

Valdes, Antonio

From: Josh Bowen [REDACTED]
Sent: Tuesday, April 8, 2025 12:02 PM
To: Admin, Trails Subcommittee; Shawver, David
Cc: Chris Murphy; Jeff Curie [REDACTED] Mitch Baxter
Subject: Class 1 Pedal Assist E-Bikes on OC Parks Trails...

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Greeting OC Parks staff and Chairman Strawver,

My name is Joshua Bowen and I am a Lake Forest resident. I recently moved to Orange County in July and shortly after met Mitch Baxter, Jeff Curie, and Chris Murphy. They made me aware of the need to formally recognize Class 1 Pedal Assist bikes for use in OC Parks and encouraged me to reach out to you. I apologize that I am unable to attend the April 10 trails subcommittee meeting due to family obligations. If you will allow me, I would like to give you a brief overview of who I am and my perspective as a lifelong bike rider.

I am a Mechanical Engineer by trade with a Master's Degree with nearly 20 years of work experience. I grew up riding BMX bikes and Mountain bikes in Northern California and have always loved riding, so much so that I was a mountain bike instructor for a summer camp. I am also married with children and hope to pass on my love of riding to my children.

During the pandemic like many people I began riding my mountain bike again after a bit of hiatus when I primarily rode motorcycles. During that time a friend bought a Class 1 Pedal Assist Mountain bike and let me borrow it. The following points are what I found to be true and the reason I purchased a similar bicycle for myself.

1. I could go for a 14 mile ride and return with enough energy to wrestle with my children.
2. The bikes allowed me to enjoy a ride more without aggravating old injuries.
3. These bikes reopened a deep enjoyment of being outside on the trails and getting to experience the beauty we enjoy in Southern California.
4. The assistance of the bike allows the bike to adjust to my fitness level and me to remain outdoors longer.

I would also like to echo what Mitch stated in his testimony and email

1. Class 1 bikes perform similarly to traditional bikes on flat or downhill terrain. I regularly ride with a coworker who rides a standard mountain bike. We ride side by side and only on climbs do I slow down to match his pace.
2. Many riders of Class 1 bikes, myself included, go out of our way to be courteous to hikers, equestrians, and fellow trail users.
3. Both the State of California and local jurisdictions like San Diego and Lake Forest recognize Class 1 Pedal Assist bikes as bicycles, not motorized vehicles.

I respectfully urge the Trails Subcommittee to begin the process of updating the regulations to allow Class 1 Pedal Assist bikes on OC Parks trails, in coordination with relevant regulatory agencies.

Thank you for your time and for your service to our county. Please don't hesitate to reach out if you have any questions or if I can be of assistance in any way.

Respectfully,
Joshua Bowen



Valdes, Antonio

From: karol benner [REDACTED]
Sent: Monday, April 7, 2025 7:58 PM
To: Admin, Trails Subcommittee
Subject: E-bikes on our wilderness trails

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Trails Subcommittee (OC Parks)

[Here's why] I oppose the legalization of e-bikes on our wilderness trails and/or I think that a study of the impact of Class 1 e-bikes on our trails would be a waste of time and money.

1. Legal Ramifications: Our wilderness parks were created from lands set aside to preserve natural wildland habitat in the face of the increasing urbanization of Orange County. Human enjoyment of said parks, while part of the deal, was a fringe benefit. These lands came with legal strings attached in the form of conservation easements [NCCP, HCP*, Nature Conservancy and OC Parks Foundation Easements]. One of their stipulations is that no motorized vehicles may be used for recreation on park trails, "motorized" being understood to mean having a motor of any kind. It would be a difficult and complicated process to change these legal restrictions, as it would, in effect, challenge the very conditions under which these lands were set aside in the first place. Be careful what you wish for, lest we end up with no parks left for us to enjoy or all humans prohibited from entering them.

*Natural Community Conservation Plan, Habitat Conservation Plan

For this and #2, see [Overview of e-bikes in OC Parks](#), especially slides 5-6 and 11. Scroll down past Minutes to get to it.

2. Slippery Slope: Although the proposed study applies to Class 1 e-bikes only, it is very difficult to tell them apart from Class 2 or 3 e-bikes on sight. This makes enforcement tricky. In addition, some of the more powerful electric motorbikes look somewhat similar. And who can say that in due course a demand will not be made to legalize all e-bikes—and then where does it end? With full-on motorcycles? This almost guarantees that the wilderness parks will either be destroyed as wilderness or all human recreational use will have to be prohibited to save them.

3. **Weight Issues:** E-bikes are heavier than mountain bikes. The Addendum to a study done by Utah State for our parks a few years ago established that, while horse traffic is the most damaging to trails, there aren't that many horses in our parks, and equestrian use is limited to a few areas. Although the study claimed that hiking and biking lead to similar trail erosion, it made an important exception: "in situations where cycling leads to skids and trail-widening behaviors." To this, it added that "the increased mechanical forces of spinning tires can also dislodge soil leading to increased soil transport, erosion and vegetation damage, as well as a higher potential for wider and more deeply incised trail conditions." Most of the trail damage we observe, primarily on single tracks with heavy downhill traffic, has been caused by bikes. Heavier e-bikes will likely increase the amount of damage, at a faster rate. Expect higher maintenance costs for trails and adjacent habitat.

See p. 2, Addendum to Pilot Project Report.

4. **Liability Issues:** Related to the matter of weight is potential liability. Collisions between hikers and mountain bikes seem to be rare, but they have occurred, and people have been injured. If an e-bike runs into someone, there would perhaps be a higher likelihood of severe injury or even death. What might the Parks' liability be, particularly if they had chosen to legalize e-bikes, whose presence had previously been illegal? Yes, we all know that there are e-bikes in the parks right now because it's hard to enforce the rules, but there may be a different perception of whom to blame when something is where it does not belong, and when it is there with permission. Lawsuits are costly; you prepared?

5. **Age and Ethics:** The argument many e-bikers make in favor of e-bike legalization is that they have enjoyed mountain biking, but that they are now getting older, and it is becoming harder to pedal up hills. What they need is a pedal-assist. Although we can empathize with them, the argument is specious. We are all getting older, things hurt, and it is getting harder for all of us to do some of the things that we used to do with ease. Older hikers also find it harder to get up those hills! We hikers, in fact, outnumber all other trail users in our parks. But do we plead that you go out there and widen and reroute all our favorite single tracks to ascend smoothly, at a much more gradual rate, so we can still climb them with reasonable ease? No, of course not! We all recognize this proposal as outrageous because it threatens the premise of our wilderness parks. So I ask, why is it that a particular group of trail users think they are entitled to special consideration, which also challenges the premise of wilderness, when others are not?

6. **Fire Danger:** Fires caused by lithium-ion batteries are rare but fierce and rapidly spreading. The main risks for e-bike battery packs would involve overuse and overheating or impact damage due to a crash. Do we wish to encourage this risk, though small, in wilderness areas?

See [National Fire Protection Agency](#), [US Fire Administration](#).

7. **Final Questions:** We already have a significant number of e-bikes illegally on our trails and inadequate enforcement of existing regulations because OC Parks lacks the staffing to cover the territory involved. Would a formal study yield enough additional information to justify its cost? Would legalizing and thereby encouraging a greater number of e-bikes to use our parks—even if it theoretically applies only to Class 1 e-bikes (see #2 above)—improve the existing situation? Do we wish to reward current park users for breaking the law? Should we dispense with all park regulations entirely? Do we wish to maintain—and retain—our parks as wilderness?

Thank you,
Karol Benner
avid hiker
& donor to OC Parks

Sent from my iPhone

Valdes, Antonio

From: [REDACTED]
Sent: Wednesday, April 9, 2025 9:51 PM
To: Admin, Trails Subcommittee
Subject: E-Bikes on unpaved, natural trails in OC Parks - OPPOSE

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

April 10, 2025 meeting. I **oppose E-bikes** in OC Parks unpaved trails. 1) Danger to hikers, due to speed, which could seriously injure or kill adults and children. If hiking alone, injured people might not be able to get help. A speeding biker cannot always see around a curve, see around high vegetation, and who is walking down a steep incline. 2) Bike classes cannot be distinguished easily, therefore all classes of bikes will be used. 3) No enforcement of speed is possible. 4) fire danger. 5) Bikers could be groups of younger people who are not cautious and probably cannot be held responsible for their actions. 6) Single adults also pose a collision risk, but groups of any size would be even more dangerous and cannot be restricted. 7) The outdoor experience will be stressful, not peaceful, for hikers and wildlife. Always looking over your shoulder and listening for bikes just doesn't fit with the purpose of the park. 8) bikers already have streets, bike parks, and numerous other paved trails to use and trails designated for motorized use (and that is growing). 9) existing trails could experience much more degradation. Sincerely, a concerned OC Parks user.

Valdes, Antonio

From: Michael Schwager [REDACTED]
Sent: Monday, April 7, 2025 7:59 AM
To: Admin, Trails Subcommittee
Subject: Please, No E-bikes on Unpaved Trails

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

I ask you to avoid even considering to allow e-bikes on Orange County Park unpaved trails.

This is in response to the agenda item for your April 10th meeting, where you will consider a proposed study of the potential impact of Class 1 e-bikes on the parks, with a view to legalizing their use.

It seems obvious to me that e-bikes would be a danger to their riders, to other users of the trails, to the trails themselves, and to the plants, animals, and general environment near the trails.

E-bikes are wonderful devices, good for the environment, good for their riders, good for the rest of us.

But, they have no place on unpaved trails.

Thanks, Michael

Michael Schwager
[REDACTED]

Valdes, Antonio

From: Patrick Montoya [REDACTED]
Sent: Wednesday, April 9, 2025 7:47 AM
To: Admin, Trails Subcommittee
Subject: E-Bikes on OC Trails

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Good morning, Trails Subcommittee.

I am messaging today to lodge my concerns about allowing E Bikes on the trails for fire, environmental, and safety reasons for those who use it and live around park areas.

In an era of growing use lithium batteries, they are dangerous. They can cause fires that spread quickly, like the Eaton Fire. They are never to be stored on a plane in the luggage area because they can be damaged from the handling. There would be no difference if an e biker crashes and impacts the battery or if it overheats while on the trail system.

Please do not allow the E- Bikes on our trails. In addition to the stated concerns, ultimately if E bikes were allowed, then gas powered units will be clamoring to gain access as well. Exploring our trails should be human powered as designed.

Thank you,

Pat Montoya
[REDACTED]

Valdes, Antonio

From: Sue Mundi [REDACTED]
Sent: Friday, April 4, 2025 4:21 PM
To: Admin, Trails Subcommittee
Subject: NO E-Bikes Please

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Trails Sub Committee,

It has come to my attention that you will be vote next week regarding public use of E-BIKES on our OC trails. In my opinion, this would be a mess. E-Bikes have been proven to be so dangerous (see quote below from Scripps Health). Please do not vote in favor of allowing them on our hiking paths.

Thank you.

Sue Mundi
[REDACTED]

Safety experts caution that without proper education and training, e-bike users face a greater risk of injury or death in accidents. E-bikes are heavier and faster than regular bikes and can go faster due to their battery power. This makes them more dangerous than regular bicycles.

Feb 29, 2024



Scripps Health

<https://www.scripps.org> > News Items

[Are Electric Bikes Safe? What Are the Risks? - Scripps Health](#)

Valdes, Antonio

From: Mitch Baxter [REDACTED]
Sent: Tuesday, April 8, 2025 10:27 AM
To: Admin, Trails Subcommittee; Shawver, David
Cc: [REDACTED] Chris Murphy; Jeff Curie [REDACTED]
Subject: Class 1 Pedal Assist E-Bikes on OC Parks Trails...

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Hello OC Parks staff and Chairman Strawver,

We have met before – I'd sorry I can't be there for the Apr 10 trails subcommittee meeting. In my absence, I would love for you to consider a few points from my perspective, as a nature lover/appreciator, and an avid mountain biker:

- They bikes (I'll call them e-mountain bikes, or eMTB) are virtually the same speed to ride downhill. The motors don't really help or constrain riders, so there's no appreciable increase in trail risk to runners and hikers. Even uphill, it's a little faster, but the terrain almost always constrains speed for eMTBs and regular MTBs alike.
- There are approximately 50% eMTBs on the trails today. Have the rangers or other staff seen increases in accidents or damage to non-trail areas? I would be surprised if the answer is yes...
- These bikes allow older riders, and riders with orthopedic issues to stay on the trails. This describes me perfectly: a 62 year old rider with many orthopedic surgeries and sporting a fair amount internal titanium.
- The state of CA and other regions (like San Diego County) treat Class 1 Pedal Assist bikes as bikes, not motorized cycles.
- We have some of the most amazing trails in the country (with not a lot of exaggeration). These bikes help all people explore these amazing trails, and do it in a safe and healthy way!

I encourage the trails subcommittee to begin the process of changing the rules to allow class one bikes on OC Park trails, coordinating with the regulatory bodies as needed.

Thanks for your attention and for your great service to our beautiful county.

Mitch

Mitch Baxter
[REDACTED]

Valdes, Antonio

From: Orange County Chapter [REDACTED]
Sent: Wednesday, April 9, 2025 8:41 PM
To: Admin, Trails Subcommittee
Subject: Letter in opposition to changes to OCParks Trails Policy re: e-bikes
Attachments: OCParks ebikes Policy 2025_et.pdf

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Dear OCParks:

On behalf of the Orange County Chapter of the California Native Plant Society (OCCNPS), we are submitting a letter in opposition to changes to the OCParks Trails Policy of restricting e-bike use in its Regional and Wilderness Parks.

Please see the attached letter.

Sincerely,
Elizabeth Wallace
President
Orange County Chapter of the California Native Plant Society



April 9, 2025

Trails Subcommittee
OCParks
13042 Old Myford Road
Irvine, CA 92602

Sent VIA EMAIL: Admin.TrailsSubcommittee@OCParks.com

The Orange County Chapter of the California Native Plant Society (OCCNPS) has long had an interest in the study and conservation of the region's wildland plants, as well the access to our wildlands and native plant flora for all to enjoy.

OCCNPS is opposed to changes to OCParks trails policy of restricting e-bike use in its Regional and Wilderness Parks. We urge OCParks to continue to prohibit all e-bike classes on all OC Parks regional and wilderness unpaved surfaces. OCCNPS has provided similar comments to the Trails Subcommittee and OCParks in the past, opposing e-bike access, when this topic was previously debated. This is a contentious issue and we can appreciate all perspectives. Many of our members are trail riders themselves.

While we strongly support public access to our county's wildland spaces, we also must balance this access with the natural resources that make these spaces so desirable to the public and biologically important for our native plants and animals.

OCCNPS' specific concerns and justifications for continued prohibition of e-bikes on non-paved OCParks surfaces are:

- **USFS Wilderness areas do not permit bicycle use of any type.** Other USFS lands (Cleveland National Forest, Trabuco District) only permit e-bike use on forest roads and trails permitted for motorized vehicles. CA State Parks, for the most part, do not permit e-bikes on non paved surfaces (although individual parks may provide occasional local exceptions). OC Parks should consider the policies of these other local public lands and consider the importance of consistency across various lands, many of which abut one another.
- **A significant lack of enforcement of current bicycle use on OC Parks trails.** In 2021, information was requested through the Public Information Act of all trail use infractions at OC Parks over the prior five year period. The results were discouraging. Considering the tens of thousands of users annually, enforcement actions were almost imperceptible, totaling less than twenty, and those being mostly dogs off-leash. As

frequent trail users, our members can attest that there is essentially no trail enforcement currently. Given this extreme lack of trail use enforcement, e-bike use would permit added trail use with an even greater need for enforcement, which is inconsistent with current OCParks practices of capacity.

- **Bicycle, hiker, and equestrian conflicts and accidents on trails are a growing concern.** Increased frequency and the addition of e-bikes would exacerbate this issue.
- **Off-trail travel and the creation of unpermitted "use-trails" is a growing issue in all wildland areas.** This presents a strain on management resources. Additional bicycle volume will exacerbate this concern.
- **Off-trail travel from cyclists impacts native plant populations** through trampling, illegal brush cutting, additional erosion, compaction of native vegetation's roots, and other impacts.
- **Entry and/or parking fees are required at most OCParks regional and wilderness parks,** either on a day-use manner or via an annual pass. Hikers are usually more-or-less obligated to pay these fees, while bicycle users often park off-site and cycle in, not paying use fees to the parks and thereby adding additional strain to already limited OCParks resources and rules enforcement. Without enforcement, as mentioned above, this presents a perhaps unintended preference to bicycle users over hikers.
- **Soil erosion from bicycle travel is documented as a higher impact than foot traffic.** Soil erosion negatively affects habitat for many native plant species. High bicycle use widens trails and compacts existing vegetative root systems.
- **Invasive plants are one of the most significant threats to local biodiversity and environmental health.** Invasive plants are expensive to manage and a burden that the County must bear. Invasive plants usually initially establish in wildland areas along disturbed trailsides and staging areas. In addition, seed propagules of invasive plant species are commonly dispersed to new areas through bicycle tires and equipment.

OCCNPS urges the Trails Subcommittee and OCParks to continue its current trail use policies and prohibit all e-bike classes on all OC Parks regional and wilderness unpaved surfaces.

Sincerely,

Elizabeth Wallace
President
OCCNPS



Elizabeth Taylor
Conservation Chair
OCCNPS

Valdes, Antonio

From: FHBP - Green Vision [REDACTED]
Sent: Wednesday, April 9, 2025 6:06 PM
To: Admin, Trails Subcommittee
Cc: Michael Wellborn
Subject: Comment on ebikes for 4-10-25 subcommittee meeting
Attachments: FHBP comment letter OC Parks E Bikes 4-9-25.pdf

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Hello-
Friends of Harbors, Beaches and Parks is providing comment on ebikes in wilderness areas. Please see attached.

Sincerely,
Annette

--
Annette Poliwka

PROGRAM CONSULTANT
Friends of Harbors, Beaches and Parks

[REDACTED]

Follow FHBP: [on the web](#), [Facebook](#), [Twitter](#), [Instagram](#), [LinkedIn](#) or [Subscribe](#)





April 9, 2025

David Shawver, Chair
Orange County Parks Trail Subcommittee
Irvine Ranch Historic Park
13042 Old Myford Road Irvine, CA 92602
Admin.TrailsSubcommittee@ocparks.com

Subject: Letter of Opposition to the Proposed Study and Legalization of E-Bikes on Our Wilderness Trails.

Dear David Shawver,

On behalf of Friends of Harbors, Beaches and Parks (FHBP), we write to express deep concern regarding the proposed study and potential policy shifts that could legalize Class 1 electric bikes (e-bikes) in Orange County's wilderness parks. These lands were preserved to protect fragile ecosystems—not to serve expanding recreational trends. The implications of legalizing e-bike use, even conditionally, are serious and far-reaching.

FHBP is an Orange County nonprofit organization working to protect natural lands, waterways, and beaches. We formed in 1997, bringing together a unified voice for conservation and community groups working on local environmental and park issues. In addition to our Green Vision Coalition of some 80 conservation and community groups, FHBP has more than 5,000 individual members who support our regional work.

1. Legal Ramifications

Our wilderness parks are protected under conservation easements (NCCP, HCP, Nature Conservancy, OC Parks Foundation) that prohibit motorized recreation—including Class 1 e-bikes. Altering these terms could jeopardize the legal foundation of the parks and threaten their continued existence or public access.

2. Slippery Slope

Distinguishing Class 1 e-bikes from Class 2 or 3 is nearly impossible, complicating enforcement. Once Class 1 bikes are allowed, pressure to permit all e-bikes—or even motorbikes—will grow, risking degradation or closure of trails.

3. Trail Damage

E-bikes are heavier and more powerful than traditional bikes, leading to increased erosion, soil displacement, and trail widening. According to prior park studies, most trail damage comes from bikes—heavier e-bikes will only accelerate this trend and raise maintenance costs.

4. Liability Risks

Collisions involving e-bikes carry higher risk of serious injury. Legalizing e-bikes could expose OC Parks to increased liability, especially if an accident occurs on a trail where motorized use was previously prohibited.

5. Age and Access

While we empathize with aging riders, the argument for pedal-assist access is not unique. Hikers face similar physical limitations yet do not request trails be redesigned. E-bike users should not receive special exemptions that undermine wilderness values.

6. Fire Danger

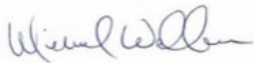
Lithium battery fires, though rare, are fast-spreading and dangerous—especially in wildfire-prone areas. Wilderness parks are not the place to introduce even low-probability ignition sources.

7. Final Considerations

With limited enforcement capacity, a formal study is unlikely to resolve current issues—and may unintentionally reward illegal use. The question remains: do we want to preserve our parks as true wilderness, or slowly convert them into multi-use recreation zones?

In closing, we urge OC Parks to honor the original intent, legal framework, and ecological mission of our wilderness parks. E-bikes have many appropriate places to be enjoyed—but wilderness parks are not among them. Let us uphold the principles of preservation that led to these lands being saved in the first place.

Sincerely,



Michael Wellborn
President
Friends of Harbors, Beaches and Parks

Valdes, Antonio

From: Jeff Curie [REDACTED]
Sent: Tuesday, April 8, 2025 2:32 PM
To: Admin, Trails Subcommittee; Shawver, David
Subject: Statement to April 10 Meeting of the Trails Subcommittee

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Dear Trails Subcommittee Members and Chair Shawver,

I'm glad the OC Parks are openly discussing how to adapt our park operation to support the evolution of our trails use. In particular, treating Class 1 mountain bikes the same as mountain bikes.

With estimated over half the riders in our parks now riding Class 1 bikes, it's important we stop treating this growing population as "illegals". These citizens are advocates for our parks and trails, and we should treat them as part of the solution and not the problem. It's abundantly clear to anyone who rides regular and class 1 bikes that they are the same when it comes to impact on our natural trails. No more and no less impact than approved bikes. Studies have been done and years of use on our own trails demonstrate first hand that it is no problem.

As an avid hiker and mountain biker, I've enjoyed our trail extensively for over 30 years. I ride both kinds of bikes for different reasons. I routinely use a bell and am thanked for being courteous to hikers.

While I ride my class 1 bike, I am frequently dismayed to see people riding Super73s and similar e-motorcycles on our trails - yet I can say nothing, in the parks eyes I am just as illegal as they are. Clearly this is wrong and not what the Subcommittee wishes to happen.

We all see with our own eyes that Class1 bikes are a good thing and do no harm, dont abuse our trails, don't burst into flames, and don't cause mass increases in park use.

A proper set of rules returns the mountain biking community to the role of advocates of our trails rather than law breakers. Proper rules will set a standard for the city parks to follow clarifying rules across the county. The state and many communities have already adopted proper rules to treat Class 1 bikes as simply bikes. OC Parks should too.

Remember, including Class 1 bikes means enforcement is not necessary for the majority but only necessary for the true issues with electric motorcycles and other misuses of our parks.

I'm happy to volunteer my time to help any way I can and thank the committee members for considering adapting rules for natural trail use to the changes happening in the sport of cycling.

Thank you,

Jeff Curie
[REDACTED]

Valdes, Antonio

From: Youndy HUNG [REDACTED]
Sent: Thursday, April 10, 2025 12:32 PM
To: Admin, Trails Subcommittee
Subject: Ebikes

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Hello OC Parks:

I understand there are discussions of possibly legalizing access for ebikes on off road trails in the OC Parks system. As a local hiker and mountain biker who rides a non motorized bike, this news is very concerning.

Allowing ebikes on single track trails would be bad for both people and flora/fauna. The fact is, the difficulty of some of these trails naturally limits the amount of bike traffic if you have to pedal them under your own power. With the advent of ebikes, I see drastically more people using the trails. If you legalize them, even more will come than already are (and breaking the rules). More bikes will undoubtedly impact animals and vegetation because ebikes are heavier and riders typically cover much more ground than regular bikes or hikers. I have personally witnessed ebikers going off official trails and creating their own illegal trails with jumps and other features which impacts the environment further. And on top of that, the county will likely increase their exposure to litigation when collisions and injuries inevitably occur between ebikers and hikers. My experience is that many ebikers don't have the skills and etiquette to ride these trails because it's so easy to jump on a ebike and have it carry you up these technical trails, like Lizard, Laguna Ridge, Rock-It or Rattlesnake.

Please, please keep the existing rules for our off road trails and increase your budgets for enforcement. Every dollar spent will reap multiple times of benefits in citation revenue.

Youndy Hung
[REDACTED]

Valdes, Antonio

From: Len Gardner [REDACTED]
Sent: Thursday, April 10, 2025 1:07 PM
To: Admin, Trails Subcommittee
Subject: E-bikes on trails in county wilderness parks

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Dear Trails Subcommittee Members,

I strenuously oppose allowing e-bikes on our county wilderness trails. I write to you as someone with considerable experience on these trails.

For ten years I was a volunteer backcountry docent in Laguna Coast Wilderness Park and Aliso and Wood Canyons Wilderness Park. In addition, I was a backcountry docent for ten years with Crystal Cove State Park and the Irvine Ranch Conservancy.

I know from that extensive experience that e-bikes on wilderness trails are highly problematic. For example: damage to trails far in excess of wear and tear from hiking, conflicts with non-motorized trail users and conflicts with wildlife. There is also the legal question of whether these motorized bikes are compliant with codes, covenants and conservation easements in county wilderness parks.

I might add that I am also a homeowner in Orange County, paying over \$10,000 a year in property taxes. I am happy to see a portion of that money go to support our exemplary county parks as long as these parks do not allow incompatible uses, such as e-bikes on wilderness trails.

Thank you for your consideration,

Len Gardner
[REDACTED]
[REDACTED]