

TAHOE DONNER MEMBER FEEDBACK/COMMENTS ON E-BIKE USE ON TRAILS SUBMITTED VIA FEEDBACK FORM

Name - Last	Name - First	Member Feedback/Comments - Tahoe Donner Association E-Bike Member Outreach
koch	devin	I support E-bikes on the TD trail system. E-bikes are an equalizer for grandparents riding with kids, riders of different abilities trying to ride together-- even the handicapped. The problem is not the e-bike, it's rider. When given the ability to go recklessly fast, some will -- whether on a regular mountain bike or e-bike. We don't prohibit fast cars on Tahoe Donner roads, we enforce the laws by paying attention to reports of speeding, occasional enforcement activity and a clear communication of what we expect especially in congested areas.
McAllister	tom	I have been a mt. bike rider for nearly 40 years and have recently begun riding a pedal assist bike. I have had both knees replaced, shoulder reconstruction surgery and am 75 years old. The only way I am able to access the mountains is with my ebike. I want to stress that this is pedal assist. If I don't pedal, I don't move. There is no throttle like a motorcycle which I don't feel belong on trails. You will find that most bike riders are older adults who want to be able to continue to enjoy the dirt roads and trails at Tahoe Donner. By allowing ebike riders to enjoy the same riding privileges as other riders you are being 'inclusive'. I hope the board allows ebikes to enjoy the area of Tahoe Donner equally to all others.
Meblin	Andrew	In September I developed a spinal abscess that went undiagnosed for too long. Now I have reduced functioning of my legs. Previously I biked on my hardtail mountain bike, but now I doubt I'll be capable of climbing many of the old trails without an assist. Electric bikes that required the cyclist to pedal to move are the way for me to get exercise, and enjoy the outdoor experience. I support E-bikes on the trails, as long as people behave themselves.
Conley	Lisa	Please do not allow e-bikes on trail in Tahoe Donner. It's difficult enough as a hiker with a dog to deal with normal bikes at normal speeds, but you know ebikes will just plow through which adds to the danger. We should be promoting and celebrating HUMAN POWERED motion and activity. NOTHING WITH A MOTOR or assist allowed on DIRT trails!!! Anything paved, that's fine. Thanks for asking, and I hope you listen - from what I'm hearing there is a general motion to not allow.
Henry	Vicki	I am in SUPPORT of allowing Class 1 or 2 e-bikes on Tahoe Donner Trails. We currently walk the trails and must share them with many bicycle riders. Many of these riders go very fast so I doubt that allowing e-bikes will change that. By allowing Class 1 and/or Class 2 E-Bikes on the trails we would be able to ride the trails as senior citizens and cover more of the trail area than we possible can just walking. We also hope to be able to ride the e-bike to the trailhead instead of loading our bikes up and then having to find parking. Many of the National Parks and Federal Lands now allow Class 1 E-bikes on bicycle allowed trails and Class 2 bikes are now being considered. We wanted to buy our e-bikes last year but have been waiting to determine which type will be allowed here in Tahoe Donner before we purchase our bikes. It is our desire to be able to use our e-bike wherever we could use our bicycles now, just more easily and for longer distances due to our age and fitness level. I think this change in rules for e-bikes is similar to the previous argument of allowing any bicycles on the single track walking trails. We have been homeowners here for over 16 years and prior to that we had family in Tahoe Donner since 1985. Please support the use of Class 1 or 2 E-bikes on Tahoe Donner bicycle trails. Thank you, Vicki & Bob Henry
Herman	Pam	I signed up to be on a forum in 15 minutes and do not have a link to the zoom meeting.
Bernes	Richard	I am a mountain biker. I have never had any issues with E-Bikes that I have encountered elsewhere and really can not understand the ban. As I get older, currently 74, I'd like to have the option of an E-Bike as a means to stay out there should a standard bike becomes too hard to continue to ride.
Reilly	Rob	I am an avid mountain biker and hiker on the Tahoe Donner trails, and especially on the outstanding single-track trails. While I very much understand that e-Bikes "open up" mountain biking to people who normally could not enjoy it, I don't believe that is a good thing. I have experienced MANY e-Bikers on the Tahoe Donner trails, and even more so on MANY other trail systems. I am NOT in favor of e-Bikes on Tahoe Donner trails for the following reasons: A bicycle with a motor is really no longer a bicycle, it is a motorcycle or in this case a Mo-ped. You can use fancy names, motor assisted, whatever, but when a person is being propelled by a motor, the cycle is really no longer a bicycle. As such, it poses safety issues and additional wear and tear to the trails. Many of the people who ride e-Bikes are not technically competent riders and are unable to handle the terrain, and pose danger to hikers and other riders. Many ride way too fast on sections of trail that non-motorized riders wouldn't ride that fast on, creating dangerous situations. Someday I will no longer be able to ride a mountain bike on trails due to age, arthritis, whatever, but I won't change my stance at that time, I will hang up my mountain bike and move on to something else. If eventually Tahoe Donner opts to allow e-Bikes on trails, then I would want that restricted to just certain fire roads and never to the areas with the single track trail systems.

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Huntoon	Robbie	<p>The debate over e-bikes will basically go on forever. I have been a mountain biker for over 30 years. I ride the Tahoe Donner trails at least 5 days a week. I certainly see an increased number of e-bikes and these bikes allow the riders to the farther reaches of the trail system. This increases the usage in those areas. I have also noticed that the majority of riders on e-bikes are not as capable or experienced as those on traditional mountain bikes. I am undecided about e-bike usage but lean towards allowing them. They don't make noise and they are not any harder on the trails than traditional bikes.</p> <p>I believe the bigger issue is whether Tahoe Donner allows the public to ride on TD trails. The increased usage of these trails has been exponential in the last 3 years. These "new" users are not TD owners. The word is out that TD is the place to ride. We even have commercial bike tour operators coming here with their clients. Of course TD owners have to bear the cost of trail maintenance, and deal with more people on the trails. These non TD owners have no responsibility or concern for our trail system. This is private land that only TD owners or guest should have access to. But try to control that! What about trying to control e-bikes? Good luck, e-bikes are already out there in force. As soon as word gets out that e-bikes are allowed in TD get ready for another step up in usage. I highly recommend that somehow Tahoe Donner restricts the usage of our trails to those of us that pay a homeowners fee, otherwise the trail usage will get out of control and extremely difficult to rein back in.</p>
Heslop	Dave	<p>62 and 55 year old couple in favor of Ebikes on Donner trails. We cannot keep up with our 40 year old neighbors on the uphills. The added assistance would keep us exercising for many more years. We are courteous on the trails now, and will always continue to be. Thanks! Dave</p>
field	cliff	<p>I am in favor of allowing pedal assist bikes on the Tahoe Donner trail system. California has a state policy of allowing certain class bikes on designated paths. This policy allows type 1 and 2 on the trails that are in TD. Bike that can propel with actively pedaling should not be allowed. For a short time, the pedal assist were allowed on local national forest trails until a law suit brought by equestrian interest reversed their decision. I am a full time TD resident and I bike both regular MTB and pedal assist. Originally, before owning a pedal assist, I did not feel they should be allowed because of many of the other concerns I have heard people voice: too fast, more crowded, damage to trails, etc. After riding a pedal assist for over a year now, I find these concerns are unjustified. The pedal assists do not damage the trails any more than regular bikes. In fact, horses do the most damage. Speed is not an issue since they can only go as fast as you pedal. In fact, I can go faster on my regular MTB because it is nimbler and lighter. Over crowding of trails will happen regardless of allowing pedal assist as more bay area residents become permanent residents in TD. As TD opens more trails these bikes will offer access to longer distances that connect to trail systems outside of TD. It also allows our more senior riders and those with disabilities to enjoy our system. I have encountered poor trail etiquette with bikers on the trail. It does not matter what type of bike they are riding. I have also encountered similar behavior with hikers. However, I think pedal assist riders need to have additional etiquette practices. They should not attempt to pass a regular biker going uphill on a single track. Going downhill is not a function of the assist, but a function of the rider's skill. So, all bikers should yield to a faster biker behind them. Perhaps only allowing uphill travel on the dirt roads could avoid this. All the top of TD's single tracks can be accessed by a road going up. In closing, we need to remember these are multi-use trails. Hikers would love it if only they had exclusive access, as would horse riders and regular MTB riders. Allowing pedal assist bikes will not have as large an impact as some state.</p>
Major	Brenda	<p>My husband and I would very much like to see Tahoe Donner allow e-bikes on Tahoe Donner trails. We have owned our home in Tahoe Donner for nearly 20 years. Now that we are in our 70's we are less able to ride without assistance and bought e-bikes. Not being able to use those e-bikes on the TD trails is a serious impediment to our ability to use TD trails. Note that I am not advocating in favor of allowing the type of bicycle that has a throttle and can be operated without pedaling on the trails. But I absolutely think that e-bikes that must be pedaled, but have a little electrical assistance if needed, should be allowed.</p> <p>Thanks for listening, Brenda</p>
Hilborn	Tim	<p>Please keep E bikes off TD trails.</p> <p>Thank you.</p>
Jones	Philip	<p>As an avid MTB rider that uses the Tahoe Donner trail system quite a bit, I am fine with e-bikes as long as they are only pedal assist. A throttle driven e-bike is essentially a motorcycle. Since they do not require a riders physical input to generate speed, especially uphill, they can be incredibly disruptive to other trail users.</p> <p>One additional guideline the association should seriously consider is requiring e-bikes to yield to all other traffic, especially non e-bike riders. E-bikes can clime steep or difficult trails at a much faster pace. This can create a situation in the upward direction of a single track trail that requires non motor assisted riders to stop their progress, disrupting their climb, to let the e-bike pass. Requiring e-bikes to yield to normal bikes helps prevent abuse of the e-bike and keep the spirit of the pedal assist e-bike in check.</p> <p>Suggested trail yielding hierarchy: Equestrian > Hiker > Bike > e-Bike</p>
Russ-Eft	Darlene	<p>My husband and I walk on the Tahoe Donner trails, and it is difficult enough to stay out of the way for the current bicyclists. Please do not allow e-bikes to use these trails. After all there are trails in the National Forest where folks can use motorized bikes as much as they would like.</p>

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Laskier	Peter	<p>I am in favor of allowing class 1 mountain bikes on all trails and roads in our open space areas.</p> <p>I would like the public to not be allowed on our trails without buying a trail pass and have enforcement of current and future rules with fines for trespassers.</p> <p>I would like the following single track trails to be one way only in the downhill direction---Cinnamon Twist, West Mustang Sally, True Grit, Mother Load.</p>
Sutter	Cathy	<p>The following info was written by a TD neighbor and it applies to me as well. I am retired and live in Truckee 8 months of the year. I have a peddle assist e-bike to help get me up the mountainous terrain. I wonder if Tahoe Donner has taken its current policy from the USFS.</p> <p>"I was saddened to discover that a Civil Servant from the US Forest Service (USFS) inappropriately decreed pedal assist e-bikes as motorized vehicles, prohibiting them from USFS bike trails (reference Joe Meade, Director of Recreation, Heritage, and Volunteer Resources, National Forest System, Memo dated 24 March 2016). He states that the USFS Travel Management Rule defines "motor vehicle" as any vehicle that is "self propelled". Peddle Assist e-bikes are not "self propelled". Merriam -Webster defines "self propelled" as "containing within itself the means for its own propulsion". The small battery powered motor on a peddle assist e-bike only adds to your leg strength as you peddle. If you are not peddling, the motor does nothing. If you peddle faster than 20 mph the motor cuts out. There is no throttling and the bike can't move unless you peddle. The problem with Mr. Meade's sweeping decree is that it prevents older bike riders like myself from enjoying bike trail riding in our forests and has been referenced by our Tahoe Donner Homeowners Association as reason to ban peddle assists bikes on our many miles of homeowner association bike trails. This would be a more accurate description: "Low-speed pedal-assisted electric bicycles that are equipped with a motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches 20 mph, shall not be considered as a motor vehicle and are therefore allowed anywhere standard peddled bicycles are allowed."</p> <p>There appear to be many different types of "e-bikes" available to purchase. Some are self-powered, but e-assist bikes are not. We would appreciate your consideration of qualifying the different levels of e-bikes and using this info when creating policy regarding trail use, allowing e-assist bikes access to trails. Another idea would be to allow e-assist bikes to use some trails so that we may still have access to the trails that we support through our membership. I know that there are many riders of our trails who have access and yet do not have to pay into the membership. Perhaps the membership could charge the non-TD members who use the trails a pass fee which could be used toward trail maintenance, just as you do for cross country skiing. Thank you.</p>
Staggs	Scott	<p>Tahoe Donner trails are crowded enough with hikers and mountain bikers. There are already safety issues by allowing just these two types two activities on our trails. The safety issue is from mountain bikers traveling fast on our trails and not seeing hikers in time to avoid a collision. Adding E-bikes access to our trails would only compound the problem.</p> <p>E-bikes are essentially an electric "motorcycle". We currently do not allow motorized vehicles on our trails. I consider E-bikes a motorized vehicle and do not want them on our trails.</p>
Sheya	Carol and Edward	<p>It is our view that e-bikes should be allowed on TD trails and bike paths as long as riders are following the same rules as mountain/road bike users. Some people may not be able to ride mountain bikes due to their age and/or physical condition. E-bikes allow these people the opportunity to enjoy the TD trails when they wouldn't normally be able to. WE SHOULD NOT penalize anyone for riding e-bikes as long as they are following the rules of the road, paths and trails. E-Bike users should be allowed every opportunity to use/enjoy their e-bikes on the TD trails and bike paths.</p>
Thompson	Jill	<p>Any type of bike, mountain bike or E-Bike, does more damage to the environment than hiking or horseback riding. E-Bikes would also be noisier and scare wildlife. So much for a nice, quiet walk in the woods. Can't we just leave well enough alone?</p>
Mironov	Nick	<p>There is an online paper about ebikes at Tahoe Donner that appears well written and unbiased: https://cdn1.tahoedonner.com/wp-content/uploads/2019/08/11184942/Ebike-Backgrounder-080119.pdf</p> <p>I suggest that it be made available to all interested to help them understand the issues and form an informed opinion.</p>
Driver	Russell	<p>I would like to see e-bikes allowed on the trail system. As someone who is getting older (52), I bought an e-bike for use near my home in the Bay Area. It has allowed me to explore trails and go farther than I have in years. Using my e-bike at Tahoe Donner would let me explore the trail system more thoroughly than I can on my regular mountain bike. I don't think the e-bike changes the way I ride in terms of speed and so long as riders obey the rules I don't see more conflicts than we currently have. Many e-bikes are almost indistinguishable from regular bikes and I think a blanket ban will be unenforceable. E-bikes are here to stay and I strongly encourage TDA to develop a practical, common-sense set of rules to regulate them. -Thank you.</p>

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Munger	Julie	<p>Hello!</p> <p>First of all, thank you for reaching out to members to generate some feedback on this issue.</p> <p>The only negative experiences I have ever had on any Tahoe Donner trail in winter, or summer, is with e-bikers on Tahoe Donner trails. All three interactions involved riders speeding up from behind, being rude on the way by, and then stopping further on to request advice and directions.</p> <p>I am an extremely friendly person to everyone on the trails, and am VERY pro multi-use. My past includes hiking, riding horses as an endurance rider, and mountain biking. In general, I believe in free access to trails.</p> <p>I do believe that e-bikes are absolutely unnecessary on Tahoe Donner trails. There are plenty of trails that anyone on a non-motorized bike, at any fitness level, can access. E-bikes add a motorized element that should not be allowed in peaceful places that have narrow trails and plenty of use already. E-bikes allow access to remote places to folks who do not have the skills, etiquette, or common sense to not be a hazard and nuisance to those around them. I also believe that allowing any type of "motor" is a slippery slope.</p> <p>I support the current policy of no e-bikes on Tahoe Donner trails, and hope in the future, it is enforced.</p> <p>Thanks for your time!</p> <p>Best,</p> <p>Julie</p>
Kirkpatrick	John	<p>It is my believe that since e-bikes are not allowed on trails in the entire Tahoe Basin any deviation from the recognized forest service rules would cause us to become magnet for that venue.</p> <p>My wife and I are not opposed to E-biles but the trails in TD should not be open to them. In fact this summer we anticipate getting e-bikes to facilitate riding within the paved streets of TD due to the hills and our age. They are to fast for trails with hikers. Conventional mountain bikes at peddle speeds tend to damage our trails. If they ant to ride mountain bikes on the trails then us human power.</p>
Brooks	Travis	<p>I'm an avid mountain biker and use TD trails extensively, it's one reason I bought my place in TD. I don't have an e bike nor do I plan to have one in the future as I prefer to "earn" my descents. However I do support the opening of SOME trails to the class 1-2 e-bikes. In order to avoid conflict on trails I would propose fire roads only, but not single track. I can imagine that many ebike users would want singletrack downhill, but I'd hold off on that until we see what the impacts are of allowing ebikes on the trails at all. Assuming low conflicts/issues, then a reasonable long term goal would be class 1-2 allowed uphill on fire roads, downhill on fireroads and singletrack.</p>
Ford	Leland	<p>Hi. I will be 78 in a couple of months. I have health issues that prevent me from bike riding or walking very far, especially on trails with inclines. I purchased an ebike last spring and went on numerous rides of 2-6 miles several times a week. From what I have read and observed, the only objection to ebikes on the trails is erosion. Compared to mountain bikers, my impact on the trails is far less than the few that go zooming by me at an unsafe speeds.</p> <p>One ebike rider I talked to (elderly lady) said banning access to trails for the physically impaired person is a violation of the American Civil Liberties act.</p> <p>I have been a dues paying owner/member since 2010 and rarely use the amenities in Tahoe Donner. It's the one amenity that I get exercise, and can see some great views of the area.</p> <p>Thanks for the opportunity to comment</p> <p>Leland Ford</p>
Bailey	Dean	<p>As an avid and life long cyclist, I want to state I am in favor of allowing pedal assist (e-bikes) on the TD trails. Riding a bike is not only a great form of exercise, but it produces a feeling of freedom and excitement that few forms of activity can provide. One of the best innovations to come along recently are pedal assist bikes as they allow individuals that may not be in the most ideal physical condition to enjoy the pleasures of cycling. These bikes are not motorcycles in that the rider is still required to put forth effort and expend considerable energy while riding. Pedal assist bikes also allow riders of different physical abilities to ride together. My wife started riding a pedal assist bike last year primarily so that we could ride together in Truckee. Between the high altitude and challenging terrain it was difficult for the two of us to ride together and actually have fun. The pedal assist bike is an "equalizer" allowing us to spend quality time together doing what we love. I have heard numerous stories similar to mine and can't help but to think there are so many positive aspects of pedal assist bikes that it would be unfortunate if they were not permitted on Tahoe Donner.</p> <p>I'm not sure when the covenant rule pertaining to motor-powered bikes was implemented, but I would venture to say that the current pedal-assist bikes are not what the rules associated had in mind. Thank you.</p>
Raab	Charles	<p>I am a active 84 year old man who skis and mountain bikes. I recently bought a e mtb because I was finding it more and more difficult to complete a ride on mtb trails.I have talked to others who are also some rehabbing and trying to stay active. There should be some accommodations for us in the future to be able to use our e mtb on the trails. It is important for us to stay active to stay healthy.</p>
Krewedl	Beth	<p>I love hiking our trail system for exercise and peaceful meditation. I love walking on the wood chipped trails with logs marking the boundaries. Rarely would a walker or runner disrupt the hard work of trail maintenance. Bicycles are a nuisance and physical threat to me as I enjoy the peaceful tranquility that I seek.</p> <p>If e-bikes are allowed on our well-groomed hiking trails, they will destroy the very essence of our mountain escape from urban life, not to mention creating ruts, scattering wood chips and dislodging trail marking logs. This would be especially true of STR people who don't pay HOA dues to maintain our trail system.</p> <p>If e-bikers want to ride off street, then let them haul their bikes to areas where there are paved foot and biking paths.</p> <p>No to e-bikes on our trail system. Regular bikers create enough ruts and endangerment.</p>

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Friel	Dan	<p>I do not have an E-Bike now, but would like to get one in the future.</p> <p>I hike the TD trails often and do not feel E-Bikes are any more of a nuisance than regular mountain bikes, which I rent from Alder Creek.</p> <p>I would like to keep TD trails open to E-Bikes.</p>
West	Tim	<p>Battery powered e-assist bikes enable those who struggle with physical limitations the opportunity to enjoy the trails and fire roads that Tahoe Donner homeowners have invested in. We need to update our policies to allow for these type of bikes on our trails and fire roads</p>
Powers	Daniel	<p>I think we should open up for e-bikes. They are actually pedal assist bikes, and most sold bike today. They allow one to do more, cover more, and makes hill easier. Allows someone over 40 to still see & get to the same places they could when in their 20s.</p> <p>They have max speeds, and honestly it is about going fast on trails, it is about being still able to enjoy all the trails to a very old age.</p> <p>Good article I read recently:</p> <p>https://www.news24.com/ride24/bikes/how-much-faster-is-an-e-bike-really-we-put-it-to-the-test-20210109</p> <p>Thanks, Dan</p>
DeBenedictis	Tim	<p>I am an e-bike rider, and am sensitive to the concerns expressed about excessive e-bike traffic on the TD trail system. I do not want to see commercial E-bike tour operators on the TD trails.</p> <p>I believe that, as long as an E-bike rider complies with all other safety rules and speed limits, that rider does not present a greater safety hazard than any other mountain bike rider. E-bikes are not motorcycles. They do not make noise or generate pollution. Pedal assist power can't make an e-bike go downhill faster than a pure-human-powered bike. On climbs, an e-bike rider does admittedly have an advantage over a human rider. So when I am riding my E-bike with a companion, I let my non-E-bike-riding companion set pace on the climbs. Any E-bike rider who blasts uphill at the maximum assisted speed of 20 MPH should be disallowed from the TD trail system. Fortunately, in my time on the TD trails, I have not once ever witnessed this kind of behavior.</p> <p>Personally, my reason for using an e-bike on the TD trails system is medical. I was an avid cyclist and mountain biker until 2010, when I was diagnosed with a rare heart-rhythm condition (ARVD) after experiencing a heart attack on a 60-mile ride. In 2015 I was able to resume riding again using an e-bike to keep my heart rate under 140 BPM on climbs. This has let me continue enjoying trail riding in the great outdoors.</p> <p>I would like to request that, whatever E-Bike policy the board exacts, a medical exemption can be made for E-bike users such as myself who have a provable medical reason to use them. If I am stopped on the trails, I am happy to show the Medtronic device card associated with my pacemaker, and if requested, the surgical scar where the pacemaker was implanted.</p> <p>I recognize that this is a contentious issue. But I believe that it possible for the board to set a policy which allows both assisted and unassisted riders to enjoy the trail system in our Sierra mountain paradise. Thank very much for your consideration.</p>
Everett	Ed	<p>Trail Committee</p> <p>I do appreciate the process you are using and the research you have presented. So thanks.</p> <p>I am opposed to e-bikes being used on any trail or fire road in Tahoe Donner. I think it is a very slippery slope with lots of unintended consequences. There are plenty of places in and around Truckee for e-bike users.</p> <p>Let's encourage exercise in nature not convenience.</p> <p>Thank you Ed</p>
Bailey	Debra	<p>Pedal assist mountain bikes have really allow me to continue to ride with my son after a knee and hip injury. I think pedal assist bikes should be allowed vs only the motorized bikes. Also I think speed limits on all bikes should be posted along directions for walkers to stay to left side of paths so they can see on coming bikes approach</p>
Wilson	Sharon	<p>E-bikes should be allowed on Tahoe Donner Trails. They allow older persons and those with joint issues or other limitations to continue to enjoy trail riding with assistance. As a recipient at a total hip replacement, biking is a great exercise alternative and e-bikes allows to still explore the wonderful Tahoe Donner trails.</p>

Shufflebotham Paul

Why Class 1 eBikes Should Be Allowed on Tahoe Donner Trails

Summary: My Position is that Class 1 eBikes should be allowed on Tahoe Donner (TD) trails just like regular, non-motor-assisted mountain bikes.

The reason is that they make the trails more accessible and enjoyable without any significant negative impacts.

Allow me to explain.

Note that in the following I refer only to Class 1 eBikes. I do not believe Class 2 or 3 eBikes belong on any mountain bike trails, or even service roads serving as trails. Class 2 are just low power electric motorcycles, and Class 3 simply go too fast, being meant for city commuters.

Up to a few years ago I was vehemently opposed to eBikes on any mountain bike trails. My mantra was something like "what part of 'no motorized vehicles don't you understand?'" . In retrospect this was a rather inflexible position to take given that I had no actual knowledge whatsoever of the topic. Since then, I have followed a path to where I now own both a regular mountain bike and an eBike. To make a long story short, at some point enough friends were raving about the joy and possibilities of eBikes that I decided to give one a try despite my theoretical objections. So what changed my mind?

If you ride a mountain bike, you understand the many joys that it brings: the child-like fun of it, physical and technical challenges, the exercise, the ability to explore the beauty of the outdoors, the magic of "flow" when everything just clicks, the 3 dimensional movement so unlike road riding. I have been riding bikes on forest trails since I was a kid in the 1960's. I'm a fan.

What I discovered with an eBike is that an eBike brings all these same joys. In particular it enhances the exploration aspect tremendously. Maybe no surprises there. What I did not expect is that it detracts from none of the other aspects; nor does it cause any additional harm to the trails or environment.

After over a year of riding an eBike, my conclusion is that the experiences and impact are basically the same as an unassisted mountain bike. What a eBike changes is surprisingly little in practice:

- On an eBike I can climb at about the same pace as I can ride flat trails; instead of grinding up hills at a walking pace or slower. The pedal assist is basically that magic "climbing gear" we've all wished for at some point.

- I can hold a steady cadence better on variable and technical terrain, making riding smoother and safer;

- The result of the above is that for the same physical effort and time on the trail I typically ride twice as far;

Mostly, in fact, I do not ride the eBike; my much lighter unpowered mountain bike is simply more fun because it is so light and maneuverable. But when I want to cover long distances or lots of climbing, ride steep trails with poor surfaces, ride at high elevations, and/or carry a ton of camera gear... I ride the eBike. Just another arrow in the quiver, as it were. In fact, as someone who has been coming to Tahoe Donner since 1990, and a homeowner since 2009, I can safely say that the TD trails fit the requirements well; the Tahoe Donner trail system is classic eBike terrain (not unlike Henry Coe SP in the Bay Area). Legal eBike access will not only acknowledge the practical reality on the ground today, but actually enhance the TD experience.

As for objections to eBikes; you will hear the kinds of arguments I used to make. That it's cheating. That eBike riders are lazy. Unfit. Undeserving. The decision to allow, or not, Class 1 eBikes is not a question of morality, cheating, or a test of purity. The egos of elite riders bruised by being passed by a mere mortal on some climb is not the point. Were that at issue, one would question gears, suspensions and carbon fiber frames... or allowing bikes on trails at all (reminder: all these innovations were all fiercely objected to in their time, and yet adopted eventually by same objectors). What is at question is whether or not eBikes will negatively impact the Tahoe Donner trail experience and/or the trail environment. I hope I have successfully explained why such negative consequences will not occur.

Now I am not naive; no change is without consequences. However, as an experienced eBike rider both in the Tahoe and Bay Areas, the downsides, such as they are, are no different than those involved with allowing mountain bikes on trails at all. eBikes mean that more remote trails see more usage; but on the other hand this also spreads riders out more away from heavily used sections near access points (this is no better illustrated than the riding in Henry Coe). More people may indeed take up riding by lowering the level of fitness required to get started, leading to increased overall trail usage. I leave it an open question as to whether or not this is a bad thing. The motor is quiet, but not silent; but then again neither are people...

The Tahoe Donner trail system has been known historically as poor riding. Steep exposed gravel roads and wood chip trail surfaces do not make for fun riding. That has begun to improve drastically in the last several years; and kudos to the TD team for the amazing improvements that they have made. Nonetheless, the trails here are well suited for eBikes; for scenic long-range exploration and multiple loops with long steep climbs. I feel strongly that eBikes should be allowed on the TD trail system. Personally I would spend much of my riding on the TD trails were eBikes allowed.

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I can carry a load, in particular camera; opening up an entirely new function of my mountain bike repertoire. This was actually what I bought, and mainly use, the eBike for. Some of my friends do trail maintenance; they use eBikes to get to the work site with all their gear. In my case, I use the eBike to ride with my camera gear to a distant scenic spot where I then go for a hike to take pictures. This was never really an option without the pedal assist.

At the end of the day, mostly the pedal assist serves only to compensate for the additional weight of the motor and battery; which are really needed only for climbs and powering over rough sections of trail.

That's it. I go no faster, or slower, on the flats or downhill. I pose no more or less of a hazard to other trail users than on my mountain bike. Going uphill I go no faster than a stronger rider or I myself on a flatter section of trail. I cause no additional wear on the trail, other than the additional miles I cover. On many rides I deliberately minimize the assist in favor of more miles; so an eBike ride often is as, if not more, strenuous than an unpowered ride (there are even studies showing this). I ride farther, climb more hills, and do so on more technical and higher elevation trails. But this is not fundamentally any different than on my regular mountain bike. On an eBike I ride to the trail head instead of drive. Riders who used to shuttle now ride instead. Less traffic, fewer parking headaches, lower greenhouse gas emissions.

Class 1 eBikes are pedal assist only. They are limited in power, in speed and in range. It is not a motorcycle. Nobody can roost a trail on a Class 1 eBike.

I hope I have made the case that Class 1 eBikes do not pose a threat to TD trails, the environment or other trail users, and that in fact they will enhance the TD summertime experience of the TD trail system.

Thanks and feel free to contact me if you have any questions.

Wilson	Craig	I believe eBikes should be allowed on the TahoeDonner trail system. I have two replacement hips and without the eBike I would not be able to ride.
Baldassari	Stacey	As an older adult (65+), the use of a pedal assisted e-bike allows me access to recreational opportunities that would otherwise not be possible due to age and resulting reduced fitness level. I believe Tahoe Donner Association has historically tried to ensure that suitable recreational opportunities were available to a wide range of owner interests and a wide variety of age groups. Opening the trails to pedal-assisted e-bikes would be consistent with that core principal and allow greater opportunities for all owners/residents, especially older adults to use the facilities that they've helped fund over the years. Allowing pedal-assisted e-bikes on the trails would extend use of the trails/common areas to the older adults who need a little extra assist just to get up hills and at the same time, present no additional issues. If speed is the concern/objection (which it should not be with pedal assist bikes), I suggest considering speed limits that apply to all riders (e-bike and non e-bike). In my experience, it is not the pedal-assisted e-bike rider who is zooming down streets and paths but rather the younger fit non e-bike riders who have the strength and fitness levels to aggressively tackle hills and altitude challenges without motor assist. I encourage the Association/Board to vote to allow use of the pedal assisted e-bikes on their trails and extend an important recreational opportunity to a larger member base.
Nordby	Christopher	Any rules without enforcement will undermine future trail management. Currently e-bike are not allowed on TD Trails, yet half of the bikes on the trails are e-bikes, This results in heavier trail use due to people who have the capability to ride multiple laps were they previously may only be able to do one. What ever is decided, we need to educate local rental shops as to what our policies are.
Powell	James	I strongly oppose the permit of electronic bikes on Tahoe Donner trails. Allowing motorized traffic in our recreation areas is a nuisance. I liken this to snowmobiles on sunrise bowl. Thank you for the opportunity to comment!
Damiani	Leanne	I vote against E-Bikes on TD trails. They are dangerous to walkers and cyclists.
Popst	Kenny	I current help coach the Monte Vista High School Mountain Bike team and my son is a rider. I have been riding mountain bikes since 1995. At this point, I ride a class 1 electric mountain bike exclusively as the are legal on our trails in Mount Diablo State Park where we practice. Having had many years of experience riding analog and electronic mountain bikes, I would love to help educate folks on the benefits of ebikes. I believe they are misunderstood. It is great that the home owners association is opening this up to discussion.
freeman	conrad	I think to ban e-bikes from the trails of Tahoe Donner is unfair and arbitrary. These bikes simple help riders up steep hills and are completely silent.
Auslander	Vivian	Why not have information sessions for everyone rather than groupings by opinion? Hard to learn more if you are only listening to people who share your views.
Rogers	Tracy	Ebikes that require peddling should only be allowed on TD trails. Throttle controlled ebikes are basically slow motor cycles and should not be allowed. Thanks.
de Alfaro	Luca	I am an avid mountain biker. So far, I bike with a non-electric bike. But as I get older, I can see myself getting an e-bike, to be able to go on longer rides. To me, e-bikes are acceptable, provided that: - They use classical mountain bike wheels / tires - They obey speed limits I often bike with others who have e-bikes, and it seems to me that the impact on the trail, if speed limits are respected, is not very different.
Zara	Anna	I support having pedal assist eBikes on TD trails, but not the faster motorized eBikes. Petal assist allows for more members to access the available trails without being much faster than expert riders using non eBikes

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noutsios	Nicole	<p>I am a home owner for around 8 years and hike on the trails around Solvang in Donner. The bikes have increasingly become more dangerous and feel they have the "right the way" in the area. More than once this summer my family almost got hit by bikes. They have sprayed water going through water at us. They don't stop and expect you to move when walking. When you are on a hike you repeatedly need to pull over so they can bike on the trail quickly. It is frankly dangerous.</p> <p>My husband was in a situation a few months ago where someone almost hit him hard and could have caused injury & then yelled at him that he had the "right of way" and it was his responsibility to move.</p> <p>I think there need to be some rules about people hiking having the right of way.</p>
Sherman	Douglas	<p>There are many nuances to this topic. Is it 'fair' that some people have to work hard to reach the top of that hill while others don't? If it's already difficult to enforce e-bikes use of trails regardless of regulation how will you regulate the size/power of the motor, for example, who's going to check that it complies with 750watts class I regulation?</p> <p>What I feel it comes down to is this: Some areas, like designated Wilderness, exclude all mechanized travel, including bicycles. Some areas, like single track trails, should exclude all motorized vehicles, including e-bikes. Some areas, like forest service roads (of which there are millions of miles) should be open to all appropriate (i.e., off-road) vehicles, including e-bikes. Enforcement should be as is done today, Forest Service, land owners and public reporting.</p> <p>Using again the similarity to restrictions in designated Wilderness areas, if we don't protect what we have it will soon be gone. Imagine group e-bike tours of Desolation Wilderness.</p> <p>Thank you for your consideration.</p> <p>Doug Sherman</p>
Abbott	Lisa	<p>I would like to have pedal assist bikes allowed on the trails. I have had back problems and I use a pedal assist mountain bike to be able to go up hills as when there is too much tension it hurts my back. This also allows me to keep up with my husband who rides a non-electric mountain bike. I would recommend restricting the bikes that are fully motorized.</p>
Klundt	Christopher	<p>Hello,</p> <p>I am strongly in favor of allowing E-Bikes on trails in Tahoe Donner. The extra power that e-bike motors provide, allows for people who would otherwise not have the strength to enjoy trail riding. Since e-bikes are pedal assist, there is no concern of someone using "motorized" bikes instead.</p>
Roster	Jerrald	<p>I'm ok with use of ebikes on trails not including those battery bikes that can exceed 25 miles per hour</p>
Vargas	Mary Pat	<p>I have never been able to safely walk the trails because of the regular bike users. Most bike riders come up from behind, do not announce they are coming, and then speed past. It is a bit scary. I can only imagine how unsafe e-bikes on the same walking trails will be. Other motorized vehicles are not allowed so why would an e-bike? Ebikes can travel at speeds up to 28 mph. Why would Tahoe Donner want to allow this, it is so unsafe to put pedestrians and ebikes on the same path? Pedestrians can't walk in the middle of the road so why allow ebikes on a trail? Trails are meant for meandering and hiking (not a fan of bikes) I also think you would be opening up Tahoe Donner to lawsuits. Whether that lawsuit would be someone getting hurt from an ebike collision or the fact that you are taking away the enjoyment of walking on the paths - we all pay for this. Anyway thanks for listening.</p>
Wire	Mike	<p>E-Bikes have become very popular with active older folks like myself.</p> <p>I'm all for controlling motor powered vehicles in TD. We know E-Bikes come in three class. I would suggest we review these classes! Class-1 is assist only when peddling and is set to 20 mph max. (No Turbo Boost) Folks like me, who ride Class-1 most likely road standard mountain bikes for years and converted to Class-1 E-Bikes so we could enjoy going farther with alittle uphill assist. I can say, I still get a great workout because thats what I'm out there for. Yes, I may go up hill more efficiently than standard mountain bikes, but I know standard mountain bikers bomb down hills much faster then most E-Bike rides and can reach out of control speeds.</p> <p>With that said, The young to mid-age hardcore standard mountain bikers (like I used to be) do not like E-bikes because they think its cheating. Though someday (like I) they will be riding an E-Bike because age catches up with you.</p> <p>In closing - I do not believe E-bikes with THRODDLES or TURBO BOOST that allow riders to go 28+ mph on trails should be allowed on certain trails. E-bikes are here to stay and we should all understand the rules of riding with or without paddle assist and work together to make TD trails safe of all.</p> <p>Thank you for hearing me - Mike Wire (TD cabin owner since 1993)</p>
Kirschner	Jeanne	<p>I think E bikes are fine and am in favor. I could see if there was a line of e bikes like a mountain bike group or class there could be an issue but otherwise, they are here to stay and older folks (like myself) will be using them to keep biking. And they are getting other folks out biking who otherwise may not have. Instead of completely outlawing them perhaps some solutions to include them. Ex-rules, one being speed especially on downhill.</p>
Schroeder	Alan	<p>I am a regular mountain biker and have certainly noticed a slight increase in e-bikes on the trails over the last year. I have mixed feelings. I love the notion that folks who wouldn't normally be out exploring our beautiful trails (for whatever reason) now get the opportunity to enjoy them. And I've heard positive stories about partners/friends/families who were previously incompatible now being able to bike together, which is great! But I do worry about a threshold beyond which the trails will be oversaturated as the hobby catches on. And I will also concede that it is a bit frustrating to have to pull over to allow an e-biker to pass me on an uphill single track trail.</p> <p>So I don't have a perfect solution but wanted to share the views of someone who sees both sides. I wonder if some sort of day use/permit for e-bikers where there was a max limit per day could be a reasonable compromise?</p>

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Severin	Katherine	<p>Opposed to ebikes in our trails.</p> <p>-they are heavy and will trash terrain, tear up soil, create ruts -increased risk of accidents and liability and injuries . Heavier bikes are more difficult to control in the downhill and corners. Greater risk of collision to regular MB riders. -concern of lawsuits, expense to homeowners and to our regular summer rentals for injuries or collisions - I see cars loaded with MB driving up Alder Creek to access our free trails. I pay dues to live here and would prefer to limit ridership. Opening up to ebikes would invite less experienced riders also. Thanks</p>
Strnad	Eva	<p>I am an avid mountain biker and occasional hiker. I do not support the use of any type of e-bike on TD trails. The new e- bike models are getting faster and are ripping up our trails. Where is , or where will be, the distinction between e-bikes and motorcycles. E-bikes should be categorized as motor vehicles and only be allowed on trails where off road motor vehicles are allowed.</p>
ELWELL	wendy	<p>Our entire family are active users of TD trails, from our 6 year old who runs & mountain bikes, to 80 year old Grandma who hikes & runs. Motorized bikes are similar to motorcycles to us, albeit slower, where their speed reduces reaction time. On the many amazing single tracks we have, this can be dangerous to users of all ages, and erode the sensitive habitat at the same time.</p> <p>Yes, you can try to regulate the different variations of e-bikes. But the nuances are often lost on people, and too many dis-regard the rules. Case in point, we have rules that dogs must be on leash on public trails. Yet, almost 90% of dogs on trails run freely, often threatening to non-dog owners, and out-right dangerous to other dogs. Our number 1 fear when out running (especially the trail off Glacier way), is other dogs that are off leash, and owners do not command control.</p> <p>For the sake of those that live in and love our community, please do not allow this.</p>
Klundt	Emily	<p>I am in favor of allowing e-bikes on all trails. E-bikes are all about access - allowing people with different physical abilities to access the same opportunities as other people. As a smaller person and a mother of 2 young children, having an e-bike is the only way that I can physically bike with my children. We purposefully purchased a home in TD this year for the family-friendly amenities and it would be wonderful to be able to enjoy the great outdoors on our e-bike. If you do not allow e-bikes, we will not be able to use the trails. Thank you for your consideration!</p>
Schoenfelder	Andrea	<p>I feel eBikes should be limited to paved streets and not allowed on the trails with perhaps the exception of the trail leading down to town with clear speed limits.</p>
Havlik	Frank	<p>I am all for full access for class one E bikes on TD mountain bike single track and two track. Given the need to pedal at all times for the assistance to kick in, they will cause no issues in my opinion. On downhill it would not make a difference. Additionally, for the most part, our trail system is larger enough that one only rarely runs into other riders, etc. Given their increased popularity, it is better to establish reasonable rules that allow for adequate access early, since people will be using them regardless.</p>
stamos	maryellen	<p>My daughter and son-in-law just purchased e-bikes and want to bring them to Tahoe Donner and ride the trails. I hope this is allowed. I think that it is a wonderful thing. I would like to try the e-bike out on the trail. I think it would be a good idea to offer them to rent at Tahoe Donner. My daughter and he husband rented them out a few times before deciding to purchase them.</p>
Rekouts	George	<p>Please, no electric bikes. They are no diff than regular gas motorbikes. There are plenty of dirt bikes trails to go to.</p>
Indelicato	Michelle	<p>I really hope we can make a change to the rules to allow E bikes. My husband is almost 50 and not in the best shape, but it's the only way he can keep up with our 10 and 12-year-olds on their bikes. Let's keep families together!</p>
Tanner	Tammey	<p>We purchased cruiser ebikes this last summer. We have had a blast riding all over TD roads and the surrounding area. We are considering also purchasing mountain bikes this upcoming summer. It would be outstanding to use the trails here in TD or at least find ways that we could share. Thanks for exploring this idea!</p>
Biro	Kathleen	<p>Ebikes should be permitted on all trails. Unlike ATVs and so on they have no impact on the trails beyond that of regular bikes. The people who ride them are predominantly older and indeed many seniors ride them so that they can access the valley and the upper trails. Continuing to ban electric bikes is a form of age discrimination and as such exposes the Tahoe Donner Community to lawsuits.</p>
Bono	Joe	<p>Absolutely NO motorized anything on TD trails. It would be the most irresponsible thing you could possibly do. Some of those bikes are effectively electric motorcycles. Tahoe Donner ceases to amaze me with your ridiculous ideas!</p>
Barnes	Mary	<p>Please NO E-Bikes on the trails.</p>
Kozlowski	Pam	<p>Please do not allow e-bikes on any of our trails. It is already dangerous enough for hikers faced with mountain bikes that most often "expect" everyone to stop and step off the trail for them since they're usually on a "roll!" Not to mention hikers going uphill when a cyclist is heading down and not willing to slow down or even stop. And once Frog Lake becomes a more populated "destination," we (my husband Tony, joins me in this email for your consideration) can imagine the mad rush and inevitable dangerous conflict with horses, hikers and mountain bikers to get there!</p>

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Oddo	Andrea	I have been hiking on the TD trails (such as they were) since 1989. With the increase of mountain bikes it has become increasingly alarming to do so. I now have a dog who wears an electric collar so I can summon her to me when I see or hear a bike coming. It seems that all of the new trails (which we pay for) have been built with mountain bikes in mind and all have lots of switchbacks. Although I can see my dog I can't see a bike even very close to me on a switchback until they are on top of us. They never give warning and when my dog and I were alarmed and surprised by a biker he kicked my dog just missing her eye. So... my answer is while most of the bikers do not make their presence known they could be educated. At my age (74) it is not possible for me to bike these trails, so I WOULD like the quiet kind of e-bikes to be approved and owners educated on trail etiquette. Thank you! PS I was almost hit by a biker crossing over the dirt road from one section of the Teewinnot trail to the bottom section - he never even saw me and did not look right or left. Very self absorbed people and NOT all from TD.
Fryhoff	John	As avid mountain e-bike users my wife, Allyson, and I are looking forward to participating in the upcoming member outreach program on the topic of e-bike usage at TD. We are Pro e-bikes. The E-Bike Land Management Comparative Matrix referenced on the TD site is very helpful in understanding how other communities are handling this important subject. I did not see the US National Park System referenced in the matrix. Effective December 2020, the NPS has authorized the use of e-bikes which use motors of not more than 750 watts. Below is a link to the Federal Register which references the final regulation on e-bike usage at National Parks effective December, 2020. This information may be helpful to further inform the e-bike discussion at Tahoe Donner. https://www.federalregister.gov/documents/2020/11/02/2020-22129/general-provisions-electric-bicycles?utm_campaign=subscription+mailing+list&utm_source=federalregister.gov&utm_medium=email
Foley	John	Of course pedal assist E bikes should be allowed on the trails. Taking a step back in time and not allowing progress to take hold of Tahoe Donner has been a consistent mistake of the Tahoe Donner Board. The use of electric bikes also need to live by the rules of the road. We are not talking dirt bikes here. We're talking pedal assist bikes that allow aging individuals to explore more ground than they would if these bikes were not made available. Remember biking at 6000 feet is not easy. Climbing hills at that altitude is even more difficult. With the main population of Tahoe Donner being adults of a certain age, the natural progression of this population is to look for an assist to keep them out and about in nature. The progression to an E bike is natural and expected with our local population using these trails. To deny the use of any bike, especially an E bike would be a step back in time. I would hope that the board would move forward in their thought process and allow the progression of the E bikes to have Full access to their trails.
Perlman	Eric	E-bikes are motorcycles. We ban motorcycles in Tahoe Donner for many obvious reasons. E-bikes are faster uphill than all naturally powered modes of travel and therefore hazardous to hikers, horses and other mountain bikers. Illegal users on Tahoe Donner trails have nearly crashed into me while biking and while hiking. The operational tempo of an e-bike is entirely different from a naturally powered bike and create crowding pressure and tension among different classes of users who share the trails. E-bikes ruin the the rhythm of the ride, and require more annual reconstruction of the trails. E-bikes can speed up steeper, technical trails that self-powered mountain bikers normally avoid, thereby ruining downhill riders' enjoyment. E-Bikes destroy the entire premise of uphill riders deserving the right of way. E-bikes have thousands of miles of nearby National Forest trails to enjoy. Why do they have to invade our happy enclave of natural trails? I don't support it, but if Tahoe Donner wants to create an entirely separate set of mixed use, double-track E-Bike trails, that may be okay as a compromise. But keep them off the single track trails.
Herrera	Alex	I'm a 30+ year mountain biker without much interest in an e-bike for trails (commuting or around town great!). That said, I'm not a hater of others' interests, just because it's not my thing. I think we always need to be ready to share within reason, even if it takes some compromises. E-bikes will take some compromises, but I think all can share. - I assume we're talking assist (Class 1) only. Others (i.e. throttle) should prob be treated as motorcycles and not allowed on bike-only TD trails at all. (this coming from a dirt biker!) - One reasonable compromise is to establish days (odd/even) where e-bikes allowed (with pedal-only allowed always). - A better compromise I think is to allow e-bikes on certain trails differentiating by single/double track and uphill/downhill. I don't see a problem to allow e-bikes on all double tracks and all downhill trails. Uphill singletrack is the type that needs some regulation ... for example, either prohibit uphill e-bike traffic on all singletrack, or identify just one or two that are OK for uphill e-bike travel. This type of differentiation is in place at places like Northstar and Moab. as a non-ebiker, oneproblem I have is if I'm riding uphill on singletrack and have to keep stopping to allow e-bikers to pass. Why should I have to do that, when if they weren't on e-bikes, they wouldn't be passing me at all? Kind of annoying. The above scenario would alleviate that issue. One aside, e-bike regulation is already hard to enforce. It will become even harder as e-bikes become less distinguishable from the outside over time. Also, an aside on your approach. I see the "pro" and "con" groups as possibly counter-productive. I think this black-and-white positioning is not at all the way to go, because I think the only fair, viable solution is a compromise ... the gray area.
Bell	Adrienne	Please continue to prohibit E-Bikes on Tahoe Donner trails. They are a danger to hikers, bikers and dogs. They are no different than motorbikes, just less air polluting. The trails are for nature, exercise, community... not drive-by's. E-bikes should not be permitted on the trails.
byus	Kate	E-bikes are here. They increase accessibility of biking to more skill levels and abilities. my family does not use them, but I understand why they are popular. The trails should welcome bikers/e-bikers of all types. Ebikers should be held to the same safety standards as regular bikers regarding speed limit, helmet wearing and interactions with pedestrians.
Parkin	Paul	eBikes should be full allowed on ALL standard bike trails in Tahoe Donner. They encourage more cycling participation from all ages and still require actual peddling to work. Let's not make this activity any more restrictive than it need to be. This is part of the future and for once, the association should embrace it.

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Engelhart	James	<p>We want to express our opinion to allow class 1 and class 2 ebikes on the Tahoe Donner trails Allowing enjoyment of the great outdoors</p> <p>Jim & Ruth Engelhart</p>
Kelleher	Brian	<p>I'm all for expanding the use of the trail system, as an avid road, gravel and MTN bike rider I know what a gem the TD trails can be. However, we are also horse owners and have a young child who rides horses as well. Outreach needs to be CLEAR, all MTN bike riders need to slow down, horses may run, buck and jump as the bikes come up at 20+ mph down hills.</p> <p>My opinion would be to keep e-bike to cross county and keep the NorthStar down hill group out of TD for the safety of the equestrians and not destroying the trail system.</p> <p>Please start charging for day use passes and season passes non TD homeowners.</p>
Rouleau	Bert	<p>I have been using a Ebike with assist for some time. I see no reason not to allow them through out TD property They are not damaging to property and trails any more than my peddle mountain bike. As a 67 yo I've found it helpful to continue biking in the back country. That are safe and helpful. Please consider keeping these bikes as part of our use for enjoying our properties. They are nothing like dirt bikes as far as I've experienced. There is no noise. Most of us that have them still want the exercise but as I get older I do need a bit of assistance</p>
MacPhail	Carol	<p>I support maintaining current rules. Ebikes are heavier and could cause more damage to trails and to others using the trails (bikers or hikers), result in potentially more misuse because of assisted power to go on non-trail terrain, and potentially result in injury to those physically unable to handle off road terrain because of the unrealistic sense of security due to the assisted power.</p>
Osness	Zachary	<p>My family and I are avid mountain bikers and extensively use the TD trail systems.</p> <p>Single track trails can be damaged and rutted out significantly by motor bowered bikes like dirt bikes and electric non-pedal bikes. We are opposed to fully automatic non-pedal bikes on the TD trails because the power they output will damage single track and create more trail maintenance and become more difficult to use for the types of use they were created for.</p> <p>That said most e-bikes are pedal assist and not fully automatic. Pedal assist mountain bikes are a wonderful creation as they aid in participation for homeowners who may have trouble otherwise continuing to access the trail system. Almost all pedal assist e-bikes have torque control so they will not overpower and rut out the trails. Additionally pedal assist bikes will allow participants to go farther out on the trail system so that the trails next to the adventure center are less overtaxed by trail traffic. As long as pedal assist e-bike participants are respecting trail etiquette and the bikes do not have a fully automatic mode then we would encourage e-bikes to be allowed on TD trails.</p> <p>My family does not have or use e-bikes, but we can see the benefit for our parents as they get older so that they can continue to get our and exercise and enjoy the trails. We believe e-bikes are important for the TD community for many homeowners to continue to enjoy the trail systems. We would encourage education, signage and caution though to make sure that e-bike users know the difficulty of the trails before they embark on them as some trails are very advanced.</p> <p>Thank you and please reach out if you would like any further comment.</p> <p>Regards, Zachary and Laura Osness</p>
Scholes	Joe	<p>Are bicycles currently allowed on the trails? If so, then I see no reason that e-bikes should be prohibited. There is an aging population in Tahoe Donner and e-bikes are a great way to get out and enjoy the trails and the beauty that they afford. After all we all pay for the upkeep of the trails thru our association fees. After experiencing 2020 and all the restrictions, do we really want to place more restrictions on ourselves.</p>
Kohlhardt	Chris	<p>Class 1 pedal assist bikes have no throttle and max out at 20mph. The motor only kicks in while pedaling. In practice, this means that a Class 1 ebike only really increases speed while climbing or on flats which is handy for people who are less physically fit, etc. This also means that downhill speed, which is most often associated with reckless behavior, is not increased for e bike users.</p> <p>I don't own an ebike, but my partner who is less fit than me does which means we can ride together. I'm still way faster than her on the downhills. In my opinion, class 1 ebikes primarily serve to open up trails to older or less fit individuals and does not create less safe conditions for trail users.</p> <p>In general, it's my opinion that reckless trail users can be on an ebike or regular bike, and the motor makes almost no difference. I will say that class 2 and 3 ebikes which have a throttle and max out at 28mph respectively feel like they may be more problematic, but these are much less common so I don't have any direct experience with these.</p> <p>In summary, I feel like allowing class 1 ebikes is pretty low risk.</p> <p>Chris Kohlhardt</p>
Cassidy	Andrea	<p>Strongly oppose e bikes on trails. I have experienced regular bikes interfering with hikers enjoyment of nature and even having bikers go off trail to pass hikers thus destroying the habitat. Motorized vehicles endanger children and older hikers. Please do not agree to motorized bikes.</p>

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Hurley	Tim	E-Bikes should be permitted on our Trails. It allows many people who are physically challenged to enjoy the full extent of the trail system. Some areas may require a walk your bike rule but otherwise they can obey the general rules of cycling. Regards, Tim
Dando	Bob	No e-bikes in tahoe donner. Reckless kids on e-bikes would be a danger on tahoe donner trails.
Holt	Michael	I am not in favor of permitting e-bikes to use TD trails.
Rowlands	Rob	I'm 73 and able to ride an ebike where I'm no longer fit enough to ride. I ride into Euer valley on fire roads and also on trails such as DLRT, I contend that I'm less of a danger to other trail users, and to the environment, than riders half my age on regular bikes! The community needs to clearly determine if there's concern about any bike on our trails or fire roads! Then if ebikes are more of a threat. I believe the State regards class 1 ebikes as regular bikes, but allows local jurisdictions to make their own rules. Let's not be a NIMBY community and encourage us all to get out.
Battaglia	Robert	Hello, In response to the Ebike issue in Tahoe Donner, I see no issue with allowing pedal assist, type 1 bike, to be allowed on TD trails. I do not believe a throttle type bicycle should be allowed on trails. The use of this type of Ebike allows older people to still ride harder mountain bike trails. I bought an Ebike for my Wife and it allows her to enjoy mountain biking, allowing her to ride up trails where she normally would have too hard of a time and therefore, not enjoying herself. Feel free to reach out if you have any questions
Muelrath	Dan	There needs to be designated trails for these. I live right at the trailhead on Berggarten that has mostly single wide trails. Almost every time I take a walk in the trail I'm forced off by an e-bike because they are coming to fast or because they just don't yield to walkers. Maybe wider trails out Euer Valley would be appropriate. Dan
Hundley	Jennifer	Hey there - thanks for soliciting feedback on Ebikes. I recently purchased two Ebikes for my husband and I. I specifically purchased them to ride around Tahoe Donner. We frequently don't use the electric portion and turn it on to get up the steep hills or to keep up with our 6 and 13 year old kids! If there's to be a compromise, I'd suggest banning the use of throttles. Our bikes are electric assist and do not have the throttle option. Not suggesting throttle bikes be banned in TD, rather the use of the throttle - this allows a rider to not use the peddles at all. Our Ebikes have allowed us to get outside more often. Reality is, I just get too dang tired on a non Ebike and can't get up and down the hills anymore!! Thanks again for asking for feedback!
Schweibinz	Joanne	Hello, I am approaching 65 years. As an active resident I DO NOT WANT to see you eliminate the use of e-bikes. They are a terrific way for older people to keep active. The hills make an e-bike a requirement for the elderly. Please do not discriminate against those of us who dearly like using our e-bikes. Thank you, Joanne Schweibinz
Prountzos	Christine	I think e-Bikes should be allowed for those that need or want the extra assistance when enjoying our great trails. That said, I don't believe e-bikes fall into the category of motorized bikes and I still believe true motorized bikes, like dirt bikes, should be prohibited.
Perrault	Ron	Yes I am a Tahoe Donner Home Owner. I own both conventional mountain bike and a class 1 pedal-assisted bicycle. Class 1 e-bikes do not have a throttle and only add assistance while the bicycle is being pedaled. They do not provide 20 mile per hours speeds while going up hill, but only add some assistance making bicycling less stressful. 20 miles per hour is the very maximum speed that the assistance allows, and beyond 20 miles per hours it is pure pedal power the same as a conventional bicycle. Example on the level paved road/bicycle lane along Donner Lake I am passed by conventional road bike riders (clubs/groups) who bicycle in excess of 20 mph on the flats. My point is that Class 1 e-bikes are no different than regular bicycles and should be allowed. The National Park Service and Bureau of Land Management generally allow class 1 e-bikes wherever regular bicycles are allowed. "On August 29, 2019, the Secretary of the Interior issued Secretary's Order 3376 to increase recreational opportunities for all Americans, especially those with physical limitations, by clarifying the regulatory status of e-bikes on Federal lands managed by the Department. As a matter of policy, low-speed electric bicycles, as defined by federal law and SO 3376, operated in the pedal assist mode should generally be given the same access as traditional bicycles." The "International Mountain Bicycling Association conducted a study in 2015 that concluded Class 1 eMTBs are not likely to have any more impact than traditional mountain bikes or other trail users. Although this question is one of the most common reasons cited as to why Class 1 eMTBs should not have trail access, it is generally seen as a misconception." See "A Comparison of Environmental Impacts from Mountain Bicycles, Class 1 Electric Mountain Bicycles, and Motorcycles": https://b.3cdn.net/bikes/c3fe8a28f1a0f32317_g3m6bdt7g.pdf
Weisinger	Aaron	We are in favor of allowing ebicycles to be used on trails and throughout Tahoe Donner.

TAHOE DONNER MEMBER FEEDBACK/COMMENTS ON E-BIKE USE ON TRAILS SUBMITTED VIA FEEDBACK FORM

Bonnie	Zellers	<p>I feel that e-bike use on double track roads should be permitted.</p> <p>I feel that e-bike use on single track trails should be prohibited for the following reasons:</p> <ul style="list-style-type: none"> - it allows inexperienced bike riders to get in over their heads, they go too fast and lose control - most trails are not designed to withstand the extra speed/weight of e-bikes - it vastly increases traffic on the trail causing added user stress and conflict issues
David	Winton	<p>I could not find access to the survey, but see now that the survey has closed. This is really irritating, especially since I emailed the bike committee address several days ago asking for a link to the survey because I was not able to find it anywhere on the "e-bike information landing page. No response to my email of course, which is the usual response for any emails sent to membership committees and the various little cabals that are set up for these sorts of things. (Tried 3 times to send something to the ASO in the fall and it was rejected because there is "no such address" in the Tahoe Donner email/domain system according to the rejection email.)</p> <p>This process seems very much like it was gamed by whoever is organizing it. The mechanism for soliciting member feedback was concealed, and the survey, from those who I talked to who were able to find it, was set up with leading questions, suggesting one of two pre-ordained answers.</p> <p>I would not also that there are NO DATES for any of the benchmark times lines after the various "forums." and the links to the board materials and magazine on there ;landing page contain no meaningful information at all about timelines.</p> <p>I'm angry about this and think it was very poorly managed. There was no meaningful "member outreach." Just window dressing seemingly designed to support an argument that "well, we asked" and which someone seems pretty eager to hide behind.</p>
Pete	Halberstadt	<p>Thank you for the opportunity to provide input.</p> <p>As a full time resident, I use the Tahoe Donner trail system extensively for mountain biking, hiking, and running. I do NOT believe e-bikes should be permitted anywhere on our trail system. They are, by definition, motorized vehicles that have already proven to me to be detrimental in terms of safety and the enjoyment of our natural surroundings. Monitoring and enforcing a partial ban seems fraught with challenges and an open invitation to abuses. Given that there are other, nearby venues that permit e-bikes, it seems reasonable that a private association can impose a complete ban.</p> <p>The argument that banning e-bikes is limiting access to a shared resource is faulty because the logic could be applied continually, ultimately justifying pavement, shuttles, or other support services to enable everyone to access any portion of the trail system. Universal access simply is not reasonable and should not be held as an objective. I am in my 60's and fully accept that there will come a time when my ability to access remote sections of our undeveloped land will be limited. I don't expect the community to severely impact the experience of others to accommodate my limitations.</p> <p>Let's preserve at least that much of Tahoe Donner from technology.</p>
John	Svahn	<p>We favor allowing Class 2 ebikes on TD trails. They provide older residents and the handicapped the ability to enjoy our Association property. We contributed to buying the Euer Valley property but because of the terrain, the only time we have been able to visit it was when TD took us down in a bus. We could visit this beautiful property on an ebike.</p>
David	Atchison	<p>It has reached a point where there are so many mountain bikes on trails now it is hard to hike or run on the TD trails. Hikers and runners are the ones having to yield to them with constant dust and avoidance maneuvering. It's a shame that as an owner and financially responsible for maintaining the trails we are discouraged from enjoying them while the general public pounds them with their bikes. I'm not in favor of e-bikes. They would encourage higher speeds and is a safety concern. We do not need more bikes on the trails.</p>
LAURA	ATCHISON	<p>NO e-bikes should be on our trail system. We are hikers and have found that it is getting impossible to hike on our TD trail system. We are constantly run off the trails by bikes that mow us and our dog down. There are already too many speeding bikes that are not only dangerous, but the dirt plowed up in our faces is horrible. In addition, the fact that it's open to public makes it a free for all and no one yields right of way. Bikes with motors belong on the streets and 'maybe' asphalt trails, but never on dirt forest trails.</p>
Alexandra	Tweedie	<p>Hello and thank you for inviting feedback on e-bikes. I would prefer Tahoe Donner not allow e-bikes on TD trails. Mostly because I prefer the trails stay a more nature-oriented and not allow motorized vehicles. I do fear that allowing e-bikes might then make people think they can bring in other motorized vehicles (even if they aren't allowed). I have heard that e-bikes can tear up trails. I am glad that other areas (like Northstar) are building infrastructure to support e-bikes, so users do have a place to ride them (not in TD).</p>
Tyanna	Torres	<p>Class 1 e-bike should be the only type permitted on t.d. Trails</p>

TAHOE DONNER MEMBER FEEDBACK/COMMENTS ON E-BIKE USE ON TRAILS SUBMITTED VIA FEEDBACK FORM

Angela	Diesch	<p>I think pedal assist e-bikes should be permitted on the TD trails. As a member who suffers from asthma, an e-mountain bike is the only way for me to enjoy mountain biking again. E-Mountain bikes are not as agile or maneuverable as conventional mountain bikes. As such, e-mountain bikes cannot bomb downhill at excessive speeds since they are significantly more difficult to handle on technical trails. In addition, from what I have seen and in my experience, pedal-assist mountain bikers are not speeding uphill attempting to pass or put pressure on other riders. Instead, for most, the pedal assist mountain bike simply helps them keep up with their family and friends on uphill terrain. If rules governing pedal assist bikes are adopted which differ from those for conventional bikes, at the most I think it should be one of fitting them in as a category into the widely accepted right-of-way etiquette for trail usage.</p> <p>--Pedal assist e-bikes (Class 1) are a reasonable accommodation to those people otherwise unable to do so due to a disability or health condition.</p> <p>--There is no reason to believe pedal assist e-bikers would be disrespectful or rude to other trail users.</p> <p>--As e-bikes are significantly heavier and less agile than conventional mountain bikes, they are much less likely to travel at excessive or higher speeds compared to traditional bikes whether uphill or downhill.</p>
Lowell	Shields	<p>I have been a member of this community for over 30 years and have owned three separate homes here and have hiked and biked the trails often. I feel it would be a tremendous disservice to this community to prevent the use of Class 1 e-bikes. Many of the trails here are technical and take a good deal of stamina to access and even though at 64 I am still able to climb most of the trails, but I do tire and it limits my ability to venture too far. The e-bike would level the field a bit for me and the many others in my age group, enabling us to access the areas we did when we were under 40. E-bikes don't mean more speed, or more danger to the non-ebikers but simply extends the range for those of us in the 50-70 year age bracket. E-bikes are the preferred choice now for not only aging mountain bikers but the younger set as well. Be a leader, and allow Class 1, but not Class 2 or 3. If you feel the need to limit due to a perception that approving Class 1 e-bikes would somehow add too much traffic on the trails, then restrict e-bikes on certain days or something like that.</p>
Sonja	Klein	100% in favor of pedal assisted eBikes on Tahoe Donner trails.
Kerri	Lubin	I am in favor of having E-bikes on Tahoe Donner trails. If there is a concern about riders going too fast, there could be a speed limit imposed. Thank you for this consideration.
Jennifer	Jay	I own a Class 1 E-bike and feel that it should be allowed on Tahoe Donner trails. It doesn't provide any assist without the rider pedaling. For all those people on NextDoor who state that Class 1 bikes can go up to 20mph, they obviously have never ridden a pedal assist bike. That is on flats. This past summer, I road my e-bike up to Glacier Way on the pavement and that still took a lot of effort on my part even with the pedal assist to the max and I was not going 20mph climbing. And going downhill, I think post ebike like me turn off the pedal assist to save the battery and let gravity do its thing downhill. My vote yes on Class 1; no on bikes with throttle where peddling isn't required.
Ryan	Kugel	I am highly in favor of ebikes They allow me and my father who is 70 years old enjoy the trails in a safe manner. My father would never get to the spots we get to with the assistance and it's made him so much healthier. The bikes are all speed regulated at 20mph and super safe. This would be a huge disappointment if this didn't pass because ebikes are basically allowed everywhere else:
Kim	Yamauchi	My husband and I participated in two of your forums. We are avid mountain bikers and users of the TD trail system. I also use the trails for running with and without my dog. I am completely comfortable with having Class 1 pedal assist bikes on our trails, but feel that the class 2 & 3 should not be allowed. Furthermore, I think the real discussion isn't about allowing, it should be about considerate trail usage, and about spreading out the access to our trail system, so that not everyone is accessing from the same point (i.e. TDXC, Glacier Way). Additionally, I know we have a "donation system" at the trail heads. Have we considered a TD Home Owner sticker that provides free access to trail head parking, while guests will need to purchase a parking pass? As a homeowner, I feel that we "give away" our trails to the entire community, when there should be some monetary value to us. Additionally, this might incent people to ride to trailheads versus parking at them, and perhaps free up more space for hikers. I've been in other communities where this is implemented, whether it's community beach parking (no access without a city sticker), or usage of facilities in other HOA's (no guests until afternoon), etc. Just a thought as we consider how to keep our treasured trails safe and enjoyable, especially for the TD community.
JP	Patkay	<p>Your outreach is much appreciated. My wife and I have owned and actively used e-bikes in the Tahoe area for the last 5 years. We are older so the benefits are enormous.</p> <p>Riding up/down Northwoods to Truckee</p> <p>Exploring Henness Pass</p> <p>Riding from our cabin to Sugar Pine Park and back</p> <p>Legacy Trail</p> <p>Yes, Alder Creek Adventure Center trails (didn't know it was against the rules)</p> <p>I look forward to better understanding the objections.</p> <p>JP Patkay "Pierre"</p>
Tom	Snider	I'm against e-bikes being allowed on the Tahoe Donner Trail System. E-bikes are a danger to all the other trail users (e.g. non-motorized mountain bikers, equestrians, hikers) due their ability for excessive speed on the flats and going uphill. Also, more injuries (and the associated liability) will occur due to the fact that most e-bike users are inexperienced mountain bikers. Furthermore, there are plenty of dirt roads available to ride e-bikes/motorized vehicles on in and around Truckee, like Dog Valley Road.

TAHOE DONNER MEMBER FEEDBACK/COMMENTS ON E-BIKE USE ON TRAILS SUBMITTED VIA FEEDBACK FORM

Elizabeth	Carmel	<p>Thanks for organizing the forums to get feedback, I thought Annie did a great job explaining the process and getting input during the zoom meetings. I am in favor of allowing e-bikes on TD trails for the following reasons:</p> <ol style="list-style-type: none"> 1. E bikes primarily allow people to have pedal assist on the uphill, there is really no difference on the downhill with non-e bikes. Pedal assist makes it possible for people who may be older or have injuries to enjoy the trails. Any concerns about uphill speed could be addressed with an uphill speed limit if needed, but there are many athletes in our area who could go faster on a regular bike than many people on e-bikes. 2. E-bikes are becoming indistinguishable from regular bikes, so a ban enforcement would be almost impossible in addition to be unnecessary. 3. E Bikes do not create any more trail damage than regular bikes. 4. A public education program could be helpful in addressing trail etiquette that would improve experience for all trail users. I have been riding these trails for over 20 years and the only bad interactions I have had are with motorcyclists who come up from Carpenter valley road or ever Valley to illegally dirt bike on our trails. 5. A ban on E-bikes should not be used as a way to reduce trail congestion, that issue should be addressed through improved trail access at other TD locations. It should also not be used as a way to prohibit people with physical limitations from biking on the trails. 6. E-bikes are the future of bike riding, prohibiting them will go the same route as trying to ban snowboarding, it's just not a reasonable or wise approach given their expanding popularity.
Alan	Naye	<p>TD is our second home and our primary home is in Auburn where we live next to and overlook the Western States Trail. I have been riding mountain and road bikes for over 30 years, my wife has had horses almost her whole life and we are both avid hikers and skiers. We are on the trails almost every day and we've seen how things have changed over the years.</p> <p>I started riding mountain bikes before most people even knew anything about them and we have worked hard over the years to get equestrians, runners and hikers to accept bikers on "their" trails. I would hate to see us start losing trail access due to the added speeds and increased traffics due to e-bikes.</p> <p>Don't get me wrong, I think e-bikes are a great tool for those who really need them due to physical restraints but in areas with lots of hikers, runners etc it's only going to cause more conflicts. I would love to have the means to go further on my rides and with an e-bike I could likely ride all day since I would have to put out minimal effort to climb hills. I will likely want the assistance of an e-bike one of these days, but I would rather quit riding altogether than see all our trails be ruled by too much bike traffic.</p> <p>We need to consider what is good for all areas and not just TD, as other areas will be looking back at what decision TD made. Also right now there are almost no other areas in the Tahoe Basin that allow e-bikes and one areas policy will likely affect the other areas.</p> <p>What will our trail systems look like 10 years from now when everyone has an e-bike...</p> <p>Let's say the average ride now is 15 miles, but with an e-bike you don't have to put out much effort to climb hills which would allow me to ride all day. So now that average ride will likely be 3-4x's that distance or 45-60 miles. You also have to account for increased rider numbers 10 years from now due to a natural increase in participation and the fact that e-bikes allow more people to get out and ride that wouldn't normally. So in 10 years we could see 5-6x's the current bike traffic we have now, which will cause 5-6x's more trail deterioration, more maintenance, and trails will be blown out dusty and unrideable by the early start of summer instead of fall.</p> <p>You also have to consider there will be an increased number of hikers and other trail users (who do not like hiking thru 2-3" of dusty trails).</p> <p>My Concerns for the future...</p>
Elaine	Leitner	<p>Pedal assist e-bikes should be treated as any other bike, which they are. It is like not permitting walking sticks or crutches. There is no scientific or factual reason to treat them differently vis a vis trail and road access by speed, damage to trail, crowding or other reasons. Singling out e-bikes as a way to control responsibility, courtesy or crowding is arbitrary and is discriminatory by age, disability and perhaps by gender. Further, a trial period would add nothing to what's already known and again, any "compromise" is simply arbitrary. Absent safety and liability concerns, based on facts, not whim, TD should be encouraging access to our wonderful outdoors and open space, at least to all residents and their guests. Thank you!</p>

Nick	Mironov	<p>Well led eBike Forums...Thanks!</p> <p>Summary Mountain eBikes are here to stay, same as downhill skis vs. snowboards and striding vs. skating came to be resolved. Regardless of allowing/prohibiting/managing, eBikes will be used on TD trails. Efficient trail right-of-way etiquette/rules that optimize user flow are by far the more important issue over the types of bikes allowed on the trails. Enforcement is expensive and likely impractical an ineffective. Without a comprehensive trail right-of-way etiquette/rules plan buy-in from the users trail rudeness, snarkiness, and anonymous reporting of “infractions” will be rampant. This is not what we want on our trails. Trail access should be made available to as many people as possible, not just those with superior athletic abilities.</p> <p>Mountain Bikes: Standard vs eBikes I ride a mountain bike and do not own an eBike. I have ridden a mountain eBike and know what it’s like. I can see the benefits of the assist for all types of people. I have ridden with people using eBikes that would not have been able to ride along without the assist. I rode at least 50 times this season on the TD trails ranging from 5 to 15 miles per ride (plus more outside of TD). I estimate that eBikes made up something in the order of 15-20% of all riders. I have not encountered any bad behavior on any bikers – either manual or eBike. eBikes are not always faster than manual bikes. Often times I see slower eBikes trying to keep up with their athletic companion on a manual bike. eBikes are not necessarily faster on downhills. I have observed that they are usually either the same speed or slower, due to their additional weight. I have observed faster downhill speeds from teenage kids. Older (20-30 year olds) riders that ride fast I have observed to be very competent and not pose additional risk. I have been passed on downhill sections by more competent riders. None have ever pressed me or insisted on the right of way. Some ebike riders are faster uphill. I have been passed by both manual and ebikes. None have ever pressed me or insisted on the right of way. eBikes on their own may or may not add additional trail traffic. I could see that some people will have two sets of bikes, or just entirely change to eBikes, or newbies to the sport could start on either type. In other words, additional traffic will likely be from newcomers to the sport, using either type of bike. I don’t have a problem with Class 1, 2, or even 3 eBikes on the trails. It’s a rider’s bad behavior that makes any kind of bike a potential problem. Putting a competent manual bike rider on an eBike does not automatically make for a more risky situation. I do believe that eBikes would space out the riders.</p> <p>I do believe that eBikes are beneficial for self-rescue or going faster for assistance where cell phone service is not available. I would hope that any decision about eBikes is made using quantifiable data from legitimate studies, rather than on emotional decisions or conjecture. From the forums, I understand that there are results being awaited from the Forest Service (Granite Chief area) and a couple of places in Colorado. I would like to see the results of these studies taken into account. More importantly I would like to see results of a study of the TD trails to be able to make an informed decision for our particular conditions. I would propose that that this coming season at least Class 1 & 2 bikes be allowed on all trails and observed. I would think that enough mountain bike ambassador volunteers could be “deputized” and trained to be impartial observers and report the types of bikes encountered, the trail etiquette observed, and detailed reports of any incidents (ranging from irritant, to hazard, to contact, to injury). Observations of homeowner vs. outsider use should be made. The results should dictate what is best of our specific TD applications: allow eBikes, prohibit eBikes, separate trails by usage, build new trails for different applications, passes, limited access points, etc. I would hope that the signage project will not drive a decision on allowing or prohibiting eBikes simply to get the signs posted within the time and budget allocated. There is an analogy to be made for Standard vs eBikes with skis vs. snowboards and striding vs. skating. In the early snowboard years, they were banned in many ski areas (especially in family oriented areas such as out TD ski area) as they were initially considered unsafe and the snowboarders were all automatically labeled as reckless and aggressive. Similarly, striding and skating were not considered as compatible in cross country areas. Subsequent risk analysis showed that compatibility was not an issue and that there was not an appreciable additional risk. The new equipment was allowed and special areas are even built for them – terrain parks and skating tracks. Granted, there was revenue at stake for the ski areas. But our situation is comparable in that we have a grand trail system that should be made available for as many people as possible, not just those that happen to be in better physical condition. All of the newer TD trails and the fire roads have great sight lines for mixed use traffic. The older ones could use some realignment where possible.</p> <p>Trail Etiquette I have my own opinion about trail etiquette and right of way that likely differs from others. I believe that the right of way should be similar to maritime law where the least maneuverable craft has the right of way: Ships – sail boats – power craft. This translates to Horses – bikes – hikers/runners. The present right of way rules are not well defined. For example: If a biker encounters a hiker, how far away from the hiker should one stop to allow the hiker to pass...100 ft, 50 ft, 5 ft? Does it make a difference if coming from in front or behind or uphill or downhill? The existing rules, if followed to the letter, make it impossible for an uphill rider to ever pass an uphill hiker. It is far easier and safer for a hiker to generally step to the side to allow a biker to pass than it is for a biker to get off the trail. There are always exceptional circumstances. Spatial awareness (earphone obliviousness) and call-out alerts should be encouraged. The point is if the good/safe/practical practices are not clearly defined and detailed and people perceive them to be impractical they will never be followed regardless of the signage posted. Although my point of view differs from the generally accepted signage/rules/etiquette used pretty much universally, I think that this issue is by far the more important issue over standard bikes vs eBikes and should be given the most consideration.</p> <p>Nick Mironov January 22, 2021</p>
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TAHOE DONNER MEMBER FEEDBACK/COMMENTS ON E-BIKE USE ON TRAILS SUBMITTED VIA FEEDBACK FORM

Jeff	Coulter	<p>Pro Ebike. I am a Tahoe Donner full time resident, TAMBA crew leader, and volunteer with TDLT, TTF, and SBTS. I also hike & dog walk on local trails, so I represent multi users groups, besides being one of the people that builds and maintains our area trails. I own 3 mountain bikes... 1 Regular pedal bike, and 2 class 1 ebikes... a low power Specialized Levo SL, and a conventional powered Levo.</p> <p>I first purchased an ebike to haul a trailer full of tools to perform trail work. I quickly realized that there were many benefits and starting riding it for fun rides as well. I can ride from my house to the trails and leave the car at home. On days when I am very sore from working, I can still get out for a ride. I have friends that are older or have health problems and had to give up riding... but now are able to get outside again and ride. The list of pros goes on.</p> <p>I consider ebikes like Fat powder skis. They allow more people to enjoy the trails, that might not otherwise have that fitness to do so, and allow experienced riders to maybe go a little farther and have more fun. SBTS already allows ebikes, and Tahoe National Forest and Lake Tahoe Basin Mgmt Unit are both looking into it as well. I would like to see TD approve them for use on our trails. It is like when snowboarding came along in the 90's. Some ski areas were slow to adopt, but now all ski areas allow boarding.</p> <p>Some people think that ebikes are harder on the trails. As a TAMBA crew leader, I can say that I do not believe that to be the case. A class 1 ebike can not roost up the dirt like a moto. Anytime I see skidding thru turns, etc... it is typically due to a new inexperienced rider, not the Ebike. They will learn in time.</p> <p>People worry that ebikes will increase the effective number of users on the trail because you can go farther. This is probably true, but I don't believe it will result in more wear and tear on the trail, as ebike tires are generally wider than regular bikes, and seem to have LESS impact to the tread from my experience. As more people engage in riding, they need to give back and volunteer or donate to support the trails.</p> <p>Most legitamate concern might be that an ebike going uphill can approach a hiker a little faster than a regular bike from behind... chance of surprising the hiker... but normal bike etiquette is to slow down and announce yourself when approaching others. It is no big deal for a person on an ebike to stop when going uphill, then get going again... so it is actually easier to be considerate.</p> <p>If major concerns exist among hikers, you might consider 1) designating a few Trails as bike, and a few as hike... or build some hike specific trails. They are easier to build than new style flowy bike trails. what makes a fun bike trail is different than a fun hiking trail. May also consider odd vs even Day trail use on popular multi use trails like TRTA does on the Tahoe Meadows portion of the Rim Trail.</p> <p>I tried to attend one of the forums, but it was full. I would be happy to talk with TD people more about this issue.</p> <p>Jeff</p>
Graeme	Armstrong	<p>I have owned a house in Tahoe Donner since 2012 and have been a full time resident since 2016. In my opinion Tahoe Donner's appeal has diminished consistently over that time period. A major reason is the constant drive to add events, amenities and generally fill the place with noise and people. Walks with my dog around the alder creek area used to be quiet and a commune with nature. Since the building of the new alder creek facility with the expanded equestrian center and especially the bike works this area has now lost its appeal. Walks are in dusty paths cut up by horses and bikes. Every walk is punctuated by dodging several speeding bikers.</p> <p>So in my view this area is ruined. Now if e bikes are allowed on the trails throughout Tahoe Donner we will get bikes going faster, and more of them ridden by people who are not fit enough to ride an ordinary bike. My guess is they will have less control and cause more accidents.</p> <p>E bikes are by definition motor bikes and should stay on a road or purpose built track. Not out in the country on the same paths as walkers, children and pets.</p> <p>So please stop the endless negative "development" of Tahoe Donner. Keep it quiet, at one with nature, and stop trying to turn it into an adventure theme park.</p>
doug	zezoff	<p>I would like to participate in the survey but do not know where it is. My opinion is they are now part of our society and we need to embrace them and allow them in a responsible way on most if not all trails. I currently do not own an ebike but can vision getting one in the future.</p> <p>thanks Doug</p>

TAHOE DONNER MEMBER FEEDBACK/COMMENTS ON E-BIKE USE ON TRAILS SUBMITTED VIA FEEDBACK FORM

Kenneth	Popst	<p>Hello, my name is Kenny Popst. I have attended a few of the forums and appreciate TD revisiting the ebike policy. We have a second home in Donner, use it on weekends and holidays, and do not rent it out. I have been mountain biking since 94 when I purchased my first bike, a rigid hardtail Trek 8000. Today, I help assist/coach the Monte Vista mountain bike team in Danville. My middle schooler is a rider on the team. About a year ago, it was time for a new bike and I made the leap to an ebike. I love tech, so what could be better than mixing technology with a mountain bike! I love the bike and just can't see going back to analog. I still like to get a workout and can do that by using the lowest assist setting. I regularly get passed by analog bikes on the climbs.</p> <p>Our neighborhood is sandwiched between a preserve run by East Bay Parks and a state park. One allows class 1\2 ebikes and the other doesn't. I know that some of the ebike fear is that it will cause overcrowding. I can tell you that this is not the case in the state park. I haven't noticed any increased usage. It certainly hasn't become an ebike destination. If anything, those on an ebike would be out there on an analog bike if ebikes were not allowed.</p> <p>Not sure if you have come across this pilot study (see below) done by Boulder Colorado. Providing it just in case. It is one of the few well documented studies I have found. They do a good job of dispelling some of the ebike myths that exist today. Examples are overcrowding, weight, trail respect and speed. While trying to be sensitive to other beliefs and feelings, many of these arguments seem to induce fear, similar to how the boogeyman is used. In many cases it is based on feelings rather than evidence or facts.</p> <p>I would love to see the trails in Donner opened up to class 1 and 2 ebikes. Having ridden both analog and ebikes, I honestly don't see that they are very different. The benefit folks get by being outdoors and exercising far outweighs the negative effects.</p> <p>Study</p> <p>https://www.google.com/url?sa=t&source=web&cd=&ved=2ahUKEwib9OT4xavuAhVJHzQIHVOAIIQFjABegQIBxAJ&url=https%3A%2F%2Fassets.bouldercounty.org%2Fwp-content%2Fuploads%2F2019%2F09%2Fe-bike-pilot-study.pdf&usg=AOvVaw16ntKDrDBITteV5G5On7_-</p> <p>Recommendation</p> <p>https://www.google.com/url?sa=t&source=web&cd=&ved=2ahUKEwjBlfO9navuAhXfzQIHVO5AN0QFjALegQIFBAB&url=https%3A%2F%2Fassets.bouldercounty.org%2Fwp-content%2Fuploads%2F2019%2F11%2Fe-bikes-recommendation-bocc-11-13-2019.pdf&usg=AOvVaw1cq7nngpqymhohptwI3iyh</p>
Andy	Hollingsworth	<p>I support access to TD trails for e-bike riders, but only those older than 60 or with a medical condition making the use of traditional pedal bikes unreasonable.</p> <p>I ride mountain bikes between 1,000 to 2,000 miles per year and have observed the rise of e-bikes on MTB trails. I have had (mostly) positive interactions with e-bike riders as they started to become popular among the older population of riders. But recently I've observed many more young riders on e-bikes on the trails. These riders seem to have less respect for the trails, common trail courtesy, and e-bike regulations (riding a class of e-bike which is not allowed).</p> <p>If it seems unreasonable to regular e-bike use by user age or e-bike class, then I would prefer TD continued to prohibit them entirely. Those users who want to ride motorized vehicles, there are lots of great opportunities to do so in the area.</p>