

**From:** [Kathleen Rosenthal](#)  
**To:** [Heidi Hall](#); [Ed Scofield](#); [Dan Miller](#); [Sue Hoek](#); [HardyBullock@co.nevada.ca.us](mailto:HardyBullock@co.nevada.ca.us)  
**Cc:** [Clerk of Board](#)  
**Subject:** No Motorized Electric Bikes on the Pines to Mines Trail System  
**Date:** Wednesday, August 11, 2021 7:34:47 AM

**Not a County resident**

**CAUTION:** This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Chair and Nevada County Board of Supervisors  
From: Kathy Rosenthal, Equestrian and Hiker, Nevada County Visitor and Friend of Gold Country - Santa Barbara California  
Date: 8/10/2021  
cc : Julie Patterson Hunter, Clerk of the Board

Dear Honorable Board of Supervisors:

I am writing to oppose any reference to allowing electric motorized bikes in an upcoming environmental document for the Pines to Mines trail system, which also includes the Pioneer Trail.

Several of my friends and acquaintances are members of the Gold Country Trails Council, and I visit Nevada County to enjoy the wonderful trails in the area. I thoroughly enjoy hiking and riding horses on the non-motorized Pioneer trail above Nevada City. I am strongly opposed to changing the status of the Pines to Mines trail to allow motorized electric bikes. The Pines to Mines trail system has been in the works since 2015. It was conceived and designed as a non-motorized trail and over the years presented to the community members as a non-motorized trail. A new proposal to allow motorized bikes on the Pines to Mines trail system was instigated by the Tahoe Forest Service Supervisor this year and is totally counter to prior Forest Service representations. Pines to Mines written documentation since its inception, has stated it's a non-motorized trail. Since the Pines to Mines trail system was conceived, GCTC has committed resources, held fundraisers, and has been part of the steering committee to help ensure its success, much like we did when we developed the non-motorized Pioneer Trail some forty years ago.

I am concerned and need the Supervisors' support to stop the Forest Service's desire to impose motorized bikes on the Pines to Mines Trails, especially our Pioneer Trail. The proposed trail route relies on a combination of public and private lands, including PG&E. Trail easements were acquired based on the project description as a non-motorized trails. The grant for a new pedestrian bridge for the spillway at Lake Spaulding is based on the project description as a non-motorized trail. These easements and the grant will have to be renegotiated. All of these issues could expand to a much more extensive environmental review, wasting unnecessary taxpayer dollars.

The Pines to Mines trail was clearly envisioned and designed as a non-motorized trail. Let's keep it that way. Supervisors, let's do right by those who came before and blazed the non-motorized Pioneer Trail that we enjoy today. Say no to the Tahoe Forest Service Supervisor's request.

Sincerely,  
Kathy Rosenthal

**From:** [Catherine Chase](#)  
**To:** [Heidi Hall](#)  
**Cc:** [Clerk of Board](#)  
**Subject:** Pines to Mines Trail - Environmental Assessment  
**Date:** Wednesday, August 11, 2021 7:34:20 AM

Dist 1

**CAUTION:** This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Hall:

My name Catherine Chase and I am a Nevada County resident of District 1 and member of Gold Country Trails Council. I frequently enjoy the trails in the Tahoe National Forest as both an equestrian and as a hiker.

By now I expect you are aware that the Forest Service has inserted mention of permitting e-bikes on the trail as part of the environmental assessment analysis for the Pines to Mines trail system. This is a sneaky way of expanding the spread of motorized mountain bikes on trails that are designated multi-use, non-motorized. The potential for accidents with other users increases as these faster motorized bikes spread out through the forests. There currently are over 400 miles of trails designated for motorized use to which they have full access. They do not need to be on the non-motorized trails.

It is important to understand that a portion of the Pines to Mines trail will include the existing non-motorized Pioneer Trail which Nevada County residents over the past 40 years have built and maintained from above Nevada City to Lake Spaulding. It was always intended to remain non-motorized.

If the Supervisors are going to spend Nevada County taxpayer dollars on a study, the original intent of the trail as non-motorized must be honored—particularly as private funds were raised in support of this trail system with the understanding that it was in support of non-motorized trails. There should be no mention of considering motorized bikes on a non-motorized trail as part of the Pines to Mines analysis.

It is inappropriate for the Tahoe National Forest Service's supervisor to include a provision allowing motorized bikes on non-motorized trails in the Environmental Study. If the Forest Service wants to look at the inclusion of motorized bikes on non-motorized Forest Service trails, they should conduct and pay for a separate and independent study themselves. Please keep our Pioneer Trail non-motorized and do not allow this subversive action by certain parties in the Forest Service.

Sincerely,

Catherine H. Chase



**From:** [Kurt Stephens](#)  
**To:** [bdofsupervisors](#)  
**Subject:** Support for Pines to Mines  
**Date:** Tuesday, August 10, 2021 9:19:25 AM

Dist 1

**CAUTION:** This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings,

A project such as Pines to Mines should not only see the full support from our County Supervisors, but from our community as a whole. It would enhance recreational connectivity between Eastern and Western Nevada County. Furthermore, while the intrinsic value for our community as a whole is of high worth, it would increase economic value for County by offering a legacy trail network of immense desire.

Please consider the immense importance of the Pines to Mines project, and vote towards its continued funding and progress.

Sincerely,  
Kurt Stephens  
Nevada City, California

**From:** [Laurie Ann Weber](#)  
**To:** [Sue Hoek](#)  
**Cc:** [Clerk of Board](#)  
**Subject:** "NO vote," PLEASE, on motorized bikes  
**Date:** Friday, August 6, 2021 6:00:26 PM

Dist 4

**CAUTION:** This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sue Hoek  
Supervisor, Nevada County  
District 4

I am writing this letter in opposition to including any reference to motorized bicycles, including electric bikes, on the Pines to Mines trail. Pines to Mines is currently a non-motorized trail. I am greatly concerned that the Tahoe National Forest Supervisor wants to surreptitiously include motorized bikes in the Pines to Mines Environmental Analysis. **Please** do not allow him to do this. I understand that motorized bikes currently have 400 miles of trails to ride. They don't need Pines to Mines, which would include the Pioneer Trail.


As a Nevada County resident I regularly hike and ride my horse on the non-motorized trails.

Motorized bikes are not compatible with hikers and horseback riders. These trails are often single track, bi-directional with little room to pass. Motorized bikes are silent and fast which allow the riders to suddenly appear out of nowhere frightening hikers and causing horses to spook, bolt, or buck you off. Fear of injury will drive families, dog walkers, mountain bikers, and equestrians like me off our beautiful trails.

Please understand I say this as an electric bike OWNER. I have one of these bikes and I also own riding horses. I would never want to ride my eBike on a trail with horses, I'm well aware of what could happen! It has happened to me, when a motorized bike came up from behind. My normally experienced and normally calm horse spooked, and I came off, injuring myself. I had to walk approximately two miles to collect my horse with a badly injured arm and shoulder.

Please protect our non-motorized trails and vote NO on spending tax-payer money for the Environmental assessment if it includes changing non-motorized trails to motorized trails. It's the right thing to do. Let the assessment be resubmitted *without* the motorized bike language in it.

Thank you for your "no" vote in support of this matter.

Laurie Ann Weber  


**From:** [Peter Kraatz](#)  
**To:** [bdofsupervisors](#)  
**Cc:** [Peter and Denise Kraatz](#)  
**Subject:** Support Letter for eBike Use on Pines to Mines Trail, Nevada County  
**Date:** Monday, August 9, 2021 11:22:02 AM  
**Attachments:** [eBike Trail Support NV BOS 080921.pdf](#)

---

Dist 5

**CAUTION:** This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Nevada County Honorable Board of Supervisors,

See attached support letter for your consideration.

Thank you,

Peter Kraatz

### Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more [Click Here](#).

August 9, 2021



Peter R. Kraatz  
15640 Chelmsford Circle  
Truckee, CA 96161

Nevada County Honorable Board of Supervisors  
Eric Rood Administrative Center  
950 Maidu Avenue  
Board of Supervisors' Chambers  
Nevada City, CA 95959

**SUBJECT: SUPPORT FOR PINES TO MINES TRAIL FOR ALL USERS  
INCLUDING CLASS ONE PEDAL ASSIST E-BIKES**

Nevada County Honorable Board of Supervisors:

As I am sure you are aware, the Pines to Mines Trail, when completed, will be an approximately 80-mile route that offers both single and multi-day excursions across Nevada County's most beautiful mountain landscapes. Utilizing portions of the Trout Creek Canyon Trail, the Donner Lake Rim Trail, the Hole In The Ground Trail, the Spaulding Lake Trail, and the Pioneer Trail, approximately 14 miles of new construction will be required to create a single connection. On the far west end of the trail, a segment between Harmony Ridge and Nevada City will then link the trail into a single cohesive whole that connects communities, businesses, and recreation amenities.

I am a long-time resident of Nevada County and have worked as a civil engineer for the Placer County Public Works Department since 2002. A big part of my job is planning, permitting, and building multiuse trails like the one contemplated in Nevada County. These trails expand recreation access for folks, but also enhance alternative modes of transportation that we desperately need. We cannot continue relying primarily on the single occupancy vehicle to transport us from place to place. Multiuse trails such as the Pines to Mines Trail should be open and accessible to all nonmotorized use, but should also include Class One Pedal Assist eBikes. Such eBikes have prompted more people to get outside and recreate as well as use as an alternative mode of transportation. I understand the challenges of ensuring safety and creating potential conflicts of different trail users commingling on the same trail, but as public servants, it is our charge to be bold and come up with policies and rules to promote active transportation uses and become less reliant on the automobile.

In closing, I ask that your Honorable Board support policies for this trail and others that encourage all uses including eBikes as defined above for the reasons stated above.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Peter R. Kraatz', written in a cursive style.

Peter R. Kraatz



**From:** [Scott Kessler](#)  
**To:** [bdofsupervisors](#)  
**Cc:** [Kristin York](#)  
**Subject:** Pines to Mines  
**Date:** Monday, August 9, 2021 5:00:45 PM

**Dist 5**

---

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing this letter in support of allowing class 1 pedal assist E Bikes on the proposed Pines to Mines trail system. There are already class 1 pedal assist sections of trail that exist at both ends of this proposed route.

I believe that all user groups that have already been sharing trails for many years can get along. A great deal of education has been shared regarding respect, right of way and consideration for users from other groups.

Pedal assist e bikes will not travel without effort exerted by the rider just like a regular bicycle.

It would be wrong to prevent their use on what will surely become a legacy trail.

Thank you for your consideration.

Scott Kessler



Sent from my iPhone



**From:** [REDACTED]  
**To:** [Clerk of Board](#)  
**Subject:** PINES TO MINE TRAIL  
**Date:** Monday, August 9, 2021 8:54:08 PM

Dist 5

**CAUTION:** This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Board of Supervisors,

I strongly oppose allowing motorized bikes on the Pioneer Trail and the proposed Pines to Mines Trail System.

Please remember that the Pioneer Trail was created as a non-motorized trail.

It would be very dangerous to allow motorized bikes and horses on the same trail.

Thank you for your time.

Sincerely,

Sharon Silver

**From:** [Carol Willis](#)  
**To:** [Dan Miller](#)  
**Cc:** [Clerk of Board](#)  
**Subject:** Pines to Mines E-bike opposition  
**Date:** Monday, August 9, 2021 10:13:23 PM  
**Attachments:** [Pines to Mines letter.docx](#)

---

Dist 3

**CAUTION:** This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Dan Miller  
Cc: Clerk of the Board- Julie Patterson Hunter  
Re: Pines to Mines ebike opposition

For your consideration, please see my letter attached expressing my opposition to allowing motorized bikes to be included in the Environmental Assessment for Pines to Mines.

To: Nevada County Board of Supervisors – Dan Miller  
From: Carol Willis, Nevada County resident, member of Gold County Trails Council (GCTC)  
Date: August 1, 2021  
cc: Clerk of the Board, Julie Patterson Hunter

When we moved our family to Nevada County some 30+ years ago from beautiful San Diego, it was the small town quaintness, the strong pull to outdoor activities and knowing it was the right place to bring our family and horses and have exceptional places to ride. We knew of the strong contingent of horse enthusiasts in the community. Back in those days the trails seemed lightly used and I don't recall ever seeing a bicycle; hikers and families, yes. Now they are proposing mixing horses, hikers and families with motorized bikes that seem nothing less than a small motorcycle. I know, my husband has one and they are fast. I cannot imagine being on our beautiful trail system and coming around a corner on my horse only to have a motorized bike coming at me or worse to have it come speeding up behind me. Someone is seriously going to get injured.

Currently, the Forest Service is trying to change that harmony and the cooperation between user groups that has developed over the years in Nevada County. Motorized bikes were not the impetus when building the Pioneer trail or contemplated on the Pines to Mines trail. The Tahoe Forest Service Supervisor tried in 2019 to include motorized electric bikes on the Pioneer Trail without due process, were sued and lost. Motorized bikes are now prohibited on the Pioneer Trail.

But once again, the Forest Service supervisor is trying to use a back-door method to add motorized bikes onto non-motorized trails, using the Nevada County Board of Supervisors as his vehicle, through an environmental document.

The Forest Service has indicated they do not have the manpower to enforce motorized bike classes. Illegal motorized bikes have already been observed on the Pioneer Trail, often at unsafe higher speeds. Increasing motorized bike usage in the area in turn increases safety concerns and decreases the enjoyment of other users. The risk of collision and personal injury with the introduction of high-speed motorized bikes with low-speed users is extreme, resulting in negative outcomes. Improved technology over time will only increase motorized bike power, with no one to regulate it. This will only disenfranchise the original low-speed user groups, such as families with kids, strollers, and dogs.

**Myself and my family seriously oppose allowing motorized bikes to be included in the Environmental Assessment for Pines to Mines.**

Sincerely,

Carol Willis

**From:** [Jan Atwell Holan](#)  
**To:** [bdofsupervisors](#)  
**Subject:** Please support Pines to Mines NEPA Funding  
**Date:** Monday, August 9, 2021 10:20:19 PM

Dist 5

**CAUTION:** This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Nevada County Board of Supervisors,

My wife and I have lived in Eastern Nevada County for the past 25+ years. We have a 13 year old son and we love to hike, run, and ride bikes as well as horses.

We ask that you support the funding of the NEPA study for the Pines to Mines trail as proposed. The 20-mile addition of trail will be a key asset for our county, creating trail connectivity between east and west for all trail users.

Our experience with interactions between regular mountain bikes, ebikes, runners, hikers, and equestrians on existing portions of the future Pines to Mines trails like the Donner Lake Rim Trail have been positive. Ebikes allow family members of all ages to get out together. It's often difficult to tell whether someone is riding a regular mountain bike or pedal-assist ebike.

While I personally have no concerns about the inclusion of ebikes, I am confident the NEPA study will analyze any adverse impacts of ebikes and propose appropriate measures to either restrict their use or mitigate any impacts.

Please help fund the NEPA study so that we can have an objective look at any potential impacts, and hopefully move forward on this landmark piece of trail infrastructure.

Respectfully,  
Jan Holan  
pronouns: he/him  
Truckee Resident and Business Owner



**To:** Supervisor Heidi Hall, District 1

**From:** W. Howie Muir, member of the Gold Country Trail Council (GCTC), Back Country Horsemen of California-Sutter Buttes Unit, Resident and Voter in District 1.

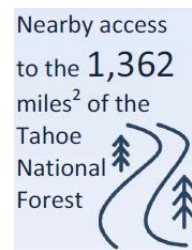
**Date:** 9 August 2021

**RE: BOS' Consideration of \$100,000 for RFPs & Award Procedures for "Pines to Mines Environmental Assessment" contract, Agenda Item #30, SR 20-0622, 8/10/2021**

Dear Supervisor Hall,

As a member of the above organizations, resident, voter, and someone who frequently rides the trails, including the Pioneer Trail inside and outside the Tahoe National Forest (TNF), on horseback, I have deep reservations about the County's current process for this RFP, not least because I entirely oppose any step the Board of Supervisors (BOS) might consider taking that would facilitate allowing an historic reversal of a half-century national policy of preserving trails from motorized use.

Nevada County notes that the TNF has 1,362 miles of trails<sup>1</sup>; the GCTC understands that the TNF currently has about 400 miles of motorized trails. If these numbers are approximately correct, motorized e-bikes already have access to over 25% of all the trails in the TNF.



### **1. Opacity of the impetus for the BOS to consider \$100,000 on an EA for the Pines to Mines Trail**

I spent several hours trying to locate any document at the County's website that would shed light on some sort of paper-trail for what gave rise to, and the purpose of, Agenda Item #30, SR 21-0622. I could find absolutely zero. Frankly, I am impressed that the GCTC discovered the possibility that this Agenda item explores opening the door to evaluating the impacts of the TNF permitting motorized vehicles (e-bikes) to use additional, currently and historically non-motorized trails.

What does not impress me is the utter failure of the BOS to practice the transparency that the County's citizens deserve to expect of its Supervisors. That lack of transparency hardly comports with legal requirements.

Moreover, the issue at hand is hardly trivial: \$100,000. As this is requested to be added to the "Fiscal Year 2021/22 Economic Development budget", which the County' current fiscal year lists as \$228,700.<sup>2</sup> As it is hard to see what other Economic Development budget is meant, this represents a significant budgetary increase of 43.7%.

Your constituent taxpayers deserve to know more about what the BOS intends to spend so

---

<sup>1</sup> 2020-2021 Nevada County, California Executive Report, Prepared by Nevada County Executive Office, p.4 [image's footnote's source not provided there].

<sup>2</sup> FY 2021-2022 Nevada County Adopted Budget, p.2-395; Non-Departmental, Economic Development; <https://www.mynevadacounty.com/documentcenter/view/38860>

much of their money on ... and they do not.

## **2. The 80-mile Pines to Mines Trail Linking Truckee and Nevada City: Remember its Objective?**

An article submitted to *The Union* by the Bear Yuba Land Trust (BYLT) in August 2018<sup>3</sup> declared that: “This trail will encompass the best the county has to offer: Jaw-dropping views of sweeping valleys and the Sierra Crest, mature mixed conifer forests, historic towns, and high quality recreation.”

The BYLT *specifically* pointed out:

Improving the quality of non-motorized trails that connect the sister cities with Truckee will further draw outdoor recreationists to the region while connecting east and west sides of the county that historically seemed worlds apart.

“I see the new trail as a creation that will allow non-motorized access into an iconic, stunningly beautiful backcountry where there is currently only poor quality access — horribly eroded Jeep roads, dusty forest roads and bushwhacking rough country,” said Jane Ragan of Bicyclists of Nevada County. “We’re imagining riding and walking on a beautiful winding trail alongside Old Man Mountain, crystalline lakes and the wonderful world of big trees and granite.”

Note the “non-motorized”. That this attribute was a genuine and widely held objective may be judged by the nature of the organizations which joined together to bring the project to fruition – hikers, mountain bikers, and equestrians:

Currently, the alliance is made up of Bear Yuba Land Trust, Bicyclists of Nevada County, Gold Country Trails Council and Truckee Trails Foundation. A capable and committed constituency has formed around the project to seek and administer funding, create a sustainable trail alignment on the ground, provide trail building expertise, exercise land management, and perform ongoing trail maintenance and support going forward.

The group envisions a non-motorized multi-use earthen trail crossing Nevada County’s most beautiful landscapes providing a rugged backcountry experience for hikers, runners, mountain bicyclists and equestrian riders. When completed, the 80-mile trail will utilize existing trail segments and approximately 14 miles of newly constructed trail.

And this is what the members of these groups and, one might trust, a large share of other hikers, bikers, and those who ride a horse or mule hope to achieve, preserve, and enjoy. Indeed, at least twice, the Nevada County BOS formally expressed its support and certainly appeared to share their vision.

## **3. Past BOS Support of the Non-Motorized Pines to Mines Trail Project was *Strong*: What Changed?**

As you will recall, on Valentine’s Day, 2017, 1½ years before the above article, the BOS issued

---

<sup>3</sup> *The Union*, “Pines to Mines Trail: 80-mile trail will link towns of Truckee and Nevada City”, August 9, 2018; <https://www.theunion.com/news/pines-to-mines-trail-80-mile-trail-will-link-towns-of-truckee-and-nevada-city/>

an official letter<sup>4</sup> to say:

The Nevada County Board of Supervisors would like to express their support for the proposed Pines to Mines Trail, a multiuse, non-motorized trail connection between the Nevada County municipalities of Truckee and Nevada City. The trail will be suitable for use by hikers, equestrians, and mountain bikers.

Again, please recall this vision, explicitly stated here, of a *non-motorized* trail. The BOS clearly understood the nature of the landscape through, and the route by which the trail passed:

The Pines to Mines Trail, when completed, will be an approximately 80 mile route that offers both single and multi-day excursions across Nevada Country's most beautiful mountain landscapes. Utilizing portions of the Trout Creek Canyon Trail, the Donner Lake Rim Trail, the Hole in the Ground Trail, the Spaulding Lake Trail, and the Pioneer Trail, approximately 14 miles of new construction will be required to create a single connection. On the far west end of the trail, a segment between Harmony Ridge and Nevada City will then link the trail into a single cohesive whole.

And the letter confirmed what community groups it was supporting, and would be engaged in the task of seeking funds, in providing the muscle to construct 14 connecting miles and to bolster the existing trails to handle the new flow of traffic:

Four Nevada County non-profits—Bear Yuba Land Trust, Bicyclists of Nevada County, Gold Country Trails Council, and the Truckee Trails Foundation—have partnered to make this project a reality.

And it concluded by again acknowledging them and what *they* had envisioned contributing to the County:

The Nevada County Board of Supervisors very much appreciates the collaborative effort between the Bear Yuba Land Trust, Bicyclists of Nevada County, Gold Country Trails Council, and the Truckee Trails Foundation, and look forward to the successful implementation of their Pines to Mines Trail—an extraordinary, visionary project.

Not least, the letter signaled what the BOS anticipated to be the Trail's value to the County's residents and visitors:

When completed, the Pines to Mines Trail will promote tourism that will directly and indirectly benefit small businesses within the county—an objective of the Nevada County Board of Supervisors. As a recreational amenity, it will add to the quality of life of those who live here and enjoy trails, and in so doing, it could well serve as a feature that attracts new businesses along with entrepreneurs who value the outdoors.

The Pines to Mines Trail will also enhance the public's understanding of the pioneer history of Nevada County, and will enhance, too, their appreciation for Sierra geography, topography, and the varied alpine-to-foothills habitats that span this notable section of California's most significant mountain range.

- How is it that the BOS has in four short years forgotten who put their backs to the task of

---

<sup>4</sup> County of Nevada, Board of Supervisors, "RE: Pines to Mines", Feb. 14, 2017; <https://www.mynevadacounty.com/documentcenter/view/13329>



creating the Pines to Mines Trail?

- Could the BOS truly be prepared to betray its support for a non-motorized Pines to Mines Trail? Portions of it—the Hole in the Ground and Pioneer Trails were once already on the TNF's list of 32 trails that it previously declared in 2019 had become accessible to motorized e-bikes, or e-MTBs<sup>5</sup>? This was only stopped when confronted by a lawsuit. The echoes of that defeat still lurk on the TNF's website. The "E-bike Use on the Tahoe NF" now opens with:

The Tahoe National Forest has removed its earlier statement, first published on this website July 9, 2019, which extended opportunities for class 1 e-bike riders to use recommended non-motorized trails in the Forest.

- Is it possible that the BOS has tossed aside the very benefits to small businesses, of additional recreational amenities, of expanded entrepreneurial possibilities, and of the new residents that these might attract, as well as understanding of history and appreciation of geography, topography, and habitats, identified in their letter of support?
- What possible alternative benefits could the arrival of motorized e-bikes on any part of the Pines to Mines Trail bring to the County that would out-weigh what is at risk of being lost?

Where'd the love go? ... the Valentine's support for the original quest for an interconnected non-motorized link between Truckee and Nevada City, with Grass Valley just a hop and a skip away?

#### **4. Resolution No. 18-183, Proclaiming the "Celebration of Trails Weekend 2018"**

About 15 months later, the BOS proudly announced, and I quote at length<sup>6</sup>:

WHEREAS, trails have been a part of the Sierra Nevada landscape for millennia, having served as routes for communication and commerce by native Americans, and later providing the means by which adventurers, fortune-seekers, and immigrants desiring a new life traversed the mountains to explore and settle the territory that would become California; and

WHEREAS, trails in Nevada County not only reveal the history of our region, they serve as a means for enjoying the Sierra environment and intimately experiencing the outdoors, and represent an important recreational resource, creating opportunities to hike, run, bike, ski, and ride a horse; and

WHEREAS, each year the Bear Yuba Land Trust, the Nevada County Board of Supervisors, state and federal agencies, local nonprofit groups, and businesses join communities across the nation in recognizing "National Trails Day," thus reaffirming a commitment to the value of recreation trails, which is highlighted locally with a "Celebration of Trails"; and

WHEREAS, hundreds of thousands of trail enthusiasts are expected to participate in a wide variety of

---

<sup>5</sup> Tahoe National Forest, "Class 1 E-MTB Recommended Trail opportunities on the Tahoe National Forest", 6/24/19 V 1.0; [https://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/fseprd641617.pdf](https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd641617.pdf).

<sup>6</sup> Resolution No. 18-183 of the Board of Supervisors of the County of Nevada: Resolution Proclaiming May 31 through June 3 as "Celebration of Trails Weekend 2018" in Nevada County in Conjunction with "National Trails Day", May 22, 2018; <https://www.mynevadacounty.com/documentcenter/view/23543>

activities on public trails at more than one thousand nationally sanctioned Trails Day events across the nation; and

WHEREAS, access to trails supports the missions of the Nevada County Planning and Health Departments to provide for the health and recreational needs of the citizens of Nevada County; and

WHEREAS, the Board of Supervisors recognizes the value of collaborative partnerships with public and private agencies to support the ongoing construction and maintenance of trail networks throughout the community, including the Pines to Mines Trail that will someday link the east and west sides of Nevada County; and

WHEREAS, trails and associated greenways provide access to wildlife habitat and migration corridors with rich native plant diversity, and also help reveal our region's historical and cultural legacies, thus providing opportunities for outdoor education; and

WHEREAS, trail activities bring together friends, neighbors, and family, enhance quality of life, boost tourism, build community, and stimulate economic development in Nevada County.

- Here, again, the BOS, as you will recall, echoed their sense of how trails embodied an intrinsic element of the County's history and constitute an important opportunity for a wide variety of recreation – but note that *motoring* up or down trails was *not* one of them.
- The BOS celebrated how various elements of the community came together to honor the meaning and value of trails, recognizing “the value of collaborative partnerships with public and private agencies to support the ongoing construction and maintenance of trail networks throughout the community, including the **Pines to Mines Trail** that will someday link the east and west sides of Nevada County” [*bold added*] – does the BOS now devalue that collaboration it has shared in and now believe that should consider tossing that collaboration to develop a non-motorized Pines to Mines Trail under motorized wheels?
- To what extent does the BOS believe that most riders of e-motorized trail bikes will be seeking “access to wildlife habitat and migration corridors with [its] rich native plant diversity” or availing themselves of “our region's historical and cultural legacies”, as they power through to conquer the next hill, or blaze down the next descent?
- Is the BOS still concerned that “trail activities bring together friends, neighbors, and family, enhance quality of life, [...] build community [...] in Nevada County”? The introduction of motorized bikes onto currently non-motorized trails may possibly boost a little tourism, but at the expense of many residents' use of them, and it may possibly stimulate economic development in parts of the County, but very likely at the risk of loss in other parts of the economy (those supporting hikers, mountain bikers, and equestrians) as well as divide currently much more united outdoors community.

##### **5. Executive Order 11644--Use of off-road vehicles on the public lands, 8 Feb, 1972.**

In 1972, President Richard M. Nixon signed Executive Order 11644, setting the grounds for refereeing the developing clash between non-motorized and motorized users of “public lands.” (As will be noted below, important concepts and language in this Order correlate to current

requirements in the Code of Federal Regulations.) In “furtherance of the purpose and policy of the National Environmental Policy Act of 1969”, the Order opened with the justification:

An estimated 5 million off-road recreational vehicles--motorcycles, minibikes, trial bikes, snowmobiles, dune-buggies, all-terrain vehicles, and others--are in use in the United States today, and their popularity continues to increase rapidly. The widespread use of such vehicles on the public lands--often for legitimate purposes but also in frequent conflict with wise land and resource management practices, environmental values, and other types of recreational activity--has demonstrated the need for a unified Federal policy toward the use of such vehicles on the public lands.

Indeed, by “unified Federal policy”, the Order made clear in Section 2 (“Definitions”) how widely this was to be applied:

(A) all lands under the custody and control of the Secretary of the Interior and the Secretary of Agriculture, except Indian lands, (B) lands under the custody and control of the Tennessee Valley Authority that are situated in western Kentucky and Tennessee and are designated as "Land Between the Lakes," and (C) lands under the custody and control of the Secretary of Defense [...]

And “off-road vehicles” were defined as:

any motorized vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain [...]

Section 1 provided the:

*Purpose.* It is the purpose of this order to establish policies and provide for procedures that will ensure that the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands.

The language enumerating the reasons for which “off-road vehicles” were the object of concern directs that they “will be controlled and directed so as to **protect** [...], to **promote** [...] **safety** [...], and to **minimize conflicts** [...]” (*Bold added.*)

To a large degree, the off-road vehicle was regarded as the interloper, for the thrust of the requirements in Section 3 were that designations were to be made not as to where hikers, bicyclists, or equestrians might travel, but where off-road vehicles would be permitted. It went on to re-state: “**Those regulations shall direct that the designation of such areas and trails will be based upon the protection of the resources of the public lands, promotion of the safety of all users of those lands, and minimization of conflicts among the various uses of those lands.**” (*Original in bold.*) One interpretation is that it is unwise to insert motorized vehicles, of any type, onto trails where their presence will reduce safety for other users.

Section 3 also provided a sense of seniority among users, continuing<sup>7</sup>:

**The regulations shall further require that the designation of such areas and trails shall be in**

---

<sup>7</sup> The following correlates with **CFR Title 36 §212.55 Criteria for designation of roads, trails, and areas**; bold is in original. <https://ecfr.federalregister.gov/current/title-36/chapter-II/part-212/>

**accordance with the following—**

(1) Areas and trails [*i.e.*, for off-road vehicle use] shall be located to minimize damage to soil, watershed, vegetation, or other resources of the public lands.

(2) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats.

(3) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

(4) Areas and trails shall not be located in officially designated Wilderness Areas or Primitive Areas. Areas and trails shall be located in areas of the National Park system, Natural Areas, or National Wildlife Refuges and Game Ranges only if the respective agency head determines that off-road vehicle use in such locations will not adversely affect their natural, aesthetic, or scenic values.

All four of these considerations merit being born in mind when considering any likely impact of permitting motorized e-bikes onto currently and historically non-motorized trails. Most particularly consider (3): the requirement “to minimize conflicts between off-road vehicle use and other existing [*i.e.*, *non-motorized uses by hikers, bikers, and equestrians*] or proposed [*such as the completion of the Pines to Mines Trail as originally supported*] recreational uses of the same [...], and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors [*such as, say, clear expression of resistance to the introduction of off-road vehicles onto non-motorized trails that currently enjoy popular hiking, mountain biking, and equestrian use*].”

From the perspective of a rider on horseback, an encounter with a motorized e-bike moving at speed, ridden by someone intent on the sport of navigating steep or otherwise challenging terrain at speed, whose attention is not at all likely to be trained far enough ahead to see a horse in time to safely stop at a distance and yield the right-of-way as required, will be ... well, unpredictable to say the least. Whatever the equestrian may think, the horse has a mind of his own, and even the best trained can have a very spooky day. The consequence on *that* day, and on most days for most horses and riders, is likely to be highly unsafe, even fatal for one of them. Similar, though possibly less dramatic risks confront mountain bicyclists, and hikers and backpackers. The US Forest Service as admitted that “E-bikes travel at speeds of **20 to 28 mph** compared to pedestrians and non-motorized bicycles typically travel at speeds ranging from **3 to 10 mph**”.<sup>8</sup> Horses and mules might typically achieve **5 mph**. (*Bold added.*)

Section 3 (b) provides that: “**The respective agency head shall ensure adequate opportunity for**

---

<sup>8</sup> U.S. Forest Service Briefing Paper: Classification of E-Bikes Under the Travel Management Rule (TMR). February 15, 2017, as referenced in the letter of October 2, 2020, to John Brokaw, Truckee Ranger District & Eli Llano, Forest Supervisor, Tahoe National Forest, jointly from Back Country Horsemen of America, Back Country Horsemen of California, American Hiking Society, Gold Country Trails Council, Forest Issues Group, ACE (Action Coalition for Equestrians), p.4.

**public participation in the promulgation of such regulations and in the designation of areas and trails under this section.”** (*Original in bold.*) I submit that there has been very little of that in consideration of the RFP for an Environmental Assessment for purposes which remain suspected but murky – which hardly meets the test of adequate transparency with the public for its participation.<sup>9</sup>

Please note, that an “agency head” in this context “means the Secretary of the Interior, the Secretary of Defense, the Secretary of Agriculture, and the Board of Directors of the Tennessee Valley Authority, with respect to public lands under the custody and control of each” (Section 2).” It falls to **“Each respective agency head shall develop and issue regulations and administrative instructions [...] to provide for administrative designation of the specific areas and trails on public lands on which the use of off-road vehicles may be permitted, and areas in which the use of off-road vehicles may not be permitted [...]”** (Section 3 – *original in bold*). It is by no means clear that a policy-change has been made to alter a half-century of practice with regard to why motorized and non-motorized trails have been so designated. They enshrine consensus values of preservation of wild lands for the use and enjoyment of a wide range of public users.

In the absence of a formal policy-change, it is even less clear that a Supervisor of any National Forest is wisely positioned to attempt a change these designations, especially in the face of clear popular opposition such as the TNF has experienced over the last couple of years. Its efforts have been turned back with regard to an initial introduction of motorized e-bikes in 2019, and again were strongly resisted in 2020 when changing designations around Lake Tahoe. In return, TNF’s Supervisor insists that these changes are merely minor, hardly significant enough to attract the requirements of thorough public consultation and process.

## **6. But Where Might the TNF’s Pressure for E-Bikes Be Coming From?**

Is it happenstance that the issue of allowing motorized e-bikes on currently non-motorized trails arose in 2019 in TNF, again in early 2020, and is before us now? It seems that it might not be.

The *Mother Lode Trails* newsletter ([12/18/2019](https://www.motherlodetrails.com/newsletter/12-18-2019)), reported that the Public Employees for Environmental Responsibility (PEER) blew the whistle on inappropriate e-bike lobbyist meetings with the National Park Service. Its article opened with:

The Trump administration in August said electric bikes would be allowed on trails at national parks. Now, the National Park Service has disbanded an industry-dominated electric bike advisory group after an advocacy organization complained that it violated federal law.

While victorious with shutting down this illegal backdoor influence to widen permitted use of e-bikes,

---

<sup>9</sup> Please see my Point 1, above. This is also required by:

**CFR Title 36 §212.53 Coordination with Federal, State, county, and other local governmental entities and tribal governments.** <https://ecfr.federalregister.gov/current/title-36/chapter-II/part-212/>

and

**CFR Title 36 §212.54 Revision of designations.** <https://ecfr.federalregister.gov/current/title-36/chapter-II/part-212/>

"Shutting down the e-bikes group after eight meetings and industry had accomplished its policy goal is just like shutting the barn door after all the horses bolted," Peter Jenkins, PEER's senior counsel, said today. "This episode indicates the pervasive industry influence over Interior Department decision making."

For me, however, the article's final paragraph was the most illuminating:

**It's becoming more clear now.** Agriculture Sonny Perdue (federal lands) and national parks manager Dept. of Interior Secretary David Bernhardt (already under several ethics lawsuits concerning lobbyists) to change the e-bike classification to "non-motorized", even though it has an electric motor. And to direct their parks and land managers to add e-bikes to non-motorized trails.

In other words, the impetus, the momentum to introduce or insinuate a changes to permit motorized e-bikes wider access to National Parks and National Forests, as well as BLM lands, started at the top, in Washington, for reasons less rooted in the protection and higher use of the public's land than in an industry's; whether any politician's or public official's self-enrichment was involved is not known. The result, initiated under the previous Administration, is still working its way through the bureaucracy.

It is not surprising that the Cabinet Secretaries of a new administration are as yet, not entirely aware of all that is going on in their departments., a natural bureaucratic result of the difficulty in filling political management positions promptly in departments and agencies after a change of administrations, a process which can take months or years.

## **7. E-Bikes will Endanger Equestrians, Mountain Bikers, & Hikers, in that order.**

On 10/2/2020, the GCTC, the Back Country Horsemen of America (BCHA) and of California (BCHC), American Hiking Society, Forest Issues Group, Action Coalition for Equestrians (ACE) filed a joint objection to the TNF's Preliminary EA for a change of designation of several trails at Lake Tahoe. These communities of interests wished to preserve the solitude of non-motorized trails.

This joint letter, noting that the groups' "primary concerns are safety, user conflict and the displacement of traditional non-motorized users", raised the following concerns, among others, about the TNF's Preliminary Environmental Assessment then, and their fundamentals will still apply to any proposal to permit motorized e-bikes on currently non-motorized trails that have been long enjoyed by those on foot, pedaled wheels, or four hooves:

- *The EA errs in its claim that trails proposed for e-Bike use are not popular with equestrians.*
- *The EA fails to disclose safety impacts associated with the potential speed of e-bikes on shared-use trails.*
- *The EA fails to disclose the potential displacement of non-motorized trails users associated with e-Bike use.*
- *The EA ignores guidance promulgated via the 2005 Travel Management Rule (36 CFR § 212, 251, 261, and 295. Travel Management; Designated Routes and Areas for Motor Vehicle Use: Final Rule.)*
- *The EA fails to recognize that authorization of Class 1 e-Bike use is unenforceable.*

I was particularly struck by the letter's inclusion of an attached a picture from a mountain e-bike advertisement, the text of which explicitly highlighted a number of the very points that alarm pedestrian, bicycling, and equestrian users of non-motorized trails that e-bike proponents hope to open:

- The e-Bike is “blazing fast over the toughest trails,”
- Its design “(makes) it easy to maintain speed in dicey conditions,”
- Its motor “amplifies your pedaling input by a mind blowing 410%,”
- “At peak assist, it’s like having four of you powering the pedals ...,” and
- “This is the bike that lets you summit the longest, nastiest climbs with energy to spare so that you can bomb down the longest, nastiest descents.”



Take a moment. Each of those bullets points to serious consequences for those that such e-bikes encounter, suddenly, and at speed. The joint letter of objection concluded:

The e-bike depicted has “the most powerful motor on the market” at 250W nominal and a 700 watt-hour battery. As such, it falls well within the parameters of a Class 1 e-bike as defined within the EA.

The picture above appears to underscore a break-the-rules mentality by depicting this “blazing fast” e-Bike rider as either uninterested or incapable of traveling within the trail tread (thereby failing any test of the minimum impact ethos [in the wilderness]. Any message encouraging “share the trail” with other users or to yield or exercise caution when approaching hikers or equestrians is absent.

While perhaps all fine and good for use and enjoyment on a closed-course, e-Bike park, an encounter with a thrill-seeking rider on such a machine is the last thing an equestrian wants to [experience] while trying to enjoy any [currently] non-motorized trail on the Tahoe and Humboldt-Toiyabe [N]ational [F]orests.

And I dare add, any such encounter has a high probability of a very nasty, even deadly, outcome for a horse, its rider, a traditional mountain biker, or even the pack-laden hiker ... for a pack-string only disaster could ensue. As the California State Trails Advocate for the American Endurance Ride Conference, the organization that hosts the 100-mile Tevis Cup on the historic Western States Trail, from the Lake Tahoe area to Auburn, addressed safety concerns in a letter of objection a year earlier, on 9/16/2019, to Forest Supervisor Llano:

For safety reasons and for legal reasons, the American Endurance Ride Conference is opposed to motorized e-Bikes on equestrian and hiking trails (= non-motorized trails). Many of our horse trails are single-track with blind corners. Horses do not want to meet a high-speed 20 m.p.h. electric bike on a blind corner on a single-track mountain trail (only 2 to 3 feet wide) with *no space for lateral*



*escape*<sup>10</sup>. This is a clear safety hazard, with high potential for injury and death to the rider and the horse.

Circumstances have not changed.

For several years, the GCTC has worked closely with the TNF not only to build and maintain trails, but to report trail issues and incidents, including illegal use by motorized vehicles on trails designated for non-motorized use. I find the sudden push to switch trails from non-motorized to motorized use highly alarming. Not only does such a change start to gut the outdoor “off-road” experience of appreciation for the natural world and its tempos, whether on foot, atop the quiet spin of pedaled tires, or carried by the gentle fall of hooves, but replaces it with the fear of an impending sudden collision with a comparatively silent, fast-moving motorized e-bike. It is just as unclear how, with the arrival of e-bikes that the BOS’s hopes will be furthered, that:

The Pines to Mines Trail will also enhance the public's understanding of the pioneer history of Nevada County, and will enhance, too, their appreciation for Sierra geology, topography, and the varied alpine-to foothills habitats that span this notable section of California's most significant mountain range.

Mountain e-bikers are moving far too fast for any of that, while other users will either be too occupied scurrying out of e-bikers’ way, waiting to do so, or have abandoned the newly motorized trails, to have their understanding of anything enhanced but their wonderment of how on this state of affairs has come to pass.

My personal experience of mountain-bicycle riders has been remarkably positive; I regularly encounter courtesy and thoughtful awareness of what a terrible wreck could ensue on a sudden encounter with a horse and rider. Whatever the good intentions of mountain e-bikers, speed is against them, leaving less reaction time, requiring more braking distance, and reducing awareness. That simply makes motorized e-bikes dangerously incompatible with users of currently non-motorized trails. The difficulty and danger of sharing these trails will drive many current users off of them, which hardly leads to a constructive expansion of usage.

The direction in which the TNF wishes to move with e-bikes is diametrically opposite to that which those who have valued, or fought to preserve, American public lands for the recreation and contemplation of the general public, most of whom make their forays onto its trails by foot, non-motorized bikes, or horse- and mule-back. The assault of motorized recreational vehicles has been long circumscribed to a well-established range of opportunities, so as not to conflict with or endanger other users. Thus, it may well be practical, too, to allow the Federal Government to sort out the direction of any policy change that might allow motorized e-bikes on what hitherto have been trails for non-motorized use before committing \$100,000 to an Environmental Assessment spent that possibly comes down on the wrong side of the future.

To the extent that the RFP for a “Pines to Mines Environmental Assessment” embraces an

---

<sup>10</sup> CFR Title 36 §212.1 Definitions. *Trail*. A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail.

evaluation for introducing e-bikes to currently non-motorized trails, *particularly* to any non-motorized portions of the Pioneer Trail, I and the GCTC, among many other users, believe that the Board of Supervisors has an important role to play.

Thank you for your consideration. I regret that I cannot attend the BOSs meeting in person, but I have a previously appointed rendezvous with a farrier at 9:30am, to which I must haul my horse – and farrier appointments are fiendishly difficult to re-schedule.

Respectfully,

A handwritten signature in cursive script, appearing to read "Heidi Wynn".

cc: Clerk of the Board- Julie Patterson Hunter  
Chairman and Nevada County Board of Supervisors

**From:** [REDACTED]  
**To:** [bdofsupervisors](#)  
**Subject:** Concerns about Pines to Mines resolution and award of contract for Environmental Assessment  
**Date:** Tuesday, August 10, 2021 7:37:18 AM

**Dist 3**

**CAUTION:** This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings,

This is a very complicated issue for many citizens in this area. The Forest Service has not done its own required environmental assessment on the issue of e-bikes on Forest Service lands in the Tahoe National Forest. It appears that they are trying to bring a very controversial and not well studied issue of motorized bicycles onto the NON-MOTORIZED trail systems of the forest through the back door. The Tahoe National Forest was sued by several environmental groups about 2 or more years ago and settled the dispute by promising to do the required assessments to the National Environmental Policy Act and Travel Management Plan before they allowed e-bikes on any trails onto the Forest trails. These trails have been managed ONLY for hikers, horsemen and standard bicycles since the 1970's. The Tahoe National Forest withdrew those plans and has still not begun the required environmental work. Perhaps they are hoping you will do it.

From my understanding the Pines to Mines trail has been in the planning stages for 6 years by a dedicated group who were blind-sided by the inclusion of e-bikes as a point of discussion in the contract language for the Environmental Assessment for the project. I do not believe that this is in Nevada County's purview to make decisions on what could be US Forest Service policy. This inclusion of e-bike policy will have far reaching importance for the ENTIRE forest system. I don't believe that this is Nevada County's fight.

The national Sierra Club is drafting their policies on this far-reaching issue of inclusion of MOTORIZED vehicles on traditionally NON-MOTORIZED trails.

I would like to suggest that you consider carefully the inclusion of the e-bike language in the contract and perhaps delay the vote until the public can be heard. It's not a small issue for many in the community.

Best,  
Barbara Rivenes  
Sierra Nevada Group/Sierra Club

To: Chair and Nevada County Board of Supervisors  
From: Debbie Johnson, RN, member of Gold Country Trails Council (GCTC)  
Date: August 10, 2021  
cc : Julie Patterson Hunter, Clerk of the Board

I write to oppose any reference to allowing electric motorized bikes in an upcoming environmental document for the Pines to Mines trail system, which also includes the Pioneer Trail.

I am a long-standing member of Gold Country Trails Council. My husband and I thoroughly enjoy hiking, and riding horses on the non-motorized Pioneer trail above Nevada City. As a family, we are strongly opposed to changing the status of the Pines to Mines trail to allow motorized electric bikes. The Pines to Mines trail system has been in the works since 2015. It was conceived and designed as a non-motorized trail and over the years presented to the community members as a non-motorized trail. A new proposal to allow motorized bikes on the Pines to Mines trail system was instigated by the Tahoe Forest Service Supervisor this year and is totally counter to prior Forest Service representations. Pines to Mines written documentation since its inception, has stated it's a non-motorized trail. Since the Pines to Mines trail system was conceived, GCTC has committed resources, held fundraisers, and has been part of the steering committee to help ensure its success, much like we did when we developed the non-motorized Pioneer Trail some forty years ago.

We are concerned and need the Supervisors support to stop the Forest Service's desire to impose motorized bikes on the Pines to Mines Trails, especially our Pioneer Trail. The proposed trail route relies on a combination of public and private lands, including PG&E. Trail easements were acquired based on non-motorized trails. The grant for a new pedestrian bridge for the spillway at Lake Spaulding is based on the project description as a non-motorized trail. These easements and the grant will have to renegotiated. All of these issues could expand to a much more extensive environmental review, wasting unnecessary taxpayer dollars.

The Pines to Mines trail was clearly envisioned and designed as a non-motorized trail. Let's keep it that way. Supervisors, please do right by those who came before and blazed the non-motorized Pioneer Trail that we enjoy today. Say no to the Tahoe Forest Service Supervisor's request.

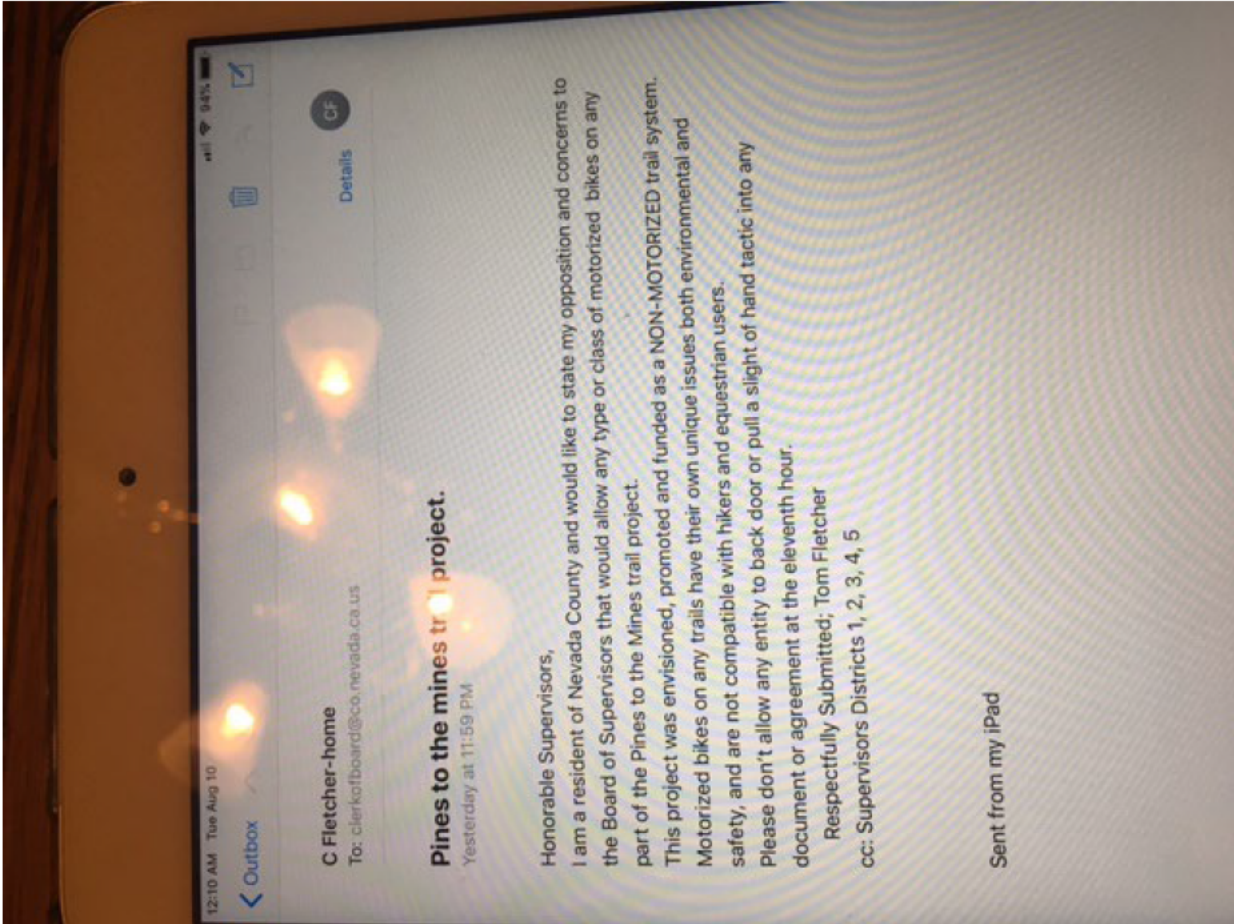
Sincerely,

Debbie Johnson  


**From:** [Tom's Phone](#)  
**To:** [Clerk of Board](#)  
**Subject:** Pines to the Mines trail project  
**Date:** Tuesday, August 10, 2021 12:25:03 AM

**Dist 2**

CAUTION: This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.



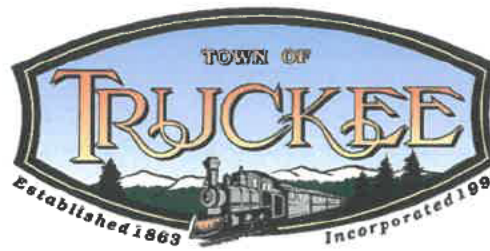
Sent from my iPhone

Town Council

Anna Klovstad, Mayor

Courtney Henderson, Vice Mayor

David Polvy, Council Member  
Lindsay Romack, Council Member  
Jan Zabriskie, Council Member



Department Heads

Jen Callaway, Town Manager  
Andy Morris, Town Attorney  
Randall Billingsley, Chief of Police  
Daniel Wilkins, Public Works Director/Town Engineer  
Denyelle Nishimori, Community Development Director  
Nicole Casey, Acting Administrative Services Director  
Judy Price, Communications Director/Town Clerk  
Hilary Hobbs, Assistant to the Town Manager

August 9, 2021

Nevada County Board of Supervisors  
950 Maidu Avenue  
Nevada City, CA 95959

RE: Support for the resolution approving the RFP and award selection procedures for "Pines to Mines Environmental Assessment" contract

Dear Chair Miller, Vice Chair Hoek, and Supervisors Bullock, Hall and Scofield,

The Town of Truckee fully supports the efforts of Nevada County, the US Forest Service, and regional partners to develop the Pines to Mines Trail. This 80-mile trail will link together several popular trail segments, providing a cohesive trans-Sierra route from Truckee to Nevada City that will showcase the County's natural beauty and world class outdoor recreation.

Enhancing outdoor recreation, specifically trail systems, is a shared goal for the Town of Truckee and Nevada County that is highlighted in our respective legislative platforms. Over the past eighteen months we have experienced increased usage of our trails, trailheads, and outdoor recreation infrastructure throughout Nevada County. This increase has highlighted the need to improve and expand our trail systems to accommodate increased usage and continue to enhance our trail network. We believe that our outdoor recreation offerings are one of our County's greatest assets, making Nevada County an attractive place to live, work, and visit; Improved trail infrastructure is a critical long-term investment for our Nevada County communities and our economy.

For the reasons stated above, the Town of Truckee supports the proposed resolution approving the RFP and award selection procedures for the Pines to Mines Environmental Assessment contract. This Environmental Assessment is an important milestone toward development of the Pines to Mines trail.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anna Klovstad", is written over a horizontal line.

Anna Klovstad  
Mayor

**From:** [Cathy Scott](#)  
**To:** [bdofsupervisors](#)  
**Cc:** [cathy.Scott](#)  
**Subject:** Thanks  
**Date:** Wednesday, August 11, 2021 10:14:59 AM

Dist 2

**CAUTION:** This email originated from outside of County of Nevada email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Nevada County Supervisors

Thank you so much for allowing us to express our concerns regarding the unexpected insertion of class 1 e-bikes into the RFP's scope of work on the Pines to Mines environmental assessment. As Truckee Trails Foundation explained it yesterday, the new segment is planned to be 36 inch wide tread, single-track, natural surfaced trail. It is intended to accommodate two-way traffic for a variety of non-motorized users, on foot, horseback and bicycle.

From your questions and comments during yesterday's presentation, I could tell that you read and listened to your constituents and knowledgeable advisors. You take your jobs seriously.

I think this was my second time that I've attended a Nevada County BOS meeting. I've lived in District 2 since 1986. Boy, yesterday's session was an eye-opener for me! Kudos to you all for carefully reviewing and deciding on such a wide-range of important issues. I kept thinking to myself how patient and open-minded you are. There's no way could I do your difficult job.

Respectfully,

Cathy Scott

District 2