

CHERRY HILLS VILLAGE
COLORADO

2450 East Quincy Avenue
Cherry Hills Village, CO 80113
www.cherryhillsvillage.com

City Hall
Telephone 303-789-2541
FAX 303-761-9386

Parks, Trails, and Recreation Commission Agenda

Thursday, January 8th, 2026

City Hall, 2450 East Quincy Avenue, Cherry Hills Village, Colorado, 80113

This meeting will be held in-person at City Hall with no electronic participation.
To attend in person: There is no need to sign up to attend in person. If you would like to speak during audience participation, there will be a signup sheet in Council Chambers.

5:30 PM

1. Call to Order
2. Roll Call of Members
3. Pledge of Allegiance
4. Audience Participation Period (limit 5 minutes per speaker)
5. Consent Agenda
 - a. Approval of November 13, 2025 Minutes
6. Unfinished Business
 - a. Trail Map Redesign
7. New Business
 - a. Trail Improvements – Brainstorming
 - b. Information Session: E-bike classes and E-motos
8. Reports
 - a. Chair
 - b. Commissioners
 - c. City Staff
 - i. Winter Celebration Recap
9. Adjournment

Notice: Agenda is subject to change.

If you will need special assistance in order to attend any of the City's public meetings, please notify the City of Cherry Hills Village at 303-789-2541, 72 hours in advance.

Minutes of the Parks, Trails & Recreation Commission
of the City of Cherry Hills Village, Colorado
held on Thursday, November 13, 2025, at 5:30 p.m.
at City Hall, 2450 East Quincy Avenue, Cherry Hills Village, Colorado 80113

CALL TO ORDER

Chair Mary Presecan called the meeting to order at 5:32 p.m.

ROLL CALL

Chair Mary Presecan was present as well as Vice Chair Tory Leviton and Commissioners Howard Sherr, Martin Greer and Mark Williams. Also present were Parks Project & Operations Manager Emily Black and Public Works Supervisor Jeff Roberts.

Commissioners Laurie O'Brien and Kevin Kanouff were absent along with Public Works & Parks Clerk Ginny Joseph.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was conducted.

AUDIENCE PARTICIPATION

None

CONSENT AGENDA

Item 5a Approval of September 11, 2025, Minutes

Vice Chair Leviton moved, seconded by Commissioner Greer, to approve the minutes. The motion passed unanimously.

UNFINISHED BUSINESS

Item 6a Trail Map Redesign

Chair Presecan reminded the Commission that discussion on the map should be limited to official meetings. Manager Black added that this would be the final Commission review of the map and it will be presented to City Council in January 2026.

Cartographer Travis Bugg presented the latest map revision and asked the Commission to review it adding that a Zcard stamp would need to be added to the map but there was room for it.

Chair Presecan suggested spelling out High Line Canal on the trail route lengths and keeping the Village label consistent across the map. She requested that the map legend not be split over a fold and mentioned the legal text being cut off. She asked if there were alcoholic beverages allowed with a permit and Manager Black replied that they were not allowed per code with the exception of City events; she also asked about the no dogs allowed rule on the west side of Quincy Farm and if it should be added to the map. Manager Black suggested keeping it off in case the rule changes.

Vice Chair Leviton stated that Southglenn is not a city and that label should be removed.

The Commission discussed changes for both sides of the map.

Travis Bugg will make the following changes to the front of the map:

- Trail route lengths – spell out “High Line Canal” instead of using HLC acronym
- Change Welcome paragraph and other references from “City” to “Village”
- Shift legend to the right so that it all stays on the fold
- Double check that legal language doesn’t get cut off
- Center Cherry Hills Village Elementary
- St. Mary’s needs a period and centered
- Headers in general need centered
- Add deer to Welcome message
- Add Zcard stamp

Travis Bugg will make the following changes to the back of the map:

- Move Greenwood Village label that’s currently on I-25 to the west
- Center the Greenwood Village label
- Remove Southglenn label
- Park and Trail Rules – move “No alcoholic beverages” to the next line so the other isn’t broken
- See if it’s possible to spell out “Cherry Hills Village” instead of CHV in legend
- Add “in the 1880’s” instead of “140 years ago” in the HLC inset
- Quincy Farm – add paved driveway in purple
- Spell out “Elementary” wherever possible instead of “Elem.”
- Change Cross jumps to Cross country jumps in the chart of amenities

Commissioner Greer motioned to recommend City Council approval of the updated Parks & Trails Map and authorize staff to make any necessary corrections prior to printing the map. Commissioner Sherr seconded the motion. The motion passed unanimously.

Travis Bugg informed the Commission that the outer cards still need to be designed. Manager Black suggested either allowing staff to design and keeping the look pretty simple or bringing it back to the Commission for review. The Commission decided to allow staff to design the outer cards.

- Manager Black will email the Commission with the date that the item will be presented to City Council as soon as it is scheduled.

NEW BUSINESS

Item 7a Winter Celebration Planning

Manager Black reminded the Commission that Winter Celebration is on December 12th at 6pm and gave a short description of the event, asking for volunteers. Chair Presecan and Commissioners Greer, Williams, Sherr and O'Brien volunteered to help. Manager Black also asked PTRC if they wanted to have a PTRC table at the event. The Commission preferred working at the food, rides and game stations.

Commissioner Sherr asked if the glow glasses were going to be given out again this year and suggested coming in early to put them together.

- Manager Black will email the volunteers with times and more details.

REPORTS

Item 8a Chair and Vice Chair

None

Item 8b Commissioners

Commissioner Greer asked about the comment Council made about the Commission trying to purchase parcels of land in the City for open space and asked for the item to be added to a future agenda. Manager Black replied that she would need to go back to Council to get clarification and informed the Commission that there is currently no budget for land purchase.

- Manager Black will get more clarification and direction and report back at the next meeting.

He added that he would like a Public Safety Officer to speak at a future meeting regarding motorized vehicles. Commissioner Greer also asked if PTRC sees the data from the yearly resident Public Works survey. Manager Black replied that there is already a plan to have the Police Department attend a future meeting and that typically PTRC does not see the survey data, but she can share the data with the Commission once the survey closes.

- Manager Black will share the Public Works survey results with PTRC at the February meeting.

Commissioner Greer stated that he had ideas on trail safety improvement and Vice Chair Leviton has thoughts about wildlife corridors and suggested discussing ideas at a future

meeting. Manager Black replied that it can be added to a future agenda and there is a budget for improvements that can be utilized.

Item 8c Staff

Public Works Supervisor Jeff Roberts stated that \$16,000 of hazard reduction pruning was recently completed along the High Line Canal Trail. In addition to that the High Line Canal Conservancy hired a contractor to clean out the canal channel. Chair Presecan asked if the project to remove dead trees along the High Line had been completed. Supervisor Roberts replied that they should be done with the project.

Manager Black updated the Commission on the Quincy Farm Pond Restoration project and stated that there is more information and a link available on the City website. Commissioner Greer asked about the length and working hours for the project Manager Black replied that the contractor has to adhere to regular construction hours but also has additional restrictions from Kent Denver, the dredging should take 4-6 weeks and the project will start again in the Spring with revegetation.

Commissioner Sherr asked about the water source for the pond and if it could run dry and Manager Black replied that there are two sources; there is a deep well at the South end and also the ability to use water from the High Line Canal.

The December PTRC meeting will most likely be cancelled.

ADJOURNMENT

The meeting was adjourned at 6:44 p.m. The next meeting is scheduled for December 11, 2025, at 5:30 p.m.

Chair

Ginny Joseph, Public Works & Parks Clerk

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ITEM: 6A

MEMORANDUM

TO: MEMBERS OF THE PARKS, TRAILS, AND RECREATION COMMISSION

FROM: EMILY BLACK, PARKS PROJECT & OPERATIONS MANAGER

SUBJECT: TRAIL MAP REDESIGN

DATE: JANUARY 8, 2026

ISSUE

Redesigning the City's trail map (**Exhibit A**).

DISCUSSION

Background

One of the Commission's 2025 projects is the redesign of the parks & trails map. New signs were created and installed over the last few years to give the trails names rather than the 4-digit numbers shown on the current map. A redesign will update the map so it matches the names shown on the signs. Following an RFP process in early 2025, Centennial Archaeology was selected to create the new maps.

The kickoff meeting with PTRC took place on May 8th. Over the next several months, the Commission worked diligently with Centennial Archaeology to select a size for the new maps, a background design, and to fine-tune hundreds of details within the updated map. Some of the many considerations included:

- Updating the size of the map to be slightly larger
 - Existing is a credit-card sized fold: outer card is 2.125" x 3.375", 12 panel interior is 9.25" x 23.25"
 - New map will be a mid-size fold; outer card will be 3"x 4.25", 10 panel interior is 11.5"x 26.25".
- Whether to keep the regional map on the back or replace it with different information (PTRC ultimately decided to keep it, to show connections to other trails).
- Making sure all street names appear on the map (some are missing from the existing map).
- Distinguishing the High Line Canal from other City trails and including extra information about it.
- Adding bathroom and parking locations.

- Adding Quincy Farm to the map along with more information and history about it.
- Making sure the updated map meets best practices for accessibility.
- Updating legend for clarity:
 - Splitting trails that are designated “Unpaved” in the original map to distinguish between Bridle Trails (grass) and Crusher Fine trails in the new map
 - Changing “On Street Trails” in the original to “On Street Connections” in the update to improve understanding.
- Correcting errors on the existing map.

At the November 13, 2025 meeting, PTRC reviewed the final iteration of the updated map and recommended its approval to City Council. In the motion, the Commission also authorized staff to make necessary corrections prior to printing the map, so if small errors were discovered the map would not have to return to PTRC for reapproval.

BUDGET IMPACT

\$5,000 has been included in the 2026 budget for map printing.

STAFF RECOMMENDATION

Staff has included this item on the agenda to provide PTRC with an update on City Council’s review of the trail maps at the January 6, 2026 Council meeting. Unless Council requested a change or direction from PTRC, no motion is necessary for this item; it is informational only.

RECOMMENDED MOTION

None

EXHIBITS

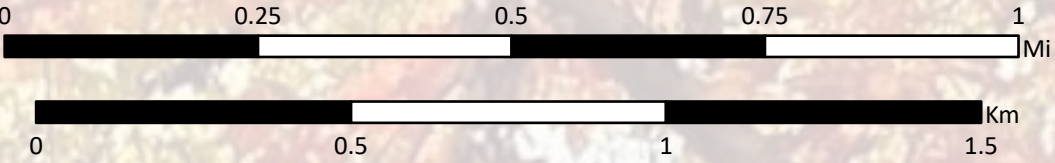
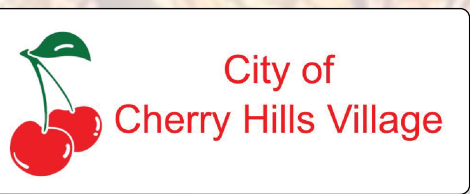
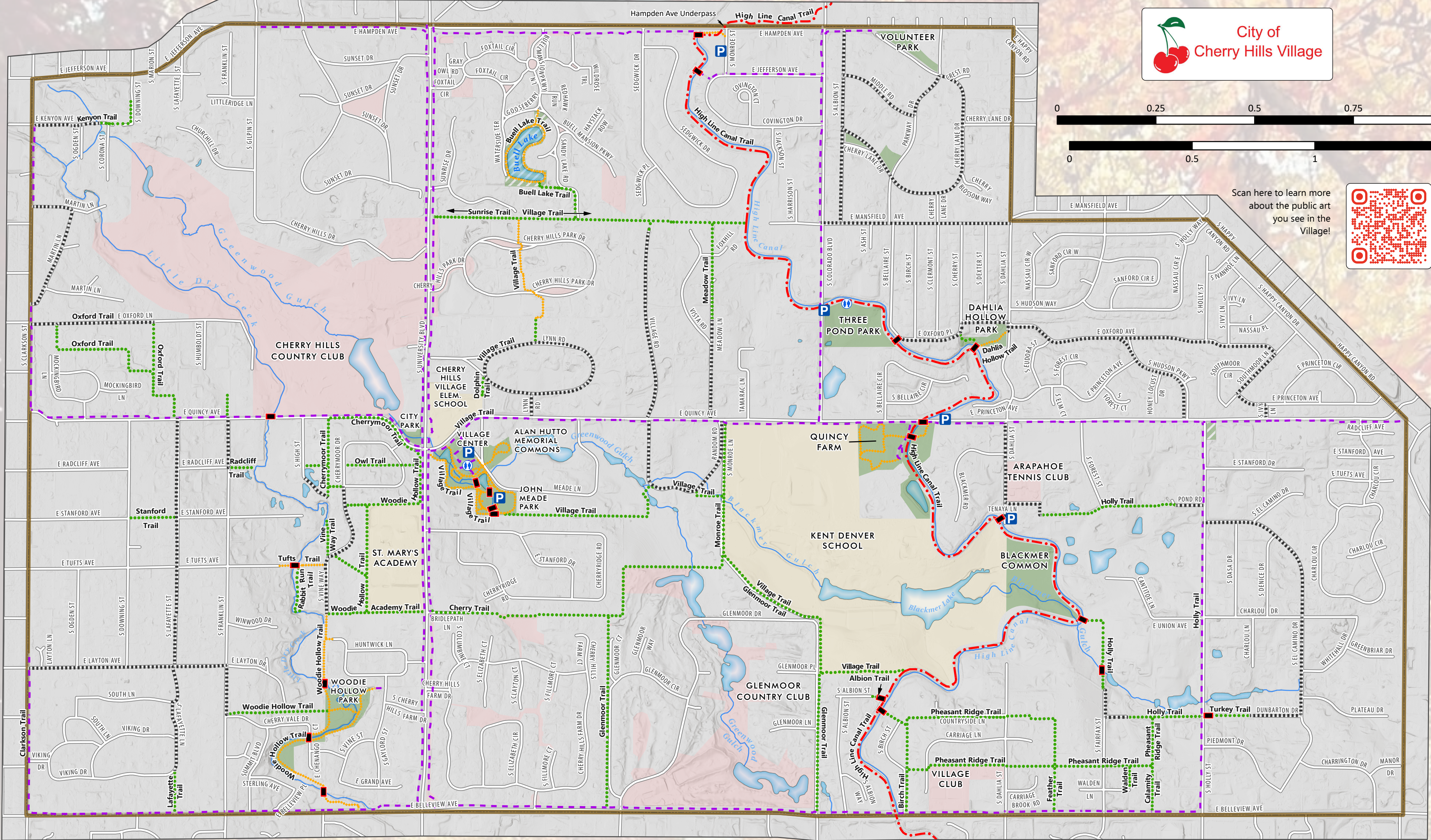
Exhibit A: 2025 Parks and Trails Map

Trail Route Lengths

Trail Name	Length (mi)
Academy Trail	0.15
Albion Trail	0.26
Birch Trail	0.11
Buell Lake Trail	0.69
Calamity Trail	0.12
Cherry Trail	0.45
Cherrymoor Trail	0.38
Clarkson Trail	0.4
Dahlia Hollow Trail	0.17
Dolphin Trail	0.05
Feather Trail	0.11
Glenmoor Trail	1.73
High Line Canal Trail *	3.79
Holly Trail **	2.06
Kenyon Trail	0.31
Lafayette Trail	0.11
Meadow Trail	0.25
Monroe Trail	0.33
Owl Trail	0.19
Oxford Trail	0.86
Pheasant Ridge Trail	1.47
Rabbit Run Trail	0.14
Radcliff Trail	0.09
Sunrise Trail	0.22
Tufts Trail	0.06
Turkey Trail	0.11
Vine Way Trail	0.1
Walden Trail	0.05
Woodie Hollow Trail	1.63
Village Trail **	6.1

* Length within Cherry Hills Village
** Including High Line Canal Portion

Z-CARD®, PocketMedia®, US patent 5945195 # J4474



Scan here to learn more about the public art you see in the Village!



Trail Types and Features

- Bridle Trail (Grass)
- Crusher Fine Trail
- High Line Canal Trail (Soft Surface)
- Paved Trail
- On Street Connection
- Street
- Stream
- Lake
- Bridge
- Restroom
- Trail Parking

Land Use

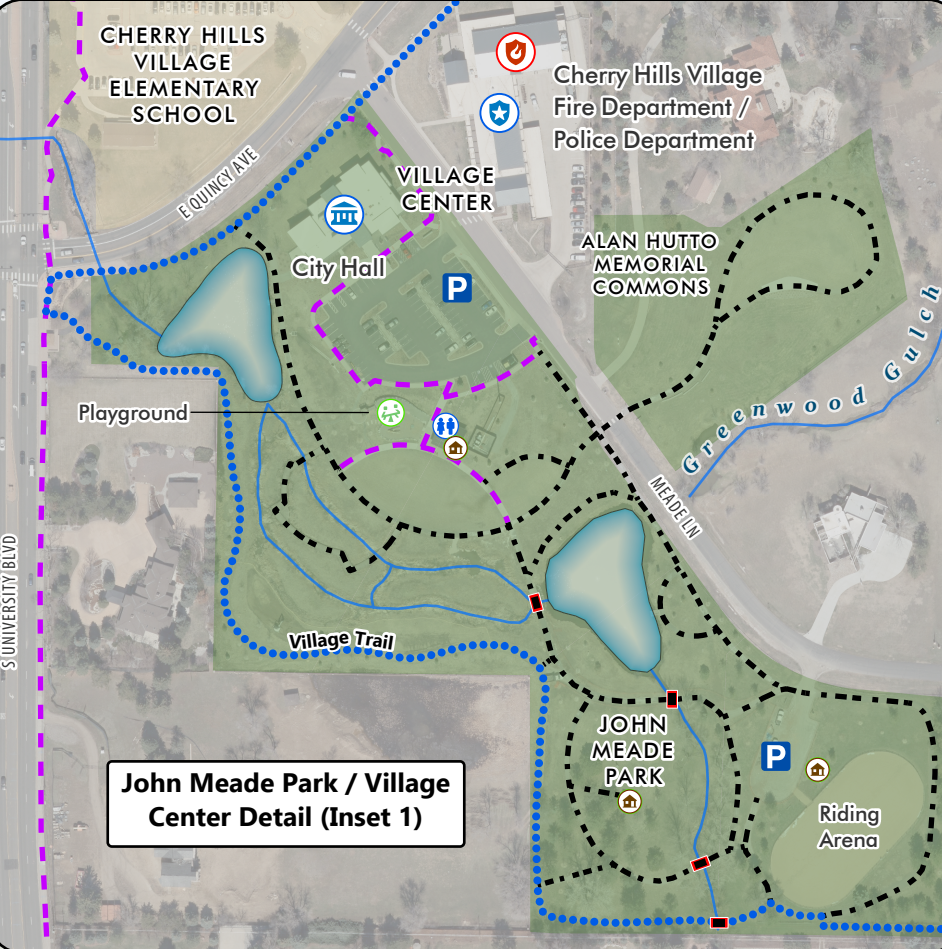
- Cherry Hills Village Park
- Cherry Hills Village Open Space Easement
- Country Club/HOA Open Space
- Schools
- City of Cherry Hills Village Boundary

This map was created to provide general references to public trails, parks, and recreational amenities. This map is for general informational purposes only and does not represent a legal survey. Routes, access points, and availability may change without notice. The City makes no guarantee as to the accuracy, completeness, or condition of the information on this map. Use of trails and facilities shown on this map is at the user's own risk. The City assumes no responsibility for injuries, accidents, or damages from use of trails, parks, and recreational amenities. Nothing on this map alters the immunities, defenses, or protections provided under the Colorado Governmental Immunity Act. This map is the property of the City, is not for sale, and may not be reproduced for commercial purposes without express, written permission by the City.

Welcome to Cherry Hills Village

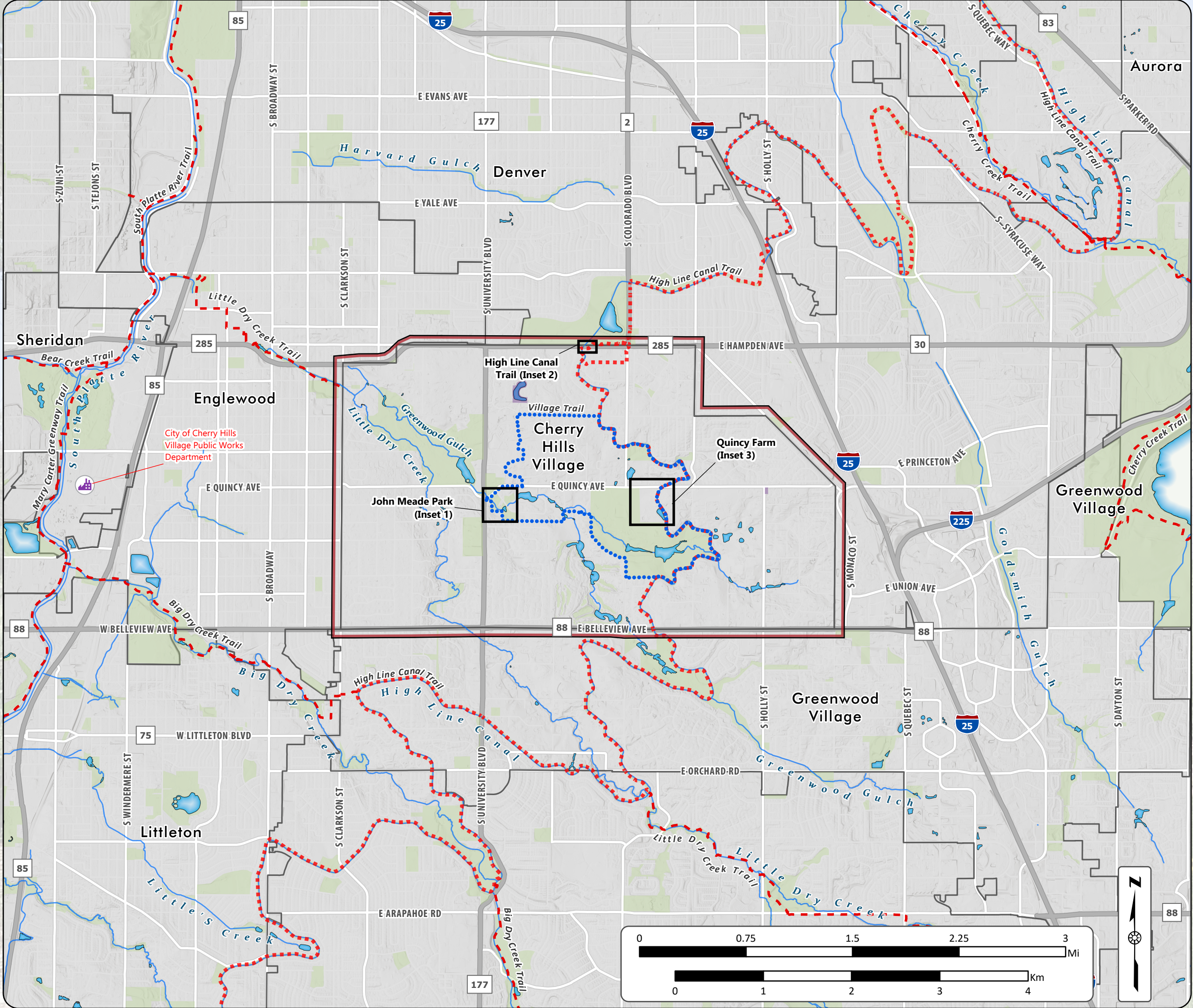
Cherry Hills Village includes nearly 74 acres of publicly owned parks and open space (including John Meade Park, Blackmer Common, Dahlia Hollow Park, Three Pond Park, Woodie Hollow Park, and Quincy Farm) and 25 miles of trails. The Village's open spaces, trails, and parks help define the character of the community. Neighborhoods are linked by convenient trails and open spaces. Families can stroll along paths and catch glimpses of wildlife. The unpaved surfaces and breathtaking panoramas welcome horseback riders of all ages. Children, as well as adults, have miles of trails for bicycle riding.

You're invited to share in the beauty of this place. Watch for the diverse wildlife who make their homes here, including many species of songbirds, raptors, waterfowl, small mammals, foxes, and coyotes. Enjoy natural features that range from age-old cottonwoods to wetland areas. Always remember that all who pass through this land are ultimately its guardians and caretakers. Together we can keep these open spaces special.



Park & Trail Rules

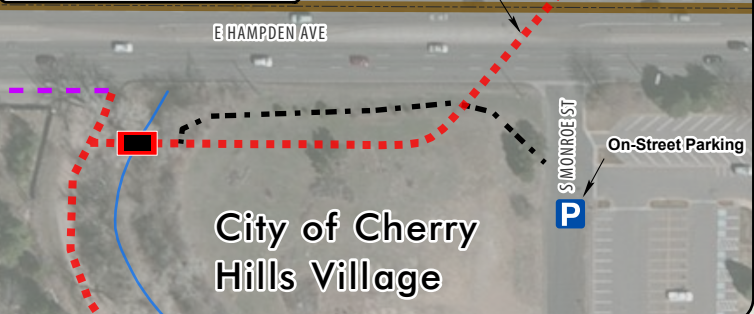
- Open daily 6am to 11pm.
- Dogs must be on a leash no longer than 6 feet and under the physical control of the owner or handler at all times.
- The maximum speed limit on all trails is 15 mph.
- Use provided trash cans; littering or dumping is prohibited.
- No alcoholic beverages are permitted.
- Operation of unauthorized motor vehicles is prohibited.
- Swimming, tubing, boating, or rafting is prohibited.
- Camping, fires, and cooking are prohibited.
- Projectiles and fireworks are prohibited.



- Regional Trail
- High Line Canal Trail
- Village Trail
- Sidewalk/Paved Trail
- Other Cherry Hills Village Trails
- Extent of map on reverse side
- Trail Parking
- Bridge
- Restroom
- Shelter



High Line Canal Trail - Hampden Ave Underpass (Inset 2)

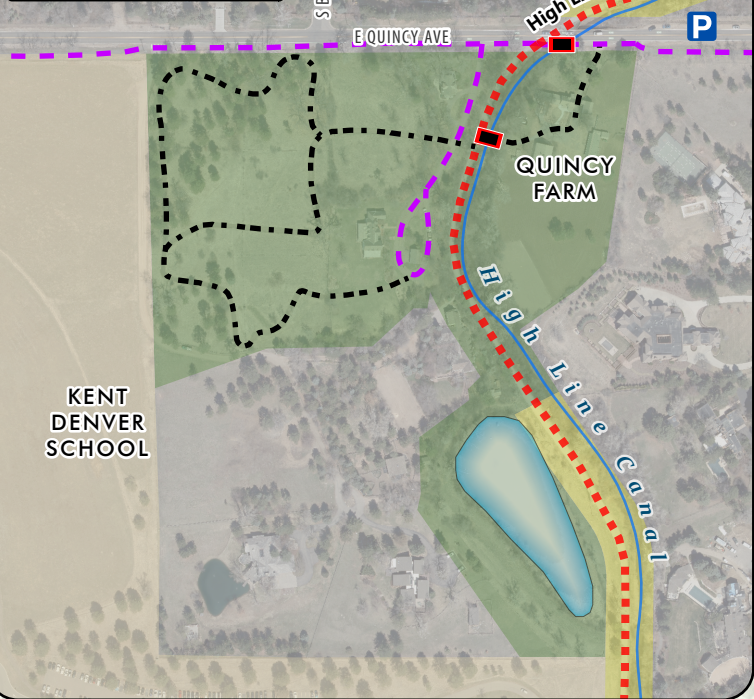


High Line Canal

Originally designed and built as an irrigation ditch in the 1880's, the High Line Canal now serves as a recreational amenity. At 71 miles in length, the Canal trail is one of the longest continuous urban trails in the United States. Stretching from Douglas County on the south to Adams County on the north, more than a million people use the Canal for recreational purposes annually. Cherry Hills Village is proud to have nearly four miles of the trail within its jurisdiction, and to collaborate across 11 jurisdictions (in coordination with the High Line Canal Conservancy) to care for the Canal.

Parks & Open Spaces	Parking	Restrooms	Playground	Equestrian Facilities	Park Shelter	Drinking Water	Ponds & Wetlands	Fishing
Blackmer Common	Dahlia Street parking lot							
Dahlia Hollow Park	On street		Yes					
John Meade Park	Parking lot	Yes	Yes	Riding arena with jumps	Yes	Yes	Ponds & wetlands	Yes
Quincy Farm							Pond	
Quincy & Holly						Seasonal		
Three Pond Park	Limited parking lot	Yes		Cross country jumps			Seasonal	
Woodie Hollow Park	On street			Riding arena with jumps	Yes		Little Dry Creek	

Quincy Farm Detail (Inset 3)



Quincy Farm

Quincy Farm is a 17.5-acre property in the heart of Cherry Hills Village, spanning both sides of the High Line Canal. The Farm is listed on the National Register of Historic Places, and the buildings and pastures are a picturesque part of the region's past. Quincy Farm was placed under a conservation easement and generously gifted to the City of Cherry Hills Village by its previous owner, Catherine ("Cat") H. Anderson, with the intention that it become an amenity for the whole community.

Village Trail

The Village Trail is a loop trail that meanders through the city, connecting points of interests such as the High Line Canal, Quincy Farm, the Village Center, and John Meade Park, to name a few. The total distance of the Village Trail is about 6 miles; approximately two miles are on the High Line Canal Trail. The whole Village Trail takes approximately 2 hours to walk.

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ITEM: 7A

MEMORANDUM

TO: MEMBERS OF THE PARKS, TRAILS, AND RECREATION COMMISSION

FROM: EMILY BLACK, PARKS PROJECT & OPERATIONS MANAGER

SUBJECT: TRAIL IMPROVEMENTS BRAINSTORMING

DATE: JANUARY 8, 2026

ISSUE

Brainstorming improvements for the City's trails.

DISCUSSION

Background

Commissioner Greer requested that an item be added to a 2026 agenda to brainstorm improvements that could take place on trails within the City. PTRC members should discuss ideas, options, and priorities for trails. Small improvements (in both budget and staff time) can likely be incorporated into this year's schedule. (Examples might include reseeding areas of grass bridle trails, or adding additional rules signs on trails.) Large-scale projects that PTRC agrees on will need to be added to the Commission's 2027 Work Plan, as the City budget for 2026 and PTRC's Work Plan for this year are already approved.

BUDGET IMPACT

PTRC has a \$10,000.00 line item each year to spend on discretionary projects like these.

STAFF RECOMMENDATION

PTRC should discuss possible improvements, determine if any additional information is needed, prioritize projects, and determine what is feasible for 2026 and what should be added to the 2027 Work Plan when it is drafted this summer.

RECOMMENDED MOTION

None

EXHIBITS

Exhibit A: 2026 PTRC Work Plan

Parks, Trails, and Recreation Commission 2026 Work Plan

In January 2025, City Council updated the City Council Liaison Program Policy to include the requirement that each City board, commission, and committee prepare an annual Work Plan or report to be reviewed by the City Council. The Parks, Trails, and Recreation Commission will present this 2026 Work Plan to Council in mid-2025.

Per PTRC's bylaws and the Municipal Code, the responsibilities of the Commission are below:

Purpose of the Commission

a) The Parks, Trails and Recreation Commission has been established to advise City Council on matters related to parks, trails, recreation and open space within the community. The Commission shall meet at the direction of City Council for the following specific reasons:

- (1) To make recommendations with the purpose of improving and maintaining the City's park and open space system consistent with the provisions of Chapter 11, Article III of the Code;
- (2) To evaluate and make recommendations concerning the acquisition of additional trails, trail connections, pocket parks, wildlife refuge areas, protected view areas, open space parks and recreational parks;
- (3) To make recommendations with the purpose of protecting and maintaining the streams and water features that exist in the City;
- (4) To review and make recommendations on the Recreation Reimbursement Program to meet the recreation needs of the community;
- (5) To make recommendations to the Planning and Zoning Commission concerning the adoption of that portion of a Master Plan concerning park and trail development;
- (6) To recommend annual budget priorities to the City Council for capital projects related to parks, trails, open space and recreation;
- (7) To develop and recommend an annual recreation and event program and budget to the City Council; and
- (8) To recommend long-range financing plans for open space acquisition;

b) The Commission shall meet in accordance with the provisions of the Municipal Code to:

- (1) Review and make comments and recommendations on preliminary plat subdivision development applications concerning the dedication of land, in accordance with Chapter 17 of this Code; and
- (2) Act in accordance with any other duties as required by other provisions of this Code as enacted by the City Council from time to time.

c) In addition, the Parks, Trails and Recreation Commission shall have such other duties as assigned by the City Council, by motion, from time to time.

June 2025

In accordance with PTRC's responsibilities, the following projects are anticipated for 2026:

Improvements in City Parks and Trails (\$10,000)

This item appears annually on PTRC's Projects and Priorities list. It is a \$10,000 line item budgeted in the Arapahoe County Open Space Fund. Funds can be used for various Park or Open Space improvements, including: play equipment, shelter improvements, horse arena upgrades, etc. or for programming in City parks. The use for the funds is typically determined during the calendar year they are budgeted, for something that comes to PTRC's attention or to contribute towards an already budgeted project in order to improve it. For example, in recent years, this line item has been used to contribute to additional signage around the City when it was requested by residents and PTRC members and to contribute additional funds to the Dahlia Hollow playground project. It gives PTRC the flexibility to respond to Parks needs during the year.

Special Events (\$21,500)

This is an annual item. PTRC's annual special events include:

- Scavenger Hunt (May)
- Movie Night (August)
- Winter Celebration (December)

Last year, PTRC added hosting a table for Bike to Work Day (typically June). This is a very minimal cost that did not require adjusting the budget. Part of this line item (\$5,000) also contributes toward the Spring Clean Up, but that event is planned and run primarily by Public Works.

Reviewing Applications and Requests from Residents (\$0)

PTRC will continue to review applications and requests from residents and make recommendations to the Planning & Zoning Commission and City Council. The most recent example of this type of application is the request for a gate on a public trail by the Cherry Hills Park HOA. Another type of review PTRC has provided in recent years include making recommendations regarding the placement of sculpture in parks and open spaces (whether on loan or permanent acquisitions) in coordination with the Cherry Hills Village Art Commission. The number of applications that PTRC reviews has declined in recent years due to subdivision requests becoming less frequent, as well as the recent ballot initiative that changed the process for trail vacations.

June 2025

Reviewing Bench and Tree Donation Applications (\$0; costs are offset by donations)

PTRC will continue to review and make recommendations to City Council regarding requests for bench and tree donations from residents. This program has been going on for at least 25 years for benches, and PTRC recently expanded the program to include trees to provide another option for residents. On average, PTRC reviews approximately three requests per year.

Park Signage (\$10,000)

New Parks & Trails maps are being developed in 2025 and will be available by 2026. PTRC will use the new maps to create permanent signs for parks to help residents navigate the trail system. PTRC will consider whether to add only one sign at John Meade Park and consider increasing signage in subsequent years based on resident feedback.

Review E-bike Regulations (\$0)

PTRC will learn more about current ebike regulations in the City, local region, and state level, types of ebikes, and enforcement of the current City code. The Commission will consider whether or not to revisit the current rules in the Municipal Code.

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**Colorado General Assembly****Menu**

Electric Bicycles

Submitted by skeim on Tue, 12 Sep 2017 - 10:19

Electric bicycle and electric scooter riders are exempt from motor vehicle registration and license requirements. All electric bicycles in Colorado are required to conform to one of three classifications shown in the table below, and have a label showing the bicycle's classification, top assisted speed, and motor wattage. Any modification to an electric bicycle that changes the speed capability or motor wattage requires an updated label.

Classification of Electric Bicycles

Class 1	An electric bicycle that only provides assistance when the rider is pedaling; the motor ceases at 20 miles per hour (mph).
Class 2	An electric bicycle that provides assistance regardless of whether the rider is pedaling; the motor ceases at 20 mph.
Class 3	An electric bicycle that provides assistance only when the rider is pedaling; the motor ceases at 28 mph. Class 3 electric bicycles must have a speedometer.

Source: Section 42-1-102 (28.5), C.R.S.

Electric scooters. An electric scooter is defined as a device:

- weighing less than 100 pounds;
- with handlebars and an electric motor;
- that is powered by an electric motor; and
- that has a maximum speed of 20 miles per hour on a paved level surface when powered solely by the electric motor.

Local laws pertaining to electric scooters must be no more restrictive than those pertaining to class 1 electric bicycles.

Permissible routes for electric bicycles and scooters. Unless otherwise restricted, Class 1 and Class 2 electric bicycles, and scooters are allowed on the same bicycle and pedestrian paths as conventional bicycles. Class 3 electric bicycles may not be on a bicycle or pedestrian path unless the path is within a street or highway or permitted by the local jurisdiction. Local jurisdictions have the authority to prohibit the operation of electric bicycles and scooters on any bicycle or pedestrian path under its jurisdiction.

Age restrictions and helmet laws. No one under the age of 16 may ride a Class 3 electric bicycle, except as a passenger. Anyone on a Class 3 electric bicycle who is under the age of 18 must wear a helmet.

Penalties. Anyone who violates regulations pertaining to the manufacturing standards and classification of electric bikes and scooters is subject to a class B traffic infraction, with a fine of \$15 and a surcharge of \$6.

For more information on Electric Bicycles, see this Legislative Council Staff [Issue Brief](#).

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What Is An E-bike?

An e-bike is a bicycle that has a battery and a small electric motor (750 watts or less) to propel the bike or assist the rider in propelling the bike forward. In Colorado, electric bicycle riders are exempt from motor vehicle registration and license requirements.

By law, e-bikes in Colorado have three classes defined by their assisted speeds and whether they are pedal-assist (Class 1 and 3) or throttle-powered (Class 2). E-bikes must be labeled with all classes or the highest class they can achieve.

Current Colorado Classifications of Electric Bicycles

>> Class 1

An electric bicycle that only provides assistance when the rider is pedaling; the motor ceases at 20 miles per hour (mph).

>> Class 2

An electric bicycle that provides assistance regardless of whether the rider is pedaling; the motor ceases at 20 mph.

>> Class 3

An electric bicycle that provides assistance only when the rider is pedaling; the motor ceases at 28 mph. Class 3 electric bicycles must have a speedometer.

Source: Section 42-1-102 (28.5), C.R.S.

What Is NOT An E-bike?

You may have seen people riding vehicles that resemble e-bikes—with two or three wheels and possibly pedals—but clearly exceed the speed and motor limits defined by the three-class e-bike system.

These are not e-bikes. They are more accurately classified as electric mopeds, electric motorcycles, or e-motos.

With Bicycle Colorado's support, our state has **taken steps** to strengthen legal e-bike definitions to try to ensure that out-of-class electric vehicles are not advertised, sold, labeled, or regulated as e-bikes.

Did You Know?

Household motor vehicle trips are one of the largest sources of transportation emissions in the U.S. In 2017, about 75% of these trips were 10 miles or less. For short to medium distances like these, e-bikes offer a powerful solution for both mobility and reducing emissions.

Unlike traditional bikes, e-bikes make it easier for more people to ride—whether it's going farther, tackling hills, carrying groceries or kids, riding at an older age, or accommodating mobility challenges. And every e-bike trip helps shrink your carbon footprint

Source: Colorado Energy Office

Source: Bicycle Colorado (www.bicyclecolorado.com/ebikes)

the

VILLAGECRIER

January 2026 Newsletter

cherryhillsvillage.com

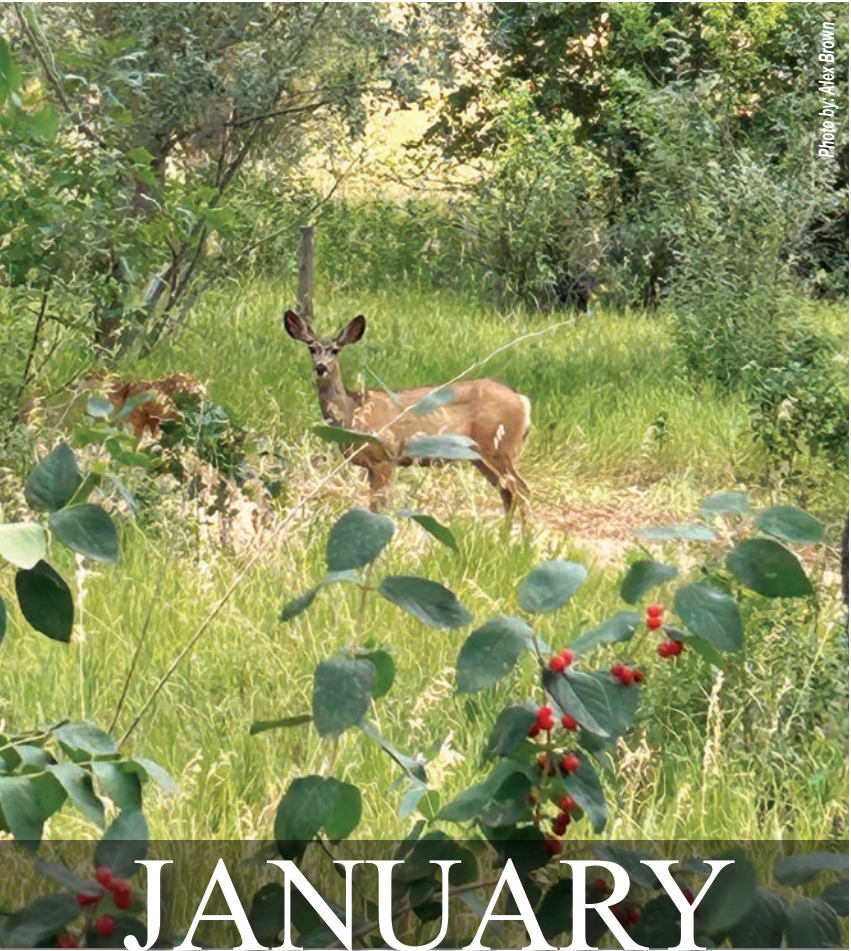


Photo by: Alex Brown

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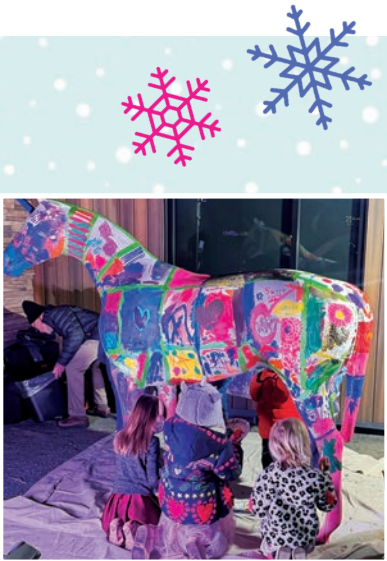
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Winter Celebration
WRAP-UP

Thank you to all who attended the Winter Celebration on Friday, Dec. 12th! Mayor Brown welcomed the community and lit up the tree at the beginning of the event. Kids enjoyed cookies & cocoa, taking a hayride, playing outdoor games, and visiting with Santa and the Snow Queen. We also had a special visitor this year courtesy of the Cherry Hills Village Art Commission – a life-size unicorn for kids to paint! If you have feedback about this year’s event or suggestions for next year, please email ebblack@cherryhillsvillage.com. We look forward to celebrating with you again next year!



Continued on next page.

KEEP IT LEGAL: E-DIRT BIKES AND E-MOTORCYCLES

A Driver's License + Registration + Insurance Are Needed

Did you gift or receive an electric dirt bike or electric motorcycle for the holidays? We're seeing more of these vehicles around Cherry Hills Village, and we want to keep everyone safe and on the right side of the rules. **These machines are only allowed in specific places, and riding them comes with driver's license, insurance and registration requirements.**

Where You *Can* Ride a Dirt Bike

- **Public streets (where legal to operate):** This requires a valid driver's license with motorcycle endorsement, current registration, and insurance.
- **Private property:** Only with the property owner's permission and while respecting noise and nuisance ordinances.

Where You *Can't* Ride a Dirt Bike

- **Sidewalks, paths, trails, and parks** within Cherry Hills Village (including the High Line Canal and all other shared-use paths).
- **School zones, fields, and any public right-of-way** not designated for motor vehicles.

Registration & License—What You Need

- **Driver's license with motorcycle endorsement** to operate on public roads.
- **Vehicle registration and proof of insurance** for street use.
- If you trailer a dirt bike to ride outside CHV (e.g., designated off-highway vehicle areas), follow those area's off-highway vehicle registration/permit rules.

Sticking to the right places and right speeds helps everyone enjoy our streets and trails safely. Keep in mind that the rules outlined above are for **electric dirt bikes and motorcycles**, which are different than E-Bikes.



ANNUAL DOG REGISTRATION

As the new year approaches, please take time to register your dog with the City. You may come into the Police Department in-person (8am-4:30pm Monday-Friday) or simply complete the online registration located on our website, chvpd.com. By registering your dog, it provides the Police Department with the necessary information to safely return your furry friend back to their family. Many times, this registration eliminates the need to take the dog to a shelter. We know your pets are family and we at the Police Department strive to do everything possible to keep your dog safe. *Thank you!*

VILLAGE CRIER MAILING LIST REFRESH

It has come to our attention that some new residents are not receiving the Village Crier because the former owner of the home requested to receive an electronic version of the paper, and not a hard copy. Because the city does not know when a home has been sold, a hard copy is not delivered to

the new owner. Beginning with the February issue, we will reset the Crier mailing list to go to all homes in the Village in an effort to make sure new residents receive the Village Crier. If you have elected to receive only an electronic version of the Crier and want to continue to do so, please email City Clerk Laura Gillespie at lgillespie@cherryhillsvillage.com. Thank you for your understanding!





September 18, 2025

The E-Bike Problem is an E-Moto Problem

By: PeopleForBikes Staff



*Electric bicycles are under
this three-part series, Peo
the future of electric bicyc*

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*X for the wrong reasons. In
from fiction to protect
qualifies as a legal*



Part I: Understanding the Problem Behind the Headlines

Electric bicycle incidents may not involve e-bikes at all.

Headlines about crashes, bans, and reckless riding are becoming more common. But here's the problem: most of the "e-bikes" making the news aren't electric bicycles at all.

In this three-part series, PeopleForBikes, the trade association representing the U.S. bicycle industry, sets the record straight on what is and isn't an electric bicycle, how safety concerns are being misdirected, and what regulators, consumers, and communities can do to protect the future of electric bicycle riding for recreation and mobility.

There are growing concerns in many communities across America about the safety of "e-bikes." These concerns are often centered around young people, who are increasingly turning to e-mobility devices for transportation well before they become licensed drivers. Lack of familiarity with the rules of the road, along with youthful enthusiasm, has sometimes led to unsafe behavior like speeding, riding on sidewalks, ignoring stop signs and traffic lights and even stunt riding on public roads and highways. Unruly behavior leads to social media posts, complaints to local officials, media reports and calls for more regulation of "e-bikes" or even outright bans. At its worst, unsafe behavior causes crashes, serious injuries, and even deaths of young riders.

As the trade association for the U.S. bicycle industry, including many of the companies that make electric bicycles, one of PeopleForBikes' primary focuses is on safety: product safety, safe places to ride, and safety education for cyclists and e-cyclists. We have advocated for sensible regulation of electric bicycles for over a decade and created the [Three Class Model Law](#) to define what is, and is not, an electric bicycle. We support modernization and adoption of electric bicycle safety standards, including battery testing and certification requirements. We see the growing safety issues on our streets and are responding on behalf of our member companies to help craft solutions to reverse these trends. Here's what we have learned in trying to define, understand and address what is being called the "e-bike problem."



Operable Pedals	Required	Not required (often fake)
Motor Power	≤ 750W	Often 1,000W–6,000W+
Top Speed	≤ 20–28 mph	30–65+ mph
Throttle	Class 2 only (≤ 20 mph)	Usually throttle-only
Licensing / Registration	No	Required (in most states)
Product Category	Consumer product	Motor vehicle
Street Legal for Minors?	Yes, in many states, depending on age	No, unless registered and licensed

Just What Is An “E-Bike?” Well, it’s definitely not a legally defined vehicle type. “E-bike” is a generic term that lumps together everything with two wheels and an electric motor and can include a variety of devices including electric bicycles, electric mopeds, scooters, electric dirt bikes and electric motorcycles. These are all different vehicle types and their differences need to be taken into account when developing appropriate laws and regulations to govern their safe use on public roads and trails. Let’s dig into electric bicycles and “e-motos” to understand how they are currently regulated and where the issues are actually arising.

Low-speed electric bicycles are a clearly defined vehicle type under both [federal](#) and most state laws: they must have operable pedals, an electric motor of 750 watts or less, and a maximum speed when powered solely by the motor of 20 miles per hour. A vehicle that does not meet all three requirements in that definition is not an electric bicycle. Electric bicycles are not motor vehicles. They are consumer products and their use on public roads and trails is generally regulated the same as bicycles. Almost every state already fully defines what an electric bicycle is, and how and where it may be operated.

What Is An E-Moto? E-motos are electric mopeds, electric motorcycles and electric dirt bikes that are much more like a motorcycle than any electric bicycle. E-motos may have motors with thousands of watts, far exceed the 750 watts allowed for a legal electric bicycle, and have throttles and typically can



motorcycle operator license is required. E-motos intended for off-road use (electric dirt bikes) may be subject to state off-road vehicle registration requirements, such as those recently [passed](#) by the California legislature. While some state laws do not specifically mention electric motor power, the legal status of e-motos as motor vehicles has been settled for many years.

Isn't Anything With Pedals An Electric Bicycle? No. E-motos are often equipped with pedals from the manufacturer or have pedals added by consumers in an attempt to disguise the e-moto as an electric bicycle and “fly under the radar.” While operable pedals are required for a vehicle to be an electric bicycle, *the mere presence of pedals on an overpowered or excessively fast e-moto does not make it a “legal” electric bicycle.* Any vehicle with an electric motor in excess of 750 watts or that can travel over 20 miles per hour when powered only by the motor is not an electric bicycle, even if it has pedals and the manufacturer claims it is “street legal.”

What If The E-Moto Claims To Be Legal Because It Has A Class 2 Or 3 Mode?

Despite claims by some sellers, it is legally impossible for a vehicle to be both an electric bicycle and an e-moto. A vehicle with motor power over 750 watts or that can exceed 20 miles per hour by use of a throttle is a motor-driven cycle (moped, motorcycle, electric dirt bike), not an electric bicycle. That is true even if the e-moto's controller has one or more “modes” that can selectively limit or delimit its capabilities to those of an electric bicycle. Based on the legal definitions of an electric bicycle and a motor-driven cycle, if it's too fast or too powerful in any mode, then it's not an electric bicycle, period.

Who Is Responsible For The E-Moto Problem? *The E-moto problem is caused by E-moto manufacturers and sellers.* The companies that make, import and sell e-motos are attempting to skirt legal and safety requirements for motor vehicles in order to sell their products. Their intention is to deceive the public into believing their e-moto is an electric bicycle or “e-bike” that does not require a driver's license to operate and may even be appropriate for children. These manufacturers put pedals on an electric moped, or simply include a mode or setting that limits the top speed to 20 miles per hour and claim it's a Class 2 electric bicycle. This same device can be easily “unlocked” to go faster than 20 miles per hour and may have a faster unlimited “off-road” mode built into the controller. E-moto companies are also selling e-motos being purchased by parents for their kids. E-moto companies are selling e-motos to teens and pre-

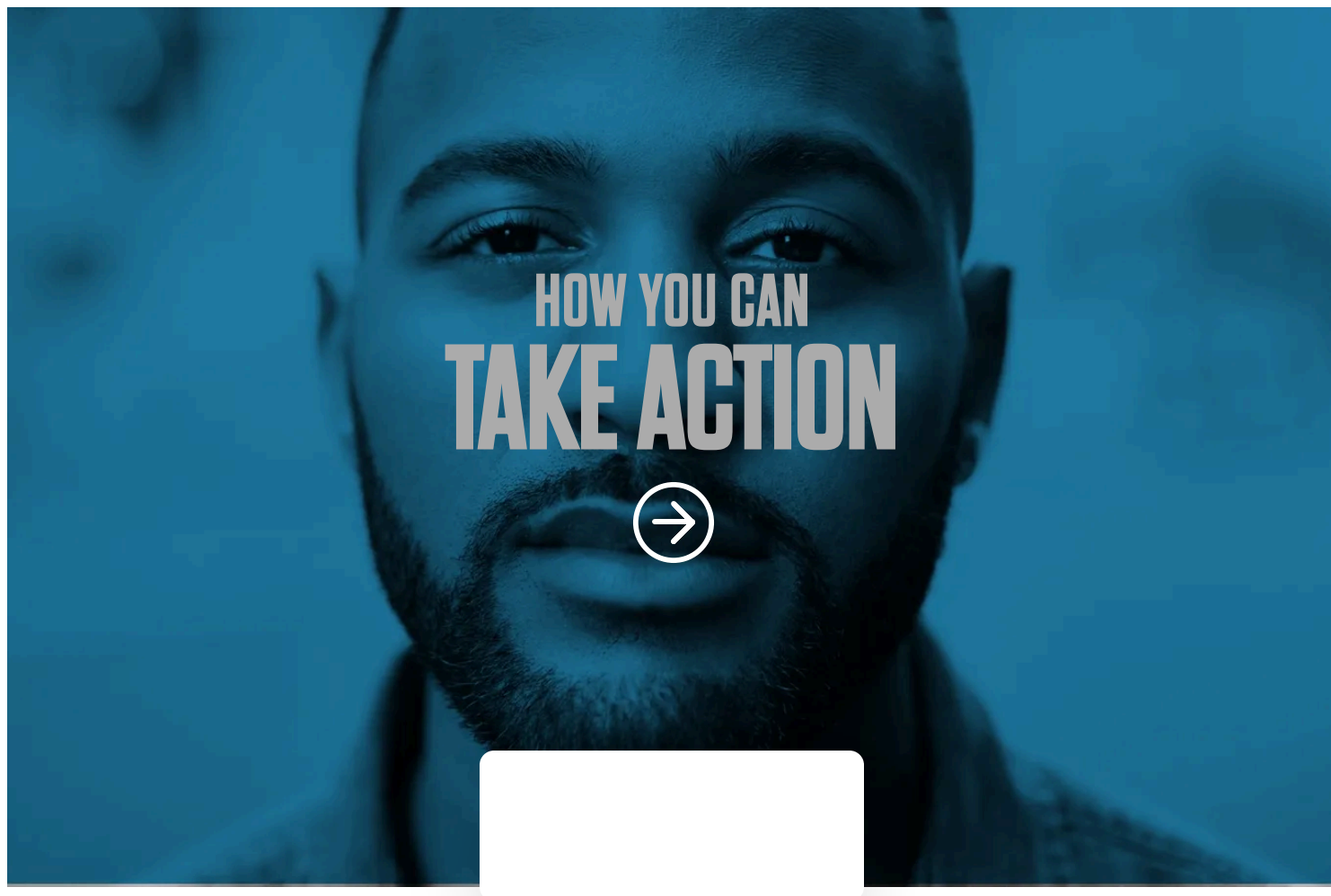


Bringing it full circle, the reckless use of e-motos by young people and others in their communities is prompting calls for stricter regulation. Consumers also are largely unaware of the safety, financial and legal risks they undertake when they buy or use an e-moto on public streets.

This blog is part one of a three-part series. *Part 2: What You Risk When You Ride an E-Moto* will address those potential implications of e-moto use for consumers, while *Part 3: Policy Solutions That Protect Electric Bicycle Access* will offer some regulatory solutions to this growing safety crisis.

Related Topics:

[Bike Safety](#) [Electric Bikes](#)





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I'M FOR BIKES



September 26, 2025

The Hidden Dangers of Illegal E-Motos

By: PeopleForBikes Staff



Electric bicycles are under increasing scrutiny, often for the wrong reasons. In this three-part series, PeopleForBikes separates fact from fiction to protect the future of electric bicyc

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Part 2: Unpacking the Risks for Riders and Families

In Part One, we explored the critical differences between legal electric bicycles and high-powered e-motos that are classified as motor vehicles, many of which are being sold and marketed as “e-bikes” despite clearly violating speed, power, and safety standards. We also revealed the deceptive tactics some manufacturers use to mask their e-motos as compliant bikes: adding pedals, toggling “Class 2” or “off-road” modes, or claiming they are “legal” for anyone to ride anywhere.

But what if you already bought one? Maybe for yourself, maybe for your child? You're riding it around the neighborhood or to school. What's the harm if it looks like a bike, right?

Unfortunately, so much can go wrong. In this second installment of our series, we examine the legal, financial, and safety risks that e-moto riders and their families face every day. From voided insurance claims to fines and injuries, the implications are serious. Many families are unaware that what they've bought and how they're using it could violate state laws and put young riders in harm's way.

Here is a short list:

- **Speeding/Moving Violation:** Most vehicle stops result from an officer observing a speed limit or other violation, like running a stop sign. Being stopped could lead to questions about the legality of the vehicle, in addition to a traffic ticket.
- **Unregistered Vehicle:** All motor vehicles need to be registered and display a license plate. If you are pulled over and law enforcement determines you are operating a motor vehicle that needs registration, you could be cited for failure to register your e-moto.
- **Motorcycle License:** If the e-moto is determined to be a motorcycle, state law may require the operator to have a specific motorcycle license or endorsement.
- **Lack of Insurance:** Motor vehicles need to have liability insurance in the amounts set by the state. The operator needs to have proof of insurance.



- **Increased insurance costs.** Vehicle law violations go on your driving record, which is reviewed by your insurance company. They may decide you pose a risk and increase the premium you pay for your other vehicles, or simply drop you as an insured. Your new insurance will likely be more expensive for some time.

That sounds like a really bad day. Maybe you should just try to outrun the cops? Heck, your e-moto can easily reach 65 and is way more maneuverable than a squad car. And there's no license plate on there, so they can't identify you.

Bad idea. In most states, using a motor vehicle to flee from a police officer is a [felony offense](#) that can result in hefty fines and jail time. Fleeing may involve other violations, such as careless or reckless driving, or cause a crash, which could lead to more serious charges. While law enforcement may be reluctant to chase an e-moto or be restricted by their internal policy, some departments are now using helicopters and [drones](#) to follow and arrest fleeing e-moto operators. And they probably have some dash or bodycam video as well. Despite these risks, some in the e-moto community irresponsibly support fleeing from police.

Most folks are not going to try to out run the cop, but what if your 14-year old was operating that e-moto and made a [bad decision](#)? All of the above could happen, plus a potential citation for driving without a license (or motorcycle endorsement if required). In addition to possible fines and a criminal record, these sorts of convictions could affect their ability to obtain a learner's permit or driver's license later on, as well as their insurability as a driver.

All of that is bad, but the worst case is a crash where the e-moto operator, a passenger, or a [pedestrian](#) is seriously injured or killed. Even in a less serious crash, there can be expensive property damage to other vehicles. These crashes are becoming more common and the consequences can be quite serious. Certainly, no one wants to see a young person seriously injured or killed in an e-moto crash and the personal toll of these tragedies on families is immense and incalculable.

In addition to criminal charges, what are the civil legal ramifications?

Negligence Per Se: In every personal injury or property damage claim a primary consideration is "who is at fault?" If it is determined that traffic laws were violated because the e-moto involved was not legally operated motor vehicle, that could shift responsibility to the operator of the e-moto. In states with comparative fault, that could greatly reduce or eliminate their claim for



unlicensed, liability for property damage or injuries to others could be the parents' responsibility.

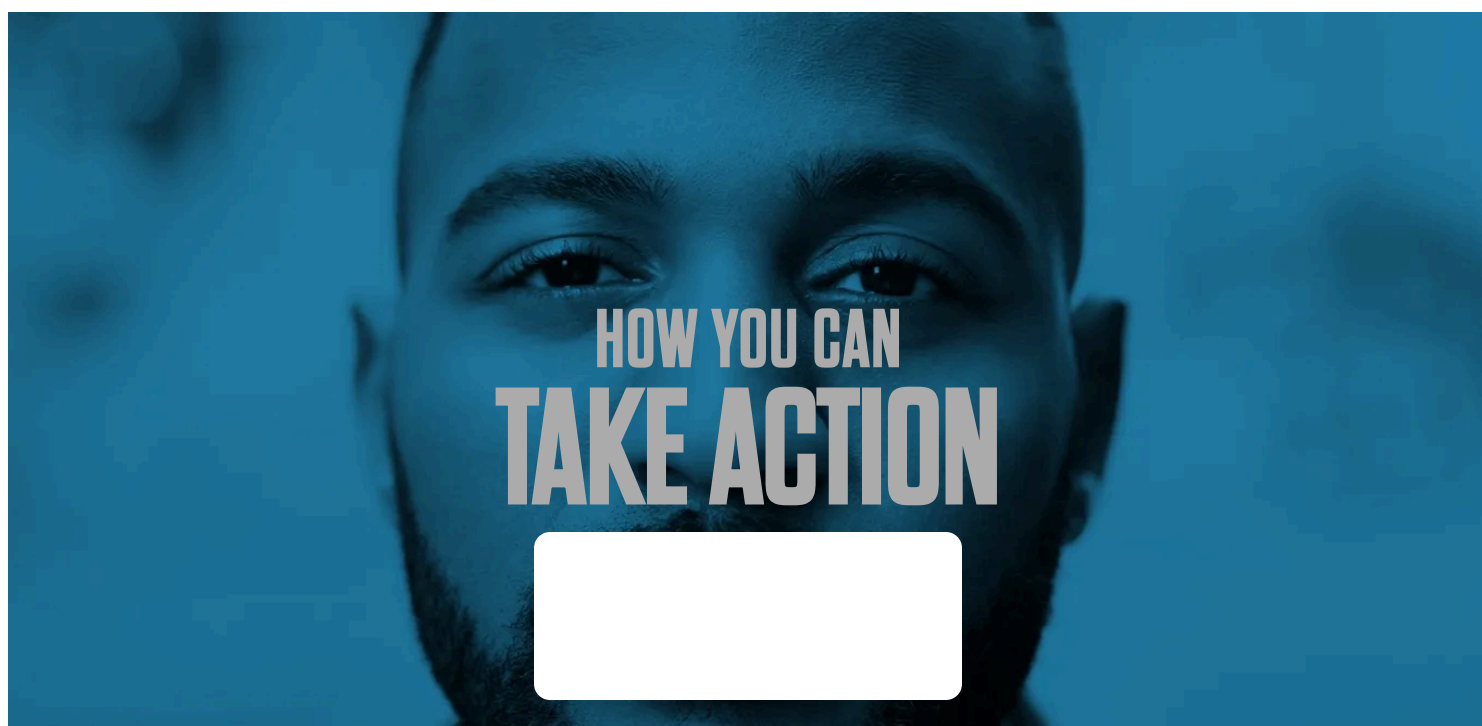
Denial of Coverage: In cases involving serious injuries with large damage claims, insurance companies carefully investigate the facts to determine if their insurance policy excludes coverage for the claim. Motor vehicle insurance typically follows the vehicle, so if an e-moto was not specifically listed as a "covered vehicle," coverage could be denied. Similarly, homeowners' and renters' insurance policies often exclude coverage for motorized vehicles, such as e-motos. Without coverage, the owner and operator of an e-moto involved in a crash could be responsible for all claims, losses and costs of defending any litigation, which can be substantial.

In summary, unregistered e-motos being operated on public streets by unlicensed and immature operators present a host of legal and financial risks that should make anyone think twice about buying an e-moto, especially for their child.

In Part Three of this series, we will examine ways that states and communities can address this growing and dangerous trend with sensible laws and regulations, as well as by providing public educational resources to improve awareness of these risks.

Missed Part One?

Get caught up on how e-bikes and e-motos differ and why confusing the two is leading to unsafe riding and dangerous policy decisions. [Read Part 1](#)





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