



July 15, 2021  
2:30 p.m.

MEMBER COMMENTS:  
PROPOSED NEW AND AMENDED  
OFF-ROAD VEHICLE RULE CHANGE AND ELECTRIC BICYCLE REGULATION  
July 2 thru July 15, 2021

*Below are comments sent in for the 45-day member notification and comment period for the proposed new and amended Elections rules. Comments were received July 2 thru July 14, 2021. A total of 69 comments were received during this period.*

- 
1. "There is a severe fire hazard this year as there has been in the last several years. My concern is that we are allowing bicycles with a motor on the trails. We can't assure ourselves that the bicycles are properly maintained and won't add to the fire hazard that already exists. Nor can we be assured that everyone using these bikes will be responsible in their use - and you can't hire enough staff to patrol the people involved in this activity.  
If a road is paved, I'm all for the use of the e-bikes. but let's keep them off the fire roads and trails at this time. Let's be responsible and not add to the inherit fire danger present in the land at this time.  
Sincerely,
  2. "Hello, I'm writing to oppose allowing e-bikes access to our trail system. Our family uses the trail system extensively for all kinds of activities. We have 3 young children (ages 9, 7 and 18 months) and a small dog. Adherence to trail etiquette, and general common sense, are unfortunately not always followed. This is already a problem with regular mountain bikes, where sometimes groups or individuals are traveling on the trail system without consideration and care. E-bikes, even Class 1, are significantly heavier and moves at faster speed, making the potential for injuries that much higher. I completely understand some of the membership and guests desire to use e-bikes on the trails, however we are strongly opposed to this for the above reasons. It's simply not safe.  
Thank you,
  3. Hi All, Thanks for all your hard work and careful deliberations on the eBike policy. Appreciate the process and how well done it has been done. I do want to suggest a clarification: while the proposed policy does state Class 1 eBikes are authorized for use on TD trails & fire roads, there seems to be some confusion amongst my friends here where they feel that only fire roads are or will be authorized. The proposed policy





seems clear, but then again actual usage is left to an unspecified trails use policy. Doesn't seem like the proposed policy change needs any amendment per se, but I think some Association statement as to what the actual trails authorization policy will look like re Class 1 eBikes. Example - Mother Lode is recently designated mountain bike downhill only (which is a great call, BTW) but would that include eBikes or not? I think the concern is that we allow eBikes on TD trails & fire roads in principle and then ban them in practice from all single track. Not to be paranoid or anything... :-) So maybe some statement of intent or examples would help alleviate the fears. Thanks!

4. I am in favor of class 1 e-bikes being allowed on out (TD) trails
5. "I support the amendment to allow electric bikes on trails in TD. I don't have one but see people on them routinely already. Importantly these bikes get people outside and enjoying the amenities and I suspect some of these riders might otherwise have difficulties climbing with a regular bike. Electric bikes are also here to stay and they are everywhere else in California. TD should adapt to this reality."
6. I'm in favor of allowing class one ebikes on TD trails.
7. "Hi, I am in support of the off road vehicle rule change allowing class 1 ebikes on Tahoe Donner Trails. Class 1 ebikes are no different than regular mountain bikes and should be treated as such. Class 1 ebikes offer access to more riders including those with disabilities as well as people who are at different levels of fitness. I believe most of the animosity towards ebikes is due to poor trail etiquette by a small fraction of mountain bikers (not just ebikers). Education and awareness of which trail user has right of way along would benefit all users. I personally always give hikers/equestrians/uphill riders right of way and ride with a bell to alert anyone I am coming up to my presence. I support the idea of designating/creating some trails for specific uses along with some one way trails to promote better experiences and flow for all users. Lets keep Tahoe Donner evolving with the times giving access to trails to class 1 ebikes along with practical rules and etiquette to protect everyone's enjoyment."
8. "This looks like a thoughtfully considered amendment. I support the proposed changes and allowing access for Class 1 ebikes. Enforcing the policy change may still prove challenging for the Association and I encourage the use of signage and ongoing education on trail etiquette. I also think that self registration at our trail heads with a tear off permit that can be easily attached to a visible place such as the handlebars or a pack would be a beneficial. That would allow the association to know who is using the trails. This could be initiated as a one time registration per season for all users."





9. Motorized vehicles include any bike that has a motor not powered by human. Over time, the small motors will ruin the trails we know today, as well as spend more time and money for trail maintenance. They are also a safety hazard due to the fact that people who would not normally be on trails are now accessing terrain that they are either not skilled enough to ride properly, or they are not fit enough to ride without assistance. When these types of people enter the trail system, the enjoyability of the "true" mountain biker goes away. You have people who "don't care" speeding up behind you with no warning on a steep climb. I've been nearly knocked off my bike on technical climbs by e-bikers who don't give warning and/or don't slow down. The culture of e-bikes is not good-natured based on my experience. The weight of an e-bike is also a safety concern when it comes to stopping distances - they are over double the weight of a typical trail bike and therefore take longer to stop. I do not at all support allowing ANY e-bike usage on the trails I enjoy with the power of my own body.
10. "I support these changes and approve of allowing e-bikes on a limited basis. In your ""Background"" notification to homeowners, you might consider adding a sentence to describe the difference between class 1, 2, and 3 e-bikes. I had to look it up. Thank you."
11. "On Monday while hiking 5i Hawk's Peak from Ski Slope I encountered 12 ebikes. I chose this route. Encaustic fewer mountain bikes ride it. With ebikes people can go further spoiling the peacefulness we once experienced. 8 of them roared to the top of Hawks Peak on the rocks as we were attempting to hike down. Ebikes have also impatiently passed my friends and I who are riding uphill on single track. They may not be aware that if a nonebike rider has to stop in the middle of the hill, they then have to walk until they reach a flatter spot. I am surprised at the number of ebikes I am seeing ridden by much more able bodied riders than me. I see no problem with ebikes on roads, but I am concerned for safety and trail erosion on our amazing single tracks. The ones closer to the adventure center, such as cinnamon twist, are very popular with beginner intermediate riders trying to up their game."
12. I think there is some confusion about a "throttle" mechanism on class 2 e-bikes. While there is concern that this allows a rider to race along without pedaling, e-bikes tend to be heavy (60 lbs) so most riders use the throttle to start riding on an uphill grade. This usage of the throttle is actually a safety feature and is included on most new e-bikes. The real safety issue for management should be the maximum achievable speed of the e-bike (class 3).





13. I believe a lot of e bikes of class 2 are primarily used with the peddle assist only. Throttle just eats up the battery, and wears out the motor. The throttle exists on a multitude of e bikes by default by suppliers and when I chose an e bike the class 1 choices were very limited within my price range. If the rider does not utilize the function it remains on the bike. To only allow class 1 on some single track, fire trails, or legacy trail for example would limit the ability to go off road for so many like myself I have a Rad Mini a small wheeled class 2 and have never used the power assist throttle only peddle assist. I would be gutted to live hear and not be able to use my e bike at all, except on the roads increasing danger to myself where I can otherwise cut through some trails, at least get into the countryside. I have been encouraged with my bike to explore the area cycling so much more, and enjoy seeing many people out there cycling alongside their kids and grandkids, Many would not be out without peddle assist, bikes and I wonder how many also have a throttle they don't use upping the class. I agree with limiting class 3 they are much faster before restrictions kick in, and purchased more so by those not wishing to peddle as much, more like a small moped.
14. As an owner with severe knee problems, I strongly support ALLOWING class-1 eBikes on all TD roads/trails which are open to bikes.
15. As an avid mountain bike rider, I fully support the proposed changes to allow Class1 e-bikes to access the TD trail and fire road system. I own both analog and e-mtn bikes and both provide a different riding experience. My e-mtn bike allows me to cover more terrain to different areas in the trail system that I would not otherwise be able to enjoy. Adaptive management is the right approach for Class1 e-bike adoption which allows the ongoing assessment and modification of trail planning.
16. If we are being realistic, ebikes have been present on TD trails for at least three years. So the question would be how many incidents have been reported during this timeframe? And how many incidents have been reported regarding "analog" bikes? I believe there is little evidence to suggest that ebikes are or will be a problem. Better trail signage will have more impact. I often find myself somewhat "lost" because the current signage does not align with the published trail maps. Thank you.
17. "As a frequent user of the trails as a hiker, biker and potential ebiker, I appreciate the board's decision to address this issue. I support a change to allow ebike use of at least the major wide fire roads. As a conventional biker and hiker, I also support TDs unconventional step this season with signage and restricted use of certain narrow, "single track' trails to only bikes and hiking. I assume this means not for ebikes and equestrian use. I look forward to continued open discussion and education on ebike usage, as it's still a bit fuzzy, even though I've been paying close attention. As someone





who's relatively younger, but understands the need to include everyone of all levels of activity, and who wants to enjoy our incredible resource for decades to come, I hope the board continues to explore this change. I look forward to continued updates and am certainly willing to be more involved, as needed.  
Thank you."

18. I very much approve of the rule change to allow Class 1 e-bikes on the TD trails.
19. I am strongly against allowing e-bikes on our trails. As an avid mountain biker who loves our trails and has road far and wide across the west, I can attest that allowing ebikes will forever change our trail system. The number of riders will increase dramatically as will the damage to trails. Impacts to wildlife will increase with this dramatically increased trail use as has been witnessed in many places across the west such as in Vale and Jackson Hole. Finally, accidents will increase as e-bikers fly up downhill trails. I understand that you are proposing to limit e-bikes to double tracks and roads, but I guarantee that the minute you allow e-bikes in, they will be everywhere unless there is vigorous enforcement.
20. I am an "almost" 70 year old avid mountain biker and user of TD trails. I understand the desire to allow class 1 e-bikes in order to make the trail system accessible to a broader range of individuals. However, I feel strongly that they should be limited to use on fire roads and double-track trails. e-bikes on single track trails can be problematic for downhill as they are heavier and may be unwieldy/less-maneuverable (AND many e-bike users are novice cyclists). And as someone who has been 'chased' UP single-track trails by groups of e-bikers - I have found this very disconcerting and frustrating.
21. While I would prefer to have included class three E bikes, I support the proposed changes and modifications. Thank you to administration and the board for being receptive and proposing these changes.
22. "The proposal sounds very good and I welcome it. Is there a map which would show where the e-bikes can be used based on the current proposal and more importantly where not? Is it identical to the cross country trails?  
Are there trail that can be used with regular bikes, however not with e-bikes? One reason for e-bikes is to allow riding of groups with different skill levels and it would be good if e-bikes could be used on the all the same trails as regular bikes. Also on narrower trails they could be designated as uphill or downhill trails, that could help avoid accidents, regardless of the type of bike.  
Thank you,





23. I had a heart attack on Feb 4th 2021. I have been an avid mountain biker all my life, and have fully enjoyed mountain biking in the TD trail system for over a decade. After my heart attack, my cardiologist has told me that I can ONLY ride an ebike now, to protect my heart. Please make pedal-assist ebikes totally permitted on all biking trails. Feel free to contact me at 1 (310) 707-3320, If you would like further information, or if you would like me to be on any committee of yours to discuss further.
24. "The population of the US and TD is aging and many of us who used bikes in the past cannot do so anymore. But, we still want to use the amenities of TD and enjoy the trails. Ebikes allow us to do that. Why not allow some of the hundreds of acres of trails for ebikes of any kind. No one is going to go faster that 20 miles per hour on trails like these. The best trails to designated for ebikes would be wider trails that are somewhat smooth and compacted. These bikes are just like regular mountain bikes except assist when going up hills. They do not make noise and really should not be compared to Razors or motor bikes. Thank you for your consideration,
25. "I respectfully submit the following comments regarding the proposed paragraph 2.2. on rule changes for ""Offroad Vehicles"".
- It seems to me that the proposed paragraph mixes aspects of the use of vehicles explicitly designed for offroad use (i.e. snowmobiles, ATV's...., which should not be used on any TD property, road or trail, with the trail use of E-bikes. E-bikes are not generally offroad vehicles. I believe it can lead to misunderstandings to address the use of E-bikes under the ""offroad"" heading. Why not have a separate brief paragraph on E-bikes stating clearly that all E-bikes are allowed on parking lots, only Class 1 E-bikes are allowed on designated double-track trails and fire roads. I also believe that steps need to be taken to discourage the use Class 2/3 E bikes on all trails (offroad) and Class 1 E-bikes on single track trails (fines ?). Finally, is the proposed language on ""mobility assisted devices"" referring to motorized wheelchairs or include Class2/3 E-bikes?? I certainly strongly support to open joyful opportunities for disabled individuals but the skeptic in me sees the proposed language abused by people who claim to need their Class 2/3 E-bike on our trails as ""mobility assistance"". Why not require that state medically certified or disabled individuals can obtain special permits to use ""mobility assisted devices"" on trails if this is what's intended here."
26. "I don't like sharing the trails with mountain bikes, let alone E-Bikes. Keep E-Bikes off the trails. I am thinking of getting an E-Bike but would not want to disturb the peace and sanctity of someone walking on our beautiful trail system. E-Bikes and mountain bikes wreck the trails that the forest service works so hard to maintain."





27. I support this approach. I do recommend class 1 bike access to all bike trails. I do not own an bike and often ride TD bike trails. I see bikes often. I believe data and experience support that ebikes are not a higher risk on single track trails than a mountain bike. I like piloting the designated trail use and hope that can be expanded soon. One way routes for all bikes makes a lot of safety sense. Also consider that the Flume trail designates bikes only on even days. Consider this policy as well.
28. I think the changes make sense. However, I currently see ebikes on the TD trails (single track and fire roads). I don't see how the association will be able to enforce the proposed trail limitations on ebikes. Without staff patrolling the trail system, ebikes are going to go where they want regardless of the proposed usage rules - just as they do today.
29. "1. As a longtime multiple property owner and frequent Mt. Bike rider, I am strongly against any e-bike use on Tahoe Donner trails and roads.  
2. Since completely banning e-bikes is probably a lost cause at this point, I agree that restricting e-bikes strictly to Fire Roads and double tracks is prudent.  
3. More than any other regulation of e-bike use, I am most strongly against allowing e-bikes to go uphill on any single track. E-bike speed is a hazard to both uphill and downhill riders.  
4. I am also strongly against allowing e-bikes on downhill single track trails. If a rider isn't strong enough to pedal up a hill, they have already proven themselves incapable of properly and safely riding a heavy motorized bike on downhill single-track.  
5. The only legitimate excuse for allowing e-bikes is to serve Tahoe Donner members too old or feeble to pedal for themselves without motorized assistance. Since e-bike users have admitted by their choice of vehicle that they are old and/or weak, how can they be expected to exercise the kind of quick reaction time and muscle control necessary for safe riding in the high-speed, close quarters of a single track?  
6. I am 70 years old and no stranger to the effects of age and injury." Thank you
30. "Summary: I strongly support the proposed e-bike regulation.  
Comment re my observations and opinion re Class 3 E-Bikes:  
I am an avid mountain biker. Heretofore I have not had any adverse encounters with any e-bikes of Class 1 and / or Class 3 other than envy. I have not encountered a Class 2 E-bike on any dirt trails. I strongly support the proposed e-bike regulation but I am curious as to the exclusion of Class 3 E-Bikes. One can only pedal so fast and it would be highly unlikely that a mountain biker could reach the maximum assist level of 28 miles per hour unless they were going downhill wherein gravity takes over wherein any bike analog or E can exceed 28 MPH.





Due to my aging body and my desire to continue biking, I recently purchased an e-bike Class 1 and it has made me feel like I'm 65 again and hopefully provide me additional years of joyous biking. I have determined that on level ground, the fastest I could pedal is 18 MPH even with my bike being in the highest assist mode. I was trying to keep up with My friends on road bikes who due to gearing and less rubber on the road can easily go faster. The large bulky tires provide much drag. Due to mountain bike gearing, I just can not pedal any faster.

I demoed a Class 3 E-bike, which provided additional assist but again on level ground or uphill you can only pedal so fast. But again, due to the tire drag and gearing, you can only travel as fast as one can pedal. Much less than 28 MPH. I chose the Class 1 E-bike simply because it was 8 pounds lighter and thus easier to lift onto my car bike rack. Maybe when I'm 85 (God willing), I'll need the Class 3 assist. I'd like that option. But by then, I probably could lift the bike or drive. Thanks for listening."

31. "We believe no motorized vehicles should be allowed on our trails excepting maintenance vehicles or handicap accessibility. No E-Bikes of any class. There are plenty of trails designated for motorized recreational vehicles elsewhere in the Tahoe area.  
Thanks"
32. I am writing to support a trail ban of ALL electric/motorized bikes. While allowing Class 1 e-bikes may "feel" like a good "compromise," the fact is that these vehicles travel 20 mph and disrupt the natural landscape.
33. "I'm totally against ANY motorized vehicle on Tahoe Trails. Fire roads are ok for bicycles but not motorized bicycles. Walking on a peaceful trail and being confronted with a bunch of kids traveling 20 mph on a Class-1 E BIKE is not is not a good experience for us hardworking or retired property owners.  
I am against any motorized vehicle on Tahoe Donner Trails
34. I do not support the rule change to accommodate e bikes. Our trails are already overrun with bicycles. While I do support the use of trails for bikes I am against ebikes unless a person has a disability. There are plenty of OHV trails to accommodate bikes that are motorized no matter what class of ebikes there is.
35. I agree completely with the proposed rule change and urge the board to adopt the proposed rule change. Although I do not ride an e-bike I believe it is in the long-term interest of TD members to allow Class I e-bikes on TD trails. I also agree that Class II and Class III e-bikes should not be allowed on TD trails. I believe that the vast majority







of riders ride responsibly and I have never had a bad encounter with someone riding an e-bike.

36. "I support class 1 pedal assist e-bike use on trails in Tahoe Donner. As per news the USFS Truckee District now allows e-bikes on several trails including the 17+ mile Donner Emigrant Trail. Bureau of Land Management property allows E-Bikes. National Park Service allows E-Bikes on trails open to bicycles. Mountain bicycles are already allowed on Tahoe Donner's trails and Class 1 pedal assisted e-bikes take pedal power to operate and should be allowed. Downhill speeds of mountain bicycles and Class 1 E-Bikes are similar. Uphill speeds of mountain bicycles ridden by intermediate and expert riders can match and or exceed uphill speeds of Class 1 E-Bikes. On mountain terrain with obstacles all bicycles are limited and uphill sections require lower gear use by both mountain bicycles and E-Bikes. Don't restrict bicycle or Class 1 E-Bike use do to a few un-ethical, un-considerate yahoos. Thank You for your consideration."
37. "I am an avid user of the Tahoe Donner trail system and enjoy both hiking and mountain biking on the trails. I agree with the proposed modifications to the Off-Road Vehicle Rule. I agree with the proposed policy that Class 1 e-bikes only be allowed on designated fire roads and/or doubletrack trails."
38. "We have both a class 1 and a class 3 ebike. We would like all ebikes authorized on all trails. Or at least class ones on all trails and class two and threes on fire roads and double trails. Regular bikes go very fast by themselves and We don't see how the class twos and threes would impact the trails any different than regular bikes. You can only go so fast on a single track trail and regular bikes go the limit all the time. We don't go fast. We're older and need the assist that ebikes give us. This is important to us!! The association is making more and more rules to limit our use of amenities. We bought here because of the amenities and we pay increasing association dues. As it is we have to make reservations for everything and are limited to an hour and a half. Even without COVID restrictions things are changing rapidly. We bought ebikes assuming we could ride them on OUR trails and now more restrictions. I know and appreciate that you all are taking care of our environment but this is getting frustrating. By the way, how about putting up lights on the tennis courts and extending tennis hours."
39. "Class 1 e bikes should be allowed only on double track and no class 2 or 3 e bikes should be allowed at all. As a Registered Nurse working in the Surgery department of Tahoe Forest Hospital I have seen a huge increase in traumatic and orthopedic injuries related to e bike accidents, usually because of a novice rider going too fast and losing control. Sometimes





the injured party has been hit by the e biker. The singletrack trails in Tahoe Donner can be fairly technical and do not lend themselves to e biking."

40. Class 1 e-bike opens up the trails to those that may have a medical condition or want to get exercise but are not in shape to deal with the altitude as most homeowners are from the Bay Area. Northstar allows C1 e-bikes as they recognize this is the fastest growing segment for mountain bikes and TD needs to be competitive with the market. Many national forests and BLM land allow them as well due to ADA access to ensure everyone can enjoy the outdoors.
41. "Please prohibit all electric bikes from Tahoe Donner Association Trail system. There is a significant safety issue. These are basically electric motorized vehicles that travel too fast and create a safety hazard for other trail users--bicycles, horses and hikers.

There is no enforcement policy for the existing rules that outlaw these electrified motorized bikes. Violations should be met with substantial penalties including confiscation of the motorized vehicle including electric bikes. A trail pass system should be contemplated to better manage and enforce protection of TDA's trail system.

Not mentioned in the proposal, but the use of the snow XC trail system by bikes also should be prohibited. If there is demand, the golf cart trail system should be opened in the winter with a paid pass for bikes and dogs. Bike use of the XC trail system is dangerous with bikes traveling at significant speeds to XC skiers--both skating and classic. Opening up the unused golf cart trails would provide for this activity without endangering the health and safety of XC skiers. Further charging for this use could assist in off setting the golf course operation deficits."

42. We fully support the proposed modifications to the Off-Road Vehicle Rule.
43. We fully support the proposed modifications to the Off-Road Vehicle Rule.
44. "The present rule prohibits motor-powered bikes. This is straight forward and not ambiguous. The proposed modifications prohibit Class 2 and Class 3 electric bicycles on association-owned property AND allow Class 1, 2 and 3 electric bicycles in association parking lots. I find this modification ambiguous because if a rider arrives at the Adventure Center parking lot on a Class 2 or Class 3 electric bike I suspect one would then continue onto trails using same vehicle. Since distinguishing between a Class 1, 2 or 3 electric bike as a rider passes is difficult how can staff prevent a rider from continuing onto trails from parking lot. Suggesting that modifying the Rule to state 1, 2, 3 are allowed in parking lot but only class 1 is allowed onto trails is misleading because





what will occur is that all three class of bike will find its way onto trails. Website suggests a donation for non-members relying on an honor system. Using the same logic and expecting public and/or members to only use Class 1 bikes on tails seems foolish. The brochure sent to members states the rule change is one piece of the management plan to improve and sustain trail system and user experience. Encouraging more Class 1, 2 and/or 3 electric bike usage without financial compensation will not sustain the trail system. At the March 2021 Board meeting one of the options presented was to allow full access for e-bikes on all trails. I believe this is the ultimate goal of management and the Board. These changes will come at a price which homeowners will be required to pay. If the existing rule is a challenge to enforce I do not comprehend how enforcing the modifications will be any easier. The description on Tahoe Donner website describes a Class 1 e-bike as ""equipped with a motor"". The present Rule does not allow motor-powered bikes. Claiming the rule is ""ambiguous"" in an effort to allow bikes equipped with motors is not accurate."

45. We fully support the proposed modifications to the Off-Road Vehicle Rule.
46. "I disagree with excluding class3 bikes. The only difference from class1 is they stop providing power at 28mph vs 20mph for class1. The only way to get to 28 is on a flat paved road or by going downhill. I agree that class2 bikes should be excluded from the trails.  
There is also no way to tell a class1 bike from a class3 by looking at it. You would have to be very knowledgeable about the bikes to know. This makes the rule unenforceable and a waste of time.  
ALL bike rides have to be courteous to others on the trails and not demand right of way. Enforcement should be against bad riders, not bad bikes.  
I would be happy to continue this discussion. I am a full time resident and have biked every mile of allowable trails in TD this summer."
47. "Only class 2 e-bikes should be banned from the trails. Distinction between Class 1 and class 3 would make enforcement impossible. Plus the difference between 20 and 28 MPH is insignificant, especially when the bikes are going downhill.  
The Rule should be simple. A bike that provides pedal assist is ok on the trails. A bike with ta throttle that can go without pedaling is banned.
48. "PLEASE no e-bikes!! They will ruin our natural habitat and trail enjoyment!! Electric bikes have no place in quiet, lovely TD !!"
49. "We are completely opposed to class 1 motorized bikes being allowed on TD trails. We have often been startled with fast non-motorized bike riders on the trails. We often





have had to move very quickly, or ask the bike rider(s) to slow down to give us time to get off the trail (as we walk with our small grandchildren and dogs), to give them right of way. Bike rides are often going fast and motorized limits to 20 mph is still too fast. Leave the trails for the athletic pursuits of walking, jogging, biking, cross country skiing and keep any motorized vehicle off them.

Thank you for the opportunity to comment."

50. Please do not allow any e bikes on tahoe donner trails. They are motorized vehicles, we have plenty of roads in Truckee for them to ride on.
51. I feel strongly that all classes of ebikes should be prohibited on TD trails and fire roads.
52. As an aging, but long-term, mountain biker. I strongly urge rules that do not allow e-bikes or pedal assist bikes on any of the single track trails. There is nothing as disconcerting and annoying as working your mountain bike up an incline only to be pushed and overtaken by someone on a motorized vehicle, which is exactly what e-bikes are. Are we also willing to allow dirt bikes on these trails?
53. Our home backs to the East Perimeter trail. We have never had an issue with hikers or others until a large group of ebikers going uphill at speed almost ran over my children and dog. This is incredibly dangerous and not ok. I can see allowing the ebikes on recreation only trails that are not behind people's houses, but they should not be allowed in residential type trails.
54. "I support proposed rules to allow Class 1 e-bikes on trails as noted. Recommend including definitions of the Class 1, 2 and 3 on the rules for better clarity and compliance. Any signage should also define Class 1 e-bikes so anyone accessing trails who are not privy to the rules & regulations can know what is permitted and defined as Class1 e-bike."  
Thanks,
55. "I had my first concerning ebike experience two weeks ago which raise concern on the use of ebikes going forward. That experience was on an uphill climb on single track on the way to Hawks Peak. A rider came up behind me very quickly so I immediately pulled over to let the person pass. I stopped my climb. It wasn't until they almost reached me that i realized the rider was on an ebike. I don't mind moving over if i am a slower rider and i don't mind at all stopping on downhill rides for any and all uphill traffic. I do mind however that I did the right thing for a ""faster"" uphill rider that wasn't even riding.



All that said, I offer two options. Option 1, ebikes should not be allowed on single track: uphill or down hill (where they would be significantly slower than a mountain bike - looking at some of the riders, they would also be a danger to themselves) Second, if they are allowed on single track, traditional riders should not be expected to pull over for them on the uphills. They need to wait until they are given the opportunity to pass. For downhills, they need to pull over as quickly as safely possible. The introduction of ebikes should not impact the experience of traditional mountain bikers. The popularity of ebikes has really jumped in the last year and I suspect that trend will continue. I love the trail system at TD and the introduction of ebikes on single track would significantly decrease the value of the trail system.  
Thanks for the time, John"

56. "I don't ride e-bikes currently, but believe peddle assisted bikes have a place in the open space. Any issues are user related not bike related. Education and signage and speed limits are necessary.  
Any idiot and speed in a car or act recklessly in a public space, rules and acceptable use keep a civil society. Not banning fast cars, motorcycles, or peddle assisted e-bikes. I'm for e-bikes used respectfully."
57. "1. Ebikes cause more damage to trails (washboard, rutting) than regular mountain bikes. Any proposal to allow ebikes without a concurrent plan to address increased maintenance needs would be poor land management.  
2. Ebikes will bring more traffic to an already busy trail system. Even if they didn't come with an increased maintenance demand (ie previous item) the increased traffic would increase maintenance needs.  
3. There are many opportunities on USFS and TDLT land to ride ebikes. Can there please be a place where you don't have to get passed by one while working hard pedaling uphill?  
4. Ebikes detract from user experience in terms of user volume, brining more people to hard-to-reach places, and intermingling with people seeking a true non-motorized environment.  
5. Ebikes are a symbol of human laziness. Bionic legs are next. Sounds ridiculous, but so did e-mountain biking 10 years ago. E-bikes for getting around town are great. But If you own an e-mountain bike, you are lazy. Period. People have disabilities and people get old. That's too bad but not everyone can do everything...that's life. Please don't let TD be part of the human laziness problem."
58. E-bikes should not be allowed on the trails.





59. "Class 1 ebikes can go to 20 MPH. There must be regulations to control speed on ebikes and all bikes. There is a major accident ready to happen and Tahoe Donner will have full liability. Packs of riders from out of town and tourists are coming from all over and seem to think bikes have the right of way rather than walkers. I understand Tahoe Donner owners and thereby the Board wants to make money with short-term rentals and many are bikers but it is becoming unsafe.  
Please limit paths and trails adjacent to homeowners property, such as from campground to adventure center and similar property like Nature Trail TO NO BIKES. The bikers expect people to get off the trails and never make a move to get off path to let walkers pass. If you allow bikes and there is an accident on such trails, I will state we informed the Board of the danger and liability and you did nothing. If you have NO Speed limit on all our trails and with no note that walkers and hikers have right of way and there is an accident, I will inform them that we notified Board of danger as well."
60. "As a soon to be 75 year old with a back that cannot handle long climbing on a conventional bike I have been able to continue enjoying the beauty of Tahoe Donner among other places as I have since 1979.  
I feel like in any other outdoor activity that courteous and conscientious riding is the responsibility of the rider.  
The bike, the boat the car no matter what is controlled by the rider.  
All the negative hype about trail damage overcrowding etc have been proven to be pretty much nonexistent. Ebikes do not cause trail damage  
Most ebike riders have traded in their regular bikes for E so it's a trade off.  
Please allow the safe and conscientious use of Class 1 E Mountain Bikes at Donner.  
One other thing is no matter what your decision is there will still be E-mtb's at Donner.  
Class - bikes qualify under ADA rules as what is called "Other Powered Mobility Device"  
This law allows anyone with a mobility issue to ride wherever regular bikes can ride that are open to the public. TD is open to the Public.  
Thank You"
61. "Agree with proposal to limit e-bikes to double track and to fire roads. No ebikes on single track. I believe this is a sensible solution for safety and for preservation of the more delicate single track trails."
62. "Thank You, Thank You, Thank You!  
Allowing Class 1 eBikes was very important to me. I know there are a lot of dissenting opinions, but in the end, almost all negative interactions between speeding bikers and





others are going downhill where eBikes and regular bikes go the same speed. An eBike goes faster uphill, but it does not go fast. What it really does is empower many of us older folks to go much further out on trails than we could have before. We get to see those places that other people who are younger and stronger get to see. Thank you for allowing me to be able to do this,"

63. As a TD property owner since 1979, I have had the pleasure of exploring and utilizing all that TD has to offer for many years. As you might guess, I am now of the chronological age that puts me in that "senior category." But, my mind and desire to explore the many trails has not waned, even though my physical ability has changed through the years. I still enjoy skiing and mountain biking in the off-season gives me that same exhilaration. Admittedly, going uphill on my bike is getting harder and harder just so I can get that downhill thrill. A class 1 e-bike on the trails assisted me to keep up with my husband and still get a workout and explore areas I was not capable of getting to on my conventional bike. I don't currently own one and have only rented. I would love to purchase one of my own if I knew I would be allowed to legally use it on the TD trails for the rest of my golden years! Mostly everyone I have ever encountered on our trails have been courteous, respectful and cognizant of trail etiquette. I, too, am mindful of the rules and can't fathom speeding up or down the trails on a pedal assist bike. Thank you for consideration of this rule change for those of us who are young at heart and don't want to "just hike" as I have heard some others suggest.
64. "The bike proposal is a great step in the right direction. Thank you! I would ask that we also consider that "some" single track trails be designated as E bike authorized as well. Certainly is OK to have some that are not E bike allowed. Great compromise and keep up the good work"
65. "i primarily use the TD trails for hiking. Yet, I am all for allowing multi use of the trails, including cat 1&2 ebikes. I have found everyone on the trail to be respectful and friendly. - I am considering purchasing an ebike when i enter my more mature/golden years so as to continue to experience our wonderful trails and natural beauty for years to come!!!"
66. "An update to my previous comment. I forgot to mention, my wife and I own class 3 E-bikes."
67. "I like your proposed changes. I do recommend that the definition of restricted vehicles be re-examined in no less than 10 years, as both the technology is changing rapidly as well as our (member) use is changing rapidly.





P.S. Your form is a little silly as it requires a ZIP code for Tahoe Donner. Come on folks, surely you know our ZIP code!"

68. "I think if you allow one class of e-bikes it opens a loophole that could be abused. Who will be able to tell what type of bike someone is riding? Or remember which trail they are allowed on? How can this be enforced?  
I think all e-bikes should be prohibited. Much easier to enforce, and safer.  
Respectfully,"
69. "I FULLY SUPPORT this regulation change! No added danger, more outdoor options.  
Thank you."

