

2020 eMTB Twin Buttes Trail – Public Comments

July 10, 2020

Hello,

I am an avid mt biker and runner on city trails. I am opposed to e-bikes on natural surface trails. I heard someone make the argument a few weeks ago that they don't go any faster than an in shape mountain biker on the uphill. I was passed by one this morning going uphill on Twin Buttes. I am not the fastest mt biker in the world, but I'm not the slowest either. It was as if I was standing still. If there are only a few e-bikes, there might not be any safety concerns. But once they become more popular (which will only be encouraged by the city allowing them on their trails), I can already see the uphill e-bike and downhill mountain bike conflicts, if both are traveling at 20mph there will be no way to avoid increased collisions. Additionally, the technology will only get faster and more compact and there is already zero enforcement of anything (as far as I have seen) on any City trails. I imagine you will likely propose allowing this Class or that Class, but not this Class. Who is enforcing that?

The only exception I think is reasonable is for older people (over 55 or 60) who want to extend their mountain biking activities or people with physical disabilities.

Thank you for your consideration.

Steve Pavlick

July 23, 2020

thank you for your thought and time put into an e-bike policy on city trails.

my experience and common evidence make it clear these are dangerous and detrimental to the quality of experience for all users on natural trails. The bikes create significant danger as there is no correlation (and likely an inverse correlation) between the e-bike rider and their experience. This create fast-moving, often uphill, poorly controlled trail users. it gives other riders, hikers, dogs, animals less time to react and read the situation correctly.

E-bikes have a great role to play for paved trails, reducing car use, and enabling more people to move about town car-free. our trails are already loved to death and short on resources for maintenance and especially rule enforcement (you wouldnt even know there is a leash law in this town). Please do not allow e-bikes to exacerbate that situation.

thank you, ryan

Ryan Huggins

July 23, 2020

Wanted to provide feedback on the suggested directional flow of the trail on Cliff Rocks Loop. I'm an avid mountain biker and not in favor of this change. I think eBiking has opened the door for many new and/or less experienced users on our trails. Now that eBikers are looking for a place to use their new toys, they should integrate with the current trail use. They should be held to the same standards and trail etiquette that mountain bikers are (ie:control your speed, approach blind corners safely with control, yield to uphill users and all hikers, get off your bike and hike around obstacles you're not skilled to complete, no modifying the trail) I believe eBikers and mountain bikers can

share the same trail system as long as everyone has the same common knowledge about the rules of the game. I want to have the options of non-directional trail flow and choose the variety of the trail.

What is the purpose of the study? To see if there are conflicts between eBikers and other users? Studying a one-way trail system doesn't allow for an accurate evaluation of all possible issues.

Are you going to post a list of comments open a blog for the public to see everyone's thoughts?

Danielle Evinrude

August 11, 2020

Cathy,

I have contacted you several times regarding my opposition to motorized anything on the river trail.

Yesterday a kid was on the trail riding a motorcycle. When I told him to get off the trail because no motorized vehicles were allowed he just flipped me off and said that 50cc motorcycles were allowed on the trail.

We need a trail that is devoid of any motorized anything. There are more motorized scooters, hoverboards, bikes and now motorcycles on a trail that is highly used by walkers, runners and traditional cyclists.

We also need a policy that is clear - No Motorized Vehicles, including scooters, hoverboards, bikes, motorcycles. The unclarity in what is currently allowed makes it open to interpretation up to a 50cc motorcycle.

And please, more cops on the trail to enforce our ordinances regarding dogs on leash, no motorized vehicles, no camping.

Please feel free to contact me at my email. Thanks.

Paula Lutz

Durango City resident, tax payer and river trail walker with dog on leash.

September 22, 2020

Hi, I'm writing to file a complaint during the ebike trial period at Twin Buttes. This afternoon I had two dirt bikes meet me in middle of my pedal mountain bike ride. They were from out of town but claimed it was ok as the trail is open to ebikes.

I am against allowing any bike with a motor as this causes confusion and takes away from my experience on our trails.

Thank you, Ryne Waggoner

October 12, 2020

Hello,

I'm visiting Durango for a few days and wanted to get some great mt. biking in. I picked up a brochure "Enjoying Durango by e-bike" from the visitor center. I went out on Twin Buttes trail this morning. It was awesome. I've been mt biking for 30 years now which means I'm getting older and I've seems a real change in bikes. I think one of the best things is the ebike. I don't have the strength that I used to have but still love to get out there. The ebike has given me my freedom again. I'm a woman rider, 5'4", 155 lbs. I never rode as crazy as a guy and I never will. The ebike allows me to get up some craggy spots without falling off or jumping off. I don't think my riding is putting any extra burden on the trail system that a stinger rider wouldn't put on it. I'm a Hugh advocate for use older riders who need a little extra help. Please consider keeping the trails open to ebikes. Thanks and good luck.

Marybeth Underhill

October 13, 2020

I wasted to take a few minutes to share my thoughts on the great work you all are doing in regards to ebike pilot At Twin Buttes.

First off I'm find myself in a small, but growing group of ebike enthusiasts. In fact, my group has spent over \$100k at local bike shops in the last year alone and my wife and I are now planning to build a house in Twin Buttes so that we can more easily access the trails.

To say that we have fallen in love with ebiking is an understatement ❤️



This first picture is of my son in law and while he still rides an "acoustic" bike and in fact he is a very accomplished rider. The beauty with eBikes is now my wife and I can join him on rides and enjoy this experience together. I was so proud to be able to access the top of the trail and share the sights with him.



This is a picture of my son in law riding his acoustic bike and enjoying a beautiful fall day with his uncle. His uncle has recently received a new hip and has has reconstruction surgery on his shoulder.



My wife and I were both struck at the beauty on our Sunday morning ride ❤️



Before eBikes, my wife has never been able to enjoy the Twin Buttes due to the crazy climb at the beginning of the ride. EBikes have unlocked a whole new world for us ❤️

Most Sincerely,

David and Shelly Burke

October 13, 2020

Hello,

I wanted to comment on the fantastic e-bike trail at Twin Buttes. I am an avid mountain biker and allowing e-bikes at Twin Buttes allowed me to go on an excellent ride on Saturday with my father-in-law, who is an e-biker. Allowing e-bikes on the natural surface trails creates a great opportunity for family riding because e-bikes allow everyone to have a great time mountain biking! We had no negative interactions with other trail users due to my father-in-law being on an e-bike and had an incredible time riding Ed & Flow and taking in the views with the fall colors.

I strongly recommend allowing e-bikers permanently at Twin Buttes and other trails around Durango that are on BLM land. Jefferson County has successfully allowed class 1 e-bikes on all of their mountain bike trails. If Jefferson County Trails which have the most trail users and therefore trail user conflict in the state can successfully allow e-bikes there is no reason Durango can't do so as well.

Thank you, Taylor Roberts

October 13, 2020

My wife and I appreciate being able to ride the Twin Buttes trail legally with our eMTBs. As we age, we've found it increasing difficult to negotiate the steep switchbacks on our regular MTBs. As long-time supporters of trails in our area, it is nice to be able to continue to enjoy them. All the eMTB riders we know are older or have physical limitations. I can assure you we are not the ones to create any issues with high speed or reckless endangerment. We just want to ride bikes (away from cars) for as long as we can. I hope the Twin Buttes test goes well and you consider opening up other dirt trails to the use of e-bikes.

Best regards,
John Wolgamott

October 15, 2020

Dear sir or madam,

I believe Durango could be a leader in the future of mountain biking by allowing ebikes on the Twin Buttes trails. Ebikes are here and are the largest growing part of the industry.

Some people believe they should not be allowed because they have a motor, the motor is assist only, they do nothing different to trails than old fashioned mountain bikes.

You could be at the forefront of a new exciting industry or drug backwards by some "ride like me or don't ride elitists'.

Please look to the future not the past.

Bill Roberts
Grand Junction, CO

October 16, 2020

Thank you for allowing e-bikes on the Twin Buttes trails! I rode the trails today and will again tomorrow.

I hope that the city allows continued and expanded access once the trial period is over.

Thanks, Tim
Tim Wielinski
Prescott, AZ

October 28, 2020

To the Durango Parks and Rec Department:

This email regards the use of e-bikes on our local, "town trails". I am a homeowner in the Twin Buttes neighborhood, and I am against the use of e-bikes on the Twin Buttes trails. I was happy to learn that you're taking feedback on this, as it was a topic I'm writing about in the La Vida Local column in this week's Durango Telegraph. I thank you for your time, and here's an excerpt from that piece:

Recently I found out that e-bikes would be allowed for a trial period at the local Twin Buttes trails. This piqued my attention because my fiancée and I recently bought a home in Twin Buttes, and thus I've found myself enjoying these trails on my bike, and also for some dog walks.

My gut instinct was that allowing bikes on our town trail systems was a bad idea. I imagined climbing up a hill, putting in everything I had, and then getting passed by an e-bike rider who just had to push a button and activate their motor. And guess what, last week that exact thing happened to me.

Now as anyone who regularly reads my work knows, I am a climber who bikes. I am infatuated with mountain biking and in love with rock climbing. But one thing I love about biking around here is most everyone gets the simple rules of mountain biking. If someone is climbing up a hill and you're going down you move over and let that rider climb up; and then you communicate with how many other riders are in your group. A similar rule applies when you're climbing up a hill, and you want to pass that person. You communicate with each other and the slower rider moves over for a second and lets the stronger rider go by.

This system has worked for decades, but now all of the sudden we are going to allow bikes with motors on these trails?

When I had my e-bike incident last week the rider passed me without warning, and proceeded to ride off trail over some delicate vegetation. Then, a minute later he had turned around and then went back down the trail. Twenty minutes later as I was finishing the climb, I looked up to see the e-biker speeding down the trail in the opposite direction. I stopped him and said, "hey man, just so you know these are directional trails up here!" to which he replied, "It's just recommended, right? I'll be careful." and then he sped away.

I know I'm not the only one having odd interactions like these on our local trails. Amber, my fiancée had an incident where an e-bike rolled right up behind her as she started the trail, and then rudely passed her off trail; the rider obviously unaware of mountain bike communications.

On the flip side of this, I know some experienced bikers who have e-bikes and absolutely love them. But, they are taking their e-bikes on trails and roads that allow motorized recreation. And that's what these bikes are: motorized vehicles. Allowing them on our town trails is a huge mistake, and quite frankly it gives an advantage to bikers who don't have the fitness or the skills. I will add that I could see the validity to allow riders with a physical disability to use some sort of electronic assist, as I know that community is quite active, and impressive with how they have adapted to continue biking, even after major injuries.

It seems like overall humans are at this point in our evolution where we allow the free use of technology before we truly know the ramifications. Allowing e-bikes on town trails seems to be the equivalent of giving a ten-year-old an iPhone.

Luke Mehall

October 30, 2020

To the City Recreation Department,

Please do not allow e-bikes on our trails. I have been an avid mountain biker in Durango since 2012, in fact having moved here in part due to a huge mountain biking community and breathtaking trails in every corner of town.

E-bikes on these trails is a huge mistake. First and foremost, there are already numerous reports of individuals who tread off-trail to pass, damaging the trail itself as well as the surrounding ecosystem.

One who has ever hiked or trail run on a trail that allows motorized vehicles knows that they are irreversibly damaged and rutted by motorized vehicles. It is infuriating to navigate huge ruts and witness the trail falling apart due to motorized use.

Look at the motorized vehicle problem in Silverton, where folks have trashed parts of the fragile landscape recently with motorized vehicles; this has justifiably resulted in outrage and anguish.

It seems that once fuel-powered vehicles are introduced under someone's seat, it all too often leads to a shameful disregard to the land and to fellow muscle-powered users.

Beyond the trail and landscape issue, it is a simple fact that motorized and non-motorized powered transport do not mesh on the same paths. That is why we don't allow bikes on freeways, the reasons for which are obvious. The same, yet subtler, difference exists between e-bikes and pedal bikes on trails. Busting your lungs on a climb is part of the joy of the sport, and to be potentially constantly run up on by someone who is exerting little to no effort is just not a good mix.

Any place in the state where e-bikes or motorbikes have been allowed on hiking trails has been mostly an infuriating disaster. Please don't make the same mistake in Durango.

Sincerely, Lexi Querio

November 1, 2020

Hello. I have a road bike, a mountain bike, and an E bike. I see no problems with these bikes as long as people follow the biking etiquette rules. I see just as many people that are rude on road bikes and mountain bikes as I do on E bikes. Just like skiers and snowboarders, it is not the equipment, it is the people on them.

An ebike is not any different than any other bike, except that it is easier to pedal. This gives people that have any disabilities, be it old age or physical handicaps, a chance to continue to ride and exercise.

Ebikes should be able to go anywhere else that other bikes go. This has been extremely successful in other countries.

MaryAnne Nelson

November 2, 2020

Hello, I wanted to submit positive feedback about the e-bike trial at Twin Buttes, and about e-bikes in general. I believe there are a lot of preconceived notions about who rides e-bikes, how they affect the trails, and how they affect other riders.

I highly encourage you to review the Boulder County Parks & Open Space E-bike Pilot Study Results and Policy Recommendations published on 11/13/2019. A link can be found here <https://assets.bouldercounty.org/wp-content/uploads/2019/11/e-bikes-recommendation-bocc-11-13-2019.pdf>.

Recreation Access

The study points out a number of key points from a literature review conducted on e-bikes. For example, e-bikes ability to increase recreation access for older populations and those with mobility issues. This has no doubt been true in my personal life, as e-bikes have allowed me to keep up with my husband on longer rides. On the flip side, my parents, in-laws, and a number of other family members such as aunts and uncles have recently gotten e-bikes and now we are able to ride as a family on longer or more challenging rides. This has brought so much joy, and I see their ability to access the outdoors increase thanks to e-bikes at a time when mobility issues or age could have possibly been a deterrent.

Speed

Many people feel that e-bikes will go unsafe speeds on the trails; however, in the majority of cases this is just a preconceived notion. Per the Boulder County document, “research suggests that e-bike riders behave very similar to bicycle riders; both had high violation rates on roads, and while the average speed of e-bikes was higher than bikes on roads, they were slower on average on shared use paths”. Often times people have negative preconceived notions about e-bikes, when research suggests that most people do not even notice them or once exposed to e-bikes have decreased concerns (again from the Boulder County literature review). What I found particularly interesting in the Boulder County study was that they conducted bike speed observation studies on Boulder County trails. Their summary is this, “perhaps counterintuitively, the average e-bike speed was less than the average conventional bike speed”. When discussing this particular consideration, I do think it is imperative to remain fact based. I’m not sure if Durango is conducting any speed studies at the Twin Buttes trial site, but this could be an interesting consideration.

Impact on Trails/Wildlife

Again, the literature review in Boulder County’s document reports that while anti e-bikers argue that e-bikes cause more damage to the trails and disruptions to wildlife, the literature review conducted found that “there is little research to suggest that e-bikes have greater negative impacts on trails or wildlife than regular bikes and mountain bikes”. While there are always some “bad apples” so to speak, who do not pass in accordance with appropriate trail etiquette to maintain trail conditions and wildlife habitats, this is a risk for all hikers and bikers and is not unique to the e-bike population. Others argue that e-bikers will cause overcrowding on the trails. I haven’t found that to be the case. First, they are in the minority of bikers. Second, a lot of them are using the trails in multiple ways (i.e. regular bikes, hiking, etc.). Third, why should regular bikers or other recreationalist have more access to trails than a different sub-population. While overcrowding of the trails may be a genuine concern, it is not specific enough to e-bikes to suddenly draw the line on trail use with this particular group of people.

Safety Concerns

I have also heard it argued that e-bikers may end up on trails that are too technical for them, pedal out too far for their comfort/skill/battery level, or generally pose a threat to themselves with this mechanical assistance. The same

could be said for regular mountain bikers or even hikers for that matter. Outdoor recreation as a whole requires people to have an awareness of their skill and safety level, and to conduct themselves in alignment with these considerations. Again, this isn't unique to e-bikers, and to use this argument against e-bikes is biased and not equitable.

Exercise

Many argue that e-bike rides don't "count" as exercise. A study conducted by Brigham Young University found that this was not the case, in fact the authors found it to be almost as physically excepting as a typical mountain bike ride. So e-bikers are still out on the trail, exercising, and gaining all the mental and physical health benefits of exercise. To me, this is the purpose of the great outdoors and again, if someone is anti e-bike then I encourage them not to ride one...but why do they reserve the right to tell me that my form of exercise isn't valid or legal? If I am not harming them or the trails, why don't I have the same rights to access the trails as they do? I have also heard arguments against e-bikes because "hardcore" riders have damaged egos when someone on an e-bike keeps up with them or passes them on a regular bike or they are concerned about it impacting their Strava time. Again, neither are valid arguments for restricting access to the trail.

Quite honestly, the debate about e-bikes is about enough to break my heart. There is so much negativity in the world right now. People are looking for arguments every direction, and looking for reasons to get worked up and pit themselves against one another. If the research shows that e-bikes don't hurt the trails or people using the trails at any rate different than regular bikes, then why must we continue to make this a fight? E-bikes have brought me so much joy, and have made so many memories across our great state because they have opened up a new world for me. I try to be an ambassador and make sure I am super friendly, follow all rules, respectful, etc. to help build a good name and help people see that e-bikes are not all the negative hype they have been told. Unfortunately, even in areas where e-bikes are legal (see Jefferson County), there are sometimes negative comments or interactions amongst riders. I honestly think opening up access would help to reduce conflict because both parties would have a legal right to ride. I hate to say it, but so often e-bikers are riding on trails they aren't authorized to be on because they fundamentally disagree with the restrictions and I think this makes everyone more vulnerable and everything more contentious. I strongly believe that increasing equity of trail access for e-bikers would positively impact trail culture. I think the cat is out of the bag and people are starting to see what a great alternative this is, and I don't see it dialing back anytime soon. In my opinion, better to jump on the bandwagon and include e-bikes as legitimate so that they can be active trail builders, advocates, and users and begin to work together with traditional bikers instead of continuing to further this unnecessary division.

I am more than happy to speak more on this topic or provide more information. I look forward to hearing more about Durango's current and future process.

Thank you,
Tiffani Roberts

November 3, 2020

Yes, I think ebikes should be consigned to dirt/gravel roads. They are motorized and have no place on hiking trails. In fact, you will have a hard time finding a pedestrian-only hiking trail in this town, only if you go onto DOW land and that is seasonal. What ever happened to the idea of a calm, contemplative walk in the woods? Observing nature? No way around Durango as we listen and dodge careening bikes coming downhill towards you, all sure THEY have the right-of-way. It is common knowledge in the hiking world, uphill hikers have the right-of-way: Grand

Canyon rules. Downhill: take your chances of being run off the trail. Happens more than not. I have encountered polite bikers maybe thrice in many years now. I propose:

You select certain trails that would be pedestrian only. The first choice would be the Skyline Trail at the end of Jenkins Ranch Road. You have built a good alternative for bikes in what was once called Skyraider Trail. It was made with bikes in mind and is very dangerous for walkers. Skyline walkers only, Skyraider bikes only. Please tell me why not?

Let us take a walk in nature, nature being the only hope for this planet. Do some thinking.

Jerry Carney

November 3, 2020

As someone who hikes local trails daily I VOTE NO on e-bikes on trails. Negotiating mountain bikes is alarming enough with adding the speed of e-bikes. Without trail maintenance the trails are already badly rutted. Water stream downs and erodes the trails. E-bikes would contribute to the erosion and widening of the trails.

Jennifer Carney

Durango full-time resident

November 3, 2020

I would like to voice my strong support for allowing EMTB's on natural surface trails in Durango.

I am 42 years old and I am NOT a beginner mountain biker, I own and ride many bicycles, road, BMX, trials, enduro, downhill, fat bikes etc. In the 1990's during Durango's heyday I was a semiprofessional mountain biker until 1997. I worked within the mountain bike industry at bike shops through high school then with bike manufactures in the early 2000's. I have built bikes and built trails and have volunteered with Trails 2000. My friends are mostly cyclist of all kinds and I enjoy riding with my friends and would like to continue to do so.

Unlike many mountain bikers in Durango who were competitive in the 90's and were able to make MTB fitness a primary goal in their lives, my life led me away from the mountains, and away from being competitive in the sport I love. A career, raising children and multiple injuries dulled my fitness and created restrictions on the amount of time I get to ride mountain bikes. If I am honest, I now enjoy downhill and flow and I frankly no longer enjoy having to suffering away on climbs every single time I want to ride my bike in this town.

I don't agree that the primary users of these bikes will be beginner cyclist that don't know how to ride and will be a danger to the trails. I believe EMTB's benefit experienced riders such as myself the most.

Nearly all trails in Durango are climbing focused, granted there have been attempts by Trails 2000 etc to bring new school and flow trails to Durango but only within our climbing orientated XC trails. For whatever reason Durango has been conservative when it comes to 21st century progressive mountain bike trails, riding and shuttle trails. We have mountains but that doesn't always have to mean our trails start at the bottom of them. Many other places have adopted progressive and shuttle trails with little detriment to life and limb or the environment all over North America

and the world. I won't even talk about the obvious places like Oregon and Washington or even say the word Whistler BC. Even states like South Dakota and New Jersey have proven to be more progressive at embracing these kinds of trails, but not the most legendary mountain bike town of them all?

If Durango won't embrace modern more downhill focused riding then at least let those who enjoy the descents more than the climbs ride EMTB's so we can enjoy the kind of riding we like to do here and not waste what precious little time we have having to ride one specific kind of natural surface trail.

Simply put, even with an EMTB I won't be climbing Telegraph as faster than Travis Brown or Ned or going any faster downhill than I would on my normal bikes. I just want to enjoy the fun parts of mountain biking again, I don't want to always have to put hours of climbing in for 5 minutes of fun and I would like to enjoy riding with all of my cyclist friends who are younger or are still more fit, is that a crime? I understand the joys of climbing and suffering and at one point in my life I liked playing that game, I no longer do and that shouldn't sentence me to a life with limited mountain biking, or leave me out of riding with my friends. I love to ride, and type 1 EMTB's would let me ride much more helping me get more fit when I am riding my conventional MTB.

I also think that the idea of someone on an EMTB passing a conventional biker who thinks they are fit are irrelevant, trail access should not be determined to protect peoples ego's, I can assure you the speeds Durango's top mountain bikers can pass people on a climb will rightfully bruise someone's ego, but why would me passing someone on a climb using an assist be upsetting? I am using an assist! And further I am not racing them! I am simply trying to enjoy riding my Ebike on our trails and have no concern for who is getting up or down them faster on a daily ride. If they want to race other riders let them go race. Our trails are for riding.

I would be willing to participate in a study tracking a riders like Travis Brown or any other local hero to riders like myself with an EMTB in real world riding statistics (GPS, Strave etc). I am confident that me riding a type 1 EMTB will be no more detrimental to the trail, or the social balance on the trails than an experienced 40 something XC rider is. We need to get over the battle over verbiage of what a type 1 EMTB is and focus on the mental and physical benefits these bikes can bring to our community.

Please allow EMTB's on our trails!

No name provided

November 8, 2020

Comment Form - Parks & Recreation Advisory Board

Fill out this form to send comments to the Parks & Recreation Advisory Board. In accordance with the Colorado Open Records Act, this submission and all related correspondence may be subject to public disclosure.

First Name

John

Last Name

Persing

Comment

In regards to the trial period of pedal-assist bikes being permitted on Twin Buttes trails, I wish to express my desire to discontinue this provision once the trial period is over. I believe that our local trails should remain only accessible to human-powered or horse-powered modalities. E bikes are motorized transport and do not have a place on local, natural surface trails. Thank you.

November 16, 2020

Hello Durango,

I would like to voice my support for E bikes on all trails. I am 64 years old with some mobility issues and would not be able to ride otherwise.

- The tires are the same.
- E bikes weigh about 20 pounds more. I weigh 160 pounds. Some riders weigh over 200. Do we block them?
- I pull over all the time for non-E bikes to pass me on the downhill. I can't ride my bike as fast as it will go on trails, about 26mph. I'm passed all the time by non-E bikes.
- There is NO difference going downhill because THE MOTOR IS NOT USED! That in itself eliminates 50% of any argument.
- Physics: it takes the same energy to move the same weight up the same incline on a bicycle. It is irrelevant where the energy comes from.
- I don't understand the hate, discrimination and divisiveness of non-E bike riders.
- I pay taxes and would pay the same fees as any other bike to use the trails.

Bikes used to have ONE GEAR. Now they have many and it's embraced by all.

Bikes used to have NO SUSPENSION. They do now and it's embraced by all.

Bikes used to have NO DISC BRAKES. They do now and it's embraced by all.

This is simply the next evolution of technology.

I hope rational thinking prevails over selfishness and emotions. I don't prefer to be contentious, but if I get a ticket for my E bike on a trail, I promise I will sue the city.

Thank you for your consideration.

Eric Everett, RPh

November 16, 2020

To whom it may concern:

I am writing to encourage the City of Durango to allow E-Bikes in Twin Buttes and on all other appropriate trails within Durango / La Plata county. Thank you for your consideration.

Aloha and God bless,

Robert Gerst

November 16, 2020

My wife rides an e bike with me where we can in Durango Choices are limited but there is no reason a pedal assist bike can't be on the same trail as a regular bike. They are limited in power, require work by the rider to get them moving and don't hurt the trails.

We just spent a week at McDowell Mountain to ride and picked the area due to their trails allowing e bikes. Make an inclusive decision and allow e bikes on Durango trails.

Timothy Bouchard

November 16, 2020

Thank you for opening the Twin Buttes trails to e-bikes this year. I was able to enjoy single track riding there on my e-bike. Due to my arthritic knee I am unable to enjoy riding without pedal assist. I hope you are considering opening additional trails to e-bikes in the future.

Jim Morris

November 16, 2020

Allowing ebikes on Twin Buttes and all trails for that matter is a great move. I have suffered substantial leg injuries and cannot ride a conventional Mt. bike, therefore riding an ebike this the only way I can get out and enjoy mountain biking. With Twin Buttes allowing ebikes this past year I was able to get out and ride 3-4 times per week.

I strongly support allowing ebikes on all trails.

Thank you,
Tim Kelley

November 16, 2020

Dear Durango,

I am a 55-year-old female and my e bike has allowed me to get back on a bicycle. I don't understand the fears of non-e bikers who go faster and ride recklessly compared to me. The "motorcycle" analogy is a complete fallacy. These are pedal assist. The same tires, the same weight (more difference in rider weight), the same brakes on the downhill.

People who don't want e bikes want city and natural resources preserved for themselves, but we all pay the same city, state and federal taxes. I won't be discriminated against.

Thank you,
Cathy Everett

November 17, 2020

Please include ebikes on all Durango trails. I have a heart condition and these bikes allow me to enjoy the sport once again. There is no reason they should not be allowed on All trails. Many "regular" bikers tear up the trails much more than ebikes. That have continually cut their own trails to the detriment of all bikers. I'm really not sure why the hate is directed toward the ebike community. I'd speak to recreation department if needed. Thanks for listening.

Scott Emrich

November 17, 2020

To whom it may concern,

I wanted to address the pedal assist bike opportunities at Twin Buttes. As a 61 year old male with two sons that are avid mountain bikers, pedal assist bikes have allowed me the opportunity to spend time with my children as adults while riding in some of the most beautiful trails of our state in which I would otherwise be unable. As the owner of a large corporation in the Durango area, I pay both taxes as an individual and a corporation. My experiences with mountain bikers have most been extremely positive, with the exception of a few who are in a way purists (who believe any other forms of biking are not acceptable forms of recreation). I don't want to see the opinion of a few sway the ability of many to be able to enjoy all trails that are open to the public. I think there are preconceived ideas concerning pedal assist bikes, where if you haven't had the opportunity to ride one you would lack the understanding of how they work. They require input from the rider in order to be able to move, they do not function as a stand-alone power source, nor do they damage the trails any more than a standard mountain bike would. I think it's important for all bike riders regardless of what type of bike they ride to be considerate individuals in regards to the trails and the people that we share them with. Whether it's other bikers or pedestrians. There will always be careless individuals that have no regard or consideration for other people, therefore I think it's unfair to place judgement on a select group who choose to ride pedal assist bikes. Most people who ride pedal assisted bikes are older people, people with pre-existing conditions of some sort, or people who would normally not get off the couch and would not usually get out and explore the beautiful place we have the opportunity to enjoy. I am thankful for the city of

Durango, for allowing us this test area for pedal assist bikes in Twin Buttes. I want to emphasize that it has been my experience that interaction with other people that I come across on the trail has been very positive, I think that we all should be sensitive to each other's desires to want to get out to enjoy the spectacular area that we live in and call home.

Thank you for taking the time to read this,
Ray Godfrey

November 17, 2020

It's great that Durango opened up Twin Buttes mountain bike trails to ebikes and I hope the trail expands to many more trails in the area. I'm 66 years old and my first mountain bike was a Schwinn five speed that I rode in the forests near Spokane, Washington. I plan to keep riding as long as I can. I've got asthma issues that would keep me from enjoying many trails if I didn't have pedal assist on my mountain bike. Please keep my access to bike trails on local and federal lands inclusive and open to the entire community and not just a smaller subset of bike riders.

From all I've read and from the experiences of other counties (ie Jefferson) in Colorado ebikes don't damage trails and most trail users quickly adapt to their presence. I've seen first hand and supported the effort it took for mountain bikers to gain access to shared trails and the growth in technology that kept expanding the terrain they could ride. That history tells me restricting access to ebikes or trying to brand them as poor cousins of motorcycles isn't a productive exercise for the long term. It wasn't that long ago that bikes with technology (shocks) adapted from motorcycles were the subject of another nonproductive debate on whether they were "real" bicycles. Let's move on and unite for the goal of creating more trails for all users!

Thank you
Ken Wilbert

November 18, 2020

To those debating E-bikes on Durango Trails,

I'm a fairly long time Durango resident having lived here for 15 years. I came primarily for the biking. As I have aged, now 69 years old, I have been able to continue my recreating on trails largely due to the innovation of e-bikes. With my e-bike I am able to ride, silently, on the same trails that I formerly could ride without assistance. Please don't ban my bike from our trails; it is a major part of my staying healthy! I'm not sure who would even oppose the use of such bikes other than some who aren't inclusive in their thinking. In this day and age of diversity of thought and cultural movement towards acceptance it seems odd that there are those that want to segregate us by muscle strength or cardiovascular health but that is exactly what a ban on e-bikes does; whether intended or not. Let's keep out health care costs down by broadening not narrowing access to healthy living here in Durango.

Sincerely,
Steve Phillips

November 18, 2020

I am writing in support of not only allowing ebikes at Twin Buttes permanently, but to open all city trails to ebikes.

A good friend of mine has an autoimmune disease and wasn't able to mountain bike anymore. He had biked his whole life but couldn't due to his health issues. Now that he rides an ebike, he said his depression and overall health has dramatically improved. He has been riding for over 30 years. Another friend who has an ebike, says he doesn't have the time to ride for hours and hours since he works full time and has a family. Now he can get a quick 45 minute ride in and still be responsible. My point is not all ebike users are out of shape, lazy, and unskilled on a bike. They are usually older folks or avid mountain bikers who have some sort of disability.

I believe all of the negative expectations and comments that have been said previously are not rooted in reality but of theoretical fear mongering. A lot of folks said allowing ebikes on the river trail would be a disaster, but when the trial period had ended, no one really noticed. I live right next to the river trail and haven't ever seen anyone on an ebike being rude and any faster than anyone else.

I also want to point out that all major mountain bike manufacturers and local shops sell the same type of class 1 pedal assist bike which are made for natural surfaces and steep grades. Class 2 and 3 are much more common for roads. Overall the technology has remained the same for 5 years now. These bikes have all of the same components and frame designs as regular mtbs aside from the motor and battery. All of these bikes are around 40- 50 lbs. All mtn ebikes have 4 piston brakes and larger rotors, which stop the heavier bike very quickly. They all have a speed limit of 20 mph. The only time you can actually pedal close to 20 mph is on a flat or downhill grade. There are plenty of athletes in the Durango that can outride an ebike rider. Should we ban them from using trail, since they have an "unfair" advantage? People ask how the city will be able to enforce class 1 bikes, but some ask how the city can enforce the ebike ban in general.

Jefferson county allows ebikes on all natural surface trails, INCLUDING those on conservation easements. When I asked Mary Ann Bonnell with Jeffco about allowing ebikes on conservation easements for their land, she said they follow the state's definition of "motor vehicle" and "electric assisted bicycle," and "bicycle." As such, they don't have to worry about e-bikes being defined as motorized vehicles. Also, they have not seen or heard about issues involving ebike users after a year.

Also, there was an independent study done that focused on the overall impact on trails of regular mtb bikes vs ebikes. The science shows that there is no more damage done to the trails when opened up to ebikes.

I know a lot of people are against ebikes mainly out of principle, including city staff and board members. But the majority of people out there don't care and can't tell a difference between the bikes. Even the late Ed Zink who has lived in the area all his life, supported ebike access on city land.

Please contact Jeffco (303-271-5995) for more info about their program. I also attached the above mentioned study.

Thank you for your time and consideration.

Benjamin Bain

November 18, 2020

Dear Durango,

Please draft a new city ordinance allowing Class 1 & 2 eMTBs onto Durango's natural surface trail system. Allowing eBike use across Durango natural surface trails would benefit the community in a variety of ways. Comprehensive eBike studies performed in Jefferson County and Boulder County conclude that there are significant social & health benefits to allowing eBikes across a community's trail system.

1. eBikes expands opportunities for health and wellness for residents across a broader fitness spectrum.
2. eBike trips generate less pollution, reduce traffic congestion, relieve parking problems than trips in a motor vehicle.
3. eBike rental, sales and maintenance introduce new economic opportunities.
4. Inviting eBikes onto our open space attracts a quickly growing set of visitors who either own or prefer to ride an eBike..
5. eBikes offer an attractive commuting option for residents and relieve pressure on limited parking.
6. eBikes present a safer trail recreation option for some riders than restricting trail use to analog bikes
7. eBikes offer equitable access to open space to Durango residents who paid taxes to acquire these lands.
8. eBikes on natural surface trails don't create trail conflicts nor trail damage beyond the challenge posed by analog bikes.

Regards
Seth Furtney

November 20, 2020

Hello,

I'm writing in support of allowing class 1 ebikes on the trails in Twin Buttes. I have been riding a traditional bike there numerous times since the trail opened to ebikes in June and have not had any changes to my experience.

In support of ebikes in general: I enjoy taking my son (as early as age 11) on rides where he rides an ebike and I ride my traditional bike. He likes how he can keep up with Dad and I like the ground we cover and experience we have together.

Thanks for your time,

Heath Garvey

November 20, 2020

To City Staff and Advisory Boards,

I am in favor of the ebike trial at Twin Buttes which then should be followed by a permanent allowance when the trial expires in June 2021.

There are plenty of progressive communities that are moving swiftly to allow ebikes within their trail systems to great success. I hope that Durango would look at the actual evidence that is easily found to guide their decision rather than the objections of a few fully entitled trail users that simply don't want the additional company on the trails.

In many ebike trail use comments I have noticed that folks often roll out their "credentials" when offering opinions. How long they've lived in Durango, what trail use they prefer, and then how their experience would be negatively affected by an additional user group. So here goes.....I bet there are only a handful of people in the community that have logged an equivalent or more miles on the local trails than myself. So using the how long and how much metric my opinion should be pretty important! There are some problems on our local trails but Ebike usage is not one of them.

Let ebikes on all the trails system wide! In many ways I am surprised we are still talking about this. Give access to a group of taxpayers who helped purchase the trails and are often dealing with physical limitations and simply want to enjoy the trails along with the rest of us. Colorado State Law HB 1151 states a class 1 ebike is a bicycle.

Thanks for your time,

John Glover

November 20, 2020

To Whom in May Concern,

My name is Darian Harvey, and I am writing to say that I am in favor of the continued use of e-bikes on the Twin Buttes Trails. I also feel they should be allowed on other Durango soft surface trails. Thank you for your time. Take care.

Darian Harvey

November 22, 2020

My name is Alan Markert and I have lived in Durango for 8 years. I am 66 years old and an avid mountain biker owning both a regular bike and a pedal assist e-bike all of which I have bought locally. While I predominantly use my regular bike, I use the e-bike to increase the frequency with which I can ride and to add more difficult trails to those I am capable of riding. Also, they are a lot of fun.

First, thank you for conducting the e-bike test at Twin Buttes. I have ridden the e-bike there many times and have not encountered any problems with hikers or other bikers other than a couple of riders on regular bikes who were going too fast on a downhill for the level of trail usage that day. Just as our area trails accommodate riders, hikers, runners, dog walkers, horsemen and, in some cases, motorcycles, the key to adding e-bikes to the mix is individual responsibility to be conscientious of and courteous to other users. It's just as easy to have a problem regular biker as it is an e-biker.

The concerns about e-bikes that I've heard are, for the most part, from people that don't know much about e-bikes and are biased to their specific use of the trail. The concerns go like this:

1. **They are heavy and damage the trail.** Not true. There are plenty of regular riders where the combination of bike and rider weight are at least the same as an e-biker. Damage is often caused by poor braking technique regardless of the bike ridden. And if we want to talk seriously about trail damage, add horses to the conversation.
2. **They are noisy.** Not true. E-bikes are very quiet.
3. **They can go too fast.** This is partially true. My experience is that an e-biker descends no faster than a regular biker as the speed here is a function of the rider's ability and good judgment based on trail conditions and other users. The same mostly holds true for more technical climbs. However, an e-biker, with good biking skills, can do most climbs faster and overtake a regular biker while a casual e-biker may not even be able to keep up with a good regular biker. The most significant potential speed issue is on the flats. Again, we already have this with regular bikes whether passing other bikes or hikers and the solution is the same.... individual biker responsibility to be conscientious and courteous. Overwhelmingly, my experience is that Durango trail users are both and there is no reason to believe e-bikes will turn us into a bunch of hoodlums.
4. **They will add more users to the trails.** That is likely, but isn't getting people outside and exercising the whole reason for Durango's great trail system. Consideration could be given to restricting e-bikes on a few trails that are very heavily used by hikers and dog walkers (such as lower Junction Creek) in order to give them a place to have a relaxed stroll close to home. In most cases, the conflicts with which hikers are concerned would be the same whether a regular or e-biker.
5. **You should pay your dues and get physically fit if you want to mountain bike.** This is just snobbery. I have heard several stories where e-bikes re-opened the opportunity for older riders who had given up mountain biking because of physical limitations.

I am glad to participate in any future discussions or planning for e-bikes. My contact information is below.

Regards

Alan Markert

As a follow-up to an email I just sent....

I have been to Phoenix a few times over the past year and they have opened up most of their regional and city parks to mountain e-bikes and, from what I've seen, e-bike usage is growing rapidly. You might reach out to your counterparts in Phoenix and ask about their experience so far.

Alan Markert

November 23, 2020

I would like to voice my support for allowing Class 1 E-bikes on all trails in Durango and commend everyone involved in conducting the Twin Buttes trial period. Speaking with bike retailers it sounds like there have been unofficial E-bike trials happening here and around the country for years since most major bike manufacturers have been selling E-bikes for every discipline of mountain and road biking for years without any large calamity. The BLM has approved E-bikes on all trails and the Forest Service is currently reviewing a decision to do so after conducting a public comment period. I know many people are against them, but most of the negative interactions people have had with someone on an E-bike boils down to the individual biker not being respectful or knowledgeable about trail etiquette. The same kind of negative experiences have deterred many people from skiing because "skiers and snowboarders are going too fast and being inconsiderate", but skiing continues to be very popular and overall everyone figures out how to have a good time. I have resorted to riding a E-bike mountain bike due to a health condition and it has been pivotal to keeping me doing what I love most, in the places I love most with the people I love most. Anyone who wants to deny someone like myself of this opportunity really hasn't walked a mile in my shoes.

Thank You!
Mart Zart

November 23, 2020

To the Board,

I am in favor of the continued E-Bike trial period in the Twin Buttes Trail Network. After the trial period has ended I'd like to see the rest of the city's soft trail systems open to Pedal Assist Bicycles as well. In my view these bikes do nothing but enable more users to enjoy the trail amenities that Durango has to offer. Thank You for your consideration in this matter.

Mike Phillips

November 23, 2020

Dear DGO Rec Department,

I am writing to you to express my interest in seeing the eMTB program grow beyond Twin Buttes. I have recently purchased a home in Golden, CO (as well as having my home in DGO) and I can tell you that the community here has gone well beyond "testing" eMTB; we have embraced it fully! There are about as many, if not more, trails in and around the area of Jefferson County and so far I have seen no user-on-user impact nor have I seen / observed ANY trail erosion or issues that might have been caused by eMTBs. I've also met with most of the bike shop owners and guess what? They report incredible eMTB sales - it's one of their top sellers (this includes bike shops in Boulder, CO too). I encourage you to embrace eMTB and contact a member of the Golden City Counsel or a bike shop owner up here - don't just take my word for it.

On another note... I do believe that DGO should also follow the example of what Jefferson County has done to LIMIT user-on-user impacts: create directional trails! The idea that any trail can be open to up / down trail travel is just crazy, in my opinion. I'm not suggesting every trail be directional (although, Cortez / Phils World thinks it should be), but the popular ones absolutely should be! A directional trail helps pack down the trail and also limits negative / dangerous interactions; it's an obvious approach to safety.

Good luck to you all in DGO... I come back occasionally, and hope to continue to see DGO develop its trail systems.

Walker Thompson

November 23, 2020

Thank you for allowing ebikes to use the Twin Buttes trail system during the last trial year — please consider extending Class I pedal assist ebike use to other trails in our Durango area, so older geezers like me are not left out of enjoying trail options other than Twin-Buttes which can sometimes be challenging for old-timers and physically challenged folks who are looking for easier options.—Allowing Class 1 pedal assist ebikes on our River trail has proven to work out well with very little conflicts since Class 1 ebikes can only be powered when actually pedaling, and power cuts off at 20 MPH—I do agree that Class II and III categorie. ebikes could be problematic, as these ebikes can be powered up to 28 mph, and some can be powered using a throttle, rather than requiring the rider to pedal.

Trails on our Durango Trails 2000 network using pedal-assist ebikes would have no more impact than using Non-pedal assist conventional Mountain bikes.—

Thanks,
Bill (Beatle) Abshagen

November 23, 2020

Dear City of Durango,

I just wanted to drop you a note and express my appreciation of your support for ebikes over the last year. The fact that Durango was super-progressive and did a trial for ebikes over the summer on the Twin Buttes trail system shows that City leadership truly has an eye on the future. I believe that ebikes will eventually transform both small and large cities in terms of urban transportation but I also believe that they will allow a broader appreciation of local trail systems by a much more diverse set of riders. I do not believe every trail should necessarily be open to ebikes, but I thought the trial with Twin Buttes was brilliant.

And just as a qualifier, I do own an ebike and I did take advantage of the trial. Whenever I rode Twin Buttes I attempted to ride at non-peak times and would be extra polite and courteous to other riders if I encountered any. I was very aware of how my behavior could impact the future of trail access.

I am excited by the future of ebikes and equally excited about their future in the amazing City of Durango.

Thanks again for being thoughtful.

Best,

Andrew Patterson
Durango

November 24, 2020

To the staff and board members studying ebikes,

As you would expect I am in support of allowing ebikes at Twin Buttes and in the future on all soft surface trails operated by the City and paid for with sales tax supporting trails and recreation. As I said to Mayor Dick White when we were studying the river trails—"If we could only legislate manners." In my opinion, any conflict between user groups is due to inconsiderate behavior.

Please allow our citizens to work together to enjoy all of the recreational activities by all user groups including ebike users. In our experience, the ebike users are a bit older citizen who wants to continue to get exercise for fitness and mental health or ride with their more fit friends.

Kindest Regards,
Patti Zink

November 24, 2020

Howdy,

I am a 64 yr old newly local female that has just purchased a peddle assist mountain e-bike. After a 15 year career of riding Mtn bikes both recreational and non-professional cross country racing events, I have nothing but huge accolades for the new Mtn e-bike industry. Knowledge is powerful, as I do find most common folk do not understand what a peddle assist bike really is. There is no real adjustable throttle, the assist depends on your peddle output, the motor assist will cut out above 20 mph. You can't go uphill unless you peddle. The peddling assist makes it easier to ride more difficult trails, for a longer distance without bonking. I don't go any faster down hill. The heavier weight of the bike creates a new skill set to actually have to handle the mass. Public education explaining the difference of peddle assist and a throttled e-bike is critical. I will never ride as fast as the pro's that are unassisted. So I feel my peddle assist is in the pack of normal riders, not allowing me to recklessly move faster ahead. I can ride with my husband now, and not be dropped by his un aided efforts. So I feel I am not creating any risk to others or the trails. What I can do is again ride at a reasonable pace, much easier, and without extensive training to do so. My past extensive training is what created over use and destruction of my orthopedic joints. Now, with peddle assist, I can remain active, enjoy the outdoors, and minimize my future overuse syndromes.

Peddle assist is just that, an assist, it's not a throttled motor machine. It's not the type of e-bike that broke the back of Simon Cowell. That was an electric motorcycle thing that should not be allowed on the trails. Yikes! The public and trail officials need to understand the difference. I now enjoy Twin Buttes, instead of being overwhelmed and pulling off to the side to recover multiple times, I keep traffic flowing! Safety first!

Thanks From Carrie
Carrie Harden

November 24, 2020

Dear City of Durango,

I'm writing to express my sincere appreciation to you for providing the pedal assist trail on Twin Buttes trail. It is a testament to your commitment to supporting our active community and embracing progressive change. As a lifelong cyclist, I've thoroughly enjoyed the opportunity to switch between my manual mountain bike and pedal assist e-bike on this trail. With the trail designated for one-way travel, and trail users exercising consideration by saying hi to each other and carefully passing, this trail is safe and well-suited for mixed use. Hikers as well as other bikers have waved, smiled, and stopped to chat as most people in our community are happy to enjoy and share the beautiful trail.

In addition to Twin Buttes trail, I take my e-bike on Jeep roads and motorbike trails, which makes me feel less safe. I witnessed both truck and motorbike accidents near me that made me realize that my pedal assist e-bike is not in the same league as those motorized vehicles. On the Twin Buttes trail, both when I'm on my traditional mountain bike as well as on my e-bike, I feel my bike is well suited for the trail and the safety of other riders and hikers around me.

I hope you will consider allowing e-bikes permanently on this trail. The enjoyment and accessibility for multiple ages and fitness levels is important for our community.

Best regards,
Dana Shinn

November 24, 2020

Hello Durango,

I'm writing to support e-bikes on all trails. My family and I live in Durango, Colorado, have purchased over \$20,000 in electric bicycles from small businesses in Durango, and are avid donors to and participants in outdoor recreational sports in southwestern Colorado. E-bikes are a natural progression in bicycle technology, are equal to manual bicycles in nearly every consequential way, and allow those with disabilities access to trails.

E-bikes, including e-mountain bikes, are substantially similar to regular bicycles in every way that matters. The tires are the same. The weight is inconsequential considering variable weights in riders. The majority are pedal-assisted meaning the rider exerts less energy: not that more energy is expended by the bike and not that e-bikes go faster. Moreover, they allow greater access, and ultimately greater revenue, to Durango and southwest Colorado.

As a practicing attorney, I'm greatly concerned about the disparate impact the current regulations have on those who may not be able to ride bicycles on public lands and property. A very real argument exists that the cities regulations against e-bikes are arbitrary and capricious and disenfranchise impaired citizens who seek to use and enjoy public property. These arbitrary and capricious regulations are no doubt driven by so-called purists who's only goal is to limit citizens' access to public lands and recreational activities. *They* want to keep public lands to themselves—an untenable outcome inconsistent with law and policy nationwide. All said, I would gladly represent and encourage any citizen in a challenge to Durango's now-existing e-bike restrictions and certainly any fines or negative dispositions for riding an e-bike on our trails.

I'm excited to see Durango's next step in *progress* toward open access to all and for all on public lands. Thank you for your time.

Sincerely,
Colby
Colby Everett

November 24, 2020

I am writing to express my support for Ebikes on trails in Durango. Ebikes are awesome and they are great for beginners, old folks, training, etc. They don't damage the trails any more than a normal mountain bike. Please allow Ebikes on mountain bike trails.

- Julian Maisel

November 24, 2020

City of Durango Parks and Recreation, **I support** the use of E MTB bikes on all of Durango's Trails that currently support regular/analog bicycles.

Our taxpayer funded trail system needs to be inclusive and the positive impacts to our local economy will be a benefit as it will open the door for more recreational travel to our area from the E Bike user community.

Thank you for this effort to gather public opinion and the testing phase at Twin Buttes.

Gaige Sippy

November 24, 2020

I'm writing to express my opinion on the continued use of E-bikes on the Twin Buttes Trails. I've ridden up there many times, both on an E-bike and on a traditional bike. I've never had a negative interaction with any other trail users, nor have I had any near misses or accidents when riding my E-bike in that area. In fact, I strongly support a similar trial period to include all of the natural surface trails around Durango.

Without exception, the people I have spoken to who are not in favor of allowing E-bikes have never ridden them, so they don't realize that they function and feel like a bicycle. They seem to think it is like a motorcycle and should be ridden on motorized trails. I couldn't ride an E-bike like a dirt bike if I wanted to, they simply are not designed that way. I also hear a lot of fear of a "slippery slope" that will eventually result in electric dirt bikes on the trails. There is no slippery slope: both the Federal Government (the Department of the Interior, in SO 3376) and the State of Colorado has recognized electric bicycles as being the same as traditional bicycles and not considered a motorized vehicle, and asserts that they should be allowed anywhere that other bicycles are allowed. I think Durango should abide by those decisions. It is confusing and odd that Colorado Parks and Wildlife allows them to be ridden anywhere mountain bikes can be ridden, but as soon as I cross into a Durango trail I am suddenly violating a restriction.

I do think there is one safety concern, and it isn't specific to E-bikes but is a concern for all trail users. I think it would create a significantly safer environment if some of the trails had a designated direction. I certainly don't mean for all trails, or even most, but it has worked really well in Twin Buttes and I think it should be considered for some of the

other trails. There are some trails that are predominately used for riding downhill, and having someone coming up those trails causes some scary interactions. I'm thinking about trails like Anasazi and Upper Cowboy, Skull Rock, Down N' Out, and others similar used.

I was told that the recreation department was the correct place to send this email, but if should be directed elsewhere please let me know.

Thank you for your time
Kevin Uptain

November 24, 2020

Hello there, I wanted to weigh in on the Twin Buttes e-bike trial. I moved to Durango in 2000 for the amazing mountain bike trails in the area. I've been an obsessed and passionate cyclist the entire time I've lived here. A majority of the riding I've done has been on all of the singletrack in the entire region.

In regards to sharing Twin Buttes with e-bikes, I haven't personally seen or heard of any issues with e-bikes being on the trails. I honestly don't see any reason why class 1 e-bikes shouldn't be allowed on trails that are open to regular bikes. Thanks a bunch!!

Gretchen Magwitz

November 28, 2020

Having bought an ebike this spring to aid in recovery from a knee replacement I find any controversy about bikes on trail short sighted. A review of ebike sales shows how mainstream they already are, with the trend accelerating. I avoid the in town dirt trails but think I may be in the minority. I think it is time to expand the "legal" trail network for ebike.

Thanks,
Dave Linden

November 29, 2020

Hello,

I am in favor of ebikes on the Twin Buttes trail network. Please convert the 1 year trial period to a permanent status. I also believe that they should be allowed on all City of Durango soft surface trails. As a former professional cyclist, I feel that these bikes only encourage more participation in cycling activities. These bikes are pedal assist and notion that they are motorcycles that will run at dangerous speeds is totally false. I own an ebike and I get a great workout

every time I ride. I never feel as if I'm traveling at much more of a rate than many of the top cyclists that I encounter on a daily basis on our trails. Please consider opening up all Durango trails to ebikes.

Thank you,

Chris Wherry

November 30, 2020

Dear Durango,

I just encountered a new mountain biker was both thrilled and proud to be riding his bike in the outdoors. HE WAS ALL SMILE. He was somewhere over 50 years old, a little overweight, and a bit inexperienced. He was excited to be in the outdoors and happy to be exercising. He made my day.

I encourage the city to embrace eMTBs on its entire natural surface trail system to encourage everyone to develop their fitness and enjoy our bountiful outdoor recreation.

Regards,
Seth Furtney

December 1, 2020

Hey there - regarding e-bikes on durango trails I think they should be allowed anywhere dirtbikes are already allowed. This I believe would be the least intrusive and easiest way to regulate these new mediums of transportation. It just makes sense.

The divide between e-bikes and dirtbikes is becoming quite blurred as recently I saw an e-dirt bike up at gudy's rest, the guy blew past many other people enroute up there. It looks like a hybrid dirt bike / e-bike and this will only become more common. E-bikes will have the same torque and power as dirtbikes as we progress battery power.

With similar power permanence as dirtbikes in the not too distant future e-bikes will have the same wear and tear on trail usage and present confrontation problems between different user groups. Users already expect motorized transport where the dirt bikes are so combining ebikes into that same usage plan would lead to less problems.

Bryant Aucoin

December 2, 2020

To the City of Durango Parks and Recreation Advisory Boards,

My name is James and I am a lifelong cyclist living in Durango. I support class 1 electric bikes on all soft surface trails, including but not limited to permanently approving class 1 e-mountain bikes at Twin Buttes. E-Bikes are permitted in all 42 Colorado State Parks wherever bicycles are permitted. E-bikes are allowed in all of Jefferson County, with great

success, e-bikes are allowed in all of Maricopa County, with great success, e-bikes are allowed on ALL OF Bentonville's trails (the new USA mountain bike capitol) with great success, e-bikes are allowed on the Animas River Trail (a FAR denser trail than any of our soft surface trails), with great success. I am here to plead with you to be progressive and inclusive in trail policy. By allowing trails to be used by a greater number of people we are increasing the overall health and positivity of our community. By allowing electrically assisted class 1 bicycles at Twin Buttes, on all new trails, and on all existing soft surface trails, we are opening the door to a more up-to-date trail system and an increase in our communities connection with our natural lands. A resource we are so fortunate to be able to have and use here in Durango. The more people use our trail network to recreate and the more people are connected to that resource here in Durango the more likely we as a community are to be happy and healthy, what more could a mountain vacation town ask for?

Thank you,
A Concerned Citizen
James Ianni

December 3, 2020

Hi Durango Parks and Recreation,

I saw that you were soliciting feedback on ebike usage on Durango Trails. As an avid cyclist, I like nothing more than seeing more people out enjoying the trails. I strongly believe that ebikes are a great way to introduce new people to the sport. These new riders will back new trails, help maintain existing trails and generally support cycling initiatives. The rides I have met on ebikes are enthusiastic, happy to talk about how much they love riding and are having a great time.

As a cycling community, we should do everything we can to encourage new riders.

Sam Yount
Durango

December 4, 2020

Cathy,

Thank you for listening to my concerns yesterday. After reading the article again this morning I have to admit that I never was able to get past the headline in the online article, "Durango Supportive of allowing e-bikes on natural surface trails". While your comments in the article and on the phone reflected that the process is on-going, the online headline indicated to me that the decision was already made.

You did accomplish your objective with the article, reminding the trail users that you are receiving comments that will impact the City's ultimate decisions.

I walk on the trails to get away from the pace of life that e-bikes will bring with them. If e-bikes are permitted, the experience of walking on the natural surface trails will not be any different from the experience of walking on the Animas River Trail or the sidewalks in my neighborhood. Let's not destroy the tremendous asset we have worked so hard to create.

Tom Breed

December 4, 2020

Love the ebiking at twin buttes, after a back injury I thought my mountain biking days were over luckily I can still get out and get a great work out on the trails.

Please keep the trails open to Ebikes and consider adding additional access.

Thanks
Emma Martini

December 6, 2020

Hi there,

I'm writing to request that use of e bikes on our dirt trails is not allowed. They are motor vehicles, and rationalizing them as otherwise is ridiculous. Why would we allow motorbikes on one of our town's most valuable resources?

The argument that it would allow people with disabilities to participate seems valid but the reality is that that's not who is predominately utilizing them. And unfortunately there are instances where certain groups may not be able to have special accommodations made when doing so would destroy the experience for everyone else. There are plenty of public lands & roads in our area that allow motorized transportation.

E motorbikes allow people without the skills, outdoor ethics, and trail etiquette to access areas they otherwise wouldn't. Fleets of rental motor bikes sending groups of unskilled tourists around our city's prized trails is a very real possibility, and would be such a travesty to the hiking, trail running and cycling communities that are so passionate in this town. The spirit of being out in natural environments, where our citizens go for recharging, is destroyed with motorized transportation.

E motorbikes as transportation around town is hopefully being viewed as an entirely different conversation. I am in full support of them being allowed and encouraged wherever other motorized vehicles are allowed.

Thank you for considering my comments,

Ross Douglas

December 6, 2020

Dear City of Durango Staff and Board Members,

This email is a message of support for the ongoing trial period for electric mountain bikes at Twin Buttes Open Space Area. After the trial period I would at least support permanently allowing Class 1 electric mountain bikes at Twin Buttes, as well as in Overend Mountain Park.

On November 28th, 2020, I rented an electric mountain bike from Pedal The Peaks and rode it on the trails at Twin Buttes. What a great fun time that was!

From the parking lot, I rode up and around Cliff Rock Loop, then up and around the north side of the Twin Buttes. From there I went down Ed and Flo before cutting over on the trail going past the farm.

Here are a few observations about how my experience on an electric mountain bike differed from my experiences riding my all-mountain trail bike:

1. On the uphill ascents, it was much easier for me to navigate technical terrain. This ease of movement could make the experience more accessible to the elderly and people with disabilities.
2. On the uphill climbs, I didn't breathe as hard or sweat as much as I do on my regular mountain bike.
3. I passed people much more frequently while going uphill. This has the potential to bruise the egos of elitist mountain bikers who are used to taking the lead. They need to get used to the unorthodox feeling of getting passed by non-traditional riders.
4. Riding uphill on an electric mountain bike was much less challenging than it is on my all-mountain "acoustic" trail bike.
5. There is a learning curve in adapting to the speed that the bike took me uphill. With any sport, it takes practice to stay safe. It also takes time to build the muscle and skill sets that are useful in becoming proficient at the sport
6. The downhill experiences on the electric mountain bike didn't feel all that different from the way that they do on my old-school mountain bike.
7. Braking and stopping the electric mountain bike on steep terrain felt no different than it does on my all-mountain trail bike.

Regarding environmental impacts, It was impossible for me to do any kind of burn out from a stand still or at any time with the Orbea electric mountain bike that I rode, even in the fastest setting called 'Turbo'. I did try to get the rear wheel to spinout/burnout/peelout the way that I've been able to with wheels on gas-engine-powered atv's, motorcycles, trucks and cars. So I disagree with any argument that Class 1 electric mountain bikes somehow create more impacts than a regular acoustic mountain bike would or could on the trails.

With the reoccurring closures and restrictive capacity limits of public facilities and gyms due to the CCP Virus, it is evident that people need more options for recreating outside. This is why permanently allowing Class 1 electric mountain bikes on some of our natural surface trail systems is the logical progression for our community.

I want to thank city staff and city councilors for deciding to print the names of people who have submitted public comments on this trial period. My name is Adam Howell. By printing the names of people who submitted public comments, you increase transparency, accountability, and fully honor the intent of the Colorado Open Records Act.

In addition, I want to thank all city staff and board members that gave us the opportunity to legally ride Class 1 electric mountain bikes during this trial period at Twin Buttes.

Thank You.
Adam Howell

December 6, 2020

Cathy,

I have emailed you several times about motorized "vehicles" on the Animas River Trail. The most offensive was the guy on the 50cc motorcycle who yelled at me that it was allowed. Quite often hover boards are on the trail - some going pretty fast. Hover boards are becoming more popular on the trail. And, of course, there are the electric bikes that are becoming more and more prominent.

Yesterday three hover boarders got on the trail at the Oxbow trail head, and even though I told them no motorized vehicles on the trail - they shot on by me. One had his boom box blaring. I looked for and did not see a sign at that trail end that states the trail use restrictions.

Whatever current policy is in place that allows for 10cc electric bikes leaves it open for all motorized and electric vehicle users to get on the trail and "Trump It" - they are entitled to do as they please and they get away with it. The current 10cc policy is not a definitive policy or message.

What has to be done to ensure that the Animas River Trail remains safe and enjoyable for pedestrians and casual bicyclists? Durango has been doing a great job on establishing a long network of trails for walkers, runners, casual bicyclists. The motorized vehicles either need a separate trail system or they need to be on the streets - where they are away from pedestrians.

Thank you.
Paula Lutz

December 7, 2020

Hi Durango Parks and Rec -

More miles, more smiles!

I'm writing to express support for allowing eMTB on city trails. I use eMTB to ride with my 2 year old (he sits on one of those seats that goes over the top tube). It's a great way to introduce him to the sport and it means we both get to ride more. Cycling communities should support all types of people getting out and riding more trails! eMTB is a great way to get super young riders interested, allow older riders to continue riding in their twilight years, and new riders to get excited about the sport.

That said, I would support making some trails directional for eMTB; riding up Cowboy, for example, could be dangerous on an eMTB. Same for more downhill oriented trails like Anasazi.

As a community with a strong cycling culture, we're well placed to monitor eMTB usage and make sure that their growth is undertaken safely and responsibly. But for now: more miles, more smiles!

Thanks
Tim Calkins

December 7, 2020

I just wanted to send a quick comment about my concerns in allowing all natural surface trails to be accessed by ebikes. I'm opposed to them being on all trails. I foresee them as adding additional resource damage, creating unsafe riding conditions and introducing user conflicts with other trail users. There is a reason other mountain biking Mecca's like Moab and Sedona have banned them from most trails. I'm not opposed to them being allowed on select trails that have been designated unidirectional and or already allow motorized use. As a father of two young children who are learning to mountain bike, I'm concerned that a novice ebiker will not have the control with the added weight and power to avoid running my kiddos over. This is a very slippery slope and once they are allowed we will not be able to go back. I sure hope Durango thinks this one through.

Thanks for taking comments and allow community members to comment,

Shiloh Robinson.

December 7, 2020

Hi -

Love my ebike and being able to ride Twin Buttes is super fun. I would never make it all the way up without my pedal assist and what a great workout!!

Please keep Twin Buttes open to ebikes and perhaps consider opening more trails up to ebikes.

Thank you!!

Mary Alyce Cross

December 8, 2020

Attached is my opinion on allowing Ebikes on city trails.

Thank you!

Fran McManus

Dear Durango Recreation Staff,

Thank you for taking input on Ebikes. I never had an opinion on these bikes, other than an amusement as they sped by, until I was the person who needed one. At 53, I was diagnosed with a severe, untreatable neuro-muscular paraplegia disease. Within two years, I was unable to ride even paved roads to my home on Borrego DR. After a summer of watching my friends and family out riding without me, I decided to try an Ebike. I am hooked! Being able to bike again is improving my balance, strength, coordination, and most importantly, mental state.

I opted for a mountain Ebike to take advantage of trails as long as possible. After riding this bike for a few months, I see absolutely no reason not to allow these bikes on all Durango trails. Class 1 Ebikes are not motorcycles. They require pedal power to engage the battery. These bikes do not have the power to spinout and damage trails. In fact, the aggressive pedaling it takes normal bikes to climb has a much greater damaging effect on trails. As far as endangering other riders, this is no different than regular bikes, skis, cars or anything else. The user makes the difference. A respectful rider will not be a problem on any bike.

Incorporating new activities into recreation programs often causes an initial stir, but usually end up only being improvements. In Durango we have also seen this. For years, Durango chose not to build a skateboard park for fear of problems. Now we have a wonderful facility enjoyed by families and skaters on skateboards, bikes, and scooters. And I'm sure you remember the great snowboard dilemma! Ski areas were very reluctant to allow snowboards as they became popular. Now you see people enjoying a variety of skis, snowboards, ski-bikes, etc. Even building the rec-center was a major debate in Durango. Growing up here in the 1970s and 1980s we had extremely limited recreational choices (other than Mother Nature's, of course!). The rec-center and Durango's rec program has greatly enhanced healthy opportunities for all ages.

Finally, I have added a segment concerning the Americans with Disabilities Act.

"The recreation consumer with a disability has the right to participate in the most integrated setting. This is defined in the U.S. Department of Justice guidelines as the setting in which interaction between people with and without disabilities is provided to the maximum extent feasible. In effect, every single recreation and sport opportunity that is offered for people without disabilities is also available to the consumer who has a disability. With a reasonable accommodation, he or she will be able to participate alongside neighbors, relatives, friends, and others without disabilities in the pursuit of exciting, rewarding, and challenging sport and recreation opportunities."

I believe Durango has become a leader in promoting health and wellness opportunities for its citizens and visitors. Allowing Ebikes trail access is simply an addition to an already great program.

Sincerely,
Fran McManus

December 9, 2020

Dear City of Durango,

I have been impressed by the valuable insights shared with by residents of Durango in response to the city's study regarding the use of Electrical Assisted Bicycles (EABs) at Twin Buttes. In addition to having read all the public comments responding to this study, I've made the additional effort to intensively study EAB policy across the US & Colorado & Durango. Since legislation regarding EABs has changed over the past few years, below I present a summary of some notable events that may help inform Durango's future policy regarding EABs,:

22 May 2016: Durango Ordinance O-2016-10 was passed MAKING IT UNLAWFUL "To drive or park any motorized vehicle on any park, playground, trail, recreational facility, or city owned open space." [The Ordinance defined "motorized vehicle" to include electrical bicycles.]

04 May 2017: Colorado HB 17-1151 was passed MAKING IT LAWFUL for a person to ride a Class 1 or Class 2 electrical assisted bicycle (EAB) on any bike or pedestrian path where bicycles are authorized to travel as well as defining each class of EAB with specific manufacturing requirements. HB-17-1151 also granted local communities the ability to

overrule the Colorado law “A local authority may prohibit the operation of a Class 1 or Class 2 EAB on a bike or pedestrian path under its jurisdiction.” [The Colorado law is more permissive than the Durango Ordinance, but Durango’s Ordinance continues to hold authority]

Dec 18, 2018: Durango Ordinance O-2018-25 was passed MAKING IT LAWFUL for Class 1 & 2 electrical assisted bicycles to travel on the Animas River Trail, Florida Road Trail, Goeglein Gulch Road Trail, Smart 160 Trail and Three Springs Trail. [Beyond these specific exceptions, the prohibitions in O-2016-10 otherwise prohibit electrical bicycles on any other park, playground, trail, recreational facility, or city owned open space].

Aug 29, 2019: The US Secretary of the Interior issued Order 3376 DIRECTING THAT IT BE LAWFUL to use E-bikes allowed on any DOI property wherever other types of bicycles are allowed. Department of the Interior (DOI) management covers properties for: Fish & Wildlife Service (FWS), National Park System (NPS), Bureau of Land Management (BLM), Bureau of Reclamation (BOR). The Order statement of intention reads: “This Order is intended to increase recreational opportunities for all Americans, especially those with physical limitations, and to and encourage the enjoyment of lands and waters managed by the Department of the Interior.” [The DOI rule is more permissive than Durango’s which introduces potential user confusion between applicable rules for trails that cross both DOI & Durango property.]

January 2020: Durango adopted a new Parks Open Space Trails & Recreation plan and analysis for that plan show Durango residents enjoy a greater amount of park acreage (280 acres per resident) than ANY of our benchmark communities.

June 2020” Study performed by the Colorado Tourism Office (CTO) Colorado Rural Academy for Tourism (CRAFT) determined that the “Mountains & Mesas” region of S/W Colorado has the natural physical assets to be a global year-round biking destination.

EAB IMPLEMENTATION:

E-Bikes are permitted in all 42 Colorado State Parks wherever bicycles are permitted.

E-bikes are allowed on Durango, CO’s Animas River Trail (ART) [very little reported trail user conflict, despite that the ART is far more heavily trafficked than any of Durango’s soft surface trails]

E-bikes have been allowed in all of Jefferson County, CO [with great success].

E-bikes have been allowed on all of Bentonville's AR trails [contributing to its favorable reputation as USA’s new mountain bike capitol.]

In summary I would offer that we need not restrict anyone’s outdoor enjoyment since we live in a paradise of natural public lands. I urge everyone to focus their attention on developing the myriad opportunities that exist in our abundant public lands, rather than focus upon the occasional user conflicts that may arise. We all benefit from the health benefits of outdoor recreation for our residents. We also benefit from the attraction our natural public lands offer to visitors. We have the rare confluence of landscape and climate and resources that allows us to develop our natural surface trail system in a manner that satisfies desires of our residential and business community. An inclusive trail policy supports our towns overall health and positivity.

Seth Furtney

Connect, Communicate, Collaborate

December 10, 2020

I ride twin buttes on a non e bike all the time. I've been living and riding here since 1992. Based on my experience at twin buttes, I see no reason they shouldn't ride anywhere a non e bike goes.

Regards, Michael Martin.

December 11, 2020

I find that some people riding E-bikes tend to go at unsafe speeds. It would be one thing if the only people riding them were those who were incapacitated enough that they can't function on a regular bike. They, most likely, would go at a reasonable speed. However, I have seen more than a few kids and seemingly able-bodied young adults riding them; I assume because they are faster. Allowing them on trails is an accident waiting to happen. Please, no motorized vehicles on our trails.

Thank you,
D.May

December 16, 2020

There was an article in the Telegraph saying to give ones opinion on e bikes on Durango trails. I am firmly opposed. Already there are too many people on the trails and it is too much with just mountain bikes and hikers. I'm a hiker and my tranquility from hiking is destroyed having to jump out of the way of mountain bikers. But most important is the effect on wildlife. Elk numbers are way down due to the influx of Mt bikers and hikers in the summer to even remotely parts and the back country skiers in the winter. This has been written in High County News and other publications. This summer I avoided my favorite hikes because there were too many people and with that goes destruction of the trails, tundra and land and vegetation which I wrote about in editorials. Enough is enough and already too much. The whole concept of an ebike is repugnant to me when one goes into nature which should be on one's own power

Margaret Mayer

December 19, 2020

This letter is the result of a recent article I read in the Durango Herald regarding ebike use at Twin Buttes.

Apparently the majority of those responding to the City poll (?) were positive. I have a feeling those were people who ride ebikes on those trails and would like to see the use continue. I own an ebike and would like to be counted as those opposed to having ebikes on any dirt single track trails in our area.

I rode my mountain bike on Twin Butte's trails for the first time in 2020 on Sept. 26th. I was shocked by the amount and depth of the ruts. I had been riding all other Durango trails through out the summer and had not experienced the trail deterioration I saw/rode up Twin Buttes. I know all trails in our area had heavier than normal usage during the covid invasion this year but the 'wear and tear' on Twin Buttes was exceptional. In my 37 years of mnt. bike riding I've seen many types of trail damage but the ruts are something new and I suspect they are caused by the weight of the ebikes.

The day I rode there were 7 older men leaving the Twin Butte's parking lot. I spoke to them. They were tourists with rented bikes who had never been on a mountain bike. I cringed as I watched them head up the trail ~ worried for their safety and worried for our trails. If you don't have the skills to be on single track you rely on the bikes motor to navigate the obstacles ~ dangerous for other riders/hikers and disastrous for our trails.

I love my ebike. I ride it all over town and on dirt roads. I would never ride it on single track, the wrong tool for the job.

Linda Bunk

I'd appreciate it if you could forward this to DURANGO TRAILS, I can't seem to find an email address. Thank you.

December 23, 2020

Hi Cathy,

Thanks for the opportunity to comment on using e-bikes on Durango natural-surface trails. I have lived in Durango for 15 years and am an avid hiker and mountain bike rider. I have hiked and ridden almost every trail in the area and have an appreciation of the issues surrounding our trail system.

The Twin Buttes trial was a start, but it really does not give us much information as there are currently not that many mountain e-bikes in Durango. E-bikes do not cause trail damage and they are quiet, but they do add a challenging dynamic for user interactions on narrow trails. E-bikes are problematic on single track used by human-powered bikes as they go faster on the flats and up hills, thus overtaking other riders and creating difficult and frustrating passing situations.

Class 1 pedal-assist e-bikes require a certain level of fitness, but not as much as cyclists on non-motorized bikes. Currently, fitness, for better or worse, is a limiting factor to the amount of use on our trails. For example, one does not see a lot of mountain bikes on Animas City Mountain because it is a hard uphill ride. Allow e-bikes and the number of bikes on ACM will no doubt rise substantially.

E-bikes would allow more bicyclists to enjoy our trails. This may seem like a desirable outcome, however, having more bikes on our trails is definitely not a positive outcome for another class of trail user that seem to have been all but forgotten during this whole discussion: hikers, dog walkers, trail runners, and horseback riders. Even now, it is hard to go for a hike around Durango without getting run off the trail by a mountain bike. In addition, unless managed well, having more bikes on our trails is not necessarily good for mountain bike riders. Two-way traffic on narrow trails is always challenging, but it becomes more difficult as the volume of trail users increases, especially if users are going at different speeds. Imagine allowing e-bikes on the San Juan National Forest Ice Lakes Trail... but more people would be able to enjoy the trail and access the alpine scenery...!!!???

In spite of universally accepted trail etiquette guidelines that mountain bikes should yield to hikers and horse riders, in reality, it is always the other way around. Hikers, runners, and horseback riders must stop and get off the trail to let mountain bikes pass. When there were few mountain bikes, this was not a big deal; now it is a common unpleasant experience.

The real solution is better trail management and cooperation between all jurisdictions such as the City, BLM, and Forest Service in a comprehensive trail management plan. A plan could designate some trails for hikers, horse riders and trail runners only (otherwise, they do not stand a chance). Many trails could be directional for bikes, and some trails could allow Class 1, 2 or 3 e-bikes. The best way to handle higher volumes of traffic on a narrow trail is to have all the traffic going in the same direction and roughly the same speed. A wonderful example of this is at Phil's World near Cortez where all the trails require directional traffic. One can ride at Phil's and hardly see any other riders, only to return to the trailhead full of cars.

The e-bike revolution is like a tsunami... the wave is coming, and it will cause disruption and problems among trail users. Without a comprehensive trail management plan, it would be a mistake to allow e-bikes on our trails. The increase in volume of unregulated bike traffic would create a difficult situation for all trail users.

A decision to allow e-bikes is irreversible – once a new user group is added, they will gain devotees and a manager can never go back and take it away. Durango is only going to continue to grow and we need comprehensive trail management to avoid a complete mess.

Sincerely,
Lyle Hancock

December 26, 2020

Dear Cathy,

I appreciated reading the Durango Herald article about the electric bikes trial at Twin Buttes. It was well written and presented the safety issue I shared with you this spring. With my wife loving her electric bike, which makes it easy and fun to ride into Durango and back up the hill, I know the ease these bring to elderly people and others loving the outdoors. Yet, having had two truly scary occasions while hiking this past spring, I feel strongly that safety and trail etiquette need to be addressed on the river trail as well as natural surface trails. People will keep on moving to Durango and the number of bikers will only increase, which makes the continued effort to address safety and etiquette essential.

For example, most skiers when passing another skier on a traverse (of which there are plenty at Purgatory!!!) announce themselves by calling out "on your left or right", something that bikers rarely do on hard or soft surface trails. Now compare the speed differential between a skier catching up from behind to another skier to the speed of a biker to a hiker or rivertrail walker. With a walker moving at two miles/hour, bikers can easily travel 20 miles/hour or 10 times the speed. In my opinion, the issue at hand therefore is not about electric bikes, but about safe speeds on trails used by walkers/hikers and bikers.

I therefore truly appreciate that this coming spring you are planning to conduct a trail user survey for which I would like to be included.

Happy New Year,
Werner Heiber

January 6, 2021

Hi, I hope your year is off to a good start. Cleaning up my files and came across these photos I never sent along this fall showing a type 3 e-biker (a dirt bike that can proudly do donuts in the dirt parking lot) confidently using the BMX track and boldly telling me that they are allowed everywhere. One turned around and followed the rules, the other went ahead and rode the track after being told that “no, e-bikes are not in fact allowed everywhere.”

Looking forward to more education in 2021, as unfortunately this issue will only become more nuanced as the city continues to move forward with allowing e-bikes on natural surface trails (as opinions by those in favor and not adequately weighted given the nature of the study completed), despite some of those being privately owned. Here’s one of example of an e-bike incident not reported in the city study.

Take care,
Caitlyn Kneller



January 6, 2021

Dear Durango Park and Rec,

I would like to see Durango Parks and Rec extend the use of e-bikes to ALL natural surface trails in Durango.

I am 56 years old and a resident of Durango for 18 years; I have been mt biking for 20 years. Two years ago I bought an e-mt bike after a second back surgery to be able to continue riding my mt bike. Using an ebike has changed my life as I can continue riding on trails and I can ride with my husband, which I have not been able to do in the last 10 years (he is younger and fitter).

Allowing e-mt bikes on ALL natural surface trails in Durango:

1. is more inclusive to the old, injured, and people who have ailments that otherwise prevent them to use the trails for which they pay taxes (some ailments like arthritis in the feet or bad knees can prevent people from hiking but not cycling);
2. allows people to ride as a family (which is good important during COVID) or in groups of diverse ability;
3. will likely reduce the friction since it is going to be OFFICIAL and sanctioned;
4. will dilute e-bikers among all the trails in Durango, alleviating the pressure on Twin Buttes and giving e-bikers more options, which is very much needed;
5. will bring more business to bike shops and some tourist \$ for the city.

I have heard some people complaining that e-bikers have passed them rudely on the Twin Butte trails. On the other hand I also heard people being rudely or denied right-of-way by people on REGULAR bikes, so this problem is not one of e-bikes but a--holes. An a--hole will remain an a--hole, whether on a regular bike or on an e-bike.

I have ridden my e-bike in places where there are a LOT e-bikers (McDowell Mt preserve, AZ; Bentonville, AR; Hurricane UT) and I can tell you that everybody gets along fine and respects biking etiquette. There is actually a nice vibe whereby people ask you "How do you like your e-bike?" which is usually followed by a nice conversation about bikes etc...

So, I truly hope the city of Durango decides to allow class I e-bikes on all trails.

Thank you for reading.

Best regards

Florence Paillard

January 13, 2021

Dear Durango / P&R Department / P&R Advisory Board

I believe BLMs final Environmental Assessment (EA) & Travel Access Plan (TAP) offers valuable information to help Durango establish a complementary policy on the use of Electrical Assisted Bicycles (EABs) on our natural surface trail

system. BLMs Proposed Action analyzed land use impacts under the assumption that EABs will be allowed wherever bicycles are allowed despite that EABs are currently prohibited on BLM property until 43 CFR part 8340 is changed.

Key provisions and highlights from the EA / TAP are offered below.

Page 45 primary takeaway: “Currently, the City of Durango does not allow motorized use (including e-bikes) on these trails, many of which cross lands under Conservation Easement and are specifically closed to motorized use as a condition of the easement. Allowing e-bikes on the BLM portions of those trails would lead to confusion for the trail users, and enforcement conflicts for the trail management agencies as users cross between areas with different e-bike rules.”

Page 7 “The Proposed Action analyzes e-bikes on all trails open to traditional bicycles, including trails in areas closed to motorized use. The definition of an e-bike as either motorized or mechanized is still being evaluated at the national level, but currently e-bikes are defined as motorized. Therefore, their use in areas closed to motorized vehicles would not be in conformance with the RMP. Section 2.0 describes why BLM analyzed the Proposed Action with these assumptions. TRFO management of e-bikes will conform with national policy and the RMP. If the TAP1 decision record identifies that an area closed to motorized use should be open to e-bikes, it could not be implemented unless regulations are modified to exclude e-bikes from the definition of an off-road vehicle, or if additional NEPA amends the RMP’s motorized closure.”

Page 13: “Scoping commenters expressed concern regarding BLM’s assumption in the Proposed Action that e-bikes could be allowed on all trails open to traditional bicycles. Secretarial Order 3376 - Increasing Recreational Opportunities through the use of Electric Bikes (DOI 2019), encourages BLM to expand e-bike opportunities, but the regulatory framework for implementing this Order is not yet complete. The Proposed Action analyzes impacts assuming regulations at 43 CFR part 8340 are modified to provide for an exemption of certain classes of e-bikes from the definition of off-highway vehicles. Following that modification, Class 1 e-bikes would be allowed on trails designated as “Trail, Non-Motorized”, in addition to all motorized routes. While there may ultimately be a different regulatory framework for implementing Secretarial Order 3376, the BLM felt it was appropriate to analyze the Proposed Action with these assumptions for the following reasons:

- Neither legal definitions nor regulatory frameworks have any bearing on the actual environmental effects from ebikes. The environmental analysis is relevant and informs the decision maker.
- This ensures BLM has considered the widest range of realistic alternatives of e-bike management. Under the Proposed Action, e-bikes would be allowed on 76.8 miles of roads and trails, versus 20.7 miles of roads for the No Action (see Table 2.4).
- This meets the intent of draft BLM guidance to consider expansion of e-bike use where other types of bicycles are allowed. By completing this analysis as part of TAP1, rather than as a stand-alone NEPA process if e-bike regulations are modified in the future, BLM can comprehensively consider all travel management decisions in light of possible e-bike use. The Proposed Action was clarified to better describe that e-bikes would be allowed on all trails open to traditional bikes. In addition, the No Action Alternative and subsequent analysis was adjusted to clarify that currently, under the interim Travel Management guidance in the RMP, ebikes are only allowed on existing routes shown in Figures 2.14a-d (existing roads).”

Page 20: “Under Alternative A.1, all components of the Proposed Action are carried forward. In addition, Class 2 and 3 e-bikes (as defined above) could be allowed on mechanized, non-motorized trails should the regulations at 43 CFR part 8340 be modified to allow an exception to the definition of off-road vehicles for e-bikes.”

Page 23: “* If the regulations at 43 CFR part 8340 are modified to allow an exception to the definition of offroad vehicles for e-bikes, Class 1 e-bikes (Alt A) or Class 1, 2, and 3 e-bikes (Alt A.1) could be allowed on all trails, except for 1.2 miles of non-mechanized trails at Perins Peak Wildlife Area and East Animas Climbing Area.”

Page 33: “How does use of electric bicycles (e-bikes) affect wildlife on trails currently open to only traditional bicycles, foot and horse traffic?”

Under the Proposed Action (Alternative A) Class 1 e-bikes would be authorized on all trails open to bicycle, after regulations are modified to exclude e-bikes from the definition of off-highway vehicles. Under Alternative A.1 Class 1, Class 2 and Class 3 e-bikes would be authorized on all mechanized trails following modification of the regulations. This would likely lead to a modest increase in disturbance to wildlife.

The authorization of e-bikes will likely increase the distance users can travel and may increase the speed and number of users on the landscape. Mountain biking, in many cases, requires physical strength and endurance. E-bikes will reduce the physical ability and endurance required by riders, likely increasing the number of people who ride mountain bikes and increase the speed at which riders can travel. However, unlike road e-biking, mountain e-biking on trails requires technical skills to navigate obstacles. E-bike users would still be limited to areas that are within their technical ability and would likely not be able to travel much faster due to speed being limited in many cases by technical ability and not raw power. Much of the BLM trail network in TAP1 is rather technical.

The effects of e-bikes on wildlife have not been well studied but the impacts of mountain bikes and other forms of recreation have. Because mountain e-bikes are very similar to mountain bikes, it is reasonable to assume that impacts from mountain e-bikes would be similar to mountain bikes. Mechanized trails within TAP1 that are already constructed, when open, are likely saturated with users and at densities that wildlife are already greatly affected. An increase in similar use, such as e-bikes, would therefore likely not increase impacts to wildlife. There may be portions of the trail network that are currently only lightly used because of how challenging the terrain is for non-motorized riders. These areas may see an increase in use, resulting in greater impacts to wildlife.

The effects for Alternative A.1 would be the same as described for Alternative A. The potential effects for use of Class 2 and 3 e-bikes on trails is not anticipated to be greater than described for Alternative A.

Mule Deer and Elk

Under this alternative the potential for e-bikes to travel faster than non-motorized mountain bikes could lead to an increase in disturbance to elk and mule deer. Some evidence suggests that speed and size of users may be a factor in how much elk are disturbed by recreationalists. Wisdom et. al. (1998) studied the impacts of ATV, mountain bike, hiking and horseback riding on elk. Horseback riding and hiking affected elk the least and ATVs affected the elk the most. Mountain bikes fell in the middle. It was proposed in the paper that speed and size may explain why mountain bikes and ATVs have a greater impact on elk than hiking and horseback riding. Little evidence exists comparing the speed of e-mountain bikes to regular mountain bikes. However, in August 2019, the World championships were held for both e-bikes and mountain bikes on the same course by elite athletes. Regular mountain bikes had an average speed of 20.5 kmph (12.7 mph) while mountain e-bike racers had an average speed of 22.6 kmph (14.0 mph). While this comparison isn't perfect, we believe the results show that e-bikes do travel faster than mountain bikes, but just slightly. This analysis is supported by a 2017 study (Langford et. al. 2017). The study showed used GPS data to show that e-bikes traveled faster uphill but were comparable to regular bikes on flat and downhill terrain. The study also showed that e-bikes traveled on average 3 km/hr faster (1.9 mph) than pedal bicycles. Given these analysis, we find it reasonable to conclude that an increase of speed of around 1.5 mph would not perceptibly alter elk behavior.

Page 35: “How does use of electric bicycles (e-bikes) affect wildlife on trails currently open to only traditional bicycles, foot and horse traffic?”

Under the No Action Alternative, e-bikes would not be authorized on non-motorized trails. This would likely lead to a modest reduction in disturbance to wildlife. E-bikes would likely increase the number of users a modest amount, lead to an increase of speed of those users around one to two miles per hour and increase areas where those users can

access. These impacts would likely be masked by the number of current users on existing routes. Given current recreational use, the exclusion of e-bikes under the No Action would not likely alter wildlife behavior from current conditions.”

Evidence that increased speed could increase disturbance to mule deer is lacking. Wisdom et al. (2004) showed little difference in mule deer response between ATV, equestrian, mountain bike and hiking recreation. Taylor and Knight (2003) similarly showed that mule deer do not differ in their response to mountain biking and hiking. These studies suggest that while mule deer may be disturbed in general by recreation activity, the evidence that e-bikes would be a greater disturbance to mule deer is lacking

Page 45: “How does use of electric bicycles (e-bikes) affect recreational experience on trails currently open to only traditional bicycles, foot and horse traffic?

Under the Proposed Action, Class 1 electric bicycles, along with traditional bicycles, pedestrians, and equestrians, would be allowed on trails open to mechanized use. Most notably these trails would include the existing and proposed trails on Skyline, Animas City Mountain, Grandview Ridge, Mud Springs, Chutes and Ladders, and Aqueduct. The proposed action would also apply this same designation to one route on Menefee Mountain which is currently open to all motorized uses, but effectively blocked to full sized vehicles by rockfall and natural reclamation. At Skyline, Grandview Ridge, and Animas City Mountain, all trails on BLM-managed lands which are open to bicycles are either accessed via, or provide direct connection to, City of Durango trails. Currently, the City of Durango does not allow motorized use (including e-bikes) on these trails, many of which cross lands under Conservation Easement and are specifically closed to motorized use as a condition of the easement. Allowing e-bikes on the BLM portions of those trails would lead to confusion for the trail users, and enforcement conflicts for the trail management agencies as users cross between areas with different e-bike rules. The trails (both existing and proposed) at Mud Springs, Chutes and Ladders, Menefee Mountain, and Aqueduct parcels are located entirely on BLM managed lands and would therefore not pose jurisdictional conflicts. The allowance for Class-1 e-bikes on trails open to traditional bicycles would be expected to increase trail usage in these areas to some extent by increasing opportunities on public lands to riders who have limitations with physical fitness, age, and/or disability. These benefits would be especially prevalent on longer, less technical trails where physical capability is a more limiting factor to access than technical skills. As a result of opening trails to a greater pool of users, designation of these trails to Class-1 ebikes would also be expected to result in increased pressure on trailhead parking and increased social interactions on the trails. There would also be the potential for increased user conflicts between e-bike riders and traditional non-motorized trail users. However, an intercept study (a survey of trail users on site) in Fruita, Co found that increased familiarity with electric mountain bikes (e-mtbs) resulted in an increased positive perception about e-mtbs (People For Bikes, 2017). Therefore, over time, social conflicts as a result of e-bike presence may abate, though conflicts resulting from a general increased level of trail usage would be expected to persist. Maintenance requirements on trails open to e-bikes would not be expected to be substantively different than the requirements of a trail open only to traditional bikes. A soil displacement study in western Oregon found that effects from Class 1-pedal assisted e-mountain bikes were similar to standard mountain bikes, and substantially less than the impacts associated with motorcycles (IMBA, 2015). Where an increased impact did occur was on turns (and banked turns) and at grade changes. This study also suggests that trail design and construction (as opposed to type of use) is the primary factor driving impacts to soil, water, and vegetation. Thus, a carefully designed trail would be expected to exhibit fewer impacts related to trail use, than a socially developed trail.

Animas City Mountain – Animas City Mountain is within RMZ1 of the Durango SRMA, with targeted activities of mountain biking, hiking, trail running and dog walking. The Proposed Action includes reroutes and new trails at Animas City Mountain to protect big game winter ranges, wildlife migration, improve recreation experience, and reduce user conflicts. The proposed trail system would include a new two-mile western rim trail that would provide a multi-use opportunity not currently available to trail users. Three existing trails on the eastern rim would be combined into a single trail, with better alignment and improved drainage. There would also be two new interior

crossing trails that would provide loop trail opportunities. The network of trails is designed to replace two existing trails (Vulture and Sick Bird) that are located below the mesa top. Proposed recreation use is focused on the mesa top to reduce disturbance to wildlife and increase habitat connectivity within critical big game habitat. To separate recreation users, new downhill bicycle-only trails would be constructed in the western interior. These trails were proposed by Trails 2000 and the 4 Corners Freeride Coalition, with final proposed alignments identified by the BLM IDT. Other changes to trail alignments and new loop opportunities are proposed to improve recreation experience, reduce user conflict, and reduce the potential for runoff and soil erosion.

Regards,

Seth Furtney
Connect, Communicate, Collaborate

January 28, 2021

I would like to express my opposition to the use of E-Bikes on soft surface single track trails in and around Durango.

First and foremost, the Class system for the bikes is entirely unenforceable without active oversight by knowledgeable law enforcement. The bikes all look pretty much the same to those without specific knowledge of these bikes.

Second, our trails are heavily used without adding yet another mode of transportation.

Third, as a 69 year old rider, I fully realize that someday I may not be able to navigate our trails safely. I will and am adjusting accordingly. To date, most of the E-Bikes I have encountered on our trails have been operated by the young and fit. In addition, these encounters have occurred on trails not currently open for their use.

Fourth, E-Bikes are the largest growth segment in the bicycle industry and they are pushing hard for their acceptance in order to further growth. We need to look no further than the OHV growth in and around our mountains with resultant damage and crowding. This has been due to the introduction of more capable, high powered OHVs that make it easier to get to the remotest corners of our backcountry. I can easily see E-MTBs doing the same thing.

Thanks for considering my input.

Bill Shaw

February 9, 2021

As a local resident and avid MTB/Ebiker I fully support allowing Class 1 Ebikes on all local MTB trails. My son is an Internationally ranked Enduro racer and my ebike has enabled me to go on training rides with him again.

Sincerely,
Jonathan R Donnaway

February 10, 2021

Comment Form - Parks & Recreation Advisory Board

First Name	Fred
Last Name	Rader
Home address	25 Kennebec,Durango
Telephone number	2547445545
Email address	Fradersail@yahoo.com
Comment	My wife and I enjoyed biking at the twin Buttes Trail Park. We are e-bikers and appreciate the trial period allowing us to fully appreciate the trail system which otherwise would not be attainable for us. I encourage Durango to continue to allow this e-biking use of the trails here and elsewhere. In my experience eBikes have not exhibited any deleterious effect on the trails and how they are used by other bikers. Thank you very much Fred Rader
File upload	<i>Field not completed.</i>

February 16, 2021

To Whom it May Concern,

I am writing in regards to the city of Durango allowing ebikes on all natural surface trails and am in support of allowing them.

Sincerely,
Ryan Mickelson

February 22, 2021

I support electric bikes on all city trails
Jim Nelson

February 25, 2021

I am in favor of giving folks the freedom to ride ebikes on soft surface trails throughout the city and in particular on the Twin Buttes trail system. Allowing ebikes on soft surface trails will get many new participants into the sport of mountain biking so more people can enjoy the great trail systems we have here in Durango.

Thanks,
Matt Gray

February 27, 2021

To Whom it may concern,

I am in favor of allowing ebikes and pedal assist bikes permanently allowed on trails in Twin Buttes and expanding into other soft surface trails in Durango.

Steve Emrich

March 1, 2021

To whom it may concern:

I am in favor of keeping Twin Buttes open to e bikes permanently.

I've had a mountain e bike for a few years now.

I would mostly ride on the bike path or just around town. Being able to ride the trails in Twin Buttes has given me the opportunity to ride in areas I would never be able to do physically. It is so much fun and allows me to keep up with my husband while he rides. Please keep Twin Buttes open and consider opening other trails.

Sincerely,
Pam Overend

March 1, 2021

To whom it may concern,

Regarding the test period for E bikes on the Twin Buttes trail system;

Since the test period started for Class 1 E bikes at Twin Buttes, I have ridden there multiple times on both my Ebike and my traditional Mtn bike. I have encountered many other riders on both types of bikes as well as hikers. I have not

had any issues with other trail users or seen any animosity between different types of users. Please convert this one year E bike test into permanently allowing E bikes at twin Buttes.

Also, please move quickly to allow Class 1 E bikes on other soft surface trail systems close to town.

Thank you,
Ned Overend

March 1, 2021

Thank you for allowing me to comment on the future of E-bike use in Durango. Although I have already previously voiced my support for expanded access I would like to share one of my experiences, and to offer a suggestion.

I ride with a group of guys usually once a week in the summer; we get together after work and ride for an hour or two. When I first purchased my E-bike there was initially a little hesitation, I am the first one in this group to get one and I don't think anybody knew what to expect, or maybe didn't think we could all ride together. Whenever I had the E-bike with me I would always let them know, and offer to skip if it bothered anybody. After several of these rides they all figured out that the experience for the group was unchanged, we all stayed together and rode together just like we had previously. One time I messaged the group, like usual, to let them know that I had the E-bike with me and ask if anybody had a problem with that, and one of the guys responded "if anybody has a problem they don't have to ride with us." Nobody even asks what bike I'm riding anymore, because nobody cares; In just three or four group rides they went from uncertainty, to complete acceptance. I believe that same reaction is going to be the most common among the community once E-bike use is less infrequent. The *idea* that concerns people is not the reality that they will experience.

That leads to my suggestion. I think the trial period at Twin Buttes was a great idea, and it has worked out really well. However, a person could make an argument that the reason there have been no problems with E-bikes on the Twin Buttes trail is that there have been too few interactions for those issues to become apparent. One possible solution is to have a similar trial period for all Durango trails; however, if an entire community gets accustomed to complete access that might be challenging to reverse. I think a better solution is to do a kind of limited trial period, where a specific number of people, perhaps 20 to 30, are given a 12 month "permit" to ride E-bikes on local natural surface trails. These individuals could be given instructions on how to communicate what they are doing when questioned, and they can provide information to other trail users on how they can communicate with the city about their experiences. As both a regular cyclist and an E-bike user I don't think there will be any problems. I think an E-bike on the trails is just like any other bike; however, until there are more interactions between E-bikes and other trail users we are never really going to know. I think policy should be information driven, not assumption driven, and I think this is a good way for the city to gather actual information regarding what those trail interactions would be like, while still providing easy mechanism for control.

Thank you
Kevin Uptain

March 2, 2021

Hello,

I am writing to express my strong support for allowing ebikes on the soft surface trails of Twin Buttes, on a permanent basis. This same support applies to all soft surface trails in the area as well. I believe that the integrity of the trail and safety of its users is best maintained by educated and respectful riders regardless of the type of bicycle ridden. There are a number of riders with disabilities, such a heart condition like my father, that have no other option other than using an ebike to stay active and enjoy the trails.

Instead of restricting the type of bikes allowed, any concerns about safety and trail integrity should be directed toward proper rider education (and perhaps registration) about how/when to ride to maintain the trails and how to keep themselves and other riders safe.

Thank you for considering my message.

Sincerely,
Nash Emrich

March 3, 2021

Greetings!

I am writing on behalf of my mother and father-in-law who have both benefitted from ebikes, particularly in light of managing health conditions that prohibit them from riding non-ebikes. I have seen firsthand how ebikes have done more good than harm, particularly by getting more people on bikes who uphold the law and are respectful to other pedestrians and cyclists, as well as the environment.

Therefore, I am writing to express **my strong support for allowing ebikes on the soft surface trails of Twin Buttes, on a permanent basis**. This same support applies to all soft surface trails in the area as well.

I believe that the integrity of the trail and safety of its users is best maintained by educated and respectful riders regardless of the type of bicycle ridden. In addition to my mother and father-in-law, there are a number of riders with disabilities who have no other option than to use an ebike to stay active and enjoy the trails. The cycling community at large can benefit from inclusion of people who need adaptive accommodations that an ebike can provide.

Instead of restricting the type of bikes allowed, any concerns about safety and trail integrity should be directed toward proper rider education (and perhaps registration) about how/when to ride to maintain the trails and how to keep themselves and other riders safe.

Thank you for your concern about trails and the community and thank you for your consideration of this matter!

Kindly,
Carissa Klarich

March 4, 2021

Hi Cathy!

That's great! Thanks so much. Good luck to you figuring out a good solution to this.

One thing I wanted to clarify/mention...my father in law's heart condition is called hypertrophic cardiomyopathy. It's the inherited condition that you hear about causing really healthy young athletes to drop dead in the middle of a marathon. So, for him, the reality is that he has to keep the stress on his heart to a minimum. But, he grew up being really active in Durango (soccer, skiing, biking, etc) so giving those things up wasn't easy. We were overjoyed when he first told us how he got an e-bike and how it helped him get back on the bike.

The same for my mom. She can't exert herself on a bike after her stroke. The stroke was unexpected and the result of a vertebral artery tear. So, being able to get on an e-bike and be able to keep her heart rate and stress on her fragile arteries low but also still experience the joy of riding is made possible because of the e bike.

Anyway, thanks again for fielding our emails!

Kindly,
Carissa

March 4, 2021

To Whom It May Concern, Durango City Rec:

I live in Denver, CO, I am a FLC grad and I come down for the IHBC each year ride to Silverton. My wife and I ride E Mountain bikes and we are excited to ride the Twin Buttes trails in May. I hope you will make this a permanent Ebike area and consider opening more trails close to town for E mtn bikes.

I have been riding the Jefferson County trails for the past two years and have not seen or heard of any issues between E bikes and other trail users.

Sincerely,
David Binkowski

March 7, 2021

Hi

My name is Greg Herbold and I have lived in durango for 40 years .

As a former professional racer and recently retired from the cycling industry, I support the usage of e bikes on soft surface trails around the durango area, especially at Twin Buttes. It seems that the testing period did not expose any reasons to not allow e bikes there permanently.

As many of us age and are weary to travel far distances for vacation and adventures, the inclusion of responsible power assist cycling is a big attraction for not only tourist but locals alike.

If durango want to maintain "bicycle friendly community " designation...the inclusion of soft surface trail usage for e bikes is essential.

Thank you, Greg Herbold

March 9, 2021

To the city of Durango,

My wife and I enjoyed riding our Ebikes at Twin Buttes last summer. At first we were apprehensive because we thought there might be negative feedback from other trail users but everyone we encountered were very welcoming.

I hope you will consider opening other trails close to town for Ebike use

Thank you,
Brock Means