

## Batch 4

Comments about E-Bikes for the Parks, Trails,  
and Recreation Commission

Received between 12:00pm on Wed., Feb.  
10th and 12:00pm on Thurs., Feb. 11th, 2021

## MY EXPERIENCE WITH THE E-BIKE SAGA IN CHERRY HILLS.

Feb 10, 2021

- To those reading or listening to this saga: Please bear in mind that it's my timeline, my personal experiences, my feelings and my opinions. I knew nothing of the machinations this subject has endured for many years until it burst into the public sphere a few months ago. Over those years there were no signs, no explanatory documents and no enforcement. So we just kept riding...anywhere and everywhere.
- My name is Dale Boller. My wife Susan and I moved here 24 years ago with our two kids and spent 13 years on Gaylord St. in Farm West. Eleven years ago we downsized to Cherry St. in Mansfield Heights. Both kids graduated from Kent Denver School. It only took a few months here to appreciate Village leaders who were providing residents with a beautiful, safe and fun place to thrive.
- I arrived in Colorado from Southern California with a bicycle habit and continued it here where I rode Pedal-bikes on every road and trail in town unquestioned for thousands of miles on unparalleled terrain amidst powerful scenery. We always shared the dirt with other people enjoying jogs, dogs, walks and horses. What a setting, what freedom. Any city in the country would love a High Line Canal and the trails it sprouts.
- Use of this treasure first came into question for me on July 9, 2020 when Emily Black of the Parks, Trails and Recreation Commission invited me to speak before a group of Board Members and Administrators about E-bikes. At the time, I was researching and test-riding while healing from a hip replacement. I'm 76 years old and my muscles needed a motor assist to help pedal up our many local hills with significantly less pain. Thus I could get the daily exercise every doctor endorses and, in my case, orders. As I spoke on July 9<sup>th</sup>, I was surprised that the group had so many negative observations. Seems they felt being motorized and thus faster made them a danger to overall safety. I interpreted that as an anti-E-Bike.

- Turns out I was correct because on the front page of the November 2020 Village Crier under the headline "TRAIL RULES and REGULATIONS," I saw, for the first time anywhere, an official definition of the word "Trail." It means all dirt trails including The High Line Canal! This bolt from the blue continued: "It is unlawful to drive any motor vehicle in any park or on any trail within the City." Egad, that's where I ride. That's what I love. That's my life! Goodbye E-bike, goodbye exercise, goodbye to my respect for the City which has such treasures and are now denying them, with no warning or stated reasons, to it's most avid users. I feel ignored and betrayed. I feel discriminated against because of the bicycle I ride. I'm very happy, however, that today's meeting is taking another look at the subject.
- I began thinking about those REASONS that weren't stated. In so doing I've ended up with my stance for today. Here it is.
- When reviewing and studying bicycle behavior, remember it's always the rider, not the bicycle. The human, not the machine. When did you last see a bicycle stop at a stop sign? Do bicycles exceed 15 mph on The High Line? Do bikes weave between families with little kids and strollers? Do two-wheelers pass each other without warning...like a bell or a strong voice saying "on your left?" Unfortunately all these violations are rampant and unenforceable. Ain't nothing to do with the make, model or power mode of the machine. They're all a result of the rider's ignorance or selfishness.
- There will be reckless, unsafe, against-the-rules riding on Pedal-bikes as well as E-bikes. Yet the restriction applies only to one.
- Which discriminates against all the riders of that one bicycle. Including the hundreds of E-bike owners who obey the rules and ride safely. Is it fair, or right, that suddenly, through no fault of their own, they lose their privileges while Pedal-bikers continue to enjoy the fun, exercise and camaraderie with friends found on Cherry Hills trails?

- Why would E-bike owners be more likely to obey laws and ride more safely. Well I paid \$4,850 for a loaded Specialized Vado. And if I crash I'll pay plenty more for parts and labor. A new battery alone costs 1,200 smackaroos. Not to mention thousands in medical bills for a broken leg. And months of healing. Plus physical pain all along the way. Older E-bike riders know the OUCH consequences and dollar-cost of foolishness. So they're more likely to stay careful and ride again tomorrow.
- I say PRIVILEGES because riding on The Canal and trails is a privilege...after all, there is no law that says you can. But there is one that says you can't.
- Why would my E-bike prevent camaraderie with friends? Here's how: My phone rings: "Hey Dale, we're riding to Roxborough tomorrow, big barbecue dinner under the flatirons. Meet us at the usual spot in Three Pond Park, 7 a.m." After a long pause of tasting baby-back ribs, I say "Sorry, I can't go. My bike's illegal."
- To those who will make the final decision on allowing or not allowing E-bikes to be treated equally with Pedal-bikes: Deloitte predicts a sales surge of 130 million from 2020 to 2023. Of course Colorado will participate and welcoming these riders with equal treatment, good signage, organized events and possibly even live seminars will be huge projects that could benefit by being started now.
- I like analogies, so I got to thinking about fast cars and motorcycles. A Ferrari, Corvette and Kawasaki Ninja can all kiss 160 mph. Such a speed is of course inherently dangerous, but these rockets aren't singled out for performance and denied access to highways open to other vehicles because of it. But it seems to me that's what we're doing.
- Thanks to the audience for reading and listening. And thank you Emily Black for the invitation. Let's all keep the rubber side down.

Cherry Hills Village  
Parks, Trails + Recreation

February 4, 2021

Re: E-Bikes

Access to the High Line Canal and the Village Trails is an incredible asset that we share. We can walk and jog (with or without our dogs), ride bikes or horses, get some exercise and enjoy the scenery and quiet in a peaceful environment not found everywhere.

We are so fortunate! Please don't allow E-Bikes to spoil it. The rules are fine just the way they are.

Sincerely,

Ann St. Laurent  
Samantha Caldwell McShane  
1 Cantitoe Lane  
Cherry Hills Village

**From:** [Lin Merage](#)  
**To:** [Emily Black](#)  
**Subject:** E-bikes on trails-Opposed  
**Date:** Wednesday, February 10, 2021 2:17:28 PM

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Hello Emily:

I just spoke to Pamela who brought me up to date as best as she can. Quite a topic!

I've been a resident of CHV since 1995, and have seen it change from a quiet and safe neighborhood to one that requires caution. I have more than one property in CHV. At least one of the mail boxes has been compromised three times. My mailbox was one of tens of mailboxes compromised each time. Our safety has decreased substantially.

I have bridal paths that go immediately around, or are adjacent, or one lot next to my properties. I watch riders, bikers, walkers and runners. E-bikes not only will interfere with our privacy and quiet enjoyment of our homes and our city, but they will create a new security issue that is of great concern.

I can see incidents with e-bikers and horses. E-bikes in the city of CHV would create great new concerns including new tax dollars spent to manage.

Looking ahead, I wonder if it would create new law suits when there is an incident. Will the city be responsible, will the property owner who owns the dirt under the surface, will the High Line Canal Conservancy settle to matter and be liable? What about the E-bike company?

Will the city have to buy e-bikes to monitor all trails?

As residences, in order to ensure our privacy and security, will we have to abandon our open space and build 6' or taller fences and install security cameras every few feet? We would have to install lights and motion sensors. Permits will have to be allowed and night skies will be no longer viable.

E-bikes take away from the true nature of creating paths for good health and exercise through natural terrains.

E-bikes can be allowed by a special path adjacent to highways but not our homes.

I can list many more issues of concern. I am opposed to allowing e-bikes through CHV at any time now or in the future.

Emily, thank you very much for reviewing this email and taking it into consideration. Please let me know if you need any additional information.

*The Very Best regards,*

*Lin Merage  
SSRE, Inc  
Symphony Sustainable Real Estate  
Centennial, CO 80111*

February 10, 2021

Dear Chair Dahl and Members of the Cherry Hills Village Parks, Trails and Recreation Commission:

Thank you so much for the opportunity to weigh in on your decision whether or not to allow motorized vehicles on Cherry Hills Village trails, E-Bicycles, in particular.

I am *not* in favor of allowing e-bikes on CHV's unpaved trails. I believe the Village's trails afford Village citizens a special and unique experience that could be lost by opening them up to motorized vehicles of any kind.

This is what I see as problematic:

(1) trail conditions

The trails are currently fairly rutted in a number of places. Adding e-bikes to the trails will make this worse. (Ruts also makes for tricky bicycle steering.)

(2) safety

Most traffic planners will point out that when there is a large disparity between the speeds of the users of a roadway, path, etc., ( in this case between e-bikes and walkers, joggers, regular bicycles and horses) safety is sacrificed, and accidents increase. A vehicle going several times faster than a walker may not have time to course correct for an approaching horse or pedestrian (especially if the trail has deep ruts or is a narrower 8-9-foot trail or if the pedestrian has a dog on a leash.)

(3) the trail experience

My last reason is one that is much less tangible than the first two, and this is what I call the "quiet, contemplative trail experience." Many of us derive—and seek out--an experience that is the opposite of the hectic, computerized, virtual, multitasking, high traffic lives we otherwise contend with. It would be a shame to jeopardize this treasured experience by allowing e-bikes on the CHV trails.

I don't think these same issues apply to the paved trails in the Village such as the ones along S. Holly Street and East Quincy Avenue.

Thank you again for seeking citizen input as you work through this decision.

Cordially,

Klasina VanderWerf  
5250 E. Chenango Ave.  
Cherry Hills Village, CO 80121

**From:** [JEFFREY HOLTGREWE](#)  
**To:** [Emily Black](#)  
**Subject:** No E-Bikes or motorized vehicles  
**Date:** Wednesday, February 10, 2021 3:11:06 PM

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Please do not allow e-bikes or any motorized vehicles on the trails.

I am functionally deaf, yet, as a resident of Cherry Hills I do like to walk on the trails in the village. I do not usually walk alone, because of the danger to me from the bikes that are racing along on the Highline Trail. I can not hear a voice calling out to me from behind. I also see many older citizens who are out enjoying walks and exercising.

The bicyclists want to maintain their speed and are quite annoyed if they are not promptly obeyed and allowed access to speed past you. I am not talking about families out on bikes together, I am talking about the bicyclists who ride through the village to work or for exercise and training.

**To put motorized vehicles and e-bikes on the trails would take the trails away from the pedestrians and the horse back riders, the strollers and the children on foot! Please do not allow E-bikes. and ANY motorized vehicles on the Highline and other trails in the city!**

Jeff Holtgrewe  
2 Foxhill Road

**From:** [Robin Boren](#)  
**To:** [Emily Black](#)  
**Subject:** E-BIKES: VETO!!  
**Date:** Wednesday, February 10, 2021 3:45:00 PM

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Hi Emily,

No, NO, **NO!!**

In my nearly 30 years of living in Cherry Hills Village, I have NEVER written a letter voicing my opinion.

I am one of the lucky ones whose windows face the High Line Canal.

Throughout the day, I watch walkers, runners, bikers, horseback riders, dogs, kids, and citizens of every age enjoy our beautiful trails.

Please, PLEASE, PLEASE do not even consider allowing e-bikes on our trails.

In fact, I would highly recommend that you post more signs describing their prohibition.

I typically walk 10-15 miles weekly on the High Line and have personally witnessed e-bikes illegally “cycle” on the Canal at high speeds. Kids running freely are surprised, walkers with ear buds never hear them coming, and dogs bark and are often scared. Someone will get hurt!

But, my gravest concern will soon be realized. Once the path is open across Hampden Ave and Colorado Blvd, I assume that our daily traffic will double.

Not only will recreation users be on the trails, but it is also possible that folks will start commuting to work, especially if e-bikes are allowed.

So, my vote is a resounding **NO** and I am pleading for additional signs dissuading e-bikers from our peaceful and much beloved trail system.

Sincerely,  
Robin Boren



Robin Boren, PhD  
The College Doctor LLC

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Englewood, CO 80113  
office: 303.761.6666  
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CHV Parks, Trails and Recreation Commission CC: CHV  
Village Council

9 February 2021

Dear PTRC Members,

As a Cherry Hills Village resident and frequent user of CHV Trails, I would first like to thank all of you for your hard work and dedication in helping preserve the Parks and Trails of the Village.

I am writing today to express my **STRONG DISAGREEMENT** with the idea of allowing motorized eBikes on CHV Trails, particularly the Highline Canal. For the last twenty years I have probably used CHV trails at least ten+ times a week on average. I walk, run, bike, and ride my horse on the highline Canal and bike paths frequently. My concerns fall into three categories as outlined below.

### **1) Safety and Crowding**

As most frequent users of CHV trails can attest, there is already a significant safety issue resulting from over crowding and the mix of bikers with other trail users including walkers, runners, families with small children and strollers, and equestrians. These will be significantly exasperated by allowing eBikes on the trails.

Regular bikes already travel much faster than other users. However, on a regular bike traveling 20 to 30 mph, the rider is actively engaged and generally aware of the speed they are traveling. This is not true of common eBikes which require minimal effort, and attention, to reach speeds up to 28 mph. Furthermore, there are **eBikes currently available which have maximum speeds of 40 mph**, and new ones coming out capable of 50 mph. This exceeds the speed limit on every CHV road! To mix motorized vehicles capable of these speeds with pedestrian and equestrian traffic is obviously extremely dangerous.

There has been discussion of posting maximum speed limit signs to curtail the speeds of all bikes, but how will this be enforced and by who? Uniformed police officers giving out citations? Or just concerned citizens, which creates the potential for ugly, and possibly violent, confrontations? This is already an existing problem. To add to it by allowing motorized vehicles on the trails would be, in a word, just plain dumb. It would also abdicate Cherry Hills Village's responsibility to help maintain a safe environment for pedestrians and equestrians on its trails.

The Highline Canal in particular has become much more crowded during the Pandemic. This is going to become even more true when the underpass at Colorado and Hampden is complete, opening a straight connection with Denver's Canal traffic. This in turn will increase the amount of commuter traffic to the DTC and points south. To allow

motorized commuter vehicles capable of high speeds on the Canal would essentially turn it into a commuter highway for several hours each day making it unsafe for recreational use.

## **2) A Slippery Slope.**

If the Village allows eBikes on the trails, then why not electric skateboards? If electric skateboards are okay, why not electric scooters? Or electric mopeds? Where do we draw the line? If we do draw it at eBikes alone, how long is it before someone sues the city over the arbitrary discrimination against other types of electric vehicles? All of these vehicles are capable of high rates of speed which are not capable with pedestrian traffic. As we all know, once the first step is taken down a slippery slope like this, it will be almost impossible to go back. It would be much better, and less contentious, to just maintain the current restriction on all electric vehicles.

## **3) Preservation of the semi-rural nature of the Village as per our Master Plan.**

All the Village trails are an incredibly valuable asset which cannot be replaced and must be protected. They are extensively used by Village residents and surrounding communities for recreation, exercise, relaxation and re-connecting with nature. The gravel surfaced Highline Canal in particular is emblematic of the semi-rural nature of the Village described in our Master Plan. To open them up to high speed electric, commuter vehicles would be incredibly destructive to one of the things which make Cherry Hills Village so unique and such a wonderful place to live.

To see the potential consequences of this, one only has to look at what has happened to the Cherry Creek Trail in Denver. As traffic increases, the Canal will need to be paved with a hard surface, such as concrete. As speeds, and resulting accidents, increase it will need a dividing line for two way traffic, or perhaps bikes vs pedestrians. When this fails to prevent serious accidents from happening, CHV will have no choice but to post speed limits and patrol the paths with uniformed police officers issuing citations. All of these things have come to pass along the Cherry Creek Trail. Is this what any of us want for our beautiful Village trails? I certainly don't!

In closing, for all the reasons outlined above, I strongly urge you to vote AGAINST allowing eBikes on all Cherry Hills Village trails, but in particular the Highline Canal.

Martin Greer  
4213 S Colorado Blvd  
Cherry Hills Village, CO