

August 9, 2021



Peter R. Kraatz

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,

Peter R. Kraatz

Date: August 9, 2021

Unable to identify Dist

To: Chairman and Nevada County Board of Supervisors

From: Jeffrey Foltz , Gold County Trails Council Member

Subject: Pine to Mine Trail (P2M) – Non Motorized Trail

I had a chance over the weekend to read the staff report and accompanying documents for the Pines to Mines RFP. I was dismayed and disheartened and some what angry to see that the Board was being put into a position of a classic case of bait and switch. The Board is being asked to change the Pines to Mines trail through the environmental process to include motorized electric bikes without all the FACTS. In the old days we called that incomplete staff work .

The Pines to Mines project was conceived as a non-motorized trail in 2016-2017. A committee was formed of citizens and trail users, to develop a plan to construct a new segment of trail linking existing non-motorized sections on the west side of Nevada County to existing trails near Truckee.

In 2019 the Forest Service was sued by the Wilderness Society and Back Country Horsemen over an attempt to convert the Pioneer trail to motorized and lost the case.

In February of this year the Tahoe Forest Service Supervisor approached P2M committee about including a provision for motorized electric bikes (e-bikes). The committee didn't completely agree. Forest Service never put it in writing.

It appears from the staff report that County staff concurs with the Forest Service. Totally blowing off the committees' efforts over the last five years and ignoring complaints from committee members of including motorized electric bikes on non-motorized trails. Clearly going against the intent of the Supervisors from their letter of support for non-motorized trails in 2017. All of these concerns were shared with senior County staff.

What is strange is that there is no mention of this issue in your staff report. This suggests that the staff has bought into the Forest Services agenda of motorized electric bikes on non-motorized trails. Also ignoring forty years of Nevada county citizen history of building and maintaining non-motorized trails. This was done without asking the Board for input or direction on the matter. So much for open and transparent government.

The Bear Yuba Land Trust (BYLT) and the Gold Country Trail Council (GCTC) both wrote letters objecting to the inclusion of motorized electric bikes (e-bikes) as part of the project. We never received a response.

Allowing motorized electric bikes was never the intent or charge of the committee nor the direction and support that the Supervisors have previously provided. The documents before you totally put the Forest Service in charge of the process over the objections of some of the committee members.

What is so galling is that by approving the staff report you will be giving the Forest Service in essence \$100,000 of Nevada County taxpayer money to destroy 40 years of work on non-motorized trails in Nevada County including the Pioneer Trail.

Another odd item is that staff is recommending a new committee to help with consultant selection. Why? You should not be forming a new committee to select the environmental consultant. This is just another attempt to exclude the current committee members from a process that they have been engaged in for the last 5 years. Why? Does someone have an inside track on the RFP selection process. The non funded cost share agreement with the Forest Service calls out that the "Prime Consultant will be under the supervision of the Forest Service, and the Forest Service will make the final determination concerning the scope and contents of the Prime Consultant's work. " It appears the County has given up the responsibility, direction and leadership of this project over to the Forest Service with limited accountability and \$100,000. Talk about fleecing the piggy bank. So much for local control, community involvement and looking out for Nevada County citizens. We can do better.

As part of the community that wants to enjoy and protect non motorized trails. We request that you preserve the original intent of the Pines to Mines trail as you envisioned in 2017. Please direct staff to revise your draft resolutions, draft request for proposals, and draft non funded cost share agreement with the Forest Service which should clearly describes P2M as non motorized and taking out any reference to allowing motorized electric bikes (e-bikes). Let's leave a lasting legacy of non- motorized trail, where one can still enjoy nature free from a mechanized world.

Respectfully, Jeff Foltz

To: Nevada County Supervisor Sue Hock
From: Jeffrey Foltz member of Gold County Trails Council (GCTC)
Date: August 3, 2021
cc: Julie Patterson Hunter, Clerk of the Board

I'm opposed to including any reference to allowing any motorized bikes on the proposed Pines to Mines trail system, including the Pioneer trail, as part of an Environmental analysis being paid for by Nevada County taxpayers.

I'm a member of the Gold Country Trails Council, with a membership of over 400 members. I hike and ride my horse on the non-motorized Pioneer trail, and help contribute to its maintenance, physically as well as financially. The Pioneer non-motorized trail is one of the jewels of Nevada Co. I'm grateful to the Nevada County residents who came before me and had the inspiration to build the trail, for their families and Nevada Co. residents, using good old Nevada County ingenuity and perseverance. When I heard the Tahoe Forest Service Supervisor wanted to make our non-motorized trails accessible to motorized bikes I was totally dismayed. The Forest Service considers motorized bikes as motorized vehicles for good reason. Most of the trails are single track and bi-directional. Adding high speed motorized users will create a serious safety and comfort issue for the current designated users. Technology will continue to improve with motorized bikes going faster and covering longer distances, with no Forest Service enforcement. Safety concerns will continue to increase. Slow moving individuals and animals don't mix with fast moving motorized bikes. Motorized vehicles have their place and we currently have hundreds of miles of motorized trails in Nevada County.

Trying to insert an item in the Environmental assessment the County is paying for to allow motorized electric bikes on non-motorized trails for the Pines to Mines project is a totally unacceptable and underhanded way of allowing motorized vehicles on non-motorized trails. We built the non-motorized Pioneer trail in Nevada County. It was our inspiration and drive that got it done. No non-elected mid-level bureaucrat should make this change of his own volition. We need to start taking charge at the local level. We see this kind of abuse every day in our Government. It's time we show leadership at the local level. Don't succumb to his tactics. If the Forest Service wants to consider changing its non-motorized trail policy, do so independently of the Pines to Mines project. Instead of the Board of Supervisors wasting \$100,000 on an environmental analysis that will allow electric motorized bikes on non-motorized trails, put the money toward fire safety instead. That is something every County resident could get behind.

Sincerely , Jeff Foltz, GCTC member

To: Chairman and members of the Nevada County Board of Supervisor
From: Jeff Foltz, member of Gold County Trails Council
Date: August 3, 2021
cc: Julie Patterson Hunter, Clerk of the Board

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

As a member of GCTC, 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 : Jeff Foltz GCTC member

To: Chair Nevada County Board of Supervisors, Dan Miller
From: Jeffrey Foltz member of Gold County Trails Council
Date: August 3, 2019
cc: Julie Patterson Hunter, Clerk of the Board

I am writing to express my deep opposition to including any and all references for allowing motorized bikes on the Pioneer Trail and the proposed Pines to Mines trail system in the Environmental analysis funded by Nevada County.

I am one of the 400 local members of Gold Country Trail Council. I hike and ride my horse on the non-motorized Pioneer trail. I volunteer during trail work days and contribute financially to maintain the trail. I feel safe when I hike and ride my horse on the Pioneer trail. I'm grateful to the Nevada County Pioneers who, in 1981 had the inspiration and vision to build this trail for the recreational enjoyment of all Nevada County residents. The Pioneer non-motorized trail is truly one of Nevada County's most treasured jewels.

When I heard the Tahoe Forest Service Supervisor intends to change this wonderful non-motorized trail to allow motorized bikes I could not believe it. The Forest Service's classifies motorized bikes as motorized for good reason.

The vast majority of these trails on Pines to Mines, both the current and proposed trails, are single track and all are bi-directional. Adding higher speed motorized bikes will create user conflict, not to mention serious safety and hazard concerns for the current low speed non-motorized user groups. Motorized

vehicles have their place. There are literally hundreds of miles of motorized trails in Nevada County.

Trying to insert a provision in the County-funded Environmental assessment to suddenly allow motorized bikes on non-motorized trails for the Pines to Mines project is absolutely unacceptable and underhanded.

We built the non-motorized Pioneer trail. It was our hard work, dedication and drive. Under no circumstances should a non-elected mid-level bureaucrat unilaterally make this change.

I'm 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.

Please vote NO on spending tax-payer money for the Environmental assessment if it includes changing non-motorized trails to motorized trails. Be true to your word when you supported a letter in 2017 for a Pines to Mines trail that was non- motorized.

I look forward to your support of the GCTC position.

Sincerely, Jeffrey Foltz, GCTC member

To: Heidi Hall, Nevada County Board of Supervisor
FROM: Jeffrey Foltz, member of Gold Country Trails Council (GCTC)
Date: August 3, 2019
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.

As a member of Gold Country Trails Council and long standing member. I thoroughly enjoy hiking, biking 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. Including a letter of Support from the Board in 2017 indicating it was to be 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 and Cal Trans right of way. 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, 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, Jeffrey Foltz , GCTC member


From: [Randy Hackbarth](#)
To: [Heidi Hall](#); [Ed Scofield](#); [Dan Miller](#); [Sue Hoek](#); hardybullock@co.nevada.ca.us; [Clerk of Board](#)
Subject: Mother Lode Unit, BCHC, BCHA Letter RE: P2M
Date: Monday, August 9, 2021 12:36:41 PM
Attachments: [BOS -P2M BCHC -MLU letter-.docx](#)

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Sirs,

Here is the Mother Lode Unit opposition letter to the changing of the P2M EA document that has been in process for development for 6 years, adding and allowing electric motorized bikes to a non motorized trail.

Thank you,
Randy Hackbarth,
Mother Lode Unit President


To: Chairman, Nevada County Board of Supervisors
Cc: Julie Patterson Hunter, Clerk of the Board

RE: Pines to Mines Trail

Sirs,

Mother Lode Unit of Back Country Horsemen of Ca and member of the Back Country Horsemen of America

Has unit membership that live in Nevada County. We do trail maintenance, horse packing for work crews working in the forest, promote *Gentle Use, Leave No Trace* education to trail users, along with horse camping and trail riding for pleasure, to mention a few of our functions.

We are opposed to the adding *electric motorized bike* to the environmental document for the Pines to Mines trail system which includes the Pioneer Trail. We are truly concerned about the blatant disregard for the public process that Forest Service Supervisor Eli Llano is trying to push onto the process that started 6 six years ago regarding the Pines to Mines Trail. Monies have been secured and used for a non-motorized trail, to all-of-a-sudden change in use to motorized would be illegal, I believe.

Due to the easily modified electric bike motor it can go faster than the rating. To put an *electric motorized bike* in among slower trail users such as hiking and equestrian users would cause additional hazards, compromising safety and drive the slower users out of the forest due to additional danger from speeding *electric motorized bikes*.

In recent processes that Tahoe National Forest has done, they have disregarded public input and added *electric motorized bikes* to the trail mix. Making it plain that the only thing they will do is signage and education of the users, no additional patrol officers will be added for safety enforcement. It's like adding another lane to a highway and not adding another Highway Patrol Officer saying the public will do well on their own and obey the signage. We the slower trail users know that does not work.

The Agencies already have in place an extensive OHV trail and road system that the *electric motorized bike* can utilize.

I would like to recommend for you reading the *Ca Fish and Wildlife – Recreation* special issue 2020, effects of recreation vs wildlife habitat.

Again the BCHC, MLU oppose allowing *electric motorized bikes* to be added to the environmental document at this late date in the process.

Sincerely,
Randy Hackbarth,
President of the Mother Lode Unit, BCHC, BCHA

From: mishasta@aol.com
To: [Heidi Hall](#)
Cc: [Clerk of Board](#)
Subject: Pines to Mines comment PLEASE READ
Date: Monday, August 9, 2021 2:21:50 PM

Dist 1

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August 9, 2021

Dear Supervisor Hall,

It is my understanding that in the near future the board of supervisors will be asked to approve or disapprove the money allocated to spend on the Environmental Assessment, (EA) for the Pines to Mines Trail. The construction of the Pines to Mines Trail is a forward thinking asset for all outdoor enthusiasts in Nevada Co. as well as tourists whether living in or visiting Nevada County. As a resident of Nevada County and user of the area trails I am pleased that the Board of Supervisors has committed to help fund the development of the Pines to Mines trail. I urge you to vote to support the funding for the Pines to Mines trail as it was originally proposed as a non-motorized trail.

Since the inception of the trail, electric motor bicycles have become increasingly popular along with other electric motor conveyances such as electric scooters and Onewheel electric boards. There is little doubt that electric motor bicycles (e-bikes), and others will play a future roll on trails within Nevada County and across the United States, but how we manage that is extremely important for safety and equity for all trail users. While e-bikes provide increased mobility for some, they also provide more extreme use by others. The use of e-bikes (and other electric motor sports equipment) needs a great deal more discussion, education and conversation about keeping non-motorized trails safe and equally available to all user groups.

Approving funding for the EA which includes the wording for e-bike inclusion is NOT a good first step. I urge you to vote yes on funding the EA study as a non motorized trail as it was originally written (intended). WITHOUT the addition of electric bicycles (e-bikes).

Respectfully,
Mary Johnson

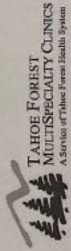


From: [redacted]
 To: [redacted]
 Subject: [redacted]
 Date: Monday, August 9, 2021, 2:38:23 PM

CAUTION: This email is generated 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,
 Thanks for taking the time to read my letter!
 I am a 42 year resident of Nevada County and appreciate all of the recreational opportunities that are found in our beautiful county! I am writing in support of allowing all modes of transport on the new Pines to Mines Trail. These include horses, hikers, bikers, and Class 1 ebikers. I have ridden many existing sections of this trail, first on regular, "acoustic" mountain bikes and now on my Class 1 Ebike as I have pretty severe arthritis in both knees. The Class 1 Ebike allows me to still enjoy the trails. I see hikers and horses a lot, and everyone is very nice and respectful to the other user groups! I feel as humans, our ability to cooperate is stronger than our desire to "compete" and so I truly believe allowing all of the above uses should be included in the allowed uses for this amazing trail. I have included a letter from my doctor about my arthritis.
 Thanks so much for your hard work, I appreciate it immensely!

TAHOE FOREST SPORTS MEDICINE
 MULTISPECIALTY CLINICS
 [redacted]



5/7/2020

RE: Paul Combs

To Whom It May Concern,

Paul needs an e-bike with the assistive technology to help manage his knee arthritis. Please take this into account in allowing him to ride his e-bike on trails.

Thank you,

[Signature]

Nina S Winans, MD

Tahoe Forest MultiSpecialty Clinics

Tahoe Forest MultiSpecialty Clinics
 TRUCKEE CA 96161-4835
 [redacted]

Paul Combs



From: [Livia Quan](#)
To: [bdofsupervisors](#)
Subject: eBikes on Pines to Mines
Date: Monday, August 9, 2021 4:13:19 PM

Dist 5

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Dear Nevada County Board of Supervisors,

As a resident of Truckee in Nevada County, I am thrilled at the work you are considering on the Pines to Mines trail and the allowance of eBikes on those trails. I am in my late 50s and my husband is in his 60s. We both ride traditional mountain bikes AND eMountain bikes and are so heartened by the ability to go further and explore our beautiful trails. Truly, eBikes are such a positive gift to the aging population and those that through injury or rehab may need a small amount of physical assistance.

I am a firm believer in multi-use trails and that all should be courteous. As a rider of both a traditional bike and an eBike, I can tell you that my etiquette on both is identical. I can also tell you that on an eBike on single-track, I am often passed going downhill, on the straight and uphill by traditional bikers. I was on a trail the other day and observed that about 80% of the bikes were eBikes. What did this look like? It looked like regular mountain bikers enjoying a most gorgeous day. The only difference is that the riders may have been slightly older, perhaps not normally able to go on this trail because of the elevation gain.

The controversy over eBikes can be quite passionate but filled with many falsehoods. I find the passions are elevated as all the worst possible encounters of traditional mountain bikers are misdirected at eBikes or even the fact that bikes in general are making the trails more crowded. That is, other people using the trails in ways that you may not choose is worth an effort to enact rules to keep them off the trails so it will be less crowded for you. I hope we don't encourage this type of thinking because the trails bring joy allowing people to use them in their preferred method whether hiking, biking or horseback riding. The falsehoods are that eBikes are noisy, damage the environment and visions of all riders travelling 20 mph on single-track. However, a good traditional bike rider will outride a typical eBiker in terms of speed. These falsehoods have already been dispelled in the National Forrest' East Zone Connectivity and Restoration Decision Notice. Two of their findings on eBikes that (a) support that eBikes are just bikes and (b) the study of speed on single-track are found below:

- *Our observations locally, informed by data from industry, user groups, and peer reviewed scientific literature have led us to conclude that Class 1 E-bikes and traditional mountain bikes are similar recreation activities in terms of their structure, components, versatility, health benefits (Hall et al. 2019), speeds (Langford et al. 2015), impacts to trails (Wilson and Seney 1994) (IMBA 2015), and even the way they look (refer to Response to Comments 1A-3A). **Page 12.***
- *Overall speeds on single track native surface trails are dictated mostly by condition, alignment, and individual rider ability. Our review of comparative speeds, collected for multiple users of varying ability on both Class 1 E-bikes and traditional mountain bikes on the four select trails proposed for re-designation, generally showed similar average and top speeds with the exception of slightly higher speeds for Class 1 E-bikes on uphill sections. We*

*observed no example on single track native surface trails, of Class 1 E-bikes reaching the 20 mph threshold at which pedal assist cuts off. **Page 10***

One need only sit on a popular eBike trail to see that what this study found is consistent in practice on the trails today. Truly, if you are concerned of speed on single-track, you should consider disallowing bikes that have disc brakes, dual suspension, a certain type of geometry which I think have much more of an effect on speed than a pedal assist bike.

I ask you in your consideration to rely on professional studies and research, not buy into these falsehoods and not buy into this scarcity mentality trying to keep other users off the trail when we have hundreds of miles for the members of this county. Please finish the last 20 miles of the pines to mines trail and allow eBikes where traditional mountain bikes are allowed.

Best Regards,

Livia Quan



RECEIVED

AUG 09 2021

NEVADA COUNTY
BOARD OF SUPERVISORS

To: Chair and Members of the Nevada County Board of Supervisors
From: Catherine Pegeron, member of Gold Country Trail Council (GCTC)
Date: August 3, 2021

cc: Julie Patterson Hunter, Clerk of the Board

Unable to identify Dist

I am writing to express my deep opposition to including any and all references for allowing motorized bikes on the Pioneer Trail and the proposed Pines to Mines trail system in the Environmental analysis funded by Nevada County.

I am one of the 400 local members of Gold Country Trail Council. **I hike and ride my horse on the non-motorized Pioneer trail.** I volunteer during trail work days and contribute financially to maintain the trail. I feel safe when I hike and ride my horse on the Pioneer trail. I'm grateful to the Nevada County Pioneers who, in 1981 had the inspiration and vision to build this trail for the recreational enjoyment of all Nevada County residents. The Pioneer non-motorized trail is truly one of Nevada County's most treasured jewels.

When I heard the Tahoe Forest Service Supervisor intends to change this wonderful non-motorized trail to allow motorized bikes I could not believe it. The Forest Service's classifies motorized bikes as motorized for good reason.

The vast majority of these trails on Pines to Mines, both the current and proposed trails, are single track and all are bi-directional. **Adding higher speed motorized bikes will create user conflict, not to mention serious safety and hazard concerns for the current low speed non-motorized user groups.** Motorized vehicles have their place. There are literally hundreds of miles of motorized trails in Nevada County.


Trying to insert a provision in the hefty \$100,000 County-funded Environmental assessment to suddenly allow motorized bikes on non-motorized trails for the Pines to Mines project is absolutely unacceptable and underhanded.

We built the non-motorized Pioneer trail. It was our hard work, dedication and drive. Under no circumstances should a non-elected mid-level bureaucrat unilaterally make this change. I'm 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.

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

I look forward to your support of the GCTC position.

Thank you,


Catherine Pegeron

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 11:53:27 AM

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[SpeakUp](#)

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

Lori Osmond 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 am a horse and bike person. My e bike helps me get out more than I ever would being over 60 years old. My e bike makes no noise at all. Most e bike riders are older folks like me getting out for some awesome exercise. I would like to show my support to allow Class 1 e bikes on all trails. I strongly believe when we are respectful both ways, we can all share what we do to enjoy our beautiful outdoors.

[View and Analyze eComments](#)

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From: [Erin Tarr](#)
To: [BOS Public Comment](#)
Subject: August 10, 2021 Item #30 - Pines to Mines Trail
Date: Monday, August 9, 2021 3:52:27 PM
Attachments: [P2M Comments 8.10.21.pdf](#)

Dist 2

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Please find the attached comments from Bear Yuba Land Trust. I plan to be in attendance and hope to speak publicly during public comment.

Thank you,
Erin Tarr
Executive Director
Bear Yuba Land Trust
O: 530-272-5994 x 205
C: 530-913-9037



Providing nature access through 45+ miles of trails since 1990.

DONATE TO TRAILS today at [BYLT.org](#).

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To: Nevada County Board of Supervisors
From: Erin Tarr, Executive Director for Bear Yuba Land Trust
Date: August 9, 2021
Re: Pines to Mines Trail Environmental Study Funding

Good morning honorable Supervisors. I am Erin Tarr, Executive Director for Bear Yuba Land Trust. The land trust has been involved in the Pines to Mines Alliance for the past 6 years with our partners - Truckee Trails Foundation, Bicyclists Of Nevada County, and Gold Country Trails Council. We believe this trail will provide numerous benefits to the people of Nevada County including:

- Retaining and attracting residents
- Positive economic impact for businesses and
- Provide health benefits

Former District 5 Supervisor Richard Anderson was a proponent of this trail from the beginning and would allow the Alliance to hold meetings in his office in Truckee from time to time. For the past few years, Alison Lehman and her staff, particularly Josh White, have convened meetings for the Alliance and the Forest Service to get us where we are today.

We can't thank the County enough for your recent focus on open space, outdoor recreation, and trails. The past year and a half have shown us how important access to nature is for so many people as our trailheads, campgrounds, beaches, and river access points have been overwhelmed. It's clear we need to create more outdoor recreation opportunities and continuing to move Pines to Mines Trail forward is a big step in the right direction.

As you just heard, the unbuilt section of trail lies on Tahoe National Forest land. The Alliance hired a contractor to create an alignment that would accommodate hikers, bikers, and equestrians. The Alliance shared this alignment with the Forest Service and they have been working closely with the Alliance to figure out how to get the trail from concept to reality ever since.

The environmental study - that you are considering funding - must be completed to determine if the alignment that the Alliance has proposed will be viable or if adjustments are needed.

BYLT is fully supportive of moving forward with the public process to complete the environmental studies on the trail alignment through National Forest land. We understand that viable alternatives (such as Class 1 ebike use) cannot be excluded from the study due to the legal nature of the process. However, because authorization of motorized use is not allowed on certain non-Federal lands, the study must also identify the fact that portions of the trail may not be available for use by e-bikes. The public will have the opportunity to comment on the draft environmental document before it is finalized. We support this transparent process to help reach our goal of creating a through trail, connecting eastern and western Nevada county and believe this will be something we can all be very proud to have been a part of.

BYLT supports Nevada County allocating funds toward the environmental studies necessary to continue to move this trail project forward.