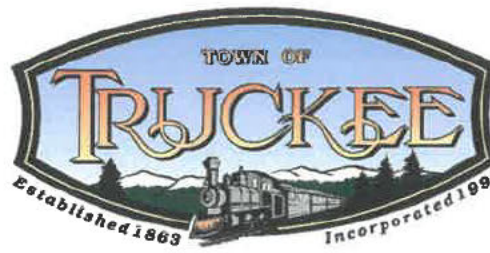


Town Council

Anna Klovstad, Mayor

Courtney Henderson, Vice Mayor

David Polivy, 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: [David Polivy](#)
To: [bdofsupervisors](#)
Cc: [trucketrailsfoundation](#); [khawkins024](#); [Hardy Bullock](#)
Subject: 8/10/21 - Agenda Item SR 21-0622
Date: Friday, August 6, 2021 4:20:25 PM
Attachments: [DP letter Pines to Mines.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.

Hi-

Please find attached a comment for agenda item SR 21-0622 for Tuesday's BOS meeting.

Thank you for including my comments in the board's packet.

--

David Polivy
Tahoe Mountain Sports





8/6/21

Dear Nevada County Board of Supervisors:

My name is David Polivy, owner of Tahoe Mountain Sports and 20 year Nevada County resident. As an outdoor recreation provider and supplier, I am a strong advocate for enhancing our County's recreational amenities for locals and visitors alike. The Covid-19 pandemic has encouraged a new wave of participation in outdoor recreation and our County infrastructure is not prepared to handle this increased activity and interest.

The Pines to Mines trail is a unique opportunity to drastically increase recreational opportunities for all users, demographics and races in Nevada County and should be pursued with haste and efficiency.

I am writing in strong support of the proposal to fund necessary environmental studies required by the United States Forest Service (USFS) under the National Environmental Policy Act (NEPA) for the proposed Pines to Mines Trail.

When completed, the Pines to Mines Trail will be the crown jewel of Nevada County. Stretching for about 90 miles, this trail will highlight all that is to be celebrated in this county – sweeping vistas, astonishing flora and fauna, diverse terrain, and a population that adores outdoor recreation. Because the USFS and nonprofits working on this project have pieced together an alignment utilizing existing trails, only about 20 miles of new construction will be required.

I believe this to be a unique opportunity to increase the recreational options in our region while also providing a new economic driver, as this trail will undoubtedly bring in users from around the country, if not the world.

Importantly, I support the notion of this trail being open to all users that the NEPA study deems suitable for this project, and ask that you in fact fund the studies to allow an objective process to make this determination.

Sincerely yours,

David Polivy
Owner, Tahoe Mountain Sports
Council Member, Truckee Town Council (speaking as a citizen, not the Council)
20+ year Nevada County Resident

From: noreply@granicusideas.com
To: [BOS Public Comment](#)
Subject: New eComment for Nevada County Board of Supervisors August 10, 2021, Meeting
Date: Friday, August 6, 2021 12:39:58 PM

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[SpeakUp](#)

Dist 2

New eComment for Nevada County Board of Supervisors August 10, 2021, Meeting

Melissa Ribley submitted a new eComment.

Meeting: Nevada County Board of Supervisors August 10, 2021, Meeting

Item: 30. SR 21-0622 Resolution approving the Request for Proposals (RFP) and award selection procedures for "Pines to Mines Environmental Assessment" contract, authorizing the Purchasing Division to advertise for qualified proposals, and directing the Auditor-Controller to increase the Fiscal Year 2021/22 Economic Development budget by \$100,000. (4/5 affirmative vote required)

eComment: I do not support allowing ebikes on designated non-motorized trails. Trail construction and maintenance for a wheel under power is significantly different from the construction and maintenance of a non-motorized trail. There are many miles of trails already approved for motorized use. Allowing motorized use of trails previously designated and used by equestrians, pedestrians and non-motorized bikes will negatively impact the enjoyment and safety of the current trail users.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>

[Unsubscribe](#) from future mailings

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


August 7, 2021

Dist 5

To: Nevada County Board of Supervisors

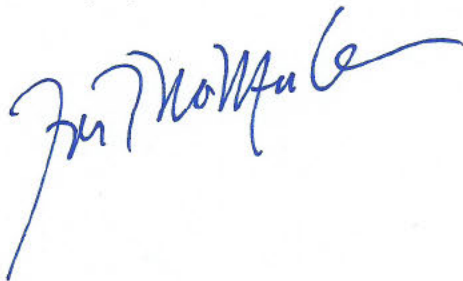
From: Forrest McMullen

RE: Pines to Mines Trail E-Bike Use

The Pines to Mines Trail will include portions of trail that mountain bikers have appreciated for quite some time, myself included. I'll turn 59 this month and I'm not quite as strong or capable as I used to be on a bike. I ride **unassisted** mountain bikes whenever/wherever I can but I've begun riding an ebike on some of the more difficult local trails or when I'm in a group of stronger riders. Riding a class 1 e-bike has enabled me to continue accessing trails that I love to ride (Donner Lake Rim and Hole-in-the-Ground in particular) and remain in social group rides without holding everyone else up. I'm truly grateful to have an e-bike and it'll definitely extend the time I'll be able to enjoy mountain biking. I'm not alone. Regular exercise is important for health maintenance and class 1 e-bikes have opened the door for many riders who have never been able to enjoy this section of beautiful Sierra scenery without assistance.

I am a NICA Level 2 certified mountain bike coach, a volunteer coach for the TNT Junior Development Cycling Team (<https://www.rideontnt.org>) and a paid coach at BikeWorks at the Tahoe Donner Adventure Center (<https://www.tahoedonner.com/amenities/amenities/bikeworks>). I ride an unassisted e-bike a lot and it remains my preference, but the e-bike option enables me to ride further and longer. Pedal assist class 1 e-bikes still require effort – there's no throttle twisting involved – and it's a good workout. Further, it's a way for Nevada County residents to remain active, healthy and appreciative of the beautiful place we live

I am a proponent for e-bike use of the Pines to Mines trail. Thanks for your consideration.

A handwritten signature in blue ink, appearing to read "Forrest McMullen", written in a cursive style.

From: [Chris Hinkel](#)
To: [bdofsupervisors](#)
Subject: Please allow bikes on the Pines to Mines trail
Date: Saturday, August 7, 2021 7:30:24 AM

Dist 5

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To the Board of Supervisors,

First thank you for your time serving on the board as I know this is a tough job. I would like to express my support for bikes and ebikes to be allowed on the Pines to Mines trail. I have owned horses and ridden for years and now I ride bikes.

It has been brought to my attention that there is an effort from the horse people to ban bikes on the trail. I strongly oppose this. I would like the trail to be accessible for both, including ebikes.

I'm 63 and my husband is 68 and we ride ebikes with our friends. We wouldn't be able to ride far into nature because of health conditions if we didn't have ebikes. It is a wonderful way to be in nature. Last year we rode about 2,700 miles on our ebikes on trails and most of the people riding any kind of bike or horse are just out to enjoy the outdoors. Of course you get the occasional bad actor on both bike or horse and that sets a bad example but most of us are very respectful of each other so please, do not ban bikes and ebikes on this wonderful trail.

Sincerely,
Chris Hinkel

"Love wins"



Chris Hinkel





From: [Tom Ronay](#)
To: [bdofsupervisors](#)
Subject: YES for E-Bikes on proposed Pines to Mines trail
Date: Saturday, August 7, 2021 8:59:54 AM

Dist 5

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Good Morning Board of Supervisors

This email is in response to an active equine group against E-Bikes on the proposed Pines to Mines trail.

I have a disability and this mode of exercise and outdoor activity is necessary for my physical and mental well being.

Let's work together so ALL users can access the outdoors.

Thank you

--


Tom Ronay
active E-Biker and Nevada County Resident

From: [Sharon Loucks](#)
To: [bdofsupervisors](#)
Subject: Pines to Mines
Date: Saturday, August 7, 2021 9:57:32 AM

Dist 4

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Sharon B. Loucks



August 7, 2021

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

bdofsupervisors@co.nevada.ca.us

Dear Nevada County Supervisors:

I understand that you have the Pines to Mines fund request on your August 10, 2021 agenda. I believe that included in this request is the addition of electric motorized bikes on the Pioneer Trail. This is a popular trail for hikers and equestines and the addition of motorized bikes would create a highly unsafe condition on the Pioneer Trail. I urge you to continue to ban motorized bikes on this trail for the safety and pleasure of many of our Nevada County citizens and those who choose to visit our beautiful trails.

Sincerely,

Sharon Loucks

To: Chairman and members of the Nevada County Board of Supervisors
From: Rose Massara, Nevada County resident, member of Gold County Trails Council
Date: 08/05/21
cc: Julie Patterson Hunter, Clerk of the Board

Dist 2

I'm sending this letter in opposition to including any reference to allowing electric motorized bikes on the Pines to Mines non-motorized trail.

As a Nevada County resident, I enjoy hiking and horseback riding on the non-motorized trails in Nevada County, especially the Pioneer Trail. I'm totally disheartened that the Tahoe Forest Service District Supervisor is trying to impose motorized bikes, on our non-motorized trails as part of the Pines to Mines Environmental Analysis. In 2019 the Forest Service lost a lawsuit when they tried to include motorized bikes on the Pioneer Trail, without due process. Now the Forest Service Supervisor is trying to slip the request into the EA that Nevada County is paying for.

Gold Country Trail Council, of which I'm a member, has built and maintained the Pioneer trail over the last 40 years, using Nevada County residents' hard work and sweat, as a non-motorized trail. The trail is designed for hikers, families with children, family dogs, equestrians, and non-motorized mountain bikes (real peddle power). Every day we see more and more out of county individuals coming up to Nevada County to use our trails and visit the Yuba River. If motorized bikes are allowed (the next new thing) on non-motorized trails, the flood gates will be open and Nevada County residents will be pushed out of the trails we built in our own back yard.

I don't appreciate some bureaucrat trying to impose his devious, underhanded action on my non-motorized trails by trying to include motorized electric bikes as part of the Pines to Mines environmental study.

I expect my Nevada County Supervisors to stand up to this chicanery. We know better in Nevada County. We follow the rule of law and have open and public discussions when a major policy change is proposed. If the Forest Service wants to change their policy regarding motorized bikes on non-motorized trails let them do so independently with a separate study in an open and public discussion, with their own money, not surreptitiously put it in an Environmental Document the County is going to pay for with county taxpayer funds. Protect our non-motorized trails and keep any reference to motorized bikes on non-motorized trails out of the environmental assessment for Pines to Mines.

Sincerely - Rose Massara
Member of the Gold County Trails Council

From: [Bert Guerra](#)
To: [bdofsupervisors](#)
Subject: Pines to Mines Trail
Date: Saturday, August 7, 2021 12:41:37 PM

Dist 5

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Hello Board of Supervisors,

I am writing in support of the Pines to Mines Trail. We have lived in Truckee for 25 years now and enjoy the trails for hiking and biking. We have heard that there is potential opposition to the use of e-bikes on the trail. E-bikes are as low an impact as a regular bicycle and should be allowed on the trail. Without an e-bike many individuals would not have access to trail riding. E-bikes should be allowed on this trail.

Thank you for your work.

Sincerely,
Bert & Mary Guerra

--

Bert Guerra

[REDACTED]

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From: [R.B](#)
To: [bdofsupervisors](#)
Cc: [Ray Bryars](#)
Subject: Pioneer Trail Safety
Date: Saturday, August 7, 2021 1:36:02 PM

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.

Dear Supervisors

I'm sending this request to help keep our trails safe by not allowing electric motorized bikes on the Pioneer Trail. I'd like to see them greatly restricted on all trails since I have personally almost been knocked over when a bike came behind me at a fast pace. I didn't hear it and if I had stepped to the side at the wrong moment, I could have been badly hurt. E - bikes allow very fast silent travel and greatly increase the risk to hikers and equestrians.

Thanks for your time.

Ray Bryars



To: **Nevada County Board of Supervisors**
From: Jaede Miloslavich and Greg Parsons, members of Gold County Trails Council (GCTC),
Back Country Horsemen of California-Mother Lode Unit, Bear Yuba Land Trust; voters and
residents of Nevada County
Date: August 2, 2021

RE: Pines to Mines Trail funding and \$100,000 Environmental Assessment (EA) request

- Please vote **NO** on spending tax-payer money for the Pines to Mines Environmental Assessment **IF** it includes the addition of electric motorized bikes to our non-motorized trail.
- Please vote **YES** on the Pines to Mines Environmental Assessment if the addition of electric motorized bikes is **deleted or to be voted on separately in the future.**

In 2017, the Nevada County Board of Supervisors wrote a letter of support for the Pines to Mines trail project, which stated, "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." You notice, no mention of new motorized users of any kind. The Pines to Mines project has gathered community support, several trails groups funding, grants, and support from your Board as a **non-motorized trail**. In fact, in discussions with Bear Yuba Land Trust regarding any trail where they hold an easement, they said the trail "should be closed" to motorized electric bikes as they cannot be an authorized use on non-motorized easement portions of the trail.

Decades ago, citizens and the US Forest Service settled the debate between motorized trails and non-motorized trails. Trails were designated either one or the other, then designed and cooperatively built. Up until now, everything was in harmony.

After all the local volunteer trails groups have been working for SIX YEARS on the Pines to Mine non-motorized trail project, Tahoe Forest Service is trying to change that harmony and the cooperation between user groups that has developed. The Tahoe National Forest Service, unilaterally and suddenly, without notice to the public, added electric **motorized** bikes as a **new designated user** to the Pines to Mines (including the Pioneer trail) request for EA being submitted to the Nevada County Board of Supervisors. By doing so, the Forest Service is changing the decades-long non-motorized designation on the nationally-recognized historic Pioneer trail, and its non-motorized easements, without having to go through NEPA, public comment, and a higher level of environmental assessment. This is a classic case of abdication of accountability AND of federal overreach! **And, they are duping you, the Nevada County Board of Supervisors, to vote \$100,000 to pay for a scheme to get around their own rules.**

If the Board approves the EA as currently presented, you would change the Pine to Mines project to a motorized trail without going back to the community, the fund raisers, the volunteer groups, and specifically, your voters, to ask their support and approval of this change.

This is not the first time Eli Llano, the Tahoe Forest Service Supervisor, has tried to include motorized electric bikes on the non-motorized Pioneer Trail without due process. The U.S. Forest Service policy considers electric motorized bikes as motorized vehicles. Period. But, in 2019, Mr. Llano and the Forest Service were sued over this very issue with the Pioneer trail, and lost. As a result, today motorized electric bikes are prohibited on the Pioneer Trail. There are very few people who want to change our non-motorized trails to motorized except the electric motorized bike lobbyists, retailers and Eli Llano, the Forest Service Supervisor. We have yet to find out what his reason is except pressure from those people. 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 EA approval as his vehicle. **This is an underhanded and damaging ruse.**

There are many reasons for not adding motorized users to non-motorized users, and why for decades the Forest Service has had a policy of separation. They include:

- There is no lack of access for electric motorized bike users

Today, according to the official Tahoe Forest maps, there are 52% motorized trails and 48% non-motorized trails with no lack of access for either group. Electric motorized bikes can use 52% of the trails.

- Safety for all non-motorized users from high speed, heavy motorized bikes

The risk of collision and personal injury with the introduction of high-speed, heavy motorized bikes with walking users is extreme, resulting in negative outcomes.

- Lack of enforcement

The Forest Service have indicated they do not have the manpower to enforce the ban of more powerful motorized bike classes. Illegal electric motorized bikes of all classes have already been observed on the Pioneer Trail, often at unsafe higher speeds.

- Trail abandonment by hikers, walkers, horseback riders, other non-motorized user groups

The addition of high-speed motorized users will disenfranchise the low-speed user groups, such as families with kids and strollers, seniors, nature lovers, etc.

- Quiet, passive enjoyment of the forest will be lost

Increasing motorized bike usage on non-motorized trails increases safety concerns and decreases the enjoyment of other users.

- User conflict

Motorized and non-motorized users have completely different goals in using trails, resulting in conflict. There are decades of surveys and proof of user conflict.

- Increased erosion and maintenance on trails not built or armored for tire treads

Improved technology over time will only increase motorized bike power, with no one to regulate it. More power means more tire skidding, braking and speed, harming the dirt trail beds.

Motorized electric vehicles have their place and they currently have access to hundreds of miles of motorized trails in Tahoe National Forest and in Nevada County. They don't need access to our non-motorized trails, too. If allowed, soon ALL Tahoe National Forest trails will be motorized.

****We are asking the Board of Supervisors to show leadership and not succumb to this dishonest tactic. If the Forest Service wants to consider changing its non-motorized trail policy, it needs to do so independent of the Pines to Mines project and with full transparency and mandated public comment.**

****We are asking you to simply pull out the reference to electric motorized bikes, and then approve the Pines to Mines funding.**

Sincerely,

Jaede Miloslavich
Gregory Parsons

[REDACTED]

CC: Clerk of the Board, Julie Patterson Hunter

From: [Julie Patterson-Hunter](#)
To: [Julie Patterson-Hunter](#)
Subject: FW: Fiduciary responsibility to Nevada County taxpayers
Date: Monday, August 9, 2021 8:40:06 AM

Dist 5

From: Jamie Canon [REDACTED]
Sent: Saturday, August 7, 2021 2:12 PM
To: Clerk of Board <ClerkofBoard@co.nevada.ca.us>
Subject: Fiduciary responsibility to Nevada County taxpayers

Dear Julie Patterson Hunter,

I am a Nevada County resident and have been since 1980. I grew up in Placer County having relatives in Nevada County and was brought here on a regular basis growing up. I knew this is where I wanted to live by the time I was 5. I raised my family here and am now retired. As a home owner here since 1980 and now living near the Lone Grave area, I have enjoyed Nevada County as a parent, now a grand parent as a hiker, mountain biker and equestrian on a near daily basis for over 40 years. And as a youth I begged my parents to bring me here for as long as I can remember.

I am adamantly opposed to the County's funding any amount of the \$100,000 for the Environmental Assessment (EA) for the Pines to Mines Trail if it includes the addition of motorized bicycles to our non-motorized trails.

The duty and responsibility of conducting an EA for adding a new user group to a trail system is on the US Forest Service, certainly not the taxpayers of Nevada County. Furthermore, the decision to add motorized bicycles to the EA was made by an appointed mid-level bureaucrat, not an elected official.

If the EA is passed as it is currently proposed, litigation would most likely follow. As an elected official, please keep in mind your fiduciary responsibility to the Nevada County taxpayers.

— Please vote NO on spending tax payer money for the Pines to Mines Environmental Assessment IF it includes motorized bicycles.

— Please vote YES on the Pines to Mines Environmental Assessment if the addition of motorized bicycles is removed.

Thank you for your consideration and thank you for representing all of us in Nevada County.

Sincerely,

Jamie Canon
[REDACTED]

[REDACTED] [AT&T Yahoo Mail Stationery](#)

From: [Anna Reynolds Trabucco](#)
To: [Sue Hoek](#)
Cc: [Clerk of Board](#)
Subject: E-bikes on nonmotorized trails
Date: Saturday, August 7, 2021 5:31:58 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.

Hi Sue,

I am writing to express my dismay about the Forest Service (seemingly rather clandestinely) adding/allowing e-bikes on a previously nonmotorized-only trail.

There is a LOT that seems wrong with this.

1. Wheels and feet/paws/hooves just DON'T go together well! Bikes on horse trails are a potential wreck with every single encounter, even with good intentions and decent behavior. It is really discouraging to think that if this thing happens there will be NO WHERE to walk or ride on public trails that is not subject to the dangers of wheeled traffic.
2. Regular bikes are bad enough; having motor-assisted bikes is no better than allowing motorcycles, which you can bet won't be far behind e-bikes in using those trails!
3. Saying one kind of e-bike is OK, but not other types, is ridiculous; it is IMPOSSIBLE to enforce this, and I'm sure the Forest Service knows that.
4. Wheeled vehicles have so many more miles of trail and road they can use. There is MUCH less trail available for non-wheeled conveyances. And the Forest Service wants to take this away too?
5. This whole matter seems to have been sneaked in rather surreptitiously. That is not playing fair. Who is pushing for this to happen? Do they think they'll lose if they ask for this change openly and go through the proper processes? Perhaps they *should* lose! It seems to be a violation of the agreement made for the P2M trail among those who worked to create it, that it should always be nonmotorized.

The times I've ridden on the Pioneer, Lone Grave, Skillman, etc. trails (though not numerous) have been mostly pleasant, though with bicycles there have been scary moments. It is a huge bummer to think that even this sort-of-OK situation could change for the worse. It seems almost calculated to keep nonwheeled users off the trails.

What would be truly great would be to have a few trails where NO WHEELS are allowed, ever! Then those of us with horses could enjoy them with a slight bit more relaxation, and those walking, birding, or taking dogs on an outing could have a quieter, safer, and less crowded experience. This is most likely a case of extremely wishful thinking that will never be fulfilled, but I'd like those in charge to know that quite a few folks (and not just I) would really love that scenario.

Thank you for considering my views and making other officials aware of them. I count on you to insist on what's fair, however this turns out.

Your constituent,

Anna Reynolds

From: [Colleen Conley](#)
To: [Clerk of Board](#)
Cc: [Jaede Miloslavich](#)
Subject: Motorized bikes on Pioneer Trails
Date: Saturday, August 7, 2021 7:20:30 PM

Unable to identify Dist

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 all Supervisors,

Please help to preserve the Pioneer Trail, and others, from the inclusion of motorized vehicles that will compromise users of the trail: hikers & horseback riders. Their inclusion does pose a danger to all including the motorized vehicle riders. They have many other options and combining them on this trail and others is a recipe for disaster. There are enough possibilities for accidents under normal circumstances without inviting inevitable collisions easily ending in serious injury and death.

Sincerely,
Colleen Conley



Colleen Conley, [REDACTED]



"I have not verified any of the information contained in documents prepared by others."

From: [Bob Sawhill](#)
To: [bdofsupervisors](#)
Cc: [Bob Sawhill](#)
Subject: Support for Pines to Mines Trail Environmental Assessment Funding
Date: Saturday, August 7, 2021 9:36:32 PM

Unable to identify Dist

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 Members of the Board of Supervisors:

I strongly support the Pines to Mines (P2M) Trail Environmental Assessment funding and the inclusion of Class 1 pedal-assist electric bike's (Class-1 eBike) viability in the study's scope. In this message, I want to offer views on the trail's value, insights on stakeholder needs, and dispel some myths about Class-1 eBikes to aid in informed decisions.

Value of Pines to Mines (P2M):

Other experts will elaborate on P2M's value that can benefit residents, improve recreation, and attract tourism. My observations: Outdoor recreation has seen a surge in trail users of all types. We need more trails and connectors to meet the demands of increased use. A notable trail like P2M can help attract regional and national tourism. For example, my wife and I booked our 2021 retirement vacations primarily based on noteworthy multi-use trail destinations that include Class-1 eBikes.

My real-life experiences and representative user needs:

As 65+ seniors, my wife and I are not in physical condition or health we once were. Our Class-1 eBikes gives us just enough assistance to give us twenty-year-old legs, so that, we can once again enjoy a mountain biking experience. Due to the advent of eBikes, I observe many other seniors able to get back on the trails and paths to exercise and enjoy nature. In addition to Nevada County recreation, we frequently ride in other areas, like Cronan Ranch (BLM) and Knickerbocker/Cool (ASRA) trails with considerable equestrian, hiking, biking, and eBiking multi-use. I observe a friendly cooperative spirit among all user types and good trail etiquette practices; not, conflict, reckless behavior, or safety issues that some may claim.

Realities of Class 1 eBikes:

Class 1 pedal-assist electric bikes are essentially bicycles that only assist the rider while peddling and turn-off at 20+ miles per hour. They are nowhere near the realm of motorcycles as some mistakenly perceive. On the trail, I am often asked "is that an eBike?", because it rides very similar to a mountain bike and the difference isn't obvious.

Like mountain bikes, Class 1 eBikes are quiet, and it is a well-known trail etiquette rule to make noise or speak up to alert horses you're present. I find a friendly hello or a howdy avoids startling a horse and leads to a pleasant conversation with the riders. If isolated issues indeed exist, then, it's a multi-user education need or rule enforcement, not an eBike specific problem.

Class 1 eBikes are a rapidly growing segment of the trail user community and have become significant stakeholders to include in the scope of any trail assessments and studies. Many agencies and governing bodies have updated policies and rules to better address policy gaps to fit Class-1

eBike practicalities. Hence, P2M assessments and plans need to assess the appropriateness of Class-1 eBikes and make recommendations on, use, user education outreach, signage, rules enforcement, and policies.

In summary, the decision in front of the Board:

This decision is about the overall value of the P2M to all users and the community. It's clearly beneficial. Regardless of vocal constituents' opinions on Class-1 eBikes, this a decision on funding an assessment that will study and make recommendations on appropriate trail user groups. Thus, at this time, it should not be a vote to deny any viable user segment. Class 1 eBikes are a rapidly growing and a substantial stakeholder that can't be ignored and needs to be included in the scope of any trail study or assessment. Let the assessment by experts determine and recommend future plan decisions and policy considerations.

Thanks for the opportunity to provide my inputs on this resolution.

*Respectfully,
Bob Sawhill*

[REDACTED]

[REDACTED] *qualifies me as a knowledgeable stakeholder on this topic:* I am an outdoor enthusiast that mountain bikes, eBikes, rides trail motorcycles, and hikes. I often volunteer for trail building and maintenance in the Tahoe National Forest. So, I truly understand multiple user perspectives and see the impacts to trails. As a senior, I represent an important user segment to better accommodate and support. I frequently recreate on Nevada County trails, and additionally experience nearby county's trail systems and western US destinations. So, I understand local needs and comparable trails systems to learn from and aspire to.

From: [Jeffrey DeVries](#)
To: [bdofsupervisors](#)
Subject: In support of Class 1 E-Bike Access on Pines to Mines
Date: Sunday, August 8, 2021 12:57:14 PM

Dist 5

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Dear Nevada County Board of Supervisors:

I am writing in support of Class 1 E-bikes on the Pines to Mines Trail Project.

As an avid outdoorsman, hiker, and mountain biker (though not an ebiker) I spend a lot of time on the trails of eastern Nevada County, and have seen firsthand the minimal additional trail impact caused by Class 1 E-bikes. I have numerous friends who as they have advanced in age, would no longer be able to ride with me were it not for their e-bikes. I would hate for a vocal minority to derail trail access on this exciting trail project for a much larger portion of your constituency at the end of the day. Please keep this in mind, and don't hesitate to reach out for additional feedback. Thanks for your consideration.

Jeffrey DeVries

[REDACTED]
[REDACTED]

From: [Doug Gadow](#)
To: [bdofsupervisors](#)
Subject: E Bike access on Pines to Mines
Date: Sunday, August 8, 2021 8:59:51 PM

Dist 5

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I have recently heard about opposition to access on this new trail for e-bikes. It is sad to hear that the opposition is not based on good science. I've been following research about class 1 e-bikes around the area and I've also spoken with many staff in the Truckee ranger district of the National Forest. It is pretty clear that class 1 e-bikes are a reasonable user group on trails and don't damage or cause issues. As a local trail user, a county citizen, and an avid cyclist that uses both normal bikes and class 1 E bikes, I really want this trail be open to all users.

Doug Gadow

From: [Matt Freitas](#)
To: [bdofsupervisors](#)
Subject: Comment on Agenda Item #30 for 8/10/2021 meeting
Date: Sunday, August 8, 2021 9:03:39 PM

Dist 1

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August 8, 20201

RE: Board of Supervisors Agenda (8/10/2021) Item #30: Resolution approving the Request for Proposals (RFP) and award selection procedures for “Pines to Mines Environmental Assessment” contract

Dear Nevada County Board of Supervisors:

I am writing to urge you to approve the Request for Proposals (RFP) for the Pines to Mines Trail Environmental Assessment (8/10/2021 Meeting Agenda Item #30). This RFP will allow the County to continue necessary work for the planning of the Pines to Mines Trail, an incredible recreational opportunity for Nevada County.

The Bicyclists of Nevada County (BONC) have greatly enjoyed the diverse and collaborative partnership involved with the planning of this project, which has included the Nevada County Planning Department, BONC, Bear Yuba Land Trust, Truckee Trails Foundation, and the US Forest Service, Tahoe National Forest. Your approval of this RFP will enable completion of the environmental compliance analysis required for the project under the National Environmental Policy Act (NEPA) and put us one step closer to realization of this amazing project.

When completed, the Pines to Mines Trail will be the crown jewel of Nevada County recreational experiences. Stretching for about 90 miles, this trail will highlight all that is to be celebrated in this county – sweeping vistas, astonishing flora and fauna, diverse terrain, and a population that adores outdoor recreation. Because the USFS and nonprofits working on this project have pieced together an alignment utilizing existing trails, only about 20 miles of new construction will be required. I believe this to be a unique opportunity to increase the recreational options in our region while also providing a new economic driver, as this trail will undoubtedly bring in users from around the country, if not the world.

Most importantly however, I believe that this trail should be open to all users that the Tahoe National Forest deems appropriate through their NEPA review. Whether or not this includes Class 1 electric bicycles should be determined through a holistic NEPA review of the trail’s potential impacts. Please support this process and the RFP before you today.

Sincerely yours,

Matt Freitas

Vice President, Bicyclists of Nevada County

--

Matt Freitas



From: [REDACTED]
To: [Clerk of Board](#)
Subject: Pines to Mines trail
Date: Sunday, August 8, 2021 11:39:39 PM

Dist 5

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This email was sent to the following: heidi.hall@co.nevada.ca.us,
ed.scofield@co.nevada.ca.us, dan.miller@co.nevada.ca.us,
sue.hoek@co.nevada.ca.us, HardyBullock@co.nevada.ca.us

Please consider the fact that non motorized areas are as important as motorized. Much of the monies raised were given with the idea that it would be non motorized. If you let motorized in the non motorized area because it is "just a bicycle" I guarantee it will be dirt bikes next. Please let the non motorized areas remain non motorized, they are hard to find and the idea behind going out and exercising in the quiet is quickly coming to an end, please leave us somewhere to go. L Baumgartner

From: [Cynthia Boriskin](#)
To: [Clerk of Board](#)
Subject: Nevada County Environmental Assessment
Date: Monday, August 9, 2021 8:10:29 AM

Unable to identify Dist

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Dear Chairman of the Board,

I am not only an equestrian, but also an E-bike owner/rider. Although I feel E-bikes have its purpose, I am asking the board to not automatically include them in the Nevada County Environmental Assessment. I believe The Tahoe National Forest should pay for their own assessment to determine if motorized vehicles are appropriate for the Pines to Mines trail.

Thank you for your consideration,
Cynthia Boriskin

Sent from my iPad

Sent from my iPhone

August 7, 2021

Dist 5

Dear Nevada County Board of Supervisors:

I am writing in strong support of the proposal to fund necessary environmental studies required by the United States Forest Service (USFS) under the National Environmental Policy Act (NEPA) for the proposed Pines to Mines Trail.

As an avid outdoor recreation enthusiast of some thirty five years, I believe that the Pines to Mines Trail will be a world class trail experience for Nevada County to offer to the public. The trail will showcase much of what Nevada County is known for, anchored in the glorious Sierra Nevada mountains and due to the skills of the USFS and nonprofits working on this project, only about 20 miles of new construction will be required.

I believe this to be a unique opportunity to increase the recreational options in our region while also driving economic vibrance from enthusiastic multi day visitors, in fact I would expect this trail to draw visitors from near and afar, such will be the experience.

Importantly, I support the notion of this trail being open to all users that the NEPA study deems suitable for this project, and ask that you in fact fund the studies to allow an objective process to make this determination.

Sincerely yours,

A handwritten signature in black ink, appearing to be 'AB' with a stylized flourish.

Andy Buckley

Truckee/Tahoe Resident since 2002

From: [Stephanie Hensey](#)
To: [Sue Hoek](#)
Cc: [Clerk of Board](#)
Subject: No on Pines to Mines e-bikes
Date: Monday, August 9, 2021 10:00:32 AM

Dist 4

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To Sue Hoek, Supervisor of District 4
From: Stephanie Hensey, resident of Nevada County District 4
Date: August 8, 2021
cc: Julie Patterson Hunter, Clerk of the Board

I'm writing to beg you to REMOVE e-bikes from the Environmental Analysis for the Pines to Mines trail. It galls me that my tax dollars could go to a proposal that endangers non-motorized users of the part of that trail that I have ridden, hiked and maintained as a member of Gold Country Trails Council. I can't imagine what the Tahoe Forest Service Supervisor is thinking, when the easements for those trails were granted on the basis of non-motorized use. I know he didn't consult with all (any?) stakeholders before this major addition to the Environmental Analysis.

I moved here about 15 years ago, and ten years ago bought a horse property in Rough and Ready. Back then it was possible to ride away from my property in several directions. I've continued to enjoy riding, horse camping, hiking, backpacking and other outdoor activities in Nevada County and surroundings. That said, it's been getting more dangerous for us local equestrians, hikers, dog walkers, slower cyclists and families with kids. Some mountain bikers, probably from outside the area, don't seem to understand that "multi-use" means other people have the right to use the trail and will be on it.

If the Forest Service has its way and allows motorized e-bikes on the Pines to Mines, it will be even less safe. They claim there is a limit to the kind of e-bike allowed and a speed limit, but they've admitted there will be zero enforcement. The Forest Service already knows that mixing fast bikes with other trail users is a problem, and they are building a bike-only trail along Hwy 20. GCTC raised money and did a lot of work for all classes of non-motorized users of the Pines to Mines trail, not just equestrians. I feel pretty discouraged after the sweat and money that I have personally contributed to our multi-use trails.

There are already hundreds of miles of trails for motorized bikes, with a bike-only trail in progress. Please do your part to preserve something safe for the rest of us. Either strike e-bikes from the EA or allocate that \$100,000 to fire prevention or something else that will benefit our county's residents.

Sincerely,

Stephanie Hensey
member of Gold Country Trails Council and other local groups

P.S. I had the pleasure of meeting you several years ago when you hosted a BYLT equi-trek at your ranch. I rode while my husband volunteered. You shared stories of the history of your family in the area, and we greatly enjoyed your hospitality. I've been meaning to write all week, and it's been challenging between my job, power outages and working on the animal evacuation team during the River Fire. I will see you at the next BoS meeting.

AUG 09 2021

NEVADA COUNTY
BOARD OF SUPERVISORS

To: Chair and Members of the Nevada County Board of Supervisors
From: Janice C. Geller, Nevada County resident for 32 years, member of Gold Country Trail Council (CGTC)
Date: August 8, 2021

Dist 2

Cc: Julie Patterson Hunter, Clerk of the Board

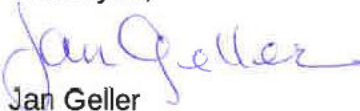
I am writing to register my opposition to the unfortunate and misguided proposal by the Tahoe Forest Service to allow motorized bikes on the Pioneer Trail. The Pioneer trail was started by a small group of equestrians in 1981 and has been extended and maintained by members of the Gold Country Trails Council since that time for use by non-motorized entities. I am a member of the Gold Country Trails Council and have worked for many years to maintain the trails by cutting brush, building water breaks, removing downed trees and dangerous obstacles. We are also responsible for creating new trails and maintaining those new ones.

The experience I have on my horse riding the non-motorized trails is pure enjoyment and my life priorities come into focus each ride as I enjoy the beauty of the forest. I believe that the experience of travelling 20 mph on single track trails on a motorized bike is not the same as the experience I now enjoy so much.

As I understand it there are hundreds of miles of motorized trails in Nevada County. If the Forest Service Supervisor is successful in converting non-motorized trails to motorized trails I personally will not be able to enjoy riding the trails on my horse, the same trails I've helped to build and maintain because of the very real fear of injury or death and I definitely will not offer my time and energy to maintain them. I don't think I'm alone on this issue.

Please vote NO on spending tax-payer money for the Environmental assessment if it includes Changing non-motorized trails to motorized.

Thank you,


Jan Geller

From: noreply@granicusideas.com
To: [BOS Public Comment](#)
Subject: New eComment for Nevada County Board of Supervisors August 10, 2021, Meeting
Date: Monday, August 9, 2021 10:18:46 AM

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[SpeakUp](#)

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New eComment for Nevada County Board of Supervisors August 10, 2021, Meeting

Cathy Scott submitted a new eComment.

Meeting: Nevada County Board of Supervisors August 10, 2021, Meeting

Item: 30. SR 21-0622 Resolution approving the Request for Proposals (RFP) and award selection procedures for "Pines to Mines Environmental Assessment" contract, authorizing the Purchasing Division to advertise for qualified proposals, and directing the Auditor-Controller to increase the Fiscal Year 2021/22 Economic Development budget by \$100,000. (4/5 affirmative vote required)

eComment: A rule that allows class 1 but not class 2 or 3 is enforceable. Over one half of owners don't know what class they own. California requires class labels affixed to e-bike, but you can purchase an entire set of labels and affix one regardless of the e-bike's actual capabilities. Nevada allows throttles on all e-bikes. It's easy to increase power & speed. Hack speed limit controller or swap out batteries. Some e-bikes let operator switch modes from no-throttle to throttle or change top speed.

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From: noreply@granicusideas.com
To: [BOS Public Comment](#)
Subject: New eComment for Nevada County Board of Supervisors August 10, 2021, Meeting
Date: Monday, August 9, 2021 10:02:45 AM

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[SpeakUp](#)

Dist 5

New eComment for Nevada County Board of Supervisors August 10, 2021, Meeting

Kristin York submitted a new eComment.

Meeting: Nevada County Board of Supervisors August 10, 2021, Meeting

Item: 30. SR 21-0622 Resolution approving the Request for Proposals (RFP) and award selection procedures for "Pines to Mines Environmental Assessment" contract, authorizing the Purchasing Division to advertise for qualified proposals, and directing the Auditor-Controller to increase the Fiscal Year 2021/22 Economic Development budget by \$100,000. (4/5 affirmative vote required)

eComment: I support Nevada Co entering an agreement with the Tahoe National Forest to conduct an objective EI study on the P2M trail. It is imperative to balance the economic benefits with environmental impact of trail-based tourism and objectively assess risks consistent NEPA and CEQA. Pedal assist e-bikes are enjoyed in many parts of the world without danger to hikers or equestrians. I encourage you to move forward with this EI to satisfy the concerns of all stakeholders. Respectfully Kristin York

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From: [Cathy Scott](#)
To: [bdofsupervisors](#)
Cc: [Cathy Scott](#)
Subject: SR 21-0622 Agenda Item #30, BOS Meeting 8/10/21
Date: Monday, August 9, 2021 10:48:38 AM

Dist 2

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Agenda Item #30, upcoming BOS meeting 8/10/21
SR 21-0622 Funding for Pines to Mines Environmental Assessment

Dear Nevada County Supervisors

I live in Nevada County's District 2. Through local trails organizations, I volunteer to build and maintain non-motorized shared-use trails. I love to hike, backpack, snowshoe, horseback ride, and mountain bike on non-motorized trails in the surrounding area, including the Grouse Ridge Non-motorized Area. Allowing devices that use motors to assist in propelling cyclists on narrow two-way natural surfaced non-motorized trails will increase conflicts amongst trail users.

I strongly oppose funding an Environmental Assessment that includes class 1 e-bikes in the Environmental Assessment's Scope of Work for the proposed Pines to Mines Route.

There is no reliable way to visually distinguish between the e-bike classes, and therefore a rule that allows class 1 e-bikes but restricts class 2 and class 3 e-bikes or other similar-looking motorized devices from the route is unenforceable.

- 1) States have differing definitions for electric bicycles. Nevada allows throttles on all e-bikes. The three-tiered e-bike classification system has not been universally recognized and adopted into each state's codes and is facing legal challenges. Over half of surveyed e-bike owners don't know what class e-bike they own, thus rules compliance is already diminished (Boulder County CO August 2019);
- 2) Throttles on e-bikes are typically integrated into handlebar grips or thumb levers, making them impossible to detect without direct hands-on examination of the e-bike;
- 3) It is easy to increase the power and speed of e-bikes beyond the limitations set by the manufacturers and distributors. A quick internet search reveals many ways to hack your e-bike's speed limiter controller or swap out batteries and motors. Upgrade kits with 1,000 watt and higher motors are available. Some e-bike models are being sold as multi-modal, multi-class, so that the rider can simply switch the operating modes from no-throttle to throttle, change top assisted speed limits, between 20 mph and 28 mph and beyond. Providers state that it is up to the user to operate the more-powerful modes according to local rules.
- 4) Since 2017, California requires that every electric bicycle sold and distributed is

required to have a printed label with the e-bike's class number, top assisted speed, and motor wattage. Labels printed in Arial font with choices of Class 1, 2, or 3; wattage 250W, 500W, 750W; and speeds 20MPH or 28MPH, can be easily purchased in Nevada County and affixed to any e-bike regardless of the e-bike's actual capabilities.

Please remove class 1 e-bikes from the Pines to Mines environmental assessment. All e-bikes have motors, so they should not be evaluated for inclusion on non-motorized trails.

Respectfully submitted,

Cathy Scott

From: [Dan Goldsmith](#)
To: [bdofsupervisors](#)
Subject: Funding for the Pines to Mines Project Environmental review
Date: Monday, August 9, 2021 11:00:26 AM

Dist 1

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Date: August 9, 2021

To: Nevada County Board of Supervisors

From: Daniel Goldsmith

RE: Funding of Environmental Review of Pines to Mines Trail Project

Dear Nevada County Board of Supervisors

I am a resident of Nevada County, an Emergency Physician, and local mountain biking and outdoor activity advocate. I have supported the idea of the Pines to Mines (P2M) trail from its inception. I have ridden the proposed path for P2M from Truckee to Nevada City several times and found it to be an amazing experience. I support the creation and use of the trail for all users that the environmental review deems appropriate. Without funding for this environmental review the trail project will be in severe jeopardy.

The P2M project will link several historic portions of our county for those on foot, bike and horse. It will provide an economic boost to our county and will showcase our wondrous landscapes. It will bring people from out of our area to see what we have to offer and motivate them to come back.

I urge the BOS to approve the funding for the environmental review for the Pines to Mines project as it will add recreational and economic opportunities to our beautiful region. It worries me that a very small, but vocal minority can potentially derail funding for such an important project. Please do not let that happen.

Sincerely,

Daniel Goldsmith

From: noreply@granicusideas.com
To: [BOS Public Comment](#)
Subject: New eComment for Nevada County Board of Supervisors August 10, 2021, Meeting
Date: Friday, August 6, 2021 6:06:55 PM

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[SpeakUp](#)

Dist 4

New eComment for Nevada County Board of Supervisors August 10, 2021, Meeting

Richard Strohl submitted a new eComment.

Meeting: Nevada County Board of Supervisors August 10, 2021, Meeting

Item: 30. SR 21-0622 Resolution approving the Request for Proposals (RFP) and award selection procedures for "Pines to Mines Environmental Assessment" contract, authorizing the Purchasing Division to advertise for qualified proposals, and directing the Auditor-Controller to increase the Fiscal Year 2021/22 Economic Development budget by \$100,000. (4/5 affirmative vote required)

eComment: As a local Nevada County citizen, I strongly support the "Pines to Mines" trail proposal for the use and benefit of all user groups. Specifically, I want to speak in support of allowing class1 electric pedal assist bikes to enjoy access to these proposed trails. These types of bikes do not harm trails, and they allow users with compromised physical abilities to get out and enjoy our great outdoors. I strongly oppose any user group that proposes exclusionary use for elite user groups.

[View and Analyze eComments](#)

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From: [Dave Greenberg](#)
To: [BOS Public Comment](#)
Subject: Strongly support the Pines to Mines trail project
Date: Saturday, August 7, 2021 11:00:13 AM

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As a 69 year old long time Nevada County taxpayer and avid biker, I want to register my strong support for this project. It will be a great addition to our recreation opportunities.

--

Best regards,
Dave Greenberg

From: noreply@granicusideas.com
To: [BOS Public Comment](#)
Subject: New eComment for Nevada County Board of Supervisors August 10, 2021, Meeting
Date: Sunday, August 8, 2021 2:24:42 PM

Dist 1

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[SpeakUp](#)

New eComment for Nevada County Board of Supervisors August 10, 2021, Meeting

George Maier submitted a new eComment.

Meeting: Nevada County Board of Supervisors August 10, 2021, Meeting

Item: 30. SR 21-0622 Resolution approving the Request for Proposals (RFP) and award selection procedures for "Pines to Mines Environmental Assessment" contract, authorizing the Purchasing Division to advertise for qualified proposals, and directing the Auditor-Controller to increase the Fiscal Year 2021/22 Economic Development budget by \$100,000. (4/5 affirmative vote required)

eComment: Having lived in Nevada County for the last 40 years, and as a frequent trail user, I would like to express my support for "Pines to Mines" trail funding. Demand for outdoor recreation has grown significantly recently and increased opportunities are needed. I would also like to show my support for Class 1 pedal-assist ebike use to be included for this new multi use trail. Assist is limited to 20 mph. These bikes allow older adults or those with health issues to continue use of our trails.

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From: [Kristina Jarvis](#)
To: [Heidi Hall](#); [Ed Scofield](#); [Sue Hoek](#); [Dan Miller](#)
Cc: [Clerk of Board](#)
Subject: Pines to Mines - NONmotorized trail support
Date: Monday, August 9, 2021 11:20:15 AM

Not a County resident

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Good morning,

Please do not allow the Forest Service to add motorized e-bikes to the environmental project description. The plan was conceived, fund-raised for, and previous steps were approved for this trail to be completely non-motorized.

There is no reason to include e-bikes in this assessment. While e-bikes may not be much worse, environmentally speaking, than other bikes, they are faster and they sound weird or wrong to a horse's ear, causing more danger and potential harm to other users of the trail.

Please require the Forest Service to follow their own guidelines if they want to change a non-motorized trail status and don't hijack a project that has already begun.

Sincerely,

Kristina Jarvis
Sacramento County Resident
Frequent Trail User, Hiker, Equestrian, Trail Running
Brewery Aficionado