

**Lai, Christina**

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From: Keith Hocking [REDACTED]  
Sent: Wednesday, June 3, 2026 9:41 AM  
To: ocparks <[ocparks@ocparks.com](mailto:ocparks@ocparks.com)>  
Subject: Class 1 E bikes in OC parks

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

I believe you are having a meeting to discuss Class 1 E Bike access to OC parks.

This issue is very important to me as a 70 year old class 1 E bike rider, I had given up riding my acoustic bike due to health issues. Since purchasing a Class 1 E bike my health has improved and so has my enjoyment of OC parks. I mostly ride in Chino Hills State park and really enjoy the outdoors, I applied for a permit and was approved a couple of years ago and I don't believe this caused any issues. I do not believe E bikes cause additional damage or safety concerns, yes I can ride up a hill rather than pushing but I am old enough to be responsible on the downhills.

Suron E motorcycles should be absolutely banned in all parks.

Please pass authorisation for Class 1 E bikes.

ThankYou  
Keith Hocking  
[REDACTED]

Sent from my iPad

## Lai, Christina

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**From:** ANTHONY NAZZAL [REDACTED]  
**Sent:** Wednesday, June 3, 2026 3:51 PM  
**To:** Admin, OC Parks Commission  
**Subject:** June 4 class 1 bike legalization meeting

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

Hello

I am unable to attend tomorrow's meeting regarding the class 1 e mountain bike legalization discussion.

I wanted to share that if it was not for class 1 bikes, I would never have gotten into the sport or have gotten into the shape I am in today. I live in ladera ranch and frequent trails here, in Irvine, Laguna, Aliso, Santiago, etc. however, when I began riding 3 years ago, I was nearly 400 lbs and well out of shape and not an outdoors person at all. I did not have the endurance, physical capability or stamina needed to pedal a normal bike up some of the hills we have around here in Orange County. My class 1 bike allowed me to go up, get out and explore in ways I never could have prior. I also suffer from an old hip injury and tendon issues in my knees, and biking was actually an activity suggested to me by both my orthopedist, surgeon and physical therapist.

Fast forward to today, and I am 140 lbs lighter, have endurance and stamina I haven't had since a teenager, and am able to be extremely active outdoors not just with biking, but with hiking and running. I am now a merit badge counselor for my son's Boy Scout troop for activities such as cycling, and lead troop hikes with him; none of which I could have done without class 1 bike and trail use.

I now predominantly use analog pedal mountain bikes, it still suffer from tendon flare ups and arthritis and that is where my e mountain bike comes in handy. Additionally, my son is still young and small, and he cannot make long steep climbs that are in EVWRY Oc parks trail network, so I often utilize my e mountain bike to tow him up, so that we can ride and enjoy the trails together. Because of this, he too has improved his fitness and abilities.

I implore you to re- think class 1 bike acces to the trails in Irvine, and Oc parks. Not only are MOST land owners throughout the country modifying their rules to now allow for them, it per Congressional rules and definition, class 1 e mountain bikes are to be considered NOT a motorized vehicle.

There is a lot of confusion around the terminology used when people say "e-bike" and class 1 is NOT an e-bike.

In addition, fire safety has been cited in the past as a reason why they are not allowed, yet officers in Irvine have been seen using actual motorized bikes in the Irvine network of trails, defeating such argument. Additionally, there hasn't been a single report of a class 1 bike starting any fire. There are many from e moto bikes which do not fall under the same safety regulations or rules and are not one and the same. So this also renders the fire safety argument moot. There have been thousands of fires caused by Samsung cell phone batteries exploding and overheating, yet cell phones are still allowed to be taken on the trails. Once again, the Irvine and Oc parks argument falls short.

I am available for additional information and comment anytime

Sincerely  
Anthony Nazzal

[REDACTED]

Ladera ranch / mission viejo

anthony nazzal - [REDACTED]

**Lai, Christina**

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**From:** Chris Murphy [REDACTED]  
**Sent:** Wednesday, June 3, 2026 3:55 PM  
**To:** Admin, OC Parks Commission  
**Subject:** Comments of Chris Murphy for OC Parks Commission Mtg (June 4, 2026): Agenda Item V.A.  
**Attachments:** OC Parks Commission Comments (C.Murphy) (4 June 2026).pdf

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

Dear Commissioners and Staff,

Please find attached my public comment submitted for tomorrow (June 4, 2026) meeting on Agenda Item V.A. - authorizing Class 1 pedal assist eMountain bicycles in OC Parks where legacy mountain bicycles are permitted.

In brief: the evidentiary record before the Commission — including OC Parks' own TUDPP Environmental Addendum study, the MidPen wildlife study, 18 months of East Bay Regional Park District operational data, and a September 2025 BLM Environmental Assessment — is sufficient to support a policy decision without commissioning an additional study. Multiple peer jurisdictions, including San Diego County, Sonoma County, and the State of Oregon, have already acted on comparable evidence.

I respectfully urge the Commission to direct staff to move forward with an adaptive management process for Class 1 eMountain bicycle access to OC Parks.

Respectfully submitted,  
Chris Murphy

**Lai, Christina**

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**From:** Bruce Reinecke [REDACTED]  
**Sent:** Wednesday, June 3, 2026 5:32 PM  
**To:** Admin, OC Parks Commission [REDACTED]  
**Subject:** I reject the plan to perform a study regarding Class 1 ebikes. I support OCMB position which is summarized below:

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

**OUR POSITION IS AGAINST THE STUDY AND WE URGE THE PARKS COMMISSION TO REJECT IT**

The cost to develop the study framework would be **\$108,000** and could take up to a year. **(This is a complete waste of resources)**

This would not be the actual study itself, the potential study does not yet have a cost and could take up to **5 years** to determine if ebikes pose an environmental issue in OC Parks.

- 1 Other California jurisdictions have already done work that proves Class 1 e-bikes have the same impact as traditional mountain bikes. **(We should do the same)**
- 2 Class 1 bikes are bicycles are NOT Motorized Vehicles under California or federal law **(These should be permitted on the trails)**
- 3 The county ordinance can be updated to define Class 1 pedal-assist e-bikes as bicycles without an additional study. **(Great Idea, do it)**

Bruce Reinecke  
Laguna Beach resident  
Avid mountain bike rider

**Lai, Christina**

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**From:** Tim Barr [REDACTED]  
**Sent:** Wednesday, June 3, 2026 6:53 PM  
**To:** Admin, OC Parks Commission  
**Cc:** [REDACTED]  
**Subject:** Opposition to Proposed Class 1 E-Bike Study

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

I am an Orange County resident and urge the OC Parks Commission to reject the proposed \$108,000 study regarding Class 1 pedal-assist e-bikes. Class 1 e-bikes are legally defined as bicycles under California law and have been shown to have impacts comparable to traditional mountain bikes.

Rather than spending additional time and resources on a lengthy study, I encourage the County to update its ordinance and recognize Class 1 e-bikes as bicycles within OC Parks. Thank you for your consideration.

Sincerely,  
Tim Barr

**Lai, Christina**

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**From:** [REDACTED]  
**Sent:** Wednesday, June 3, 2026 7:32 PM  
**To:** Admin, OC Parks Commission  
**Subject:** Agenda Item V.A. Electric Bicycle Impact Study

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

Hello,

Please find a statement below from me on the subject agenda item: V.A. Electric Bicycle Impact Study

Agenda summary: Mitch Baxter provided a statement strongly discouraging the idea of “paying a consultant to make a plan to do a study over 7+ years...” Instead, the Parks Commission should immediately create a rule change that recognizes Class 1 e-bikes as bikes, like the State of California, State of Oregon, County of San Diego, Lake Tahoe Parks, East Bay Regional Park District, etc. do today.

Statement:

- I'm a recently retired partner in a tech company based in Aliso Viejo, living in Mission Viejo.
- I love riding mountain bikes on OC Parks trails. I have numerous orthopedic issues, including titanium hardware in my right shoulder, right hip and back.
- Post hip surgery, I began riding a pedal-assist, Class 1 mountain bike my usual trails, and I'm able to spend almost double the weekly time on my bike, and my orthopedic health has improved
- Today, half the bikes on the trail are e-bikes, and the STRAVA data supports this stat. Times on downhill trails are virtually unchanged, and uphill climbs are so much easier on the body, especially for older and orthopedically challenged riders.
- E-bikes are happening, and the staff proposal being presented tonight is entirely in the wrong direction. We will hear a proposal tonight to “pay a consultant over \$100K to make a plan to do a study over 7+ years...” This is a waste of time and money, and should be voted down.
- Class 1 bikes are bicycles are NOT Motorized Vehicles under California or federal law. Language in the Conservation Easement Agreements refer to “Motorized Vehicles.” In the 70's this meant motorcycles. These are not motorcycles. In fact every one of the riders I know would love an enforced rule that keeps those out of our parks and off the streets.
- The county ordinance can be updated to define Class 1 pedal-assist e-bikes as bicycles without an additional study.

Thanks for the consideration,

Mitch

Mitch Baxter  
[REDACTED]

**Lai, Christina**

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**From:** L LL [REDACTED]  
**Sent:** Thursday, June 4, 2026 6:34 AM  
**To:** Admin, OC Parks Commission  
**Subject:** Opposition to June 4 Agenda Item: Class 1 E-Bike Legalization on Non-Motorized Trails

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

Dear OC Parks Commission,

I am writing as a resident of Anaheim (District 4) to voice my strong opposition to the legalization of Class 1 pedal-assist e-bikes on our local mountain biking and multi-use trails. Furthermore, I oppose spending \$1 million of public funds on a survey to study this issue; the safety risks to pedestrians are already entirely clear and do not require an expensive study to prove.

As a hiker who regularly uses the Orange County trail system, my primary concern is public safety.

Traditional mountain bikes already pose a regular collision risk to hikers on narrow single-tracks.

Legalizing e-bikes introduces significantly heavier vehicles—often weighing 50 to 60 pounds due to the battery and motor components—capable of maintaining higher speeds uphill.

A collision with an e-bike carries vastly more kinetic energy than a traditional bicycle. For someone on foot, getting hit by one of these motorized units is closer to being struck by a motorcycle than a standard bicycle. Our natural-surface trails should remain a safe haven for pedestrians, hikers, and runners who cannot quickly dodge heavy, motorized traffic.

While proponents argue that e-bikes increase trail accessibility, that accessibility should not come at the direct expense of pedestrian safety and peace of mind. Motorized vehicles, regardless of their "class" or "pedal-assist" features, belong on designated motorized paths, not on fragile, shared-use hiking trails.

I urge the Commission to protect the safety of hikers, reject the legalization of e-bikes on non-motorized trails, and decline the unnecessary \$1 million survey expenditure.

Thank you for your time and for protecting our trails for foot traffic.

Sincerely,

Lucas Moreno Berger  
Anaheim, CA (District 4)

**Lai, Christina**

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**From:** Jellu Hooligo [REDACTED]  
**Sent:** Thursday, June 4, 2026 7:30 AM  
**To:** Admin, OC Parks Commission  
**Subject:** Public Comment: Strong Opposition to June 4 E-Bike Legalization Framework (District 2 Resident)

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

Dear OC Parks Commission,

I am writing as a resident of Garden Grove (Supervisor District 2) to express my strong opposition to the legalization of Class 1 pedal-assist e-bikes on our non-motorized mountain bike trails. I also urge you to reject the proposal to spend \$1 million on a study for this issue; taxpayer funds should not be used to justify the introduction of motorized vehicles to our protected, natural-surface trails.

As someone who participates in weekly cycling and mountain biking, I feel strongly that any bike equipped with an electric motor is fundamentally different from a regular, human-powered bicycle. These assist bikes are significantly heavier and capable of maintaining speeds that disrupt the safety and intended use of our trail system. The fact that these motorized bikes are silent makes them even more dangerous, as they easily sneak up on hikers and traditional cyclists without warning.

When I am out on the trails, the presence of motorized equipment creates a dangerous speed differential, especially on descents where pedestrians have little room to move. If individuals require motorized assistance to access outdoor recreation, they already have ample options. They can utilize the street and paved path systems as they always have, or they can use the designated off-road vehicular trails currently in use throughout the region where gas and electric motorized vehicles are legally permitted. Our natural wilderness trails should remain a refuge strictly for non-motorized recreation.

I ask that the Commission prioritize public safety and environmental preservation by keeping our trails free of all battery-operated bicycles.

Sincerely,

Jessica Nguyen

Garden Grove, CA (Supervisor District 2)

## Lai, Christina

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**From:** Matt Parker [REDACTED]  
**Sent:** Thursday, June 4, 2026 8:07 AM  
**To:** Admin, OC Parks Commission  
**Cc:** [REDACTED]  
**Subject:** Strong Support for E-Bike Access on Orange County Mountain Bike Trails  
**Attachments:** Orange County Parks Ebike letter .docx

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

To Whom It May Concern in the Orange County Parks,

I am writing to express my strong support for allowing e-bikes in Orange County parks and mountain biking trails.

Mountain biking has always been an important part of my life. It provides exercise, stress relief, and a way to enjoy the beautiful natural areas throughout Orange County. Unfortunately, after suffering a knee injury and undergoing meniscus surgery, I was concerned that I might never be able to return to the sport I love.

The introduction of e-bikes has made that return possible. The pedal-assist technology allows me to continue riding while reducing the strain placed on my injured knee. Without the assistance provided by an e-bike, many climbs and longer rides would simply be too difficult or painful for me to complete. Because of my e-bike, I have been able to gradually rebuild my strength, improve my cardiovascular health, and regain confidence in my physical abilities.

E-bikes have not replaced exercise for me—they have enabled it. I still pedal, work hard, and enjoy all the physical and mental health benefits of mountain biking. The assistance simply allows me to participate despite the limitations caused by my injury and surgery.

I believe e-bikes provide an important opportunity for many people who might otherwise be unable to enjoy Orange County's trail system, including individuals recovering from injuries, older adults, and those with physical limitations. Allowing responsible e-bike use helps make our public parks more accessible while encouraging healthy outdoor recreation.

I respectfully urge Orange County officials to support e-bike access on mountain biking trails. For riders like me, e-bikes are not just a convenience, they are a valuable tool that has helped restore an active and healthy lifestyle after a significant injury.

Thank you for your time and consideration.

Sincerely,  
Matt Parker

**Lai, Christina**

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**From:** Brett Dean [REDACTED]  
**Sent:** Thursday, June 4, 2026 8:53 AM  
**To:** Admin, OC Parks Commission  
**Cc:** [REDACTED]  
**Subject:** PEDAL ASSIST EBIKE ALERT - PUBLIC MEETING THU JUNE 4 6PM

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

To whom it may concern, and Supervisor Donald P. Wagner,

I am writing to share how mountain biking in Orange County has impacted my life over the last 30 years. As I have aged and developed hip and knee issues, I have come to rely on my Class 1 eBike for exercise and a sense of community.

Beyond the physical benefits, my eBike is essential for managing my Major Depressive Disorder, PTSD, and Social Anxiety. Riding provides a powerful mental reset, triggering the release of dopamine, serotonin, and endorphins that help me cope with these challenges. Additionally, eBike riding groups offer a supportive community and social connection that I am unable to find through standard mountain biking.

I am committed to being a responsible trail user. I follow all standard trail rules, always use a bell to alert hikers and other cyclists, and maintain a courteous attitude toward everyone I encounter on the trail.

Thank you for your time and for considering the importance of eBike access for physical and mental health.

Sincerely,

Brett Dean from Lake Forest  
My supervisor - Donald P. Wagner

## Lai, Christina

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**From:** Don Benincasa [REDACTED]  
**Sent:** Thursday, June 4, 2026 9:35 AM  
**To:** Admin, OC Parks Commission  
**Cc:** Jim Foley  
**Subject:** Please allow class 1 e-MTB's in OC parks

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

Hello,

My wife and I are in our 60's and still love riding mountain bikes. Our class 1 mountain bikes are our primary source of exercise and entertainment. Our bikes only help us pedal and are not fast, if you don't pedal, they won't move. I implore you to consider allowing them in the parks.

These bikes as your riding at a normal pace only want to go about 10 mph on the flat and 5-7 mph up hill. The assistance stops at around 18 mph and it is actually very hard to go that fast because the assistance stops and the bike weighs a bit more than a regular bike...you have to give it all you have to go that fast. I liken it to going to the gym and some of the machines allow you to add assistance so that you can perform the exercise and still get a good workout.

These bikes are safe and are truly just regular bikes that help you get up hills...they are not anything like the electric motorcycles and most class 2 and 3 "e-bikes" that kids are flying down the streets on.

Please, help make our bikes legal to ride in the parks.

Sincerely,  
Don and Ellen Benincasa

**Lai, Christina**

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**From:** Carl Meiswinkel [REDACTED]  
**Sent:** Thursday, June 4, 2026 9:37 AM  
**To:** Admin, OC Parks Commission  
**Cc:** [REDACTED]  
**Subject:** Pedal assist Ebike study

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

Hello OC Parks Commission.

Please review my points below in regard to a proposed Ebike study. I have attached a pdf for your record.

Unfortunately, I am unable to attend tonight's meeting - you are welcome to reference the points.

Thank you for your consideration.

Carl

## **Class 1 E-Bike Trail Access: Existing California Evidence Does Not Support Requiring a New Study**

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<b>TO:</b>	Orange County Parks Commission - Board of Directors
<b>FROM:</b>	OC Local
<b>RE:</b>	Opposition to Unnecessary New E-Bike Impact Study — Class 1 E-Bikes
<b>DATE:</b>	June 2026

### **PURPOSE**

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Orange County Parks staff has proposed commissioning a new study to evaluate the trail impact of Class 1 pedal-assist electric bicycles (e-bikes) before allowing their use on park trails where conventional mountain bikes are currently permitted.

This memorandum respectfully urges the Board to reject that proposal as unnecessary. The existing body of evidence from California agencies is consistent and robust and multiple California jurisdictions — including agencies far larger than OC Parks — have already conducted rigorous studies and reached a consistent conclusion: Class 1 e-bikes do not cause greater trail impact than traditional mountain bikes.

### **STUDIES AND EVIDENCE IS ALREADY ESTABLISHED**

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*“Results from the field experiment show that soil displacement and tread disturbance from Class 1 eMTBs and traditional mountain bikes were not significantly different”*

IMBA conducted the definitive controlled field study on this question, measuring soil displacement and erosion across traditional mountain bikes, Class 1 e-MTBs, and motorcycles on identical trail sections. This study has since been cited by land managers across the country as the scientific baseline for Class 1 e-bike policy decisions.

## CALIFORNIA JURISDICTIONS THAT HAVE ALREADY DONE THIS WORK

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The following California agencies have each conducted formal studies, pilots, or environmental reviews and arrived at the same conclusion — allowing Class 1 e-bikes to proceed without evidence of incremental trail harm:

- **East Bay Regional Park District (Alameda & Contra Costa Counties) — 2023** The EBRPD Board voted 5-0 to open 850 miles of natural surface trails to Class 1 e-bikes after staff presented evidence that e-bikes do not have a more significant impact than pedal bikes. Staff subsequently produced a data-driven post-implementation report (E-Bike Data Report Memo, 2024 released January 2025) reviewing park visitation and public safety outcomes. Both the pre-decision analysis and the real-world follow-up data are publicly available and directly applicable to OC Parks.
- **Midpeninsula Regional Open Space District (Santa Clara / San Mateo Counties) — 2020–2022** Midpen conducted one of the most comprehensive multi-year studies in California, including: a 1-year on-trail pilot at two preserves; intercept surveys at Santa Clara County Parks as an unpaved-trail proxy; a scientific literature review by its Science Advisory Panel; a noise study by H.T. Harvey and Associates; and compliance monitoring. Speed observations showed e-bikes and conventional bikes behaved comparably on trail.
- **Santa Clara County Parks — Ongoing (4+ years)** Santa Clara County Parks opened trails to Class 1 e-MTBs several years ago and has reported a positive experience. Midpen specifically used Santa Clara County parks as a proxy study site. The system's sustained operation without reported trail degradation is real-world evidence at scale.
- **Marin Municipal Water District (Mt. Tamalpais Watershed) — 2024** MMWD launched a two-year Class 1 e-bike trial on fire roads and trails where conventional bicycles are permitted and initiated a trial process with ongoing adjustments as the 'negligible expansion of existing trail use' is being documented.
- **USFS Lake Tahoe Basin Management Unit — Final Decision January 2026** After a multi-year environmental review process including nearly 1,100 public comments, Forest Supervisor Erick Walker signed a final decision opening 112 miles of trails to Class 1 e-bikes. The USFS analysis found that allowing e-bikes in designated corridors could actually reduce overall ecological impact by concentrating previously trespassing riders.
- **California State Parks — Angeles District Superintendent Order (2022)** The Angeles District — OC Parks' nearest geographic neighbor in the State Parks system — issued a Superintendent Order allowing Class 1 e-bikes on all trails open to conventional bicycles for the express purpose of evaluating viability and gathering knowledge on potential issues. No significant issues have been reported.

## ALIGNMENT WITH CALIFORNIA MOUNTAIN BIKING COMMUNITY

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Both the California Mountain Biking Coalition (CAMTB) and the San Diego Mountain Biking Association (SDMBA) have formally adopted positions supporting Class 1 e-bike access on all natural surface trails where traditional bicycles are permitted, citing the growing body of evidence showing equivalent trail impact when ridden responsibly. These positions reflect a broad consensus among land managers, advocacy groups, and the scientific literature.

## CORE POINT: DUPLICATION IS NOT STEWARDSHIP

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Commissioning a new study — at public cost and with the effect of delaying equitable trail access — is only justified if there is a genuine gap in the evidence. There is no such gap. Every major California jurisdiction that has examined this question has reached the same conclusion. A new OC Parks study would not produce new science; it would duplicate work already done at public expense by EBRPD, Midpen, MMWD, Santa Clara County, the USFS, and the State Parks Angeles District.

Moreover, delaying access has real costs: it limits park access for aging residents, people with mobility challenges, and the growing population of riders for whom Class 1 assist makes outdoor recreation possible. These are exactly the equity and public health goals OC Parks articulates in its strategic mission.

## TAKEAWAY

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Much volunteer time is spent working and maintaining these trails

Many locals, volunteers, trail users and other proponents host and participate in many fundraising events

It takes a lot of effort to raise \$10,000 or \$20,000, let alone \$108,000. Duplicative studies strain volunteer/stewardship resources.

This recommendation appears as a tremendous waste of resources and time. Do we really need a year and \$100K to “Plan” a study? And then a few more years to conduct and conclude a study?

We already know what the studies say. We already have access to studies conducted in other rigorously environmental communities.

## RECOMMENDATION

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*The Board should direct staff to:*

- 1. Adopt the existing body of California agency research — particularly the EBRPD post-implementation data report and the Midpen multi-year pilot study — as sufficient evidence for a Class 1 e-bike policy decision.*
- 2. Permit Class 1 e-bikes on all OC Parks trails currently open to conventional mountain bikes, consistent with the approach taken by East Bay Regional Parks, Santa Clara County Parks, and the Angeles District.*
- 3. Establish a data collection protocol (visitor counts, safety incident reports) for the first 12 months post-implementation to confirm outcomes — mirroring the EBRPD model — rather than delaying access pending a pre-study.*

## KEY SOURCE DOCUMENTS FOR THE RECORD

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- IMBA / BPSA Class 1 eMTB Trail Impact Field Study (2015) — via IMBA Europe knowledge hub
- EBRPD E-Bike Data Report Memo (2024) — [ebparks.org/recreation/biking](http://ebparks.org/recreation/biking)
- Midpeninsula Regional Open Space District E-Bike Policy Evaluation (2020–2022) — [openspace.org](http://openspace.org)
- SFEI Literature Review: E-Bikes and Open Space (2021) — Commissioned by Midpen
- MMWD Mt. Tamalpais Watershed Class 1 E-Bike Trial CEQA Notice of Exemption (Sept. 2024) — CEQAnet #2024090454
- USFS Lake Tahoe Basin Management Unit Basin Wide Trails Analysis — Final Decision, January 9, 2026
- CA State Parks Angeles District Superintendent Order No. 915-22-001
- CAMTB E-Bike Position Statement — [camtb.org](http://camtb.org)
- San Diego Mountain Biking Association E-Bike Position Statement — [sdmba.com](http://sdmba.com)

Carl Meiswinkel  


**Lai, Christina**

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**From:** gil solterraestates.com [REDACTED]  
**Sent:** Thursday, June 4, 2026 9:56 AM  
**To:** Admin, OC Parks Commission  
**Cc:** [REDACTED] Tony Coppolino [REDACTED]  
**Subject:** Study to potentially legalize Class 1 Pedal ebikes in OC Parks

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

To Whom It May Concern,

Although I do not currently own or ride a Class 1 e-bike, many of my friends do, I am a member of the El-Mo Crew, a local group of about 50 riders who enjoy the local trails here in OC. We ride together two to three times per week. I have also ridden Class 1 e-mountain bikes myself and can state with confidence that they do not cause any more wear or damage to trail systems than traditional, non-powered mountain bikes.

Class 1 e-bikes are pedal-assist only, meaning they do not have a throttle and require the rider to pedal in order to receive assistance. Unlike motorcycles or other motorized vehicles, they do not spin or "roost" the rear tire and are designed to operate in a manner very similar to a conventional mountain bike.

These bikes provide tremendous benefits to a wide range of riders. They are an excellent option for individuals recovering from injuries, older riders, those who may be out of shape and looking to improve their fitness, or experienced cyclists who simply want to ride farther, explore more terrain, and enjoy longer outings without excessive fatigue.

While I do not currently own a Class 1 e-mountain bike, I plan to purchase one in the future as a way to enhance my riding experience and support my overall health and fitness goals. I believe these bikes represent a positive advancement in cycling technology and help make outdoor recreation more accessible to people who might otherwise be unable to participate.

Class 1 e-bikes are quiet, environmentally friendly, and provide a valuable opportunity for more people to enjoy healthy outdoor activity. In my experience, they coexist responsibly with traditional mountain bikes and deserve continued access to appropriate trail systems.

I don not believe the county should or needs to spend money on a study for this

If you have any questions or would like additional information, please feel free to contact me at any time.

Thank you for your consideration.

Sincerely,



**Gil Wenck | CEO & Broker**  
SolTerra Estates & Lending Inc | Real Estate Sales & Mortgage Brokerage

W: [solterraestates.com](http://solterraestates.com)

Ranked Top 5% of Agents in Orange County!



**Lai, Christina**

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**From:** Vache Hanessian [REDACTED]  
**Sent:** Thursday, June 4, 2026 10:09 AM  
**To:** Admin, OC Parks Commission  
**Cc:** [REDACTED]  
**Subject:** E-Bike Study

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

Dear OC Parks, my name is Vache Hanessian and I lead a group of 50+ mountain bikers ranging from ages 18 to 74 that enjoy our amazing local trails thanks to OC Parks for keeping them safe and maintained. We ride under the name "Orange County El-Mo Crew". Because of E-Bikes, members of our crew can still enjoy and ride. We would have lost around 5 members by now if they did not have E-bikes. We are a responsible crew that participates in trail Maintenance and we ride 3-4 times a week.

**OUR POSITION IS AGAINST THE STUDY AND WE URGE THE PARKS COMMISSION TO REJECT IT.**

- 1 Other California jurisdictions have already done work that proves Class 1 e-bikes have the same impact as traditional mountain bikes
- 2 Class 1 bikes are bicycles are NOT Motorized Vehicles under California or federal law
- 3 The county ordinance can be updated to define Class 1 pedal-assist e-bikes as bicycles without an additional study.

Thank you for your time and understanding. Unfortunately, I am out of town and will not be able to attend tonight's meeting.

Sincerely,

Vache Hanessian  
Orange County El-Mo Crew  
Founder

**Lai, Christina**

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**From:** Tony Coppolino [REDACTED]  
**Sent:** Thursday, June 4, 2026 10:28 AM  
**To:** Admin, OC Parks Commission  
**Cc:** [REDACTED]  
**Subject:** Re: E-Bike Study

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

To Whom It May Concern,

I'm an avid mountain bike rider of both conventional bicycles and class 1 E-bicycles times a week along with a group of approximately 50 other riders. Within that group traditional bikes and E-bikes and varying rider ability. The age of the group varies from 50's to 70's. Without E-bikes, some of our riders would not be able to continue enjoying time on the trails, exercise and much needed camaraderie.

Class 1 e-bikes are pedal-assist only, meaning they do not have a throttle and require the rider to pedal to receive assistance. Unlike motorcycles or other motorized vehicles, they do not "roost" the rear tire and are designed to operate in a manner very similar to a conventional mountain bike.

These bikes provide tremendous benefits to a wide range of riders. They are an excellent option for individuals recovering from injuries, older riders, those who may be out of shape and want to improve their fitness, or experienced cyclists who simply want to ride farther, explore new trails, and enjoy longer outings without excessive fatigue.

Class 1 e-bikes are quiet, environmentally friendly, and provide a valuable opportunity for people to enjoy healthy outdoor activity. In my experience, they coexist responsibly with traditional mountain bikes and deserve continued access to appropriate trail systems.

I do not believe the county should or needs to spend money on an E-bike impact study or a committee to approve the use of class 1 E-bikes within the park on approved trails.

If you have any questions or would like additional information, please feel free to contact me at any time.

Thank you for your consideration.

Sincerely,



Tony Coppolino



## Lai, Christina

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**From:** Jeff Curie [REDACTED]  
**Sent:** Thursday, June 4, 2026 10:38 AM  
**To:** Admin, OC Parks Commission  
**Subject:** Comments of Jeff Curie for OC Parks Commission Mtg (June 4, 2026): Agenda Item V.A.  
**Attachments:** OC Parks — Mountain Biking Community Profile 2020–2024.pdf

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

Dear Commissioners and Staff,

Please find enclosed my public comments submitted for June 4, 2026 meeting on Agenda Item V.A requesting authorization to begin a study regarding Class 1 Pedal Assist bicycles. Please attach this email and the included infographic in the official record for the meeting.

I encourage Commissioners to vote No on the expensive and lengthy proposal to begin a 5-7 year, conservation research project on Class 1 bikes. It is a slow and wasteful use of taxpayer money to "kick the can" down the road to your successors at the cost of our health and recreation based on no evidence of harm.

The facts about cycling in OC Parks are clear:

- Ridership in the parks fell 30% since 2020. Cycling trail impact is dramatically less than it was just 5 years ago.
- Class 1 pedal assist rides increased from 3% to 30% of all rides from 2020-2024.
- 1 in 4 riders are now 55+ years old, the fastest growing demographic of recreational cyclists in the park
- Nearly 400,000 recreational rides in 2024 (with ZERO identified impacts from Class 1 bikes)
- Rider speeds, including uphill and downhill, have barely budged (less than 1 mph on average).

What is the justification for spending limited budget to study this?

Alternatively, I request our Commissioners to examine the existing data, studies and pilot programs completed and available today, and **RECOMMEND CLASS 1 BIKES TO BE CLASSIFIED AS BICYCLES** in OC Parks and allowed on the same trails as all other bicycles.

The data is in, a simple decision can be made today with no extra budget and no delay.

If at any time, a rare and endangered creature is discovered that is disturbed by any kind of park activity, simply close the specific trail as necessary. It doesn't matter the cause, be it horses, bikes, boom boxes, dogs, litter, hikers. Conservationist can study our trails in parallel, not as a gatekeeper to recreational use.

Please protect our habitats. Fix the rules. Don't waste taxpayer money.

The attached infographics explains these facts in more detail. This is based on Strava trail planning data used by OC Parks staff and freely available to the Commissioners.

Kind regards,

Jeff Curie  
Laguna Niguel





# Mountain Biking in OC Parks — A Five-Year Community Profile

Mountain biking across OC's three major trail parks has evolved quietly over the past five years. Riders are older, trail traffic is lighter, and a growing share of the community has simply upgraded to Class 1 pedal-assist e-mountain bikes — *the same people, on the same trails, at the same speeds*. The numbers show a healthy, self-regulating user community asking for nothing beyond continued access to the trails it has always used.

“

*The parks have never been in better shape relative to the use they are sustaining. Total trail traffic, entrance gate counts, average speeds, and estimated surface wear are all lower in 2024 than in 2020.*

“

*The 55-and-older cohort now represents one in four cyclists in these parks — nearly double its share from four years ago. E-mountain bikes are keeping this community on trails it helped build and has long maintained.*

## THE RIDING COMMUNITY TODAY

ANNUAL RIDES ACROSS 3 PARKS

**393K**

trips recorded in 2024

Parks are less crowded than at any point in the five-year record

RIDERS AGED 55 AND OVER

**26%**

of all riders in 2024

Up from 14% in 2020 — the community's fastest-growing segment

CLASS 1 E-MTB SHARE

**30%**

of mountain bike trips

Up from 3% in 2020 — a gradual, organic transition over five years

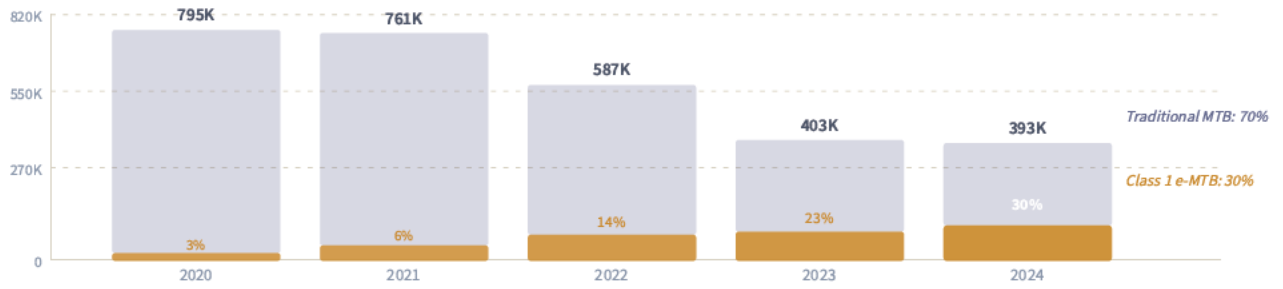
BUSIEST SINGLE TRAIL (2024)

**54K**

Wood Canyon FR North

That same trail carried 80K trips in 2020 — one-third fewer riders today

HOW RIDERS ARE DISTRIBUTED ACROSS BIKE TYPES – THE TRANSITION IN CONTEXT



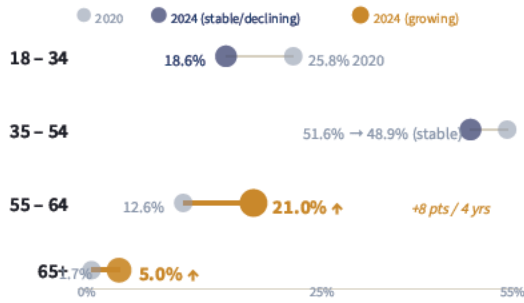
● Traditional mountain bikes ● Class 1 pedal-assist e-mountain bikes % inside bar = Class 1 e-MTB share of that year's rides

The overall decline in rides reflects post-pandemic normalization across all outdoor recreation — it is not related to bike type. Class 1 e-mountain bikes have grown organically from a small fraction to roughly a third of cycling trips. **The total trail footprint is smaller today than at any point in this five-year record.**

WHAT FIVE YEARS OF TRAIL DATA SHOWS

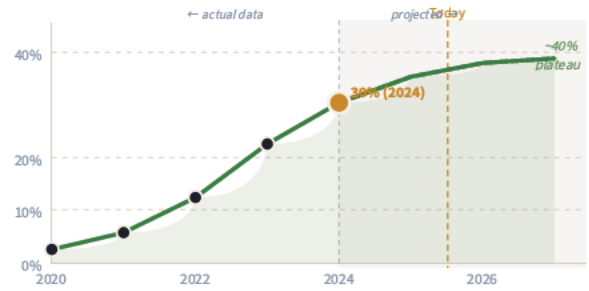
<b>Speeds on trail</b>	<p><b>Network-wide average speeds have remained essentially flat.</b> Forward direction: 7.7 mph in 2020, 8.2 mph in 2024. Descent direction: 8.3 mph in 2020, 8.6 mph in 2024. These changes — less than half a mile per hour over five years while Class 1 e-MTB share grew tenfold — fall within normal measurement variation. On the highest-use fire road (now 57% e-MTB), descent speeds are slightly <i>lower</i> than in 2020, consistent with an older, more experienced rider profile.</p>
<b>Trail volume &amp; crowding</b>	<p><b>Every entrance point is carrying fewer riders today than in 2020.</b> Combined entrance gate traffic across all three parks fell from 171,000 annual trips in 2020 to 104,000 in 2024 — a 39% reduction. Wood Canyon Fire Road North, the busiest single segment, went from 80,000 to 54,000 annual trips. Trails are less congested today than at any point in this data record.</p>
<b>Trail surface &amp; conservation</b>	<p><b>Cumulative trail impact is at a five-year low.</b> Class 1 e-mountain bikes are approximately 10% heavier in combined rider-and-bike weight than traditional mountain bikes — and unlike motorized vehicles, bicycle tires compact trail surface rather than displace it. The net per-trip difference in trail wear is negligible. With overall trip volume down 47% from 2020, trails are sustaining less cumulative stress today than at any point in this data record.</p>
<b>Who is riding</b>	<p><b>The community is older and riding in the middle of the day.</b> Riders 55 and over grew from 14% to 26% of all cyclists between 2020 and 2024. Midday riding grew from 32% to 39% of all trips — consistent with recreational use by a more established demographic. The Class 1 pedal-assist e-mountain bike has extended meaningful participation for a cohort that would otherwise gradually retire from trail use.</p>

AGE OF RIDERS - 2020 AND 2024 COMPARED



The Class 1 pedal-assist e-mountain bike has become the primary tool keeping experienced older riders active on trails. The community is not getting younger or more aggressive — it is getting older and more measured.

CLASS 1 E-MTB SHARE OF MOUNTAIN BIKE TRIPS - OBSERVED AND PROJECTED



The adoption rate has already begun to decelerate naturally. The community is settling toward a stable long-term mix of roughly 60% traditional and 40% Class 1 e-MTB — consistent with mature trail networks in comparable markets. No sharp inflection is expected.

CONCLUSION

The mountain biking community that uses Aliso Wood Canyons, Crystal Cove, and Whiting Ranch has not changed in character — it has changed in equipment. The transition to Class 1 pedal-assist e-mountain bikes has occurred without incident, without measurable impact on trail conditions or other users, and with the natural deceleration of a mature adoption cycle. **No unusual monitoring, restriction, or intervention is indicated by the data.**

These parks have a healthy, self-regulating community of cyclists who are older than they were, riding at the same speeds, on quieter trails, with a lighter cumulative footprint. The appropriate policy response is to continue providing the access and infrastructure that community has always relied upon.

Trail activity data covering 32 monitored segments across Aliso Wood Canyons, Crystal Cove State Park, and Whiting Ranch Wilderness Park · Annual aggregates 2020 - 2024 · Analysis prepared June 2026. Figures represent recorded cycling activity on monitored trail segments. Surface wear estimates derived from trip counts; trail compaction characteristics based on published trail management research.

**Lai, Christina**

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**From:** Mike Laybourn [REDACTED]  
**Sent:** Thursday, June 4, 2026 10:47 AM  
**To:** Admin, OC Parks Commission  
**Cc:** [REDACTED]  
**Subject:** Comment letter regarding June 4 ebike study session

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

Hello,

I am sending this comment letter to express my support of oc parks allowing class 1 e-bikes on all trails that are currently open to non-electric bikes.

I am also expressing a **strong** opposition to fund a study on this topic.

I frequently ride in chino hills state park (CHSP) and class 1 e-bikes are allowed on all trails. There has been no impact to CHSP trails after class 1 e-bikes have been allowed. Similar to oc parks, CHSP also has sensitive habitat and also prohibits dogs on trails.

The similarities between oc parks and CHSP indicates no need for further study.

Instead of funding a study, I would recommend using the funds to educate the public on use of class 1 bikes and differences between class 1 bikes and other non-allow e-bikes.

I am a member of the Orange County Mountain Bike (OCMB) group and support their position on this topic.

I am represented by Board Chair Supervisor Doug Chaffee.

Please add my email to any list serve or other notification systems for future meetings on this issue.

[REDACTED]  
Thank you,  
Michael Laybourn

Frequent user of Santiago oaks, aliso woods, whiting ranch.

**Lai, Christina**

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**From:** Dalton Voss [REDACTED]  
**Sent:** Thursday, June 4, 2026 10:49 AM  
**To:** Admin, OC Parks Commission  
**Cc:** [REDACTED]  
**Subject:** Pedal Assist E-Bike Alert

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

Good Morning! My name is Dalton Voss. I believe in the continuation in Class 1 E-bikes due to the huge community that was built over time and that continues to grow everyday. Whenever I do go riding on my class 1 E-bike or my Analog bike, I make sure to follow all trail rider educate. I make sure to be respectful to the trails and other people who may be riding the same trail as me. The Main difference between an analog bike and a Class 1 e-bike is the motor and battery that helps assist me up long climbs. It also helps anyone who may be mobility impaired or has had injuries in the past or currently. For instance someone who has had a knee replacement and needs that extra assist to not put more strain on their joints. In conclusion if class 1 e-bikes were to be banned it would be hurting such a large community, it would also make it harder for elderly people and harder for individuals who have chronic joint issues.

**Lai, Christina**

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**From:** sara saboonchi [REDACTED]  
**Sent:** Thursday, June 4, 2026 12:30 PM  
**To:** Admin, OC Parks Commission  
**Cc:** [REDACTED]  
**Subject:** E-BIKES AT PUBLIC PARKS -

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

Good Afternoon,

My name is Sara Saboonchi and I am almost 70 years old.

I would like to share with the Authorities the wonderful experience I am having by riding my e-bike in OC Parks.

The trails that I ride, give me so much joy that I feel I am in my young 50's and can go on and on riding the trails where I live in Trabuco Canyon.

We sincerely hope money is not wasted on this study since we believe something similar was conducted and it was determined that e-bikes do not harm the environment.

Sincerely,  
Sara Saboonchi  
Rancho Cielo  
Trabuco Canyon  
Ca.