958 • 7/14/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

E-bikes can travel at speeds as high as motorized scooters. They aren't safe on unpaved or dirt trails. There will be accidents and injuries for sure. No motorized means at the speed of human muscle. Don't be tempted to shift.

Respondent # 961 • 7/14/2022 Preference indicated: No e-bikes on open space.

Hard to regulate those merely using assist vs unassisted or 'moped-style'

Respondent # 972 • 7/14/2022 Preference indicated: No e-bikes on open space.

There are many riders (ebike and otherwise) who are not respectful of others nor of the environment. I cringe at the thought of my daily meditative walks in open spaces becoming just another 'freeway' in our already overcrowded city.

Respondent # 976 • 7/14/2022 Preference indicated: No e-bikes on open space.

E-bike should not be allowed on any trails. Roads yes but trails no

Respondent # 977 • 7/14/2022 Preference indicated: No e-bikes on open space.

eBikes literally have motors, so making any argument they are non-motorized is specious at best.

Respondent # 989 • 7/14/2022 Preference indicated: No e-bikes on open space.

In 20 years, I have had only one experience where a biker yielded to a hiker. To have more bikes on trails travelling at higher speeds would make hiking those trails very stressful. Stop with the multi use trails.

Respondent # 994 • 7/14/2022 Preference indicated: No e-bikes on open space.

Fire hazard, fire hazard, fire hazard.

Respondent # 1000 • 7/14/2022 Preference indicated: No e-bikes on open space.

They are very dangerous to pedestrians, children, animals and themselves!!! The people who are "driving" them travel at very fast speeds. They should NOT BE ON OPEN SPACE TRAILS AT ALL!

Respondent # 1002 • 7/14/2022 Preference indicated: No e-bikes on open space.

They are motorized vehicles and much more dangerous to pedestrians of all species

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1004 • 7/14/2022

Preference indicated: No e-bikes on open space.

Ebike riders are frequently inexperienced and therefore dangerous to other trail users.

Respondent # 1006 • 7/14/2022

Preference indicated: No e-bikes on open space.

There is a problem now with e-bikes being left on grass, streets, in front of fire hydrants, entry to parking lots, on sidewalks impeding pedestrians and wheelchairs.

Respondent # 1007 • 7/14/2022

Preference indicated: No e-bikes on open space.

I've been riding mountain bikes around OSMP in Boulder for 40+ years. If someone can't manage to self propel themselves into these areas they should not be allowed to ride there.

Respondent # 1008 • 7/14/2022

Preference indicated: No e-bikes on open space.

e-bikes have motors and therefore represent motorized traffic. Let's keep trails to non-motorized traffic.

Respondent # 1015 • 7/14/2022

Preference indicated: No e-bikes on open space.

Thanks for the opportunity to give input!

Respondent # 1016 • 7/14/2022

Preference indicated: No e-bikes on open space.

Just no! There's already too much bike traffic on trails, too much stress on wildlife and plants

Respondent # 1024 • 7/14/2022

Preference indicated: No e-bikes on open space.

Boulder Canyon Trail and Marshall Loops should be off limits. I'm okay with e-bikes on other OSMP trails. I also believe that e-bike riders on

Respondent # 1030 • 7/14/2022

Preference indicated: No e-bikes on open space.

Multi use paths should be split so all bikes are separate from pedestrians like the creek path just east of EGF park

Respondent # 1033 • 7/14/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

My family frequently use the paved paths of Boulder to travel to get around town. The increasing speeds of e-bikes and user conflicts are already terrifying on the paved paths. Boulder has already made roads hostile to kids, and it seems paths are next.

Respondent # 1038 • 7/14/2022

Preference indicated: No e-bikes on open space.

I am concerned about eBike riders who now have the speed to do something but lack the skill for the speeds they can obtain, putting themselves and others at risk.

Respondent # 1041 • 7/14/2022

Preference indicated: No e-bikes on open space.

I want to support e-bikes but I have had several dangerous encounters on multi-use paths in Boulder due to high speeds and disregard of the large size of cargo e-bikes.

Respondent # 1043 • 7/14/2022

Preference indicated: No e-bikes on open space.

I wouldn't feel safe on trails with e-bikes. Sharing hiking trails with mountain bikes on the dowdy draw trails feels perilous, e-bikes could go even faster and are heavier so the damage they can do to a person or the trail would be greater.

Respondent # 1053 • 7/14/2022

Preference indicated: No e-bikes on open space.

My experience with e-bike riders on Boulder County trails has not been positive. Excessive speed is an issue. Do not want to see this extended to OSMP.

Respondent # 1056 • 7/14/2022

Preference indicated: No e-bikes on open space.

They are an awesome way to replace vehicle miles in the city, along with other electric vehicles in many shapes. Let's make space for them.

Respondent # 1059 • 7/14/2022

Preference indicated: No e-bikes on open space.

I ride my bike on trails and multi-use paths often. A significant number of riders of ebikes disregard basic safety, such as slowing down near pedestrians and failing to wear a helmet or have lighting in the evening. I love ebikes as a solution to trans

Respondent # 1065 • 7/14/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

This survey leads the witness. It should ask up front whether the person wants to see e-bikes on OSMP or not, then ask about support of Prop B. There should a no action alt. and one without Hi Plains. Add metric of % of trails that currently allow bikes

Respondent # 1071 • 7/14/2022

Preference indicated: No e-bikes on open space.

From what I have observed, E Bike riders a) tend to ride way too fast, and b) many are new to biking, or have picked it up again later in life, and have little idea of riding etiquette e.g. ride in a straight line, pass with ample room and a warning, etc.

Respondent # 1081 • 7/14/2022

Preference indicated: No e-bikes on open space.

There is no accountability with e bikes. As it is now, bikes have near misses all the time with people and dogs.

Respondent # 1087 • 7/14/2022

Preference indicated: No e-bikes on open space.

Please limit the use of ebikes on OSMP trails as much as possible. I use OSMP trails to get away from the hustle and bustle of ebikes. Are ebikes safe to ride on the trails?

Respondent # 1096 • 7/14/2022

Preference indicated: No e-bikes on open space.

The idea that e-bikes are the same as non-e-bikes is naive. How about some prudent waiting till we see how things go as more and more people use them on the streets?

Respondent # 1100 • 7/14/2022

Preference indicated: No e-bikes on open space.

In my experience, cyclists yield to hikers/runners about 20% of the time. This situation is going to get much much worse when you essentially have people on motorbikes. I cannot believe this is even being considered.

Respondent # 1103 • 7/14/2022

Preference indicated: No e-bikes on open space.

e-bike riders do not seem experienced enough, perhaps in a few more years this proposal might make more sense

Respondent # 1106 • 7/14/2022

Preference indicated: No e-bikes on open space.

there is no policing - and it would be nearly impossible to police speed etc and types of e-bikes - They ride them on Davidson mesa - just like motorbikes, they don't even pedal and wear full crash helmets. There is no way that this will ever be policed.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1131 • 7/14/2022

Preference indicated: No e-bikes on open space.

Electric assist is a motorized modification to a bicycle. E-bike riding should be confined to public roads, in bike lanes. Please leave the trails to users that cannot use these routes.

Respondent # 1132 • 7/14/2022

Preference indicated: No e-bikes on open space.

I love e bikes but the trails like teller farm and boulder canyon are busy and dangerous enough with just regular bikes, dogs, and walkers - not to mention strollers and children.

Respondent # 1143 • 7/14/2022

Preference indicated: No e-bikes on open space.

Love e-bikes for commuting, transportation, errands. But many open space areas are already overused, and wildlife is facing enough pressures. Let's keep the open space trails more serene, without e-bikes.

Respondent # 1144 • 7/14/2022

Preference indicated: No e-bikes on open space.

This is a terrible idea. My taxes pay for our completely stressed over used trails and you are thinking about add MORE usage with MOTOR vehicles? what an awful decision that we know you have already made and will not at all listen to our objections.

Respondent # 1147 • 7/14/2022

Preference indicated: No e-bikes on open space.

Our trails are already overused and were built for non motorized use and paid for by the tax payers for NON motorized use.. An ebike is motorized use, that is what E stands for ELECTRIC MOTOR.

Respondent # 1148 • 7/14/2022

Preference indicated: No e-bikes on open space.

Walker biker conflict - as a walker nearly every time I use a trail I have had close calls with passing bikes who do not give any verbal warning

Respondent # 1151 • 7/14/2022

Preference indicated: No e-bikes on open space.

Many ebike riders on the city bike paths go too fast and are a danger to themselves pedestrians and other riders. Plus they are especially heavy and cause more injuries in a collistion. There is no enforcement of dangerous riders.

Respondent # 1162 • 7/14/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I think the ebike speeds and weights for novice, older adults and children is harder for them to control on many of the blind corners and narrow paths around Boulder. Ebike use should be only allowed on wide, paved paths with a clear line of site.

Respondent # 1164 • 7/14/2022

Preference indicated: No e-bikes on open space.

no

Respondent # 1168 • 7/14/2022

Preference indicated: No e-bikes on open space.

Significant danger to hikers - much heavier than ordinary bicycles.

Respondent # 1174 • 7/14/2022

Preference indicated: No e-bikes on open space.

Please, there are enough dogs and people on these trails, I don't think it's safe to add e-bikes with no way to enforce speed limits, creating conflict, etc. Please no ebikes on these trails!

Respondent # 1177 • 7/14/2022

Preference indicated: No e-bikes on open space.

Bike and horses don't mix someone will get hurt

Respondent # 1179 • 7/14/2022

Preference indicated: No e-bikes on open space.

Please don't put ebikes on open space trails. They travel too fast on the trails. It's not relaxing when I'm worried about an ebike hitting since there is such little notice before they are upon you.

Respondent # 1187 • 7/15/2022

Preference indicated: No e-bikes on open space.

I mostly worry about speed. I run several of the proposed trails regularly and adding E-bikes means more danger and less peace and quiet. I do not want a group of tourists being able to fly past me on my run at 25mph. Keep e-bikes on paved surfaces!

Respondent # 1191 • 7/15/2022

Preference indicated: No e-bikes on open space.

I am very worried about the safety of hiking with my children with an ebike on the same trail. We also have a dog, which I am worried could get hit by an ebike.

Respondent # 1201 • 7/15/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

E bikes should not be allowed on trails. There are plenty of greenway trails that can be used. This will cause so much conflict and be unsafe. Someone will get hurt or someone's pet will get hurt. This is such a bad idea.

Respondent # 1202 • 7/15/2022

Preference indicated: No e-bikes on open space.

e- bikes are motorized vehicles and should only be allowed on multi use paths intended for transportation. I don't think e-bikes should be allowed on any trail considered "singletrack". Many trails are over capacity, suffer crowding, resource degradation

Respondent # 1203 • 7/15/2022

Preference indicated: No e-bikes on open space.

Terrible idea. No ebikes allowed. That is a motorized vehicle.

Respondent # 1205 • 7/15/2022

Preference indicated: No e-bikes on open space.

it is hard enough to avoid bikes but increased speed of e-bikes is unthinkable for walkers, esp with dogs. It is irresponsible to consider this idea. Noise, erosion, wildlife impacts. I have been run over before by a bike. Can't imagine dealing with ebike

Respondent # 1208 • 7/15/2022

Preference indicated: No e-bikes on open space.

I agree that ebikes have tendency to go too fast and this stresses other runners/hikers along with pets and other cyclists.

Respondent # 1212 • 7/15/2022

Preference indicated: No e-bikes on open space.

The Open Space Charter specifies passive recreation as an Open Space purpose. E-bikes are not passive. The Open Space Master Plan specifically defines passive recreation as non-motorized. This space does not allow for adequate comment

Respondent # 1214 • 7/15/2022

Preference indicated: No e-bikes on open space.

Ebikes are at the beginning. They will only become more motor powerful and less human powered. Regulation will be expensive and difficult. Opening the woods to yet faster, more effortless movemeng will further diminish the resource.

Respondent # 1215 • 7/15/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

My ongoing complaint about bikers on trails is their lack of basic etiquette when overtaking hikers from behind. Very few of them think to alert you regardless of how fast they're going. Faster, quieter e-bikes will only make it worse.

Respondent # 1221 • 7/15/2022

Preference indicated: No e-bikes on open space.

I think this E bike idea is the worst thing I've heard of. I am a hiker and I can't imagine having to deal with E bikes on the trails that we have here. They go too fast they attract a different crowd that is normally on the trails and they will damage th

Respondent # 1223 • 7/15/2022

Preference indicated: No e-bikes on open space.

e-bikes allow riders to ride at speeds higher than if they were on a normal bike. These higher speeds will conflict with walkers. e-bikes should be treated like other motorized vehicles and be restricted to motorized pathways.

Respondent # 1225 • 7/15/2022

Preference indicated: No e-bikes on open space.

Ebikes just go too fast. If they are allowed on trails, conditions for other users will be unsafe.

Respondent # 1227 • 7/15/2022

Preference indicated: No e-bikes on open space.

I feel very strongly that e-bikes on pedestrian trails will have a major negative impact on the trail experience for everyone else as well as a major negative impact on trail conditions. Bike speeds, noise, inevitable rudeness and superiority-attitudes

Respondent # 1228 • 7/15/2022

Preference indicated: No e-bikes on open space.

Please don't do this! Keep e bikes on the paved commuter paths and if those are on open space transfer just those paths.

Respondent # 1238 • 7/15/2022

Preference indicated: No e-bikes on open space.

e-bikes are very heavy compared to traditional bikes. A collision with an e-bike could cause a lot of damage.

Respondent # 1240 • 7/15/2022

Preference indicated: No e-bikes on open space.

I'm a supporter of bike transportation, but keep the commuters off mixed use trails. Build commuter trails adjacent to roads where possible.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1241 • 7/15/2022

Preference indicated: No e-bikes on open space.

Speed of ebike riders are creating terrible danger for pedestrians on the City's multi-use paths

Respondent # 1243 • 7/15/2022

Preference indicated: No e-bikes on open space.

I've never seen an adult crash a bike, but I've seen multiple crash their bikes. I feel unsafe with them in any mixed use situation with pedestrians. IMO they are for transportation not recreation and should be restricted to dedicated bike lanes.

Respondent # 1249 • 7/15/2022

Preference indicated: No e-bikes on open space.

Evokes belong on bike paths (paved) only, and even then at reduced speed.

Respondent # 1258 • 7/15/2022

Preference indicated: No e-bikes on open space.

Let those of us who go out for animal watching or families with kids be able to enjoy the trails while on their bikes

Respondent # 1259 • 7/15/2022

Preference indicated: No e-bikes on open space.

Ebikes represent motorized travel. Allowing some motorized vehicles on some trails will result in confusion, which will result in visitor conflict. Please let peace reign on OSMP trails.

Respondent # 1262 • 7/15/2022

Preference indicated: No e-bikes on open space.

Too fast. Many riders seem to be new bikers and don't understand rules of the road; for instance, they often pass too close without letting the rider know they are passing. Too many e bikes look and act like motorcycles...no pedaling occurring

Respondent # 1263 • 7/15/2022

Preference indicated: No e-bikes on open space.

These will be a safety hazard with the high level of speed and slow walkers. People will get hurt and Boulder County will be liable.

Respondent # 1269 • 7/15/2022

Preference indicated: No e-bikes on open space.

I believe e-bikes on the trail will create unsafe and hazardous conditions. Most of the feedback I've seen in Nextdoor and other forums point to excessive speed, disrespect for others, unsafe passing of slower paced travelers on foot or bikes, etc.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1274 • 7/15/2022

Preference indicated: No e-bikes on open space.

I have witnessed many ebike riders ride on OSMP multi-use trails (South Boulder Creek Path specifically) and all ride faster than non-ebikes and have run into pedestrians and caused more harm to pedestricans because of their speed and weight of the ebikes

Respondent # 1284 • 7/16/2022

Preference indicated: No e-bikes on open space.

Totally and irrevocably incompatible with hikers and persons on non-motorized bikes.

Respondent # 1286 • 7/16/2022

Preference indicated: No e-bikes on open space.

Boulder Canyon Trail is too narrow for higher speed passing, especially when next to highway

Respondent # 1294 • 7/16/2022

Preference indicated: No e-bikes on open space.

there is no place for e bikes on OSMP trails. If people want to get out and enjoy nature they can hike. E bikes are allowed on the Boulder Creek Path and while there is a speed limit it is rarely followed. It is very dangerous when someone comes zippin

Respondent # 1295 • 7/16/2022

Preference indicated: No e-bikes on open space.

Under no circumstances should e-bikes be allowed. We are an environmentally conscious community and this goes against that. I understand visitors may want to use them, but this is Boulder--this is **our** community--and no one I know here in town approves.

Respondent # 1300 • 7/16/2022

Preference indicated: No e-bikes on open space.

Recent studies show that e-scooters/e-bikes primarily replace bikes, mass transit, and walking and are bad for the environment. E-bikes are also a wildland fire risk when ridden on unpaved trails. E-bike speeds have increased greatly in the last 2 years.

Respondent # 1306 • 7/16/2022

Preference indicated: No e-bikes on open space.

This seems like a solution in search of a problem. I wonder what the basis for some request of this effort is.

Respondent # 1307 • 7/16/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Where in your brilliant proposal is the budget for the 50% increase in ranger force? Bikers don't obey current rules. Seen them on the Mesa Trail. You'll surely have Class 3 bikes doing 30mph out there.

Respondent # 1308 • 7/16/2022

Preference indicated: No e-bikes on open space.

I love bicycling and hiking, but I don't think ebikes should be allowed on trails. They disturb nature, the quiet and peace that some of us look for and crave. I've seen ebikes on trails, and often people ride them quite fast.

Respondent # 1310 • 7/16/2022

Preference indicated: No e-bikes on open space.

May be allowed for handicapped individuals upon individual evaluation and completion of training.

Respondent # 1313 • 7/16/2022

Preference indicated: No e-bikes on open space.

It seems disingenuous to say that if we prefer no ebikes you will "dispose of open space" to allow ebikes? Surely I've misinterpreted??

Respondent # 1322 • 7/16/2022

Preference indicated: No e-bikes on open space.

I'm 71 years old and still pedal my way around the county. I see a lot of e-riders who look much too young to be using the machines. E-riders also go entirely too fast and disregard proper trail etiquette, such as a verbal heads-up or a bell when passing.

Respondent # 1323 • 7/16/2022

Preference indicated: No e-bikes on open space.

I am not against e-bikes. I think it is okay to allow e-bikes where other motorized vehicles are allowed.

Respondent # 1326 • 7/16/2022

Preference indicated: No e-bikes on open space.

I love e bikes for accessibility with differently abled persons, but mountain trails are not the place for them. Plains trails, no issue, it's almost exclusively non technical double track. Allowing e bikes on single track is downright dangerous.

Respondent # 1327 • 7/16/2022

Preference indicated: No e-bikes on open space.

as a pedestrian, bikes on the same trail causes stress (need to be on the lookout to avoid them) and reduces pleasurable relaxation. See the data on pedestrians abandoning Springbrook loop trail.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1329 • 7/17/2022

Preference indicated: No e-bikes on open space.

These e bikes pose a danger to non motorized bikes and she be on roads to follow the rules of motorized vehicles. That's what these are.

Respondent # 1330 • 7/17/2022

Preference indicated: No e-bikes on open space.

Ebikes are dangerous even on bike paths. As a frequent walker, I have been hit by irresponsible riders. We do not allow motorcycles or dirt bikes on trails, how is this different?

Respondent # 1337 • 7/17/2022

Preference indicated: No e-bikes on open space.

non motorized cyclists are being pushed out. Our quality of living is being destroyed in Boulder County. Profit over people. What kind of message is this sending to our children and what influence does it have on our skyrocketing obesity rates in children

Respondent # 1339 • 7/17/2022

Preference indicated: No e-bikes on open space.

e bikes are nothing more than motorcycles. Lets be real.

Respondent # 1340 • 7/17/2022

Preference indicated: No e-bikes on open space.

I hike daily on osmp. Many times a week I have to jump out of the way of speeding bicyclists who do not yield to walkers or dogs or kids. Bicyclists tend to go off trail which erodes the land, harms wildlife, & are "un"-passive recreational"

Respondent # 1342 • 7/17/2022

Preference indicated: No e-bikes on open space.

Leave them on streets only. They should follow same law as applied to cars.

Respondent # 1343 • 7/17/2022

Preference indicated: No e-bikes on open space.

The limitation of types of e-bikes to Class 1 & 2 is not the right approach. These bikes are capable of 20 mph which is too fast for these trails. Regulate speed, not bicycle type.

Respondent # 1350 • 7/17/2022

Preference indicated: No e-bikes on open space.

Boulder trails are getting more and more busy and less and less like being out in nature.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1352 • 7/17/2022

Preference indicated: No e-bikes on open space.

The trails are already overwhelmed with bikes that don't care about walkers/hikers and now you will add motorized vehicles to those same trails!!!

Respondent # 1353 • 7/17/2022

Preference indicated: No e-bikes on open space.

No, just don't enable this

Respondent # 1355 • 7/17/2022

Preference indicated: No e-bikes on open space.

Adding motorized vehicles is not a "passive" addition to OSMP activities. It would require a Boulder City Charter change.

Respondent # 1361 • 7/17/2022

Preference indicated: No e-bikes on open space.

Was a time when I hiked Marshall Mesa Trail and Cottonwood. Now, both have been taken over by bikes. The original thought may have been creating trail access for the elderly, but what I've seen are young people racing around with e-bikes.

Respondent # 1362 • 7/17/2022

Preference indicated: No e-bikes on open space.

This survey's subject is the proverbial camel's nose in the tent. We need to protect OSMP trails and current users (think young children) by restricting regular bike use as much as possible and not extending usage to e-bike riders, no matter their reason.

Respondent # 1363 • 7/17/2022

Preference indicated: No e-bikes on open space.

The city issues green tags for dogs who pass a test. Maybe there could be something similar for handicapped or special needs riders. The paths will be crowded with bikes if everyone gets to ride..

Respondent # 1365 • 7/17/2022

Preference indicated: No e-bikes on open space.

They tear up trails, go too fast, ruin the experience for hikers, will enable more bikes on trails because people who aren't fit enough to ride a regular bike will go on trails. There are already too many trails that allow regular bikes!

Respondent # 1366 • 7/17/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I would support allowing e-bikes on the trails if they are required to take a safety class and pass the certification that they know all the rules just like is required to have dogs off leash

Respondent # 1367 • 7/17/2022

Preference indicated: No e-bikes on open space.

The lazy jackasses that usually ride e bikes are almost always going way to fast. Someday I will do something about it and they will be sorry

Respondent # 1368 • 7/17/2022

Preference indicated: No e-bikes on open space.

When I encounter conventional bikes on trails currently I find I have to step out of the trail rather than the biker. And many are not very considerate of hikers. Boulder's policy of promoting bikes was to encourage people to get out of their cars.

Respondent # 1369 • 7/17/2022

Preference indicated: No e-bikes on open space.

This is crazy! Old fat rich people rule? They chose their lifestyle and as a result they cant ride a non motorized bike on non motorized trails. What another great influence on inactive younger fatter than ever younger generations.

Respondent # 1382 • 7/18/2022

Preference indicated: No e-bikes on open space.

I am concerned that there is a lack of enforcement about E-bike speed and riding behavior

Respondent # 1391 • 7/18/2022

Preference indicated: No e-bikes on open space.

I strongly oppose ebike use on ANY open space trails.

Respondent # 1398 • 7/18/2022

Preference indicated: No e-bikes on open space.

EBikes are frightening to most horses. Equestrians already struggle with bikes going too fast and not watching out for horses. EBikes create noise and vibration that will spook g

Respondent # 1402 • 7/18/2022

Preference indicated: No e-bikes on open space.

e-bikes are clearly motorized and this will open the door for other motorized methods on our trails. The entire point of non-motorized trail systems is for human powered recreation. it will be impossible to monitor the grey areas if allowed.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1408 • 7/18/2022

Preference indicated: No e-bikes on open space.

This is a huge safety issue and will cause accidents. If people want a motorized vehicle, they can buy a motorcycle and ride that where it is safe to do so.

Respondent # 1413 • 7/18/2022

Preference indicated: No e-bikes on open space.

I find E-bikes on the local municipal trail system to be very dangerous because of the speeds I see E-bike riders using. I have had several close calls due to inappropriate speeds - thus I think they are a bad idea for the Open Space trail system.

Respondent # 1420 • 7/18/2022

Preference indicated: No e-bikes on open space.

Pedal assist is a euphemism for motorized. And adding motorized use to our trails will cause many issues and is a safety hazards with high speed silent people traveling at speeds over 20mph. A speed not easily reached with human power.

Respondent # 1421 • 7/18/2022

Preference indicated: No e-bikes on open space.

While on a regular bike or on foot, I have had numerous close calls and dangerous encounters (e.g., close and fast passing w/o warning) with e-bikes, both on roadway shoulders and on paved bike routes in Boulder, e.g., the path along most of S. Broadway.

Respondent # 1423 • 7/18/2022

Preference indicated: No e-bikes on open space.

I want to encourage all folks to ride all sorts of bikes, but e-bikes can go very fast! On dirt paths, this is dangerous for not only the cyclist, but also peds and dogs and wildlife.

Respondent # 1427 • 7/18/2022

Preference indicated: No e-bikes on open space.

Trails are for enjoyment of all and e bikes disrupt

Respondent # 1430 • 7/18/2022

Preference indicated: No e-bikes on open space.

I'm concerned there will be an increase in accidents and injuries due to the increased mass and my experience with e-bikes on trails now. Regardless of the legal definition they have motors and are motor cycles and being on the streets.

Respondent # 1438 • 7/18/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Yes I think e-biking is a farce in terms of actually being positive for the environment. Its motorized and should not be allowed on the trails. I don't know if the trails being considered for e-bikes allow mtn bikes but if they don't, then no ebikes.

Respondent # 1441 • 7/19/2022

Preference indicated: No e-bikes on open space.

e-bikes are antithetical to natural environments.

Respondent # 1442 • 7/19/2022

Preference indicated: No e-bikes on open space.

An E-Bike is a motorized vehicle and should not be used on Open Space trails.

Respondent # 1443 • 7/19/2022

Preference indicated: No e-bikes on open space.

Please do not surrender to the ever increasing demands on our public lands for new and very destructive ways to furthur degrade the resource.

Respondent # 1457 • 7/19/2022

Preference indicated: No e-bikes on open space.

You are not addressing how these trails are the be shared. Who yields? The human huffing their way up the hill has to yield to the tailgater ebiker who wants to zoom by? Who polices what type of ebike is on the trail?

Respondent # 1465 • 7/19/2022

Preference indicated: No e-bikes on open space.

I understand the usage of e-bikes by disabled and older bike riders. I do think they should be allowed on the paths. What I have experienced so far is these big tire bikes going 30 mph on the multi-use paths. It terrifies me as an older regular bike rider

Respondent # 1468 • 7/19/2022

Preference indicated: No e-bikes on open space.

If you do allow them, you should educate riders that they are personally liable for any harm caused to others, particularly as I mentioned horses. Horses have the right of way and most cyclists do not understand this.

Respondent # 1471 • 7/19/2022

Preference indicated: No e-bikes on open space.

concerned about the locations for drop off

Respondent # 1473 • 7/19/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Allowing eb's erodes the experience we seek on these trails.

Respondent # 1476 • 7/19/2022

Preference indicated: No e-bikes on open space.

Respect for preserved land is often developed when access to preserved land is limited, making it non-ordinary.

Respondent # 1478 • 7/19/2022

Preference indicated: No e-bikes on open space.

E bikes are motorized, therefore should not be on any trails.

Respondent # 1479 • 7/19/2022

Preference indicated: No e-bikes on open space.

This is a big HELL NO for me and I'm pretty surprised it's even being considered by OSMP. This seems very much in conflict with the goal of getting people onto trails and into the woods. Unless a disability is involved, e-bikes and the like do not belong

Respondent # 1501 • 7/20/2022

Preference indicated: No e-bikes on open space.

Please take into consideration the safety and enjoyment of use of others. Our trails are already overrun. There is no meaningful way for OSPM to manage the speed of e-bikes or ensure they are yielding to others as appropriate or required.

Respondent # 1505 • 7/20/2022

Preference indicated: No e-bikes on open space.

I imagine speedy ebikes dominating narrow trails, trails expanding as pedestrians try to avoid them, trails requiring more maintenance, and the user experience diminished. Not against ebikes in multiuse paths. But users have proven selfish and clueless.

Respondent # 1507 • 7/20/2022

Preference indicated: No e-bikes on open space.

E-bike riders are often new to cycling and are not aware of safe cycling practices. Education of e-bike riders in cycling safety should be mandatory and certified before e-bike riders are allowed on open space trails.

Respondent # 1508 • 7/20/2022

Preference indicated: No e-bikes on open space.

What about the added risk of Li battery fires especially in diy bikes

Respondent # 1517 • 7/20/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I do not support any e-bikes on open space trails. Regular bikers rarely dismount for hikers and already cause conflict. I see more conflict with bikes that have electric speed attached. Leave e-bikes to the roads. they can cause serious damage if hit

Respondent # 1519 • 7/20/2022

Preference indicated: No e-bikes on open space.

I think they have their place but on crowded trails and multi-use trails, they go too fast.

Respondent # 1520 • 7/20/2022

Preference indicated: No e-bikes on open space.

These bikes are much heavier, trails will become more crowded. They belong on the street, not on sidewalks (for pedestrians, as I remember) and not on trails. Bikes are bad enough.

Respondent # 1524 • 7/20/2022

Preference indicated: No e-bikes on open space.

keep motors out of OS

Respondent # 1532 • 7/20/2022

Preference indicated: No e-bikes on open space.

While a nice idea, the operators of e bikes have no respect for other trail users and would add risk to other users.

Respondent # 1535 • 7/20/2022

Preference indicated: No e-bikes on open space.

e bikes go too fast for trails.

Respondent # 1537 • 7/20/2022

Preference indicated: No e-bikes on open space.

our trail system is sacred to me and e-bikes would be dangerous (for people and dogs) and totally ruin the atmosphere

Respondent # 1539 • 7/20/2022

Preference indicated: No e-bikes on open space.

Living close to the LoBo Trail where e-bikes are allowed has cause multiple almost accidents because of high speed of e-bikes. Especially there are conflicts with people walking their dogs and e-bikers not being considerate to warn and slow down.

Respondent # 1541 • 7/20/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I think that ebikes are an excellent form of alternative transportation. But the open space if for relaxation and enjoyment of people and animals. I feel that allowing e-bikes would be a conflict of interest. Furthermore, ebikes lead to escooters, etc.

Respondent # 1547 • 7/20/2022

Preference indicated: No e-bikes on open space.

Being a victim of a hit & run by a regular bicycle is bad enough, the eBike is a motorized weapon.

Respondent # 1548 • 7/20/2022

Preference indicated: No e-bikes on open space.

Due to speed and noise is unsafe for hikers and pets

Respondent # 1550 • 7/20/2022

Preference indicated: No e-bikes on open space.

I support status quo. WHY is this not an option in this survey?

Respondent # 1552 • 7/20/2022

Preference indicated: No e-bikes on open space.

regular bikes come up fast enough behind hikers, e bikes would surprise people and dogs, Its just not a good mix.

Respondent # 1553 • 7/20/2022

Preference indicated: No e-bikes on open space.

seniors do not want ebikes on trails

Respondent # 1554 • 7/20/2022

Preference indicated: No e-bikes on open space.

Too many e-bikes can effectively be used as an electric dirt bike with zero or nominal pedaling. Sit by the Broadway path and see. Sadly, the

Respondent # 1557 • 7/20/2022

Preference indicated: No e-bikes on open space.

Although I understand and empathize with the desire of disabled/older folks to ride on trails, the speed and sound of electric bikes are simply harmful to the environment and to the enjoyment of other users who seek peace and calmness in nature.

Respondent # 1565 • 7/20/2022

Preference indicated: No e-bikes on open space.

Let's keep it pedestrian friendly and protect wildlife and open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1600 • 7/20/2022

Preference indicated: No e-bikes on open space.

No bikes, especially e-bikes, belong on trails that are shared by hikers and especially horses. It is dangerous.

Respondent # 1603 • 7/20/2022

Preference indicated: No e-bikes on open space.

They are too fast, noisy disturb wild life and make it dangerous to WALK the trails....little or no concern is shown to the walker! Open space is about nature, slowing down and enjoying the peace of the land. STOP all the constant speeding up of our live

Respondent # 1605 • 7/20/2022

Preference indicated: No e-bikes on open space.

this article states how detrimental mans use is on Elk! They stay away from trails and that disrupts their feeding and breeding options ..note the chart on mans usYES!<https://mountainjournal.org/do-ebikes-represent-a-menace-to-wildlife-in-the-backcountry>

Respondent # 1608 • 7/20/2022

Preference indicated: No e-bikes on open space.

As a a hiker and occasional runner, the risk of collision with mountain bikers is already high. Ebikes propel to a faster speed with less effort so I worry about more frequent accidents on trails.

Respondent # 1631 • 7/20/2022

Preference indicated: No e-bikes on open space.

Many cyclists in Boulder do not respect speed or traffic laws or pedestrians on trails. There is no oversight of regular cyclists and adding ebikes is worsening the problem.

Respondent # 1638 • 7/20/2022

Preference indicated: No e-bikes on open space.

Bikes negatively impact hikers and runners, especially on single track trails, sometimes dangerous situations for older hikers and families with children. E-bikes would exacerbate the problem and bring even more bikers from outside of Boulder.

Respondent # 1671 • 7/20/2022

Preference indicated: No e-bikes on open space.

Build bikes lanes for all major roads. Europe does it.

Respondent # 1702 • 7/20/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

I support ebikes as an alternative to driving, but believe they are similar to motor vehicles and dangerous to have on paths where people are walking. They should be on roads, but not trails where they can easily hit people with families and walking dogs

Respondent # 1711 • 7/20/2022

Preference indicated: No e-bikes on open space.

Please, no motors on Boulders beautiful open spaces!!

Respondent # 1714 • 7/20/2022

Preference indicated: No e-bikes on open space.

E-bikes are not appropriate on trails originally designed for nonmotorized use. Allowing certain classes of ebikes will encourage faster throttled bikes to use trails illegally, and it will be difficult to police these violations.

Respondent # 1732 • 7/21/2022

Preference indicated: No e-bikes on open space.

E-bike users are speeding and reckless on multi-use paths. They are no longer safe and not patrolled or regulated. Until that happens I don't support expanded access.

Respondent # 1737 • 7/21/2022

Preference indicated: No e-bikes on open space.

E-bike users are typically less likely to see or hear foot traffic, bikes or other users due to speed and general age of e-bike rider. Also, in general their reaction time is significantly slower

Respondent # 1750 • 7/21/2022

Preference indicated: No e-bikes on open space.

e-bikes may be a good option for disabled folks but other than that I don't think they belong on bike trails

Respondent # 1769 • 7/21/2022

Preference indicated: No e-bikes on open space.

E-bikes are going faster than 20 mph. too fast for me walking on trails.

Respondent # 1774 • 7/21/2022

Preference indicated: No e-bikes on open space.

My experience on plains trails and multi use paths has identified a trend where bikes are quickly becoming indistinguishable from electric motorcycles. Often the pilots of these vehicles ride much faster than pedal and ped traffic, reducing safety

Respondent # 1779 • 7/21/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

See my previous comment. E-bikes provide nothing to the experience of the users on the trail, they are not proviign access like a wheelchair would and you are just walking into a ridiculous conflict for everyone who enjoys the trails right now.

Respondent # 1781 • 7/21/2022

Preference indicated: No e-bikes on open space.

I could tolerate ebikes on paved paths, but not single track. What gets confusing is that the path near south boulder rec is so side and packed gravel (developed), but that seems difficult to communicate. I personally would tolerate on paved paths,

Respondent # 1794 • 7/21/2022

Preference indicated: No e-bikes on open space.

E-bike speeds are definitely faster than most conventional bikes. I live on north 26th St and I see many bikes, electric and otherwise, every day. Many exceed the 25mph speed limit, regardless of the alleged limit on assist. Their class is not evident.

Respondent # 1797 • 7/21/2022

Preference indicated: No e-bikes on open space.

Important to clarify which class e-bike you are referring. Hopefully only Class 1 for safety reasons as well as other reasons.

Respondent # 1804 • 7/21/2022

Preference indicated: No e-bikes on open space.

I am comfortable with allowing e-bkes on OSMP trails only if they are class 1. I oppose class 2-3 e-bikes on OSMP trails.

Respondent # 1807 • 7/21/2022

Preference indicated: No e-bikes on open space.

E bikes should be allowed on the road only. If there is any potential for increased use it should not be allowed. The trails are insanely crowed and the city continues to develop, allow out of county use, and counties to increase cow grazing.

Respondent # 1812 • 7/21/2022

Preference indicated: No e-bikes on open space.

I use one for commuting, daily, I would never use one on trails with mountain bikers.

Respondent # 1815 • 7/21/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Currently riders that are under 16 are unsafely using e-bikes. They are a danger to themselves and to all others on the trails.

Respondent # 1823 • 7/21/2022

Preference indicated: No e-bikes on open space.

In my experience, people using these bikes are travelling at speeds that are not safe and are too close to slower moving pedestrians. The rider may be wearing a helmet, the pedestrian are not.

Respondent # 1826 • 7/22/2022

Preference indicated: No e-bikes on open space.

I think e-bikes are a great alternative to cars. But many e - bikers speed on the trails and are dangerous to other cyclists. There should be a class for e- bikers before they can ride on trails or paths.

Respondent # 1834 • 7/22/2022

Preference indicated: No e-bikes on open space.

I am hoping to purchase an e bike for myself but I do not believe that they are safe on trails. Most are traveling at speeds far too fast for the safety of pedestrians

Respondent # 1846 • 7/22/2022

Preference indicated: No e-bikes on open space.

It is bad enough already with regular cyclists not respecting other users, but even bike users will compound the problem with speed and ignorance of the rules and regulations.

Respondent # 1848 • 7/22/2022

Preference indicated: No e-bikes on open space.

Faster heavier bikes will increase erosion, degrading the riding experience. They will result in way more visitation, degrading the riding experience. They will result in displacement of pedestrians and equestrians, moreso than currently exists.

Respondent # 1853 • 7/22/2022

Preference indicated: No e-bikes on open space.

There are plenty of places to ride e-bikes and it is not necessary or justified to allow them on OSMP trails.

Respondent # 1856 • 7/22/2022

Preference indicated: No e-bikes on open space.

Horrible idea, ebikes can use many paths in Boulder for fun & transportation, they will ruin the experience and flow for real cyclists, those that put in the effort to ride singletrack. Ebikes are motorized and are closer to motorcycles than bikes.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1860 • 7/22/2022

Preference indicated: No e-bikes on open space.

I just don't think they belong on OSMP trails.

Respondent # 1871 • 7/23/2022

Preference indicated: No e-bikes on open space.

Speeding bikes weaving through pedestrians are already a major problem. Don't add motorized use to the problem

Respondent # 1875 • 7/23/2022

Preference indicated: No e-bikes on open space.

The scooters are bad enough. Now we are proposing littering ebikes all over our open space? Will visitors be walking their dead ebikes back through the trail network or leaving them exactly where they died for everyone else to deal with? Likely the latter

Respondent # 1876 • 7/23/2022

Preference indicated: No e-bikes on open space.

Horses and e- bikes are not compatible. Keep e-bikes off all horse friendly trails!

Respondent # 1883 • 7/24/2022

Preference indicated: No e-bikes on open space.

I feel bikes are a worry for pedestrians because nearly all riders give no warning of their approach from the back. E bikes' added speed makes the situation more dangerous for the pedestrian

Respondent # 1886 • 7/24/2022

Preference indicated: No e-bikes on open space.

Bikes are already a menace to pedestrians in and around the city, and e-bikes make this problem worse by increasing the speed and size of the bikes, making it even more dangerous for other uses of these resources. Please do not allow them.

Respondent # 1892 • 7/24/2022

Preference indicated: No e-bikes on open space.

Off-street trails are some of the few remaining safe places for children to bike. Motorized vehicles of any sort compromise this safety. It is my direct experience that many e-bike users do not have the skills or manners to ride at 20mph on trails

Respondent # 1898 • 7/24/2022

Preference indicated: No e-bikes on open space.

The use of E bikes will only increase the demand from our already over used open spaces.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 1906 • 7/25/2022

Preference indicated: No e-bikes on open space.

Any vehicle with a motor - gas, electric, or other - should be used on roads, not trails.

Respondent # 1920 • 7/25/2022

Preference indicated: No e-bikes on open space.

Having had far too many close calls with regular bikes on trails while hiking, I'm nervous about opening it up to even faster travelers.

Respondent # 1923 • 7/25/2022

Preference indicated: No e-bikes on open space.

E-bikes becomes an enforcement nightmare. The excuse of allowing them on trails is the "classification" of pedal assist. Okay, but who's going to pay to enforce that and lets be clear, their MOTORIZED speed is higher than everyone else.

Respondent # 1926 • 7/25/2022

Preference indicated: No e-bikes on open space.

Unfortunately, none of the alternatives presented prohibit e-bike usage on the Boulder Canyon Trail, where I have had increasingly dangerous encounters around curves with e-bike users travelling at a reckless rate of speed.

Respondent # 1937 • 7/25/2022

Preference indicated: No e-bikes on open space.

E-bike tend to ride fast and the skill level of the riders is a concern. I have seen three crashes on Boulder Creek Trail. In addition, the trail have become very busy with e-bike causing conflict with other users.

Respondent # 1952 • 7/25/2022

Preference indicated: No e-bikes on open space.

Why not work on taking care of the trails under your supervision FIRST? Every day I see debris on your trails, lawn and weed clippings left behind by mowing crews (THAT NEVER GETS CLEANED UP, CREATING SAFETY HAZARDS ALL OVER), and infrastructure problems

Respondent # 1957 • 7/25/2022

Preference indicated: No e-bikes on open space.

It's a slippery slope and not at all necessary. People will abuse this.

Respondent # 1968 • 7/25/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Uphill sections are going to be a disaster with people peddling up technical sections at 4 mph and an e-bike whizzing up at 12 mph. It's going to cause conflict and hurt the experience for unassisted riders.

Respondent # 1981 • 7/25/2022

Preference indicated: No e-bikes on open space.

seem like more of a commuter vehicle, I don't see why they'd be on recreation trails at all and it's obviously a safety hazard.

Respondent # 1985 • 7/25/2022

Preference indicated: No e-bikes on open space.

Erosion and degradation of the soil are a major concern. Along with how noise will impact wildlife.

Respondent # 1987 • 7/26/2022

Preference indicated: No e-bikes on open space.

No e-bikes on trails!

Respondent # 2027 • 7/27/2022

Preference indicated: No e-bikes on open space.

My experience with e-bikes is that riders who are inexperienced are on these bikes. If the OSMP required e-bikers to get certified in bike safety and trail courtesy, along with a speed limit, perhaps I would reconsider.

Respondent # 2034 • 7/27/2022

Preference indicated: No e-bikes on open space.

Speeds that are being used by e bikes are too fast for the skills of the riders using them. Most of my conflicts are with these users

Respondent # 2046 • 7/28/2022

Preference indicated: No e-bikes on open space.

E-bikes speed is dangerous to pedestrians and other riders. Frequently encounter near accidents with e-bikes while on trails.

Respondent # 2048 • 7/28/2022

Preference indicated: No e-bikes on open space.

There are already too many bikers riding regular bikes and going too fast. It is annoying and disturbing to all pedestrians. Please keep it peaceful. I am out there to be in nature.

Respondent # 2050 • 7/28/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Opposed due to 1) safety, 2) safety, 3) safety. I have already witnessed accidents, all resulting in serious injury. No monitoring or regulation / enforcement is occurring now. We do not need to allow everything, everywhere.

Respondent # 2055 • 7/28/2022

Preference indicated: No e-bikes on open space.

E-bikes ARE motorized bikes; let's not delude ourselves. And the majority of e-bike riders I encounter are young & fit but lazy; this is not promoting fitness. They ride beyond their limit of control because it's trivially easy but dangerous to others.

Respondent # 2061 • 7/29/2022

Preference indicated: No e-bikes on open space.

eBikes can regularly achieve higher speeds with much less effort meaning riders are going faster more of the time. Further eBikes are heavier, more mass would make accidents that do occur worse.

Respondent # 2065 • 7/29/2022

Preference indicated: No e-bikes on open space.

NO! Just no!

Respondent # 2066 • 7/29/2022

Preference indicated: No e-bikes on open space.

It's a can of worms that should not be opened - just say no.

Respondent # 2074 • 7/30/2022

Preference indicated: No e-bikes on open space.

E-vehicles are already all over Boulder's bike paths. They are very dangerous to other path users. Please license all e-vehicles and require passing a test to earn a license.

Respondent # 2076 • 7/30/2022

Preference indicated: No e-bikes on open space.

There's more than 3 reasons why I don't want them on OSMP at all

Respondent # 2091 • 7/31/2022

Preference indicated: No e-bikes on open space.

Electric MOTOR powered bikes are motorized bikes and should not be allowed on any bike paths or trails.

Respondent # 2102 • 7/31/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Precedent is a dangerous thing in this country, once you set it, it is nearly impossible to undo. An e-bike is literally defined as a bike with an electric motor, this is clearly not "non-motorized". These need to remain as human-powered trails.

Respondent # 2107 • 7/31/2022

Preference indicated: No e-bikes on open space.

It is not safe to mix e-bikes with hikers, t

Respondent # 2110 • 7/31/2022

Preference indicated: No e-bikes on open space.

This is a "Pandora's Box" that should not be opened. E-bikes can ride on the bikeways on the streets. There are conflicts with other users, with water and soils and wildlife and once they get started management is likely to be hell-ish.....i.e. impossible.

Respondent # 2111 • 7/31/2022

Preference indicated: No e-bikes on open space.

our local trails see a lot of use and we just don't need another user clogging them up and eroding them down. Please do your best to keep them off the trails.

Respondent # 2114 • 8/1/2022

Preference indicated: No e-bikes on open space.

they are motorcycles, they should be governed as such including registration and insurance.

Respondent # 2116 • 8/1/2022

Preference indicated: No e-bikes on open space.

E-bikes appear behind you way too fast when riding a normal bike. There will be collisions.

Respondent # 2136 • 8/2/2022

Preference indicated: No e-bikes on open space.

Let's keep our open spaces as quiet as possible as our population grows. Noise is a huge pollutant and not much is being done about it. This is one way to help the wild spaces stay quieter.

Respondent # 2139 • 8/2/2022

Preference indicated: No e-bikes on open space.

As a regular bike commuter, I find that ebikes present a safety risk. Sadly many ebikers go well over the 15 mph limit, often cutting around other path users in tunnels, etc. High bike weight/speed make them capable of great harm. Please prohibit on OSMP

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2147 • 8/2/2022 Preference indicated: No e-bikes on open space.

I was riding my bicycle up Chapman Dr. recently and realized how pleasantly quiet it was.

Respondent # 2151 • 8/3/2022 Preference indicated: No e-bikes on open space.

There are plenty of beautiful dirt road options in our county for ebikes. They are also rideable on all roads. Please do NOT allow them on our trails and open space. I have an ebike. I am an elder. I do not need access on this bike to everything.

Respondent # 2153 • 8/3/2022 Preference indicated: No e-bikes on open space.

I'm opposed to bikes, of both kinds, on the pedestrian trails.

Respondent # 2155 • 8/3/2022 Preference indicated: No e-bikes on open space.

With so many pedestrians and esp. families getting out and enjoying our OSMP, the e- bike is a big jump from those raveling on regular bicycles on the trails they are allowed. There are already conflicts sometimes and we don't need to add to this them.

Respondent # 2156 • 8/3/2022 Preference indicated: No e-bikes on open space.

Great for streets and other hard designated off-trail routes. Terrible idea for open space trails. I often seriously worry about being hit by one.

Respondent # 2157 • 8/3/2022 Preference indicated: No e-bikes on open space.

As a pedestrian on our trails, I've been nearly hit many times by bicyclists, to the point where I no longer feel safe hiking/walking on several. Allowing e-bikes on OSMP trails would only worsen the danger to pedestrians and displace them.

Respondent # 2158 • 8/3/2022 Preference indicated: No e-bikes on open space.

NO e-bikes on OSMP trails. There are plenty of other places for them to be used.

Respondent # 2160 • 8/3/2022 Preference indicated: No e-bikes on open space.

e-bikes capabilities are so varied with some traveling 28 mph without pedal assist.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2163 • 8/3/2022 Preference indicated: No e-bikes on open space.

E-Bike travel speed is a real concern for me. Especially visitors who rent them and ride around the city. They don't know the paths very well and can cause serious harm when not paying attention. The increased use by younger riders is very concerning.

Respondent # 2164 • 8/3/2022 Preference indicated: No e-bikes on open space.

I'm a big fan of e-bikes on the multi-use trails. I think they are great for commuters and getting around town. I'm not excited about having them on OMSP space though- which is more fragile and crowded.

Respondent # 2170 • 8/3/2022 Preference indicated: No e-bikes on open space.

I believe that increasing bike usage in this way will degrade everyone's experience and decrease safety for walkers.

Respondent # 2172 • 8/3/2022 Preference indicated: No e-bikes on open space.

Even the level 1 ebikes (or whatever they are

Respondent # 2174 • 8/3/2022 Preference indicated: No e-bikes on open space.

The trails are not for motorized bikes

Respondent # 2175 • 8/3/2022 Preference indicated: No e-bikes on open space.

Concerns about allowing e-bikes on OSMP Trails: Pedestrian displacement & injury Trail degradation Wildlife and pet injury incidents Setting precedent for allowing changes in the OSMP charter

Respondent # 2177 • 8/3/2022 Preference indicated: No e-bikes on open space.

I think it's a horrible idea for all the reasons mentioned. It's hard to just select 3. There are plenty of places for people to ride ebikes, but these trails should not be one of them.

Respondent # 2188 • 8/3/2022 Preference indicated: No e-bikes on open space.

sometimes, especially on the creek the people riding e-bikes seem like a safety hazard to themselves and others. This would only be worse on open space trails

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2194 • 8/4/2022 Preference indicated: No e-bikes on open space.

I am hard of hearing and do not hear warnings from behind. Riders assume I hear them, which is not the case at all. This is hazardous on narrow segments of trails such as White Rocks-Teller Farms.

Respondent # 2195 • 8/4/2022 Preference indicated: No e-bikes on open space.

Walking in nature is sacred and having to yield to oncoming bikes completely destroys that experience. It would be disastrous to allow evokes on open space

Respondent # 2199 • 8/4/2022 Preference indicated: No e-bikes on open space.

PLEASE.... NOOOOOOOOOOOOOOOO!!!!!!!

Respondent # 2200 • 8/4/2022 Preference indicated: No e-bikes on open space.

Please, please keep e bikes off of our precious and already strained with overuse trails, thank you for asking!

Respondent # 2202 • 8/4/2022 Preference indicated: No e-bikes on open space.

I regularly walk the paths in the City of Boulder such as the Boulder Creek path. Almost every time I do e-bike riders zoom by at speeds that are way too fast.

Respondent # 2203 • 8/4/2022 Preference indicated: No e-bikes on open space.

the antagonistic effects of those riding bikes on trails is cause of negative impacts to other trail users - speeds - harassment - no trail etiquette - lack of enforcement - greatly increased trail damage

Respondent # 2204 • 8/4/2022 Preference indicated: No e-bikes on open space.

E bikes aren't compatible with open space. We have an obligation to our planet and future generations to preserve what little habitat and open space remain. Vehicles powered by an electric motor are inconsistent with minimizing human impact on this land

Respondent # 2205 • 8/4/2022 Preference indicated: No e-bikes on open space.

There is not enough space here for me to truly express my disdain for e-bikes. They are a copout for so many able bodied people. Earn your turns. I am not opposed to those using them that need them, but I see more folkx that do not than do riding them.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Respondent # 2212 • 8/4/2022 Preference indicated: No e-bikes on open space.

E-bike riders are generally inexperienced, and thus very unsafe riders.

Respondent # 2237 • 8/5/2022 Preference indicated: No e-bikes on open space.

I have no issue with eBikes. I'd like one for commuting. I just don't believe they belong on open-space trails just like a gas-powered motor bike.

Respondent # 2249 • 8/5/2022 Preference indicated: No e-bikes on open space.

Makes it dangerous for pedestrians

Respondent # 2251 • 8/5/2022 Preference indicated: No e-bikes on open space.

Allowing ebikes would, in effect, turn our bike trails into "rides at the theme-park", and potentially become very crowded. It is also an unpleasant experience, as a non-bike rider, to have one come up behind me on a trail and create pressure to move over

Respondent # 2257 • 8/5/2022 Preference indicated: No e-bikes on open space.

There are many multi-use pathways (concrete & asphalt) for e-bikes. Elders using e-bikes can use the existing bicycle infrastructure. Open Space is for wildlife, not for millions of folks coming to Boulder to use our system. People are coming from Denver

Respondent # 2262 • 8/5/2022 Preference indicated: No e-bikes on open space.

They are not safe to runners and hikers especially with the speed and lack of rider control.

Respondent # 2263 • 8/5/2022 Preference indicated: No e-bikes on open space.

Scare SO many people with an e-bike: wildlife, kids, elders, horses, people in nature to enjoy the tranquility & "forest bathing" experience

Respondent # 2271 • 8/6/2022 Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

While I do not support expanding ebike use on OSMP trails, I understand the need for commuter connections. I believe commuter connections should be targeted under a separate project that identifies a complete plan for commuter biking between cities.

Respondent # 2272 • 8/6/2022

Preference indicated: No e-bikes on open space.

See above comment

Respondent # 2274 • 8/6/2022

Preference indicated: No e-bikes on open space.

Reality will be that bikes will be used as underpowered motorcycles by way too many people. If there were some way to ensure that only disabled people with the capacity to safely control the bikes were developed, I would favor plains use

Respondent # 2291 • 8/7/2022

Preference indicated: No e-bikes on open space.

these bikes can cause much worse accidental injuries than regular bikes to the riders and cause worse accidents if hitting others on the trails.

Respondent # 2294 • 8/7/2022

Preference indicated: No e-bikes on open space.

Class 2 ebikes do not belong on open space (except as a disability mobility device). Most of these are just electric motorcycles with cosmetic pedals attached. Class2 users are the most irresponsible riders.

Respondent # 2312 • 8/8/2022

Preference indicated: No e-bikes on open space.

I get out onto open space trails to get away from motorized vehicles. Bikes are dangerous and destructive enough as is. It's like allowing cars on beaches... why?

Respondent # 2319 • 8/8/2022

Preference indicated: No e-bikes on open space.

Bye, bye everything if e-bikes (a/k/a motorized vehicles) are allowed on OSMP. The e-bike lobby is clearly a strong one. I no longer know what the values of Boulder are when this kind of change is being considered so seriously.

Respondent # 2324 • 8/8/2022

Preference indicated: No e-bikes on open space.

Online engagement questionnaire respondents who indicated a preference for No e-bikes on open space and answered the question *Are there any additional comments about e-bikes you would like to share?*

Those who work to get out in the trail system should not have to compete with those using motorized transport. Bike trails are already crowded. If OSMP would like to have ebikes, they need to open more trails, which they won't do, ie North Star Trail

Respondent # 2325 • 8/8/2022

Preference indicated: No e-bikes on open space.

i have seen and interacted with many e bike riders on the bobolink trail who were riding far too fast. i am scared for my young kids walking and riding bikes there, and i saw an old man on a walker almost get creamed by a e biker who yelled at the old gu

Respondents who responded that they support Alternative A

Comments from respondents who answered “other” in responding to “Please select the top three reasons why you strongly support Alternative A. (N=16)

Q5 (N=6)

1. 7/13/2022 04:54 PM

OSMP regulations are plenty complicated already (e.g. - Voice & Sight areas vs. No Dogs vs. Leash Only vs. Seasonal Leash Only, etc.). Simplicity will increase compliance and also make enforcement much more clear and fair. Of the options presented, A is the only one that is reasonably enforceable. Unless there is a specific articulable resource protection/public safety reason for not allowing them on all trails that currently allow bikes, OSMP should not arbitrarily draw a line between where they're allowed and not allowed.

2. 7/15/2022 03:50 PM

studies have already been done in nearby communities and deemed to have no impact...wasting money on studying in our county/City

3. 7/20/2022 03:45 PM

I'm in my mid- 70s and when I discovered how wonderful e bikes are for people with limited ability to use regular bikes due to less body strength. Why can't we enjoy the trails we pay for?

4. 7/20/2022 04:11 PM

Boulder must be an inclusive community and not discriminate e-bikes owners.

5. 7/27/2022 07:46 AM

There is practically no difference between ebike and a traditional bike.

6. 8/03/2022 05:31 PM

My husband has a disease called syringomyelia. Our recumbent trikes with electric assist is the only bike he is able to ride. He is 40. Taking away the trails is taking away a new freedom he has found after being diagnosed with this awful disease.

Q11 (N=10)

7. 7/12/2022 05:58 AM

There is absolutely no reasonable reason to limit access to class 1 ebikes to any trail.

8. 7/12/2022 09:41 PM

Option A is cheaper.

9. 7/13/2022 07:48 AM

there are some rides that are mostly in Area B, but begin or end in Area A. I think e-bikes should be allowed on any trail where high erosion is not a big problem.

10. 7/13/2022 03:10 PM

federal law says taht class 1 and 2 ebikes are NOT to be regulated as a motor vehicle.

11. 7/14/2022 06:25 AM

Provides access for families. I ride an ebike with space for my two young kids on the back and we use it to visit parks all over Boulder, as well as do errands. Some of the trails excluded from Alt B (foothills area) are actually the best

Respondents who responded that they support Alternative A

routes for us to access some parks and destinations without taking the risk of riding on Broadway (which I won't do with two young kids on a bike).

12. 7/19/2022 08:51 AM

Other agencies have allowed eBikes on their trails for years with no increased conflict or resource damage.

13. 7/19/2022 10:54 AM

I don't understand the good reason for Alternative B restricting a few trails...?? I now ride an ebike... on the trails (or anywhere), I don't ride differently than I did on my old 'traditional' bike. What's the reason for the restriction? I doubt very much that ebike riders would behave extra badly on any trails...? Bite the bullet and go for full access; adjust if there is trouble!

14. 7/20/2022 04:08 PM

Strongly recommend consistency scorer all open space and trails. Boulder should be a thought and action leader — not a tag along city.

15. 7/21/2022 06:29 AM

EBikes offer big health benefits to seniors and ageism is keeping us off a large number of trails. We still have mental capacity if we can operate an ebike and are not going to clog the challenging mountain bike trails. Please show your support and respect for seniors trying to keep fit and enjoy nature!

16. 7/23/2022 08:04 AM

Allowing e-bikes on OSMP will allow me to more safely and quickly commute from Lafayette to Boulder for work, thereby reducing traffic and congestion. If I were allowed to ride my ebike on a short section of trail connecting the US36 bikeway to S. Boulder Road along S. Boulder Creek it would cut 15 minutes off my commute and allow me to avoid the dangerous intersection of 36/Table Mesa/Foothills Pkwy (Cars have come close to hitting me several times in this area!). I urge the City of Boulder to allow ebikes on all trails which currently allow traditional bikes as a way of facilitating commuting alternatives.

Those who selected "other" and expressed the preference somewhat support Alternative A. (N=1)

Q6

1. 7/15/2022 10:37 AM

Trails where walkers and hikers have the only access are quieter, more intimate, and less harried than those with bikes. I no longer go to Dowdy Draw or Betasso, for instance, due to the bike situation. Ditto Boulder Creek Path.

Respondents who responded that they support Alternative B

Comments from respondents who answered “other” in responding to “Please select the top three reasons why you strongly support the preliminary proposal of Alternative B.”

Q2 = N 22

1. 7/11/2022 04:36 PM

Some people rode bikes and then became disabled. Like me. An e-bike allows disabled people the choice to still ride.

2. 7/11/2022 08:00 PM

We're a family with small kids and use the ebike for the whole family to bike together. The more places we can do that the better! And I know many families with similar use/needs.

3. 7/11/2022 08:08 PM

I think the trails listed in option B are safe for E-bikes to be on without jeopardizing others with the exception of parts of the Gunbarrel-Teller farm trail.

4. 7/12/2022 06:27 AM

I'm a disabled veteran and use my e bike to be able to ride with my kids as they grow.

5. 7/12/2022 10:00 AM

A single type of bike can be used everywhere (except where a mountain bike would be needed, anyway).

6. 7/12/2022 12:30 PM

E-bikes facilitate more bicycle commuting. Boulder is overrun by cars. Anything that gets more people out of their cars is good.

7. 7/13/2022 06:45 AM

Boulder OS has consistently been behind the forward thinking of accessibility, decreased pollution, parking issues, etc when dealing with bicycles. I was the company doing the GIS work for city OS and was in the very meetings in the late 1980's where bike access was roundly denied - staff and management could not see the future in terms of population/transportation/parking/access. They thought everyone would be on horses and that it was still a big deal to allow runners on the trails. OMG don't repeat the idiocy of those years!!! I feel this is dejavu' - OS is once again behind the 8-ball in not only allowing access, where you should be planning loops, parallel trail systems to let a wide variety of people gain 'pass through access' to our OS lands- and E-bikes allow that to happen. Let them on ALL bike accessible trails is what I would prefer, but lets at least start with your limiting plan B. OMG folks... get it together.

8. 7/13/2022 08:13 AM

Regulate how people ride not what they ride. Urge all riders to ride responsible.

9. 7/14/2022 08:49 AM

Allowing me to use my ecargo bike between the East Boulder Rec Center and the 36 bike path (i.e. along South Mesa Trail and Bobolink trail) makes biking a viable transportation option for me to take kids to school

10. 7/14/2022 01:33 PM

ADA disabled. ADA Federal laws allow eBikes on all trails without exception for disabled. Align Boulder with the ADA and allow access for disabled on ebikes, like me.

11. 7/14/2022 02:54 PM

Respondents who responded that they support Alternative B

I prefer option A. I think we can ask Jeffco folks how the ebike experiment has been.

12. 7/14/2022 09:20 PM

Allows families with young children to leave the car at home and engaging with Boulder more

13. 7/17/2022 09:36 AM

Easier commuting

14. 7/19/2022 08:09 AM

It is not fair that e-bike riders who pay local taxes should be denied the ability to recreate on trails those taxes have paid for

15. 7/19/2022 11:32 AM

Allows people to enjoy riding with the e-bike assisting them . Some people need the aid of the motor due to heart issues, injuries or they just aren't able to ride much without the ebikes

16. 7/19/2022 08:45 PM

This allows those with disabilities and physical impairments to access public bike trails and have a higher quality of life.

17. 7/20/2022 06:18 PM

E-bikes are as safe as non-e-bikes. They both--almost entirely--use the same bicycle parts. The only difference is the motor. And most are limited in their max speed. I get passed more often by riders on normal bikes going far faster than I would go.

18. 7/22/2022 12:39 PM

"B" is a nice compromise between "A" and "C". Dowdy Draw trails in SW Boulder are tight single track, and sometimes steep, so probably should not allow e-bikes, which would over-run those of us who prefer pedal mtn bikes. Also Dowdy Draw trails have nothing to do with transportation.

19. 7/25/2022 12:42 PM

I don't own an e-bike but I see people using them all the time on trails that don't allow them. That being said, it doesn't seem like they damage the trails and they are not causing issues with other riders. We might as well open all bike trails to e-bikes. I support Alternative A. It seems silly at this point to not allow them.

20. 7/25/2022 06:50 PM

Allow more trails to use bikes in Boulder.

21. 7/27/2022 05:22 AM

Ebikes have no additional impact over a standard bike.

22. 7/30/2022 02:07 PM

It is abundantly clear, at this point in time, that e Bike commuters know how to ride and follow proper riding etiquette. They typically a ride a commuter bike on multi use trails. Many people riding e bikes now are not seasoned riders, they don't know how to ride or proper trail etiquette (like right of way). They lack MTB skills and are enticed onto trails (even now when that is prohibited) by the power of the electric motor. They ride too fast, over their skill level, with no helmets, no eye protection, or gloves and become wobbly and wide eyed when they cross paths with other riders and peds on the trails. I know this is a bit of an overgeneralization - but it is true. And especially of

Respondents who responded that they support Alternative B

tourists. Eg. the Rio Grande trail out of Aspen is the Worst! This is my #1 reason, By Far, for opposing e bikes on any mountain trails. Plains trails are OK.

Comments from respondents who answered “other” in responding to “Please select the top three reasons why you somewhat support the preliminary proposal of Alternative B. N=49

Q3

1. 7/11/2022 02:35 PM

Proposal A is ideal.

2. 7/11/2022 02:41 PM

The trails proposed generally have a longer sight area than those not in the plan. For instance, on Springbrook if an ebike is coming uphill at 15mph (which is not uncommon) and a rider coming downhill at speed will have a much harder time stopping. Typical uphill speeds on non-motorized bikes are much slower, which then leads for less chance of head on collisions.

3. 7/11/2022 04:50 PM

Allow E Bikes on all trails. Please make Boulder an mtb town that is the envy of the west. We need to quintuple our mtb trails.

4. 7/11/2022 05:39 PM

Prefer A

5. 7/11/2022 07:04 PM

E-bikes are good for the economy and really have little impact.

6. 7/11/2022 07:36 PM

Consistent regulations with Boulder County and city paved greenway paths
I don't think e-bike should be allowed on single tracks.

7. 7/12/2022 05:55 AM

All of the above

8. 7/12/2022 07:58 AM

e-bikes are great for all ages and abilities. They should be allowed everywhere.

9. 7/12/2022 09:12 AM

This option minimizes e-bikes on the OSMP trails. I strongly prefer the status-quo: NO E_BIKES on OSMP trails.

10. 7/12/2022 01:16 PM

I believe Alternative A is a better option. I support Alternative B but not at the expense of Alternative A.

11. 7/12/2022 04:24 PM

I don't think Alternative B goes go far enough in derestricting Ebike access to OSMP trails.

12. 7/12/2022 05:10 PM

eBikes are already using these trails because the lack of enforcement of any rules and regulations in these areas acts as a tacit approval.

13. 7/13/2022 09:46 AM

Respondents who responded that they support Alternative B

hopefully they will have licenses, so if they are not following regulations....

14. 7/13/2022 11:08 AM

I strongly favor alternative A.

15. 7/13/2022 02:47 PM

I can only enjoy the trails via ebike due to a disability. I can't even walk. eBike rules make no sense at all in any way. Enforce speed as so many gravel bikes are so much faster. I get passed all the time by them. THIS IS SO FRUSTRATING!

16. 7/13/2022 02:42 PM

More e-bike access is great all around. Alternative B is good, but Alternative A is better.

17. 7/13/2022 05:07 PM

I only support e-bikes on non-paved trails if there is a genuine commuting benefit. If it is purely for recreation (i.e. riding in a loop) then e-bike should not be allowed on non-paved trails.

18. 7/14/2022 08:24 AM

Allows seniors to use public space that might be closed to them

19. 7/14/2022 08:31 AM

This would be consistent with what e-bike riders are already doing.

20. 7/14/2022 09:20 AM

Better than nothing. Management should focus on rider etiquette for all trail users, regardless of mode. A typical trail management protocol offers right of way to users, generally in the following order: foot/walker, horse, runner, bike, ebike, other motorized vehicle if allowed.

21. 7/14/2022 10:25 AM

E bikes should be allowed on all trails.

22. 7/14/2022 01:51 PM

I prefer Alternative A

23. 7/14/2022 03:26 PM

no reason

24. 7/14/2022 04:59 PM

Alternative A is preferable

25. 7/15/2022 07:02 AM

Would like to see plan A all trails accessible by Ebikes

26. 7/16/2022 08:52 AM

Contain the use of e-bikes on pedestrian trails.

27. 7/16/2022 10:50 AM

I prefer modified option A. Allow pedal assist without throttle anywhere bikes go. I am unable to ride a regular bike uphill and with my ebike I'm typically only going 10 to 13mph which is slower than the athletic guys on regular bikes

Respondents who responded that they support Alternative B

in spandex. As a pedestrian all my problems with bikes have been athletic people on regular bikes not the people who typically ride ebikes. Thus if its safe for bikes its safe for ebikes.

28. 7/17/2022 08:55 AM

Alternative A is my preference. I am extremely open to Ebikes on all OSMP trails to support bigger climate goals and accessibility for residents and visitors.

29. 7/18/2022 05:51 AM

I fully support option A where all trails would be open. there are many non-ebikes that go faster than an ebike and are less in control. the issue is not the pedal assist its the rider

30. 7/18/2022 09:26 AM

Limits interactions with equestrians

31. 7/20/2022 01:23 PM

analog bikes offer go faster than e-bikes...the existing restrictions are foolish and laughable

32. 7/20/2022 03:56 PM

I want more access option A . This is an accessibility issue esp for our aging demographic

33. 7/20/2022 04:05 PM

I am for Plan A for class 1 and class 2 ebikes.

34. 7/20/2022 04:26 PM

Rules will be easy to understand and follow

I would prefer no e-bikes on any trails, but this is the lesser of the evils.

35. 7/20/2022 04:41 PM

Still restrictive. Alternative A allows the most options for all abilities.

36. 7/20/2022 05:55 PM

Class 1 Emtb's should be allowed everywhere

37. 7/20/2022 07:47 PM

It's a step in the right direction but should be applied to all trails, no divisions.

38. 7/21/2022 07:02 AM

e bikes should not be allowed on multiuse trails they are dangerous for hikers/walkers and frightening for horses most people ride these at top speed and they should not be allowed. There is no way to regulate the speed or safe use of these vehicles on the trail

39. 7/21/2022 07:24 AM

Alternative A is the better choice

40. 7/21/2022 08:48 AM

only somewhat as I STRONGLY support Alt A. E bikes are now a permanent part of the cycling world. Some old school bikers hate it. that isn't a prudent way to make policies.

41. 7/25/2022 09:48 PM

eBikes aren't the problem, reckless riding is. I see plenty of that with not powered bikes as well.

Respondents who responded that they support Alternative B

42. 7/26/2022 12:35 PM

I prefer alternative A. E-bikes on all bike trails.

43. 7/28/2022 10:50 AM

Keeps bikes on already designated spaces and does NOT open more areas to biking. I appreciate every space and policy that contains biking use and preserves pedestrian only spaces. If your staff have determined that this is the most feasible way to accept an inevitable situation and to somehow manage use (your documents indicate that ebikes are already present despite regulations and rangers cannot stop it), your conclusions must be the best option.

44. 7/28/2022 03:49 PM

least bad choice

45. 8/02/2022 09:01 PM

Avoids expanding e-bike access to mountain trails.

46. 8/03/2022 09:53 AM

Doesn't provide for e-bikes on the most vulnerable terrain/trails.

47. 8/05/2022 06:47 AM

Increases access for people with physical challenges/limitations. This is why I'd prefer Alternative A (proposing more access than B).

48. 8/08/2022 11:10 AM

All of these alternatives will be difficult to enforce. Alt B will be the least difficult to enforce.

49. 8/08/2022 08:38 PM

It supports people with disabilities that could get around by ebike

Respondents who responded that they support Alternative C

Comments from respondents who answered "other" in responding to "Please select the top three reasons why you strongly support Alternative C. (N=3)

Q7=0 Q13=3

1. 7/19/2022 11:01 PM

Boulder Valley Ranch is one of the only places where someone can ride a bike with a dog off-leash. There are also hikers/walkers and many off-leash dogs. My concern is that by allowing e-bikes here makes this dynamic more tense for dog owners and more dangerous for dogs.

2. 7/25/2022 08:59 PM

I ride my ebike everywhere but they don't belong on trails. To protect the trails, because they are a nuisance, because not every trail needs to be accessible. Thanks

3. 7/27/2022 12:35 PM

Start small and measure success.

Comments from respondents who answered "other" in responding to "Please select the top three reasons why you somewhat support Alternative C. (N=5)

Q8 = 4

1. 7/11/2022 07:17 PM

Fewer MTB trails impacted by ebikes, the better.

2. 7/14/2022 08:40 AM

Dirt trails that allow ebikes should limit the class to pedal assist only. Ebikes with throttle are really mopeds and should be considered motorized. Users of trails with ebike access will lose the freedom to safely wander as the bikes come up so fast it's startling. Does this plan limit the type of ebike?

3. 7/27/2022 09:40 AM

You didn't provide the alternative that I could support, which is Alternative B, but without allowing e-bikes on the Boulder Canyon Trail. E-bikes on this high use, hilly trail area a very different proposition than plains trails. Boulder Canyon is already getting crowded, and there are often large groups of e-bikers already (despite the rules). In my view, they create dangerous conditions as it's impossible to safely pass or be passed by e-bikes on the Boulder Canyon trail.

4. 8/06/2022 08:41 AM

The limited access for non e-bikes is already an issue and these trails have seen little management and or maintenance to make them more rideable for the public. That is until recently. Additionally the plans for the marshal area leave wide open in to question what trails can be used. The mayhoffer cannot, neither can the ditch trail west of 93, but these are right there and ebikes will find their way to them. Access trails and paved paths should have access and there is this via 36. I would like to see the marshal area stay pure to non ebikes.

Q14 = 1

5. 7/17/2022 03:05 PM

I only somewhat support either of these options because some of the trails being considered for e bike use are too narrow to safely pass at the speeds that e bikes go. I would like an option that considers trail width a factor in which trails are considered.

Respondents who responded that they support the Status Quo

Comments from respondents who answered “other” in responding to “Please select the top three reasons why you don’t support e-bikes on open space. (N=103)

Q9

1. 7/11/2022 11:46 AM

The trails are already too crowded. I wouldn't feel safe bringing my kids on these trails. The bikes are heavy, can be fast, and dangerous. Even e-bikes on bike paths in town is scary enough, and I own a e-cargo bike for our family.

2. 7/11/2022 01:26 PM

Too fast and because they are multi-use; walkers, runners; rollerbladers, and cyclists (not e-bikes) is too many users already!

3. 7/11/2022 02:45 PM

Safety of pedestrians especially when novice e-bikers are involved.

4. 7/11/2022 03:03 PM

Ebikers tend to be more casual riders. In my opinion more casual riders don't know or care about trail etiquette while on a bike. I think they demand a certain kind of extra effort in getting them to understand the yield hierarchy, when it's appropriate to pass, or even just what is an unsafe speed. most acoustic cyclists are more savvy about this Through experience

5. 7/11/2022 03:08 PM

It will scare equines!

6. 7/11/2022 03:49 PM

E bikes have motors

7. 7/11/2022 04:29 PM

It's not safe to have motorized vehicles on trails with hikers, walkers or bikes. Ebiike top speed can be very high and users are often not mindful of appropriate trail speeds. While running on the Boulder Creek trail I've been buzzed multiple times by ebikes going 25 mph. It's possible to ride that fast on a regular road bike, but the effort required would make that very unlikely. Please keep this motorized machines on the street bike lanes and off of our trail system.

8. 7/11/2022 04:30 PM

E-bike lithium battery may spark fires. A home in my Louisville neighborhood burned half the house down yesterday from a fire started by lithium battery! 7.10.22 I hate the thought of these bikes on trails. If you can't walk or ride a normal bike or use ADA accessible trails then you don't belong on OSMP trails. Please stop this proliferation of entitlement.

9. 7/11/2022 04:38 PM

Child safety. For example our elementary age children have used south boulder creek, bobolink for scooters.

10. 7/11/2022 05:09 PM

danger to older people riding regular bikes or walking

11. 7/11/2022 06:22 PM

Accidents will happen and people will get barely hurt and could cause deaths

Respondents who responded that they support the Status Quo

12. 7/11/2022 07:19 PM

I already have to share bike lanes with e-bikes, and it has not been a good experience. It is like sharing the lanes with motorcycles — not something that is safe or pleasant for cyclists.

13. 7/11/2022 07:33 PM

Riders who use e-bikes do not have the skill set that matches the speed they achieve. So they do not know how to safely pass other rides and often cause accidents/near accidents to others who are not using e-bikes

14. 7/11/2022 10:07 PM

Safety concerns for ebike not yielding to pedestrians. When on trails bikes zoom past me they don't slow down they scream for me to move out of the way, it's very dangerous and ebikes would just make that more dangerous.

15. 7/11/2022 10:45 PM

Allowing e-bikes on Open Space is contrary to the vision, purpose and preservation of our most valuable asset.

16. 7/12/2022 06:16 AM

E-bikes are motorcycles and are ridden by recreational cyclists that do not understand the rules of the road (i.e., no notice when approaching other's from behind).

17. 7/12/2022 07:19 AM

I wonder how many people of your focus group (aging and disabled) are really going to benefit from this. My 60+ year old neighbor fell off her E-bike and no longer rides it. If you are thinking about other electric adaptable bikes for individuals with MS, ALS, etc than create a permit for those individuals. I think a blank rule allowing E-bikes is going to be hard to manage and will impact the enjoyment of the trail.

18. 7/12/2022 06:56 AM

They often ride very fast, never signal their approach and they're basically dirt bikes

19. 7/12/2022 07:00 AM

E-bikes endangering pedestrians. It's bad enough now with the non-motorized bikes.

20. 7/12/2022 08:36 AM

Many ebikes travel way too fast, they overtake you silently and therefore they are very dangerous to walkers, runners, and regular bicycles. In addition, they frequently have very poor bike handling skills and seem unconcerned about the safety of others.

21. 7/12/2022 10:16 AM

My experiences with e-riders is that they cavalierly ride too fast on trails in the county with numerous blind corners and are unable to slow down fast enough to make safe passages. Many encounters have resulted in pedestrians, dogs, non-assisted cyclists having to abruptly dodge to avoid incident. It is the county's responsibility to ensure safety on our loved trails, and these options do not address this overriding obligation to the citizenry.

22. 7/12/2022 03:36 PM

PLEASE. Has anyone thought about careless and speeding riders causing injuries to folks on foot. You people are in la la land.

23. 7/12/2022 04:21 PM

E bikes are continuing to get faster and more powerful and have gone past the realm of a recreational vehicle. My experience on the bike paths is that they are dangerous in that they tend to be purchased by people who want to get out and about but cannot handle the speed of the bike.

Respondents who responded that they support the Status Quo

24. 7/13/2022 05:47 AM

This is a SERIOUS safety issue. There are already not enough trails for non electric bikes. I both run and ride bikes and too many bikers already come close to hitting me on the proposed trails. As a survivor of a car accident, I do not want to increase the risk any of our neighbors get hit. E-bikes are capable of traveling faster than other trail bikes which often already go too fast for safety. E-bikes propose a danger to trail users, disturb wildlife and will erode loved trails more quickly. Please do NOT allow them on our precious trails!

25. 7/13/2022 08:11 AM

once you allow them there will be many more which will increase accidents as they are far more dangerous, you are opening a can of worms. I agree that there should be more trails built before allowing e-bikes.

26. 7/13/2022 08:19 AM

Allowing e-bikes would result in traffic from people who have not developed the fitness, skills, or knowledge of etiquette that is appropriate for trails.

27. 7/13/2022 08:36 AM

My main concern is safety for other visitors, particularly those not on bikes (including young children). The presence of e-bikes would also diminish many others' enjoyment of the trails. There are a host of other reasons I think allowing e-bikes on trails would be a poor decision.

28. 7/13/2022 09:15 AM

Terrible idea. Increasing access is a good thing except where it puts people in a place they may not be able to physically handle. This will surely increase crashes and the need for med assist. Motorized travel distorts one's sense of speed so let's not invite more of that. Hey while we're at it can you propose rules about the use of blue tooth speakers on OSMP trails. That's so dang obnoxious and counter to the OSMP purpose.

29. 7/13/2022 01:12 PM

Anyone with a heart condition or diabetes visiting from Florida with no experience can rent an eBike for a day go out on a trail on a 90 degree day without a water, helmet or gloves and kill themselves. There are no provisions to prevent class 3 or higher bicyclists from getting onto the trails and seriously injuring themselves or others at speeds up to 45 mph. This will happen. Although Margee Sullivan wants it, can she fix a flat in the middle of no where or cope when her \$600 Amazon Bike dies? Lastly, thinking the case of the man who threatened someone on a trail in Boulder County with a gun last year was an isolated incident is wishful thinking. If you approve this plan someone will die.

30. 7/13/2022 01:39 PM

As a horseback rider who uses the trails on open space, I'm strongly opposed to adding more traffic and motorized options. The normal bike riders are a handful enough as they don't normally yield to the horses. Adding ebikes would be dangerous to all.

31. 7/13/2022 01:55 PM

I support E-bikes for commuting and getting to point A from Point B. However, in each or your options you include recreational trails that are not designed for commuting. Until there are significantly more places to ride mountain bikes in Boulder's open-space and mountain parks there should be no addition to E-bikes. In the future is e-bikes are to be allowed on recreational trails they should be pedal assist ONLY... no Just throttle up bikes, of which many are now on our paths and streets.

Respondents who responded that they support the Status Quo

32. 7/13/2022 08:43 PM

lack of data or understanding at this point of impacts to wildlife and habitats. It's brand new- research hasn't caught up yet- should use precautionary principle when uncertainty.

33. 7/14/2022 05:46 AM

Burden to other users, and could be dangerous to them. They can go very fast and difficult to maintain control for some

34. 7/14/2022 08:33 AM

E-bike use impacting trail conditions

Many e-bike riders are new to cycling and do NOT understand "rules of the road/trail" or trail courtesy. They often go faster than human-powered bikes. Generally they have larger tires which easily damage the trails. Also, if the battery runs out, how will they get off the trail?

35. 7/14/2022 08:37 AM

Fire danger due to possible sparks.

36. 7/14/2022 08:49 AM

I believe not only ebikes, but also bicycles & scooters, should be required to obtain a license plate, an off road sticker if applicable, and insurance as they utilize trails, roads and sidewalks at zero maintenance cost and have zero accountability for property damage. I see this becoming a larger issue over time - for instance, look at current trails being closed now due to four/two wheeler trail & environmental damage. I have three motorcycles licensed & insured, with one being a dirt bike I also purchase a off road sticker for; and see no difference in my motorcycle impact compared to these transportation modalities. Licensing ebikes/bicycles/scooters would help fund initiatives and provide accountability reporting just as is done with motorcycles and cars. I see the program being similar to when BoCo decided dogs needed to have yearly off leash tags and pass a training course. This is to generate revenue, inform people of the rules, and help keep everyone safe. I see mandatory vehicle license plates being no different than the off leash program rolled out years ago.

37. 7/14/2022 09:15 AM

Whiles are mayor cycles and should be limited to roads. Riders should have to be licensed just like other motorized vehicles

38. 7/14/2022 09:18 AM

Safety. E bikes enable people to go faster and on more difficult (uphill) terrain than they would otherwise be able to. In general, I find that safety issues, and conflict between hikers and cyclists (for example), comes when cyclists are riding at the edge of their ability.

39. 7/14/2022 09:43 AM

e-bikes can ride on the road. They don't need to ride on the trails.

40. 7/14/2022 09:52 AM

Fire hazard from Lithium battery as is well known. Impossible to suppress wild fire, deep in the woods. A stupid idea if ever there was one.

41. 7/14/2022 10:21 AM

One of my strongest concerns with E-bikes is that through out the world, and especially in the USA, we don't look at the big picture when it comes to the use of manufactured products of all kinds and their ability to be truly recycled at the end of their use. We love to manufacture "things" but give little if any thought to recycling. In this case, can

Respondents who responded that they support the Status Quo

all of the components of an E-bike be recycled?? Are the manufacturers of "E-bikes" taking responsibility for recycling their bikes 100%? Does the consumer have any responsibility? The manufacturer should have a "zero waste" mandate for recycling their bikes. Our ability to manufacture things is "strong". Yet, our ability to actually recycle what we make and protect the earth/sky is profoundly disproportionate to the making of things. Are we still asleep at the wheel when it comes to protecting the very earth we depend upon? Will the potential approval of plan B for E-bikes meet the requirements of a circular economy and of its many facets as laid out in the vision of the City of Boulder? Because many humans are infatuated with the glee of "going fast" and the result it causes for the tendency to disregard others, allowing E-bikes on open space trails based upon the pressure of consumerism lacks vision, common sense, let alone the foresight of caring for this earth that everyone of us, to one degree or another, treats like a resource that has no limits, that cannot be harmed. Do E-bikes contribute to the "plastic crisis" we are living in? Do they, to any degree, in any way, contribute to endocrine disrupting chemicals in our environment? We cannot ignore any longer what we are doing to our planet and ourselves.

42. 7/14/2022 10:14 AM

e-bikes have motors and therefore represent motorized traffic. Let's keep trails to non-motorized traffic.

43. 7/14/2022 10:22 AM

However will rules be enforced when troublesome riders are already getting away with violations! This idea is stupid and supports narcissistic entitlement that's destroying the global environment!

44. 7/14/2022 10:48 AM

Ebikes present a risk to slower moving pedestrians as they pass too closely.

45. 7/14/2022 11:05 AM

Dangerous

46. 7/14/2022 11:36 AM

Climate imperatives demand that we enable a variety of electric vehicles (including e-bikes) to replace vehicle miles in the city. We cannot replace vehicle miles by putting electric vehicles on pedestrian infrastructure; that will only replace pedestrians. Instead we should replace vehicle miles by making space for electric vehicles in our roadways. This deserves a comprehensive plan for electric vehicles in the city that lays out clear priorities and addresses them with sound urban engineering. We will only be kicking that important work down the road 10-15 years by allowing e-bikes on bike paths, while making the paths much less fun for non-motorized users. Let's tackle a real problem instead.

47. 7/14/2022 01:24 PM

I consistently observe e-bike users speeding much faster than cyclists on non-motorized bikes. They are audaciously stealth, meaning that pedestrians may step in front of one before they are even aware it's on the trail. They are likely to degrade hiking trails, ultimately requiring trail closures to repair the damages. Trails have plenty of traffic as is; the idea of motorized bikes adding to the mixture and interfering with the quiet walks the trails provide is extremely distasteful.

48. 7/14/2022 01:33 PM

Dangerous for runners, hikers, other trail users

49. 7/14/2022 04:58 PM

Allowing ebikes on open space is like allowing fleets of golf carts out on open space, or recreational snowmobilers on ski trails--with out of town drivers who may or may not understand the trail regulations, rules of the road, biking etiquette, and fire/smoking restrictions, putting us all at varying levels of risk.

Respondents who responded that they support the Status Quo

50. 7/15/2022 11:16 AM

This would violate a basic community understanding about what open space is.

51. 7/15/2022 01:11 PM

I walk on the Cottonwood trail east of the Pleasant View Fields and north of the airport, and there are e-Bike riders that ride very fast, some with bikes bigger than a motorcycle. These commuters don't need to be on a trail shared with dog walkers, runners and nature observers. I have all observed dead snakes on the trail apparently crushed by a bike (perhaps e-Bike) but very fast speeds and fat tires mean snakes have less chance to avoid these commuter e-bikes.

52. 7/15/2022 01:51 PM

My primary concern with evokes is the safety of others using the trail.

53. 7/15/2022 05:18 PM

There is enough to keep watch out for. People walking with/without dogs, other wildlife other bikers.

54. 7/15/2022 08:31 PM

I do not believe e-bikes should be considered unless there are complementary rules established to require the bikes to have license plates, brake lights, forward illumination and auditory warnings for approaching others on the trails.

55. 7/16/2022 07:37 AM

Serious danger

56. 7/16/2022 03:00 PM

E-bike use, as well as standard bike use, poses a danger to walkers. Particularly families with children, elderly, and pets. Excessive speed and pack riding have forced us off of many trails in recent years.

57. 7/17/2022 03:23 AM

Many e bikers travel at a rate of speed that is faster than non motorized bikes. This creates a danger because the ability to stop is not fast enough when encountering a non motorized bike. Add in the extra weight of an e bike and that not only makes stooping harder it makes a collision more severe. Please know e bikes on our trails. If we do this then you need much bigger trails to separate for the rate of speed.

58. 7/17/2022 02:25 PM

E bikes also weigh more on average than other bikes and between that, increased speed, and less attention paid when not actively pedaling the consequences of accidents would on average be more serious and likely more frequent

59. 7/18/2022 06:14 AM

E-bikes could be more dangerous to people with disabilities, small children and older adults.

60. 7/18/2022 04:16 PM

Impossible to tell the difference between a ebike, and an electric motor bike that has pedals and a throttle. I have travelled internationally and in other countries these electric commuter bikes are everywhere and silently travel at great speed. Most of these will be purchased online in unregulated ways not thru bike shops as ebikes. In addition they can easily be modified to greatly exceed the intended performance

61. 7/18/2022 06:04 PM

Respondents who responded that they support the Status Quo

1. Safety of pedestrians and bikers 2. Increase of use of current trails without expansion of trail width 3. E-bikes belong on streets—they have an electric motor regardless of some legal definition. The only exception I believe reasonable is for the disabled or the elderly

62. 7/18/2022 07:35 PM

As a hiker/pedestrian, I am sick to death of constantly having my head on a swivel to hopefully see if I'm about to get run down by someone on a bike!!!! Not very enjoyable or relaxing.

63. 7/19/2022 11:19 AM

You are opening the door to a bunch of problems you are not prepared to solve. Already too many users on the trails. Non-Boulderites, who do not BTW fund the trails, will pour in to zoom around. The sneak ways to avoid paying the parking fee (aka lot at 93 and Marshall) Yay for them. Bad for Boulder.

64. 7/20/2022 05:58 AM

Safety. On paths where e-bikes are currently allowed (and even on the roads) riders are overtaking/cutting off others, etc. at high speeds. The safety and enjoyment of other users is greatly impacted. Please keep OSPM trails free from e-bikes. They are allowed in plenty of other places currently.

65. 7/20/2022 11:21 AM

E-bike use impacting trail conditions

If you allow these, please think of not only more crowded trails but also greatly impacts horses. These trails are all open to equestrian riding as well, this is a major accident waiting to happen. Essentially a motor cycle flying by, it is bad enough to have cyclist fly by without warning but to have a faster bike that is very heavy and hard to stop especially with a Novice Bike Rider, which is most of the people that own an E-Bike

66. 7/20/2022 11:53 AM

Older people and children who walk will be pushed aside by e bikers. When I see them they usually are going too fast.

67. 7/20/2022 04:33 PM

In my opinion E biking should be restricted to paved paths, paved and or dirt roads not mnt bike and hiking trails. E bikes on hiking & mnt bike trails will encourage "speeding" especially going up hill as some go 28 mph. This is a safety and comfort issue for those who are going slower hiking the trails. For safety reasons I avoid and miss out on trails that allow mountain bikers especially if I am out with my dog. These days bikers rarely give right of way to slower hikers! As a rule people are far less courteous these days. Going too fast, too much speed will be an issue! NOTE the detrimental effect on wildlife especially ELK feeding areas in this article!! Each faster activity has a wide footage of disturbance in the area on wildlife!! <https://mountainjournal.org/do-ebikes-represent-a-menace-to-wildlife-in-the-backcountry>

68. 7/20/2022 04:57 PM

As a senior (pedestrian) who has lived in Boulder for over 30 years I find I can no longer safely use any multi-use path. I dread the thought of you adding "electric-assist" vehicles to the current mix. It is dangerous. The added noise factor alone is distressing. We have enough vehicle noise all over with having motorized anything on our paths. What happened to enjoying nature in Boulder.

69. 7/20/2022 07:11 PM

First why isn't Boulder as comparable to Copenhagen Denmark. There absolutely needs to be bike trails along all major roads.... Not just the open trails. We are trying to combine two completely separate concepts into one

Respondents who responded that they support the Status Quo

conversation. Transportation vs recreational. Sure yes we use the trails for transportation, but the real issue is that evokes should be allowed for transportation reasons... but they can't because.m Boulder doesn't offer such bike paths.

70. 7/20/2022 11:41 PM

If lower class ebikes are permitted, users with faster, throttled motorized bikes will be more likely to use the trails and less likely to experience enforcement. The disparity in speeds (compared to non-motorized bikes) creates a dangerous situation. I have been passed by throttled bikes on these paths and it is alarming and dangerous.

71. 7/21/2022 04:17 AM

Many e-bike riders don't follow biking protocols, and do not ride safe.

72. 7/21/2022 09:07 AM

The bottom line is that electric bikes or vehicles of any kind simply do not belong in open space or on the multi-use paths. They are motorized - and go faster than anything on foot or manually pedaled and the conflicts are real. Plus, opening this up will lead to other vehicles and other forms of transportation through open space. It's a slope you cannot ever recover from. Ebikes are not touring devices for trails, they are touring and transportation devices for the bike lanes. The ethics of going on foot into the wilderness vs. an electric device are at odds here and I absolutely cannot believe you are moving in this direction. The conflicts I've already encountered on the paths and trails with electric bikes are real and to open it up is just the unsafest and unfathomable decision you could make to our parks. PLEASE PLEASE PLEASE enjoying a park is about slowing down, and e-bikes have nothing to do with access, the riders are very capable people who could enjoy a walk. PLEASE do not do this.

73. 7/21/2022 02:53 PM

I have safety concerns with e bikes especially relative to hikers

74. 7/21/2022 06:26 PM

I own a motorized bicycle which is not allowed on trails because it has a gasoline engine. If electric bicycles are allowed gas powered bicycles classified as motorized bicycles also must be allowed. I don't see that ever happening.

75. 7/22/2022 08:50 AM

e-bikes allow users who are otherwise not equipped/prepared/fit enough to be out on the trail access. This is dangerous for everyone.

76. 7/24/2022 01:58 AM

E bike is a quiet motorcycle. Quietness makes them more dangerous for pedestrians

77. 7/25/2022 05:01 PM

Most ebike riders do NOT have the physical fitness, mechanical knowhow, or knowledge to rescue themselves if they encounter a problem or their battery dies. I have already seen people out on Marshall Mesa trails who would have been in serious trouble if they got a flat, crashed, or had ANY mechanical problem, whatsoever. Allowing ebikes all over the place will lead to lots of problems, unnecessary rescues of incompetent people, lots of taxpayer dollars being wasted on this, and lots of conflicts. Ebike riders don't know what they are doing and have no way to take care of most problems they could face out on those trails, miles from home or their car. That battery gives most of these people a false sense of courage, intelligence, and invincibility.

78. 7/28/2022 11:28 AM

The vast majority of e-bike accidents are caused by people who are not experienced in cycling, e-bike riding, or both. I have personally experienced 5 accidents on boulder multi-use paths involving e-bikes, all of which involved

Respondents who responded that they support the Status Quo

excessive speed and all of which resulted in serious injury including TBI. First responders across the US and Europe find that e-bikes on trails significantly increases their calls, and that the injuries related to accidents are heavily skewed toward serious injuries. The multi-use paths are not engineered for the speeds regularly attained by inexperienced riders, visitors who do not know where the blind corners are, etc. Now we throw in technical challenges and 'wilderness' emergency response times? I work near the Cottonwood trail, and there are routinely e-bikes on that trail, riding very fast, even though it is presently not allowed. Hence, I do not believe there will be any regulation or monitoring. Finally, will there be a ban during high fire danger time? The lithium batteries on e-bikes have been known to start fires. A crash, a broken battery - you have serious injuries and a new wildfire. Do we need to cater to this, really? Could you not, though?

79. 7/30/2022 11:36 AM

E-bikes are already on all of Boulder's bike paths. E-bikes riders have no regard for other path users. They should be licensed with tests required to earn a license.

80. 7/30/2022 12:26 PM

Hikers of all ages already contend with bikers on trail. What happened to passive, gentle use of Open Space? Is their any space left for nature and quiet.

81. 8/01/2022 07:34 PM

All three proposals would add ebikes to the already crowded Marshall Mesa trails. Allow ebiking at Marshall would make this a magnet for front range ebikers as the availability of single track mountain biking trails on the front range is very limited. We need to increase the number of mountain biking trails in South Boulder before we add more congestion.

82. 8/03/2022 11:00 AM

As a researcher studying eagles on Boulder County open space trails at the Holmberg Preserve, my experience is that E bikes are serious danger to pedestrians using trails The size, weight and speed combined with lack of respect and care of even some E Bikers, if nothing else should be considered a serious liability to the COB, not to mention to great danger to the health of a walker from a high speed collision.

83. 8/03/2022 11:51 AM

Collisions with pedestrians by e-bikes increases danger to said pedestrians. There's enough danger to pedestrians from scooters, bikes, motorized skate boards already. Keep at least OSMP trails safe and free of e-bikes.

84. 8/03/2022 04:00 PM

Specifically the bobolink/ SoBo connector would be dangerous. I am out there daily am and pm and as a dog walker, i have experienced and witnessed many close calls with just pedal bikes. I have seen many e bikes already and they are too fast. You MUST reconsider this dangerous and non sustainable option!!

85. 8/04/2022 11:49 AM

E bikes are generally large and heavy (I have seen some e bike riders carrying multiple children and heavy loads) and can get up to speeds that a human powered bike can't maintain. This big increase in momentum is dangerous to other cyclists and walkers and hikers and will negatively impact our precious wildlife - both plants and animals.

86. 8/04/2022 04:52 PM

Mixing walkers and muscle-powered bikes on same trails is bad enough. Adding e-bikes into the mix will make walking even less relaxing ("on your left", "on your right" - where the heck can I walk and be safe?).

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87. 8/04/2022 06:34 PM

Most ebikers do not know how to ride safely and are a danger.

88. 8/06/2022 10:40 AM

E bikes are heavy and very quiet. Bikers do not usually alert their presence when passing a person walking. As someone with a hearing loss, I won't hear an e-bike approaching unless the rider alerts their presence by voice or rings a bell. E-bikes are heavy and can cause more injury in a collision.

Q15

89. 7/11/2022 08:09 PM

The proposals here reflect common technology myopia: both staff and public seem to assume that what eBikes are today will fundamentally remain so in the medium to long term. It won't. Before long the power and capability of electric and gasoline powered bikes will be largely indistinguishable. They can slap on pedals instead of moto pegs. Who defines what is an eBike? How much power? How can a ranger know? The trails will need speed limit signage and enforcement with radar guns. Trails will get badly rutted. Enforcement of power limits will prove impossible with direct from China brands continually popping up under new names. The whole regime is entirely naive.

90. 7/12/2022 11:18 AM

My experience with e-bikes is that they tend to attract non-cyclists who have no awareness of cycling etiquette, often do not have bike handling skills, and often ride at speeds that are well above their level of skill and control. This creates hazards for other cyclists and for people on foot.

91. 7/12/2022 05:29 PM

Misleading to only allow for 3 concerns. I would check many. E-bikes are already a menace on multiuse trails. These riders are not cognizant of bike etiquette. The impact of motorized bikes in conservation areas is of great concern. Maps appear to have very chopped routes. I have a very athletic friend who was in an e-bike accident, 7 surgeries later, she will never ride again. Do not think such bikes are safe for the disabled. New theft target for the bike cartels. :>{

92. 7/13/2022 08:30 AM

Allow bikes and e-bikes certain days of the week, such as Betasso Preserve regulations stipulate.

93. 7/13/2022 07:27 PM

I'm 75, have used E-bike for over 5 years. Responsible use of E-bikes on trails would be great, but reckless pedal riders are already an issue and "empowering" the careless will result in greater speeds and provide access to people with lower skill level. E-bikes are primarily for transportation.

94. 7/14/2022 08:13 AM

I strongly dislike how users typically do not wear helmets, it's a bad example for kids and other bike users.

95. 7/14/2022 11:46 AM

Perhaps there could be special exceptions made to allow certain people such as handicapped, to ride an ebike on the trails. Most people should be able to enjoy the trails without motorized assistance.

96. 7/14/2022 06:44 PM

All of the above are obvious problems - but an e-bike is a motorized vehicle. They shouldn't be allowed on open space trails. They would likely harm wildlife - and other using the trail. More importantly, already cyclists travel much too fast on trails - many of the trails have 'blind curves' and the speeds of these bikes is a hazard to pets, children - and frankly anyone else on the trail. Cyclists show complete disregard for the safety of others on the trail - add in E-bikes and it would make it MUCH worse, given the speeds they can travel. No one currently 'polices' the

Respondents who responded that they support the Status Quo

speeds at which cyclists are traveling on the trails - if there is a 'speed limit' then no one is adhering to it. Bikes shouldn't be allowed to go over 10 mph on multi-use trails, especially in areas with poor visibility and high utilization. There currently are miles of bike lanes intended for bikes - the roads already have motorized vehicles, so let the e-bikes ride the bike lanes. Allowing cyclists and e-bikes on sidewalks (i.e., multi-use paths?) is already dangerous for pedestrians and motorists - who has the right of way? Cyclists regularly go through red lights, to avoid dismounting from their bikes. Cyclists, instead of riding single-file on the bike lanes and trails, they ride with 2-3 people deep, taking up the entire lane - causing a hazard to motorists. Personally, I do use the trails when I ride - however, I yield to pedestrians, pets, children - and maintain a lower speed than many cyclists I encounter as a pedestrian. There is no one monitoring the trails now - add in e-bikes that can get to speeds upwards of 25 mph, and you are asking for trouble - likely multiple deaths of pedestrians, pets, children and wildlife. Is this what you want?

97. 7/16/2022 01:19 PM

Support cost is unwelcome.

98. 7/16/2022 07:20 PM

Unsafe riders with faster bikes on small trails can and have hurt people. Allows riders without adequate skill to place themselves and others in dangerous situations.

99. 7/19/2022 02:05 PM

I am a frequent visitor of the Marshall Mesa loop (from my old backyard in Superior). I was frequently run off the trail by bicycles and e-bikes. We had two e-bikes run over my dog's foot while we were standing off the side of the trail. There is poor education and enforcement for trail etiquette and right-of-way. Especially amongst the Strava crowd. While I would love to see respectful use of e-bikes on the trails, I fear that they are only going to make pedestrian use of the trail system more frustrating.

100. 7/19/2022 03:10 PM

I ride horses and it's dangerous to have people on e bikes at higher speeds encountering horses. I understand the interest in e bikes but they are basically motorized vehicles and people will travel faster on them and be less in control, an out of control e bike encountering a horse can lead to a deadly situation.

101. 7/21/2022 07:59 AM

Increases risk of accidents with young bike riders

102. 8/03/2022 09:57 PM

safety concerns

103. 8/06/2022 06:08 AM

they are dangerous. most Ebikers are not seasoned riders. Look out!!!!!!

Evaluation of E-biking on Open Space

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#69 Larry Cappel 3/25/2023

I am writing in regard to ebikes on OSMP trails. I am a 20+ year user of OSMP trails, esp. Teller Farms where I have walked and rode my bike with my various dogs over the last 20 years. I am a supporter of OSMP, open space policies and think they do a good job.

I have been an avid bicyclist and hiker all my life. I am now 69 years old and have stenosis of the spine and some knee and ankle issues. Due to these issues hiking and traditional biking is now limited for me. This winter I purchased an e-assist mountain in order to continue to enjoy the outdoors. I jokingly (or not so jokingly) call it my outdoor wheel chair. It allows me to continue to get outdoors and continue to exercise my dog. Without the e-bike it wouldn't be possible any more.

Yesterday, while out at Teller Farms with my dog, on my e-assist bike, a ranger stopped me. He stated that technically e-assist are not allowed on OSMP trails. He acknowledged that it is confusing and mentioned that city counsel would be making decisions about this soon. I mentioned my health issues and he stated that OSMP wants to accommodate people with ADA or other disability issues. It motivated me to write to you.

I know a lot of people fear that people will be riding fast and furious on e-bikes on OSMP trails. Class 1 and 2 bikes are both limited in speed. I believe it is 20 mph or less. Truth is, you already have people speeding on the trails on regular bikes, faster than ebikes can travel. It is common to have a group of generally younger male riders, going at full speed and not yielding the right of way to people, horses, or dogs. I see this regularly at Teller Farms. I have witnessed these groups scaring people, scaring horses and almost running over dogs. I have personally confronted some of these groups only to be called every 4 letter word you can imagine. These are the people I'd be more concerned about on OSMP multi-use trails such as Teller Farms.

I am asking you to allow e-assist bikes on certain multi-use trails much as OSMP has recommended. I am also asking that you consider people like me who now have special needs and need accommodation in order to enjoy the outdoors. Many of the people I know at the Senior center and other groups, have, like me, discovered the wonders of an e-bike for Seniors. They are proving to be quite a blessing for us.

#68 Marci Rosenthal 3/10/2023

Please support e-bikes on Boulder trails and bike paths. The City just spent a lot of money surveying Boulder residents about "aging" in Boulder. I filled out the survey. It seemed to be focused on racial, gender and economic "diversity." Key conditions that can serve everyone, regardless of DEI indices, are adequate numbers of home health care agencies/workers, transportation services, and support for "aging in place." I'm 62 and I can't climb hills on my bike like I used to. I fell while mountain biking at Marshall Mesa on a short steep section that I could previously make it up. I injured my knee and had to undergo months of physical therapy. I've just bought an e-mountain bike that I would love to ride at Marshall Mesa, Chapman Road, and up the Boulder Creek Bike Trail to Poor Man Road—another long climb that I used to do with ease that is much more challenging for me now. But, alas, Open Space has voted against e-bikes and turned the decision over to City Council.

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While walking my dog on a mixed-use bike path near my home, we were just barely missed by a mom riding her non-motorized bike which had a giant boat-shaped child carrier extending out in front of her front wheel. She was riding at very high speed, approaching me from behind. I am hearing-impaired and did not hear her until the last second and I was able to jump out of her way. I happened to know who this person was and later saw her at her place of employment. I told her that she was riding too fast. Her response was "I rang my bell."

I've also been riding my non-motorized bike on City bike paths and had several terrifyingly close nearly catastrophic collisions with homeless metal cots, shopping carts covered in tarps, and even bodies lying in the shadows in the underpasses. Nothing about these near misses involved an e-bike.

Most hikers and mountain bikers know that people walking/riding uphill have the right-of-way. However, the last time I rode at Marshall Mesa, I encountered several young women who were bombing their way down a single-track portion while I was struggling to make it uphill. I believe it is more important to educate riders on trail etiquette than to ban e-bikes. It would be easy to put signage saying "Uphill riders have right-of-way" on trails.

My point is, anyone using bike paths and trails already must be alert and responsible for their own safety. Why punish older Boulderites who are trying to remain active for healthy aging and transitioning to an e-bike, which Boulder claims to have as a goal for its citizens?

#67 Brian Nichols 2/10/2023

I am emailing to voice my support for full use of e bikes on all Open Space trails. If Boulder is truly trying to be progressive and supportive of climate goals and reducing car usage and encouraging more outdoor exercise this is an easy decision. For those claiming that an e bike (especially class 1) is a "motorized vehicle" one only needs to look at the example of Zermatt, Switzerland. Zermatt has been free of gasoline cars for over 50 YEARS in town, yet they have embraced the use of e bikes on ALL trails and have seen nothing but positive impacts. Nearly all hotels have e bikes at their front lobbies and allow free unregulated use by guests!

Let's take the lead of Zermatt and allow e bikes on all Boulder County trails NOW. I'll leave the timing of banning ICE vehicles to you.

#66 Joelle Bonnett 2/10/2023

I sincerely hope that Council will reject any motions to allow EBikes on Open Spaces.

Seems most Ebike riders are not aware of the 'rules of the road' and therefore are dangerous to other bikers and pedestrians.

It's bad enough to have to dodge them on sidewalks, where they zoom by quickly ---and quietly-- with no warning. Especially problematic for dog walkers.

Can't tell you how many times I've had to pull my elderly dog out of the way.

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Can't imagine the speed on open trails.

Open Spaces trails are serene and conducive to introspection while enjoying the beauty of our little spot of earth.

There are literally thousands of miles of trails and roads for bikers, especially EBikes which seem to belie the concept of exercising in a tranquil space in hopes of a bit of peace and quiet.

Please; no Ebikes on our Open Space.

#65 Mark Van Akkeren 2/6/2023

I'm writing to advocate for e-bikes on selected trails in open space in hopes of creating better, safer, greener commute options for residents.

I'm advocating for the advancement of Option B + Chapman Drive and "wonderland trail" from lee hill drive to poplar.

While not a commute corridor, chapman drive provides an excellent recreational place for e-bike use and a location where less able bodied folks can access solitude so close to town. Furthermore, pedal assist e-bikes meet the spirit of passive recreation and the OSMP charter should be amended to allow us to advance small but impactful ways toward achieving lower emissions and higher bike commuter mode share.

#64 Matt House 2/11/2023

Not sure if this is transportation or OSMP, but just wanted to voice my opinion that e-bikes should be allowed on some of the gravel paths where they are currently prohibited. Mainly because there are already e-bikes using these paths anyways. Places like Bobolink, Cottonwood, South Boulder Creek etc that allow regular bikes already. A lot of these connect to commuter routes where e-bikes have to diverge on to less safe routes while regular bikes can continue on. The 36 bikeway forces people to decide between continuing on the S Boulder link to Bobolink or figuring out your way on/around Table Mesa instead. There are a few spots like this around the town/county.

#63 Jake Brady 2/11/2023

I am writing today in support of allowing e-bikes on more OSMP trails. I strongly disagree with the board's recent decision to continue with the status quo.

E-bikes are an incredible transportation tool. I recently purchased one myself and have been using it all around Boulder. However, the fact that I can't ride around Wonderland Lake - which is in my backyard - while non-powered cycles zip past people on a regular basis is puzzling to me. These riders regularly achieve speeds of 15-20 mph, which is where the governor is set on my bike. I see no reason why I should not be allowed to utilize these trails.

Evaluation of E-biking on Open Space

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We often joke about how Boulder views itself as special and while there is a grain of truth to that statement, the%

#62 Brenna Stewart 2/10/2023

We must allow e-bikes on any trail where a normal bike is allowed. Not doing so is short-sighted and discriminatory. If you want to regulate speed on trails - great. If you want to regulate safe use of the trails by those who do use them - I think that's smart. But what you're doing is barring disabled members of the public from enjoying the trails in the same manner that their able-bodied peers are allowed to. It seems more like you want an easy solution that requires little to no thought and a disproportionate amount of justification to the citizens whom these decisions actually impact and whom fund your ability to do so on their behalf. What our community needs is a well-thought out, inclusive approach that takes into account the well-being being of all residents and their ability to enjoy trails and spaces that their hard-earned money has funded equally. Doing anything less than that is a gross misuse of power, a blatant display of privilege, an entirely unnecessary overreach of government regulation, and a massively disappointing step backwards as a community.

#61 Mardell Hill 2/10/2023

This email covering e-bike restrictions opened a very scary incident for me last summer on the local trails in Niwot. I was walking with the dog on a lease and a man on an e-bike came around the corner on a local trail and past us at such a high rate of speed, he almost ran over the dog. I jerked the leash just in time to prevent severe injury to the dog or myself as I held the leash. The man just smiled and kept going without braking once!

These riders are reckless and irresponsible to others on the trails.

E-bikes and these riders should be considered motorized vehicles and not allowed access to where safety of speed is a concern for hikers, pedestrians, or pets.

#60 Josh Bradley 2/10/2023

I'm asking that when the "e-bikes on open space commute corridors" item comes before you to reverse the decision by Open Space Board of Trustees and approve e-bikes on Open Space (I'm partial to Option B + Chapman and Wonderland Trails).

I'm lucky to be able to spend about a month every summer riding and living in BC. E-bikes are allowed on any trail a normal MTB is allowed on. There are ZERO issues with mixing e-bikes and normal bikes. I've never seen any conflicts between users. No additional trail damage. It just gets more people out there riding bikes.

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Boulder is so far behind most of the rest of the world with their mountain bike trails. The number of trails open to bikes compared to the number of users is a joke. The lack of directional trails is a joke (directional trails GREATLY reduce conflicts).

It would be nice if members of Boulder Open Space were to travel to a place like BC or Bellingham, WA where they have a large number of DIRECTIONAL mountain bike trails that has so many users getting outside with little to no conflicts so they understand what is required for modern mountain bike trail systems.

Bob, this is the first time I've ever emailed council do not put me on your propaganda newsletter. CC: Ms Tate

Thanks,

#59 Kiran Herbert 1/17/2023

I see this as an equity, access, and environmental issue. E-bikes allow users of all ages and abilities to bike, and allow for people to use bicycling as a form of transportation. They should be allowed on open space trails.

#58 Diane Shepard 1/13/2023

Hello,

I watched your last presentation discussing E-bikes on open space trails and would like to comment. Though E-bike allowance would certainly benefit many people who are unable to ride traditional bikes, I think there are a couple important items to consider.

1. Speed of these bikes. If trails are shared with walkers (with and without dogs), speed limits should be considered. It is difficult to hear and get aside when a cyclist is riding really fast. While many of the people who spoke up about using E-bikes were older, there are still younger riders out there that would be more inclined to go too fast.

2. The width of the trails. There are trails that are simply too narrow for a hiker to get to one side while a cyclist passes. As others have said, this often means that hikers stop going to trails where bikes are allowed. A classic example of this is the Dowdy Draw/Spring Brook loop trails. Those trails are very narrow with steep hillsides on each side. It is dangerous for hikers to go off trail there.

2. The impact of cycles in areas that are traditionally for nature lovers and bird watchers.

One of the areas that is of particular concern to me is Teller Farm North or the White Rocks trail. This area is beloved for nature watching. The trail is very narrow in parts, particularly climbing a hill and at the entrance near Valmont. Bird watchers frequently stop along the way to watch for wildlife with binoculars and cameras up to our faces. Since this trail really doesn't seem like a 'commuter trail', I vote to remove it from consideration for E-Bikes.

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My final comment is one about the communication and surveys you expounded on in your last presentation. I have hiked these trails for 30 years and can tell you I had no idea what you meant by "Plains" trails until your last meeting. Hence, I could not take your survey because I didn't understand where/what you were referring to. I don't believe you really did reach us all thoroughly on this issue.

Thank you for your work on the board.

#57 Susan Berman 12/30/2022

I filled out the questionnaire at Wonderland Lake months ago. My biggest concern is that many of us who have electric bikes, the lighter ones, Can and DO turn them off when peddling, even up hill. I am a biker primarily. I got a lighter bike so that I could continue to peddle with an assist option, but because my bike is lighter than the average Ebike I don't need to use the assist on hills. I use it more for carrying groceries or riding on the streets with incline or big winds.

Please make room in the decision process for those of us who voluntarily will turn off the Ebike option when on a no Ebike trail. I am aware that this may be hard to regulate. It will also be hard to regulate keeping Ebikers off of no use trails period.. I'd like to be considered a trusted Open Space user, just as the bikers who use the hiking trails are trusted to slow down and give ground to hikers (as a hiker, on some trails that is truly an issue!)

Thank you for a reply, that this is a consideration for the decision process?

#56 Sallie Greenwood 12/15/2022

I've read your 27-page document and listened to the discussion and comments last night.

Considering e-bikes as a passive activity, like cycling, is an Orwellian interpretation. Reading a book is passive, cycling is active.

Your suggestion (p. 1) that Open Space be DISPOSED in order to facilitate management by another department that allows e-bikes compromises your mission. We've lost CU South, Sombrero Marsh is on the chopping block, and you suggest OSMP abrogate protecting trails to entities unnamed with no commitment to open space? Shame on you.

The benighted Boulder Board of County Commissioners approved allowing class 1 and class 2 e-bikes on Boulder County Parks and Open Space. Did you know that Trek's website https://www.trekbikes.com/us/en_US/electric_bike_buye reports:

"Throttle bikes can be dangerous, as it's easy to get out of control if you're not paying attention. E-bikes with throttles are only allowed in certain areas, so be sure to check your local regulations before purchasing one." The local Trek store recommends not buying a throttle controlled e-bike unless the rider has had previous experience with motorcycles. They are too dangerous.

Evaluation of E-biking on Open Space

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Has this element been considered in approving e-bike use? Class 1 and Class 3 bikes provide assistance when the rider is pedaling. Ergo no power when not pedaling, unlike what may happen in a fraught situation with a throttle-controlled bike.

I find your statement on p. 13 that OSMP sees no problem with speed "and do not anticipate that e-biking will require unique enforcement strategies such as establishing and enforcing speed limits." disturbing. You anticipate not needing to regulate an e-bike weighing 40 to 50 pounds traveling at 20 mph with a 200 lb rider among hikers as not a potential problem? And you are suggesting the White Rock Ranch as a likely trail? With its sections that are narrow, particularly along the ditch at the south end of the trail?

Note: JeffCo in Golden along the paved, downtown segment of the Clear Creek trail posts 8 mph for bikes, e or otherwise.

One of the first speakers last night suggested hikers hate bikers. Well, no. But I want to be acknowledged as having an equal right to be on the trail and happy to share the space. A drawback though, is I do not hear when I'm being overtaken by the 200-pound rider on a 50 pound bicycle. I am pleased that a bell is standard on Trek bikes, but with my back to the bike I do not hear its polite ding. I'd like to know what ADA accommodations for the hard of hearing you envision?

Actually, an e-bike might be fun. I'm not sure though having one would measurably reduce greenhouse gases and wonder if this is simply a bone to toss to us tree-huggers.

#55 Boulder Mountainbike Alliance, Board of Directors 12/14/2022

The Boulder Mountainbike Alliance (BMA) Board of Directors appreciates all the work that has been done by City of Boulder Open Space & Mountain Parks (OSMP) staff on the E-Biking Alternatives Evaluation to arrive at the recommendation for Alternative B.

BMA agrees with the staff recommendation that the OSMP charter should be amended to include e-biking as a passive recreational activity permissible on open space and allowed only on certain designated trails.

We see an opportunity for increased regional commuter and recreational bike connectivity with e-bike access to wide multi-use paths such as the Boulder Canyon Trail, Cottonwood Trail, and South Boulder Creek Trail. The Boulder County Parks & Open Space e-bike study found both Class 1 and Class 2 e-bikes are compatible with these kinds of crushed gravel soft surface paths.

We recognize that eMTBs are an emerging technology. Every major mountain bike manufacturer now offers an eMTB and eMTB sales are projected to increase 10% each year from 2020 to 2027.

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Lightweight eMTBs under 40 lbs are now available and weigh only a few pounds more than many standard mountain bikes. Currently, there are only 3 miles of singletrack trail open to eMTBs in all of Boulder County, the Rattlesnake Gulch trail in Eldorado Canyon State Park. We strongly suggest that OSMP, Boulder County Parks & Open Space and the U.S. Forest Service work together with the community to determine appropriate trails for eMTBs in Boulder County.

BMA believes the OSMP staff recommendation for Alternative B warrants a pilot e-bike access project to better understand the impacts of these proposed changes to singletrack trails. BMA's focus is to ensure that singletrack trails open to mountain bikes and potential changes to their access are done thoughtfully. BMA believes further community outreach, education on-site with demo bikes, and a pilot program are necessary to understanding the potential impacts of both Class 1 and Class 2 e-bikes on OSMP singletrack trails at Marshall Mesa, Doudy Draw, Flatirons Vista and Boulder Valley Ranch.

BMA's 2021 member survey showed feelings about e-mountain bikes (eMTBs) are mixed, but skew positive. Many (59%) would own an eMTB bike, and 61% say BMA should advocate for e-bikes on trails. However, 26% are for e-bikes on all trails, and 35% are for e-bikes on designated trails only. Our survey did not consider Class 2 throttle e-bikes as these types of e-bikes are not a common eMTB standard.

Because our survey results showed that 31% of our community is against Class 1 eMTBs on singletrack trails, BMA does not feel that there is a wide majority consensus that BMA can speak either for or against eMTBs. Mountain bikers, like all public land visitors, have different opinions on preferred trails, terrain and equipment, and as such we can not lump all people who ride bicycles on public land into one homogenous group. What BMA does support is a thoughtful, open, fair and transparent public process for this and other public land access considerations. Since our founding, equitable access for mountain bikers is still a top priority for BMA and our members.

BMA's request for additional studies should not be taken as a negative view towards e-bikes. We believe a more robust and on-the-ground approach will better address the concerns of OSBT and of the community.

Our volunteers stand ready to assist OSMP with any additional research necessary to move forward with this proposal.

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Regards,

Boulder Mountainbike Alliance, Board of Directors

#54 Marsha McClanahan 12/14/2022

Do not allow ebikes on eastern Boulder trails. Bikes ruin trails for feet, turning them into grooves for bike tires. The addition of ebikes will increase bikes in general on trails. Ebikes are dangerous for walkers if hit because of weight and speed and to have to constantly look over your shoulder for bikes coming from behind completely ruins hiking. Once trails are given over to bikes, pedestrians are no longer be able to enjoy them. Eastern trails are both flat and sunnier than mountain trails and at times are the best trails in winter months. Older Boulder residents may not be able to hike mountain trails and to have them ruined by even more bike traffic is a particular blow for this demographic. If ebikes must be accommodated, build them their own trails rather than give over this precious resource to maintaining our health to bikes and push out the people who just want to enjoy a healthy walk. Just look at the Marshall Mesa trail to see what bikes do to trails that were previously full of hikers. I can no longer enjoy a hike there. Please don't do this for all of east Boulder. It is discriminatory to parts of Boulder with less money and particularly to older residents.

#53 Peter Wessel 12/14/2022

E-MTB myths vs. facts

There are several myths circulating respecting electric mountain bikes (e-MTBs) that are worth clarifying:

Myth: E-MTBs speed downhill on singletrack faster than non-assisted "analog" mountain bikes.

Fact: E-MTBs are heavier, less nimble, therefore not inherently faster downhill where more braking than pedaling is required; e-MTBs are capable of faster uphill travel.

Myth: E-MTBs destroy trails more than analog mountain bikes.

Fact: E-MTBs tend to have wider tires which disperse pressure per square foot. On descents involving tight turns, the heavier e-MTBs are more planted vs. some analog mountain bike riding styles where riders intentionally skid the rear tire around.

Myth: It is a reasonable accommodation that e-MTB riders be restricted to riding paved bike paths and trails open to other motorized vehicles such as motorcycles and jeeps.

Fact: E-MTB riders want to ride with their friends on the trails they love; it is not a reasonable accommodation to take this option away. Many trails open to motorized vehicles are steeper, deeply rutted from tire slippage or poor drainage, and loud and smelly from exhaust.

Myth: All e-MTBs are the same.

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Fact: Class 1 e-MTB electric motors only operate when the rider is pedaling; it is a very natural assist of normal riding. Class 2 (throttle control) and class 3 (faster speeds) are generally not encouraged or permitted on natural single track trail surfaces.

Myth: E-MTB riders and hikers clash.

Fact: Clashing is a function of maturity, not the means of propulsion. E-MTB riders are no less likely to stop and yield for other mountain bike riders, pedestrians, and equestrians than analog mountain bike riders. However, there are instances where there are simply too many trail users for a given trail system. Effective strategies are to designate alternating day schedules for hikers vs. bikers, new construction of parallel user-specific trails, and downhill-only designated trails.

Myth: E-MTB riders do not deserve to ride the same trails as analog mountain bike riders because they haven't "earned" it.

Fact: Older E-MTB riders regularly participate in trail building and maintenance with land managers, partly because many are retired and have the time.

E-MTBs allow older riders and those with health issues to continue riding with their friends on the trails they enjoy. It is incumbent upon all trail users to show each other mutual respect and curtesy. Hikers, equestrians, and analog mountain bike riders have learned to get along. E-MTBs are not fundamentally different from analog mountain bikes; they just make it easier for people to continue riding as they age or suffer health setbacks. Land managers should look to other examples where trail management strategies have been successfully employed in formulating policies, but to categorically exclude e-MTBs, especially where analog mountain bikes are allowed, does not seem justified.

#52 Jasmine Garland 12/13/2022

I have filed multiple complaints about mountain bikes on Open Space. Those include being hit by a bike this summer, bikes never adhering to the rules of yielding to runners/hikers/horses, a biker has gone to the extent of pulling a horses tail, and when I do not move over for a mountain biker, i get yelled at and called a bitch at least 80% of the time. I suggest banning bikes from open space and certainly not allowing electric bikes - I prefer not to also get hit by one of those. You could check hiking apps to see how many people now avoid these trails because of bikers... so much for Boulder Open Space.. more like Biker Open Space. That is not even considering the environmental damage, including all the ruts in those trails.

#51 Rachel Fussell, People for Bikes 12/13/2022

My name is Rachel Fussell and I work with PeopleForBikes, which is based out of Boulder, Colorado.

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Please find our public comment letter in regard to the City of Boulder Open Space and Mountain Parks (OSMP) & Open Space Board of Trustees' public meeting tomorrow regarding OSMP staff's proposal to allow e-bikes on certain open space trails.

I look forward to seeing you at the meeting tomorrow evening.

Best,

Rachel

--

Rachel Fussell

eMTB Policy & Program Manager

#50 Community Cycles 12/13/2022

Open Space Board of Trustees

Community Cycles strongly supports permitting eBikes on trails amenable to use for commuting and transportation. Ebike use is booming and can be an enabler for getting people out of automobiles, especially for longer distance commutes and hilly terrain. EBikes can also enable families with young children, the elderly, and the partially abled to visit parts of City Open Space that would otherwise be difficult to access.

We agree with City staff that there is an urgent need to harmonize County Open Space policy with City Open Space policy so that the rules governing eBike usage are coherent. Given that eBikes will inevitably figure so significantly in our response to the ongoing climate crisis, a patchwork regulatory framework operates as a disincentive to eBike ownership at a time when we must be doing everything we can to get people out of automobiles. Residents should be able to invest in an eBike knowing that they can ride it everywhere that they could a regular commuter bike.

For these reasons, we strongly supported changes that allowed ebikes on Boulder County Regional trails and now support ebikes on City of Boulder Open Space to help complete our bicycle transportation network.

Community Cycles recommendations:

- 1- eBikes should be allowed on all commuter corridors, at a minimum Cottonwood trail, Boulder Canyon and South Boulder Creek trail.
- 2- Pedal assist ebikes meet the spirit of passive recreation and the OSMP charter should be amended for eBike use only on certain trails.
- 3- For any ebike uses beyond commuter corridors, a pilot program should be run with evaluation criteria to demonstrate success to the Boulder Community prior to expansion.

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Thank you

Community Cycles Advocacy Committee

#49 Plan Boulder County 12/13/2022

To: City of Boulder Open Space Board of Trustees

Subject: Open Space and Mountain Parks staff recommendation to authorize Class 1 and Class 2 e-bike use as a passive recreational activity permissible on open space trails and allow e-bikes on certain designated trails.

Comments from PLAN-Boulder County on e-bikes on Open Space

PLAN-Boulder County offers the following comments regarding allowing e-bikes on City of Boulder Open Space:

PLAN-Boulder strongly objects to the recommendation to consider the use of e-bikes on Open Space as passive recreation. Anything with a motor is motorized, and anything with a motor is, by the Open Space Charter and its supporting documents not passive recreation. Changing the agreements around what is passive recreation cannot be done by a staff recommendation. This requires a change to the Open Space Charter and a vote of the citizens of Boulder.

Because there is a larger community benefit to helping shift commuters to alternative forms of transportation than the automobile, the limited use of specific Open Space trails by e-bikes as commuter routes should be considered as exceptions to the prohibition of motorized vehicles on Open Space, and allowed only under the following circumstances:

- That a careful definition of what constitutes a commuter trail is developed, and that only a trail that fits that definition be considered for e-bike use. The definition should support the overarching concept that appropriate trails for e-bike use connect regional communities and serve a predominantly commuter purpose.
- That trails that fit the above definition and are open to e-bike use be designated in the Boulder County Transportation Master Plan.
- That other Open Space trails that do not conform to that definition be closed to use by e-bikes.
- That commuter trails will mostly cross multiple jurisdictions and that a form of IGA be created to control the use of e-bikes across these jurisdictions. Such IGA's will include management details and enforcement.
- That design specifications for commuter trails to be used by e-bikes be created that allow multi-use of the trails by all allowed users, including pedestrians, horseback riders, strollers, and persons with

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disabilities. Good fencing on either side of a regional trail will be required where such trails cross Open Space HCA's, agricultural land, or other lands that need protection.

- PLAN-Boulder does not take a position on specific trails to designate until the work to define what constitutes a commuter trail is completed. We recommend that OSMP carefully integrate its definition of appropriate trails for use by e-bikes, designation of specific trails, any IGA's, and design specifications for e-bike trails into transportation plans being developed by other agencies. For example, a continuous bike path from Boulder to Longmont located between lanes of the diagonal is currently being developed as part of a larger Highway 119 transportation plan. This may be a much more attractive commuting option than trails OSMP is considering for e-bike use.

PLAN-Boulder has spent many years following the issues related to our Open Space program and advocating for its preservation and enhancement. About 85% of Open Space users are pedestrians; however, trails that allow bikes, of whatever kind, greatly reduce pedestrian use. This will only be worse with e-bikes. This is the ultimate slippery slope for the evolution of the purpose of Open Space from ecosystem preservation to recreation. Therefore, it is critical that OSBT carefully frame the circumstances under which e-bikes be allowed as a use on Open Space.

Respectfully submitted,

Peter Mayer

Allyn Feinberg

CoChairs, PLAN-Boulder County

#48 Steve Callum 12/12/2022

I urge the OSBT to vote against allowing e-bikes on the eastern Open Space trails. Having motorized bikes on Open Space runs counter to a key and essential intent of Open Space: to allow for a calm and peaceful enjoyment of nature. I believe when the city charter included biking on Open Space as a passive recreation use, the intent was for all uses to be non-motorized, that "passive" was meant to describe non-motorized uses. That fact that the charter specified that biking would only be allowed where designated conveyed that biking should be a conditional use, allowed only if negative impacts weren't too great.

The assertion that e-bikes will have minimal impacts to other users is simply not true. If you've ever had an e-bike whiz by you while you're walking, you know how unnerving it can be. Allowing e-bikes on all eastern trails is too great a sacrifice to the peace, comfort and safety of those on foot.

This will be particularly true as these trails become more crowded, more heavily used, as the Boulder-Denver population continues to grow. Mixing pedestrians with motorized bikes on crowded trails presents a safety and a "feeling of safety" problem, which risks displacing more pedestrians than attracting new cyclists to the sport because of a motorized option. If you've ever attempted to walk the Boulder Canyon trail in the canyon on a Saturday, you know how unpleasant and at times dangerous it is

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to be a pedestrian there, with many bikes speeding by. I've stopped using that trail for that reason. Let's not spread and compound this problem by allowing motorized bikes on all the eastern trails.

E-bikes essentially enable bike riders to go farther and faster with less effort. This might be important for bike commuters travelling substantial distances, but these trails are by far and away used by people recreating. The vast majority of people commuting by bicycle are doing so on the city's greenways, paved multi-use paths, and bike lanes. A very small number of people may wish to commute by e-bike on Open Space trails, but allowing this comes at too large a cost for all those on foot.

If we don't allow e-bikes on trails, then it just means that cyclists will have to go at a slower pace than if motorized, under their own steam, and perhaps won't go as far. But their essential ability to enjoy being outside and enjoying nature on Open Space trails on their bikes will have been maintained, particularly because these are relatively flat, plains trails. And just as importantly, the peaceful enjoyment of these trails by walkers will have been maintained as well.

The notion that not allowing e-bikes is an equity issue is largely a red herring. Open Space trails are already open and welcoming to everyone. The elderly, the disabled, the out-of-shape, and children can still bike - or use a recumbent or tricycle - without a motor; they'll just go slower and perhaps not as far than if they were on an e-bike. They are also free to use a large network of greenway paths elsewhere, where e-bikes are allowed.

I see many able-bodied people zipping around on e-bikes on city greenways. Don't we want to encourage them to get around under their own power when they're on Open Space, as part of a "natural" experience, as well as for health reasons? After all, the eastern trails are not steep, technical trails.

An alternative to allowing on e-bikes on all eastern trails would be to dedicate specific ones for motorized use and/or on specific days. While the simplicity of allowing e-bikes on all eastern trails all the time has its merits, the cost of subjecting all pedestrians to e-bikes on all those trails is too great. It may be worth having some complexity to avoid that.

The mountain bike community in Boulder is large and well-organized for lobbying their interests. Unfortunately, pedestrians, although also numerous, are not organized for voicing their concerns and getting the word out to answer surveys and participate in meetings, etc. But their interests should be equally considered.

I also believe the professional background of the manager of this project should be kept in mind, as Ms. Ratzel worked for many years in the transportation department as a transportation planner and is therefore oriented toward a commuting perspective, whereas these trails are largely recreational.

#47 Boulder County Horse Association, Boulder County Board of Directors and Committee Chairs
12/12/2022

The Boulder County Horse Association has advocated for the horse community for over 50 years. An important part of our mission has always been trail use. The current evaluation of e-bike use on OSMP

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trails has a huge impact for equestrians riding trails. We have always appreciated the effort of OSMP to incorporate horses as a valued presence on OSMP trails.

Our main concern no matter which alternative is chosen is SAFETY!

Horse Riding Accident Statistics

Highlights of horse riding injuries:

- Horseback riding is more dangerous than skiing and motorcycling.
- 2 out of 3 horse riding injuries can be prevented.
- 81% of equestrians get injured at some point in their riding career.
- Over 100,000 horse riding-related accidents occur yearly in the U.S.
- 83.4% of horse riding injuries are caused by the rider falling off the horse.

When choosing an alternative for e-bike use BCHA requests the Open Space Board of Trustees to please consider:

*Speed triggers a horse's fear and flight response. If e-bike speed creates issues for horses or any users we request a timely response through trail design, education and/or enforcement.

*Single track trails allow for less margin of error for bike/horse interactions. High speed on heavy e-bikes and blind corners with less skilled cyclists makes for a more treacherous situation for all. BCHA requests prohibiting e-bikes on single-track trails with limited sight-distance turns or limited width for safe passing.

*The ability to follow the rules and the etiquette of yielding to horses is a learned skill for all cyclists. This will include all the new e-bike riders that will now be able to avail themselves of the trails. Informing this new population of e-bike riders on proper trail use will be important to maintaining safety for equestrians.

*Horseback Riders will choose to ride trails they feel safe on.

#46 Jean Aschenbrenner 12/7/2022

I oppose allowing e-bikes on OSMP trails. I feel particularly strongly that e-bikes should not be allowed on non-paved trails.

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1. E-bikes have an electric motor. They are NOT non-motorized vehicles. 2005 Master Plan said OSMP are for non-motorized passive activities. Why are we changing the Master Plan?
2. Cost of trail maintenance: OSMP has limited money for trail maintenance and the cost of maintenance will increase if e-bikes are allowed. There will be more people riding on the trails. (If this is NOT true, then WHY are we bothering to allow them?). Current riders will ride further. Maybe the number of people using OSMP trails does not increase, but the number of miles biked will increase. There are currently many trails that need work. Steps are supposed to be built with 8" rise (I think). Over time, the area below the step washes out and the step becomes much higher. Of course, people start going around the steep step, creating social trails which become muddy. "A stitch in time saves nine." We should spend money to fix up these current trails rather than committing to more maintenance due to e-bikes. We are CHOOSING how to use a scarce resource when we allow e-bikes.
3. Equity: Who will benefit from e-bikes allowed on OSMP trails. The young and rich. E-bikes for mountain bikes are expensive. Richer people can afford them. Poorer people cannot or they buy cheaper bikes that have lower quality and potentially dangerous lithium batteries. Those batteries are more likely to start a fire – either on the trail if the bike falls or at home when charging. Boulder cannot afford another forest fire!!!
4. More trail closures: When it is muddy then some trails are closed. These seem to be mostly trails with bikes. I have been told that studies show that walking on muddy trails does not hurt them – maybe it packs the dirt. I doubt that is true of biking on muddy trails. I often see significant ruts from bikes in the mud. E-bikes mean more bike-miles on OSMP trails. This suggests that there will be more trail closures, adversely affecting the hikers who are not allowed to use the trails.
5. OSMP Staff showed that e-bikes on Boulder County trails did not increase conflict on those trails. I submit that hikers avoid conflict by avoiding trails with ebikes. I and many of my friends used to hike at Marshall Mesa and Dowdy Draw but we now carefully avoid those places due to the many bikes. Sure, bikers are supposed to yield to hikers but this is rarely the way it works. Due to politeness or fear, the hiker steps off the path. I do not enjoy frequent interruptions in my hiking to accommodate bikes. Staff showed that the 2016-17 Visitor Survey showed that few people were displaced from trails due to bikes. This surprises me since many of my friends avoid places with bikes. I hike on OSMP for peace and serenity. I do not want to worry about an e-bike going 20 mph passing me.
6. Speeds: E-bikes that would be allowed on OSMP would be limited to 20 mph. How and who is going to enforce this? Note that the throttle equipment on an e-bike monitors the MPH. But that is calculated by knowing the diameter of the wheel. On expensive e-bikes, it is difficult, but possible, to change the diameter in software. On cheaper Chinese bikes, my friend explained that it is relatively easy to change.
7. Older people: One reason for the proposed change is to allow older people to have access to trails in open space. Since I am an older person, I would like to say that I do not agree with this reason. Older folks often have poorer balance. E-bikes are heavier and harder to control so accidents are more likely. Unlike city streets, OSMP trails are rougher and many have rocks or roots in them. They may have a lot more curves. A friend told me that she has 3 friends aged 60-69 who each tried riding an e-

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bike. All three reported crashing while making a turn. These were on paved city paths. So Boulder may need to include more money for rescues into its budget. Actually, many older people would be happier if you spent OSMP money to maintain the hiking trails that we enjoy, but are falling into disrepair. (i.e the trails are falling into disrepair, not the old people!)

8. E-bikes might be OK on paved bike paths in the city. People can use them for grocery shopping, getting to school or appointments. They are NOT needed for leisure on open space trails. Riding an e-bike does not fit with appreciating nature – for either the rider or the other people on the trail.

9. We should NOT SELL OSMP land in order to allow e-bikes. E-bikes should not be allowed on OSMP trails. Faith in OSMP erodes when changes are made in how they are administered.

10. Comments on specific trails: WHITE ROCK TRAIL: A Boulder website says that is “identified as being popular with people using wheel chairs”. Please respect those people and do not allow e-bikes on White Rock Trail. COTTONWOOD TRAIL: this trail is used by neighbors walking for exercise or walking their dogs. This trail gets very muddy when it is wet. E-bikes will increase the trail damage and interfere with the walkers. And probably cause more trail closures. BOULDER VALLEY RANCH: Trails get muddy and e-bikes will exacerbate the problems. Horses use that trail and e-bikes can spook the horses and e-bike riders are not considerate enough of the horses.

Please remember that we are not just deciding to allow e-bikes on some OSMP trails. We are CHOOSING to spend more money for trails with e-bikes rather than spend that money on hiking trails. We are CHOOSING to support activities that richer people can enjoy rather than more passive activities that poorer people can appreciate. We are CHOOSING to make it less comfortable for hikers on some trails. We are CHOOSING to accept more trail closures due to more bike-miles being ridden.

#45 Kelly Shanafelt 12/5/2022

I hope ebikes will be allowed on open space, at least on Cottonwood trail, Boulder canyon and S Boulder Creek trail. My pedal assist ebike only goes to 20 mph and I'm 59 and careful around pedestrians. Most importantly, my husband who once upon a time was an avid biker has lung cancer now and can't ride without ebike assistance. One of our great summer therapies last year was a sunset ride out S Boulder creek trail.

I hope you'll take it under consideration for folks like us.

#44 Deborah Yin 12/3/2022

I am a frequent hiker on OSMP trails and do not want to see ebikes on trails.

I do not hike trails with bike access because it is not only unpleasant but also dangerous. Many go too fast, some are inconsiderate and do not comply with the hiker first rule. Hikers will be further disadvantaged if ebikes are permitted. Class 1 and 2 ebikes can travel at 20 mph, a huge disparity with

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walking speed. Bikes and any modernized vehicle whether ebikes, scooters or cars should be confined to roadways. The speeds they travel are dangerous to those walking. A month ago a friend was knocked down by a scooter travelling on the sidewalk. She suffered a broken hand and multiple soft tissue injuries. It's obvious there is a speed incompatibility therefore it is logical to separate the two modes of travel.

An additional argument against human activity is the cause of a 70% decline in wildlife numbers on earth since 1970. When do we acknowledge that humans need to curb our activity to ensure the survival of the earth as we know it? Are we so spoiled we cannot give up a few privileges for the survival of others species? Instead the city is considering increasing human activity in natural environments.

#43 Alex Hyde-Wright 12/2/2022

I would like to express my support for permitting e bikes on OSMP trails, to encourage more use of bicycling by a wider cross section of the public.

I also think that as e-bikes become more and more indistinguishable in appearance from analog bikes, enforcement to ban e-bikes will become more and more impractical.

#42 Rosemary Hegarty 12/2/2022

I am against e bikes on open space. There are enough issues with bikes and the speeds they go and lack of yielding to pedestrians plus destruction to trails that I don't see e-bikes having any positive impact except for bikers. E bikes should stay on roads. There is very little monitoring of bikes on trails as it is. Open Space is very people to enjoy to hike, run etc. The increase in biking has only disrupted that for many hikers.

#41 Mike Wright 12/2/2022

As I won't be in town for the opportunity for input at the Dec 14th meeting, I would like to express my support for allowing e-bikes on OSMP trails per the staff recommendation. I've ridden bikes on open space trails for years, and recently my wife and I have also gotten e-bikes primarily for getting around Boulder and to work (and not turning up to meetings all sweaty), but also for trips out to Niwot and Superior for errands and restaurants thus avoiding a number of car trips. These are trip types that I wouldn't use my regular bike as I really don't want to have to sit in sweaty gear, or have to find places to change.

I would also like to see both class 1 and class 2 ebikes allowed - many of those cargo e-bikes with kids on the back are class 2 bikes where the throttle assist is very useful for controlled starts on these when you've got "cargo" on board (I do have a class 2 cargo bike).

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Of the 3 options presented in November, we lean to option B as best overall for how we use our e-bikes. While option A covers more trails, the extra trails tend to be the single track that are more challenging to ride on any bike, and most cargo and commuter bikes would not be good rides on those trails - if I were going to ride those on an e-bike, I would want to use an e mountain bike. Another option could be to only allow class 1 e-bikes on those single track trails west of Broadway while allowing both class 1 and 2 on the rest. It may also be the case that there's a need for more discussion of how to approach those single track trails west of Broadway.

I do hope the outcome of this current process is to allow e-bikes onto OSMP trails, particularly where it really helps connect between areas and also connect short sections such as on the LOBO trail. Opening these up would I think benefit both individuals and the community.

#40 Art Paolini 11/15/2022

As someone who uses our trails every day, I don't think any recommendations one way or the other will make any difference...

We see large amounts of electric motorcycles (sorry, e-bikes) zooming past all the time on trails that apparently are not legal to drive e-bikes on.

Since there is zero enforcement, who cares what you decide is 'legal'?

And please, pretending to restrict to certain 'classes' of e-bike is even more of a joke..

They will continue to get bigger, heavier, and faster, and ridden at their top speeds everywhere...because why wouldn't they?

#39 Randy Winter 10/25/2022

I do understand that the feedback period has closed to give input on e-bike use. I did give my input via the internet during that period. That said I recently participated in an Outreach program at Boulder Valley Ranch along with the BMA Bike Patrol and City Ranger Chance Nelson. I am the Trail Advisor for the Boulder County Horse Association and was there to help educate the public on best practices to interact with horses on trail safely.

A number of bicyclists stopped by to talk. A number of e-bike cyclists passed us by. The three of us had a conversation about e-bikes. It is my understanding that e-bikes are not allowed at BVR. It is also my understanding that unless an e-bike cyclist is doing something outside of the norm of a regular cyclist that rangers will leave them alone. I am not speaking now as a representative of the horse community but just as a citizen with some experience setting rules.

I taught middle and elementary school for 30 years. The beginning of the year and how I managed current rules was critical how things played out the rest of the year. An example was eating in the classroom. This was prohibited by the school. I would allow the kids to eat as long as it didn't interfere in

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any way with learning. As soon as there was garbage left or more attention by the students as to eating rather than doing their work the consequence was that the privilege was taken away for a period of time. Strict monitoring was essential. The students understood and actually monitored themselves. They learned to adhere to the rules and did not object if the privilege was taken away.

What does all this have to do with e-bikes. It is impossible to monitor e-bikes by rangers everywhere they are out on trail. The rule is basically being ignored and in some cases, obviously not all, some of those riders operate outside the norm. Speeding and not yielding can be a problem with all cyclists. There needs to be some understanding by e-bike cyclists that what they are doing is a problem as well as actually illegal if they are riding in prohibited areas. While the OSMP staff is determining how to regulate e-bikes, the cyclists are getting used to operating "illegally" without consequence. Having to roll back that behavior at some future date will be very difficult if necessary.

What I would like to see are signs at the trailheads, where applicable, that state that e-bikes are not allowed. Further explanation of rules and etiquette would be nice but I understand sign fatigue and ignoring signage. At least if those signs were in place even if rangers did not enforce the prohibition on certain trails, riders would be more aware that that IS the rule. Then at a later date when the e-bike rules are more settled it would be easier to put them in place where e-bike cyclists have become used to riding.

Thanks for tackling a difficult issue.

#38 Joe Lawrence 9/23/2022

Thank you for evaluating e-bike use. I am not an e-bike user but support their use as a commuting and recreation platform. Given Chapman Drive is a fire road I see like a great candidate to include in the "boulder canyon" portion of plan b.

Before it was posted I would ride it with an e-bike friend and it seems very suited (wide, stable surface). From a risk perspective, the risks on Chapman Drive come from the skinny tire folks speeding down for a Strava record. E-bikes would be safer than other places (safer than e-bike on the bike path through campus).

Please let me know what I can do to help this portion be considered (e.g. do I need to come to a city meeting)

thanks

#37 Linda Strauss 9/19/2022

I live in Loveland. Last year I rode on my E bike, it's a Class 1 e-bike, no throttle, and I rode with a friend on the well graveled roads along OSMP territory and it was a big wide gravel, packed dirt and very nice ride. Then, I saw at the end of it that E bikes not allowed. I know there was some talk about making

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some changes and I think it's fairly recent allowing some ebikes so I wondered what the status of that. And I'm not talking about single tracks, this is just for someone like myself, an older adult, just riding a class one, no throttle and that's it because it was a beautiful ride really. I really enjoyed it but I want to do what's appropriate and what's the latest decisions on E bikes on some of the OS MP. Roads or trails? The big wide trails. So thank you again. My name is Linda Strauss. Thank you.

#36 John Fisher 9/6/2022

I guess I missed the survey but NO No NO!

- Plains trails are located east of Broadway within the city of Boulder limits and east of the North Foothills/US 36 corridor to the north and CO 93 to the south of city limits.
- Boulder Canyon Trail is regional trail located west of Broadway with a segment on OSMP lands. The trail is maintained by City of Boulder Transportation & Mobility within city limits and Boulder County in unincorporated Boulder County.
- Alternative B would allow e-bikes on 34 miles of open space trails which represents about 22% of the 154 miles OSMP trail network.

Terrible idea. I know you want to promote e-bikes (Pressure from: Bike shops? Bike makers? tourist promoters) but they are not the same as human powered, and have turned into electric mopeds and driven like them. A great way to ruin the expensive trail up the Canyon. and make it much more dangerous than it already is with its mix of bikes and walkers and narrow and dangerous spots.

#35 Greg Tantom 8/31/2022

Article which appeared on the MSN webpage this morning:

<https://www.autoblog.com/2022/08/31/jeep-ebike-review/?ncid=txtlnkusaolp00000618>

I never heard back from you but wanted to pass on a story in the national news today which mentions that the manufacturer offers options to convert their bikes from unregulated to Class 1 or 2. How will your Rangers know if a bike has been converted or not? Will they stop all ebikes to check and have the expertise to verify if an e-bike is really class 1 or 2?

Looking forward to hearing from you.

Thanks

#34 Greg Tantom 8/24/2022

I spoke with a City employee on Monday at the trailhead at the Fourmile Canyon Creek Trailhead about e-bikes on City of Boulder trails. I had some questions she couldn't answer and she referred me to you.

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I am worried about Class 3 and unregulated/modified e-bikes being ridden at high speed on the trails. I am already running into this on my daily commute on trails in East Boulder where e-bikes are not currently allowed (specifically Gunbarrel, Cottontail and IBM Connector). I see e-bikes riding very fast while not pedaling almost every time I am out (I commute to work and ride for pleasure daily). I rarely see a ranger out on the trail.

1. Who is going to enforce misuse of the trails by Class 3 and unregulated/modified e-bikes?
2. How will they enforce the rules? Will they stop all e-bikes to check for a Class 1 or 2 sticker? Note: These stickers can be purchased on Amazon for \$15 for 4 stickers, so any e-bike can masquerade as such.
3. If a ranger stops a bike which has a Class 1 or 2 sticker but believes it is not valid, what actions can they take?
4. Will rangers be trained to detect when modifications have been made to Class 1 or 2 e-bikes which enhance performance allowing them to violate the set standards?
5. What are the penalties for riding motorized vehicles other than Class 1 or 2 on the trails?
6. Are the penalties cumulative (they get harsher for 2nd, 3rd, etc. violations)?

I believe that allowing Class 1 & 2 e-bikes on the trails will lead to high-speed, motocross type recreation in the City of Boulder parks. This will have a severe negative impact on the enjoyment of all other users. I am already seeing this happen out on the trails (where they are not allowed to be in the first place).

I look forward to your response; if this should be forwarded to another party to answer, please feel free to forward on to them (the employee I spoke to said a Ranger may be able to better address some of the questions).

Thanks,

PS I am a member of the CO 119 Safety, Mobility, and Bikeway Community Advisory Committee and am very familiar with bicycle issues in the Boulder area. I fully support e-bikes on paved multi-use paths.

#33 Roger Krimstock 8/18/2022

Thanks for the opportunity to pass along some of my concerns re: e-bikes.

First, how is the plan to be implemented, regardless of the choice? Today, although all of the city trails I mountain bike display trailhead signs prohibiting e-bikes (e.g., Boulder Canyon and Chapman), there are always e-bikes on the trail. These riders either ignore the prohibition or are mis-informed about where to ride (e.g., from shops that rent e-bikes). Assuming that trailhead signs would be updated, how will

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the plan be enforced? Bike shops should cooperate with the plan, by making sure no prohibited trail is recommended.

Second, I'm not sure why class 2 e-bikes are included. It seems that pedal-assist should be required, to separate e-bikes from motorized vehicles.

Third, the plan should not include Chapman Drive or Foothills trail or Joder Ranch. I defer to others to speak about the Dowdy Draw and other southern west-of-93 trails.

Fourth, what are the plans for dealing with skateboards with a single motorized wheel. They travel dangerously fast, and, from what I imagine, do not provide sufficient control (especially coming down hill). I had an especially negative experience on Chapman Drive, uphill, where a "skateboarder" was speeding uphill (seemingly over 20 mph), with a loud "boom box" that so loud it overwhelmed the sound of a band at the Wedgewood. Dangerous and extremely intrusive.

I do have to ask about bike lanes and e-bikes of the various classes. There too, the distinctions between motorized vehicle and pedal assist should be evaluated. I don't think any motorized vehicle should be allowed in the bike lanes.

Thanks,

#32 Robin Lowry 8/16/2022

Sorry it took so long for me to respond, but I just haven't had a chance until now.

There were many good points made in the e-bike survey, particularly in regards to their use by senior citizens. I turn 75 this year and my Class 1 pedal assist e-bike has been a real game-changer. With two 20 year old replaced knees hills were becoming a real obstacle. I now ride about 20 miles a day, 4-5 days a week.

My concern is that the survey was about "e-bikes" and didn't differentiate between the types of e-bikes. I have attached a page defining the three classes and you will notice that Class 1 e-bikes are quite different from the others. Class 1 are "pedal-assist", meaning they only help when the rider is actively pedaling. There is no throttle, so the rider is not "driving" the bike. The rider can choose how much assistance is desired but will not assist past 20 mph.

Class 2 e-bikes have a throttle and Class 3 e-bikes assist up to 28 mph. I do not feel that Class 2 and Class 3 e-bikes belong on single-track trails and understand how they can be intimidating to other users. But the Class 1 e-bikes ride no differently or any faster than a regular bike.

I have also attached the policy that Park City, UT has in place for the Class 1 e-bikes and another attachment picture of Summit County, CO trail designation. I would expect Boulder to be on top of the difference between these bicycles and make the rules accordingly. To survey "e-bikes" as one and the same is not correct. Unfortunately, most people are unaware of the different classes and their survey responses will reflect their image of the big tire, throttle driven e-bike barreling down the path.

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I ask that you and the board take a step back and re-examine this question before decisions are made. I have copied the Open Space Board with this info as well.

Thank you for reaching out on this issue.

#31 Anne Guilfoile 8/12/2022

I am 100% against motorized vehicles of any sort on OSMP trails. Do not try to sugar coat this by calling them E-bikes and by saying this is somehow "adaptive" for people with disabilities.

Thank you for soliciting my input.

#30 Jessica Feld 8/8/2022

Greetings and thank you for the opportunity to fill in the Survey and send feedback about E bikes an open space. I submitted several days ago and I'm thinking about it I would really like to add that for me, having Chapman open to e bikes would be my vote. This is accessible out my door and I wouldn't have to put my bike on my car to travel to a trail.

I really value my time and biking and hiking experience with OSMP.

Thank you again for taking everything into consideration.

Cheers

#29 Madeline Estin 8/5/2022

Ebikes must not be allowed on hiking trails where bikes are not allowed. It will destroy the purpose of these opportunities for people of all ages and various skill levels to enjoy the outdoors free of the noise of motors and most importantly free of the fear of being knocked down by vehicles with wheels and wheels with motors. There are other places for ebikes and they must be prohibited on our walking/hiking trails. Ebikes should only be allowed on trails that already permit bikes.

#28 Mark Riley 8/4/2022

I started to complete your questionnaire on your proposals, but the survey couldn't fit my input. I'm generally supportive of Alternative B with one exception. I ride on the Boulder Canyon Trail often. I think this particular path is not appropriate for e-bikes. Given the pedestrian traffic, bends in the path, gravel, narrow underpasses/tunnels, drop-offs into the creek and the ability to go fast on an e-bike (even uphill), I think we'd be creating a hazard and a public safety issue. Additionally, my impression is that many people on e-bikes are not very skilled cyclists which I believe makes the situation even more risky. I think you should exclude the BCT from all alternatives.

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Thanks for reading my opinion.

#27 Betina Mattesen 8/3/2022

The proposal and survey didn't really fit my preference which is -

No motorized e-bikes on the Boulder Canyon Trail (they're already there illegally with speed and noise) because you will not be able to keep them off Chapman Trail with special wildlife issues of Cooper's hawks, turkey and deer. People want a chill experience here and the self-absorbed regular mt. bikers are already too rude.

Plains commuter trails are appropriate (but I see you've let them creep elsewhere already). As a quiet user, I'd like no expansion of this.

It's a slippery slope. They've been observed on the "unsanctioned" trails around Caribou Ranch and Mud Lake. Since these aren't real trails on maps how will we ever get enforcement?

Mt. bikers have been behaving badly in western Boulder County for decades with illegal trail building and use. You're unintentionally green lighting motors everywhere with any expansion of motorized use.

#26 Dana Bove 8/3/2022

A friend of mine just sent an email warning of COBs possible following of BCPOS in allowing E bikes on open space trails.

From my experience studying eagles and other raptors on at the Holmberg Preserve, and with all hyperbole aside, I wonder when the day will come when one of those very large bikes, racing past at pretty high speeds, will hit me and I'll wind up in the hospital.

I was out last night and taking video of two remaining juvenile eagles from the County's Cradleboard trail. I was glad that several passers on bikes on the quiet night gave me a warning while passing. Many do not, and sometimes when walking with my back away from oncoming bikes, I do tend to wander a bit "out of my lane" while observing the eagles.

I think E bikes are great and they get people out of cars. My experience is that they are nothing less than frightening and dangerous on trails.

Thanks

#25 Charlie Stein 8/3/2022

Thanks for your work on considering Ebikes on some Boulder trails. I own an Ebike and use it regularly for transportation. I've yet to decide my level of support for your proposed changes. I do have one question, what if I do not support any of the proposals. I did not see that option on the questionnaire

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only the option to choose, strongly support or somewhat support. Why was the "do not support" option not included in the survey?

#24 Jean Aschenbrenner 8/1/2022

We are invited to share input on e-bike usage on OSMP trails. The process gave a lot of information that explained how e-bikes are advantageous and then we got to choose how many of the OSMP trails would allow e-bikes. There was no discussion of the pros and cons of e-bikes. The staff had already decided in general what should happen and left very little room for choices or for write-in comments. Further, if we do not decide to allow e-bikes, we are told that the city would need to dispose of open space to someone else, so that e-bikes could be allowed. Now Open Space is sort of sacrosanct in my mind, so this felt like a threat that I should make the right decision.

We are told that e-bikes create minimal impact on our trails. Do we think that there will be more miles ridden on our trails when e-bikes are allowed? Seems like YES or else why are we wanting to do this? More people who can't go on these trails without e-bikes will start going. Current riders will go faster and thus farther. Now history shows that bikes are tougher on our trails than hikers. Why else do we so often close trails which allow bikes when it is wet. Trails with just hikers are not closed so often. Why do I see so many ruts from bikes in the trails when I hike. More bike miles mean a greater cost to maintain the trails. And possibly closures so that hikers can't go there.

We are told that there will be a reduction in greenhouse gas because people are no longer going to drive to the trailhead, but rather they will e-bike to the trailhead. This may be true if the trailhead is close, but I think they will still be driving to the wonderful trails that are a bit farther away. Climate change is a good reason to allow e-bikes on roads but not on OSMP trails.

With e-bikes, old and disabled people will be able to ride on these trails. What about the old people who hike? I am old and I like hiking on the trails. There are many trails where I no longer hike because of the bikes. It is inconvenient to frequently step out of the way, and I get scared if a bike is coming down a hill fast. With e-bikes allowed, I suspect there will be more bikes on the trails. And thus fewer places that I can enjoy hiking. Maybe some places could allow e-bikes (like Marshall Mesa where I no longer hike) but it is nice to have other places where I do not need to worry.

Not everyone has an e-bike. Who is more likely to have one? People with more money. Are we creating a mode of recreation that discriminates against the under-privileged?

Now I will talk about some trails in particular.

Joder Ranch: This would be a great place for e-bikes because you could motor up the hills and then blast down them. (Hikers beware!) But is that the goal of OSMP trails. Further, part of that trail is single track and gets muddy. There is little room to pass on part of the trail. Please do not allow e-bikes on this trail.

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Cottonwood Trail: why does it allow e-bikes on all 3 options. It gets muddy and bikes will tear it up. Families with kids and dogs walk here. It is not part of a longer trail. E-bikes should not be allowed here. If, in the future, it becomes part of a longer trail, then this can be re-visited.

Valmont Bike Park: e-bikes should not be allowed here. Young kids and people learning to bike rough trails come here to learn. They should not need to compete with e-bikes.

Boulder Valley Ranch: There is no need for e-bikes here. It is wide but susceptible to mud. It is not part of a longer trail. Where there are trails connecting into it, they are single track and will get very muddy. This is a nice peaceful trail for hikers and occasional bikers.

Dowdy Draw: This is a fragile environment and is prone to closure due to mud. If e-bikes increase the number of miles biked, it will cost more to maintain this area. E-bikes should not be allowed here.

Thank you for reading my comments.

#23 Gary Sprung 7/29/2022

Dear Trustees and OSMP staff,

I took the e-bikes survey but need to offer thoughts beyond what that input mechanism can do, thus this letter.

E-bikes have challenged everyone involved in public lands travel management because they blur the normal differentiation of motorized and non-motorized vehicles. They also bring with them overtones of the issues surrounding mountain bicycling, about which I am very knowledgeable.

I come to this issue from viewpoints that have often clashed. I led a 13-year, successful campaign to get Congress to designate two National Forest areas in Gunnison County as Wilderness. I also worked as an advocate for mountain bicycling. Let me state up front that I believe e-bikes must be prohibited in federal Wilderness. The 1964 Wilderness Act clearly prohibits motorized transport.

I do not own an e-bike. I may buy one in the future as I get older. For now I don't have a personal stake in the question. As a policy wonk, I naturally get into this e-bikes debate. But is it really an important issue?

I watched the trustees' discussion of the current OSMP survey instrument at your July meeting. Though I am probably more supportive of e-bikes than Karen Hollweg and Dave Kuntz, I agree with their main point. The survey should have included a clear, no-action alternative. It does seem to presume that some policy change will occur. Please note that the federal National Environmental Policy Act requires that all analyses contain a full range of alternatives including the no-action alternative. I wish Colorado had a similar law that could govern and make clear such requirements.

I disagree with Mr. Kuntz's statement regarding "If it walks like a duck and talks like a duck...." The fact that e-bikes do NOT look like motorcycles, and e-bicyclists do not act like motorcyclists, is at the heart of this policy debate. For most people e-bikes seem much more like bicycles. It is getting to the point, and

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at some time may reach the point, where we cannot see the motors and batteries without close examination. The Colorado legislature has weighed in on this confusion and firmly stated that e-bikes should be regulated like bicycles, not like motorcycles.

Nonetheless, I agree with Mr. Kuntz that the issue of allowing any sort of motorized transport is a big deal policy question. Perhaps the motors of e-bikes should completely exclude them from Boulder open space? To answer that question, we need to look at the philosophical and practical underpinnings of the long existing prohibition of motorized transport on Boulder open space lands. Clearly, motorcycles on the trails would destroy the experience for hikers. But user conflict is not the only reason for the ban. It seems to me that the philosophy of Wilderness is also at work. Perhaps we are trying to provide, in the words of the Wilderness Act, “outstanding opportunities for solitude or a primitive and unconfined type of recreation.”

But OSMP lands are not wilderness. They have powerlines and reservoirs and radio towers. They have roads that occasionally see motorized travel by authorized staff. Houses are immediately adjacent. If these lands are not truly wilderness, then the issue of motorized use gets greyer.

The staff analysis of the issue presented evidence that e-bikes neither contribute more to user conflict than do bicycles, nor do they cause more adverse impact to trails and surrounding biota. If user conflict and impact to nature are minimal, why should we restrict them?

Marni Ratzel is correct that many people in the bicycling community have negative feelings about e-bikes. I have a very fast bicyclist friend who is unhappy that less-fit individuals can keep up with him, staying close “on my tail.” Others are perhaps concerned that e-bikes will mean even more people on the trails; greater crowding. I personally worry that e-bikes confuse the issues surrounding mountain bicycling, making the activity seem more like motorcycling. In that regard, we should all agree that non-pedal-assist e-bikes, with a throttle, are too much like motorcycles and do not belong on OSMP lands (nor on city multi-use paths; nor on federal, non-Wilderness singletrack).

So many of us have misgivings and are challenged by this crossbreed technology. I suggest that we try to stick to the facts. Again, if the impacts to other people and to nature are not significantly different than bicycles, why restrict e-bikes more than we restrict bicycles? That would argue for Alternative A. I’ll also offer an argument for Alternative B: It is politically easier to allow something that is now prohibited than to prohibit something that is currently allowed.

Finally, this issue is vitally important to the issue of global warming. Boulder is trying to strongly lead by reducing our carbon emissions as much and as quickly as possible. Transportation is the biggest, most unsolved aspect of that fossil-fuel problem. Human technology has developed much further toward non-warming electricity than toward non-warming cars and trucks. E-bikes offer a partial solution. If OSMP policies block people from using e-bikes as a transportation tool, then those policies harm the Earth. So I do ask that you find a way to allow e-bikes on OSMP lands.

Regards,

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#22 Boulder Mountainbike Alliance, Board of Directors 7/29/2022

We appreciate all the work that has been done by City of Boulder Open Space & Mountain Parks staff on the E-Biking Alternatives Evaluation to arrive at your recommendation for Alternative B. We see an opportunity for increased regional bike connectivity with e-bike access to wide multi-use paths such as the Boulder Canyon Trail, Cottonwood Trail, and South Boulder Creek Trail. However, BMA believes the OSMP staff proposal warrants more research combined with a pilot e-bike access project to better understand the impacts of these proposed changes to singletrack trails.

We support our community partners such as Community Cycles in their efforts to continuously improve bike access, safety and connectivity in Boulder. BMA's focus is to ensure that singletrack trails open to mountain bikes and potential changes to their access are done thoughtfully. BMA believes further research, community outreach and education on-site with demo bikes, and a pilot program are necessary to understanding the potential impacts of both Class 1 and Class 2 e-bikes on OSMP singletrack trails at Marshall Mesa and Doudy Draw. The survey BMA executed in the Fall of 2021 shows e-bikes to be a divisive issue within the mountain bike community, with a clear desire for more study on the topic.

BMA looks forward to a thoughtful, open, transparent public process for this and other public land access considerations. Our volunteers stand ready to assist OSMP with any additional research necessary to move forward with this proposal.

Regards, Boulder Mountain Bikealliance, Board of Directors

#21 Judy Stone 7/27/2022

All of my conflicts when I am using a bike on open space trails are with these e bikes.

#20 Linda Parks 7/27/2022

Dear Open Space Board of Trustees

Clever lobbyists, and even more clever marketers, have us believing that an e-bike is not a motorcycle by the mere fact that Class 1, 2 and 3 e-bikes have pedals. Lobbyist have even been able to change our

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state law with little thought to their environmental impact, and the safety of passive recreational users of our trails.

As you consider the use of allowing e-bikes on our open space trails please consider the definition of passive recreation; the impact of more bikes on our trails, and also how this will affect wildlife and the safety of other open space users. Every day, whether I am horseback riding or hiking on a multi-use trail, I have cyclist speeding pass me. when I politely ask them to slow down they rip on by with glorious music playing in both ears! Just today, I had to turn my horse 90 degrees to get their attention and slow down. Note: the rider could not hear me as he had earbuds in both ears.

Consider this, in Colorado motorcycle users cannot wear earphones and similar devices covering or inserted in both ears. The law allows the use of headsets or devices built into helmets that only cover one ear, including devices equipped with microphones.

I understand that there are mothers with children, and those who are aging and coming to terms with their abilities who are pro e-bike, and are advocating to have more trails accessible to them. I myself will be turning 65 this year.

But all of us, whether we are coming to terms with our abilities and limitations, or have chosen to have children and feel they need to tote them around on an e-bike, should remain on specific commuter corridors built for ebikes.

After speaking with a like-age friend, who recently purchased an e-mountain-bike, I became aware that these bikes typically weigh in between 40-80 pounds. This requires a person to have excellent balance and motor skills to control it. With aging comes age-related reductions in daily functional activities. These are associated with changes in the neuromuscular system that include reduced muscle strength, power and endurance of limb muscles with notable declines beginning at around 60 years. Handling this bike on anything other than a level, flat surface takes strength, balance, and coordination.

My other concern is e-bikes with bucket extensions that hold children. These do not belong on OSMP trails, other than corridors that are specifically commuter-designed base materials. I am curious what the total weight of this type of e-bike set up is.

As stated by OSMP, "OSMP staff interpretation is that electric assist meets the intent of "non-motorized" in the VMP definition of passive recreation, and that motorized activities includes ATVs, motorcycles, etc., which are allowed on some public lands. The City Attorney's Office agreed that the state law supports the classification of ebikes as non-motorized and as a potential allowed use on open space trails but this is a dangerous assumption."

E-bikes are made for, and should remain as a tool for commuting, and should remain on limited commuter corridors with concrete or comparable materials that can support the weight and the number of users. They should never be allowed on our multi-use open space trails.

There is a solution for e-bike users who wish to visit mountain trails, they have many miles of National Forest to explore that are open to ATVs and motorcycles for them to enjoy.

Below are actual interactions I have had on OSMP trails:

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- Two of the most unsafe open space properties we have within the City of Boulder today are the multi-use trails at Boulder Valley Ranch (BVR) and Flatirons Vista/Dowdy Draw (FV/DD). We have a mix of cattle, dog walkers, runners, hikers, cyclists, and equestrians. I have ridden my horse and hiked the BVR open space trail system since 1991—before even cyclists were allowed. What has changed? Increase in users, the addition of cyclists, and earbud use. The rate of speed of the cyclist user group, in addition to the use of ear devices and lack of compassion, has led to injuries, loss of enjoyment, and the deterioration of trails. During mud and snow season we even now have heavy fat bikes, leading to more trail destruction. If you open this trail system to allow e-bikes you will have more trail degradation by the mere fact that more users will be on it, and the ability for these users to travel at a faster speed will increase conflicts and injury.

- The other trail system FV/DD system where e-bikes will have a detrimental impact is Flatirons Vista. Once a beautiful and unique trail system that was safe for equestrians and hikers has become a free-for-all mountain bike park, with dangerous blind curves around drop offs. Cyclists are traveling at excessive speed through the forest canopy with ear buds and cannot hear,. They also can not see in the distance, other users, as they are looking directly in front of the cycle on the trail. This open space once provided great footing, the surprise of seeing a herd of deer quietly grazing, a bear, or an owl resting in a tree. If you add e-bikes to the mix here, with the weight and potential for increased numbers of users, this will lead to more serious conflicts, loss of habitat and nature viewing, with increased trail maintenance costs.

Please keep e-bikes only on city/county bike lanes, and limited multi-use commuter pathways. Do not open our open space trails to this user group. It is a dangerous path to take. I also suggest that you require e-bike users to follow the same rule as motorcycles in regard to the state law on use of only one ear device. This is not only for their own safety for passing on bike corridors, but for the safety of all pathway users.

#19 Clifford Watts, MD 7/22/2022

As an former Boulder Emergency Department physician, starting in 1978, the trauma race MD for the Red Zinger, Coors Classic, Colorado Classic and other bike Races for a decade, as well as conducting a cycling injury study involving over 1000 patients from 1980-1982, I would like to point out that most accidents were precipitated by driver/rider error and not their equipment. The same applies to most motor vehicle accidents. It is operator error and a lack of consideration for others that causes most accidents and confrontations. Rarely is it the vehicle that is the culprit.

Open space and trails are supposed to be shared, as are our public roads. We don't set horsepower limitations for motorized vehicles, but rather speed limits and safe driving regulations. Bikes should, and do, have similar restrictions.

Instead of worrying about e-bikes and their motor characteristics and classifications, let's concentrate on what causes conflicts and accidents: rider/driver errors and rudeness.

I suggest regulations should be focused on the speed limits and safe riding, such as:

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Strict restrictions limiting speeds in tight areas, congested areas and blind corners.

Applying dangerous driving rules to all cyclists, no matter the venue.

Establish horse vs bike days similar to the Centennial Cone trails.

But please don't deny those in need of a motor to enjoy our spectacular trails in Boulder County.

Think outside the box! Legislate rational and practical policies, which allow handicapped cyclists, and all cyclists, to access our paths if they do not abuse the privilege. Some cyclists need a motor to continue riding in the areas they love.

Having supported safe cycling for over 50 years, I thank you.

#18 Richard Obrien 7/22/2022

The messaging will need to include something to the effect of, "a Class 1 or Class 2 sticker must be on the bike." Many eBike dealers have not been consistent about putting them on, but anyone with such an eBike should be able to go back to the dealer to get one.

Bikes with Class 3 stickers or no sticker will be prohibited from using OSMP paths. That's not clearly labelled on City of Boulder paths that currently allow eBikes, but it should be. There probably can't be any enforcement, but if there's an accident involving a high-speed eBike, it would be important that the City was clear in advance.

Thanks for your work on this issue!

#17 Barry Conchie 7/19/2022

I completed the consultative survey regarding staff proposal to extend e-bike use to Boulder canyon trail. Why were we not asked for our opinion on the other options being proposed? Boulder is crawling from the dark ages regarding e-bikes when other communities in the mountain west are moving much more quickly - Moab, for example, has a whole group of designated e-bike access trails. South Dakota has determined that e-bike can access all trails that standard bikes can access. Exactly what is Boulder trying to protect, and from whom. E-bike riders pay local taxes, yet you sit in judgment and deny the access to the very trails those taxes support...without any good reason.

It's ridiculous.

#16 Desiree Simon 7/19/2022

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So a friend posted this yesterday and she currently resides in Weld County. I'm curious about how much input is coming from non Boulder County residents. I also find it interesting that she doesn't seem too well informed about E Bikes and is also voting... "I just completed this survey. Thought it might be of interest to other equestrians, and non equestrian trail users too. I'm not going to pull any punches, I strongly feel that due to the speeds they can go, and maintain for relatively long periods of time, having ebikes on open space trails is an atrociously bad and very dangerous idea that will degrade the experience of being on the trails for all other trail users - and this is coming from my perspective as an equestrian as well as avid runner, hiker, and biker."

#15 Kevin Schill 7/18/2022

I just completed the ebike questionnaire on line. There is really no space for longer comments so I feel I need to send this email. The questionnaire only hits on a few issues, like location of allowable trails.

I have been riding mtn bikes for 35 years and have lived in Boulder for 30 years. I also hike, but mostly in the colder months. The past 3 years have driven home that we have a serious shortage of trail access especially for trails that allow bikes. The user experience has been greatly diminished for all users due to the increased volume of trail users on a daily basis.

By allowing, basically another user group, ebikers, to this large volume of users the experience will be further diminished. And to be clear, this is very much a new user demographic. There may be a few aging mtn bikers that get ebikes, but it will be a small percentage of those riders.

The other issue with ebikes is speed, and this new user group which has little to no experience on the trails, will be causing more user conflicts. I have been a mtn bike advocate for over 33 years, and have been on the volunteer Boulder Mtn Bike Patrol for over 6 years. We have worked hard to get to a point where user conflicts are becoming less common, but it has not been easy.

Ebikes are an awesome solution for commuting, shopping and almost all other daily local needs. But I do not believe motorized vehicles should be allowed on our mtn trails.

Thank you.

#14 Shelby Hartsock 7/18/2022

Hello,

My name is Shelby and I am a resident up in Shanahan Ridge. There has been some rumors on the trail that you might allow E-Bikes and or mountain bikes on the trails. I am reaching out in opposition of that. The trails have been increasingly busy since covid, and they would be completely ruined if you allowed bikes up there. They are already too congested as is and that would be 100x worse if you didn't have to walk. PLEASE do not allow bikes up there. Do not take away our trails. This is the main reason I stay up in Shanahan Ridge to live is because of the trails. I do not like to walk on bike trails because they are way

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more dangerous. The biking community here has enough open space to use. Also, what about our dogs? Will they no longer be able to be off-leash with the bikers? That is something to consider as well. I will encourage everyone I meet on the trails to reach out in opposition of this and I trust this will be forwarded to the right people to read. Please do not ruin our neighborhood trails.

Thank you

#13 Katie Wiser 7/18/2022

Here is the survey I mentioned: https://www.beheardboulder.org/e-bikes/survey_tools/osmp-evaluation-of-e-bikes-on-trails11

You'll notice on the survey they are a couple things that don't follow standard fair practices in surveying. First it states multiple times which option is the favorite of staff. Then it continues by just gathering information on the favorability of the favorite option. You can't even give your opinion on the other options without first saying that you don't like the staff-preferred option. There's just lots of bias built into this survey.

#12 Steve Tuber 7/18/2022

Your survey strictly limits narrative comments. Here is my full comment. Please include it in the hearing or any other formal record related to your proposal to allow ebikes on open space trails:

"Ebikes on open space trails are a potential safety risk to people, pets and potentially the environment. They also have significant nuisance potential. They should only be allowed under 3 conditions:

- 1) The trail must be PAVED.
 - 2) There must be an adequate speed limit THAT IS STRICTLY ENFORCED.
 - 3) The access times should be LIMITED to generally understood commuting hours, UNLESS the trail is sufficiently wide to physically separate all bicycle traffic from pedestrians and the physical barrier is in place. "
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#11 Bruce "Biff" Warren 7/17/2022

Not sure why the City of Boulder thinks this is such an earth-shattering monumental decision. State law, County of Boulder, etc., etc., reached a conclusion years ago that a 20 mph e-bike is not a motorized vehicle. The arrogance of the e-bike opponents (we know better than anyone else) is astounding. They would have me ride my e-bike down Highway 52 to 71st Street, or up to 79th Street, just to get to Gunbarrel from Niwot. I choose not to put my life in danger on those narrow roads. I've already lost one friend to a car-biking accident a year ago last week.

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#10 Allyn Feinberg 7/17/2022

I have just taken your survey on E Bikes and have the following comments:

There is no option for “No Change”. Without that, this reads like a push poll, not a legitimate survey.

The comments boxes are so limited in words that there is no possibility of making any useful comments.

I am appalled at the quality of this survey for something as impactful as e-Bikes on Open Space. The appropriate public process on this issue has been completely missing. The Charter requirement for recreation uses on Open Space to be passive, and the restriction in the Open Space Master Plan of no motorized vehicles makes this essentially a Charter issue and therefore warrants much greater public scrutiny. I hope you put a hold on moving this forward and develop a real public process to gather input from the broader community, not just the e-bike users.

The fact that the State does not categorize e-bikes as motorized vehicles is interesting, but Open Space Charter, Master Plan, and Rules and Regulations do categorize them as motorized vehicles and non-passive recreation. You may recall that Open Space disposed of the paved bike paths of the Open Space Greenways in order to not be in violation of the Open Space regulatory requirements. The City’s Bike Path web page states that there are 300 miles of bikeways in the City. That seems like a large portion of the City’s transportation resources that are already devoted to bikes.

#9 Liz Knapp 7/17/2022

I just finished reading the information about the proposed changes to E-bike regulations on OSMP trails and completed the questionnaire. I’m reaching out because there was not enough space to provide input (and I am unable to attend the office hours).

- I would like the City to consider a proposal that does NOT include the boulder canyon bike path. Here’s why: It is already crowded with pedestrians and pedal bikes. Many of the bikes are rentals and these are the folks I often encounter who are zig-zagging to both sides of the trail or stopping in a manner that blocks the ability of others to pass by safely. If you allow E-bikes on boulder canyon bike path, I can guarantee you that it will be inundated with rentals and people who do not know bike basics and/or etiquette. For the record, if Option C removed Boulder Canyon, I would strongly support it (rather than somewhat). If Option B removed Boulder Canyon, I would somewhat support it. My preference is to keep E-bikes on commuter paths and not have them on recreational ones (even though I am of the aging demographic that would most benefit from using an E-bike on that Marshall Mesa trail).

- A few suggestions for Boulder Canyon E-bike access if they must be allowed

o Limit E-bikes to weekdays only. That way, commuters could access it. Similar weekend-/weekday-dependent regulations exist for dogs on OSMP, so this is not a new idea.

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o Issue E-bike commuter passes that must be displayed (sticker/flag on bike) to residents who use that path for commuting to work/school/errands.

Thanks for asking for input from the community.

#8 Richard Obrien 7/14/2022

Has there been a proposal to require Class I or Class II stickers (required by state law) for access to OSMP trails?

As you know, Class I and II ebikes are limited to a powered speed of 20 MPH, while Class III and others can go much faster under power. Ebike dealers are required by Colorado law to issue a state-approved sticker for each eBike. This could be expanded to allow dealers, for a fee, to evaluate and issue stickers for eBikes they didn't sell themselves.

The safety issue is speed, not the power source. So a faster-moving ebike is much more dangerous to pedestrians.

If such a proposal has been discussed, why was it rejected?

I use a Class I eBike for transportation, and I think the "Class" makes a difference.

#7 Bruce "Biff" Warren 7/14/2022

I was unable to attend your meeting last night, but noted that opening up more trails to e-bikes was on the agenda.

While I applaud the Open Space & Mountain Parks Department for its work on this matter, from my perspective, it's long overdue.

I served on the Boulder County Planning Commission from 1993-2000, and at times we worked with the City of Boulder staff on planning issues. In 2019, Boulder County did a study involving e-bikes, which demonstrated that much of the "information" about e-bikes was simply not true (i.e. they don't go faster on trails than traditional bikes).

I'm 72 years old, and in 2019, I developed acute pancreatitis, which led to 75 days of hospitalization over the next 12 months. At one time I lost 62 pounds (down to Jr. High School weight) and had to have a feeding tube. During my recovery I discovered e-bikes through my son. I began riding an e-bike in the spring of 2020, and it was life-changing. I am now fully recovered and my wife and I continue to ride e-bikes on trails in and around Niwot, and sometimes into Longmont.

But when I tried to ride the LOBO Trail to Gunbarrel, I came across a sign prohibiting e-bikes at the Highway 52 Underpass. As a result, I cannot ride to Gunbarrel or Boulder on trails, and I find the highway too dangerous for bikes.

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When I looked into it, I found that the reason e-bikes were prohibited was because the trail crossed into City of Boulder open space, which did not allow e-bikes. E-bikes are now defined as non-motorized vehicles by state law. There is absolutely no reason to prohibit them on any of the plains trails, and probably not on many mountain trails as well. The prohibition seems to come from a misguided sense that e-bikes are not a “pure” as a regular bike.

It would seem to me that Boulder ought to be at the forefront of promoting e-bike use, as they get more people out to use the trails, get as much exercise as they want, and provide transportation in an environmentally responsible way. For some reason, however, Boulder is at least 3 years behind Boulder County in this effort.

I urge you to support opening up trails to e-bikes as soon as possible. Thank you for your consideration.

#6 Chuck Kutscher 7/14/2022

I filled out the e-bike survey but was disappointed that it only asked whether I support Option B. I had to say yes, but that's only because Option A was not a choice. I'm 71 years old, live in Golden, and have been mountain biking for 30 years. I bought a Class 1 e-mountain bike just as the COVID pandemic was taking off because I needed a knee replacement and didn't want to risk exposure in the hospital. The e-bike (a 2020 Specialized Turbo Levo Comp) has allowed me to ride when my knee is hurting. I can modulate the motor assist to get a workout. When my knee isn't feeling bad, I still ride my Giant Anthem up South Table Mountain to get more of a workout. I miss riding Doudy Draw, Spring Brook, Betasso Preserve, Marshall Mesa, Walker Ranch, etc. and probably won't be able to ride them again until either e-bikes are approved or I get the knee replacement. (Of course, at 71 going on 72, some trails I used to ride will probably only work for me on the e-bike even after the knee replacement.)

Jeffco did an extensive study before approving Class 1 e-bikes on all Jeffco Open Space trails. That has worked out very well, and I have seen no conflicts. E-mountain bikes have been commonplace in Europe for years, but the US is badly behind. It's discouraging to see many mountain bikers argue against e-bikes when, in fact, they will make the outdoors more available to others and will have no significant impact on them. If you haven't already done so, I urge you to speak with the Jeffco folks and hear about their experience.

Thanks.

#5 Paul Raab 7/13/2022

I'm writing to share a perspective on the use of E-Bikes on OSMP trails, particularly the Joder Ranch and Boulder Valley Ranch trails. Conflicts between cyclists and equestrians on both OSMP and Boulder

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County trails already are at a dangerous level. As an equestrian, I have had several dangerous encounters with cyclists in the past two or three years, any of which could have resulted in a serious or even fatal injury for me, my horse or the cyclist. Some cyclists are familiar with trail etiquette, which mandates that equestrians always have the right of way. Others are ignorant of the rules or simply don't care. It is very common to see cyclists bombing down a trail, heads down, wearing earbuds, with no awareness of or consideration for what they may encounter around the next curve – a horse, a child, an elderly person.

My wife and I have ridden the Joder and Boulder Valley Ranch trails for years. Equestrian-cyclist conflicts in these locations are bad enough as it is, and I don't see OSMP doing anything to improve the situation, such as a ranger presence for enforcement. Adding E-Bikes to these trails will make it worse, because E-Bikes do make noise – not only the tires but the motor – and horses will be startled. Adding E-Bikes to the mix also will increase trail use, because people who are not using these trails now will begin to use them or use them more often, adding to conflicts with equestrians, who have all too few safe options for enjoyment of trails in the City of Boulder and Boulder County.

If equitable trail access is a priority for OSMP, I would suggest you consider how to provide safe, equitable access for equestrians before you add an entirely new class of users. This might include designating certain days for hikers or equestrians only; requiring travel in only one direction on loop trails; or stepping up education and enforcement of trail rules.

With E-Bikes or without them, someone is going to get killed one of these days on an OSMP or Boulder Country trail as a result of careless, clueless cyclists. If it happens on OSMP land, OSMP will share responsibility as owner of these properties. I hope the city (and the county) will take action before it's too late. Best regards.

#4 Dr. Robert Sancetta 7/13/2022

Subject: Proposals for E-bike approval on existing trails

Enclosed also is a copy of a letter I sent to the Boulder City Council yesterday.

Let me begin by complementing the incredible work that OSMP does for the benefit our beautiful local mountain park and trail system. Your work could be a great example to other cities on how properly manage a very busy park system.

Upon reviewing the data OSMP published on 07-11-22, it did not surprise me at all that there was already a petition floating around to garner support for e-bikes on the Shanahan Ridge trails. My letter to the Council on 07-12-22 adequately states my position on that subject. My response to that proposal is a resounding "no," with adequate rationale explained (I am not simply being a NIMBY on this subject). And, as also noted, in addition to being an avid hiker, I am a "cyclist" too (well, whatever a cyclist is called who rides a ridiculous Elliptigo stand-up bike, now with an e-conversion).

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After further consideration of all of your proposals, I did fill out your online survey today. I ask now only for permission to amplify on those answers (by the way, you need way more than 255 characters for comments in the early part of the survey).

As stated in my letter to the Council, I have been a Boulder resident for 50 continuous years. While I lived in two different locations in the mountains in earlier years, I have lived primarily in Shanahan Ridge for the past 40 years (with the last 35 in the same home). While I remain terrified of wild fires, I love having the Boulder Mountain Parks in my "back yard," so to speak. I utilize those trails near-daily, and given my home location, this always begins at the Shanahan trailhead, from which I go north or south. I have climbed Bear Peak and Green Mountain many hundreds of times over the years.

Also as stated in my letter to the Council, I am a cyclist and more recently that of e-bikes too. I think the e-bike, cautiously ridden, can open up a new world to those of us getting older and who may not have the cycling abilities we had in the past. However, I use the word "cautiously" out of concern for everyone's safety. E-bicycle enthusiasts sometimes already need a bit of a "chill pill," as many ride a bit too fast for the conditions. I will not belabor that observation further in this communication.

I am glad that your proposal does not include the Shanahan Ridge and Mesa Trails. These must remain pristine, quiet, and safe to hike. There are so many off-leash pets, that the addition of any bikes is an unacceptable hazard. It would also destroy the unblemished nature of the beautiful setting in that part of the mountain park system. I knew there would be a push for this, and I hope that you resist any temptation to allow any type of bicycle on those trails, no matter how many people the proponents get to sign their e-petition. As noted in my letter to the Council, the prior experiment that permitted bicycles on these trails 20+ years ago was a disaster, and was cancelled not all that long after it began.

I cautiously support your proposals to allow e-bikes on mixed use trails east of Broadway/Hwy 93. That said, I do support also that the addition of the Boulder Canyon Trail be "considered."

I humbly request that you put real thought and consideration into these proposals.

Clearly, e-bikes should be considered only for flat or gently rolling trails. Any trail that has a long downhill stretch (such as the Shanahan trails) should be off limits. E-bikes (and, any bike, for that matter) could descend, potentially, at a very high rate of speed. Pedestrians, pets, and even other cyclists would be at risk. This is why I also worry a bit about the addition of the Boulder Canyon Trail. This is a very popular trail, and even if you put bright and glittery speed limit signs, they would likely be ignored by the few "bad apple" riders, so to speak.

As I have also noted in my letter to the Council, the mixed-use trails south of the Eldorado Canyon Road are, for all practical purposes, "bikes only." I do not want too many other trails that are open to pedestrians to become unsafe and unsuitable for hikers.

I cautiously support a one-year conditional approval of a sampling of trails (a full year, to encompass all weather seasons), but perhaps not quite as many trails as your proposals already include. At that time, you could look at all metrics to ensure that there wasn't an undue increase in accidents, severe injuries, nor agitated and aggressive behaviors between pedestrians and bicycles. We don't need "Trail Rage" incidents in our amazing and beautiful open space and mountain park system.

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My office is located at the intersection of Hwy 93 and Hwy 170. In the past, I used to utilize the Marshall Mesa trails just across the street. However, as more and more mountain bike enthusiasts now utilize those trails, I use them less often. I no longer ride a mountain bicycle, and being a pedestrian on these trails is just less enjoyable these days (Marshall Fire closures notwithstanding, of course). And, as noted in my letter to the Council, forget about a pedestrian trying to hike on any of the mixed use trails south of the Eldorado Canyon Road. It is not worth the frustration, being "expected" to yield to cyclists and always having to step into rattlesnake territory every time a bicycle comes by.

Overall, I support the great work that you do. If you do wind up permitting the use of e- bikes on some of these trails, only make that decision after careful resident and frequent-user inputs are fully reviewed (OSMP seems to always puts good thought into important matters, and I suspect it will continue to do so). And, for heavens sakes,

please make sure that there is absolutely no consideration for any parts of the Shanahan Ridge nor Mesa Trails to be included in any such policy.

Thank you for your time. Please contact me for any additional information, clarifications, or discussions.
Dear Boulder City Council:

Rumors have it that, once again, there is a push to permit bikes/e-bikes on the Shanahan Ridge trails.

I have been a Boulder resident for 50 years, spending most of the last 40 in the Shanahan Ridge area (in the same home for the past 35 of those years). I utilize the Shanahan Ridge trails near-daily, winter and summer (in summer often twice daily).

Please understand also that, in addition to being an avid hiker (I'm too old to continue to "run" the trails) I am also a recreational cyclist - recently adding an e-bike conversion to my nutty Elliptigo stand-up bike. I am in no way adverse to bikes themselves. E-bikes have permitted many people who don't have the strength to ride regular bikes on the local hills to once again enjoy cycling. I'm a big fan of e-bikes in general.

That said...

The first horrible experiment of permitting bikes on the Shanahan trails took place about 20 years ago. It was a disaster, both from the standpoints of erosion and the threat of severe injuries to pets and pedestrians as cyclists zoomed down the trails at high speed. It was canceled not too long after it began.

The next effort to permit bikes on the close-in trails was probably about 10 years ago, when there was an effort to permit bikes to have an access to trails that connect Boulder (near Chautauqua Park) to the Eldorado Springs Road. That failed, but, in a great compromise, the city and county did designate mixed use trails in various locations (and I think some bike-only trails, but I'm not sure about that).

The mixed use trails south of the Eldorado Canyon Road are - and let's be honest here - basically bikes only. I have never once, ever, had a bicycle yield to me as a pedestrian hiker. I have never seen one yield to any other pedestrian either, for that matter (even though that is the "law"). Cyclists fully expect pedestrians to get out of their way on the trails. So, let's be frank, the mixed use trails are basically bikes

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only, as many hikers no longer use them. I certainly don't go near them any longer, as nice as they would be to hike from time to time.

My hope is that any effort to permit bikes ore-bikes on the Shanahan trails be deemed unacceptable by the City Council. The prior experiment was a disaster. There are now so many pedestrians and pets who use those trails that the area would become dangerous, highly eroded, and utterly unenjoyable if bikes were permitted.

Please, let's keep the peaceful nature of the Shanahan (and Mesa) trails for pedestrians only.

#3 Sara Mayer 7/13/2022

I am responding to the article on page 1 of the Daily Camera about ebikes on OSMP trails (and I hope, paths). I am 82 years old, have lived in Boulder for 53 years, and I ride a Specialized Como 4 ebike. I have to pedal my bike to make it go. The electric motor only gives me an assist that makes it easier to ride uphill. I have been an avid cyclist since I was 49 and took up mountain biking. For 11 years, my husband and I rode paths and single track trails all over Colorado and the mountain west, Utah, etc. including riding the Colorado Trail in 1993. In 2000 my husband and I switched to a tandem and stopped riding single track. We still rode all over the mountain west, dirt and paved roads, until ankle and knee surgeries kept us off the bikes for an extended time. We have been riding ebikes since 2020. I want to urge you to approve ebikes on all the bike paths that allow regular bikes now. I do NOT mean on single track trails. I am talking about the Boulder Creek path up to the Red Lion Inn site and the dirt road up the back side of Flagstaff, the LODO path, the South Boulder Creek Path, the Bobolink Path, Wonderland Creek Path, Wonderland Lake path, Boulder Valley Ranch path, etc, etc, etc. The rule should be about SPEED, not ebike or not. We can no longer ride these paths on our non-ebikes, but enjoy them a great deal on our ebikes. We have been riding them in spite of the rules because of our age and disabilities and plan to appeal any ticket we get. We are frequently passed up by young people riding their non-ebikes on these trails at high speeds. We obey the 15 mph rule all the time and usually ride at lower speed than that. We are polite and give pedestrians plenty of warning, we slow down and do not pass until there is room and the pedestrians know we are there. These are the rules that should be enforced for ALL bikes. I am speaking now about ebikes that have you have to pedal to make them go. I am NOT talking about the ebikes that go by themselves without the rider using the pedals. I do not understand the way ebikes are classified. At first, I only used my ebike on paths and low-traffic roads for exercise and fun. Once I felt completely comfortable on it, I have been riding to the grocery store and a few other errands when I think I can safely leave my bike locked outside while I am in the store. Please give this email to the OSMP Board of Trustees, the OSMP staff, and the entire City Council. Thank you.

#2 Dan Fosco 7/12/2022

CANNOT figure out how to complete your so called survey!! Allowing ebikes on these remaining so called natural area is a huge MISTAKE! All bikes have severely degraded our trails. Bikers are the antithesis to sound ecological politics like Trump is to democracy- Stop your insanity!

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#1 Roy McCutchen 7/11/2022

I think it interesting that the only input allowed regarding letting motorcycles on OSMP trails is to let them YES, option A, B, or C. Can't we keep something free of motorized vehicles. E bikes are not bicycles. They are bigger, heavier, faster and quite simply scarier to have on trails when you are walking. Unfortunately, this survey suffers from the same problem that so many Boulder surveys suffer from and that is a lack of options. It's a fait accompli disguised as a choice.
