

MEMBER COMMENTS: PROPOSED NEW AND AMENDED OFF-ROAD VEHICLE RULE CHANGE AND ELECTRIC BICYCLE

Below are comments sent in for the 45-day member notification and comment period for the proposed new and amended Off-Road Vehicle Rule Change and Electric Bicycle Regulation. The below comments were received

Entry #	Date Created	Your comments related to the proposed changes to the Off-Road Vehicle Rule:
289	2021-09-13 10:06:09	<p>Hello</p> <p>I just wanted to comment on the use of E-bikes on our trails in Donner. I understand there are different levels of E-bikes but the one I am referring to the pedal assisted variety. I do not see any harm or erosion that results from the use of this type. My wife and I ride the trails as much as we can and fortunately she still has the ability to do so. She has been in Chemotherapy for the last 29 months and with the assistance of the E-bike (pedal assist) we can truly enjoy the trails Tahoe Donner has to offer. The pedal assist gives her more range to explore more of the trails and enjoy the beautiful scenery. Without the pedal assisted E-bike she could not enjoy all of this so I vote yes to allow pedal assisted E-bikes</p> <p>Thank You Joe Stone 415-763-9361</p>
288	2021-09-13 09:04:37	<p>I support the clarification of the off-road rules, and the prohibition on electric and motorized vehicles except for emergency or Association purposes. I further believe that the Board is moving too quickly in allowing Class 1 e-bikes, and I fear that significant damage to the trails, as well as enforcement problems, will ensue. I would prefer that all e-bikes remain prohibited for a period of, say, 3 years, during which time more information can be collected from other places (e.g., Forest Service lands) where various rules are being tried for e-bike use of mountain bike trails. It will be much harder to curtail e-bike use later, once it has been allowed at all. Keep the ban in place until we know more about the impacts of e-bikes on trails and other users. Thank you.</p>
287	2021-09-13 08:51:47	<p>I am against allowing e-bikes due to the increased traffic this will bring to the trail system. I am an avid mountain biker and really love TD's trails. The increase in traffic from the ebikes will really take away from the experience of mountain biking out there.</p>
286	2021-09-13 07:31:41	<p>Please do not allow e-bikes on our trails. I moved to Tahoe Donner for its wonderful mountain bike trail system specifically to escape e-bikes which have greatly reduced the ride quality of other areas. They create really dangerous situations where bikes come uphill very quickly towards downhill riders, they destroy trails, and they dramatically increase the number of riders on trails reducing the wild character of the landscape for both people and the animals that depend on wild places.</p>
285	2021-09-12 23:00:05	<p>All changes are acceptable except the language allowing Class 1 electric bikes. I feel strongly that ALL electric bikes should be prohibited in Tahoe Donner. Our trail system is a limited resource and electric bikes increase the range and intensity of use of one biker significantly. An electric bike allows the user to travel much farther with much less effort thereby increasing the distance traveled and the physical presence of that user - the impact that we trail users will feel by having more people going farther, longer will decrease our enjoyment of the open space and will also impact the critters that share the landscape with us. Please don't allow this.</p>
284	2021-09-12 09:33:43	<p>There is not a consensus of the membership to allow e-mountain bikes on Tahoe Donner trails. The two relevant member surveys show that more members are opposed to such a move than are in support. The comments that were received in response to the 45 day notice of the proposed rule shows a similar split in the membership.</p> <p>Tahoe Donner Board should respect member feedback on an important issue that impacts Tahoe Donner's most valued amenity. The Board should not amend a fundamental, decades old rule in response to the wishes of a vocal group of users who have alternative area trails on which to ride their e-bikes.</p> <p>There is no compelling argument for the Board to act now to approve e-bikes on Tahoe Donner trails. The staff will not be able to develop meaningful trail usage data at this time of year. Any proposals based on post-Labor Day trail data will be flawed as not reflective of average trail conditions and usage.</p> <p>Staff should spend the time to develop the RFP for the update of the Trails Master Plan. It would also be useful to have clear definitions of trails. For example, the staff report refers to both double track trails and fire roads. Are there any double track trails that are not also fire roads?</p> <p>Appendix A to the 8-27 staff report was not available to the members prior to the 8-20 deadline for member comments. The report suggests that staff could further restrict e-bike usage on segments of double track if "deemed necessary". What would the standards be for that decision? I note that, even after repeated requests for information, TD members are not informed about any accidents or incidents on the trails, thus excluding members from having input about when further restrictions might be necessary.</p> <p>In reviewing the comments that were received, it is interesting to note that many e-bike users believe there is no reasonable distinction between the classes of e-bikes. Indeed they make the same argument that some make regarding regular bikes and e-bikes in general - the different classes of e-bikes are indistinguishable. How does staff intend to distinguish between the classes? Every class of e-bike can be pedaled.</p> <p>The signage that staff has recently posted designating specific trail uses is being ignored. Just this week, I have seen bicycle tracks on Rawhide where bicycles are prohibited and horse droppings on True Grit where horses are prohibited.</p> <p>The Board should not assume that the signs will be respected. The Board should expect that if it adopts the proposed rule, there will be more trail conflicts as the public is notified via e-bike websites that Tahoe Donner is open to e-bikes.</p> <p>If the Board is intent on allowing e-bikes irrespective of member opinion, then, at the very least, it should limit the scope of the rule to only allow TD members to ride Class 1 e-bikes on Tahoe Donner trails. Members could simply be told that they should carry their member card while riding an e-bike on TD trails.</p> <p>There is no justification for allowing the public to further overrun our trail system riding e-bikes. Staff has not provided any information on the Association's ability or authority to enforce our covenants rules as against the members of the public.</p> <p>I urge the Board to adopt the third alternative in the staff report - leave the rule as currently written until an updated Trail Master Plan is adopted. If the Board rejects that alternative, the Board should limit the permission for e-bike use to Tahoe Donner members only.</p>
283	2021-09-11 08:56:46	<p>Common misconception is that e-bike riders ride with their motors on 100% of the time. The e-bike riders that I ride with have their motors on less than 5% of the time. We are in our 60's and from time to time we need a little boost to get up a short, steep section of the trail. Otherwise our motors are off. I only own one bike which is an e-bike. I also like to hike the same trails that I ride on so I understand the conflict. I understand the problem is with rude, disrespectful riders but banning e-bikes just because they have a motor is frustrating. A fun ride for me is from my home, up N Euer Valley, cross over on Coyote Crossing to S Euer Valley, then back to my home. I do that ride in its entirety with my motor turned off because I still want a workout. My bike is no different that a regular bike when riding with the motor turned off so it's frustrating that I am banned from certain trails. The problem is with rude, disrespectful riders on either type of bike. Thanks for listening!</p>
282	2021-09-09 22:31:42	<p>Strongly in favor of allowing Class 1 electric bikes, many of us are getting older and need this option to continue biking</p>
281	2021-09-08 16:57:06	<p>Just want to re-emphasize my support for class 1 Ebikes on TD trails. I was out this afternoon for a ride (on my regular mountain bike) and ran into exactly one other person on a mountain bike and no-one else. I was also out for a ride over the Labor Day weekend, and ran into only several small parties near the Adventure center. My point being that it is hard to imagine there will be ANY possible conflict or issues with allowing class 1 Ebikes on the trails. At most all would be required is a little education and common courtesy on behalf of trail users.</p>
280	2021-09-08 11:58:13	<p>People have been using e-bikes on Tahoe Donner trails for years. It is not an e-bike or no e-bike decision. Very simply, it is an enforcement issue. If they are allowed, it will need to be enforced by the type and the location of the uses of e-bikes. If they are not allowed that will need to be enforced as well. The real decision that needs to be made is non Tahoe Donner member access to our trails. Tahoe Donner advertises to the public to come and ride here. WHY? We pay for the trails, maintain the trails and the trails are an amenity that is for the exclusive use of Tahoe Donner owner/members. I even recently received an email, which went out to all contacts, from a local business stating that because of the California forest closures due to fires that Tahoe Donner was the place to go ride because the trails there are open. Tahoe Donner, you have your priorities wrong.</p>
279	2021-09-08 11:45:07	<p>I support the use of class 1 ebikes on Tahoe Donner trails.</p>
278	2021-09-08 11:20:00	<p>I am in favor of allowing Class 1 E-bikes on Tahoe Donner trails.</p>
277	2021-09-07 17:56:20	<p>Class 2 and 3 electric bicycles Why the restriction on Class 3 bicycles ?</p> <p>The issue should not be when pedal assist stops 20 mph vs 28 mph, it should be the speed limit on the trails and how fast the rider goes.</p>
276	2021-09-07 16:50:01	<p>As an avid cyclist who uses our trail system almost daily, some thoughts on usage. Embt are here to stay, many of us older riders, I'm seventy three, are having more fun now with our embt then we have in years. To say we can't ride our single track trails is unfair but also unenforceable. The posted signage prohibits ebikes on the majority of trails but not enforced. Many of older rider take more issue with the younger embt riders who truly can be out of control, but then again how is it controlled. There is truly room for all riders if we all show proper trail etiquette and slow down in congested areas. Thanks</p>
275	2021-09-07 15:26:28	<p>I am in favor of allowing e-bikes to use our trails. I am retired and in my mid-60's. Our hills are steep and demanding. I like being able to get out and enjoy our environment, but without some assistance this is rapidly becoming out of reach. Help seniors and others that could use a bit of assistance utilize our trails.</p>
274	2021-09-06 18:02:50	<p>Level 1 e-bikes do not appear any different than a regular mountain bike. They should be allowed on all trails where mountain bikes are allowed. They do not appear to cause any additional erosion to the trails. I use a level-1 e-bike as I have metastatic cancer in my lungs and have been undergoing chemotherapy for over 2 years. I cannot ride with my family using a regular bike. I would like to go on the same trails as my family and do not see that my e-bike impacts the trail nor other cyclists/hikers in any way different than a non-powered mountain bike. I have been on the trails during this evaluation period and have found other e-bike riders to be courteous and not at all disruptive. The speed is reasonable and not any greater than regular bikes. I am in support of e-bikes in TD, and for them to have access on all trails where bikes are allowed.</p>
273	2021-09-05 10:26:11	<p>I would like to give my personal perspective on why I support allowing type 1 e-bikes on Tahoe Donner Trails. I am a 50 years old woman who suffered a major hip injury during my pregnancy and went through a 10 year recovery process. The e-bike allowed me to come back to a hobby I enjoyed very much prior to my pregnancy; being able to get back to the trails has been one of the happiest moments in the last few years. Having the safety net on the option to turn on the motor when needed made all the difference. I have made huge progress and currently only turning on the motor when it gets very challenging, but I would not have been where I am today without an e-bike.</p> <p>I would also like to get a better understanding on what is the problem that the ban is trying to solve. Do we have actual data showing e-bikes are making the trails less safe? I feel that we are trying to solve the problem of overcrowded trails by increasing the barriers to mountain biking. If overcrowding is the problem we are trying to solve, shouldn't we instead figure out a way to limit access to non-residents.</p> <p>Finally, we could run a pilot program to collect necessary data to inform this decision. We can divide TD extensive trail system into areas with and without ban to to get hard evidence on the topic.</p> <p>Thanks, Grecia</p>
272	2021-09-04 09:27:55	<p>NO to allow Electric bicycles on trails. E-bikes will ruin trails and add congestion to already heavily populated trails. If E-bikes are allowed, what about dirt bikes? Please let's not open this door... NO.</p>
271	2021-09-04 08:43:19	<p>I think Tahoe Donner should allow Class 1 e-Bikes on all Tahoe Donner trails. They are as safe as any other mountain bikes. I also think that we should require an annual pass for the public to use our trails, if that is possible. That pass will provide a map, rules and policies, and information on our trail system.</p>
270	2021-09-02 20:13:02	<p>Good idea to allow only pedal assist type 1 Ebike. Regulating direction on some trails also makes sense.</p>

269	2021-09-01 13:31:44	I concur with the proposed changes to the Off-Road Vehicle Rule.
268	2021-08-31 17:14:16	I have already submitted input once. I am very much support of granting trail access to class 1 e-mtn bikes. I own both regular and e-mtn bikes and have ridden all over the north Tahoe area. A class 1 e-mtn bike allows me to ride a much further range and vertical elevation than I ever could on a conventional bike. I also agree with flexible future management of trails based on usage trends. Best, Mark Fissel
267	2021-08-31 17:05:31	Please understand that no older person that has an electric bike is going to ride at a high speed on the trails. We just want to enjoy the trails like everyone else does. Most people with elec bikes are older people. If you find someone traveling too fast on an elec bike, give them a warning and if they do it again, fine them or restrict them from using the trails. I do not think this will be the case. If people who like to just hike on the trails want to restrict others from using the trails then increase their dues and lower ours. We pay for the use of the trails same as they do. Thank you, Dave Olson
266	2021-08-31 16:47:45	e-bikes should be allowed on TD land. They will allow for more people to enjoy the TD trails further from the trail heads and spread people out more. Also, the e-bikes are not particularly fast and I am more than capable of going faster than an e-bike on my pedal bike downhill so we already rely on people being polite and courteous regardless of what type of bike they ride. For the record I do not have an e-bike and have no plans to get one and prefer to "earn my turns" but I don't think people who can't/don't want to work that hard should be prevented from enjoying all the trails.
265	2021-08-31 16:47:36	As long as TD rents ebikes, TD has to allow Tier 1 ebikes on their trails. Abusing trail rules by some does not and should not exclude the use of ebikes anymore than abuse of the trails by people on mountain bikes should translate to TDA outlawing mountain bikes. Pedal-assisted bikes are good for middle-aged and older people and those who need some assistance in enjoying the natural amenities of the Sierras. Thank you.
264	2021-08-30 10:32:05	I am 64 years old. I've had a triple bypass open heart surgery eight years ago. I have always been an avid mountain bike rider. With my heart situation I've started riding an e-Mountain Bike. It's the type you still have to pedal. It does NOT have a throttle. It is NOT an e-motorcycle. I don't go any faster on it than I did on my regular mountain bike ... it just makes it possible for me to climb better than I could before. It doesn't damage the trails ... it's no different from any other mountain bike in that regard. I'm strongly in favor of modifying our trail rules to allow NON-motorcycle e-mountain bikes. Mine doesn't hurt a thing and shouldn't matter to anybody.
263	2021-08-27 08:43:06	I agree with the decision to keep ebikes off the single track and limit to dirt roads. I was more open to single track at the start of summer, but I think 80%+ of the ebikes I saw were younger, healthy riders. Not the older or newer riders that needed the assist. I also had a negative interaction with an ebiker riding Cinnamon Twist uphill very quickly. On the flip side, I had positive interactions with a couple of times with ebike riders going out to frog lake who wouldn't be able to enjoy it otherwise.
262	2021-08-25 17:15:17	Fully in favor of allowing class 1 e-bikes on Tahoe Donner single track trails
261	2021-08-25 10:25:21	Don't ban ebikes. I don't ride one but I have friends that do that can now experience the same trails (again) that they otherwise couldn't due to ability constrictions. Those that don't ride a lot are probably leading the charge on the ban. I ride a ton and race on the national level. I don't get worked up when an ebike passes me. I'm happy to see them out there enjoying the wilderness. Keep these stupid rules in the Bay Area. Or maybe people that want this can buy a second home there where rules are on top of rules. Keep Tahoe and Truckee the way it is and the reason we chose to live here.
260	2021-08-24 16:45:05	Please restrict e-bikes to class 1 and no others. In addition, please restrict e-bike use to fire roads only. They are not appropriate for single track use.
259	2021-08-22 20:34:02	Hello, I enthusiastically support the proposed off-road vehicle rule change for Tahoe Donner. As a woman in her mid-50's, I enjoy an active lifestyle. However, e-MTBs afford me now and will for many years to come the ability to enjoy riding with my husband and other younger very fit friends. Class 1 e-MTBs are clearly not what were intended for exclusion in the original rules. e-MTBs are not loud and do not damage the trails and do not present a hazard to hikers. Thank you for modernizing the Tahoe Donner rules in a common sense manner to keep up with modern technology! regards, Nancy Schoenbrunner
258	2021-08-22 16:21:30	Hello, My name is Brian and a great friend of mine, Rich Coppola, lives in the Tahoe Donner community. We love the trails and atmosphere of this area and have been riding it for years. One particularly pleasant observation over the last year or few has been the addition of bike riders who would likely never have the fitness to ride into some of these amazing areas. However, due to the assistance provided by an E-bike, they are now able to enjoy the beautiful scenery that this area offers. As an example, my parents who are in their 60's have picked up cycling thanks the advent of E bikes! The health and fitness benefits they have accrued are incredible. They love going for bike rides now. It's really something. While I do own an E bike, 90% of the time, I ride my traditional bike. However, I recognize that the E-bike represents an enormous shift in not only recreation, but the health and well-being of our community. I believe the advent of E bikes is truly a monumental shift in promoting a healthy lifestyle to a larger population and this is something I will always support. As such, I am firmly opposed to any regulation or restriction of E-bikes. Thank you, Brian
257	2021-08-21 20:02:27	I honestly cannot believe that Tahoe Donner has taken the position of being an early adopter in this e-bike controversy. Rather than let the national forest service be the guinea pigs in this issue, so we can learn about the pitfalls, problems and possible best practices with allowing on e-bikes on trails along with hikers, normal real bikes, and hikers, we'll have the privilege of making all the mistakes on our own. Now that we've squandered that opportunity, I am very against e-bikes on our private trails, that I, along with many other TD homeowners who agree with me, have paid for. I have enjoyed the TD trails in the winter as a cross country skier, and in the summer as a real mountain bike rider and hiker. E-bikes, despite what e-bike enthusiasts say, are bikes with a motor. An electric motor, with pedals that turn. Period. E-Bikes go much faster, further, longer, than a real mountain bike. Tahoe Donner trails, I thought, were built to enjoy the wilderness and enjoyed by pedal, foot or hoof, not by motor. I am completely willing to allow e-bikes for the physically handicapped, but not for every public yahoo who wants to ride our TD trails, that we pay to build and maintain, while the trails become more crowded and unsafe. I am aware that there have already been some serious bicycle accidents in the Eur Valley this summer, and there will be many more, I am sure. I hope that you, as a board, are willing to take on the liability personally, because I certainly am not. You have absolutely no way to enforce which class of e-bikes can ride our trails, and you will have everything short of gas powered motorcycles on our trails. As far as I am concerned, you have not listed at all to the very large group of TD homeowners who do not want e-bikes on our trails. You simply gave lip service to focus groups and endless meetings, with no intention of ever considering anything other than allowing E-Bikes on our trails. I feel that you have completely let us down as a BOD, and will regret this decision to allow e-bikes. Please actually listen to what TD homeowners want- that is your job!
256	2021-08-21 15:29:09	Type 1 e-bikes should have the same access to all trails as other non-e-bikes are allowed. I ride both e-bikes and non-e-bikes and my Type 1 assist is just like an additional set of gears that allows me to access more trails with uphill sections. It provides me access to a broader range of trails than I would normally access and causes no greater degradation of trails or risk to others than other bikes.
255	2021-08-20 20:15:50	Please allow class 1 E-bikes on all dirt roads and all designated Mtbike trails, some which are shared with other users as well. E-bike users are mostly older folks, over 55, they practice good trail ethics and behavior and for many gives them the opportunity to still ride with friends and family. Thank you for your consideration.
254	2021-08-20 19:42:06	I am in favor of class 1 pedal assist bikes on our trails. I feel it allows a broader range of people to enjoy our wonderful trail system. Certainly never allow any class 2 or 3 on trails. I would also be in favor of further specialization of trails ie. hikers only, bikers only, equestrian only etc. Thank you, CB
253	2021-08-20 16:40:10	I would like to see e-bikes not allowed on TD trails. I think enforcement will be difficult and e-bikes may end up on other trails, I worry about wildlife impacts as well.
252	2021-08-20 11:07:17	This comment applies to All Bikes on All of Tahoe Donners Trails, OTHER THAN THE ALREADY EXISTING DIRT ROADS IN AND AROUND TAHOE DONNER X COUNTRY SKI AREA, EJR AND CARPENTER VALLEYS. No bicycle Manual or Electric or Gas Powered are allowed to travel on any trails, single track or wider other than on already existing Dirt Roads where there is enough room for hikers and riders to pass each other safely. Anything less than this provision will NOT Be Enforceable. For the safety and convenience of All interested parties, please implement this rule.
251	2021-08-20 10:50:58	In Tahoe Donner there has never been active, on-trail enforcement of Association trail policies – dogs can run loose out of sight and voice control of their owners, some mountain bikers fail to yield as posted, and there has been no enforcement of the longstanding motorized bicycle prohibition. Ebikes have been promoted as a tool for older individuals or those with orthopedic problems to access the trails. The vast number of ebike users that one sees in the Truckee area are not aged. They're young and middle-aged. Of the unapproved ebikes we've run across on TD trails this summer, two were ridden by teenage boys in a hot hurry who endangered those ahead. It's easy to foresee that these relatively effortless, speedy bikes are going to be much more widely used by younger people than older. We've witnessed the growing use of our association trails by the public. It's alarming to see large groups of mountain bikers that leave in long lines together from Alder Creek Adventure Center. On different occasions in July we've counted 12, 14 and 22 bikes riding together – and that's when we happened to be in the parking lot at those moments. Adding ebikes to the TD trail mix will not lead to more peaceful enjoyment of nature. It will only increase the number and speed of yet another group of users. As for the proposal to limit ebikes to wider, double-track trails, again, there will be no way to monitor or keep them there; many will simply head wherever they wish to go. We have no trail rules enforcement in our association, and we can not allow new user groups that we can't oversee or monitor. There's no keeping class 2 ebikes out, once the class 1 bikes inhabit the trails. It's hard to differentiate them as they zip by, and there's no one to stop them! Best to eliminate enforcement impossibilities and to say "no" to all types of motorized bikes. In the very near future new generations of motorized inventions will be promoted with much enthusiasm, as now, and a Board precedent of "trial periods" will have opened the doors. They can never be made to go away if a trial period proves unsuccessful. Please keep the TD forest habitat of which we are stewards as peaceful and welcoming as it historically has been for our animal population, observers of nature, and respectful trail users. In this time of greatly increased trail usage, we can't accommodate additional user groups! The motorized bicycle fans have ample trails throughout the Tahoe area that they can access. Tahoe Donner must not bear the burden of yet another bicycle group – one that will emerge with ever new variations of motorized vehicles as surely as technology is there to develop and sell them.
250	2021-08-20 10:17:05	The proposed rule will encourage excessive use by non members. The open accessibility of ebikes to the trails will be advertised on various social media resulting in Tahoe Donner becoming a go-to destination for non-members, increasing trail congestion and user group conflicts. TDA covenants rules do not apply to non-members, so they may violate ebike class restrictions and trail usage restrictions with impunity. Please reject the current proposal in favor of one that will accommodate TDA member ebike users in need of motorized assistance. TDA has no obligation to make its trails available to all non-member users.
249	2021-08-20 08:59:05	I have e-bike and would like to have ability to ride in Ted. I have heart condition and it is only kind bike. I can ride. Thank you for your consideration Newman Ng
248	2021-08-20 08:42:23	I believe TD should allow E bikes. I as owner am only able to ride Ebike due to my health constraints. Please allow them in the complex.

247	2021-08-20 06:59:15	<p>I am opposed to ebikes on TD trails for the following reasons:</p> <ol style="list-style-type: none"> 1.They have a motor. It doesn't matter what kind of motor. It's a motor and riders can go too fast on foot paths. Sets a precedent. 2.TD is not ready to add another "wheeled" user group. Bikes are becoming the dominant user group on the trails. Yet there is little education about trail safety and etiquette. The TD Ambassador program is a good start. But TD has not formally embraced the "Slow and Say Hello" campaign to inform users about trail safety. 3.No enforcement of rules. The bike community needs to police its own. Non-wheeled user groups (hikers and equestrians) continue to experience rude and aggressive mountain bikers. These bikers will not change their behavior when requested by other user groups. 4.There are plenty of ebike routes throughout the community on existing roads. My friends had a lovely ride up Skislope and through other neighborhood roads. 5. The trails are confusing even to seasoned users. People still don't know where they are or what the rules are for specific trails. Adding ebikes will only add to the confusion and potential conflict. <p>Please keep motorized vehicles off our peaceful trail system.</p> <p>Thank you for your consideration!</p>
246	2021-08-20 05:45:10	<p>I believe ebikes are motorized vehicles and should be treated as such, per the historical precedence set in our guidelines and rules. Meaning, any ebike or motorized vehicle is not allowed on our trails, hiking single tracks and/or service roads.</p> <p>Sincerely, Frank Richey, member since 1991 and mountain bike enthusiast.</p>
245	2021-08-19 21:41:45	<p>E-assist mountain bikes should be allowed on all bike trails. They principally help older athletes explore terrain otherwise unattainable to them. They ride slowly as they are afraid of injury. The speedy riders are all young and on regular bikes. Discrimination against older athletes, unconscionable. Restricting this access to members and guests only is fine with me. Motorcycles, gas or electric, with throttles not requiring pedaling should be banned.</p>
244	2021-08-19 21:11:51	<p>I support the rule change to allow class 1 e-bikes on all Tahoe Donner trails.</p>
243	2021-08-19 21:07:29	<p>I am not in favor of the rule change to allow for policy driven access for class 1 ebikes. I am both a hiker, mtn biker and x-country skier who has used the TD trails for many years. I am delighted to see e-bikes on the roads in TD and Truckee and am hopeful that the trend will continue to grow and reduce our dependence on cars to get around town. However, the trail system and open space is one of the few places one can go and not have to contend with motorized vehicles.</p> <p>I have heard the argument about e-bikes enabling the elderly and disabled being able to access areas they can not today. However, they will not be the only ones utilizing e-bikes, probably just a small minority, and the experience on the TD trail system will change for the worst.</p>
242	2021-08-19 20:56:57	<p>My preference would be to prohibit e-bikes at this time. I use the TD trails frequently, both as a hiker and biker. I would like to preserve the current conditions, which allow for quiet, peaceful enjoyment. Any change in permitted use affects the prior existing uses, and in a potentially negative way, by increasing traffic and speed on the trails. Yes, technology is changing, as presented in the TD explanation for proposing the rule change, but existing uses need to be respected, too. In the future, if e-bikes become very common on other open space trails in the area, e-bike use here could be reconsidered. We should not be leading the charge. Clarifying the existing confusing language in the off-road rule is fine as long as no new uses are added.</p>
241	2021-08-19 20:54:30	<p>I feel strongly that E-bikes should only be allowed on roads and fire roads, NOT single track trails. There should be places where you EARN your solitude, and allowing E-bikes access to all trails diminishes the biking and hiking experience for those who work to escape the masses. More heavily traveled roads and fire roads are more hospitable to less experienced riders, and are not sought out by those looking for a more "wild" experience.</p>
240	2021-08-19 16:32:42	<p>Each time I comment on the proposed electric bicycle (e-bike) rule, I wonder how the proposal has gotten this far. With member surveys showing that more members are opposed to e-bikes on the trails than support them, the proposal to allow e-bikes should have been rejected long ago.</p> <p>Now that the proposal is on the agenda for a Board decision, I urge the Board to reject it. Momentum alone or "let's just get this over with" should not be the basis for making a fundamental change to the members' most valued amenity - TD's trails. Once the Board officially welcomes e-bikes on Tahoe Donner trails, there will be no going back.</p> <p>I urge the Board to wait until it considers and approves the Trails Master Plan before dramatically changing TD's trail rules. Tahoe Donner staff will soon issue an RFP to update the Open Space and Trails Master Plan. Why should a proposal to allow e-bikes on TD's trails come before the Trails Master Plan? I have heard staff say that the e-bike rule will provide a "framework" for the Trails Master Plan. Frankly, I don't understand what that means. Also, I have heard promises that TD will build "hiker only" trails thus reducing the hiker/biker conflicts that will only get worse with the acceptance of e-bikes. Trail construction is expensive and Tahoe Donner does not have the staff or resources to manage the trails. The Plan and the trails management and construction budget should be developed first - before e-bikes are permitted.</p> <p>If the Board is intent on allowing e-bikes, I urge you to go slow and allow only TD members to ride e-bikes on TD trails. In the Board's earlier discussions about allowing e-bikes, the consistent argument in support of e-bikes is that members who are disabled or elderly should be able to use e-bikes on TD trails. Accepting that argument, the rational response would be to limit e-bikes to members who claim a disability or are elderly. The MidPeninsula Open Space District has required a claim of disability for people to ride e-bikes on their trails for years.</p> <p>If the Board believes that requiring a claim of disability would be administratively difficult, you can drop the need to claim a disability. Instead, provide that only TD members may ride e-bikes on TD trails. Or, go even further, and say that members and guests can ride e-bikes on TD trails. These riders would be directed to display the TD cards while riding an e-bike on TD trails, much as ski passes are displayed when the cross country center is open.</p> <p>Any of the above alternatives would be a vast improvement over the current proposal the Board is considering. The current proposal would result in TD trails being included on public websites that tell the public where e-bikes are permitted. The more public e-bike riders on Tahoe Donner trails, the more congestion, injury and possibly liability problems we will have. The public does not contribute anything toward trail construction, maintenance and management. Further, public e-bikers are beyond the reach of our Covenants enforcement. Why should the public e-bikers be permitted to use Tahoe Donner trails?</p> <p>I urge the Board to focus on meeting the needs and wishes of TD members and to reject the proposed rule. After the Board approves an Updated Trails Master Plan and increases the trails budget, a more limited rule change allowing for Members to use e-bikes on Tahoe Donner trails can be considered.</p>
239	2021-08-19 14:15:26	<p>I support the proposed off-road vehicle rule pertaining to e-bikes on Tahoe Donner open space and trails provided it is amended to do one of the following:</p> <ol style="list-style-type: none"> 1. Make the rule's provisions contingent upon the Tahoe Donner Association (Association) adopting and having in place specific policies and enforceable regulations delineating which fire roads, double track and single track trails where use of e-bikes is either permitted or prohibited; or 2. Direct the TDA to adopt by a specified date enforceable rules and regulations designating in which areas, fire roads, doubletrack and single track trails e-bike use is permitted and prohibited. Until such time as such rules and regulations are adopted, adoption of the proposed rule should be postponed by the board. <p>My wife and I are e-bike owners and riders, but stick to riding on roads and paved bike paths, such as the Legacy Trail. I am supportive of Tahoe Donner doing a better job of managing mountain bike usage generally on our open space and trails that are also used by hikers and equestrian riders, to avoid and minimize conflicts. Currently, such management is limited to signage at trailheads. Should mountain bikes, much less e-mountain bikes, be allowed on steep single track trails, like the one ascending Hawk's Peak?</p> <p>Or should e-bikes or mountain bikes be allowed on steep single track trails like Mustang Sally where a mountain biker was injured on July 23rd? That incident required an EMS rescue response by 2 ambulances, a 4WD all-terrain vehicle (ATV) and a fire engine, all with sirens blaring thru TD the Alder Creek Road gate where the entourage ended down into Euer Valley. John Groom, TD's new Director of Land Management, has provided few details on this incident which required an EMS response worthy of a multi-vehicle car accident with multiple injuries. Was the victim riding a conventional mountain bike or an e-bike one? What kind of liability does TDA have when TD owners, Airbnb "guests" and general public are injured while riding on TD's trails?</p> <p>The proposed e-bike rule is seriously flawed in terms of how it is to be enforced. Will violations be referred to the Covenants Committee for adjudication? Contrary to the assertion in the mailer sent out as part of the 45-Day Notice, the language of the proposed rule does not explicitly authorize or require "adaptive management," nor any prescriptive standards or rules, such as limiting e-bike usage to doubletrack trails. Consequently, this means e-bikes can be legally be used on any and every Association trail and fire road without limit or restrictions once the new rule becomes operative. Does this include the 4WD road from Crabtree Canyon to the Frog Lake property recently acquired by the Truckee Donner Land Trust? Or existing trails into Carpenter Valley? Or are e-bikes prohibited?</p> <p>If the board intends to delegate to the Association (TD staff) exclusive authority to determine and establish specific e-bike policies and enforceable standards relative to usage of Association open space and trails, the proposed rule should say so explicitly and not do so with vague and indirect wording which may be unenforceable.</p> <p>Thank you.</p>
238	2021-08-19 10:53:20	<p>Hello,</p> <p>I am writing to you today to voice my concerns regarding allowing e-bikes on the Tahoe Donner Trail system.</p> <p>I am a long time boarder at the TD Equestrian Center. Bike traffic on the trail system has increased tremendously in the past several years. Many bikers appear unaware of the risk to horse and rider they pose while speeding by unannounced. Though trails may be marked for equestrian and pedestrian use only, bike tracks are on every trail.</p> <p>Adding e-bikes to this already strained equation is a disaster waiting to happen. E-bikes can reach speeds of up to 20 miles an hour. These bikes should be allowed on paved roads and trails, obeying general traffic restrictions, NOT on trails shared by horses and pedestrians.</p> <p>The need for speed is apparent every time I ride my horse on the trails. Part of the thrill of riding a trail bike is speed. Horsemen riding the trail system are not often seeking speed. We primarily stay in a walk or trot. Adding motorized bikes to the trail system is a hazardous proposition for all users.</p> <p>During my first experience boarding at the EC, many years ago, I was informed that there was a specific area relegated to motorized vehicles, such as 4 wheelers. It would be my suggestion that e-bike riders use this area for recreation on the trail system.</p> <p>Thank you for your consideration in keeping all users of this magnificent trail system safe.</p>
237	2021-08-19 08:57:47	<p>I am in favor of allowing pedal assist bikes on Tahoe Donner trails. To have an amenity that is only available to a small group of people makes no sense. Those against are using the same arguments that people used to try to keep snow boards off the "ski" mountains and mountain bikes off the "hiking" trails. We have learned to share the road and share the mountain. Now we need to learn to share the mountain bike trails.</p>

236	2021-08-19 08:17:47	<p>The board and the committee have done an incredible job putting this issue out to the membership! Your efforts are much appreciated.</p> <p>I SUPPORT the proposed changes and found that the majority of people that I talked with ALSO SUPPORTED the proposed changes. And also found that the majority of people who did not support the changes were still confused about the "throttle" bikes which are not included in this change.</p> <p>I CANNOT ride a bike without pedal assist on trails or long distances. (Not enough strength or stamina at my age) But that does not mean I don't want to enjoy our facilities. The peddle assist bikes have given me an entire new range of capability and enjoyment of our beautiful adventure center and vast trail system. It would be very "backward" thinking to not move forward with the proposed change so that everyone that wants to, can enjoy our trails!</p> <p>PLEASE MOVE FORWARD WITH THE PROPOSED CHANGES! Thank you again for all your efforts! Sincerely Mark Mullins</p>
235	2021-08-19 08:15:46	<p>Hello,</p> <p>I am writing to you today to voice my concerns regarding allowing e-bikes on the Tahoe Donner Trail system.</p> <p>I am a long time boarder at the TD Equestrian Center. Bike traffic on the trail system has increased tremendously in the past several years. Many bikers appear unaware of the risk to horse and rider they pose while speeding by unannounced. Though trails may be marked for equestrian and pedestrian use only, bike tracks are on every trail.</p> <p>Adding e-bikes to this already strained equation is a disaster waiting to happen. E-bikes can reach speeds of up to 20 miles an hour. These bikes should be allowed on paved roads and trails, obeying general traffic restrictions, NOT on trails shared by horses and pedestrians.</p> <p>The need for speed is apparent every time I ride my horse on the trails. Part of the thrill of riding a trail bike is speed. Horsemen riding the trail system are not often seeking speed. We primarily stay in a walk or trot. Adding motorized bikes to the trail system is a hazardous proposition for all users.</p> <p>During my first experience boarding at the EC, many years ago, I was informed that there was a specific area relegated to motorized vehicles, such as 4 wheelers. It would be my suggestion that e-bike riders use this area for recreation on the trail system.</p> <p>Thank you for your consideration in keeping all users of this magnificent trail system safe.</p>
234	2021-08-19 07:47:54	<p>I support the rule change to allow Class 1 pedal assist e-bikes on Tahoe Donner trails. E bikes make MTN bike riding much more enjoyable for the entire family.</p>
233	2021-08-18 20:49:24	<p>The "off road vehicle rule" was created many years ago before the advent of E-bikes could even be contemplated. As such, it's original intent to deter motorcycles and snowmobiles does not translate to the modern day E-bike which is not a like machine. In fact, not a machine at all but a pedal assisted bicycle. Time to update the rule and the language.</p> <p>It's time to embrace modern times, modern modalities and stop hating on E-bike users. Most of us are old (ish) and just want to enjoy the trails we have rightful use of in a peaceful and respectful manner.</p> <p>Thank you</p>
232	2021-08-18 15:55:44	<p>While I think that electric bikes are a really good thing for commuters and allowing people to bike around our hilly streets, especially Northwoods, I do not think they should be allowed on the off road dirt trails which we have worked so hard to establish and maintain.</p> <p>These electric bikes (and often the riders) are heavy and will cause much more deterioration to our trails and surrounding environment. Those using these bikes often do not know the rules of the trails, are speeding too often creating a hazard for the rest of us, and are already a problem with trail etiquette. I have already had encounters with electric bike riders and they scared me when approaching, did not call out their intentions and passed me at high speed veering off trail in a very dangerous manner and damaging the off trail conditions with their heavy electric bikes.</p> <p>I would vote for no motorized vehicles on our trails to preserve the wonderful trails and to keep them safe for all who enjoy these trails!</p> <p>Thank you for your attention. I hope you will do the right thing.</p>
231	2021-08-18 13:44:05	<p>Dear Tahoe Donner:</p> <p>I believe allowing Electrical motor bikes of any sort on the Tahoe Donner private property trail system will be a big mistake. The trails could become busy with inexperienced riders who will be over their heads with the technical nature of riding and will have no idea how to manage the trails with other hikers and equestrians. There are plenty of public areas and streets that motorized bikes can access other than our private property.</p> <p>It seems like Tahoe Donner, however, is determined to proceed regardless. If so I would propose that the Association condition the approval on a "3 Strikes you're out" policy. In other words, after the third medical injury emergency, accident, or helicopter airlift of a rider on a motorized bike, the "conditional" approval will be revoked. This is a very important condition.</p> <p>Thank you,</p> <p>Fred Goldsmith</p>
230	2021-08-18 10:57:19	<p>I support the rule change to allow class 1 ebikes on the trails. This will give our older/physically challenged members an opportunity to use the trails which they may not currently be able to do.</p>
229	2021-08-18 09:56:44	<p>Hello, I am writing in FULL SUPPORT of the ebike rule change. I am a young adult in my 20s and I ride a TRADITIONAL mountain bike. One of the things I really enjoy is a group activity ride with a mix of ebikers and traditional bikers. We are not fast riders, just enjoying the great outdoors. I would like to see ebikes allowed on single track or wherever traditional bikes are allowed. This will allow all of us to stay on the same trail without having to split up. The factor that determines the speed on single track is not whether you're riding an ebike or a traditional mountain bike, but it is the trail itself and the rider ability. This is so obviously seen in practice and supported by the findings of the National Forest East Zone Connectivity study. I have encountered many ebikers on single-track and have never had a problem with etiquette or speed and would like to see ebikes allowed on single track as well.</p> <p>I have also tested out ebikes and can see why it is so much fun, not because of speed, but the assist on the uphills is great! When I eventually purchase a mountain bike (because I borrow now), it will be a traditional mountain bike. Riding is a great way to burn calories and I believe I can burn more on a traditional mountain bike than on an ebike. Never-the-less, I believe strongly that this option should be allowed for those that would like the extra boost for hills or distance and/or because of age, rehab or physical disabilities. The safety and etiquette of a rider depends on the rider and not the type of bike they ride. In total support of the rule change that allows ebikes on Tahoe Donner trails.</p>
228	2021-08-18 09:28:55	<p>I'm somewhat confused by the restrictions. Is the proposed rule classifying only mopeds as class 1 to use fire roads and trails while my hybrid electric bicycle is restricted? As a long time resident and retired person with a cardiac condition I was really looking forward to using my e-bike on the fire roads. I've been waiting for the board decision to clarify the rule more succinctly. By the way, couldn't tell you last time I ever saw a moped on a trail here in TD, if ever. Thanks</p>
227	2021-08-18 09:19:49	<p>Class 1 bikes should be permitted on fire roads, double track and at least 25% of single track trails. Differentiating class 1 bikes from non-electric is no longer acceptable. Ebikes will only become more popular as prices continue to drop. The "purist" will soon be outnumbered 2 or 3 to 1, and maintaining an archaic policy for them is unfair.</p>
226	2021-08-18 08:16:48	<p>I would like to state that I am in support of allowing ebikes on the Tahoe Donner Trails. I find that most bike riders, whether they are on a bike or an ebike are good stewards of the land and are out for enjoyment-not to tear up the trails. Ebikes are inevitable and let's make sure they are able to use our trails in Tahoe Donner.</p>
225	2021-08-18 07:53:15	<p>Before this measure is voted on ALL members of the board should actually ride the various classes of ebikes which would enable them to have a clear understanding of how the bikes operate.</p> <p>I support class one ebikes on the single track and fire roads. There are more than enough trails to have designated hiking, biking and horse trails.</p> <p>My experience riding and hiking the trails is that the fast riders are not the ebikes but the occasional young ones flying up and down the trails. I spend a lot of time on the trails and run INTO VERY few others riders out there.</p> <p>This seems to be a case of hysteria without experience. Many people have opinions but, at least in my experience, they aren't in the trails when I'm out there.</p> <p>In the 4th of July weekend I rode every day, running into about 6 other hikers and bikers each day. My complaint the folks who didn't have a clue about trail etiquette. They split the trail, forcing me down the middle, the rode three abreast, etc these folks were on regular bikes and hiking - THEY were forcing me - the ebiker off trail and into trees. My point is that no one group is at fault here. Everyone is responsible for trail etiquette.</p>
224	2021-08-18 07:49:05	<p>I am absolutely in favor of allowing e-bikes, with restrictions.</p> <p>I have enjoyed mountain biking on the TD trails for the past 13 years. Each year the hills get steeper, and the only way I can continue to ride is with an e-bike. I have used one for the past 3 years. (I will continue to do so even if the present ban continues - I am 84 years old, sue me.)</p> <p>E-bikes are not harder on the trails, and are inherently no more dangerous to hikers. The problem is, I think, irresponsible younger riders. (Why do they even need e-bikes?)</p> <p>I suggest prohibiting e-bike use on only the most challenging trails. If you really need an e-bike, I doubt that you should be biking those trails. Frequent signs on those trails might shame enough rule breakers to avoid serious problems.</p>
223	2021-08-18 07:07:59	<p>I support the use of e-bikes on our trails. There are so many people who now have a chance to ride safely as they get older. It comes down to people's behavior on a bike- whether an e-bike or regular bike</p>
222	2021-08-18 06:55:20	<p>I am a new full-time resident to Tahoe Donner and a retired recreation director with 40 years experience from the Midwest. In my career and in pursuit of recreation I have been a part of many unnecessary "prohibitions" such as the current one you have on ebikes. Hikers/horse vs mt. bikers in the 80's, skate skiers vs. classic skiers, skiers vs. snowboarders, surfers vs. paddle boarders and the list goes on. As in all recreational activities they all evolve and certainly biking has. And as with most new sports you need to learn to embrace it, because it is here stay and there is no stopping it. By embracing it I mean you need to think of the positive aspects of the new technology. The ebike gets more people out enjoying what we have all worked so hard to preserve and improve. By more people I mean not just the elite few who can climb on a bike to Drifters Hut or Hawks Peak. Like me a 60 year old man, or my neighbor who is unfit and working hard to get back in shape, or a 10 year old kid who has spent too much time indoors. The ebike is perhaps a perfect tool to get people out, especially in our hilly community.</p> <p>Don't fall prey to whims of the elitist bikers who want to ban the sport and keep the trails to themselves. The reasons they do not want to allow ebikes as listed in your survey responses are just as absurd. Ebikes are not loud. Most people do not even know my bike is an ebike when I go by. Ebikes do not cause damage to the trail because of excess weight, 10 or 15 extra pounds is not an issue. If so then 500lbs of horse should be banned as well. And the last one of over crowding! We as a country have spent billions of dollars preserving land and building trails so people can enjoy it. The best way to foster appreciation of what we have is through utilization! The ebike is the perfect tool to allow people to utilize and appreciate the trails and beauty of Tahoe Donner.</p> <p>As for the specifics of the "new rules" for ebikes keep it simple. Class 1 ebikes should be allowed everywhere nonpowered bikes are allowed. Class 2 and 3 bikes should not be allowed as is the case on many forest service and National Park properties. As someone who had to enforce new rules in the past making the rules too specific makes them hard or impossible to enforce.</p> <p>Embrace the new technology and allow more people enjoy this beautiful area.</p> <p>As one of the newest members of your community and as someone who has been in the recreation business my whole career I hope that my opinion will be heard. Thank you, Brian Fowler 14345 Skislope Way 440-479-0228</p>
221	2021-08-18 06:45:40	<p>I have submitted numerous factual comments that debunk most of the negative comments made on this subject.</p> <p>I wish to repeat so there is no misconception that if this anti ebike rule would take effect that there will still be many ebikes on the trails.</p> <p>Because Tahoe Donner allows the general public to use its Trails it is required under the ADA Other Powered Mobility Device Law or OPMD for short to allow class 1 ebikes wherever regular bikes can go.</p> <p>There are many Ebike riders that ride Donner regularly that qualify under this rule.</p> <p>I promote the safe and respectful use of Class 1 E-Mtb at Donner</p>

220	2021-08-17 21:51:33	<p>I support the rule change to allow Class 1 Ebikes on TD trails, as long some single tracks are allowed.</p> <p>I have been riding TD mountain bike trails for 15 years, and recently started using a Class 1 Ebike. I ride with a group of mixed regular and Ebikes, and we have had no problems; we stop for uphill hikers and riders, and they do the same.</p> <p>Some trails have deteriorated in the last 15 years- dirt worn away leaving big rocks, etc- due to aggressive riding by regular bike riders. I don't think class 1 ebikes will be any worse. Class 2 ebikes should definitely not be allowed.</p> <p>Thank you, Bill Kreamer</p>
219	2021-08-17 21:24:36	<p>Ebikes should be allowed on all fire roads. Downhill single track ok as well. Should NOT be allowed on uphill single track ..If I'm pedaling unassisted, it's annoying to pull over to let packs of ebikes pass (when without the assist, they wouldn't be passing)</p>
218	2021-08-17 21:23:32	<p>I'm not super excited about sharing off road spaces with motor bikes, regardless of their power source. I saw a lot of e-bike use on Tahoe Donner trails this summer, regardless of what the rules were. It clearly enabled a lot of people with little to no bike handling skill to find their ways onto dirt trails at speeds that made for a funny /sad pinball off the pine trees scene. It's not going to result in a welcoming or safe place for kids or older folks to enjoy the trails.</p>
217	2021-08-17 21:19:40	<p>I am 100% in favor of pedal assist bikes. Share the trails to all!!! Let's work together to educate the riders on all of the positive benefits ebikes have to offer.</p>
216	2021-08-17 21:12:54	<p>I am in favor of peddle assist electric bicycles. I propose that the current ban on off-road peddle assist mountain bikes be over turned. The bikes are not the problem, it's the riders that need to be educated on the norms and etiquette of the trail.</p> <p>I personally do not own an off-road mtn bike, but have several friends that do for a variety of reasons; old age, injury, simply more fun</p>
215	2021-08-17 21:11:54	<p>I am in favor of peddle assist electric bicycles. I propose that the current ban on off-road peddle assist mountain bikes be over turned. The bikes are not the problem, it's the riders that need to be educated on the norms and etiquette of the trail.</p> <p>I personally do not own an off-road mtn bike, but have several friends that do for a variety of reasons; old age, injury, simply more fun</p>
214	2021-08-17 21:01:30	<p>I am in support of allowing ebikes full access to the TD trail system. They do no more harm to the trails than a non pedal assist bike and are allowing more people to enjoy the amazing trails we have in TD.</p> <p>Thank you</p> <p>Jim Pyle</p>
213	2021-08-17 17:58:58	<p>We moved to Tahoe Donner in 1996 and have been avid mountain bikers ever since. Our passion for mountain biking has brought our family closer together and improved our health and sense of wonder of why we moved to Tahoe Donner.</p> <p>Last November, I was diagnosed with stage IV Cancer and literally thought life was over. However, we have found a treatment plan that will add years to my life but the side effects of my treatment are very real and hinder my ability to enjoy our trails as I have been doing for many years. During this process, my wife and I both purchased Class 1 - E-bikes and it has brought a real bright light in the otherwise darker moments.</p> <p>We are asking the board to consider those of us who need the assistance of an E-bike so we can continue to enjoy our world of mountain biking in Tahoe Donner together.</p> <p>We believe everyone should be kind to each other and the continue to let our forest be a place to gather and be polite no matter whether someone is walking, horseback riding, hiking, biking or E-biking.</p> <p>We hope you will consider this quick note as you continue to evaluate the use of E-bikes in our community.</p> <p>David & Colette Horan August 17, 2021</p>
212	2021-08-17 17:56:27	<p>I support the Rule change. Class 1 E Bikes should have full access to all the same trails as non pedal assist mountain bikes.</p>
211	2021-08-17 17:41:48	<p>In reading this and in looking at the trails map, it looks as though Class 1 won't be allowed on single tracks where peddle-only bikes are still allowed. What is the logic for this?</p> <p>If it's because of perceived faster speeds? Class 1 don't go any faster downhill than a normal bike but, for me personally, I like the peddle-assist on the uphill. If related to possible erosion of the trails, why exclude Class 1 only? You could be fair and "take turns" to limit peddle bikes, hikers and Class 1 to be allowed on certain single tracks on certain days of the week.</p> <p>I have enjoyed going out on my Class 1 on the fire roads, the double-track and the single track paths with my husband on his peddle bike. It's got me out on a bike again. Why would you limit me to certain trails and not him?</p> <p>My bet is that most Class 1 owners aren't speed demons but like to get back out on a bike with their friends and family, and are probably on the older, cautious and "courteous-to-others" side. Why discriminate?</p> <p>Thank you, and my apologies if I've misunderstood this and that Class 1 e-bikes will indeed be allowed wherever a "normal" peddle bike can go.</p>
210	2021-08-17 15:56:19	<p>I have enjoyed having certain trails designated as no horses - like cinnamon twist. High traffic routes are tricky with horses. I think e-bikes should be allowed on all fire roads but not mountain bike trails. My mother in law has a bad knee and would like to ride the fire roads in euer valley, for example.</p>
209	2021-08-17 14:49:03	<p>I am opposed to limiting access to only Class 1 ebikes thereby excluding Class 2 bikes. Class 1 and 2 bikes are both limited to 20 mph. Only Class 3 bikes are built to go faster. The only difference between Class 1 and 2 is that Class 2 has a "throttle". As senior citizens with Class 2 ebikes, we use the throttle to get the heavier bikes started, then ride with throttle assist just like a Class 1. To deny access to Class 2 bikes means seniors and the handicapped will be denied access to a lot of property we have supported for many years. My wife and I do not ride fast or recklessly- we don't want to hurt ourselves or anyone else. TD makes separate accommodations for elderly members at the ski areas; couldn't we do the same in this case?</p>
208	2021-08-16 19:12:23	<p>I believe any rule you want to put in place you have to make sure you can enforce it. How will TD enforce e-bikes in particular?</p> <p>Because of Covid we have been able to be here since last fall. I hike many of the trails in TD as well as surrounding areas. There are already e-bikes on the trails in TD and the riders are just as bad on the trails as they are on the streets. In 8 months there was only 1 biker that yielded to me as a hiker and he was a young man. The rest expect me to move over because they have "momentum". The e-bike riders never slow down on the trail.</p> <p>I vote NO on all motorized type on our trails. It's bad enough with all of the dogs off leash and then add in motorized types of transportation, no thanks.</p>
207	2021-08-16 19:07:09	<p>I am a longtime Tahoe Donner homeowner, avid mountain biker, road cyclist and trail user. I oppose any type of e-bike/motorized vehicle on the Tahoe Donner Trail System for the following reasons:</p> <ol style="list-style-type: none"> 1) E-bikes are unsafe on dirt roads due to their speed relative to other trail users. Class 1 e-bikes are easily capable of travelling at 20 mph speeds on flat and slightly uphill terrain. A 20-mph speed is simply too fast for a dirt trail when there are other trail users who are travelling at much slower speeds - hikers, equestrians, runners, dog walkers, dogs, regular mountain bikers. A 20-mph speed on a flat paved road is extremely fast, even for the most fit road cyclist, let alone on a narrower dirt trail where the predominant users are moving at much slower speeds. 2) Who is going to police the Tahoe Donner Trail System to prevent the use of Class 2 & 3 e-bikes? How will this be done? Allowing Class 1 e-bikes on the trail will lead to Class 2 & 3 e-bike use at their easily obtainable unsafe and excessive speeds. 3) Unfortunately, most e-bike users are novice dirt trail riders as you don't need the prerequisite physical fitness level and associated technical experience of a regular mountain biker to ride an e-bike/motorized vehicle on a dirt trail. This will account for more accidents for all trail users. 4) Has the Tahoe Donner Board fully considered all the potential physical dangers and liability costs to defend claims made by victims of e-bike collisions on our trails? 5) Why allow e-bikes on "private" Tahoe Donner dirt trails when there are plenty of "public" dirt trails that allow for e-bikes in the Truckee area (e.g. Commemorative Overland Emigrant Trail, Sawtooth Trail, Big Chief Trail, Donkey Town Trail, Jackass Ridge Trail, all OHV trails and fire roads that allow motorized vehicles, including Dog Valley Road and Coldstream Canyon)? 6) Does the Tahoe Donner Board really need to update our trail rules to address modern technological advances to allow for e-bikes/motorized vehicles in a "forest" on private land? 7) If e-bikes/motorized vehicles are allowed by the Tahoe Donner Board on our trail system, the general public Class 1, 2 & 3 e-bike users will inundate our once tranquil and safe forest trail system. <p>Thank you for your time and attention to this matter.</p>
206	2021-08-16 14:43:30	<p>Class 1 e-bikes will invariably increase bike traffic on off-road trails in Tahoe Donner, as they make steeper trails more accessible to young and old alike. As a hiker and equestrian, I don't mind sharing trails with cyclists as long as they know and observe the proper yielding etiquette. The problem is that many cyclists seem unsure of this etiquette, or ignore it their quest to maintain momentum. It's rarely a danger on roads and wider trails with good sight-lines. Where the problems occur is generally on multi-use single track trails (which often have limited sight-lines) and at intersections. This year I notice that a few single tracks at Alder Creek/Euer Valley have been designated for hikers/equestrians only. I think separating use of single tracks in this manner is necessary for trail traffic grows. At this time, I suggest that at least one more hiker/equestrian single track should be added for access to the west end of Alder Creek and Euer Valley, and that the Trail Map legend be updated to indicate usage next year. If this trail management practice becomes codified, permanent, clear signage should be placed at the trail heads and intersections.</p>
205	2021-08-16 13:48:34	<p>In the past few months, we have scrutinized the Class 1 ebikes to see whether or not they belong on Tahoe Donner trails. I am amazed at the design of these bikes, whose technology fits the intended application so well with its goals to preserve the mountain biking experience for all users while enriching the individual experience of many. The manufacturers of these bikes are well respected mountain bike companies, such as Specialized, Santa Cruz, Giant and Trek, that are dedicated to the sport of mountain biking. Their efforts to make ebikes as much like traditional bikes with a physical assist have been very successful. I have included two quotes from the National Forest's East Zone Connectivity Decision notice (found at the end of this letter) whose study substantiates this success. These bikes have quietly been on Tahoe Donner trails for 3 years and people have to work pretty hard to determine that they're not regular bikes! The fact that it's the choice for older riders, those that are rehabbing or have physical disabilities should speak to the safety of these bikes. Paired with the trails environment in which they will be used, the Class 1 ebike has found a permanent place in the industry for I believe the following main reasons:</p> <p>■ A respect for mountain biking to be a physical, engaging activity where the primary motivation of a Class 1 ebike is to "assist" --doing so ONLY when the rider is engaged and peddling, and will no longer assist when the bike reaches 20 mph. There is no throttle.</p> <p>■ Its application on a single track is perfect! Single track serves as a natural speed enforcer with its narrower trails, alignment, switchbacks and obstacles. The trail itself regulates both traditional riders and ebikes to go far below their maximum speeds on single-track. In fact, because speed on single track is dictated mainly by rider ability and the trail itself, a good traditional rider will be able to outride a typical ebiker on single track. Which begs the question, why would a traditional mountain bike be allowed on single track and not an ebike?</p> <p>■ Its environmental impact is the same as traditional mountain bikes.</p> <p>■ Its electrical motor is quiet</p> <p>■ Its ability to allow a rider to quickly peddle themselves out of trouble (e.g., the little assist to get over a rock at the end of an uphill) has made this my go-to bike when attacking new and potentially more difficult trails.</p> <p>This debate has been passionate. I find the passions are elevated as (a) all the worst possible encounters of traditional mountain bikers are misdirected to ebikes, (b) we have an influx of people moving to this community and more use on our trails and (c) mountain biking is popular and people are choosing that as their preferred mode to recreate. All the ills experienced by the current environment propel the effort to prevent other members from choosing mountain bikes as their preferred method of trail use. There are some that look for any possible reason, valid or not, to discredit the use of ebikes here. Concerns about ebikes going 20 mph on single-track are sensationalized and the noisy ebike motors are downright false. The ebike opponents are attempting to call for a total ban of ebikes on the trail and if they can't get that, to impair the ability of an ebike rider to fully enjoy our trails by limiting them to double track. This is particularly difficult when you have a group of traditional mountain bikers and ebikers having to take separate trails several times on a ride while trying to define the meetup location. It also takes away a key draw of the sport, the mental engagement and challenge that single-track demands. It does not matter that study and practice have shown that the speed and characteristics of ebikes on trail are similar to traditional bikers. To those that ride ebikes, it is very clear how unfair this is. Tahoe Donner staff is poised to handle this environment with Adaptive Management in place and plans for hiker only trails in the future. We need to let this play out and come up with creative solutions to enhance the trail experience for all and not allowing a few to dictate how others can use the trail.</p> <p>As ebikes are taking a hold on this region, we can try to hold back the tide of all the above benefits and popularity of an ebike, but at what costs is Tahoe Donner willing to expend? Enforcement will be difficult and as such will require money, staff resources and a punishment levied on its own members for choosing to recreate with a bike that allows them to actually get out on their trails or enhances their experience. In a year, we will have round 2 of this debate, as tensions will rise with the growing desire for ebikes by members and the realization of the difficulty of enforcing an unfair rule. But perhaps the greatest damage is the discord among the community as it goes against everything that Tahoe Donner stands for and against what a GREAT community stands for. The best of Tahoe Donner supports their members to use their trails in the way they choose, whether it be biking, hiking or on horseback. A great community will have its members supporting other members that choose to recreate differently than themselves. The BIGGEST FACTOR that will allow our TRAIL EXPERIENCE to THRIVE is respect for other user types and consideration for all users. These are values we want to instill that need to resonate from every single trail user, every staff member all the way to the Board of Directors of this association.</p>
204	2021-08-16 13:08:24	<p>Ebikes are the best thing to happen to my family. We don't drive to trailheads anymore and the kids are choosing to bike over video games. Grandpa and grandkids out on trails together!</p>

203	2021-08-16 13:05:50	Please allow Ebikes to be managed on Tahoe Donner trails. I ride horses, MTB and run regularly. I've NEVER experienced negative interactions nor see the need to prohibit this inclusive form of recreation.
202	2021-08-16 10:55:33	I strongly support the proposed rule change to legally allow class 1 ebikes on the same trails as bicycles in Tahoe Donner. For them to be recognized as nothing more than the evolution of a mountain bike. Having been a member of the Tahoe Donner TOS since its inception in 2018, and from various discussions, board meetings, I have heard and read comments that only show fear and lack of knowledge of what a class 1 ebike is. It appears some people do not know what a Class 1 ebike actually is, as I have heard ridiculous stories about what they are not. I come from 50 years in the bicycle industry. I know bicycles very well. Class 1 Ebikes simply supply a very small amount of pedaling assist. If one does not pedal, no assist. As an avid trail user, already 25% or more of the bicycles on the trails are class 1 ebikes and growing. My former bicycle shop has sold over 500 mountain class 1 ebikes in the past three years, with a large number going to TD residents. In Truckee there are five other bike shops selling mountain ebikes, shops everywhere are selling record numbers, just as on-line sales are also exploding. Class 1 ebikes are being used no differently than a bicycle, because they are but a bicycle. The pedal assist class 1 ebike is just the evolution of the mountain bike. Pedal assist follows in the tracks of all mountain bike advancements like front shocks, rear suspension, bigger tires, better brakes, better gearing etc etc. The very tiny electric motor is designed to only assist with one's pedal output. Designed to put out a maximum of 1 horsepower to help assist with the rider's pedaling output. It is an engineering fact, the 1 HP level is rarely achieved. A motorcycle, which some have made a vain attempt to call an Ebike, will put out up to 200 horsepower and is never pedaled, has a throttle. To attempt to put a class 1 ebikes in the same category as a motorcycle is a grave misnomer. Even the State does not consider a class 1 ebike a motorized vehicle. I am 69, I recently had spinal surgery. A class 1 ebike will allow me to get out and enjoy the trails while pedaling. Coming from my connection to the bicycle industry, ebike users are mostly older, some with health issues, or body issues. Another common situation is one can be on an Ebike and now ride with a friend, a spouse, a partner while that person is on a non ebike. I ask, please understand what Class 1 ebikes really are, just a bicycle and allow them where other bicycles are allowed. Otherwise, just ban all bicycles. Thank you.
201	2021-08-16 10:03:03	My wife saw a Class 3 (throttle power without pedaling) bike on our trails last week. This is before we have even okayed the use of e-bikes. How will Tahoe Donner enforce only Class 1 e-bikes? I wonder if permitting use of e-bikes for those with a physical handicap would have broader acceptance?
200	2021-08-16 08:55:01	Thanks for helping to facilitate this process. For what it's worth we're strongly opposed to e-bikes on TD trails. Already we've experienced people on e-bikes on the trails (even though they aren't officially allowed on them yet) showing complete disregard for trail etiquette, riding uphill past people on pedal bikes as if in a BMX race, using the electric motor to increase speed and dig out berms on turns and causing other damage to trails. Based on years riding at TD, we've noticed degradation of the shared resource and a lack of stewardship. It's increasing pressure on an amazing trail system that will only increase as people become aware of TD as the "place to go" to ride e-bikes. And there doesn't seem to be a plan to manage or ensure that more powerful e-bikes aren't ridden on the trails. Outside of TD we now regularly see motorcycles on the Forest Service single track. It's a short step from e-bike to e-motorbike. Please don't let TD become just another motorized degraded landscape.
199	2021-08-15 21:09:05	I urge the Tahoe Donner Association to permit the WEAKEST class of e-bikes (pedal assist, up to 500W power) on all trails where un-motorized bicycles are permitted. This would provide enjoyment of our nature trails to those members who, because of their age or other physical limitations, are unable to ride these trails with un-motorized bicycles.
198	2021-08-15 18:51:55	I am PRO e-bikes on the trails in Tahoe Donner. I am a full time resident and own an e-road bike and e-gravel bike. I am 69 years old and have been an avid cyclist all my life. In the past few years, it has been increasingly frustrating for me to be able to ride my bike on the trails because of age and injuries. The e-bike has made a huge difference in my life. Some people have voiced their opposition to e-bikes under the false impression they are fast and will "run down" other trail users. Where is the data and the reports that this is the case? In my experience, this is not true in that I am passed by regular bikes all the time while riding my e-bike. Some trail users have stated e-bikes will ruin our trails. I'm not sure where this comes from as I have not seen any data or studies this is the case. This attitude about e-bikes is based on fear, false conceptions, and making the trails exclusive to limited user groups. They are not motorcycles, have limited horsepower, and Class 1 bikes are pedal assist and there is no throttle.
197	2021-08-15 18:25:21	I am writing in support of the rule change to allow ebikes on TD trails. I have been following the discussions on this issue rather closely and am disturbed by the misleading (or just ignorant) portrayal of ebikes by people on the other side of this issue. Of all the misinformation that are floated out there, I specifically want to focus on the claims about speed and safety. Most of the people who ride ebikes are 50+, main demographic of TD home owners. We ride CL 1 ebikes because it helps us getting over obstacles while climbing up hill. The motor assist actually makes the ride safer for the rider. Down hill speed is purely a function of the riders' skills and fearlessness. The 50+ crowd most likely did not grow up mountain biking and have out grown the need for an adrenaline rush. We ride conservatively and courteously in contrast to some in their 20's who are most likely non-ebike riders. I see older men driving Corvettes on the freeway and are often passed by younger men driving a Civic. The governing factor is the rider's attitude and not the machine. People who are opposed to the change want you to focus on the machine. I urge you to approve the rule change so that responsible property owners can equally share the spectacular trails that are available here at Tahoe Donner. I appreciate your time.
196	2021-08-15 14:59:06	Hello, My husband and I have been Tahoe Donner homeowners for 12 years and we are big fans of the community and all the wonderful amenities it offers. A few favorites are the rec center, the tennis center, and the equestrian center. My sister has boarded horses at the equestrian center during the summers for years and it's a dream to ride up in that country. The trail system is beyond compare, and the equestrian center has adapted to the new facility and the integration of more bike enthusiasts very well. Normally, mixing bikes and horses is not a great idea. To their credit, the equestrian center and Bikeworks seem to have come up with a system that is generally workable. It's not ideal but it's workable. However, the proposed addition of e-bikes to the trail system up in Tahoe Donner takes things to a whole new level and is problematic. E-bikes can reach speeds of up to 28 mph with a simple thumb on the throttle. You are inevitably going to have a lot of casual/inexperienced riders coming into Bikeworks who decide to try out an e-bike. Whether you are talking about a regular e-bike rider or a "newbie," throwing this into the mix with people on horseback is a recipe for disaster. Cyclists like to move with speed, but nature trails are not configured with high visibility in mind or to accommodate motorized vehicles. That's why they are called "nature trails." People who want to enjoy e-bikes can use trails like the Legacy Trail or the trail along the Truckee River between Tahoe City and Squaw Valley. These trails make sense for conventional bikes AND e-bikes. My husband and I have rented e-bikes on both these trails and it's a lot of fun. E-bikes could also be a terrific help to people traveling on the hilly roads through Tahoe Donner. I have no issue with allowing e-bikes on the road system in the neighborhood. But allowing e-bikes on TD's mountain trails is dangerous and in nobody's best interest. The one exception might be to allow for adaptive bikes for people with disabilities. We were on horseback this summer in the Euer Valley and a gentleman was in a sitting bike that he moved with his arms due to a disability. He and his conventional bike companions were very courteous and we were all able to move along the trail with no incidents. Tahoe Donner could come up with a policy that allows for the use of adaptive e-bikes by people with disabilities, taking into consideration all the safety concerns of mixing e-bikes and horseback riders. Other than that, however, I believe strongly that e-bikes do NOT belong on the mountain trails of Tahoe Donner. Sincerely, Christine T. Gordon
195	2021-08-15 14:33:48	The biking industry and bikers from avid to beginner bikers are and have moved to ebikes. A few articles: https://www.forbes.com/sites/carforreid/2020/12/02/e-bike-sales-to-grow-from-37-million-to-17-million-per-year-by-2030-forecast-industry-experts/?sh=8163e322876b https://fethicycles.com/blogs/news/the-top-10-reasons-you-need-to-try-riding-an-e-mountain-bike I personally encourage TD to allow Class 1 and Class 2 e-bikes on trails to accommodate this trend in biking that is undeniable and will be a large majority of beginner to expert biking.
194	2021-08-15 14:18:05	I oppose allowing mopeds traveling at high speeds of 20 mph to be on the trails that hikers like myself love. I HI to these trails to relax and get away from noise and cars. Now, I am asked to be placed into a hypervigilant state and be on alert for bikes that can cause great bodily danger to hikers and their beloved dogs! These bikes have no place on trails made for hikers! I am pleading with the association to stop the use of motor vehicles of any kind into our trails! There will always be those that do not safely ride and will inevitably cause great harm. Elia Hutchins
193	2021-08-15 09:46:09	My wife and I recently purchased Class 2 e-bikes and were hoping to be able to use them on the TD trails. These bikes give aging residents the opportunity to access areas of our community that we might not be able to access otherwise. We bought this class of bike so that we had pedal assist, not full motorized use. While that option does exist it was never our intent to use them in this fashion. This new regulation restricts our access to our community while using a green alternative mode of transportation. Please reconsider this restriction.
192	2021-08-15 08:49:37	I have had conventional mountain bikes for more than 4 decades. I now in my 60's I ride an Class 1 E-bike and have taken my bike out and have seen some single track with NO E-Bike access, most of them I agree with, but some I do not. The main one I disagree with is the east perimeter trail as it is not heavily used by bike or hiker. How do I know this I have been riding this trail for years and I rarely see a person hiking and or riding. I see no reason this trail should be closed to Class 1 E-bikes as it is not very technical and most E-bike owners are only looking for less aggressive rides. As stated I'm comfortable and understand why most of the trail have been limited to only equestrian/hiker and conventional bikes. But E-Bike are here to stay and we need to be accepted. Please consider my request to open the east perimeter trail to Class 1 E-Bikes. I look for to your response.
191	2021-08-15 08:08:29	I approve of the new regulations. Class 1 e-bikes should be allowed on ALL mountain bike trails
190	2021-08-15 00:43:43	Thank you for implementing a thoughtful process and recognizing the complexity of the issue of e-bikes. I think allowing Class 1 e-bikes is a step in the right direction. It is not entirely clear to me whether excluding Class 2 and Class 3 bikes at this point is a good step. People may buy a bike that happens to be sold as a Class 2 or 3 as a preference for other reasons and still intend to use it as a pedal assist, but they would be precluded from trail use under the proposed language. And the language that seems to purposely exclude single track use for Class 1 e-bikes seems unnecessarily restrictive. Finally, the passage that reads "motorized bicycles (i.e. mopeds) may be open to interpretation and misinterpretation. My overarching comment is that we should not preclude those who chose to use e-bikes to go farther or compensate for physical limitations from enjoying biking if there is no evidence of that leading to trail damage or creating a nuisance for other riders and hikers.
189	2021-08-14 19:34:41	I support the rule change and implementation of the TD Staff's adaptive trail management plan that allows pedal assisted Class 1 ebikes on TD Fire Roads and identified trails.
188	2021-08-14 19:33:40	Strongly recommend the board approve the very well thought out plan staff put together. We love riding our Class 1 e-bikes and look forward to riding down in Euer Valley.
187	2021-08-14 15:25:20	Don't overregulate the trails. Seems like they are trying to turn trails into the streets of San Francisco. Keep rules similar to US Forest Service trails. 1. E-bikes class 1 should be OK to use on trails. Just educate about uphill speed, as that will be what causes accidents with downhill traffic. Educate in being kind and considerate on trail to mixed uses (hike, horse). Note, I do not ride an e-bike. I mountain bike daily, e-bikes are fine if used properly to allow access to those that may not be able to ride trails otherwise. e-bikes should not be used like motorcycles to have excess speed on trails. 2. No one-way trails. For those that ride every day, changing directions is important to mix up. 3. Dogs on voice command do not need leashes. Even the streets of Truckee do not require leashes. US Forest Service does not require leashes. Impossible to ride bike with dog on leash. 4. Keeping horses off trails that Tahoe Donner has invested time and money resources to groom is probably a smart decision. Even though I feel horses, due to their weight and crapping all over the place, causes excessive trail wear, I also feel that no one user group has rights over a different user group.
186	2021-08-14 13:51:32	I strongly support a rule change to allow ebikes on TD trails. Our family has several ebikes and thoroughly enjoy riding them on roads and trails in the Truckee area. As long-time TD homeowners and lovers of Euer Valley, we would be thrilled with the opportunity to ride on TD trails too.
185	2021-08-14 13:03:24	I would like to see class 1 e-bikes allowed on the same trails as non e-bikes. It is not the bike but the rider that can be reckless and not adhere to guidelines. Ebikes have been on Tahoe Donner trails for years without causing any problems so it is time to change the rules and allow them.
184	2021-08-14 12:50:42	With my advancing age, I had to stop regular mountain biking. But with the class 1 e-bike I am now able to get back out into nature and explore all that Tahoe Donner has to offer. My e-bike only allows me to explore using pedal-assist- not throttle assist. I firmly believe that at no time am I putting any other person in danger, because I am not speeding. As we age, the last thing we want is to crash and end up with major injuries. I do support the rule change. If not passed then I will once again be relegated to not being able to bike out on trails and enjoy nature. Surely we all want people to continue to exercise and enjoy nature as we age. Class 1 e-bikes allow this.
183	2021-08-14 12:39:13	Please do NOT allow ebikes, of any class, on the single tracks. Allow only pedal power, humans and DOGS. Thanks Marcy
182	2021-08-14 12:29:15	Very happy with the current restrictions on E-bikes aka mopeds not allowed on the single track trails. Already the trail conditions have improved with less washboarding from the heavier e-bikes and arguably these less skilled riders on the more advanced terrain. If you allow e-bikes, whatever class, on our single tracks, then you may as well allow the new e-motocross bikes which I do not think any of us want to see.
181	2021-08-14 12:21:31	class 1 ebikes should be allowed anywhere regular mountain bikes are allowed

180	2021-08-14 12:16:08	<p>Our trails are not designed for motorized vehicles. snow mobiles motorcycles off road 4/6 wheels</p> <p>Trails are too small and it would be dangerous for foot traffic users to have these vehicles. I think TD would be responsible/liable for injuries to its members letting them be used. We have had the policy of NO motorized vehicles on trails since TD inception. Non motorized bicycles are dangerous enough on these trails when used irresponsibly. They are too small. Besides, there are hundreds of public off road trails close by for our members/visitors/public to us their electric bikes.</p>
179	2021-08-14 11:35:39	<p>Please consider my comments in support of legalizing class 1 bikes on Tahoe Donner Trails. Personally my class 1 e bike has given me the ability to overcome physical limitations that kept me from enjoying TD trails - the other e bike riders I associate with are all over 50, polite, and follow the same rules of the trail as standard bike riders. It is quite unfair to demonize e bikes as they offer no advantage downhill, and while easier to pedal up hill- you still have to pedal- they are just bikes. The real issue is enforcing trail etiquette- you can be very rude on a standard bike. The vast majority out there want to get along and share the trails. It is very unfair to lump one group of cyclists with the few bad eggs I empathize with hikers and walkers who run into rude cyclists but discriminating against the e bike is not the solution. Nor is keeping the number of TD members enjoying the trails down by making their mode of movement illegal. If we end up with trails that are hiker / or hiker/horse only that will be fine. I do think bike trails are bike trails- should not try eliminate e bikes on connector trails etc. Before many surgeries I used to be able to hike more and can agree that it is nice to have a trail area that is not a bike trail. - maybe in the future we can create some more hiker trails. - since the opening of bike works it does seem most recent trail creation has been for bikes. It will be so incredibly disappointing if the board decides to not be inclusive to our members. Please Please Please continue with the adaptive trail planning and keep CLASS 1 bikes legal</p>
178	2021-08-14 11:31:01	E-bikes should be on any trail a mtn bike is on.
177	2021-08-14 09:32:05	I support the changes and want to see ebikes given access to the trail system. It expands access to more people and works in other places.
176	2021-08-14 08:22:00	<p>Any bike assisted by power, including e-bikes, should be categorized as a motorized vehicle, as it is quite literally a motorized vehicle. E-bikes by their very nature are designed to give the rider more power, which translates to more speed, capability for longer distances traveled that fundamentally change their nature from ordinary bikes. Trail use has and will change with the addition of ebikes to the detriment of the open space's normal state, seen in increased use in both the higher traffic areas and areas deeper into the open space.</p> <p>Additionally, changing the rules to categorize a motorized vehicle as not-a-motorized vehicle creates a slippery slope for excluding other motorized vehicles from TD's trail system. An e-bike is in concept just an electric motorcycle, so at what point is a line actually drawn, and how is that line defended once the trail system has been opened to motorized vehicles?</p> <p>I strongly oppose the rule change, and ask that no powered vehicles be permitted anywhere in the TD trail system.</p>
175	2021-08-14 07:34:19	I would like to see both Class 1 and Class 2 e-bikes allowed. They are both limited to the same speed, and in my experience, people using Class 2 e-bikes do not typically make use of the no-pedaling mode; rather they use the throttle just to adjust the amount of assist they receive when attempting steeper hills, making our trails more accessible to members of all ages and abilities.
174	2021-08-14 02:29:21	I support TD staff position to adaptively manage e-bikes on TD trails. I think that e-bikes should be limited to fireroads and double track. Although I also think that it is likely that e-bikes will use single track trails as I've seen many ebikes on the Donner Lake Rim Trail. Also I think that it will be difficult to differentiate between Class I and Class II ebikes perhaps even with class III bike in the future as technology advances. In which case there will be a lot of fast moving 'motor driven' bicycles on TD trails. I support the trail ambassador program to monitor trail use and I would join it if I was in TD more often. This past summer I spent time mountain biking in Sedona, Arizona and Bend, Oregon, both places prohibit ebikes on single track trails and I found the trails less crowded then places that allow ebikes. Thanks for your consideration. Doug Sherman
173	2021-08-13 21:00:14	<p>Very much in favor of allowing Class 1 e-Bikes on TD trails. I've been riding mountain bikes off and on for 30+ years and find it getting more and more difficult getting up the hills. E-Bikes allow me to dial in the amount of workout I'm looking for and at the end of a ride very helpful in getting back to my home or car.</p> <p>I am very much in favor of allowing Class 1 E-Bikes on the Tahoe Donner trail system.</p> <p>/rob</p>
172	2021-08-13 20:09:07	<p>Having ridden with a number of cat-1 e-bikers, they are not fundamentally different than a regular mountain biker. There are very fit and skilled riders that ride faster than e-bikers all the time. With 100s of miles on TD trails every year, I've never had any issues with e-bikers and I've encountered a bunch of them.</p> <p>Restricting them to fireroads is a silly idea as e-bikes are much more likely to be ridden like a super fit rider on fireroads than on single track where they will be limited by their skills.</p> <p>People want to get outside and e-bikes are allowing a few more people to do that, especially the older demographic which is definitely part of Tahoe Donner. Restrictions create a reason for people to amplify their anger at people when the actual issues are likely much less. I've seen the nastiest confrontations between bikers and hikers on the TRT where it is recommended that bikes are only on even days. And I've seen it on even days when bikes are clearly allowed.</p> <p>So would be very careful in listening to the opinions of people who have never ridden a cat-1 e-bike or ridden with others riding them. Of anyone very against e-bikes on our trails, I would go back to them and ask what their experience with cat-1 e-MTBs.</p> <p>Here's the bottom line to consider: Most people that are looking to limit them in some way are just looking for anyway to stop bikes from being on the trails. It's not really about e-bikes, this is just an opportunity to limit cycling. There may be an underlying fear of MTBs in general and just the idea of eMTBs is scary, even if most people wouldn't be able to tell the difference when the encounter them in most situations.</p> <p>For any board or committee members that are not mountain bikers, here is a thought experiment: If you could buy e-hiking boots, how would you act while wearing them? Let's assume it cuts the effort to walk or run by 2/3. They don't make it easier to balance, just more spring in your step. Would you or people that you know then act in a way that you would not want them on the trails?</p> <p>Let's all get outside and ride/hike/run/jump no matter what you are on!</p> <p>Thanks for listening, Jeremy</p>
171	2021-08-13 19:56:12	Please approve changes to the off-road vehicle rule. My research shows this is a valid change.
170	2021-08-13 18:48:25	Let's get in to this decade and century. Approve ebikes for all dirt roads at least. Change is sometimes difficult. This decision is easy.
169	2021-08-13 18:01:33	I would appreciate a clarification of proposed rules. As a 72-year-old e-bike rider with a lung disability, I HAVE to ride a class II bike. I need the small trigger on my under-20MPH bike to get me started going up hill, otherwise I can't ride, and this is one of my limited exercise possibilities that can take me a little off pavement on occasion. Unlike younger riders, I go very slowly. If TD disallows the trigger that gets me up to started because it is called a "throttle", you are simply and arbitrarily taking away an avenue I've enjoyed as an owner for 21 years. Either make a few obvious exceptions, or recognize that the problem is speed, carelessness, and not watching out for others. Address these real issues please. Plain, unpowered mountain bikers often make it impossible for others on an easy trail. Please don't take a one-size-fits-all approach.
168	2021-08-13 17:59:52	I want ebikes to be allowed on most trails. They allow access, do not add erosion from other parks that showed lack of damage and often ridden by those with better behavior on the trails than the macho full suspension mountain bikes.
167	2021-08-13 17:53:44	I think the pedal assist bikes should be allowed.
166	2021-08-13 17:48:11	ebikes are a fantastic activity that get more people out, about and active. Can we get with the times here and celebrate what they bring, not continue to let the usual nay-sayers complain about the issues they think they have. There's nothing you can do on an ebike, that people aren't already doing on Mountain bikes.
165	2021-08-13 16:55:03	<p>Let me start by saying I love the assist an e-bike can bring to any ride. We still have a number of issues to resolve. 1st, how is the association going to enforce class one only e-bikes? 2nd, any motorized bikes on our trail system is going to erode the trail much faster. 3rd, has any thought been giving to charging outsiders using our trail system. I ride our trails frequently and meet lots of people riding from outside our area (lots of them on e-bikes and regular bikes also). Some part of our association fees goes toward maintaining our trail system. Having visitors pay a small fee would benefit all of our members (by keeping our fees down), but that gets us back to the enforcement issue. thanks for the opportunity to heard.</p>
164	2021-08-13 15:24:33	My wife and I have been using and enjoying the Tahoe Donner trails system, winter and summer, since we moved here in 2015. We like to hike, bike, snow shoe and cross country ski which gives us year round enjoyment. We believe the proposed rule change not only makes sense but is long overdue. The flexibility of the adaptive management approach should ensure that every trail user has their concerns addressed in an ongoing process. As we are both in our seventies our e bikes give us the ability to access all the trails and move away from the more congested areas. From my experience, e-bikes are no more hazardous than regular mountain bikes. Although I can go slightly faster going up hill, perhaps six MPH instead of four, the down hill speeds are relatively the same as an ordinary mountain bike. What we see as most important is trail etiquette. So far we have not experienced any conflicts with other trail users including hikers, horses, dogs or families with kids on bikes. To disallow TD members with e-bikes to use our trails while allowing non-members with regular mountain bike access would be greatly unfair in our opinion.
163	2021-08-13 14:13:25	Please make this rule change. I strongly support it because I need a little help climbing the hills on my bike. The current rule discriminates against older Tahoe Donner residents like me. The rule change will allow TD homeowners and their guests share the community's amenities which is how it should be.
162	2021-08-13 14:07:36	I strongly support this rule change. As a senior citizen who was an avid hiker for most of my life, my Class 1 e-assist bike allows me to ride to areas that I can no longer hike to. I think that it's fundamentally unfair and discriminatory that dues-paying homeowners like myself and my spouse are effectively locked out of Tahoe Donner's trails because we need some minor pedal assist. The proposed rule is a thoughtful and workable compromise to share the trails in Tahoe Donner among hikers, bikers, and other users. Please do the right thing and change the rules to allow Class 1 pedal assist bikes.
161	2021-08-13 12:01:39	Class one mountain ebikes are no different than regular mountain bikes and should be allowed to ride the same trails. People against ebikes use misinformation and are irrational to reach their conclusions about them. Motorized always meant self propelled and was not intended to prohibit a bike that uses electric gears for assistance. Bike technology always changes making it easier to climb and go further. That's all this is.
160	2021-08-13 11:00:04	<p>Hello, I am writing in FULL SUPPORT of the ebike rule change. I am a young adult in my 20s and I ride a TRADITIONAL mountain bike. One of the things I really enjoy is a group activity ride with a mix of ebikers and traditional bikers. We are not fast riders, just enjoying the great outdoors. I would like to see ebikes allowed on single track or wherever traditional bikes are allowed. This will allow all of us to stay on the same trail without having to split up. The factor that determines the speed on single track is not whether you're riding an ebike or a traditional mountain bike, but it is the trail itself and the rider ability. This is so obviously seen in practice and supported by the findings of the National Forest East Zone Connectivity study. I have encountered many ebikers on single-track and have never had a problem with etiquette or speed and would like to see ebikes allowed on single track as well.</p> <p>I have also tested out ebikes and can see why it is so much fun, not because of speed, but the assist on the uphills is great! When I eventually purchase a mountain bike (because I borrow now), it will be a traditional mountain bike. Riding is a great way to burn calories and I believe I can burn more on a traditional mountain bike than on an ebike. Never-the-less, I believe strongly that this option should be allowed for those that would like the extra boost for hills or distance and/or because of age, rehab or physical disabilities. The safety and etiquette of a rider depends on the rider and not the type of bike they ride. In total support of the rule change that allows ebikes on Tahoe Donner trails.</p>
159	2021-08-13 10:57:53	<p>Hello, I am writing in support of the ebike rule change. As one that is new to mountain biking, I tend to be very aware of approaching or passing mountain bikers and have found ebikers to be very respectful on single track. Indeed, some of the faster, more aggressive riders are on traditional mountain bikes. I truly believe that it all comes down to the etiquette and consideration of the person that's riding the bike, not whether the bike is an ebike or a traditional bike. While I have tended to rent in the past, the shortages have left most dual suspension rentals to start at half a day. I like just getting out for short rides so doing this on a regular basis is prohibitive. Luckily, my partner's parents have both bikes and I am borrowing a traditional bike from them while they ride their ebikes. I so appreciate going out as a group of four which is just a great family outing. I'd like to see Tahoe Donner extend their trails to ebikes so we can continue to enjoy our rides together on our home amenities.</p>

158	2021-08-13 09:33:12	This is an absolute must. E-bikes only help people enjoy the trails. Injured people, elderly people and just out of shape people. Class 1 e-bikes do not go faster than a fit and experienced mountain biker. They do not impact the trails any differently than regular bicycles. There is actually an argument how they impact less than a regular bike. There is really not a reasonable reason not to approve class 1 e-bikes. I ride both and see no difference to others around me. The bigger problem that in my opinion is the increase in trail use since COVID started. That is making people angry and on edge unfairly pointing fingers at an e-bike. E-bikes are here to stay. They are primarily what the bike shops are selling and this will not change. We need to educate and have great trail stewardship. Please approve this change. Thanks.
157	2021-08-12 19:43:40	I read this page multiple times and it is still confusing on what trails class 1 ebikes are allowed. In one location it states doubletrack + fireroad and in another "all trails". However, half or more of the trails in the TD XC Ski area are what I consider singletrack, not doubletrack the difference between single and double track itself is very nebulous and basically impossible to determine since it depends on a vague notion of "1 vs 2 bikes width". This would just create new compliance issues Class 1 ebikes should be allowed on ALL trails in TD (single/double/fire) as long as they obey standard speed limits. That eliminates all ambiguity and stresses safety, not equipment. I completely agree with not allowing class 2/3 However, it would be prudent to institute 1 direction trail limits for a few downhill sections. This is a safety benefit regardless of what type of bike is on the trail and there are a couple sections from the top of TD down to Euer Valley that would qualify Thank you, Todd Richmond
156	2021-08-12 13:48:31	I appreciate the boards attention to the e-bike issue and applaud the effort it has made to make rational, real-world policies going forward. I am 75 years of age and have been a mountain biker for many years. I find my access to areas becoming more limited as I age. The e-bike returns some of those experiences and expands my ability to enjoy the terrain within Tahoe Donner. I have tried both class 1 and 2 e-bikes. And though I feel a grumbling spirit if I were to be disallowed to use a class 2 e-bike to further my days of access, I concur that it is unreasonable to open the trail system to the option of motor only access vehicles. Also, limiting the speed of e-bikes on our trails defines our trails for access and mixed user status as opposed to race courses for the few. In time I will have to concede to some physical limitations but I am pleased that this new bicycle technology has increased my access to fresh air and outdoor experiences. I agree with the position of the board to allow future assessment and appraisal of e-bike rules and access provisions. The terrain should not suffer or become unmanageable. We must protect our beautiful mountain assets and provide a reasonable system to manage them without limiting technology or becoming consumed with trail repairing and policing activities. We are all partners in this association and must all cherish it now and for the future. The approval of e-1 class bikes is a step in the right direction. The limiting of class 2-e-bikes and the disallowing of class 3-e-bikes seems the best solution for the time. Thank you for the forum to allow input on the matter. James G. Carroll
155	2021-08-12 09:16:38	Regarding off road vehicles: Snow mobiles, ATV, UTV etc I agree with proposed changes. Regarding allowed Ebikes (motorized bicycles) I do NOT wish to allow these motorized vehicles on our trails and open space as the increased risk to other trail users, lack of any enforcement, and progressive increase in power of the technology necessitates a continued ban on motorized recreation in our open space. Over my 20 years of using TD trails there has been a progressive loss of safety and trails options (due to the speed and traffic on many trails) for hiking in our area. Mountain biking has now become the dominate culture in our area and this will only be come more lopsided as motorized assistance allows bikes to venture further and faster. This distance and speed was previously limited based on physical abilities. I would suggest only allowing those with disabilities as described under the ADA to have special use permits allowing motor assist in our open space. Allowing motorized use in our open space is a major mistake that will be long regretted and painful to manage.
154	2021-08-10 15:13:49	Bought my first ebike mtb last year for my seventy second birthday. I've ridden bikes my whole life, 70 years, and biking is my passion. I lived in Tahoe Donner for forty one years and immensely enjoyed our trails, the ASSOCIATION has done a marvelous job of trail development through the years. Unfortunately the ebike controversy is a major issue that should be resolved fairly for all concerned. Many of us 'elderly' want to continue cycling as long as we can and ebikes enable us to do just that. There are not many sixty and seventy year olds who can climb our trails as we did in our thirties, but we still want to ride. Most of anti ebike group are younger and don't realize how age and chronic injuries can slow one down. I ride today on a mix of dirt road and single track and didn't see more than six people. I might add everyone was friendly and polite. There is enough room for all us, one just needs to know trail etiquette. Like them or not mtb ebikes are not going anywhere, twenty percent of all bikes sold are ebikes and I'm sure that will only keep growing. Bottom line, they sure are fun. Sincerely rick Kopytko
153	2021-08-09 21:38:20	Hi: I appreciate that you/we are actively managing the bike trails at TD. I am an experienced mountain biker who has ridden all over the Western US on MTB trails. I feel the e-bikes should be limited to specific e-bike trails for the following reasons. A) many of these riders can access areas that they would otherwise not be able to get to many of which are advanced or expert trails and while on a 60 lb motorized vehicle they can easily get in over their head and crash. B) Many of the trails cannot handle the added amount of traffic especially on a motorized bike. C) I appreciate that e-bikes make riding up a hill or over longer distances easier but to preserve what we have here at TD they should be limited to trails that can handle that type of activity. Keep single track "single" Many Thanks,
152	2021-08-09 20:34:00	Comment #2 I'd like to add to my initial comment that I would like to see e-bikes allowed on single track as well as dirt roads. At least half the bikes we encounter are on TD trails are e-bikes and I would never know other than the battery and very slight motor noise.
151	2021-08-09 20:28:14	I fully support the change, to the off-road vehicle rule. E-bikes are not going away, soon they will be allowed on trails in the Tahoe basin and the Truckee ranger district is allowing them on their managed MTN bike trails. I hope the trails committee will be further working on policies and education to help decrease user conflict. I walk my dog daily on TD, Land trust and USFS trails and can count on one hand the number of conflicts I have had in over 20 yrs as a FT TD resident. I wish more people would use timber type bells on their bikes and feel that would be a good recommendation for all land managers to have.
150	2021-08-09 12:06:01	Electric Bicycles are motorized. Let's keep motorized vehicles off Tahoe Donner trails and dirt roads. Electric bicycles are wonderful alternatives to automobiles for commuting and running errands on paved roads where you would normally be driving a car. Class 1 e-bike usage should be encouraged on paved roads around TD and roads connecting to Truckee.
149	2021-08-08 08:06:27	I've owned a home in TD since 1999. I've used the trails for years and as I've gotten older I'm over 60, I could not enjoy them like I used to because I can't train like I used to. I got an E-bike last year and immediately was able to ride all the trails again. I've been riding for over 40 years and hear people complain about e-bikes tearing up trails and endangering hikers by going too fast. Nonsense, first statistics show the average E mountain biker is over 40 not the age that people take risks, they usually have too much to lose. Also older riders like myself know how to share the trails with others and want to avoid injuries first and foremost. The trail destruction argument is not a serious one, first the average weight of bike plus rider weight is comparable and again younger more aggressive riders breakdown corners and natural features just by the nature of their riding style. The fact that you can ride farther on an electric bike than on the congested areas making for less traffic around the popular trails close to the adventure center. I can now ride with my wife and kids and all of us have fun. Lastly I hear people (non e-bike riders) say they go too fast, again they don't ride them and don't realize they go up hill faster but going uphill is more technical so going fast is not the goal getting up the hill without stopping is. Going downhill is going to be determined by the rider, you can go as fast or faster on a regular bike because the restrictor does cause some drag on the bikes downhill speed as well as older riders are not trying to break any land speed records. I want E-bikes to have full access to all trails in TD, don't do this piece by piece, it will only cause confusion and make responsible citizens rule breakers. It will also open up resentment from those who will see ebikes on "their trails" and create issues down the road. Also enforcement is futile I ride here 3-4 days a week and already see more or more E-bikes on the trails and many of the e-bikers are full time residents like myself. Open up all trails in TD to all riders, don't discriminate or segregate against us.
148	2021-08-08 07:33:19	I'm a hiker and use the TD trails often. I'm over 60 and started riding a mountain bike on the easier trails last summer. I found it difficult to ride very far because of the uphill so I rented an electric mountain bike so I could ride with my husband and friends. What a blast, I could enjoy myself without exhausting myself and I got to places I've never been on foot. I'm waiting for my new electric bike and look forward to riding the trails here in TD as well as using the paved trails around Truckee. I've found incremental acts take too long and never serve the public well. I vote to allow class 1 electric bikes full access to ALL trails in TD and for that matter all over Tahoe. I don't want to feel restricted when my friends come up and rent electric bikes on where we can go and what we can see.
147	2021-08-07 10:01:45	First let me state that I don't ride a e-bike. I would oppose any change to the Off-Road Vehicle Rule that would restrict in any way the use Class 1 e-bikes on our trails. E-Bikes are here to stay and unless TD is willing hire trail managers to enforce restrictions this whole discussion is moot. If you are going to enforce restrictions I would be in favor of operating our trail system as we do our XC Center, have trail managers enforce a fee for non property owners and their guests. E-bikes are not a problem on our trails, it's the rider whether on an e-bike or not. I would be in favor of changes to our Off-Road Vehicle Rules to include access to all our trails to Class 1 E-bikes. Don't be swayed by a vocal minority of "purists" MTN bike enthusiasts. Don't restrict the use of our trail system
146	2021-08-06 12:35:26	We (myself and wife Molly Stuart) are in full approval of the rule change to allow Class 1 e-bikes to utilize fire roads and trails in Tahoe Donner. Further, we strongly support opening access to all trails for Class 1 e-bikes.
145	2021-08-06 07:55:11	It's come to my attention that the motorized rule does NOT have to be changed in order to allow TD members to use class 1 e-bikes here. I am perplexed as to why this info on a no-rule-change option is not available for all members to read online? Am I missing it somewhere? If TD members with a disability could obtain permission from TD staff to ride a class 1 e-bike without changing our motorized rule ban then we vote for this. Yes enforcement would be a challenge but so would allowing the entire public on class 1 e-bikes in our small zone of open space.
144	2021-08-06 07:42:24	We continue to be strongly opposed to any e-bike use on the trail system. Even Class 1 e-bikes have damaged the trails, scared unsuspecting pedestrians and equestrian users, and opened the trails to extra riders coming from both the Donner Rim Trail and the Emigrant Trail access points. In any case, thanks for trying to clarify and limit powered access to the great trail system! David
143	2021-08-05 10:36:11	I have been in the bike industry for 30 years. I am an avid mountain biker and biker in general. I'm also a hiker and rambler. I believe electric motor bikes should not be allowed on ANY Tahoe Donner trails. They are motorbikes, plain and simple. To try and change the terminology to "electric bicycles" in favor of this user group is semantic game playing. It is a bike driven by a motor. In other words, a motor bike. Let's get real about this and stop trying to paper over the obvious. As we've already seen, this user group does not follow the rules. E-motorbikes have been prohibited on our trails for years and yet these users ride every trail on our property regardless of the rules. So to suggest that they stay to "certain" trails is really just a joke. In fact, I've already been told by an e-motorbiker this year "good luck in enforcing that" after I informed him of the proposed new policy. They have and will continue to defy ANY attempt at regulating them or prohibiting them from certain trails. They've already proven themselves incapable of following the rules. In addition, the gas moto guys who have been prohibited from riding our trails on their dirtbikes are chomping at the bit to get class 2 and 3 e-motorbikes for our trails. You cannot tell the difference between these classes (unless you look for a throttle) so once again, to suggest that only class 1 e-motorbikes will be allowed is just....well....a joke. It's just a matter of time before we start to see the REALLY fast e-motorbikes on our trails. I've already seen them on the Auburn trail system. They are coming, trust me. If this current board of directors is really intent on permitting e-motorbikes on our trails and opening up this slippery slope well then at least permit them ONLY on fire roads. This is the only real way to enforce prohibition of "certain" single track use (which again, they will use ALL of our single track regardless of signage, I've already seen it myself on the trails since the new signs have gone up). We have plenty of miles of fire roads for these users to drive their vehicles on. They should be grateful for the opportunity. Also, if Tahoe Donner wants to call itself a "steward of the land" and values environmental principles important to the preservation of clean land, air and water, well then supporting the proliferation of e-waste is a direct contradiction of those claims. Just look up what it takes to mine and dispose of rare earths, the materials required to make the batteries and electronics of these motor-driven machines. Look up Baotou in Mongolia for an example of the toxic nightmare this industry creates (https://www.bbc.com/future/article/20150402-the-worst-place-on-earth). Then, on the back end once the batteries and electronics are spent, these toxic materials need to be dealt with, which currently means disposal (there is no real recycling of these materials). Finally, if this policy is implemented then the trail etiquette that was developed way back in the 1990's that we are still using today needs to be revised. A traditional cyclist going downhill should not have to stop and pull over for an e-motorbiker driving uphill on their machines. The e-motorbiker should have to yield to all users, all of the time regardless of direction of travel. They're using a motor-driven vehicle. They really shouldn't be on our trails at all, but if they are, well then those motor-driven vehicles should have to yield to everyone all the time, including mountain bikers on true bicycles. As stated at the beginning, I've been in the cycling industry for 30 years. I've seen the trends come and go (fatbikes anyone?). I'm ashamed that some within the bike industry are relentlessly pushing these machines. But this industry has shown itself incapable of thinking of the consequences of its drive for evermore profits without regard to the end result (in this case a push for toxic machines racing around our increasingly crowded trail systems leaving in their wake a trail of e-waste future generations will have to deal with). It kind of sickens me this current trend that certain manufacturers will push until the bitter end....and then move on to the next "big thing" they think will drive up their profits. It's also sad to see Tahoe Donner falling victim to this mad rush. Other places have rejected this short-sighted ploy (see Bend Oregon as an example). I wonder why Tahoe Donner is falling for it?

142	2021-08-04 14:13:22	I purchased a Class 1 E-Bike this year and have really enjoyed riding it on the Tahoe Donner trails. I also ride in other areas near Truckee. I think the new policy of allowing Class 1 bikes is great. I am 71 years old and frankly would not be doing the rides that I am enjoying now without my E-Bike. It allows me to ride longer and farther than I would ever be able to without it. Every trail here in Truckee has lots of uphill! My friends and I are careful to ride courteously with the other users and so far everyone has been very pleasant. I have really not seen lots and lots of riders E or not. The trails are not crowded, especially away from the main parking area. I think the allowance of E-Bike should be made a permanent change. There are more and more of them now and we need to keep up with the times.
141	2021-08-04 08:41:05	Strongly in favor
140	2021-08-04 07:55:30	I support the proposed update to the vehicle access rule that limits electric bikes on the fire roads and double track trails to class 1, pedal assist electric bikes to support changes in both technology and the ability for a more diversified group of trail users to access the system that may currently be limited by age or physical ability. I do, however, believe that there needs to be clearer understanding and then signage and publicity of differentiating vehicle use on single track trails if that is the intent. As both a single and tandem bike rider on the entire trail system throughout Tahoe Donner, I can appreciate the concern for speed differences of riders on the single track trails and passing other riders traveling in either the opposite or same direction. I am not opposed to allowing class 1, pedal assist electric bikes on all trails, but would suggest that uphill access be limited to fire road and double track trails where the disparity in speed is greatest and safety is of more significant consequence. I am not as supportive of single direction travel on the trail system used in some other more downhill oriented trails networks as the Tahoe Donner trail system is in my opinion appropriately designed for cross country riding in all directions and has reasonable sight distance for oncoming riders. This is even true on a tandem where Cinnamon Twist is one of my kids' favorite rides down to the Euer Valley and back. As overall growth in owner and visitor use on the trail system continues, I would also suggest a broader public information campaign on trail user etiquette from bikers to hikers and horseback riders. Thanks
139	2021-08-03 15:54:12	I think that this will create undue tension by users on the trail system. I am disappointed that Class 1 e-bikes will not be allowed on single track. As someone who used my e-bike often in early pregnancy as well as postpartum when a traditional mountain bike would have been too much, I am opposed to the updated rules. Additionally, I believe that e-bikes allow others who are less-abled to access areas that traditionally would be out of reach. Limiting their use to double tracks and fire roads would be taking away the ability for these users to continue enjoying a trail system that should be designed for multiple uses. Horses, hikers and mountain bikers have been (sort of) able to share trail systems in the area, and I believe e-bikes should be included in this list. Horses are large, potentially dangerous and can be distributive to trails (no one likes stepping in a pile of poop), but they have dedicated single track use. E-bikes should be the same. Please consider that this rule could potentially close off a sport that has just opened up new possibilities to members and guests alike who may not be the traditional hard-core Truckee/Tahoe athletes. Finally, I believe that if access is decreased people may continue riding on the trails on e-bikes regardless. This sets up for not only tension but unawareness of what could be coming on the trail ahead of people. Ultimately, I think that could lead to disaster. Thank you for your consideration.
138	2021-08-02 21:26:03	If the rider needs assist, the question must be asked why can't the just pedal? Do they just want to go faster? Faster is more dangerous and creates dust and undo excavation of the trails. If the rider needs mechanical assist the question is then, are they competent enough to be off road? Off road takes skill. I have seen many e-bikes with the rider plunked hard onto the seat. They have very limited skill and the bike is taking them for a ride. I have been riding all my life. First as a Cat 2 road racer, then in the 1980s I was in charge of starting a mountain bike line for a major ski company. I have ridden all over the U.S. and Europe. I have seen it all. E-bikes are for commuting and individuals with disabilities. They are not for the trails. Thank you for your time.
137	2021-08-01 17:42:40	I am 77 years old. I dodge bikes and scooters at home despite clear and stringent City ordinances. I do not have confidence that TD restrictions will be adhered to by riders. The Association is exposing itself to lawsuits and damages due to potential serious crashes. I oppose any use of ebikes in Tahoe Donner.
136	2021-08-01 10:33:26	I am opposed to any motorized vehicles on the TD trail system. e-bikes represent a significant increase in fire risk, that I do not believe has been adequately considered. Please reference this website: http://www.lithiumsafety.com/e-bikes-battery-fires/ Limiting the motorized vehicles to only Class 1 bikes, I believe is unenforceable relative to other classes. This will lead to all classes of e-bikes on the trails. Currently the trail system adequately supports the mountain bike traffic, in part due to the inherent fitness challenge of the sport. Once this challenge has been removed, there will eventually be more traffic than the system can support. This will lead to restrictions on all users.
135	2021-08-01 08:05:47	As written, your new rule is confusing and unenforceable. The question at hand should be, do we want anything other than bicycles on our trails and in our UNDEVELOPED common areas. Try something like, "Only hikers, walkers and human powered bicycles are allowed on/in our undeveloped common areas."
134	2021-07-31 21:31:28	I'm older and recently bought an e-bike. I have never been able to walk the beautiful trails due to injuries. With my E-bike I will now be able to explore most of the trails. I've never seen. I do have a throttle for a sudden change of elevation when I can't shift quick enough so I don't injure my knees even more. Top speed is 20mph but have never gone that fast. I feel the e-bikes (including a throttle for older people) should be able to ride on the fire roads and wide paths. I don't think they belong on the single track walking paths or narrow horse trails.
133	2021-07-31 12:08:48	Hello, I support the use of Class 1 electric bikes on all trails. Difficulties arise when people are not considerate of others on the trail. This does not matter if the bike is electric or not. Non-electric bikes can still attain high speeds and unsafe riding behavior is possible regardless of the type or class of bike. Not long ago snowboards and skis were considered incompatible on the same slopes at the same time. This is the same thing, if you are an inconsiderate individual you ruin the experience of others who have the same right to utilize the trail system. Electric bikes allow people who are less physically capable on a non-motorized bike to access and use the trails that we all love in our community. Thank you
132	2021-07-31 05:06:58	I believe class 1 ebikes should be allowed everywhere regular mountain bikes are allowed. They do no more damage to trails than a mountain bike. It is age discrimination not to allow ebike. Me riding one at 70 years old allows me to enjoy riding. I ride slower than 20-40 year olds on mt. bikes. I don't believe that Tahoe Donner should be advertised as an ebike area. It would be nice to restrict it to residents and guests but would be difficult to enforce. I am also a hiker and find that people have been considerate to both groups.
131	2021-07-30 20:25:46	I love electric (class 1) mountain bikes. They make riding much more enjoyable. I can find a good trail to ride everyday without getting too tired from all of the climbing required for Tahoe trails. Please make class 1 ebikes legal on Tahoe Donner trails!
130	2021-07-30 19:41:50	I would prefer the rule not change. The introduction of e-bikes puts people high up on trails that shouldn't otherwise be there. It places bikes going uphill at faster speeds than what a down hill rider anticipates. Why the need to include electric bikes? Is the forest not a place where we should all go under our own human power? The trails seem crowded enough as is, this will only add to the amount of users. Who will actually be checking e-bikes to be sure they are class 1? Currently people are already using e-bikes on the trails with no enforcement. It seems possible to me that allowing e-bikes could lead to increased number of trail rescues and increased conflict between users of the trail system.
129	2021-07-30 15:52:45	I am against the ebikes restrictions. We are in our mid 70s and enjoy our ebikes and we would not be able to bike where we live without them
128	2021-07-30 14:52:18	A. Clarification of the existing rules as necessary to bring them into synchrony with changes to California law and termination are appropriate. B. Clarification of the prohibitions against off road vehicular use are consistent with Tahoe Donner community values and are also appropriate. C. However, approval of class 1 e-bikes on Tahoe Donner (TD) fire roads and double track trails is premature and will harm the interests of Tahoe Donner members at this time. The principal reasons for this concern include: 1. E-bikes are already using fire roads and single track trails in TD, without regard for or current prohibition. TD is already known as a location with ample free parking and great access to back country trails and the proposed rule will increase e-bike abuse on both TD and neighboring trails. TD marketing and publication of the change (on digital mapping applications and in the media) will make these problems worse, for TD and our neighboring landowners. 2. Item #1 is magnified by (1) the volume of lawful (regular) bike use on TD trails and (2) TD's multi-use trail policy that together have substantially degraded the hiking experience for members. This is especially alarming since hiking is the most popular activity in our community and is suitable for people of all ages and levels of fitness. By improving accessibility for able bodied riders, hiker-biker conflicts will increase and the hiking experience will be further degraded. (I should also add that the Summer 2021 1-way down designations for Upper Motherode and West Mustang Sally trails have made them no-go trails for hiking, which forces aggressive hikers to find their own way off trails or go a mile or more out of their way. Note that if they we up-only for regular bikes, thus slowing them, the trails would be more safe and enjoyable for hikers.) This does not mean that it may not be appropriate to permit e-bikes on TD fire roads and some trails in the future. The Association should develop and successfully implement a solution to the hiker-biker conflict so that hikers can enjoy our back country trails without having to be constantly on guard to fast moving bicycles. There are a number of potential alternatives. In addition, the Association should develop and successfully implement a solution to biker abuse of trails rules and etiquette. Once these steps are taken, the e-bike matter can be readdressed.
127	2021-07-30 13:46:31	as a over 75 year old, I have been riding my class 1 e bike for 3 years. they should be allowed on all tahoe donner trails, period.
126	2021-07-30 07:55:21	I spend a fair amount of time on TD Mtn bike trails. I strongly prefer that e-bike access be limited to fire roads and double wide trails. Single track is too narrow for safe use of e-bikes.
125	2021-07-29 19:38:02	Level 1 e-bikes should be allowed on all trails where bicycles are allowed in Tahoe Donner. These bikes do not exceed speeds that other bicycles can travel, nor do they damage trails any more than a regular mountain bike. I have been an avid mountain biker my entire life. Now, at age 55 I have a health condition that prohibits me from riding uphill. In fact, I must use oxygen to even ride my bike. I have maybe one year left and the highlight of my life is to ride the single tracks and see the beautiful scenery of the Eur Valley from places only the single tracks take me. I am very respectful of the environment and would not want to compromise this in any way. I am very respectful, as I was with a regular mountain bike in slowing down for hikers and horses. It doesn't matter what kind of bike you are on (limited to level 1 e-bike), it take courtesy and respect of others and of our beautiful trails. An e-bike does not compromise this.
124	2021-07-29 17:01:44	TD has not been known for enforcement of existing rules, INCLUDING existing rules against all e-bikes on all of our trails. Non-existent enforcement has led to allowing burgeoning e-bike use of our trails and there has been a strong support for this from a homogeneous Trail subcommittee. So the idea of creating new rules for class 1 e-bikes is futile. We already have an over-use of trails from increasing number of people living and recreating in Truckee. Allowing e-bikes will expedite wear and tear of the trails.
123	2021-07-29 14:59:17	I think it is ridiculous to not allow E bikes for transportation, a lot of people don't use them just for exercise, they use them for transportation and not have to drive their car. Having E bike riders follow respect rules is a better solution. Personally, I am riding my bike to work almost every day of the week and feel safer riding on the bike paths. I am respectful to other riders, pedestrians and animals. I also ride it to conserve my harmful effect on the environment by not using my vehicle. Putting restrictions like this on Ebikes is not fair. It reminds me of when ski mountains were restricting snowboarders from accessing lifts.
122	2021-07-29 14:49:36	I plan to ride where I want regarding any passage. Besides, who will be patrolling the trails and what will the consequences be if I am caught riding in a restricted area?
121	2021-07-29 14:43:43	Ebikes should not be excluded anywhere.
120	2021-07-29 14:04:36	We agree with the tentative rules proposal and would like to see class 1 E-bikes allowed in Tahoe Donner trails that are fire roads or double track trails. Thank you, Bob Henry -owner
119	2021-07-29 14:03:42	I am a long time avid mountain biker. I have found throughout my riding that a little bit of courtesy goes a long way towards making everyone's experience on the trail a happy one! I turned 70 this year and switched to riding a class 1 ebike a couple of years ago to make it possible to continue enjoying my love for the sport in spite of being less able to make the climbs without assist! I have continued to be courteous on the trail and have had zero conflicts not including a few individuals that just don't like ebike no matter what! A class 1 ebike is 100% compatible with other mountain bikes providing everyone rides in a friendly way. I would hope that we could all get along on the trails and be accepting of each other's different preferences and abilities. I would suggest, however, that some signage to indicate which trails are uphill only trails would go a long way to helping all trail users avoid potential conflict.

118	2021-07-29 12:51:21	Hoping we can begin with class 1 ebikes on fire roads only and then monitor, preferably for about a year, to determine what, if any changes are indicated. The biggest challenge is that ebikes on flat and uphill can go far faster than regular mountain bikes. So collision risk will be increased.
117	2021-07-29 11:31:46	Restricting the trails to exclude e-bikes is a step too far. I don't ride an e-bike but have friends that do. They have aged into them and are excited to be able to go places they no longer can on a normal bike. These rules seem more appropriate in the bay area. Anyone that has a problem with e-bikes, or any other restrictions to trails up here, should buy a second home in the bay area or just move there where their draconian restrictions better suit their lifestyle. Truckees is getting over run with this restrictive nonsense and I have a feeling it's coming from people new to the area. Please keep Truckee the way it has always been and the reason most of us moved here and why we love it. The bay area sucks with all the lockdown rules.
116	2021-07-29 11:26:45	I ride a conventional Mtn Bike, not an e-bike. That said I support allowing class 1 pedal assist e-bikes to be able to use all the way that conventional mtn bikes are allowed to use. My experience is the issues on the trail are most often trail etiquette which has nothing to do with bike type. I would suggest we communicate, reinforce and enforce proper trail etiquette. An e-bike has the same ability to slow down, stop and yield the right of way to others on the trail.
115	2021-07-29 11:24:31	I don't believe ebikes should be treated any differently from regular pedal bikes. I have been walking on the single-track trails in Tahoe Donner and met up, happily or otherwise, with people on bikes. It doesn't matter whether they are pedal or e-bikes; what matters is the care taken by the rider. Most are polite and cautious. However, my limited observations are that folks riding regular mountain bikes are in general more aggressive than those riding ebikes. After all, they are there for the thrills. The attempt to clarify the rule is lacking clarity. It says that ebikes can use fire roads and double-track trails but doesn't say anything about single-track trails. Later it says "usage on trails and fire road system..." which is again ambiguous. Please make the position on single-track clear so that people can decide if they agree or not.
114	2021-07-29 11:23:29	Parts of the Tahoe rim trail have designated days of the week for bikes. This seems like a good solution to the EB dilemma for TD. Or restrict EBs to over 65 yo, or those with physical limitations. I am an avid hiker, 63 yo, and I would probably choose to hike other trails in the area that don't allow EBs, which is fine. We have plenty of wilderness in this area. Use the quads that God gave you.
113	2021-07-28 21:10:27	I don't own a class 1 e-bike yet but hope to in a year or two. I noticed the new trail signage while hiking and also when riding my conventional mountain bike. I was surprised to see how many trails are marked "no e-bikes" and found that to be disappointing. Going down to the Euler Valley on the road is not my idea of fun and then to be limited to that same return trip up the road is not what mountain biking is about. I hope these trail decisions are temporary. As a responsible older rider who hopes to continue to enjoy mountain biking during my golden years with pedal assist in the future and in TD I find these trail restrictions disappointing. I hope my comments are taken into consideration.
112	2021-07-28 20:55:50	I vehemently disagree with the idea of allowing motorized bikes of any kind on the trails. They are dangerous and way to fast for the number of you kids that we have here learning to ride or runners like myself. There are SO MANY other places Goff e-bikes locally we do not need to add them here. Please do not allow ebikes. Consider adding an exemption for doctor authorized ebikes for ada compliance purposes, but limiting it to that ONLY. Thank you, Mia
111	2021-07-28 14:55:51	Honestly, the difference between a mountain bike, a class 1, class 2, or class 3 bike means nothing. No one is safer on a trail than the other, especially if someone is speeding around corners or hitting people. Allow all ebikes and limit speed! This is the issue - it's not environmental, it's not if there is pedal assist, a throttle, or rear brakes. All bikes, by definition have pedals, pedals so people propel the bike (different than a moped, ATV, or motorcycle). Tahoe Donner should be concerned with speed and safety. So, limit speed. Tahoe Donner is a mountain environment. People of different ages and in different physical abilities deserve access to all of Tahoe Donner. Some individuals may need more assistance. Banning the use of vehicles that assist others seems crazy. Safety = Speed, not the type of bike. Post and enforce speed (for all bikes). But allow all bikes access.
110	2021-07-28 14:33:45	We are completely in acceptance of the proposed changes and feel that the allowance of Class 1 e-bikes adds to the further enjoyment of our trails. We believe this expands user's ability to enjoy the trail system and promotes a more inclusive environment. We are hikers and bikers and have no problem sharing the space with as many of our neighbors and fellow nature enthusiasts as possible. Congratulations to our Board on the inclusive and forward-thinking motion.
109	2021-07-28 10:33:24	I have been riding bikes regularly for nearly 60 years and have also been an active hiker and outdoorsman for even longer. My wife and I have owned a home in Tahoe Donner since 2003 and since that time have been frequent users of the Tahoe Donner trail system - mostly for walks and hikes with each other, our daughter and son in law and two young grand sons. During this time I have observed many, many interactions between bicyclists and hikers as well as the evolution of bicycle technology to and including the development of mountain bikes and e-bikes. In my experience, it is beyond any reasonable dispute that motorized vehicles capable of going 20 mph, uphill as well as downhill, whether a motorcycle, dirt bike, atv, e-bike or any other description, are a safety hazard on narrow, unpaved trails. Before adopting any new rule on off-road vehicles, Tahoe Donner Board members should try riding a 55 lb e-bike 10 mph or more downhill, on a narrow, steep, twisting dirt trail to see how difficult it is to stop quickly and safely. Then imagine trying to do so going a little faster, if you were to encounter a family with small children hiking uphill around a blind corner on forested trail. The e-bikes the proposed rule would permit on Tahoe Donner trails would be capable of going twice as fast uphill as well as downhill. This problem would be made even worse by the proposal to limit e-bikes on Tahoe Donner trails to "Class 1." This is impractical and unrealistic for several reasons. First, it is impossible to distinguish a "Class 1" from a "Class 3" e-bike from appearance alone. Second, many e-bike owners may not even know what "class" their bike is. Third, popular conversion kits are sold that allow for the easy conversion of any bike to an e-bike without any speed limitations except what the battery and motor are physically capable of and are neither "Class 1," "Class 2" or "Class 3." As a result, enforcement of this rule would be virtually impossible. Finally, limiting e-bikes to designated fire roads and double track trails is also unrealistic and impractical. Many trail users do not distinguish between single track and double track trails. If e-bikes are allowed on double track trails you can be sure that they will proliferate on single track trails as well. I have encountered many mountain bike riders, including e-bike riders, on Tahoe Donner trails where bikes are supposedly prohibited, including on the recently reopened Nature Trail. Before adopting any new rule, Board members should realize that the practical effect of allowing any e-bikes on any trails will be to allow all e-bikes on all trails. A much better, more practical, more easily enforced and, most importantly, far, far, safer rule change would be to allow e-bikes (all e-bikes) on fire roads, but prohibit them on trails (all trails).
108	2021-07-28 09:26:11	The restriction of ebikes on trails to Class 1 only seems quite arbitrary. Are the restrictions based on safety concerns? If so, that means speed. Class 1 and Class 2 ebikes have the same regulated top speed. If safety and speed are the main concerns, there should be speed limits on the trails. I have witnessed pedal powered mountain bike riders careening down trails, executing jumps at very high speeds, and not under complete control. The pedal and throttle ebikes help us older riders get up the more difficult hills that we may otherwise not be able to climb. Please reconsider the determining factors for trail safety when drawing up the final rules. Michael Coen
107	2021-07-28 06:49:08	I do NOT support any sort of motorized bicycles on any Tahoe Donner trails. Bicyclist already do not abide by the right of way courtesies. I always am the hiker on foot who must step aside for bikes. E-bikes will ruin our trails in all ways: the physical trails, the energy and enjoyment for hikers and horseback riders and the culture. No e-bikes. My one exception: I would be open to an exception for those over the age of 65, who would otherwise not be able to use the trails. That is my only exception. I don't know how it would be monitored though. Special permit perhaps. Thank you.
106	2021-07-27 18:48:57	It sounds like the change is to restrict the engines to just the dirt roads. They are currently using and have been for years, all the trails. They should be able to continue to use all the trails. Who is going to monitor and tell people, if they can figure out if their bike is an e-bike, that they shouldn't be on the trail? Can they use the single track if they don't use the assist? So someone would have to catch them using the assist before they could say anything. Evokes are no more hazardous than regular bikes, it's the riders of either that might be inconsiderate on rare occasion.
105	2021-07-27 17:16:27	My comment is that the "cat is already out of the bag" having observed dozens of e-bikes on our trails over the last year. Hopefully, the Pilot and Ambassador programs will help us to maintain civility and proper use. That said, I cannot see how we will enforce the restriction that limits e-bikes to pedal assist 20 mph maximum speed models.
104	2021-07-26 07:09:20	I am very much opposed to allowing any type of motorize vehicles on our hiking trails. One would not want motorized vehicles on our cross country ski trails, so why on our hiking trails? I moved to Tahoe Donner in 1978, worked as a lifeguard for 2 years. In 1981 I became a property owner and worked as a ski instructor for 18 years. I was hiking the trails long before they were trails. The association has done a wonderful job with the trail system and fire safety. Now I use my property part time and believe the trails should be used by people under their own power. Please, please no motorized vehicles.
103	2021-07-25 18:14:12	Electric bikes on the Tahoe Donner trail system are a disaster waiting to happen! According to a Reuters Health article, "E-bikes carry a higher risk of severe injuries than traditional bicycles. E-bike injuries were more than three times as likely to involve collision with a pedestrian than traditional bike injuries." (referencing a study from the journal "Injury Prevention"). Did you do any pilot-testing of your new edict first? Or are you simply taking a trend, and making it into a new permanent rule? In today's world of chaos and constant stimulation, the best place for us to quiet the mind and get back to nature is the Tahoe Donner Trail System. It is one of the reasons we purchased in Tahoe Donner, and it was life-saving during Covid (not to stray far from home and still be able to hike). Thank goodness for the Tahoe Donner Trails. But now, instead of tranquility on the Tahoe Donner Trails, I have to be concerned about e-bikes whizzing by! TD Management will not be responding to rule violations on the trails, because as it stands, they can't even enforce the hundreds of broken rules when it comes to violations of the noise ordinances, skateboarders and out of control dogs! You want to prevent a Tahoe Donner fire? Then please, please say no to E-bikes! Most e-bikes contain Lithium batteries, which can be highly flammable. Is Tahoe Donner prepared for e-bike fires? Don't we have enough toys for people to play with in Tahoe Donner without adding one more? Keep our Tahoe Donner Trails safe, and keep e-bikes off of them!
102	2021-07-25 16:34:39	I believe this change would be a mistake. As a hiker and relatively slow cyclist, I don't want more bikes out there whizzing around me. Many people who purchase e-bikes haven't invested previously in the sport and are looking for an easy way out instead of emphasizing fitness. If they aren't fit enough to ride a bike, they can hike as slowly as they need to. I have heard of many instances of e-bikes insisting on right of way...which seems unfair. I understand that a grandparent may need a little assist to keep up with the children, and have heard of making exceptions for seniors or those who are disabled. Maybe something like that would be acceptable but I don't think we should open it up to everyone. And if you open it up to more bike traffic, we will need more funds for trail maintenance and development.
101	2021-07-25 13:23:58	We are not opposed to Class 1 e-bikes being allowed on fire roads. They should be excluded from trails unless signage specifically allows for use by Class 1 e-bikes. Signage should be prominent. Many trail users are not members of the Tahoe Donner HOA. Once people see e-bikes on the trails, many will conclude all e-bikes are allowed. Class 2 and 3 e-bikes will do damage to the trail system and threaten the safety of hikers and equestrians, as well as other bikers.
100	2021-07-25 09:12:46	I completely support the addition of Ebikes to the Tahoe Donner trail system. I believe that Ebikes should be allowed on all roads and single track trails that allow mountain bikes. Class one Ebikes, do not conflict with other trails users, since they still require pedaling to provide assistance. I should note that I have both a non-assisted mountain bike and an E mountain bike and enjoy them both. The reality is that given the sizable growth in the use of E bikes by TD residents, it is inevitable that they will be used on our trail system one way or another. Better to provide some regulation (down hill only trails etc) than to believe that it would be possible to eliminate them from our trail system. Something that would not be enforceable in any realistic way.

99	2021-07-25 07:30:28	<p>July 25, 2021</p> <p>Dear Tahoe Donner Board Members,</p> <p>I have been a Tahoe Donner property owner since 1983 and enjoyed the trails before they were recognized as trails. I lived full time on Skislope for 18 years and now am a vacation user. The association has done an excellent job of creating and maintaining the trail system, while creating a fire safe environment.</p> <p>The use of any class of electric bike on the system is a bad ideal. The trails should be reserved for people who earn the use with their own personal sweat. There will always be advances in technology and people who can afford it but there should be places reserved for real folk. The electric snow machine is coming, are we going to allow them on our cross country ski trails?</p> <p>Thank You for your time.</p> <p>Scott Brandos 13996 Skislope Tahoe Donner</p>
98	2021-07-24 21:54:23	<p>My wife and I support the use of Class 1 e-bikes on Fire and double track roads. I think this will allow the beautiful TD trails to continue to be enjoyed by our older and less vigorous population. The trails should be able to be enjoyed by all, and with e-bike technology and adjustment of our rules it will.</p>
97	2021-07-24 13:37:50	<p>I agree with the proposed rule change to allow class 1 eBikes access to TD trails. However, I am strongly opposed to providing access to the single track trails. TD has an extensive system of fire roads that allows access to the Euer Valley, Crabtree Canyon, Donner Ridge and more. Additionally, restricting access to only the fire road system creates an obvious demarcation from the single track system adding clarity for both the rider and for enforcement (if needed). Access should be appreciated as the privilege it is. Should enforcement become a problem access to our trails should be revoked.</p>
96	2021-07-24 12:42:03	<p>Most ebikes in the field today have a throttle, in addition to the programmable pedal assist function, to supplement power assist control. That would classify most ebikes as Class 2 and make most ebikes ineligible on Tahoe Donner trails. The addition of a throttle alone does not make an ebike any more dangerous than one without a throttle. It is nearly impossible to ascertain if a passing ebike has a throttle or not. It is impossible to ascertain any ebike if it is a Class 1 or a Class 3. Class 3 cuts out pedal assist at a higher speed. Class 3 higher speed cutout of 28 mph is irrelevant on TD trails because it is nearly impossible to travel more than 10-15 mph on the single tracks. One can achieve higher speeds on the double-tracks due to straight line tracks, open space, and simply by gravity - power assist not even needed. Since there will be no enforcement of the ebike rule, and there is no practical way to ascertain the Class of an ebike, I suggest that the Association either do nothing to change the present rule or allow all 3 Classes of ebikes. ebikes are just bikes. It's not the type of bike that's the problem - it's the type of rider. ebikes are here to stay.</p> <p>The Feature article in the July 20 TD News "On the Right Track" has done a major disservice to all trail users by publishing "Trail Etiquette for Bikers" which is not realistic: "Bike traffic should stop, get off their bikes and step to the downhill side of the trail to let horses, hikers, or runners pass". This is rarely a real trail situation. This wording will only enhance the trail "snarkiness" and further promote "hiker vs. biker" mentality. While horses always having the right-of-way, hiker/biker right-of-way must depend on the situation - primarily who is least maneuverable should have the right of way.</p>
95	2021-07-24 12:07:10	<p>Just my opinion, but restricting e-bike access to just Class 1 makes no sense. You either let all e-bikes (class 1, 2 & 3) on the TD trails or zero e-bikes. A class 3 e-bike has pedal assist up to 28mph so yes, it's faster than the 20mph max of class 1 & 2. But it's been my experience that older people (the biggest group of e-bike riders) are not interested in blasting high speed up or down trails. They just want to get some exercise and need a little boost on the trail. So I don't see a meaningful difference between the classes. This isn't a daredevil group of riders - they're probably much safer than the younger folks who really want to test their technical limits.</p>
94	2021-07-24 10:53:43	<p>First of all, e-bikes should of course be allowed on TD trails. For years, TD has been lumping e-bikes with mopeds and scooters, which is a legally specious interpretation. I can't legally ride a moped or scooter on a sidewalk in the State of California, and I would also need a license, helmet and registration. The only restriction imposed by the State of California on e-bikes is that a Class 3 e-bike cannot be ridden in a Class 1 bike lane.</p> <p>Second, the board is making a mistake by potentially limiting e-bike access to Class 1 e-bikes. The issue seems to be the throttle. Yet somehow that is not an issue in bike lanes and sidewalks. And frankly you are complaining about a possible infraction that may not even occur. To wit, you are assuming that owners of Class 2 bikes will be using the throttle on your trails. Therefore, Class 2 e-bikes are the devil's spawn!</p> <p>Well, I would argue that hikers who don't pick up after their dogs are just as evil. So let's ban all dogs! And what about those hiking poles? Don't they provide an unfair assist and poke holes in the ground? (Yes, I am being somewhat sarcastic).</p> <p>The fact is that just because someone has a throttle on their bike doesn't mean they are using it. And on some e-bikes the throttle can be dis-engaged manually (e.g. most Rad e-bikes) or electronically. The reality is that many e-bikes sold today can meet several classifications depending on the desires of the owner.</p> <p>TD seems to recognize that enforcing an e-bike ban or even a particular classification of e-bike will be next to impossible. This doesn't mean that motorcycles, ATVs and similar ilk will descend upon our trails. Nor should those types of vehicles be allowed. But we are talking about pedal-powered bicycles that provide some assist.</p> <p>In summary, I asking you to recognize the importance of e-bikes to many older people while also not focusing so much as the classification of the e-bike. We are talking about bicycles, after all. E-bikes encourage exercise and make it possible to explore further and longer. Let's be reasonable.</p>
93	2021-07-24 09:25:47	<p>I hope the ebikes don't bring in a bunch of unwanted traffic on the trails. We have an ebike, and we also have horses that we ride around Tahoe Donner. It's great to see older individuals able to ride out in the beautiful Euer Valley, and be able to get up the mountain safely. I think the amount of people riding bikes will be enormous and people will be going further out and unfortunately many inexperienced riders will be on the busy trails. We need many more signs posted to slow people down. Signs need to be posted at intersections, and signs letting bikes know yield to horses. Parks around San Francisco area where ebikes have been growing enormously are bringing in bike riders who wear off-road gear, motorcycle type helmets, and cutting through trails and making their own. My last visit to Tahoe Donner this July there was a woman in full motorcycle type gear getting ready to go out on the trail with her ebike. That is going to start increasing and ruin the serenity of our beautiful valley. Signs need to be placed at the end of Alder Creek at the gate, and at the parking area where people go off to Carpenter Valley. Having ambassadors on both bikes, horses, hikers would be a great idea who can monitor the trails. We need something similar to ski resorts ski patrol. Friendly people who can inform visitors of some of the precautions to take.</p> <p>Last note: the lady / property owner on Wolfgang who lives near the trail yelled at many of the horse people who walked on the trail. She sat on her deck at stopped different groups on different days. Sign entrance says horses are permitted on the trail so maybe more education to property owners. Most people I come across love to see the horses and I often stop and talk with them. Very friendly. Wolfgang lady is the exception!</p>
92	2021-07-23 17:24:17	<p>Thank you for the opportunity to submit comments.</p> <p>I agree with your proposal to allow Class 1 E-bikes within your stated terrain limits, with the following changes:</p> <ol style="list-style-type: none"> 1. Maximum speed to be 15 miles per hour (which is average for mountain bikes). 2. 16 years or older. 3. Must wear a helmet. <p>Thank you, Wouterina Swets</p>
91	2021-07-23 17:23:53	<p>Thank you for the opportunity to submit comments.</p> <p>I agree with your proposal to allow Class 1 E-bikes within your stated terrain limits, with the following changes:</p> <ol style="list-style-type: none"> 1. Maximum speed to be 15 miles per hour (which is average for mountain bikes). 2. 16 years or older. 3. Must wear a helmet. <p>Thank you, Wouterina Swets</p>
90	2021-07-23 17:23:13	<p>Thank you for the opportunity to submit comments.</p> <p>I agree with your proposal to allow Class 1 E-bikes within your stated terrain limits, with the following changes:</p> <ol style="list-style-type: none"> 1. Maximum speed to be 15 miles per hour (which is average for mountain bikes). 2. 16 years or older. 3. Must wear a helmet. <p>Thank you, Wouterina Swets</p>
89	2021-07-23 11:12:37	<p>I've read the proposed changes from the flyer that was mailed to association members and I am aligned with the proposed changes to allow Class E-1 bikes on fire roads or other designated trails. It would be good to have proposal on the % of trails and fire roads that would be allocated for e-bikes vs what is allowed for regular bikes only or hiking only. I think putting a % limit on the trails initially would be helpful as everyone gets used to ebikes and potentially the spike in popularity. I think the % could evolve over time as the usage normalizes over time.</p> <p>Thanks Christa Troxell</p>
88	2021-07-21 16:36:39	<p>Dear sir,</p> <p>I am a long term resident and owner of Tahoe Donner since 1986. I believe the the assist E bikes is a great addition to the trail system in Tahoe Donner. Many seniors that are unable to go up the steep hills without the power assist. I hope you reconsider your decision and make the trails accessible to these power assisted E bikes.</p> <p>I understand the biker purest attitude. I think both groups can ride respectfully together as hikers and bikers have worked it out in the past.</p> <p>Thank you for your consideration.</p> <p>Kirk Bengtson 530-321-0517</p>
87	2021-07-21 15:56:17	<p>Based on increased member usage and dependence on eBikes, I agree with and support the proposed Rule change as worded.</p> <p>As the rule is implemented, ebikes should be limited to the same trails as standard mountain bikes and any bikes should be limited to a set of trails that are well marked by signage and on maps as allowing bike usage. On foot hiker only trails need to also be marked as such.</p>
86	2021-07-20 14:44:51	<p>I believe that the proposed rule changes are fine as "entry" level standards to a whole new aspect of trail rides.</p> <p>The only start up regulation I would recommend is an exemption on "class" of e-bikes for those who are physically challenged in the area of movement or breathing.</p> <p>I would like to see an exemption of governing rule regarding e-bike class to those who can provide a Handicapped Placard on their vehicle. I see challenges ahead in any direction the rules go as far as policing & enforcement but something as simple as a sticker issued to any owner who can provide proof of disability, as auto placards do for an example.</p> <p>Thank you for your diligence in creating a new avenue for both young & old owners to enjoy our amenity property.</p>

85	2021-07-20 08:45:36	Thank you for allowing the use of e-bikes on the trail system. It is a great new technology that is allowing people to enjoy more of the great outdoor environment at Tahoe Donner. I agree with the policy of not allowing class 2 or 3 bikes but the Class 1 bikes don't pose any more threat to trails and other users than regular mountain bikes. Thanks again for making a well thought out decision on allowing e-bikes. Sincerely, Ken Buck
84	2021-07-19 17:24:24	I agree with the proposal to permit Class 1 E-Bikes on Tahoe Donner trails. I am not an e-bike user, however I know several people who are. The people I know who are using Class 1 e-bikes tend to be people who wouldn't be able to enjoy the trails without a motor. Because Class 1 e-bikes do not have a throttle and the highest speeds tend to be on downhill anyways, these users are safe and considerate in my experience.
83	2021-07-19 17:22:19	I applaud the boards decision to review ebike policy and allow class 1 eMTBs on all trails that mountain bikes are allowed. I am a 57yo with physical mobility issues, this rule change will allow me to enjoy the amenities that I moved up here for.
82	2021-07-19 14:47:06	After more research, I believe that both class 1 and 2 bikes should be allowed on designated e-bike trails. Almost all manufactures now include a throttle on their bikes in addition to peddle assist which make them class 2. The pedal assist mode on bikes will go the same speed as throttle mode. A person can have the gauge set at highest pedal assist mode and barely turning the pedal crank, yet going up to the maximum of 20 mph. Most ebike owners still pedal and only use the pedal assist for uphill to increase their ability to longer rides in steeper terrain. It makes no sense to prohibit a class 2 bike just because it has a throttle as the vast majority of riders only use the pedal assist mode. Thanks for considering expansion of the designated trails to class 2. I support prohibiting class 3 on all trails in Tahoe Donner as the speed for class 3 is just too high.
81	2021-07-19 11:10:11	Thank for spearheading this effort to allow Class 1 ebikes on Tahoe Donner trails. I fully support access privileges for Class 1 ebikes and the modification to the current off-road vehicle rules. Having Class 1 ebike access will allow my wife and I to explore even more outdoor areas within Tahoe Donner. Please know that sensible biker /hiker /equestrian etiquette and education will allow all users to safely enjoy our trails. -Mark
80	2021-07-18 21:26:56	As a hiker, I feel unsafe sharing the trails with fast bicycles, whether they are mountain bikes or e-bikes. If such vehicles were only allowed on fire roads, I would find that acceptable.
79	2021-07-18 17:29:04	I believe E-Bike not exceeding certain speed range (approximately 25 miles/Hr) should be allowed to increase bike adoption across mountains. It's environment friendly and will help some people shun their gas powered car for short commute. Regards, Amresh Kumar 9166128177
78	2021-07-18 16:58:58	Very concerned about the safety of hikers, small children riding bikes, and people walking dogs. Our trail system is a local treasure. We do NOT need further encroachment from groups seeking outdoor recreation. These bikes go too fast to be safe on the smaller trails. This is not sensible for the majority of members who live here and pay fees to maintain the trails. We have a bike park and ample bike lanes for riders of all types of bikes. Leave us to enjoy the trails and not be afraid to walk in our area.
77	2021-07-18 10:29:03	As a member who uses the trails as a hiker, biker and ebiker, I support the changes to allow class 1 ebikes. However, I strongly support the board's responsible active management role in dictating which trails ebikes can utilize. My ebike is 2x heavier than my regular mtn bike. I support ebike use for large fire trails and a few single track trails but not all single track trails. I believe active management throughout the season allows TD to change mid season which trails are becoming torn up and overused and thereby easing the abuse of certain trails as necessary. I also wish to ask the board to strongly consider the implementation of a 'ebike season pass'. A yearly sticker would be available to MEMBERS ONLY (not even guests) for a nominal fee of \$5-10 a season (to pay for costs of the sticker and implementation). This solves a few potential problems: - overuse by companies bringing in nonmembers for ebike use on our trails. - gives the board an idea of the volume of ebike users to thereby plan and manage the trails. - allows TD and opportunity to educate trail users as to the appropriate use of the trails. When you sign up for your season pass, you could have people take a quiz and sign a consent form, like you do with the pools or any other activity. This would lead to greater education and understanding. At least a quiz where people know when they need to yield to other people would be helpful as this is often an area of ignorance on the trails. I would ask that the ebike sticker fee be as nominal as possible for those of us starting out, say \$5. We could then be grandfathered in at that rate moving forward. If someone let it lapse, then they would repurchase at a potentially higher rate later on as needs adjusted. I certainly don't want to pay more for the services I've already purchased, but I feel strongly that a seasonal ebike sticker is a great way to keep this 'new' service and increased trail usage to those who are wanting and deserving of this opportunity-the members who collectively own the trails. Thank you for considering this option. Please feel free to reach out to me to discuss further, if desired. Matt Thomson
76	2021-07-17 11:15:04	While I agree to the proposed objectives of the e-bike I suggest a more specific regulation be spelled out in the text as is done by the East Bay Regional Park District. AS PROPOSED: Class 1 electric bicycle usage is authorized on the Association trail and fire road system segments designated and regulated for their use through Association open space and trails policies. I RECOMMEND: Class 1 electric bicycle usage is authorized ONLY on the Association trail and fire road system segments GREATER THAN EIGHT FEET IN WIDTH. RATONALE: This is the opportunity to get direct member feedback built into the regulation rather than member endorsement of some future regulation to be determined by future staffers.
75	2021-07-16 15:10:49	I frequently ride TD trails on my human-powered mountain bike. On these rides I have frequently encountered E-bikes. They are usually notable because of higher speed, creating less warning of their approach and greater potential for collisions. The risk is accentuated with the rapidly growing use of TD trails by members and non members alike. There are plenty of trails outside TD that allow E-bikes. For the safety and enjoyment of TD members (who fund the trails), I think E-bikes should not be allowed on any TD trails. I am absolutely certain they should not be allowed on single-track trails. What ever specific rules are adopted, they must be enforced to be effective. Who is going to identify and tell a class 2 E-biker that they are not allowed? E-bikes are currently not allowed on any TD trails, yet they used and, as far as I can tell, never enforced.
74	2021-07-16 10:31:03	We (Bruce and Barb Hansen) agree with the proposed electric bicycle regulations.
73	2021-07-15 20:55:50	As a bicycle rider (road and trail) and a hiker, I urge the board to consider allowing Class 1 E-Bikes only on the fire-road system and not on any other trails. Please ban all motorized vehicle on all trails. Motorized bikes may have their place but their use on trails will likely have a serious impact on trail conditions. Also, the distinction between Class 1, 2 and 3 bikes is extremely difficult to discern. It will be much easier to patrol and monitor the use of our single track and dual-track trails if all motorized bikes are not permitted except on fire roads. Thank you for considering these thoughts.
72	2021-07-15 14:33:00	I and my family would be in favor of allowing both class 1 and 2 e-bikes on trails! Thanks, Jim Schuster
71	2021-07-15 14:25:58	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 demoted 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.
70	2021-07-15 10:10:03	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
69	2021-07-15 09:17:06	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.
68	2021-07-14 20:57:58	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 a good experience for us hardworking or retired property owners. I am against any motorized vehicle on Tahoe Donner Trails George Lunde
67	2021-07-14 17:35:53	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.
66	2021-07-14 14:09:44	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 1 e-bikes on TD trails. I also agree that Class 2 and Class 3 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.
65	2021-07-14 12:40:50	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.
64	2021-07-14 10:02:44	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.

63	2021-07-13 19:19:19	<p>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!</p> <p>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.</p> <p>By the way, how about putting up lights on the tennis courts and extending tennis hours.</p>
62	2021-07-13 16:16:32	<p>Class 1 e bikes should be allowed only on double track and no class 2 or 3 e bikes should be allowed at all.</p> <p>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.</p>
61	2021-07-13 16:04:21	<p>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.</p>
60	2021-07-13 13:31:53	<p>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.</p> <p>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.</p> <p>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.</p>
59	2021-07-13 13:30:26	<p>We fully support the proposed modifications to the Off-Road Vehicle Rule.</p>
58	2021-07-13 13:29:00	<p>We fully support the proposed modifications to the Off-Road Vehicle Rule.</p>
57	2021-07-13 13:27:42	<p>The present rule prohibits motor-powered bikes. This is straight forward and not ambiguous.</p> <p>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 trails 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.</p>
56	2021-07-13 13:25:11	<p>We fully support the proposed modifications to the Off-Road Vehicle Rule.</p>
55	2021-07-13 13:09:17	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
54	2021-07-13 12:34:07	<p>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 a throttle that can go without pedaling is banned.</p> <p>Brett</p>
53	2021-07-13 10:43:27	<p>PLEASE no e-bikes!!</p> <p>They will ruin our natural habitat and trail enjoyment!! Electric bikes have no place in quiet, lovely TD !!</p>
52	2021-07-13 08:51:11	<p>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.</p> <p>Thank you for the opportunity to comment.</p>
51	2021-07-13 07:39:43	<p>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.</p>
50	2021-07-13 06:39:44	<p>I feel strongly that all classes of ebikes should be prohibited on TD trails and fire roads.</p>
49	2021-07-13 05:59:08	<p>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?</p>
48	2021-07-12 21:44:09	<p>Our home backs to the East Perimeter trail. We have never had an issue with hikers or others until a large group of ebikes 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.</p>
47	2021-07-12 21:37:51	<p>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.</p> <p>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 Class 1 e-bike.</p> <p>Thanks, Elizabeth Swanson</p>
46	2021-07-12 20:24:34	<p>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.</p> <p>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 uphill. They need to wait until they are given the opportunity to pass. For downhill, they need to pull over as quickly as safely possible.</p> <p>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.</p> <p>Thanks for the time, John</p>
45	2021-07-12 19:50:46	<p>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.</p> <p>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.</p> <p>I'm for e-bikes used respectfully.</p>
44	2021-07-12 19:47:38	<ol style="list-style-type: none"> 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, bringing 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.
43	2021-07-12 19:39:57	<p>E-bikes should not be allowed on the trails.</p>
42	2021-07-12 19:27:30	<p>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. 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. Phyllis Matyi, Esq.</p>
41	2021-07-12 19:17:21	<p>As a soon to be 75 year old with a back that cannot handle long combing on a conventional bike I have been able to continue enjoying the beauty of Tahoe Donner among other places as I have since 1979.</p> <p>I feel like in any other outdoor activity that courteous and conscientious riding is the responsibility of the rider.</p> <p>The bike, the boat the car no matter what is controlled by the rider.</p> <p>All the negative hype about trail damage overcrowding etc have been proven to be pretty much nonexistent. Ebikes do not cause trail damage</p> <p>Most ebike riders have traded in their regular nikes for E so its a trade off.</p> <p>Please allow the safe and conscientious use of Class 1 E Mountain Bikes at Donner.</p> <p>One other thing is no matter what your decision is there will still be E-emb's at Donner.</p> <p>Class - bikes qualify under ADA rules as what is called "Other Powered Mobility Device"</p> <p>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.</p> <p>Thank You</p>

40	2021-07-12 19:13:43	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.
39	2021-07-12 19:00:28	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, Scott Alcaide
38	2021-07-12 18:51:09	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. 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.
37	2021-07-12 18:43:22	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
36	2021-07-12 18:41:47	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!!!
35	2021-07-12 18:21:25	An update to my previous comment. I forgot to mention, my wife and I own class 3 E-bikes.
34	2021-07-12 18:20:06	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!
33	2021-07-12 18:10:35	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, Ralph Riddle
32	2021-07-12 17:11:00	I FULLY SUPPORT this regulation change! No added danger, more outdoor options. Thank you.
31	2021-07-12 11:26:06	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, Deborah King
30	2021-07-12 08:39:21	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, Jens, Leighanna, Madeleine, Bella and Penelopw Pillgram-Larsen
29	2021-07-10 14:48:39	Hi All Thanks for all your hard work as 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! Regards, Paul
28	2021-07-09 12:25:42	I am in favor of class 1 e-bikes being allowed on out (TD) trails
27	2021-07-09 06:42:31	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.
26	2021-07-07 17:22:42	I'm in favor of allowing class one ebikes on TD trails.
25	2021-07-07 12:04:48	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.
24	2021-07-07 10:55:43	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.
23	2021-07-07 10:14:24	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 bike 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.
22	2021-07-07 07:55:40	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.
21	2021-07-07 07:05:00	On Monday while hiking 51 Hawk's Peak from Ski Slope I encountered 12 ebikes. I chose this route. Encountered 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 Hawk's 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 nonbike 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.
20	2021-07-06 20:27:39	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).
19	2021-07-06 18:51:03	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.
18	2021-07-06 18:46:39	As an owner with severe knee problems, I strongly support ALLOWING class-1 ebikes on all TD roads/trails which are open to bikers.

17	2021-07-06 18:30:57	As an avid mountain bike rider, I fully support the proposed changes to allow Class 1 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 Class 1 e-bike adoption which allows the ongoing assessment and modification of trail planning.
16	2021-07-06 18:08:23	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.
15	2021-07-06 17:44:31	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.
14	2021-07-06 16:39:52	I very much approve of the rule change to allow Class 1 e-bikes on the TD trails.
13	2021-07-06 09:46:55	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.
12	2021-07-05 18:03:21	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.
11	2021-07-05 16:07:45	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.
10	2021-07-05 13:57:29	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, Ralf
9	2021-07-04 18:21:56	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.
8	2021-07-04 14:33:42	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 than 20 miles per hour on trails like these. The best trails to designate 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, David Olson
7	2021-07-03 17:24:57	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, ATVs..., 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 Class 2/3 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.
6	2021-07-02 22:36:37	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.
5	2021-07-02 22:15:40	I support this approach. I do recommend class 1 bike access to all bike trails. I do not own a 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.
4	2021-07-02 18:02:24	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.
3	2021-07-02 17:01:53	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.
2	2021-07-02 13:12:24	test 2
1	2021-07-02 12:24:38	this is just a test