

**From:** [Virginia Dix](#)  
**To:** [Clerk of Board](#)  
**Cc:** [Heidi Hall](#); [Ed Scofield](#); [Dan Miller](#); [Sue Hoek](#); [hardybullock@co.nevada.ca.us](mailto:hardybullock@co.nevada.ca.us)  
**Subject:** Pioneer Trail Letter  
**Date:** Tuesday, August 3, 2021 9:40:06 PM  
**Attachments:** [BOS-Dix-Brusin-Ltr-08.03.2021.pdf](#)

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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.

Dear Ms. Hunter and Nevada County Supervisors,

Attached please find our letter which reflects the hopes and dreams that Pioneer Trail remain non-motorized forever. As part of that letter, you will find the February 2017 letter from Hank Weston, Chairman of the Board of Supervisors, which expresses support for the Pines to Mines, as a non-motorized, multi-use trail.

We hope you will give thoughtful consideration to the many members who worked to make this a reality and continue to work to maintain these trails.

Respectfully,

Ginny Dix  
GCTC Founding Member



(Founding GCTC members Willie and Sue Brusin, and Ginny Dix, 2021)

Date: August 4, 2021

To: Chairman and Nevada County Board of Supervisors

From: Ginny Dix, Willie and Sue Brusin

We, as founding members of Gold Country Trails Council are seeking your understanding and support to protect the 25 miles of the Pioneer Trail that we and other Nevada residents have built and supported over the last forty years. Don't allow motorized electric (e-bikes) bikes as part of the Pines to Mines environmental analysis. Study only non-motorized trails as your support letter indicated in 2017.

We have been Nevada County residents for over 45 years. Don and Ginny Dix owns Knights Paint Store in Nevada County. Willie was an administrator and teacher at Nevada Union High School, and Sue was a teacher at Washington Elementary School. Sue and Willie operate and maintain Cement Hill Road Christmas Tree Farm. We raised our families here. Nevada County is our home. Nevada County was and still is a great place to work and raise a family. Over forty years ago we were members of the Nevada County Horsemen's. In those days, one of the limited short comings was a lack of horse trails on the Western side of Nevada County.

Our grand plan at the time was to build a trail from above Nevada City to the Grouse Ridge area and Lake Spaulding at the base of the Pacific Crest Trail. Even for us this was an extremely ambitious plan. Our knowledge of trail building was limited as was our understanding of how to navigate the bureaucratic maze of Federal, State and large Corporations.

In 1981 a group of liked minded families, led by Ray Sherman, got together to form a trail council, something of a new concept at the time and ours was one of the first in our region. We filed all the necessary paper work to create a nonprofit trail council, and called ourselves the Gold County Trails Council. Initially, we worked with Nevada County to create a trail map and seek funding. While the Supervisors were supportive of the concept, they did not want to become financially involved and were concerned about the long-term commitments and financial obligation and withdrew their support.

Left with that prospect, we and other families set out on our own to find new partners and build safe non-motorized trails for hikers, backpackers, cross country skiers, and equestrians. But first we needed to acquire the right of way. How were we going to succeed? The odds seemed insurmountable for a group of family volunteers who had to attend to their daily jobs as well. Initially the Forest Service wasn't sure about allowing volunteers on forest land to build trails. However, a few understanding Forest Service rangers saw the potential and provided design, training and tools.



The relationship grew between the USFS and GCTC, and became so strong that the USFS designated GCTC as the lead volunteer organization for trail management and carried liability insurance for us up until just a couple of years ago. This relationship and cooperation with the Forest Service and other trail organizations is deeply rooted in our local heritage. Pioneer Trail has a long and rich history in Nevada County. GCTC has built this non-motorized trail in partnership CalTrans, Tahoe National Forest and PG&E. In fact, CalTrans issued the Pioneer Trail encroachment permit for equestrian use.

Trail completion spanned twenty-five miles and twenty years, from just below Five Mile House to Bear Valley/Spaulding Lake. The project received financial and volunteer support from many notable people and organizations that included the Robinson's, Carmen's, the Grass Valley Group, the Grass Valley and Nevada City Kiwanis clubs, Boy Scout Troop #506. In fact, it was this project that Dean Douglas Marsh earned his Eagle Scout badge, with assistance of fellow boy scouts, they worked to clear and groom 3,100 feet of the first section of trail. Completion of the remaining trail from White Cloud to Bear Valley would take another 20 years and on June 8, 2003, the completed trail was dedicated as a national trail and became known as the Pioneer National Recreation Trail.

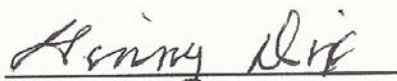
This "can-do" attitude brought out the best of Nevada County pioneer spirit and the cooperation of community and trail advocates alike. The original trails were always envisioned as non-motorized for hikers, backpackers, equestrians and cross-country skiers. Peddle bikes did not come into being until a few years later.

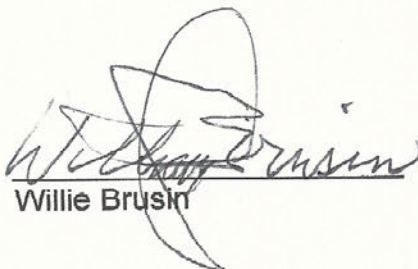
We believe motorized bikes have no place on our non-motorized trails, as stated by the Supervisors in a letter of support in 2017. The original intent of the Pines to Mines trail is a non-motorized trail. It needs to stay that way. So, let's not allow the Forest Service to interject inclusion of motorized e-bikes into the environmental analysis. If the Forest Service wants to study motorized bikes on their trails let them do so on their own, with their money, and not with Nevada County taxpayer dollars.


If the Supervisors allow motorized e-bikes into the study the barn door opens. Safety becomes an issue on the bi-directional, single-track trails. Enforcement of what type of motorized bike is on the non-motorized trails will be non-existent. As technology improves, e-bikes will become faster and lighter with greater distance, totally changing the landscape and harmony on the trails. Slower users of the trails will be disenfranchised and non-existent. Supervisors, don't become the pawns of someone else's ambitions to the detriment of your own citizens, those that built the trails.

As founding members, we are adamantly opposed to the inclusion or mention of motorized e-bikes as part of environmental analysis. We stand in solidarity with the many who have worked so hard over the past 40 years to build and maintain the non-motorized Pioneer Trail. We hope you will be mindful of the local constituents and give thoughtful consideration to our opposition to this action on the merits.

Respectfully,

  
Ginny Dix

  
Willie Brusin

  
Sue Brusin



COUNTY OF NEVADA  
STATE OF CALIFORNIA  
BOARD OF SUPERVISORS



0030  
Heidi Hall, 1<sup>st</sup> District  
Vice-Chair Edward C. Scofield, 2<sup>nd</sup> District  
Dan Miller, 3<sup>rd</sup> District  
Chair Wm. "Hank" Weston, 4<sup>th</sup> District  
Richard Anderson, 5<sup>th</sup> District  
Julie Patterson Hunter,  
Clerk of the Board

February 14, 2017

**RE: Pines to Mines Trail**

To Whom It May Concern,

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.

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.

Four Nevada County nonprofits—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.

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 geology, topography, and the varied alpine-to-foothills habitats that span this notable section of California's most significant mountain range.

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.

Sincerely,

Hank Weston  
Chairman, Board of Supervisors

Copied to: Bear Yuba Land Trust; Bicyclists of Nevada County; Gold Country Trails Council; Truckee Trails Foundation

950 Maidu Avenue, Suite 200, Nevada City CA 95959-8617  
phone: 530.265.1480 | fax: 530.265.9836 | toll free: 888.785.1480 | email: [bdofsupervisors@co.nevada.ca.us](mailto:bdofsupervisors@co.nevada.ca.us)  
website: <http://www.mynevadacounty.com/nc/bos>

**From:** [C Bohannon](#)  
**To:** [Clerk of Board](#)  
**Subject:** No motorized anything on trails (concerned citizen)  
**Date:** Wednesday, August 4, 2021 7:09:00 AM

**Unable to identify Dist**

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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.

Please do not allow e-bikes or any others motorized object to be allowed on public accessible trails! My concern is safety. You can't hear them coming a lot of the time, their speedy and don't allow reaction time to the person or animal there approaching!

Their just down right dangerous, not just for people and animals on the trails but for the rider of the bike itself!

Regards,

Concerned Citizen

Sent from my iPad

**From:** [Russell Hamby](#)  
**To:** [bdofsupervisors](#)  
**Subject:** Pines to Mines Trail project  
**Date:** Wednesday, August 4, 2021 10:08:30 AM  
**Attachments:** [Scan 4.pdf](#)

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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.

Good Morning

Unfortunately I am unable to attend the meeting pertaining to the Pines to Mines Trail. If possible could the attached document be read at the meeting on my behalf?

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Russell Hamby





Dear Nevada County Board of Supervisors,

I am writing in strong support of the proposal to fund NEPA studies required for the Pines to Mines Trail project. The Pines to Mines Trail, when finished, will be a world-class experience for hikers, cyclists, and equestrians. Because this trail is proposed for a wide-range of users, it will be constructed in a way that caters to everyone, and built with site lines that minimize the possibility of user conflict. It is my understanding that the USFS may also be open to separating the trail in certain locations, to accommodate separate uses. However, it is my strong belief that all users can live in harmony on this trail. This is based on the experiences in Truckee this summer, where 4 trails have been open to regular mountain bikes, Class 1 e-bikes, hikers, and equestrians, and there have been no reported incidences of user conflict, much less horrible accidents.

In deciding to allow Class 1 e-bikes on these trails, the USFS Truckee Ranger District conducted an extensive and thorough analysis based on local observations, data from industry, user groups, and peer reviewed scientific literature. This analysis included the following:

- Measuring comparative speed between Class 1 e-bikes and mountain bikes on the selected trails showed similar average speeds on downhill and flat sections. Top speeds on downhill and flat sections were also similar. E-bikes were able to achieve higher speeds on uphill trail segments on average but not achieve speeds higher than those of more fit mountain bikers. They found that the slightly higher speeds achieved on uphill segments did "not represent a significantly increased safety risk to other user groups relative to the current level of use by traditional mountain bikes."
- Trail conditions and trail alignments limited all users to speeds "consistent with safety objectives". The ability of e-bikes and mountain bikes to stop was also similar.

The Truckee Ranger District concluded that "in consideration of the fact that our analysis indicates Class 1 e-bikes are a similar to traditional mountain bikes in terms of overall speeds, mechanical components, and impacts to trail... and do not pose a significant increased threat to public safety and or enjoyment of them, based on their current multiple user groups and use patterns".

Interestingly, the Truckee Ranger District also found that data collected on the four trails was consistent with numerous studies demonstrating greater sediment yields produced *by equestrians and pedestrians than by wheeled modes of transportation*; production of the greatest force by horse traffic relative to hikers, off-road bikers and off-road motorcycles; and "greater increases in soil compaction, litter, trail width, and trail depth compared with hikers and motorcycles".

***It is disheartening to me that a very small minority of trail users in our region would try to derail a project with scare tactics and falsehoods. Doesn't it make more sense to allow the NEPA process to sort through the issues, than to take the word of this small minority who presents no data to back up their claims?***

Cycling is only growing in popularity, and Class 1 e-bike demand is off the charts, for it is a new mode of minimally impactful recreation that is allowing older populations, the physically challenged, and those recovering from injury, to enjoy time on the trails. It is my strong believe that catering to a small minority of equestrians, without verifying their claims through the NEPA process, would simultaneously discriminate against thousands upon thousands of people who then wouldn't be able to use the Pines to Mines trail without a Class 1 e-bike.

I hope you will agree that investing in the NEPA public process is the best way to sort out fact from fiction, and result in a trail with all possible users in mind.

Sincerely,

Russell Hamby

