

From: Kathryn Eppich [mailto:kedurango@gmail.com]

Sent: Monday, July 25, 2016 10:31 AM

To: Metz, Cathy

Cc: K E

Subject: parents/grandparents concerned about e-bikes

Hi Cathy

There is a growing group of young parents and grandparents rallying around voicing concerns about keeping the ban on motorized bikes using the bike trail.

What is the plan of action for consideration by Parks and Rec of this issue?

Is there a work session or meeting that these parents can attend?

How could I be notified of any meetings that might be a venue for public input to pass on to interested groups?

We just wanted you to know about this before groups show up at your meetings.

Thank you in advance for the information that you will be sending me.

I understand that Parks and Rec and City Council are being presented with very vocal opposition to the current ban by senior citizens wishing to ride pedal assisted bikes on the trail.

City Council also stated that often regular bikes go too fast and are dangerous.

Here are some concerns with allowing these and children sharing the space on the trail.

E bikes are considerably heavier and could seriously injure/kill a child

If the speeds of regular bikes aren't being regulated, how will e-bike speeds be regulated-

What is the plan to do so?

Will users differentiate between types of motorized bikes-what will stop someone from riding a moped on the trail

How will this be continually enforced and monitored?

The bike path is not the venue for motorized bikes-the combination of young children and heavy, motorized bikes does not mesh.

It is a heavily used, wonderful trail and the safety of young children is paramount.

Our daughter was plowed down by a motorized dirt bike on the bike trail 11 years ago.

Although we are continually thankful that she survived her horrible injuries, she has lifelong repercussions from that accident.

Now she is a parent and we are grandparents and it is a huge concern for the safety of other children in hopes that no family has to experience what we continue to go through.

Thank you Cathy!

Kathryn and David Eppich

[kedurango@gmail.com](mailto:kedurango@gmail.com)

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On Jul 22, 2016, at 9:54 AM, MaryAnne <mokie@frontier.net> wrote:

In Reference: E-Bikes

I first discovered pedal-assist bikes a couple of years ago in Europe. After a demo ride, I decided I had to have one of these. I was unable to purchase one in Durango at that time, so I had to go to Delta for mine. Now, at 78 years old, with a long laundry list of medical problems, I feel that this was the best investment I have ever made for my health. There are many days that I would not be able to ride my regular road bike, but I am able to use the e-bike as I can make the workout my workout- as hard or as easy as I need to.

I don't normally like to ride the bike path on any bike, but sometimes it is much more convenient to get to downtown than to fight the ever increasing road traffic. Yesterday while on the bike path (on my regular bike), a young man was going down the whole path doing a wheelie, which is considerably much more dangerous than any e-bike could be. Someone driving a 59 Buick is not necessarily safer than someone in a Corvette; it's the driver and the speed, not the vehicle.

I think many uninformed people have a total misconception of what a pedal-assist bike is, as compared to a motorized vehicle. It basically takes about 25 years off my legs. I would be willing to meet with anyone who like to test drive my Stromer e-bike.

Bill Palmer

Durango Masters Swim Coach

49 Spring Creek Dr.

Durango, Colorado

970-259-9153

970-749-6586

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On Jul 27, 2016, at 7:43 AM, Bob Chaput <bob@rchaput.com> wrote:

Thank you for giving us e-bikers time at last Monday's Multi Modal meeting.

I would like to join Mike Moravan in offering my e-bike to you, your staff, members of the advisory group or members of the city council for demonstrations or testing purposes. I am convinced that the more people know about e-bikes the more accepting they will be.

Attached are a couple of articles you may or may not have read.

Regards, Bob Chaput

Bob@RChaput.com

(970) 247-9332 Home

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<The Surprising Health Benefits of an Electric Bike - The New York Times.pdf><Colorado e-bike advocates hope to spark a quiet commuter revolution – The Denver Post.webloc>

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From: Zink, Ed

Sent: Wednesday, July 27, 2016 12:20 PM

To: Brookie, Dean; 'Bob Chaput'

Cc: Blake, Amber; 'Michael Moravan'; City Council; LeBlanc, Ron

Subject: RE: e\_Bikes

Dean,

Thank you to everyone for taking a step back and putting some serious energy into strategic thinking about the future of e-travel and its implications on our whole life style. This undoubtedly should include, e-carts (like golf carts), e-trikes (like City Market offers in their stores for walking challenged customers), e-bikes, and finally e-cars.

Part of the discussion with the Police Department might include the utilization of e-bikes in their already existing bike patrol program. E-bikes are likely to be a little quicker (especially going up from Main to Second, or up to the College), and would certainly allow the officers to cover more miles per shift. It's possible that e-bikes could be better than either bikes or cars.

It seems to me that in the big picture this discussion has way more to do with the future life style in Durango than just one little trail.

Thanks,

Ed Zink

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**From:** Bob Chaput [<mailto:bob@rchaput.com>]

**Sent:** Thursday, July 28, 2016 1:14 PM

**To:** Zink, Patti; Metz, Cathy; Mary Monroe Brown; Rinderle, Christina; Bill Palmer; Brookie, Dean; Bill Carver; Richard Ballantine; Gaige Sippy; Chris Vivolo; Ted Robson; City Council; Michael Moravan; Daryl Z Crites; Barry Owen; MBS; LeBlanc, Ron; Zink, Ed; Patti Zink; Ann Butler; [elfdurango@aol.com](mailto:elfdurango@aol.com)

**Subject:** Re: E-Bike supporters

In case you missed it. The attached appeared as an editorial in the July 28th Durango Herald

Regards, Bob Chaput

[Bob@RChaput.com](mailto:Bob@RChaput.com)

(970) 247-9332 Home

(970) 260-1987 Mobile

### **City should listen to mayor, regulate behavior, not E-bikes**

The Durango City Council chose, earlier this month, to revisit its ban on electric bicycles on city trails. The idea of further studying the issue came up after hearing from seniors who find the power assist helpful.

The city should take this opportunity to apply some common sense without trying to be overly lawyerly. While the desire for a clear definition is understandable, the simple fact that a bike has a motor is not in itself a danger. No one is talking about Harley-Davidsons on the River Trail.

E-bikes were specifically added to the ban on motorized vehicles on city trails earlier this year out of concern for safety. And in the narrow context of that discussion that made sense. E-bikes are new and largely unfamiliar. There are different kinds and neither the variations nor their capabilities are widely understood.

On the other hand, the distinction between motorized and non-motorized is simple and clear.

That does not, however, make it necessary. The ban on motorized vehicles was likely enacted by officials concerned about people on motorcycles, go-karts or who-knows-what speeding down trails populated by parents and children on foot. It is unlikely they had in mind electric-assisted bicycles.

Many e-bikes are primarily powered by their riders, but with only an assist from the electric motor. And the rider must be pedalling for the motor to kick in. They reportedly top out at around 20 miles per hour. That is too fast to be travelling on the River Trail, but no faster than many riders can go on conventional bikes.

Why then is the motor the defining issue? A better approach, as Mayor Christina Rinderle has suggested, would be to focus on behavior rather than equipment. After all, if there is a collision between a bicyclist and a pedestrian on the River Trail, we already know who should be written up – electric motor or not.

At current prices, the popularity of e-bikes is limited, with most probably ridden by seniors. Let them be. The city should not try to find a public safety issue where there is no evidence one exists.

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On Aug 2, 2016, at 12:31 PM, Jim Duresky <duresky@frontier.net> wrote:

I will be unable to attend the august 11 open meeting at 11:30 but would like to offer some insight to the electric bike issue. Background. I just retired after 38 years a personal lines insurance agent. Currently I am an associate faculty member for The National Alliance of Insurance Education and teach personal lines insurance all over the U.S. I was Mr. Abshagen's personal insurance agent.

The insurance industry is a reactive industry. They do not invent a product or service ahead of time, they wait for issues to arise and then react to legal issues of risk transfer.....After law suits they modify policies. Currently a standard industry homeowners policy does not cover motorized land vehicles under the homeowners liability coverage, vehicles such as ATV's, Snowmobile's, Segway's etc. Separate policies must be purchased. Only recently (2012) has the industry standardized policy addressed motorized physical assist vehicles. Companies change the standardized wording to fit their marketing plans. Currently the endorsement that would cover medical assist devices, kids electric/battery toys etc excludes electric bikes. Electric bikes are considered motorized.

Electric Bikes are too new to have sufficient case law for insurance companies to specifically address or to offer special policies for liability. The cost of introducing a new policy and adopting to 50 state jurisdictions exceeds the need and cost. The definition of a motorized land vehicle allows for the insurance company to define any way each company desires and therefore, the insured who assumes coverage if they would hit a pedestrian . I requested Ed Zink assist in my research and understanding of electric bikes and my belief is there are two types, pedal assist where the pedals must be in motion to assist, and throttle where the electric bike can self-propel to a speed of 30mph.

While individuals will assume there is homeowner or renter liability coverage for negligence in the use of electric bikes this is questionable, very questionable at this time. Individual electric bike policies are not readily available to the best of my knowledge at this time. The pedestrian, the one with injuries after the collision on the river trail, may very well be on their own in seeking recourse against the negligent party and the operator of the electric bike be surprised to find out they do not have liability protection under their homeowners insurance. Segway's which are similar, are not allowed on the river trail, neither should Electric Bikes.

I am available if any further information regarding insurance industry coverage of electric bikes as a stand alone insurance policy or as part of a homeowners policy. I do not speak for all insurance companies, but do have knowledge from experience and as my association in teaching for The National Alliance

Jim Duresky

970 247 1292

2800 Oak Drive

Durango, Colorado

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From: Helen Marshall <hmarshallco@gmail.com>

Sent: Wednesday, July 20, 2016 6:28 PM

To: Brookie, Dean

Cc: Marbury, Sweetie; Brant, Keith

Subject: ebikes

Dear Council Members,

My name is Helen Marshall and I moved to Durango a little over a year ago from Boulder when I retired from the University. My two oldest children live here and I have made many friends. I enjoyed living in Boulder for over 12yrs, but I have fallen in love with Durango as well.

I have owned a small ebike for several years and used it to commute to and from my job in Boulder and looked forward to riding it around Durango. I was so surprised and disappointed to learn that they are not allowed on the bike path. After thinking about it I believe it's a lack of education about these bikes and their safety. They are not fast and the people riding them are primarily seniors who are cautious, careful cyclists. I can understand not allowing scooters, but these bikes are incredibly safe to ride and be ridden on the path. They are far less hazardous than the cyclists who weave in and out of the pedestrians and the skateboarders.

And the second point I would like to make is that there are very few safe alternative routes for cyclists on many main routes in town. For instance, I live near Needham School and want to ride to the Smiley building. I take W. 2nd Ave. down to 17th and have to walk to 15th on Main Ave which is so congested and even the sidewalks are too narrow to bike on. That is typical of the main roads. It would be much safer to use the bike path.

I would be glad to introduce myself and my bike to any or all of you and demonstrate its safety.

Thank you for considering this issue again. I think as you grow more familiar with the features of these bikes you will see that they are perfectly safe to be ridden on the bike path. And the safety of seniors is best guaranteed there and not on the main roads with no bike lanes.

Thank you,

Helen Marshall

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From: Elfdurango@aol.com <Elfdurango@aol.com>

Sent: Thursday, July 21, 2016 8:12 AM

To: City Council

Subject: e-bikes

Dear City Council Members,

I am 72 and have been riding bicycles since I was 4 years old. I was a serious biker and used to ride in Century rides around the State and in New Mexico. I want to be able to continue to ride but as I grow older and my body deteriorates, I've decided to buy a pedal assisted e-bike so I can both exercise and commute. My wife is also buying an e-bike.

I believe the current ban on e-bikes is a serious case of age discrimination. Durango has a great senior center and you should be proud of that. Please allow us seniors to continue to enjoy the outdoors and lift the ban on e-bikes.

John Hopkins, Ph.D.

769-5266

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From: Ed Zink [mailto:edzink@waterfallranch.com]

Sent: Wednesday, July 20, 2016 11:43 AM

To: 'Bill Carver'; Rinderle, Christina

Cc: 'Dick White'; 'Michael Moravan'; City Council; 'cc: Ted Robson'; 'Bill Palmer'; elfdurango@aol.com; tekdogg4@gmail.com; 'Bob Chaput'; LeBlanc, Ron; Metz, Cathy; Mary; Mary Monroe; mbs; Ann Butler; Barry Owen; Chris Vivolo; Daryl Z. Crites; Richard Ballantine; Gaige Sippy; Patti Zink

Subject: RE: eBikes and the river trai

All,

Thank you to Bill Carver for articulating a key point. Trails are part of the overall transportation system for our community. A well-integrated system utilizes the both the street and the trail systems in an efficient manner. Therefore it seems that this discussion of e-bikes should certainly include all basic transportation needs. We should further take a good look at how we can utilize and/or modify our existing roads and trail networks to further enhance the future use of e-bikes for our community transportation needs.

I have confirmed with Jennifer Hill that the subject of e-bike use in and around Durango would be an appropriate point of discussion at the Multi Modal Plan Public Meeting on 7/25/16 5-7 pm at the Transit Center (see attached invitation).

There will be e-bikes there for people to test ride if they have never experienced one.

Please pass this meeting message along and hope to see you there (on your e-bike),

Ed Zink

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From: Bill Carver [mailto:billdurango@gmail.com]

Sent: Wednesday, July 20, 2016 10:08 AM

To: Rinderle, Christina

Cc: Dick White; Michael Moravan; City Council; cc: Ted Robson; Bill Palmer; Zink, Ed; elfdurango@aol.com; tekdogg4@gmail.com; Bob Chaput; LeBlanc, Ron; Metz, Cathy

Subject: Re: eBikes and the river trail

Thank you City Council for revisiting the e-bike policy. This is my second summer on my e-bike and I call it my "No Excuses" bike, as it doesn't matter if its a hot day, I have errands to run, bring my yoga mat, hills to ride up, windy, or groceries to pick up, the e-bike can handle it. For me, my e-bike does not replace a bike, it replaces a car at times and indeed it can keep me out of my car for weeks at a time. I often say its one of the most useful items I have ever purchased, and as many of us know life is more fun on 2 wheels.

As a practical matter, I too find myself on pieces of the river trail at times in order to cross the river, transit from the road to my destination, or for those areas of town where the highway is not too bike friendly (i.e. my home depot runs, Nature's O, or Natural Grocers). I find that if I keep my trail speed below 10 to 12 mph, or even lower if there is heavy pedestrian traffic, that I can safely transit without worrying or startling the other users of the trail. In other words, it is proceeding at a reasonable speed and using a bell to announce my presence that makes me a responsible user of the trail, rather than if I am on an e-bike or not. I do think we could find a e-bike trail policy that would allow for e-bike usage while maintaining an enjoyable experience for other users of the trail.

Respectfully, Bill Carver 946-6301

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From: Michael Moravan [mailto:michael.moravan@gmail.com]

Sent: Sunday, July 17, 2016 10:34 PM

To: Dean Brookie; Sweetie Marbury; Dick White

Cc: cc: Ted Robson; Bill Palmer; Bill Carver; Ed Zink; elfdurango@aol.com; tekdogg4@gmail.com; Bob Chaput; Michael Moravan

Subject: eBikes and the river trail

Dean, Sweetie and Dick,

I fully endorse Bob Chaput recent email to Dean regarding how eBikes enable us older Bikers (I'm 72) to continue biking and to be safe riders on public streets AND the River Trail. I make many trip to downtown from my home up in Skyridge with my eBike thereby getting some exercise, reducing gas pollution and not taking up limited downtown Durango street parking.

My \$800 eBike (includes \$200 west coast shipping), with LCD speedometer, enables me to closely monitor my speed especially on the River Trail where I keep my speed at 10 MPH or less for the safety of other trail users. I would like to point out that while on the River Trail going at 10 MPH, many conventional bikers pass me going much, much faster.

I would also recommend that City Council revisit the issue of eBikes on other City trails, such as Horse Gulch or Power Line. My eBike has 4.5" Fat tires and the Power assist enables an old timer like me to continue enjoying Mountain Biking. I go cautiously slow on these challenging trails for both safety and to conserve my battery. In addition, I always carry a bell to alert other trail users of my presence.

I would be glad to loan my eBike(s) to any City Council Member or Cathy Metz so that you can make a more informed decision on eBike use of City trails.

Respectfully,

Michael Moravan

970 402-2514

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From: Kathryn Eppich <kedurango@gmail.com>

Sent: Sunday, July 24, 2016 1:29 PM

To: Rinderle, Christina; White, Dick; Marbury, Sweetie; Brookie, Dean; Brant, Keith

Cc: LeBlanc, Ron; K E; David Eppich

Subject: Motorized vehicles on bike path

On Jul 24, 2016, at 1:20 PM, Kathryn Eppich <kedurango@gmail.com> wrote:

Dear Christina and City Council Members-

There is a growing group of young parents and grandparents rallying around voicing concerns about keeping the ban on motorized bikes using the bike trail.

What is the plan of action for consideration by the Council of this issue?

Is there a work session or meeting that these parents can attend?

How could I be notified of any meetings that might be a venue for public input?

Thank you in advance for the information that you will be sending me.

Kathryn and David Eppich

Kathryn Eppich

[kedurango@gmail.com](mailto:kedurango@gmail.com)

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From: Kathryn Eppich <keppich@gobrainstorm.net>

Sent: Saturday, July 16, 2016 8:40 AM

To: Rinderle, Christina

Cc: K E; White, Dick; Marbury, Sweetie; Brookie, Dean; Brant, Keith

Subject: Please ban ALL motorized vehicle on bike path

Hi Christina

Please consider speaking up on continuing and supporting the ban on ALL motorized vehicles on the bike trail system.

We see there is another article in the Herald today and some discussion on reconsideration of a ban.

This very day, 11 years ago, our daughter was plowed down by a motorized dirt bike on the bike trail.

Although we are continually thankful that she survived her horrible injuries, she has lifelong repercussions from that accident.

There were many Herald articles written on that accident if you wish to review them.

Dave and I are willing to present to city council.

I have emailed Cathy Metz about meeting with her and discussing this also.

I have vocal chord issues and cannot speak publicly but Dave can do so.

We strongly feel that most people will not differentiate between varied types of motorized bikes.

Our intentions are to spare anyone of serious injuries or any family to have to experience this journey we have been on.

Thank you

We are happy to meet with you on this issue.

Kathryn Eppich

[kedurango@gmail.com](mailto:kedurango@gmail.com)

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On Jul 21, 2016, at 3:02 PM, Bob Chaput <[bob@rchaput.com](mailto:bob@rchaput.com)> wrote:

Attached is a very thoughtful article that appeared in the Denver Post this Sunday.

Hope you read and enjoy it.

Regards, Bob Chaput

[Bob@RChaput.com](mailto:Bob@RChaput.com)

(970) 247-9332 Home

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<http://www.denverpost.com/2016/07/17/colorado-e-bike-commuter-revolution/>

## **Colorado e-bike advocates hope to spark a quiet commuter revolution**

### **Use of electric bikes could surge changes to trail regulations**

By [Jason Blevins](#) | [jblevins@denverpost.com](mailto:jblevins@denverpost.com)

PUBLISHED: July 17, 2016 at 12:01 am | UPDATED: July 18, 2016 at 10:13 am

The Colorado Mills shopping mall in Lakewood is hosting an Electric Bike Expo over the weekend. Paul Jones, right of Bosch gets riders ready for a test ride on Bosch equipped e-bikes at the expo on Friday, June 17, 2016. The e-bikes allow riders to fully pedal, partially pedal or use all electric power for the power source.

Denver Post file

Electric bikes are coming to North America. And best not call them motorcycles.

After pretty much taking over Asia and sweeping through Europe, the electric bike scene is zooming for the U.S., promising a quiet revolution that could reduce reliance on cars, grow cycling opportunities for an aging demographic, protect air quality, provide exercise and change the nature of urban travel.

But the electrified-bike industry faces many hurdles in the car-loving U.S. — most of them rooted in lingering unfamiliarity, evidenced by a patchwork of laws that can treat the sparky rides like motorcycles, and an urban road system designed more for motors than muscles. That’s changing, especially in Colorado, where advocates are lobbying for an overhaul of state access laws hoping, among other things, to entice major players in an industry that expects almost \$16 billion in global sales this year and close to \$24 billion in 2025.

[Office of Outdoor Recreation Industry chief Luis Benitez](#) — a champion of e-bikes — has been talking with several e-bike companies interested in settling in Colorado. Watch for state legislation this winter, he said, that would allow increased access on urban trails for two-wheelers with pedal assist. This is the fastest growing category of e-bike, giving an electrified bump to riders as they pedal, but typically never faster than 20 mph. In Colorado, those low-powered e-bikes are allowed on trails only if local governments approve. And few do.

“These companies want to have a home, and they want to be based in an iconic location, but as one CEO said to me, ‘Why would I choose to move my company to a place where there isn’t access?’” Benitez said. “The overall upside is we would be embracing a multi-billion dollar segment of the industry that hasn’t come to the USA in a very impactful way yet, and its looking for a home. Colorado could and should lead the way.”

While everyone seems to recognize electric bikes as a blessing for urban commuters — no need for a shower when you get to work, less car traffic — consensus ends where pavement turns to dirt.

Pedal-assisted electric mountain bikes are surging in the e-bike world, as both emerging electric bike companies and traditional mountain bike makers, like Giant, Scott, Trek, Felt and Specialized, develop knobby-tired, electric-powered rides. The new e-mountain bikes boast all the fancy components of a high-end mountain bike, with a battery and motor weighing as little as 8 pounds tucked into the frame.

The argument over electric access on non-motorized singletrack is passionate, especially as a growing group of mountain bikers ramp up a campaign to expand fat-tired access to trails in wilderness areas. Purists, including an online columnist who called e-mountain bikes [“the spawn of Satan.”](#) argue that motors do not belong on non-motorized trails, even if those tiny motors require pedaling and top speeds are limited.

The influential International Mountain Bicycling Association welcomes e-mountain bikes to the two-wheeled tribe — but only where motorized access is already allowed. Last fall IMBA joined the Bicycle Product Suppliers Association and People for Bikes in [a scientific study looking at the impact of e-mountain bikes on trails](#). That study showed the difference between e-mountain bikes and traditional mountain bikes is negligible and e-mountain bikes have a much smaller

impact than motorcycles. After the study, IMBA said e-mountain bikes are “substantially different from other motorized uses and may warrant a separate category and new management strategies.”

Benitez, who thinks large-scale with nearly every endeavor, sees opportunities in including the motorized community in the e-bike access discussion. Motorized users are adept at assessing themselves for impacts and access, happily paying for stickers and licensing with the knowledge that their money supports their trails.

Getting mountain bikers, motorized users and the state’s [already-progressive federal land managers](#) to the table to talk e-bikes, and public-private partnerships and potential fees to help those budget-strapped land managers, Benitez said, “would be huge.”

“The first state that embraces this segment of the bike industry and embraces the idea of access and fee structures, they will be the leaders in this whole process,” he said. “This is coming and Colorado could be the first adopter at the state level.”

Federal land managers with the Forest Service and Bureau of Land Management consider all electric bikes motorized, so they are banned on trails open to only cyclists, hikers and horseback riders. That means ski resorts on federal land — almost of them in Colorado — have to wait for a shift in federal lands travel management policy before embracing the e-mountain bike industry’s dream of resorts offering fleets of electric-powered bikes to summer visitors. (Not to mention most resorts would be loath to offers toys that would eliminate the need to buy a lift ticket.)

The state, however, is taking a different approach.

Colorado was ahead of the e-bike curve in 2009 when lawmakers [passed rules that allowed low-powered electrical assisted bikes](#) — those limited to 750 watts, or about one horsepower, and 20 mph — in bike lanes and on streets without the license, registration and insurance that motorcycles, scooters and mopeds are required to carry.

But the lawmakers allowed local municipalities to opt-in to allowing e-bikes on paved bike trails. Cities like Boulder have embraced e-bikes. Many more cities have not. This means e-bike commuters riding between, say, Boulder and Denver on the new U.S. 36 Bikeway would have to turn off the pedal-assist as the trail passes through more than a half-dozen municipalities.

“That’s an issue for getting people to use them on a practical level,” said Alex Logemann, who reviews bike laws and policies for the People for Bikes advocacy group that is lobbying state lawmakers for more laws more friendly to e-bikes.

People for Bikes has [crafted model legislation](#) that essentially allows e-bikes to go wherever regular city bikes and commuter bikes can go. California, Tennessee and Utah have passed that legislation. In California, bike advocates even are pushing for legislation that would allow for rebates up to \$1,000 for e-bikes and \$500 for traditional bikes.

“We would love to keep that momentum rolling,” said Logemann, who described Colorado e-bike laws as “pretty decent” because e-bikes are not classified as motorized, as they are in about 18 other states.

“Something we would like to see in Colorado,” Logemann said, “is take the lowest speed e-bikes and allow them on those bike paths so people can use them for commuting.”

E-bike companies have divided their electric rides [into three categories](#): Category 1, the fastest growing, is pedal assist; Category 2 includes bikes with a little more power and a throttle, a feature that seems to be fading with the explosion of pedal-assist; and Category 3, higher-powered rides that are essentially electric mopeds.

Colorado’s laws allow those first two low-powered categories to use bike lanes and city streets, if local governments say it’s OK. That differentiation gives the state’s trail managers more opportunity to craft access rules for e-bikes on all types of paths, paved and dirt, said Colorado Parks & Wildlife program manager Tom Morrissey, who oversees the state’s recreational trails committee. That committee is mulling policy guidelines that would help guides lawmakers in approving low-powered e-bikes on greenways and paved bike paths, and maybe even pedal-assist e-bikes on state singletrack.

“I think there is potential for Category 1 to access trails in Colorado,” Morrissey said. “Category 2 might also need a policy boost in terms of allowing them multimodal transportation routes built by the Colorado Department of Transportation. I think that would be a tremendous boost for commuting.”

E-bike companies are making widely varying fleets of commuting bikes, including innovative cargo bikes outfitted to haul kids and groceries.

Bicycle Colorado executive director Dan Grunig thinks those commuter e-bikes could help an urban family move to one car from two.

“I see them replacing car trips, not bike trips,” he said. “It’s pretty exciting to get more people out of cars.”

At the 2016 E-Bike Expo stop at the Colorado Mills mall in June, hundreds of people tested e-bikes, moving unnaturally quickly across the parking lot. It was supposed to be the sixth and final stop of the first-ever expo, but surging interest from consumers and bike makers prodded the addition of stops in Seattle, Atlanta and Fort Lauderdale, Fla.

Pete Prebus, president of the [electricbikereport.com](#), a website that spreads the word on e-bikes, and the chief marketing officer for the company behind the expo, said the arrival of large companies like Yamaha, Bosch, Panasonic and Samsung into the e-bike world has the potential to super-charge the U.S. bike industry.

The traditional U.S. bike industry has hovered around \$6 billion in sales since 2003. Adding e-bikes grows the market with people who maybe wouldn’t be shopping for a traditional bike.

North American e-bike sales are expected to reach about 152,000 in 2016, [according to research firm Navigant Research](#). That's a fraction of the 33 million sold in Asia or the 1.6 million expected in Western Europe. But it reveals the U.S. are fertile ground for the e-bike revolution underway abroad.

"Europe is leading the charge," Prebus said, intending the pun. "This is something the bike industry needs."

E-bike buyers typically are older than buyers of traditional bikes. With high-end e-bikes running \$5,000 or more, they also are wealthier. These new buyers want to get out and experience the outdoors like everyone else, said Prebus, who says angry traditional mountain bikers are missing the benefits of e-bikes.

"We need to focus on where these bikes can go, not where they can't. We are getting more people on two wheels and getting more people who are seeing the world through the eyes of a cyclist," he said. "We are creating more advocates for bike lanes and commuting on bike and bringing kids to school on bikes. I'm sure we will see more electric bike riders transitioning into traditional cycling."

Doug Crandall, who sometimes bikes 11 miles from home in Fort Morgan to work in Brush, has been eyeing e-bikes online for a while. He was hooked by his first test ride, during the expo.

"Now I'm getting pretty serious about buying one," Crandall said. "It would be so nice to ride in and not worry about showering. If I had one, I would definitely be riding more."

**From:** Bob Chaput [<mailto:bob@rchaput.com>]

**Sent:** Wednesday, July 20, 2016 2:34 PM

**To:** Brookie, Dean

**Cc:** Zink, Ed; Bill Carver; Rinderle, Christina; Dick White; Michael Moravan; City Council; Ted Robson; Bill Palmer; [elfdurango@aol.com](mailto:elfdurango@aol.com); [tekdogg4@gmail.com](mailto:tekdogg4@gmail.com); LeBlanc, Ron; Metz, Cathy; Mary Monroe; mbs; Ann Butler; Barry Owen; Chris Vivolo; Daryl Z. Crites; Richard Ballantine; Gaige Sippy; Patti Zink

**Subject:** Re: eBikes and the river trail

FWIW re e-bikes in Bolder.

Regards, Bob Chaput

[Bob@RChaput.com](mailto:Bob@RChaput.com)

(970) 247-9332 Home

(970) 260-1987 Mobile

[Home](#) » [Goboulder](#) » Electric Assisted Bicycle Use on Multi-Use Paths

# Electric Assisted Bicycle Use on Multi-Use Paths



Electric Assisted Bicycle (e-bike) use is permitted on certain multi-use paths within the City of Boulder. A [Map of Multi-Use Paths that Allow E-Bike Use](#)  was created to help raise awareness of which paths permit use of e-bikes.

Public Safety, Education and Outreach

During peak cycling and walking season, the City works closely with Community Cycles Bicycle Ambassadors to raise awareness on path etiquette and rules. [The Way of the Path](#) outreach campaign is an effort to improve the safety and experience of the people using Boulder's multi-use paths. Path users are asked to pledge to follow path rules and etiquette in order to ensure a safe and courteous atmosphere for everyone. The campaign messaging highlights path users' rules and responsibilities, including:

- e-bikes are allowed on the system;
- comply with the 15 mph speed limit on multi-use paths;
- keep right, pass left;
- give an audible alert before passing; and
- bike lights are required and reflective clothing is advised for nighttime use.

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From: Bill Carver <billdurango@gmail.com>

Sent: Wednesday, July 20, 2016 10:07 AM

To: Rinderle, Christina

Cc: Dick White; Michael Moravan; City Council; cc: Ted Robson; Bill Palmer; Zink, Ed; elfdurango@aol.com; tekdogg4@gmail.com; Bob Chaput; LeBlanc, Ron; Metz, Cathy

Subject: Re: eBikes and the river trail

Thank you City Council for revisiting the e-bike policy. This is my second summer on my e-bike and I call it my "No Excuses" bike, as it doesn't matter if its a hot day, I have errands to run, bring my yoga mat, hills to ride up, windy, or groceries to pick up, the e-bike can handle it. For me, my e-bike does not replace a bike, it replaces a car at times and indeed it can keep me out of my car for weeks at a time. I often say its one of the most useful items I have ever purchased, and as many of us know life is more fun on 2 wheels.

As a practical matter, I too find myself on pieces of the river trail at times in order to cross the river, transit from the road to my destination, or for those areas of town where the highway is not too bike friendly (i.e. my home depot runs, Nature's O, or Natural Grocers). I find that if I keep my trail speed below 10 to 12 mph, or even lower if there is heavy pedestrian traffic, that I can safely transit without worrying or startling the other users of the trail. In other words, it is proceeding at a reasonable speed and using a bell to announce my presence that makes me a responsible user of the trail, rather than if I am on an e-bike or not. I do think we could find a e-bike trail policy that would allow for e-bike usage while maintaining an enjoyable experience for other users of the trail.

Respectfully, Bill Carver 946-6301

\*\*\*\*\*

From: Carol MILLIET <cfog38@msn.com>

Sent: Monday, July 18, 2016 6:16 PM

To: Marbury, Sweetie

Subject: Motorized bikes

Dear Sweetie,

I am very concerned over the possibility of allowing motorized bikes on the river walk. This is a big safety risk. The walk is crowded. People walk together, talking in groups. I have ridden my bike and have been a walker on the trail. Bikes are a danger to walkers and walkers cause bikers to exercise sudden stops, slowing down and quick moves of avoidance. Dogs on leashes darting with their leash across the trail causing bikes to fall over and little ones doing the same add to the chaos. Let's not add one more problem to the confusion.

Thank you for reading,

Carol Milliet.

\*\*\*\*\*

From: Michael Moravan [mailto:michael.moravan@gmail.com]

Sent: Sunday, August 07, 2016 2:23 PM

To: Metz, Cathy

Cc: Bob Chaput; Zink, Ed; Carver, Bill; City Council

Subject: Thank You

Cathy,

I wanted to thank you for meeting with Bob Chaput and myself last Tuesday and carefully listening to our concerns regarding the current eBike exclusions from Durango's hard and soft trails.

As you heard, we older eBikers are feeling discriminated against by blanket laws placing eBikes in the same category as "Motorized Vehicles", even though the devices are technically very different and considerably safer!

At our meeting, you mentioned that you're receiving (many?) letters concerning the safety of eBikes on city trails. If you felt it would be appropriate as part of the eBike education process, I would be glad to meet with concerned trail users and show them the strengths, limitations and safety features of a modern eBike.

Bob and I look forward to your department's eBike White Paper, participating in public hearings and commenting on your eBike recommendations to City Council. Fundamentally, we both believe in the Mayor's approach of "regulating behavior, rather than bikes".

Best regards and thank you for your long service to Durango and helping to make it such a desirable city to call home!

Michael Moravan

970 402-2514

5 Lizard Head Drive, Durango

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From: Kathryn Eppich [mailto:ke19@me.com]

Sent: Saturday, July 16, 2016 8:24 AM

To: Rec

Cc: K E

Subject: Ban E-bikes PLEASE (Cathy Metz)

Hi Cathy

Please speak up on continuing and supporting the ban on ALL motorized vehicles on the bike trail system.

We see there is another article in the Herald today and some discussion on reconsideration of a ban.

This very day, 11 years ago, our daughter was plowed down by a motorized dirt bike on the trail.

Although we are continually thankful that she survived her horrible injuries, she has lifelong repercussions from that accident.

Dave and I are willing to present to city council and I have messaged Dean Brookie about doing so.

I have vocal chord issues and cannot speak publicly but Dave can do so.

We strongly feel that most people will not differentiate between varied types of motorized bikes.

Our intentions are to spare anyone of serious injuries or any family to have to experience this journey we have been on.

Thank you

We are happy to meet with you on this issue if need be.

Kathryn and Dave Eppich

970-259-3578

kedurango@gmail.com

19 Newland Circle

Durango, CO 81301

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From: Sue Benton <suebenton@mac.com>

Sent: Sunday, July 17, 2016 4:39 PM

To: Marbury, Sweetie

Subject: Motor bike and bicyclists

I absolutely agree no motor bike!

The bike riders (at least 80% of them) don't feel any responsibility towards walkers already, they never give a warning when they are passing from behind you, and they are going so fast if you veered in front of them they would hit you.

A motor bike will be twice as dangerous! NO NO NO

Sue B

\*\*\*\*\*

On Jul 17, 2016, at 2:50 PM, Carol MILLIET <cfog38@msn.com> wrote:

Please tell me if you think I am wrong to sent this out. I don't believe this to be political, but about safety on the river walk. I was almost knocked down a few days ago by adult riders on bikes.

Carol

\*\*\*\*\*

From: Sari J Salisbury <sarisal113@gmail.com>

Sent: Sunday, July 17, 2016 3:40 PM

To: Marbury, Sweetie

Subject: Please vote no on motorized bicycles

PLEASE do what you can to keep motorized bicycles off of the river trail. I am 80 and fortunate to still be able to walk on river trail. Even with regular bikes the river trail can be difficult for those of us with less balance and perhaps with the need to move slowly. Please vote again this proposal. Sari Salisbury

\*\*\*\*\*

From: Mary Monroe Brown [mailto:mary@trails2000.org]

Sent: Tuesday, August 23, 2016 9:46 PM

To: Hill, Jennifer

Cc: Blake, Amber

Subject: Re: Bicycle Friendly Community - Durango application and local reviewers

Sounds great, I'll look forward to reviewing the draft presentation.

Just as a note, I don't think it works to only allow a portion of the ART open to pedal assist bikes; folks aren't really going to load up their bike on their car to drive down to Dalla Betta to ride one mile of trail. I've spoken to opponents who say the bikes are so heavy and if people are going fast it will be a problem but the math is the same if you get hit by a 230 rider on a non pedal assist bike going 18mp. The bikes have a governor at 19mp. Yes, of course, some people can research how to turn that off but that would be rare. The majority of folks aren't on pedal assist bikes so they can reach highway speeds, it's to 'assist' them and allow for a bike riding experience. I think the solution would be to stripe some sections (where there is the width) for bike/walk and a striped divided section for the two way traffic. Also, investing in a speed limit flashing sign for bike paths would be a great idea in area of high volume like between the Double Tree and Santa Rita to remind folks of the speed. An example is "Measure A funds for Marin County Parks will pay \$4,986 for two LIDAR devices" but I'm sure you have all of the resources to determine which speed limit signs work best.

Also to be clear we are only advocating for category one pedal assist bikes that only supply supplemental power to what the rider provides and are speed and power limited. This option gets more people out of cars, on bikes and active. In the big picture, it contributes positively to our community,

Another point is that on our roads, paths and trail pedal assist bikes are already being used in increasing numbers.

Also, I've re-attached the People for Bikes letter and if you'd like to contact them, they would be happy to help and/or provide you with slides or research. My husband runs the field product development dept. for Trek Bicycles and would also be a great resource.

Let me know what else you might need.

Happy Trails,

M

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From: Kathryn Eppich [mailto:ke19@me.com]

Sent: Monday, September 05, 2016 3:49 PM

To: Gantt, Joanne <joanne.gantt@durangogov.org>

Cc: K E <kedurango@gmail.com>; Metz, Cathy <cathy.metz@durangogov.org>

Subject: 9-19-16 E-bike Joint Board Meeting

Thank you Joanne for having me on your mailing list.

Unfortunately we already have our air tickets and will be out of town for the meeting.

Please pass on our concerns:

Our opinions for continued safety on the Animas River Trail-

\*E bikes are considerably heavier and could seriously injure/kill a child

\*Often regular bikes go too fast and are dangerous. If the speeds of regular bikes aren't being regulated, how will e-bike speeds be enforced?

\* How will uneducated users differentiate between types of motorized bikes? Who will monitor this?

\*The bike path is not the venue for motorized bikes-the combination of children and heavy, motorized bikes is dangerous.

\*Motorized bikes can use roadway bike lanes.

\*There is a possible lack of insurance coverage for e-bikes, creating a concern for liability coverage and recourse if anyone is injured

Kathryn and David Eppich

[kedurango@gmail.com](mailto:kedurango@gmail.com)

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**From:** [Nadeler@aol.com](mailto:Nadeler@aol.com) [<mailto:Nadeler@aol.com>]

**Sent:** Thursday, September 08, 2016 6:24 PM

**To:** Rec <[Rec@durangogov.org](mailto:Rec@durangogov.org)>

**Subject:** please permit e bikes on river trail

Hi,

I live at 31 Lizard Head Drive in Skyridge....the only way I can ride my bicycle downtown and avoid having one more car there is to use my e-bike as I can't get up the hill to get home without the help from the electric motor.

I would love to use it on the river trail, wouldn't use the motor there.

Please make it legal for me to ride the bike on the trail. Those who need the ebikes for the hills have no intention of using it on flat city trails to go extra fast or anything like that.

Thanks

Eric Nadel

214-641-1616

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**From:** [cpdurango@frontier.net](mailto:cpdurango@frontier.net) [<mailto:cpdurango@frontier.net>]

**Sent:** Wednesday, September 14, 2016 11:23 AM

**To:** City Council <[CityCouncil@durangogov.org](mailto:CityCouncil@durangogov.org)>

**Cc:** [cpdurango@frontier.net](mailto:cpdurango@frontier.net)

**Subject:** Electric bicycles

Dear Mayor and Members of the Durango City Council:

I have read recently in local media that you are intending to take up the issue of electric bicycles. Please review my following comments.

First of all, I am well aware of what electric bicycles are and in fact I have ridden one. A very good friend of mine was a marketing agent for these bicycles for many years and she and I had an enjoyable ride on a pair of these bikes. Many of her customers were in Asia as bicycle commuting using these bikes is part of the norm there.

Providing that these bikes are used in a cautious manner and adhere to lawful speeds, use of these bikes on STREETS AND ON STREET BIKE LANES should be permissible.

However, PLEASE do not add to the congestion and commotion that already exists on recreational trails by allowing electric bikes on city trails.

I use the river trail regularly -- usually twice a day -- as I walk it in the morning when for the most part it is quiet, but in the afternoons and evenings it is quite the zoo.

The trail at these times has bicyclists, pedestrians, dog-walkers, parents or other caregivers with baby-carriages, and skateboarders -- lots of them.

Some of the bicyclists are courteous, but up to half or more I would say whiz by without saying anything, or make an announcement like "Coming up behind you" leaving me without any idea should I step to the left or the right.

Of the dog-walkers (of which I am one) several will have two or three dogs in tow, and unfortunately many of the dogs are not on leash, even though there is an ordinance requiring dogs to be leashed.

There are all sorts of used cigarette butts along the trail. I do my bit as a citizen and pick these up along with other litter. But I have to wonder -- has the Council or the City Manager ever made any kind of tally as to how many citations have been issued for smoking in public places or walking with a dog-at-large since the city passed ordinances prohibiting these activities?

The article published in The Telegraph on 09/01/2016 mentioned the unfortunate incident of Kathryn Eppich that took place a few years back. However, the record will not reflect all the near-misses that take place regularly. Just two days ago I witnessed a couple of young kids on skateboards heading south by the library on the river trail, and a bicyclist coming up north. He must have been distracted by them because he crashed into a railing at a high rate of speed -- his bike and a few of his things went flying -- but he did not appear to be hurt. Fortunately, my dog and I were able to stay out of the fray.

I have tried hiking on the Horse Gulch trail system a few times, but I have found it impossible because all my time I'm looking over my shoulder and jumping out of the way of the mountain bikes. Things seem to be headed that way on the river trail as well with children, the elderly and other pedestrians at huge risk because the bicyclists and skateboarders aren't interested in anyone's right-of-way except their own. Adding electric bicycles on the trail will only heighten the congestion and add to the inevitability of accidents such as happened to Ms. Eppich.

Also, the cost of these bicycles is between \$1,000 and \$8,000 -- that's a lot of money. Dealers of these bicycles will profit to the detriment of pedestrians who are forced off the trail by the excessive speed and congestion caused by the bicyclists. Again, please maintain a prohibition of electric bicycles on the city's recreational trails.

Thank you -- Chris Paulson, 423 E. 30th St., Durango.

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Dear City of Durango advisory board members and staff,

Electric-powered bikes are currently outlawed on all of the City of Durango's soft-surface and hard-surface trails for safety reasons.

This petition is asking City officials to amend their law in a way that allows for e-bikes to be ridden on the Animas River Trail, the main arterial hard-surfaced trail running through town.

E-bikes can be regulated on the Animas River Trail to make commuting safer with speed limit signage, and in strategic places, a painted center line.

E-bicyclists should also be asked to give an audible warning before passing other people on the left to help prevent accidents on the Animas River Trail.

Thank you for taking the time to reconsider allowing e-bikes on the Animas River Trail.

Sincerely,

Adam Howell

Morgan Lommele

Linda John

\*\*\*\*\*

From: Soignier, Jo Ann [mailto:Soignier\_j@fortlewis.edu]

Sent: Wednesday, September 14, 2016 4:09 PM

To: Gantt, Joanne <joanne.gantt@durangogov.org>

Cc: Soignier, Jo Ann <Soignier\_j@fortlewis.edu>

Subject: Use this one Thanks

To: City of Durango Parks and Recreation Advisory Board

From: Jo C Soignier

Re: Animas River Trail and e-bikes

Date: September 13, 2016

Dear Board,

As a resident and property owner in Durango for 36 years and frequent walker/biker on the Animas River Trail, I am writing this letter to respectfully request that the board keep the current ordinance that does not allow motorized bikes/vehicles on the Animas River Trail. I am deeply concerned about the safety issues that illegal e-bike riders already on the trail pose to other users. The trail largely serves walkers, children, women with babies in strollers, dogs on leashes with owners, skate boarders, roller bladers, and many bicyclists. In the big picture and in the highest good of all who use the trail this issue of allowing e-bikes is a serious safety hazard and requires further discussion. The trail is too narrow for these bikes to go by others at a speed of up to 15 miles per hour. This decision will greatly affect the ambiance, safety and pleasure of users. E-bikes are allowed in the bikes paths on our city streets and that's where they belong. They do not belong on the narrow trails along the Animas River. Additionally,

notice of this important decision will take many meetings and should be announced such that all citizens of the City of Durango, La Plata County and surrounding areas can voice their concerns. This monumental decision will either protect or change the character of our public walkways. I respectfully request that you table this decision until the issue can be thoroughly discussed and considered by all citizens. Thank you, Sincerely Jo C Soignier

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From: Seth Furtney [mailto:sethfurtney@hotmail.com]

Sent: Friday, September 16, 2016 10:05 AM

To: Metz, Cathy <cathy.metz@durangogov.org>

Subject: E-bike Insurance - State Farm Coverage - Sept 2016

Please post this information to the City website collecting information about E-Bikes for the public meeting taking place at the Rec Center on 9/19

State Farm coverage for E-bikes as of Sept 2016 is as follows:

1. Liability Coverage extends from Homeowners/Renters Insurance policy to an E-Bike of <1HP & <20MPH. For E-Bike >1HP & >20MPH, to be insured one needs separate policy coverage similar to that for motorized scooters >50 cc in displacement
2. Physical Coverage for the vehicle itself is not part of standard Homeowners/Renters Insurance policy (like it is for a standard bicycle) and requires specific policy coverage.

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From: Melissa Youssef <melissa@youssef5.com>

Subject: Bike-Obsessed Durango Grapples with E-Bike Regulations

Date: September 17, 2016 at 11:44:57 AM MDT

To: bob@rchaput.com

Hello!

Happy Saturday and welcome to the second installment of my newsletter, where I bring you up to date news and additional context on the issues I cover in my blog, "Your Front Row Seat." I have intentionally released this newsletter for a Saturday delivery to keep you informed and up to date on a current issue and apprise you of an upcoming community meeting so you are well-versed and aware.

Our topic of the day is electronic bikes (e-bikes), motorized bicycles that offer pedal assistance. This is a hot button topic for our bike obsessed town, ripe for discussion and debate in our local news media, on our city boards, and within the biking community.

I devoted a full length article on my blog to e-bikes, "E-Bikes on Durango Trails" because the issue of e-bikes on paved and dirt trails in and around Durango is complex and must be addressed, sooner rather

than later. In my e-bike blog I discuss the different types of e-bikes, varying jurisdictional regulations, and critical points for consideration.

In May 2016, The Durango City Council prohibited e-bikes on city trails. Safety concerns were cited as the primary reason for the ban. Both the Parks and Recreation Advisory Board (on which I serve as Vice President) and the Natural Lands Advisory Board backed City Council's decision.

E-bikes represent a new and emerging technology and occupy a still undefined grey space when it comes to paved and dirt trail access. In Durango, e-bikes, along with all motorized vehicles, are only allowed on roads and motorized vehicle trails. People with disabilities who require motorized, ambulatory assistance are exceptions to the rule and may apply for a handicap placard from the Colorado Division of Motor Vehicles. If this placard is appropriately displayed on the e-bike they are lawfully allowed to ride on Durango City trails at this time.

Most major bicycle brands now offer an e-bike option. E-bikes are available for purchase locally with pricing ranging from \$1,000 up to \$7,000, depending on suspension, brand and components. There are individuals in our community who would like to see our City Council lift the ban on e-bikes and allow them on city trails, both paved and mountain, for all riders. However, lifting the ban has far reaching implications and in my opinion should not occur without additional study, energetic dialogue and debate, careful consideration, and opportunities for significant community input.

Please refer to my e-bike blog and check out the links for more information on this timely topic. In addition, the People for Bikes website is a great source of information.

The City of Durango will begin the public input process on Monday, September 19th. A Multi Modal, Parks and Recreation and Natural Lands Preservation Joint Advisory Board Meeting will take place at 5pm at the Durango Community Recreation Center. This meeting is open to the public - be prepared for a discussion addressing rules, access and regulations. The meeting will include an opportunity for the public to comment. Those attending will have - and no doubt fervently express - impassioned opinions both for and against the use and accessibility of e-bikes on our city trails.

You will normally hear from me during the week with Newsletter updates, but I'm sending this Newsletter early to encourage you to attend the Joint Public Advisory Board meeting this coming Monday, 9/19.

One of my top priorities during my years of service on a variety of local nonprofit boards of directors has been to ensure that the public has access to information on important issues that affect and shape our community and culture - and a voice to express concerns, opinions, and desires. Your involvement and voice are important as we begin what is bound to be a lively, and sometimes contentious, community dialogue.

E-bike use has the potential to impact multiple aspects of our community, including recreation, tourism, commuting, trail maintenance, and our community's long-term vision of multi-modal friendliness. We need YOUR input in the decisions and policies that shape the future of our town. I hope to see you there.

Keep on riding!

Melissa Youssef

Blogger, Your Front Row Seat

Focusing on issues and initiatives significant to everyone who calls Durango home.

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From: David Dentzel [mailto:dentzeldesigns@gmail.com]

Sent: Saturday, September 17, 2016 10:02 PM

To: edzink@waterfallranch.com

Subject: Ebikes article

Ed,

I am an avid outdoorsman 62 years old. Decades of global extreme endeavors. I have owned Ebikes since the very beginning when the lead acid Curry bike was sold commercially. I've had 4 generations of Ebikes .

Currently I own the Full 7 by Haibike. I use/take the bike deep into remote places, lock and stash the bike to continue hiking even deeper or bagging a 13-14k peak. And return back to my camper van all in a day. I've ridden throughout Montana, Idaho , Colorado , Utah , Nevada , New Mexico , Texas , California , Oregon and more. The electric bike has extended my range, capabilities, opportunities, and allowed me to single track extreme rigorous hard core routes usually traveled by extremely physically fit 20-30 year old bike riders.

I can tell you first hand that Ebikes are 100% positive hands down.

Quite clean and simply enhancing the riding experience and in almost all instances allowing the rider a new dimension experience of the great outdoors. I have also ridden my salsa Fargo across United States so I go both ways, so to speak...

I have been in the most remote radical places you could imagine in Utah or Montana for example. Places a 62 year old guy would never survive on a regular full suspension bike, period ...trust me on this. I've kayaked the inland passage, 28 years ago and also the Patagonia , the whole thing...circumnavigated queen charlotte island off Alaska to name a few. The Ebike is and has been for many years a totally awesome tool for exploration and outdoor recreation.

I'm surprised more people don't own an Ebike . So, purist bikers are cool and deserve any and all praise. That said, the Ebike is like being one of the few people who have opened up and jumped into a new world of another bike style as in life style. I love my Haibike I love my Fargo they both have a place and they are both equally legitimate forms of transportation...

David Dentzel,

Santa Barbara , California

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From: Linda Barnes [mailto:barnes.lindar@gmail.com]

Sent: Sunday, September 18, 2016 1:08 PM

To: edzink@waterfallranch.com

Subject: pedal-assist bikes

I just bought my first p-a bike at Mt.Bike Specialists and, though I cannot attend the meeting Monday night, I want to put my "2 cents" in. I am 74 and have slowed down accordingly. I love my new p-a bike and am going forth again on some of the rides I abandon several years ago; I am also out-n-about on town errands on-bike rather than in-car.

Ebikes are here to stay and I hope we can use them on the River Trail paths with appropriate precautions/speed limits. It is much more dangerous for me to peddle through town on our increasingly crazed roadways.

Thanks for your editorial and effort on this matter

Linda Barnes

Durango Ebiker

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From: jack davis [mailto:jack.c.davis20@gmail.com]

Sent: Saturday, September 17, 2016 4:28 PM

To: edzink@waterfallranch.com

Subject: E-bikes

Ed,

Terrific -- balanced -- op-ed piece in today's paper.

One question nobody seems to be asking directly is, "Who owns e-bikes"? I don't have solid data on it, but a fellow who does is Alexi Carey at IOIO Spark Shop down in the Northpoint Mall (970-903-8624). He's probably sold more e-bikes than anyone else in Southwest Colorado.

If I were guessing at an answer, however, I'd say it's old guys. For one thing, we can afford them -- t'aint cheap! For another, we're the ones who need the help getting up the hills on the River Trail. If that assessment is correct, it raises the next question, -- "How much of a threat are we"? Let's see -- one old guy on an e-bike v. the peloton of Lycra-clad road bikers, chatting away as they fly down the River Trail. Who do you see diving for the ditch? Or, how about, versus the ear-budded mother pushing her big wheel stroller, with a couple of dogs, either on or off leash, darting across the trail. Where is the danger?

Look, I'm 69. I'd like to keep going for as long as I can. An e-bike helps me do that -- riding a bike feels good. Plus, since we live near the bottom end of the River Trail, I can (or, rather, "could") often use the bike to run errands in town. And, you can be pretty sure that I'm a lot more careful on a bike today than I was when I was 12. If I fall now, things stay broken and bruised and painful one heck of a lot longer.

But, to be perfectly frank, since we've been banned from the River Trail, I've been riding La Posta. I feel safer with the gravel trucks and the usually considerate people who drive that road than I do on the Trail.

Thanks for the thoughtful newspaper piece. Use this letter as you see fit.

Jack C. Davis

p.s. The neighbors around here are hoping you do something cool with the lot you bought. A "Bread"-type bakery/sandwich shop/coffee place would be particularly welcome.

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From: Nadeljean@aol.com [mailto:Nadeljean@aol.com]

Sent: Sunday, September 18, 2016 9:48 AM

To: Rec <Rec@durangogov.org>

Subject: E Bikes/to Cathy Metz

Dear Cathy,

I'm a resident of Durango (Sky Ridge) and I'd like to express my support for the allowance of Electronic bikes on all surfaces in Durango.

My husband and I are well into our 60s, and we both just ordered e bikes due to various physical ailments that disallow riding regular bikes. It feels discriminatory to not be allowed to ride our e bikes in and around Durango as needed.

Thank you for sharing my thoughts with whomever is in a position to make a determination in this matter.

Jean Nadel

214 642 1616 cell

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From: Richard Ruth [mailto:richhruth@aol.com]

Sent: Wednesday, September 21, 2016 12:38 PM

To: CityCouncil1 <CityCouncil@durangogov.org>

Subject: Electric bicycles on City bike trails.

Ladies and Gentlemen.

The Herald reports that the City Council is considering allowing electric bikes (at least of some types) on City bike trails. Here are my comments for your consideration.

Last month we took a European River cruise. The ship provided electric assisted bikes for the guests to tour the towns and cities on their own, if they wished. These were called "pedal assist bikes" in that it was required that the rider pedal in order to get assist from the electric motor. While these bikes did have settings to control the amount of assist, these were for the purpose of riding up hills, and not for increasing speed beyond what was being pedaled. In all cases, when the rider stopped pedaling, the assist motor turned off.

Bikes of this type are a great help to the elderly and non-athletic, allowing them to enjoy the sport of bicycling when they could not otherwise do so. They are capable of no more speed (in fact, even less speed) than that attainable by a moderately athletic rider on a conventional bike. In Summary, I see no reason why this type of electric bike should not be allowed on City trails.

As I am not a bike expert, there may be types of electric bikes that can be operated on electric power alone, and are perhaps capable of speeds inappropriate for City trails. If there are such types, they perhaps should not be permitted on City trails. But the type of electric pedal assist bike, that does nothing more than provide pedaling assistance to a non-athletic rider should be allowed.

Richard H Ruth

150 Legends Drive

Durango, CO 81301

(970) 403-3016

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From: Jim Shadell [mailto:shadelljim@gmail.com]

Sent: Wednesday, October 05, 2016 4:07 PM

To: Metz, Cathy <cathy.metz@durangogov.org>

Subject: Animas River Trail

Just to reiterate what I shared at the ART public input forum a couple of weeks ago:

As you are well aware, we all tend to protect what is most dear to us - hikers want exclusivity to trails as do bikers, etc. But the ART is and, in my opinion, should continue to be, multi-use. And I think it should include E-bikes. I think it is important to remember that E-bikers have a much less "gonzo" attitude than (especially young) conventional bike riders. We must also remember that Durango is very much a biking community. All users MUST remember to respect one-another. The problems along the ART aren't owned only by the bikers - slower traffic must STAY TO THE RIGHT, and this includes walkers, their kids and their pets. Regulatory signs, including speed limit signs, and a narrow double center stripe would help remind them.

Bike-riding should be encouraged as a means of conserving resources. One possible solution to lessen ART congestion would be to add, improve and widen bike lanes in the streets. I am sure it is cost prohibitive, but the ART, itself, could be widened, at least in some locales.

-Some other considerations regarding the ART: There are a number of rather wide cracks and bumps in the ART that merit some attention, particularly between the swinging pedestrian bridge and the sewage plant, especially behind the fire house and Children's museum. (If the Smelter rapids section of the ART is going to be closed-off for any length of time, it would also be nice if the deviation around the sewage plant could be paved.) Also the flow from the "spring" behind DHS needs to be channeled away from the ART, especially with the coming of winter ice - a little trenching and possibly a small culvert would solve the problem.

I'll bet your city employees that patrol the ART, like Pete Harter, have some good suggestions as well!

I told one of my friends that I would pass along his suggestion that more water fountains be installed along the trail.

I hope you will share this email with the respective city committees concerned with the ART.

-In conclusion, thanks so much to you and your crew who do such a great job maintaining the ART and the parks, and for extending the ART both north and south, AND thanks for giving these ideas and suggestions some consideration!

Appreciatively,

Jim Shadell 247 5597

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From: Sarah Sumner [mailto:durangosarah@gmail.com]

Sent: Friday, October 07, 2016 4:13 PM

To: Hill, Jennifer <jennifer.hill@durangogov.org>

Cc: Blake, Amber <amber.blake@durangogov.org>; Dodson, Sarah <sarah.dodson@durangogov.org>

Subject: Re: Fresh off the press: a preview of the draft plan is ready! Join us at Carver's, 5 to 7 pm on Monday

Hi all,

Thanks for that great news and info!

I attended the ebike hearing last month and wanted to add a couple comments. I would like to see the path widened where possible in the 5 year plan. In Minneapolis, they built a pedestrian path and a biking path for much of the city and that works great to keep the two separated. That would be ideal in Durango, because we are just going to see increasing numbers on the river trail!

I also think it's not about the bike: it's about the person riding, and pedestrian/biker education. I support E bikes in our trail system.

Kind regards,

Sarah Sumner

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From: Ed Zink [mailto:edzink@waterfallranch.com]

Sent: Monday, October 31, 2016 8:21 PM

To: Metz, Cathy <cathy.metz@durangogov.org>; Blake, Amber <amber.blake@durangogov.org>

Cc: Zink, Ed <edzink@waterfallranch.com>; Bob Chaput <bob@rchaput.com>; Barry Owen <barryowen@bresnan.net>; Mary <mary@trails2000.org>; Youssef, Melissa <melissa@youssef5.com>; Travis Brown <tbrowntrip@gmail.com>; Ned Overend <overend@frontier.net>; Bill Carver <billdurango@gmail.com>; Bill Manning <bill@coloradotrail.org>; 'Kendra Holmes' <kendraholmes13@gmail.com>; Peggy Montano <pmontano@troutlaw.com>; Wiley, Janet <janet@jwadurango.com>; Gaige Sippy <gsippy68@gmail.com>; Gary Hunter <gbearhunter@gmail.com>; Bill Palmer <mokie@frontier.net>; Richard Ballantine <rgb@durangoherald.com>; Chris Vivolo <vivolo@frontier.net>; Michael Moravan <michael.moravan@gmail.com>; Daryl Crites <DZC@caddisaerial.com>; Smith, Mark <smithmv247@me.com>; Nelson, Dirk <dirk.nelson@durangogov.org>; Dirk@durangogov.org

Subject: pedal assisted bikes on the AART

Mary Monroe,

Thank you for your efforts in helping us gather accurate information about pedal assisted e-bikes. I have tried to consolidate all the information we have gathered and discussed, and am forwarding it to Cathy Metz and Amber Blake. I am also adding Dirk Nelson, the City Attorney, to keep him in the loop just in case some of the issues might require legal evaluation.

TO: Cathy Metz, Amber Blake, and the ad hoc pedal assist e-bike committee,

Durango is certainly lucky to have such a fine paved trail along the river that we can even be having a discussion about the use of pedal assist e-bikes on that trail. We also have many dedicated members of City advisory boards that are evaluating this subject. In addition, our community happens to have quite an abundance of folks with excellent long term relationships and experience with state and national; trails advocacy movements, bicycle industry, and sustainable life style movements. Collectively we should be able to come up with leading edge solutions to the challenges of ever evolving technologies and their safe and effective utilization on the streets and trails in our community.

On an informal basis, a few of us have gotten together to share thoughts and insights about the appropriate use of pedal assisted e-bikes in our community. Our motivation is to bring our shared experiences and relationships together to benefit the communities' evaluation of possibly allowing pedal assisted e-bikes on the paved Animas River Trail.

Through both e-mail communication and small informal meetings we have reconfirmed:

- Safety is paramount
- Accurate information is essential
- Durango has a well-documented history of being visionary on this kind of issue

Pertinent observations:

- The safety of non-automobile transportation in Durango is quite challenged by having a river running through our narrow valley town
- The ART is an on-going effort which started more than 40 years ago that has been continually updated to adjust to the changing times and needs of the community
- The decision to allow or not allow pedal assist e-bike use on the ART lies with the City government

Draft considerations:

- More signs, an enforced speed limit, and a center stripe could increase utilization and improve safety on the ART
- Pedal Assist Category I and II e-bikes could be managed like traditional human powered bicycles
- Increasing the utilization of non-automobile travel could save significant future costs of wider streets and parking facilities
- Increasing the utilization of human powered travel is good for the health of our community members
- Increasing the opportunity for utilization of pedal assist e-bikes in Durango is in line with many of the State of Colorado's agencies' stated goals and objectives concerning e-bikes

If you have any questions about the collected information, or anything that any of us can do for you by virtue of our broad range of relationships on this subject, please let us know what we can do to help,

Default and hopefully temporary chairman,

Thank you,

Ed Zink

Waterfall Ranch

970-749-4621 cell

970-247-0206

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From: Mary Monroe Brown [mailto:mary@trails2000.org]

Sent: Monday, October 31, 2016 7:34 AM

To: Zink, Ed <edzink@waterfallranch.com>

Cc: Bill Carver <billdurango@gmail.com>; Wiley, Janet <janet@jwadurango.com>; Melissa Youseff <melissa@youssef5.com>

Subject: Fwd: e Bikes

Dear Ed:

Thanks for meeting about e—bikes. Per the groups request to gather more information, I have forwarded to you a few emails from Bicycle Colorado, the State's head of the outdoor recreation office (appointed by the Governor) and GoCo. The Sate of Colorado statues currently allow Type 1 and Type 2 eBikes on paved multi-use paths owned by a municipality that has opted-in to eBike use. As you know, Type 1 bikes top out at 750 watts or 1 horsepower, 1 hp is equivalent to the motor on a weedwacker but most utilize the bikes at 400 watts to conserve the battery life.

Please let me know if you need any additional information.

Happy Trails,

M

Mary Monroe Brown | Director, Trails 2000

PO Box 3868 | Durango, CO 81302

P: 970-259-4682 | mary@trails2000.org

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Begin forwarded message:

From: Jake Houston <jhouston@goco.org>

Subject: Re: e Bikes

Date: October 24, 2016 at 8:28:21 AM MDT

To: Mary Monroe Brown <mary@trails2000.org>

Mary,

GOCO's stance for concrete or asphalt trails is to allow the grantee (municipality in this instance) to make the best decision for their community and trail users on the allowance of ebikes.

For conserved open spaces in which GOCO funding has been used to acquire them, we have a separate process for evaluating the impacts and use of ebikes. This process requires approval from GOCO's open space staff and the GOCO board.

Jake

Sent from my iPhone

On Oct 23, 2016, at 10:35 AM, Luis Benitez - OEDIT wrote:

Greetings Mary!

As you know, we have been working with Durango Town Council on their ruling. As they have issued the mandate/ban it is they and they alone that can lift it.

Morgan and Dan can update you on some efforts hopefully this winter to get a more uniform approach to access, but for now the law states it is left up to a town/City/Municipality to decide what they would/wouldn't like to do.

I think in this instance GOCO is reviewing the process and of course the intention would be a stance of inclusion and not exclusion to emerging trends/technologies. I am CC'ing Jake Houston from GOCO and I would suggest explaining your thoughts to him as well? Hope you are enjoying the fall colors!

Cheers,

Luis Benitez

Director

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1625 Broadway, Suite 2700, Denver, CO 80202

Luis.benitez@state.co.us | [www.choosecolorado.com](http://www.choosecolorado.com)

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From: Paul Cowden [mailto:m Vance@frontier.net]

Sent: Monday, December 12, 2016 1:33 PM

To: Rec <Rec@durangogov.org>

Subject: ebikes

I understand you are considering special regulations for ebikes. I am an avid cyclist and I urge you to recognize ebikes for what they are. Namely, motorized vehicles (albeit low powered). As such I do not think they are compatible with pedestrians on the river trail and should only be allowed on natural surface trails where motorized transportation is currently allowed. If you make special exceptions for

these motorized vehicles I believe you will be opening a can of worms that will give you headaches for years to come.

Thank you, Paul Cowden

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