

AGENDA

PARKS & RECREATION COMMISSION

WEDNESDAY, FEBRUARY 17, 2021
VIRTUAL MEETING

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

ORAL COMMUNICATIONS

Volunteer recognition awards

STAFF RECOMMENDATION

CONSENT CALENDAR

1. APPROVAL OF MINUTES

Commission meeting held on November 18, 2020

APPROVE

2. PROGRAM STATISTICS

Consider participation statistics for FY 20/21 Q2

APPROVE

REPORTS AND OTHER BUSINESS

3. Staff Report, Creek District Park – Lewis Clapp

NOTE & FILE

4. Park Naming Subcommittee Formation

No More than 3 Commissioners

APPOINTMENT

5. Trails Advisory Committee Applications

APPOINTMENT

6. E-Bike Proposal & Recommendation

Public Comments read aloud by Taylor Oshinski

VOTE

ORAL COMMUNICATIONS

Report from the Parks & Recreation Director

NOTE & FILE

WRITTEN COMMUNICATIONS



ADJOURNMENT

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO) ss.
CITY OF SAN MARCOS)

City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

AFFIDAVIT OF POSTING

Agenda packets are available for public inspection 72 hours prior to scheduled meetings at City Hall: 1 Civic Center Drive, San Marcos, CA 92069. Any agenda-related writings or documents provided to a majority of the commission after distribution of the agenda packet are available for public inspection at the time of distribution in the Council Chambers. I, Cheryl Salazar, Parks & Recreation Commission Secretary, City of San Marcos, hereby certify that I caused the posting of this agenda at the entrance of City Hall Council Chambers on Wednesday, February 11, 2021.

Date: February 11, 2021



Cheryl Salazar, Commission Secretary

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Minutes

Regular Meeting of the San Marcos Parks & Recreation Commission

Wednesday, January 20, 2021

GoToMeeting – Link in City Calendar

CALL TO ORDER: Chairperson Jay Franklin called the meeting to order at 6:03 pm.

PLEDGE OF ALLEGIANCE: Chairperson Jay Franklin

ROLL CALL:

<u>Commissioners Present</u>			<u>Commissioners Absent</u>	
FRANKLIN (1/1)	100%			
HERNANDEZ (1/1)	100%			
LINDSAY (1/1)	100%			
MOCKUS (1/1)	100%			
PRESTININZI (ALT) (1/1)	100%			
			ROBLES (0/1)	0%
SENSMEIER (1/1)	100%			
SMITH (1/1)	100%			

ALSO PRESENT:

Director Buck Martin, Program Manager Andrea Gonzalez, Recreation Coordinator Taylor Oshinski, Commission Secretary Cheryl Salazar.

ORAL COMMUNICATIONS

Volunteer recognition awards – there were none recommended.

CONSENT CALENDAR

COMMISSIONER SENSMEIER MOVED TO APPROVE CONSENT CALENDAR ITEMS 1 AS PRESENTED, SECONDED BY COMMISSIONER MOCKUS-VALENZUELA AND CARRIED TO APPROVE.

REPORTS AND OTHER BUSINESS

1. Staff Report, Year in Review- Andrea Gonzalez, Recreation Manager

Commissioner Mockus-Valenzuela – Asked whether we would be adding more after school programs for the duration of the final semester for school. Gonzalez stated that the supervisor responsible is very reactive to changes the district is making and will adapt to maximize recreational opportunities. Mockus-Valenzuela noted there will not be many outlets for middle and high school youth that need outside physical activity,

Commissioner Sensmeier asked for more information about the Cost Recovery project. Gonzalez stated that it would be a real picture of what it takes to run our programs financially.

Chair Franklin noted that most of the cost recovery statistics did not include administrative costs. Gonzalez noted that this would be the full cost recovery and a deep dive into administrative costs, program costs and facility costs.

Chair Franklin mentioned the Trails Master Plan and wondered if there was an updated map that shows the portions that are being removed and put in. Gonzalez will check with the consultant. Franklin asked to have a method of ensuring the Commission was able to verify that the renovation was an actual improvement for the trail.

2. Park Naming Update – Andrea Gonzalez

Gonzalez updated the Commission to the fact that “Promenade Park” is a placeholder name. Commissioner Sensmeier asked to be alerted as to the social media effort. Franklin ascertained to the size and consideration of the park to better prepared in choosing a name for the park. Gonzalez gave an overview about some of the park amenities.

3. Trails Advisory Committee Meeting Minutes

Chair Franklin commended Taylor for his efforts during the meeting in reading the public comments. Chair Franklin asked where the conversation originated within the City so he could understand the difference between how many people commented vs. the Democracy in Action project. Taylor Oshinski stated that it originated in the TAC and gained momentum from early August.

Commissioner Smith asked how we could reach out to the equestrian community to ensure they have a voice in this matter. Oshinski stated that there are existing relationships with TOVEA and he has means to reach out to them. Gonzalez corrected the potential misunderstanding that they were not included in the original public comment period.

ORAL COMMUNICATIONS

Parks & Recreation Director Buck Martin provided an update on the following items:

- Darren Chamow was promoted to Director of Public Works.
- Chamow will be asked to work with CalTrans to correct the issue of trash along the 78 corridor.
- Positional changes to come will include a new Recreation Coordinator, Recreation Supervisor and Assistant Director.
- Cheryl Salazar created the Holiday Activities Guide and the Reindeer Scavenger Hunt that made many families so happy and introduced them to different parks.
- Martin updated the commissioners on the City's drone policy and have been doing research and making connections to learn more to help us develop a policy that has longevity, continuity, and flexibility.
- Funding was found to enhance a few park water fountains to include dog water fountains.
- Congratulated Mockus-Valenzuela and Sensmeier on their re-appointment.
- Commissioner Prestininzi asked whether there was an update on Discovery Lake. Martin directed that he would

COMMISSIONER COMMENTARY

- Commissioner Hernandez thanked staff for his time for the lengthy process regarding the drone policies.

- Commissioner Sensmeier appreciates her re-appointment; it is a good experience to go tell Council what they have been doing.
- Commissioner Smith congratulates Mockus -Valenzuela and Sensmeier on their re-appointment and gives praise to staff for creating programming.
- Commissioner Lindsay congratulates the re-appointed commissioners. Agree with Chair Franklin about getting a draft with tracked changes of the Parks & Trails Master Plans as he believes it is much more than changes in materials. Would like to see drafts and proposed changes. Offers his congratulations to Darren Chamow on his promotion. Lindsay also asked if there would be a forum to discuss the limitations of e-bikes and where and when that forum would happen. Lindsay also stated that remote control airplanes may need to be included in the drone policy discussion.
- Chair Franklin states that he would like to see e-bikes agenda-ized as well as drones. Franklin asked that the Commission's congratulations be extended to Darren on his promotion.

WRITTEN COMMUNICATION

None.

ADJOURNMENT

CHAIRPERSON FRANKLIN ADJOURNED THE JANUARY 20, 2020 SAN MARCOS PARKS & RECREATION COMMISSION MEETING AT 7:01 P.M.

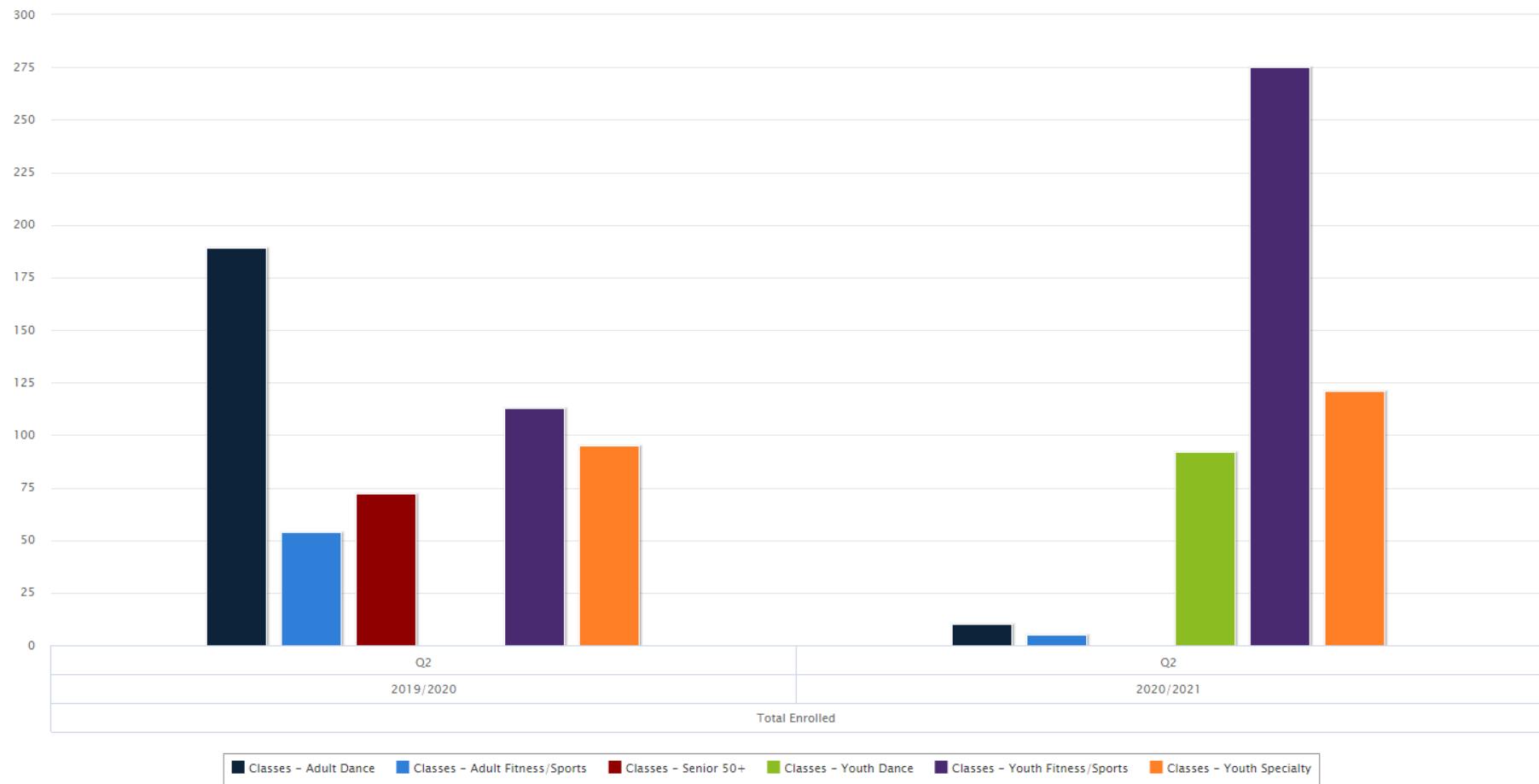
ATTEST:

Jay Franklin, Chairperson
Parks & Recreation Commission
City of San Marcos

Cheryl Salazar, Comm. Secretary
Parks & Recreation Commission
City of San Marcos

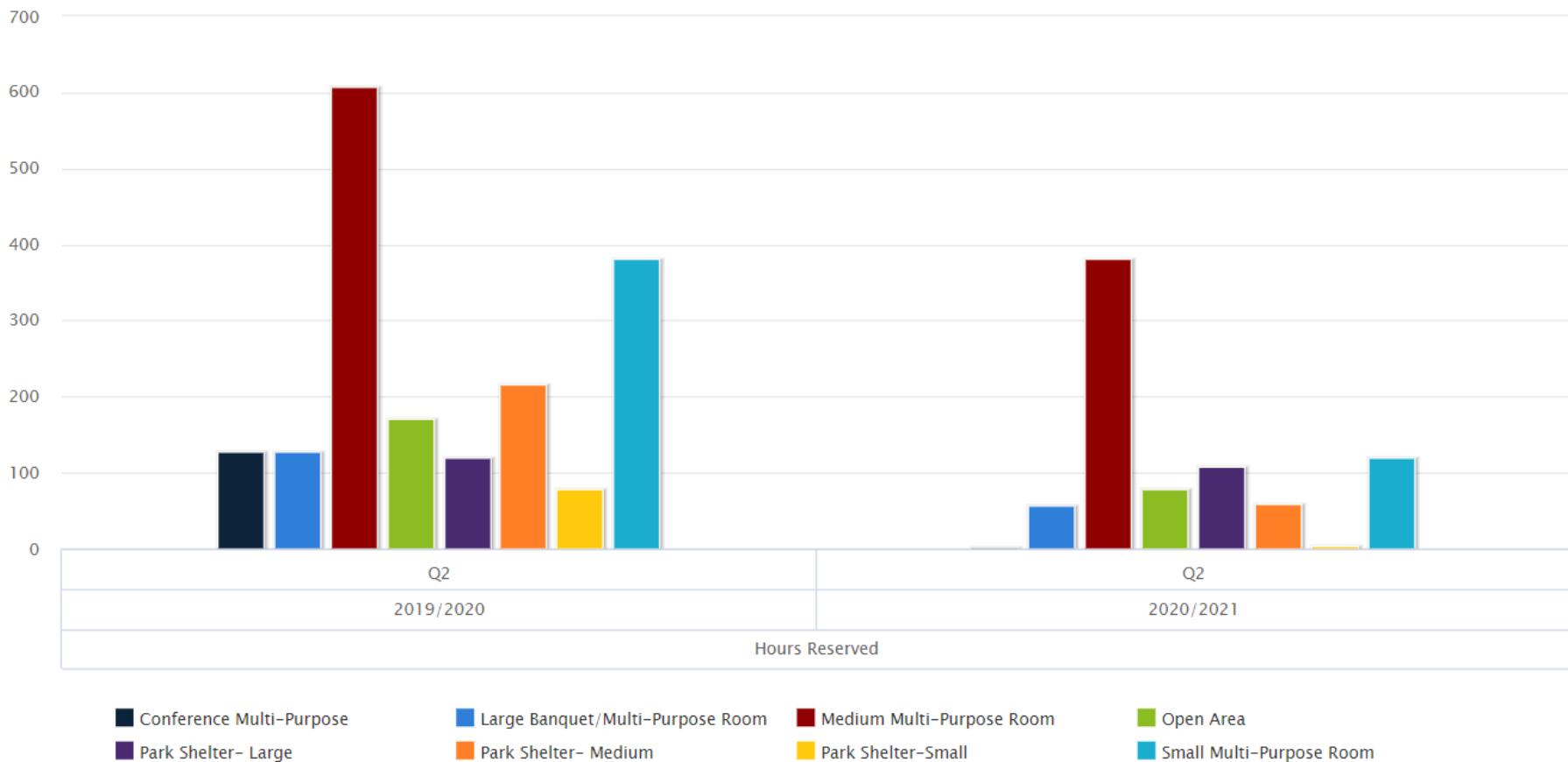
Parks & Recreation Department
Program Statistics
Q2 2020/2021

Activity Statistics - Classes



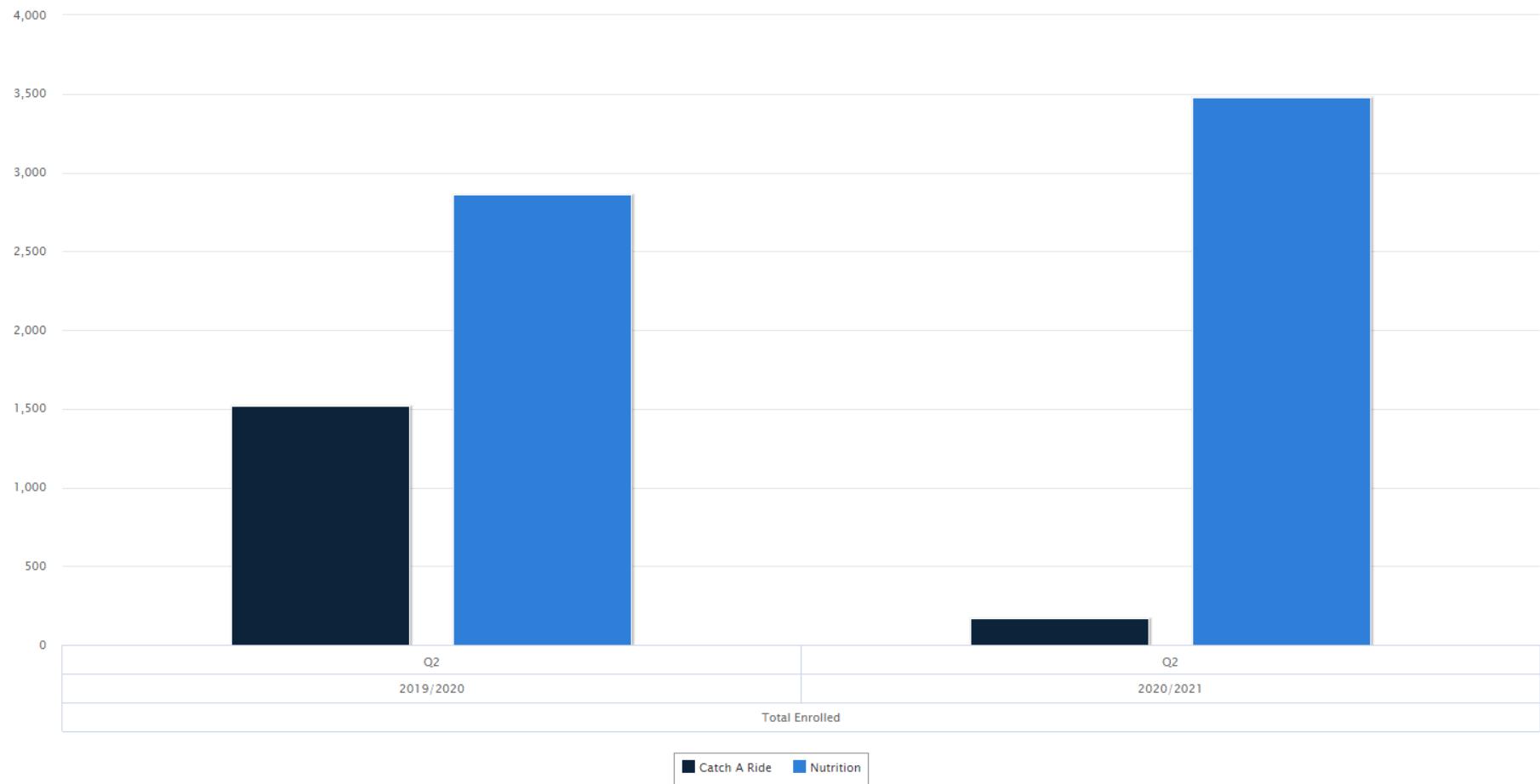
Parks & Recreation Department
Program Statistics
Q2 2020/2021

Facility Reservations



Parks & Recreation Department
Program Statistics
Q2 2020/2021

Activity Statistics - Senior Activity Center





PARK NAMING APPLICATION

PARKS & RECREATION DEPARTMENT

Applicant Name (individual submitting request): _____

Address: _____ **City:** _____ **Zip:** _____

Phone(s): _____ **E-mail:** _____

Business/Organization: _____ **Non-Profit**

Location of PARK or COMPONENT to be considered for naming:

Park _____

Component

Suggested Name:

Category:

- Individual** – *has contributed significantly to the quality of life in San Marcos and has been a San Marcos resident and/or provided a substantial donation towards construction and/or maintenance of the park/facility*
- Organization** – *provided a substantial donation towards construction and/or maintenance of the park/facility*
- Neighborhood / Geographic Location** – *identifies the geographic location, feature or common name that gives identity to an area*
- Municipal Heritage** – *provides a link to/with San Marcos heritage*

Please provide a written narrative that supports the nomination (must be completed for consideration)

Supporting documentation is encouraged. Please attach additional pages, biographies, materials and information if needed.

Community Engagement for Promenade Park Naming

Engagement Goal

- Seek input from community on naming options for Promenade Park

Engagement Launch Date

- Monday, Feb. 8 or Tuesday, Feb. 9

Targeted Audiences

- Those interested in the Creek project
- Those interested in parks, recreation and trails in San Marcos
- Families living around the Creek Project

Recommended Engagement Tactics

- News article for website
- Condensed version of article for Creek eblast
- Blurb to the Planning Commission to share with their networks
- Content and graphics for City social media channels (Ideas: We ❤️ Our Parks; Help Us Name Our Newest Park, include Creek branding)
- City Manager podcast (time-permitting)

Draft Engagement Materials

News Article for Website

HEADLINE: City Asks for Community's Help to Name New Park

The City of San Marcos is asking for community input on the naming of its newest park, a 3-acre park that is being built as part of the City's \$104 million [San Marcos Creek Project](#).

Construction crews continue to make progress on the project, which started active construction in March 2020 and is expected to wrap up in March 2022.

In addition to creating new outdoor spaces for San Marcos residents to enjoy, the Creek project will add the needed infrastructure to relieve long-standing flooding issues and improve traffic circulation while revitalizing and preserving the San Marcos Creek. The project will:

- Minimize flooding risks
- Preserve and enhance creek habitat

- Build a new park, trails and gathering spaces

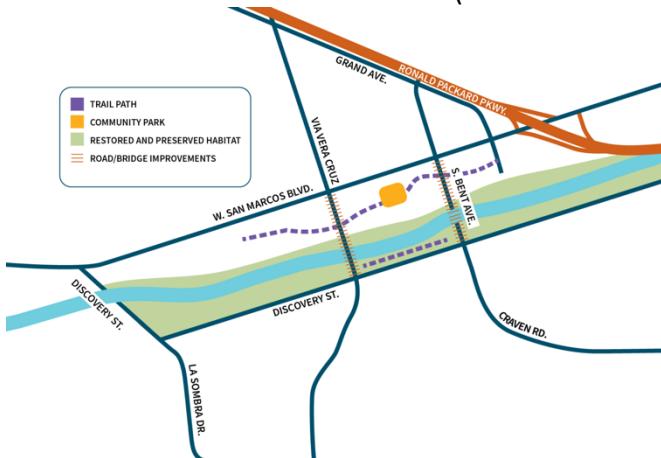
About the Park

The 3-acre park is adjacent to the San Marcos Creek and Discovery Street, between Bent Avenue and Via Vera Cruz. The new park will feature:

- A playground area
- Picnic tables and seating
- Shade structures
- Gathering spaces

The park was designed for nearby residents and guests to walk or bike to, so they can utilize the surrounding 1.2-mile trail, enjoy a small playground and take in views of the Creek. There is no plan for a parking lot or on-street parking spaces as part of this project. Its location will provide a new level of access to the Creek and the surrounding preserved habitat. Dogs, on leash, will be allowed along the trail and within the park.

- INSERT MAP TO SHOW LOCATION (UNLESS WE FEEL DESCRIPTION ABOVE IS ENOUGH)



- INSERT RENDERINGS



About the Park Naming Process

The City's Parks & Recreation Department will oversee operations and maintenance of the new park, and they are currently seeking community input while deciding on its name.

Community members interested in submitting a name for the park are invited to submit their applications directly to the Commission through the [City's website](#) starting Feb. 8 through March 10.

The City's Parks & Recreation Commission will consider applications in these categories:

- **Individual:** The park is named in recognition of a community member who has contributed significantly to the quality of life in San Marcos or has provided a substantial donation towards construction and/or maintenance of the park, recreation or trail in the community
- **Organization:** The park name pays tribute to an organization who has provided a substantial donation towards construction and/or maintenance of the park
- **Neighborhood / Geographic Location:** The park name is identified by the geographic location, surrounding features or common name the area is known by in the community
- **History and Community Character:** The park name provides a link to/with San Marcos history and community character.

A short, written narrative is requested to support the nomination.

Next Steps

- **Community Input:** The community will have a chance to submit their nominations through the [City's website](#) between Feb. 8 and March 10.
- **Commission Reviews Applications:** The Commission will review the applications at their meeting on March 17 and submit their recommendations to the San Marcos City Council. Public comments can be submitted to ParksandRecCommission@san-marcos.net by March 10 to be included in the agenda packet. Please include "public comment" in the subject line and a note to "read aloud" in the subject if you want your comments read into the public record.
- **City Council Vote:** The City Council will vote on April 13 to either accept the Commission's recommendations or select an alternative name for the park. Community members are invited to attend the Commission or City Council meetings to provide public comment in favor of a particular name for the new park.

Shortened Article for Creek eblast

Subject Line: City Asks for Community's Help to Name New Park

The City of San Marcos is asking for community input on the [naming of the new Creek Project area park](#) overlooking San Marcos Creek, located between Bent Avenue and Via Vera Cruz.

About the Park

The 3-acre park will feature:

- A playground area
- Picnic tables and seating
- Shade structures
- Gathering spaces

The park was designed for nearby residents and guests to walk or bike to, so they can enjoy the surrounding 1.2-mile trail, enjoy a small playground, and take in views of the Creek. There is no plan for a parking lot or on-street parking spaces as part of this project. Dogs, on leash, will be allowed along the trail and within the park.

- INSERT RENDERINGS





About the Park Naming Process

The City's Parks & Recreation Department will oversee operations and maintenance of the new park, and they are currently seeking community input while selecting a name. Community members are invited to submit their applications directly to the Commission through the [City's website](#) starting Feb. 8 through March 10.

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- **Individual:** The park is named in recognition of a community member who has contributed significantly to the quality of life in San Marcos or has provided a substantial donation towards construction and/or maintenance of the park, recreation or trail in the community
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- **Neighborhood / Geographic Location:** The park name is identified by the geographic location, surrounding features or common name the area is known by in the community
- **History and Community Character:** The park name provides a link to/with San Marcos history and community character.

A written narrative is requested to support the nomination.

Next Steps

- **Community Input:** The community will have a chance to submit their nominations through the [City's website](#) between Feb. 8 and March 10.
- **Commission Reviews Applications:** The Commission will review the applications at their meeting on March 17 and submit their recommendations to the San Marcos City Council. Public comments can be submitted to ParksandRecCommission@san-marcos.net by March 10 to be included in the agenda packet. Please include "public comment" in the subject line and a note to "read aloud" in the subject if you want your comments read into the public record.
- **City Council Vote:** The City Council will vote on April 13 to either accept the Commission's recommendations or select an alternative name for the park. Community

members are invited to attend the Commission or City Council meetings to provide public comment in favor of a particular name for the new park.

Social Media Content and Graphics

Help us name our future park near San Marcos Creek (between Via Vera Cruz and Bent Ave.) While construction is still underway, we'd like to hear from you about what we should call it. What's in a name? You tell us by visiting the [City's website](#) for details.

We want your input in helping us pick the name of our future park near the San Marcos Creek, between Via Vera Cruz and Bent Ave. All you have to do is submit an application and let us know in a few words why the name you chose should be the name of our next park! Learn more on the [City's website](#).

Construction is underway on the San Marcos Creek Project and we need your help picking a name for the park! All you need to do is complete an application online with a proposed park name and a written paragraph on the park name. Your application will be submitted to our City Parks & Rec Commission. For all the details visit [LINK]

Don't wait! Submit your applications to name our future park near the San Marcos Creek before February 22, 2021! Whether you want the park named after an individual, organization, neighborhood or historical character we want to hear it. For more information and to submit your application, visit: [LINK]



TRAILS ADVISORY COMMITTEE APPLICATION

APPLICATION INSTRUCTIONS:

Applications should be filled out completely so that the Parks & Recreation Commission may fully evaluate your qualifications.

Return completed application to: San Marcos Community Center

City of San Marcos
3 Civic Center Drive
San Marcos, CA 92069-2918

Or, email to: TOshinski@san-marcos.net

Candidates must be 18 years of age, reside in San Marcos or within the sphere of influence of the City of San Marcos at the time the application is received.

The following personal information is for internal use only and will not be available to the public. The pages following the Applicant Information will be available for public inspection and will be posted on the City website as part of the nomination process.

APPLICANT INFORMATION:

Name (First, Last): Mary Stanford

Residence Address: 1408 N Twin Oaks Valley Rd City: San Marcos State: CA Zip: 92069

Phone: 760-803-8808 Email: mkstan1@cox.net

Business Address: _____ City: _____ State: _____ Zip: _____

Business Phone: _____ Business Email: _____

How long have you lived in San Marcos? 28 years Are you registered to vote? Yes No

REFERENCE INFORMATION:

INCLUDE NAMES OF AT LEAST TWO (2) RESIDENTS OF SAN MARCOS WHO ARE NOT OFFICIALLY CONNECTED WITH THE CITY

Name (First, Last): Al Waters Phone: 760-522-9138

Name (First, Last): Rick Nelson Phone: 760-310-0259

Mary Stanford

Print Name

Signature

02/03/2021

Date

www.san-marcos.net



Applicant Name (First, Last): Mary Stanford

CIVIC EXPERIENCE:

LIST PRIOR OR CURRENT CIVIC EXPERIENCE (Include membership(s) in professional, charity or community organizations)

Name of Organization: _____
Start Date: _____ End Date: _____ Office Held (if any): _____
Name of Organization: _____
Start Date: _____ End Date: _____ Office Held (if any): _____
Name of Organization: _____
Start Date: _____ End Date: _____ Office Held (if any): _____

OCCUPATIONAL HISTORY:

LIST OCCUPATIONAL HISTORY BEGINNING WITH YOUR PRESENT OR MOST RECENT POSITION

(List positions held for the last five (5) years)(Attach additional sheet if necessary)

Name of Organization: Chin's Restaurants Type of Business: Chinese Restaurant
Start Date: 12-2019 End Date: ugh still here Title: Secretary
Name of Organization: _____ Type of Business: _____
Start Date: _____ End Date: _____ Title: _____
Name of Organization: _____ Type of Business: _____
Start Date: _____ End Date: _____ Title: _____
Name of Organization: _____ Type of Business: _____
Start Date: _____ End Date: _____ Title: _____

EDUCATION INFORMATION:

Name of High School/College/University Attended: Palomar College

Major/Degree(s): Associates

Name of High School/College/University Attended: _____

Major/Degree(s): _____

Name of High School/College/University Attended: _____

Major/Degree(s): _____

(Continued on next page)



QUESTIONNAIRE:

What activities of the San Marcos trails are most interesting to you? For years we have used the trails for trail rides, bikes, walks, running, and everything else. We've raised two kids and now 2 grandkids in the area. With the pandemic, I think people are only just now realizing what an amazing city we live in. The Horse Park is what we love the most.

What activities of the San Marcos trails are most challenging to you? Of all the years, we have never encountered any issues. There are occasions when a biker will whiz by without warning at a high speed but that's about it. Most people are mindful of others and always pleasant.

What City programs/projects would you like to see improved or implemented? I love that San Marcos has made the city very family friendly with all the parks and open space. I haven't really thought about it as I never really thought about applying for a position. I am very community oriented so anything to help with the less fortunate or elderly.

How would you approach these project(s) or program(s)? Utilize resources that are within the community as well as picking peoples brains.

Please provide information about involvement in any organizations or activities that may result in a conflict of interest if you are appointed to the Trails Advisory Committee? No conflicts.

Please list any other relevant experience/expertise I like to think that I am resourceful and can think outside the box. Managing restaurants and people for the past 30 years has taught me how to implement ideas and bring them to fruition. We just opened a restaurant in Carlsbad in the middle of a pandemic. That in itself was challenging but worked out.

What is your understanding of the role/responsibility of the Trails Advisory Committee? Bringing new ideas to the table as well as improving old ones. How to keep San Marcos improving like it has in the past years. I already feel that the city is always moving forward . Any way I can help is a pleasure.

Have you ever attended a City Council meeting? Yes No If so, how many? _____

MEMORANDUM

To: Parks and Recreation Commission
From: Parks and Recreation Department
Date: February 10, 2021
Subject: E-Bike Proposal Next Steps

MEETING DATE:

February 17, 2021

SUBJECT:

At the January 13th Trails Advisory Committee (TAC), an agenda item was discussed whether to allow class 1&2 e-bikes access to City of San Marcos trails. After discussion, the TAC voted 5-0 to approve the proposal and to move it forward through due process to be an agenda item at a future San Marcos Parks & Recreation Commission for review.

Recommendation

Staff recommends to send the proposal back to the TAC for further discussion and clarification. Staff feels it's necessary to designate specific trails to be approved for e-bike usage and trails where it will remain prohibited to allow for all trails users to co-recreate. After the TAC reviews the trail master plan in regards to areas of high equestrian, hiker and bike usage, a recommended trail usage plan can be placed on a future Parks & Recreation Commission agenda for discussion and vote.

Board or Commission Action

The TAC voted to approve e-bikes with five yes votes and zero no votes.

Relevant Council Strategic Theme (If not applicable, please state not applicable below)

Quality of Life

MEMORANDUM

Relevant Department Goal

Enhance Recreational Opportunities

Executive Summary

Forty two public comments were received and read aloud at the January 13, 2021 TAC meeting. Twenty one comments were in favor of e-bikes and twenty one were not in favor. The vast majority of the not in favor comments were received from the equestrian community. The equestrian community is concerned about the safety risks associated with mixing e-bike riders and equestrian riders. Staff is recommending that the biking and equestrian communities work together through the TAC to designate certain trails that e-bikes are approved for the enjoyment of all trail users.

Discussion

Technological advancements with e-bikes have grown immensely over the past couple years. E-bikes are outselling pedal bikes in most bike shops and staff is seeing them quite frequently on the trails. Since COVID began in March 2020, trail usage has increased significantly with hikers, bikers and equestrian riders. E-bikes have emerged so quickly that many municipalities are struggling to adapt and make rules for them. Each jurisdiction in San Diego handles the emergence of e-bikes slightly differently ranging from no e-bikes allowed on trails to creating a trail usage plan to in regards to allowing all class 1&2 e-bikes on trails that mountain bikes are approved.

Environmental Review

The County of San Diego allows class 1&2 e-bikes on trails that mountain bikes are allowed. They are currently conducting a study on the trail impacts of e-bikes but have not published any findings after roughly eighteen months of allowing e-bikes. Studies have shown that e-bikes cause slightly more erosion than a standard pedal mountain bike. Staff will work with the Public Works Department to note any potential areas that are eroding quicker from e-bike use.

Fiscal Impact

N/A

DISCOVER LIFE'S POSSIBILITIES

2-17-21

E-Bike Public Comments

READ ALOUD

The E-Bike's place are in the biking lanes of roads and not on the walking paths or trails.

Sincerely,
San Marcos walking trail user and tax payer
Cynthia Nichols

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

As a horse owner, I beg you to vote NO when considering E-Bike access on City Trails. Pedal or throttle...these e-bikes will cause serious safety concerns for equestrians on the same trail! The point of having NON MOTORIZED trails is so that equestrians and others can get away from the street. There are many bike lanes and streets for any/all motorized bikes, scooters, cars, etc. Please do not allow them in the few places equestrians can still go.

Thank you.

Janean Huston

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

Hello,

This letter addresses my concerns regarding allowing class 1 and 2 electric bikes on the trails of San Marcos. My family and I are regular hikers, walkers and horseback riders of many of the trails around San Marcos including in San Elijo Hills, Elfin Forest, Twin Oaks Golf course area, Walnut Grove park and Discovery Lake areas. We enjoy the beautiful, peaceful, and safe atmosphere afforded by the surrounding nature on these trails and the friendly hellos of others walking or riding by. Class 1 and 2 electric bikes would change the serene atmosphere on the trails and pose a real danger to other trail goers.

Because of their speed, electric bikes are very likely to cause an accident out on the trails. Class 1 and 2 electric bikes have the ability to go up to 20 mph. Imagine an electric bike coming around a blind turn at a fast speed and crashing in to a baby stroller. A fast moving vehicle like this would be guaranteed to spook horses on the trails causing them to throw riders and run in to the street. Having to be on the look out for these fast moving hazards would certainly disturb the serenity of a person's walk out on the nature trails. Because they are electric, they can come up behind you without much warning and with one side step you could be knocked down.

Electric bikes are essentially electric mopeds with the ability to pedal. They belong on bike lanes, safe roadways, and neighborhoods. The trails offer a connection with nature that should not be disturbed by E-bikes for the same reason that motorcycles, scooters, mopeds, and ATV's are not allowed on the trails either.

Keep San Marcos Trails for people, their animals and non-electric bikes!!!

Sonja Brion

~San Marcos resident since 2002

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

Regarding the possible changes to allow e-bikes on San Marcos trails, I agree with this and consider it to be a necessary action. E-bikes are becoming more common for many reasons. Not because people are lazy, but because it allows more people to enjoy the fun of bicycles in nature. E-Bikes allow those of us with mobility issues to go further than ever before, and to enjoy parts of the trails and parks that our taxes pay for but may have been out of reach to us before.

There is little to no data that shows e-bikes are more dangerous to other people than regular bikes. In fact there is plenty of data that shows e-bikes are safe (like the study in Europe, where they accounted for a 38% reduction in insurance claims vs non-ebikes).

E-Bikes are no free ride, people still pedal on them and most of them will work up a sweat. But more importantly, people get outdoors, they move, and they enjoy nature when otherwise they might not have been able to.

They also revolutionized my life - before COVID hit, I had converted almost completely to e-biking. In 2019 I drove my car approximately 2000 miles - exactly the same number of miles as I put on my e-bike as I used it for my daily commute to and from work, running to the store for groceries, or even pedaling 15 miles each way to go see a movie, all things I never would have been able to do on a regular bike. Doing all of this also caused me to lose 40lbs, making me healthier, which downstream means less of a burden on our health care system and a longer, happier life for me.

Take a trip down to some nearby parks, or near the water in San Diego, or visit The Strand in Oceanside, and you'll see e-bikes playing alongside regular bikes, cars, and pedestrians. They are safe, and they are fun, and they are part of building an accessible trail system for all of our residents.

Thank you!

-Mike Maring

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

Dear Members of the Parks and Recreation Commission:

Thank you for allowing the public to weigh in on the use of the San Marcos Trail system. As a resident in San Marcos for 30 years, I have enjoyed walking hundreds of miles and watching the incredible expansion of the trail system as the population of San Marcos has grown. It warms my heart to see families playing at the parks and walking on the trails, pushing baby strollers, and holding leashed dogs. The city has done an amazing job of keeping the trails clean and safe. Safety is the reason I feel compelled to write this letter in opposition of allowing electric bikes on the trail system.

As I do understand these bikes are becoming more popular, I believe bikes with any motor, whether it is powered by battery, gas, or electric, should only be used in the bike lanes on the road. The speed at which these vehicles can reach creates a serious safety hazard for other trail users, including walkers, joggers, equestrians, and other traditional bike cyclists. The trail system winds around our beautiful city with many turns, hills and blind corners creating a potential situation to cause serious injury if these electric bikes are permitted.

Here are some questions that I propose you ask yourselves:

If e-bikes are permitted, will this be a gateway to other recreation vehicles/toys being used? Such as the toy cars that children drive, remote control cars/airplanes, drones, electric motorcycles, electric scooters, electric hover boards, and Segways. Once people see that electric bikes are permitted, they may assume “anything goes”. This will create a nightmare for those of us who currently enjoy the quiet, calm atmosphere while exercising in the outdoors.

Who will patrol the 63 miles of trails to regulate the speed/class of electric bike being used? Is there a budget to hire additional Rangers to patrol those trails and stop all electric bike users to check that they are using only the authorized class of bike?

Will speed limit signs be placed at every trail access point to be sure that all users are informed? Currently trail regulations state the speed limit is 15mph and reduced to 5mph when within 50 feet of other trail users. I am not sure if you have had the opportunity to be on our trail system lately, but I can assure you there are always people within 50 feet of me during high usage times. Maybe those signs will also need to read “walk at your own risk”.

If this proposal moves forward, not only will there be a greater number of bikes on the trails, but with their increased speed (20-30mph) and wider tires, greater damage will be done to the trails. Is the city prepared to spend more tax revenue to maintain the multi-use surfaces?

In my own experience as an amateur cyclist riding at 10-15mph, I have had multiple occasions of “close calls” while using the multi-use trails: the first, a jogger wearing headphones coming towards me on a blind turn, and the second, a young boy on a skateboard who could not provide a quick enough stop to allow me to pass. In both cases, I feel fortunate that all parties were safe. Since those experiences, I have decided to keep my wheels on the road and my feet on the trails. I feel strongly that this City Commission consider the safety of our residents over all other compelling arguments when discussing this proposal.

Thank you for your time,

Dawn Sitler

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

My husband and I moved to San Marcos a year and a half ago. We researched where we wished to live in our retirement years and San Marcos stood out above and beyond all other areas we investigated. This was partly due to the number of people out and about – walking and riding their bicycles. We loved the added benefit of being able to ride on the amazing and beautiful trails. The reason I am participating in this forum is to strongly urge you to allow E-bikes on these wonderful trails. Without an E-bike, I would not be able to ride a bicycle. If you refuse to allow E-bikes on the trails, you are seriously limiting the ability to ride and safety of older riders in the San Marcos area. Please vote to allow E-bikes on the trails.

Very respectfully submitted,

Dana Grossman

READ ALOUD

Thank you for providing this opportunity to share my views on this matter. While it may seem an easy decision to allow E-bikes on our trails, I'm afraid that there are those riders who are not mature enough to ride such a vehicle responsibly, ruining the enjoyment of using trails for others. Anything that moves via electronic sources is not intended to be used where pedestrians of all ages may also be walking and or running, especially since our trails are not intended for long-distance use. In order to permit this use, additional parameters would have to be in place in order to determine the success, or not, of such allowance. For instance, how many complaints, injuries, and other inappropriate behaviors would it take to remove the allowance of such vehicles? Would that be per day, week, month...? Please do not open up the trails for e-bicycles.

Thank you again for considering my opinion.

Sincerely,

Loretta McKinney

READ ALOUD

Thank you for the opportunity to comment on the proposed municipal code change of the City of San Marcos regarding the use of electric bicycles (ebikes) on trails.

The San Diego Mountain Biking Association (SDMBA), since 1994, has worked to improve access for mountain biking throughout San Diego County. As an organization, our position regarding ebikes on trails is that we will support land managers' decisions regarding Class 1 e-bike access where it does not threaten trail funding eligibility, existing mountain bike access, quality trail experience for others, or directly conflict with land management goals. It is critical that land managers, local mountain bikers and trail organizations work together to determine where e-bikes are and are not appropriate on current and future mountain bike trails.

The reality is that many cyclists are experiencing the benefits of this new technology, allowing them to continue to enjoy the outdoors when potential health and mobility challenges issues might otherwise prevent this activity. Trail etiquette education to include appropriate and consistent signage is needed to alleviate social conflicts. A speed limit for all trail users is recommended. Other jurisdictions and agencies have been known to set speed limits for trails at 10 or 15 MPH. Most of the trails in San Marcos are wide pathways with more than adequate sightlines which would accommodate ebikes in addition to current uses.

For reference, currently, the City of San Diego allows Class 1 and 2 ebikes on all non motorized trails. The County of San Diego, in a trial period, has allowed Class 1 and 2 ebikes on some County trails. These decisions have been in place for over a year. Our understanding is that their decisions were based on [AB 1096](#), which defines an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and outlines 3 classes of electric bicycles.

Growing evidence is showing that, when ridden responsibly, the impact of e-bikes is no greater than that of traditional bikes. SDMBA supports the use of Class 1 e-bikes on natural surface trails, unless there are specific circumstances to prevent such use. Such circumstances include a public or private land manager who restricts their use, or a riding area or trail condition that justifies preventing e-bike use.

SDMBA, representing our 1500 members, appreciate the opportunity to submit these comments and look forward to being involved in future discussions.

Thank you.

Susie Murphy (she/her)

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

We are concerned about the increased risk to walkers if the city permits E-Bikes on city trails. We walk every morning on the trails at Walnut Grove Park. We are sometimes startled by bicycles that come up behind us silently. We are concerned that if E-Bikes are permitted on the trails, it will encourage more bicycle traffic and likely will allow increased speed that will put trail users at risk.

Thank you for your consideration.

George & Ann Boggs

READ ALOUD

Please disallow e-bikes on the San Marcos trail system. I am a cyclist and ride several times a week on the road and support safe cycling. I also own an e-bike. They can reach speeds of 20+ MPH and are difficult to stop quickly. Because of the often hilly and twisted nature of the trail, visibility can be obstructed, making it unsafe for both the cyclist and others on the trail. Also, e-bikes, like e-cars, are very quiet, and give little auditory warning they're in the vicinity. Others on the trail have almost no time to maneuver from the path.

It is inappropriate and hazardous for e-bikes to travel on the trail system among slower traffic such as equestrians, pedestrians, runners, and children. Unfortunately, I had an experience on the trail in which an e-bike, moving at a high rate of speed, approached me from behind while I was walking my horse. The cyclist passed us so quickly and closely that my horse startled and tried to bolt away. Fortunately, she and I managed the fright and no one was hurt. This is just one incident. More vulnerable equestrians, such as the very young or elderly, may not have the same positive outcome as me.

Please keep in mind my words and experience while considering the proposed changes to the municipal code.

Thank you,

Lauri Doval

READ ALOUD

I am expressing my deep reservations about allowing class 1 & 2 E-bikes on San Marcos trails. Because of the seriousness of these concerns, I advocate that you do **NOT** change any San Marcos policy to allow them on the trails.

- Their use is incompatible with the existing allowed uses: walkers, runner, hikers, equestrians, dog walkers, baby strollers, small children on foot or on pedal bikes, and every other non-motorized and slow traveling user of those trails.
- Co-mingling these disparate speed modes (motors vs. feet) leads to significant safety issues. People and animals are unable to get out of the way fast enough to avoid collisions or other mishaps. If elderly, or walking with strollers and small children, the trail user has a slow reaction time. Honking horns to indicate coming up from behind scares people AND animals. The trails are too narrow to successfully get out of the way or yield.
- Trail users are generally unfamiliar with trail etiquette leading to even more confusion about who has the right of way. The few signs posted are not really seen, and are often ignored.
- Motorized cycles will lead to further and faster deterioration of natural footing trails. Therefore, an additional maintenance burden of time and money is placed on the City to keep the trails safe. How will that get funded?
- With any proposed change, there will be a tremendous burden and cost to the City for enforcement of restrictions on E-bikes. Where will that money come from in the current time of fiscal crisis? What services will be cut? Who and what will suffer just to allow E-bikes on trails? Will it be only a random enforcement, allowing scofflaws to endanger others?

Motorized cycles belong with pedal bicycles in the bike lanes on pavement, and not on the trails.

Please keep the trails **safe** for walkers, baby strollers, dogs, and equestrians.

Thank you for your consideration of very serious objections.

Lynne Malinowski
Concerned trail user and equestrian

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

I have been running the trails in San Marcos for 10 years now and I am flabbergasted that allowing E bikes on the trails are even a consideration.

Not only will they will cause erosion and destruction to the natural habitat, there is also no room for those with runners, hikers and even horses. Some trails are tight quarters as it is.

Have you even noticed the hoodlums that ride on those? The ones i have come across have no consideration for anyone else on the roads, so you think trails would be a good thing?!

The trails are a peaceful place for so many please don't ruin it!

Amber Self

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

Commission Chair Franklin and Parks and Recreation Commissioners:

Thank you for the opportunity to give comment on the proposal to allow E-Bikes on San Marcos City Trails.

This proposal is far more complicated and multi-faceted than first meets the eye, and I whole-heartedly support further study by the Trails Advisory Committee before further action to approve any proposal for E-Bikes on City Trails. The following is based upon personal observations gleaned from many City volunteer hours and personal trail usage:

- 1) Safety is a foremost concern on the trails of the city. The idea of multi-use trails is a good approach to the problem of limited trail resources and the growing number of categories of users. A significant problem arises when the number of users and the number of categories of users exceeds the capacity of the trails to handle the volume. Hikers, Mountain Bikers, Runners, Equestrians, Walkers, Hover-Boarders, and Site-Seers encounter each other and depend on mutual compliance with the courtesies found in the "Share the Trails" and "Brown Triangle Right of Way" principles to ensure safety. Many City Trails, at particular times/days, are already at capacity and border on unsafe without the further introduction of E-Bikes.
- 2) Many City trails are unsuited to users capable of excess speed. Bikes plus the steepness, narrowness, stopping distance issues, and poor line-of-sight visibility on many trails present safety hazards to slower utilizers on foot. In addition, the intersections of "Rogue Bike Trails" and City Trails already create hazards for Foot travelers. The speed of E-Bikes is likely to further compound these problems.
- 3) The possibility of increased erosion on non-paved trails is of further concern, as is the increase of further self-initiated "Rogue Bike Trails" to avoid the congestion on designated trails.
- 4) The speed of Trail Bikes already presents significant code enforcement challenges. E-Bikes' speed adds another level of challenge to City Regulation enforcement and education. The popularity of E-Bikes among less mature citizens can also present concerns about impulsivity, disrespect, and lack of courtesy on the trails.

These are solvable concerns and I am positive that good will, good faith and an in-common regard for trail use safety can result in satisfactory proposals serving all categories of users. I again endorse further study of and implementation for E-Bikes on City Trails by the Trail Advisory Committee.

Sincerely,

John A. Walsh, Jr.

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

In light of recent events, I feel it necessary to write and express my position on e-bikes on the trails in San Marcos.

At the last TAC meeting I attended as a volunteer community member in 2020, the issue of e-bikes was brought up for the first time. I had no knowledge of e-bikes as I had never seen them on the trails and therefore, had no experience with them. Given that they are relatively quiet, I saw no issue with them at the time. The equestrian community stated that they had concerns about bikers possibly speeding, but this too, I had not encountered.

However, since that meeting I have had several experiences and heard of several accounts with mountain bikes and e-bikes that have changed my decision. I hiked with my three children only a couple of times on trails around San Marcos during Winter Break, but both times felt like we were almost run down by mountain bikes speeding past, one uphill and one downhill. Both times, the bikers came from behind with no warning, verbal or otherwise - I just happened to turn sideways right before both incidents, so saw them coming from the corner of my eye and was able to move myself and my kids to the side before they barrelled past us. Another incident is the starting of a brush fire off of the 56 freeway bike path in Rancho Penasquitos by an e-bike at the beginning of January. I had never considered e-bikes to be a fire hazard before, but it is obviously a very serious threat for wildfire in San Marcos given our climate conditions, vegetation, and topography. Lastly, I have a neighbor who had the horrible experience of having his dog run over and killed by a speeding mountain biker while on a walk on the trails near their home off of N. Las Posas Rd. The biker never stopped, and then after the biker identified himself online, proceeded to harass the victim!

The mountain bikers have unfortunately demonstrated that they cannot be trusted to regulate their behavior, the rangers cannot be all places at all times to enforce the regulations, and given the circumstances surrounding the pandemic, there are now even fewer rangers. In light of these events: wildfire risk, death of a family pet, endangerment to people (especially children), the speed and lack of respect and common courtesy of mountain bikers shown to other trail users, it seems obvious that allowing bikes with the additional boost of speed from an electric motor to be a danger to others on the trails of San Marcos.

The purpose of the trails is to allow people to walk/hike/run with their family and pets in a safe setting for both themselves and the wildlife. For the reasons listed above, **I urge you to deny the use of e-bikes on the trails of San Marcos.** In addition, there must be further education in the mountain biking community about sharing the trails with others, otherwise mountain bikes too, should not be allowed on San Marcos trails.

The information expressed above is my *personal* experience and opinion - as a resident of the City of San Marcos since 1994, I have a great sense of loyalty and commitment to the well-being of the community. As a Conservation Biologist, it is my *professional* opinion that e-bikes present a safety hazard for both wildlife and humans on the trails, as well as the potential for lawsuits against the City of San Marcos. The safety of **all** living beings must be the first priority of any community, and I believe that San Marcos to be such a community!

Respectfully,

Carrie Alidaee

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

E-bikes aka motorized bikes should not be allowed on trails and I believe any move to do so would-be flagrant negligence and open disregard if approved in the future by our councilmen to the safety of trail users, our open spaces and wildlife. I believe if this is approved it will open the City of San Marcos to potentially expensive lawsuits and settlements from trail users, homeowners, dog users, and horse riders. This would ultimately cost the taxpayer which is wrong as not all taxpayers had the right to vote for this decision and would most likely not vote for something so dangerous and that puts their homes at risk. I have listed below the hazards associated with e-bikes in points 1 & 2 and my own concerns and opinions in 3, 4 & 5. I truly hope when you make this decision you think about the short term and long term impacts this decision will have on trail users, our open space and our wildlife.

1. E-bikes are motorized vehicles and move at higher speeds this in turn means greater injuries to the riders and other trails users who may be hit. People have died and been seriously harmed by being struck by regular non-motorized bikes; What would the damage be to e-bikes users and to those struck? We police speeding cars and even with policing we cannot control speeding drivers and over 10,000 people are killed annually in the United States. We cannot police E-bikes in San Marcos our rangers cannot give tickets and there are not enough rangers to police speeds of e-bike users. One accident is one accident to many. Seniors and families use these trails, that means children will be put at even greater risk if e-bikes are allowed. There are many blind curves on are trails and at high speeds this would increase the odds of potential serious and deadly accidents. Trail users have the right to feel safe while enjoying nature. E-bikers enjoyment of riding motorized vehicles does not surpass the safety of other trail users or the well-being of our open spaces.
2. E-bikes are fire hazards a safety risk to e-bike users, homeowners, trail users, open spaces and our wildlife. Lithium batteries are prone to combustion and start fires, there are cases all around the US and worldwide where e-bike and there lithium batteries have exploded and caused harm to the rider, others and open spaces. Many of San Marcos trails are surrounded by valuable habitat that is enjoyed by trail users, needed by wildlife, and surrounded by homes. One fire could cause thousands or up to millions of dollars of damage including pain and suffering. Potential impacts to endangered, threatened and species of concern, including birds such as the California gnatcatcher should be considered. I personally feel that the enjoyment of an e-bike is not worth the inevitable damage that will occur. It should be known that fires are a higher risk in summer especially in dry chaparral and coastal sage scrub habitat.
3. If E-bikes are allowed in San Marcos more people will likely try to bring them to nearby parks that do not allow them. Ultimately causing problems for private and public parks who do not want e-bikes on their trails because of the well known hazards.
4. Allowing e-bikes could dissuade a multitude of trail users from using the San Marcos trails for the fear of safety to their own wellbeing, their children, and/or pets.
5. Our open spaces are a place to get away from the hustle and bustle of motorized cars. It feels wrong to take that away from the multitude of other interested parties that use these trails to find inner peace and quiet time for e-bike advocates. I know that I will personally avoid the San Marcos trails for my own safety and noise if these motorized bikes are allowed.

Thank you,

Jamison Lauria

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

Thank you for seeking the public's comments on the discussion of e-bike's using the city of San Marcos trail system. I would like you to first know that I not only use San Marcos trails as an avid runner and horse rider, but I am also a mountain biking enthusiast. While I would like to see the trails be open for everyone to use, I also realize that during peak use the trails can become hectic and possibly even dangerous with bikes traveling at high speeds in close proximity to pedestrians. These are motorized vehicles. We should not be allowing motorized vehicles on the trails.

I have seen many close calls on trails with children and people on bikes not keeping a close eye on traffic, especially with the increased popularity of biking, running, and walking with headphones/ cell phones. I feel that e-bikes should not be allowed on the trail system in San Marcos due to the nature of them traveling at higher than normal speeds both uphill and downhill which puts trail users at risk. I do understand that e-bikes allow some individuals the freedom to ride trails that they otherwise would not have the fitness to ride. However, that further proves my point that even though someone is able to make it up a steep incline on an e-bike they may not have the balance and technical ability to maneuver around people on their way uphill or downhill. An e-bike is significantly heavier (35-70 lbs.) than a standard bike(28 lbs.) and would not only significantly hurt the rider of the bike but another person using the trail if the bike rider was unable to maneuver around someone and fall on them or run into them.

I would propose e-bike use be limited to roadways due to the high speed with which they travel. Alternatively, I would propose that the city of San Marcos attempt some type of schedule for e-bikes to utilize the trails on specific days of the week. I've seen this done for one way traffic trails in Park City and they seem to have a massively successful trail system, but this would have to be monitored. They do not allow any e-bikes on single track trails, but there are certainly trail users violating these rules. A link to their city website is: <https://www.parkcity.org/departments/trails-open-space/e-bikes-on-single-track-trails>

I suspect this is an extremely difficult thing to police. E-bikes typically do not look much different than a normal bike.

Please feel free to contact me for any further discussion.

Thank you,

Nicole LaGrange

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

Thank you for the chance to address ebike access to city trails.

I've lived in the city for almost 30 years now and used the trails for extensively. The Parks and Trails were key in our decision to move and start a family in San Marcos. We have an amazing resource that everyone should enjoy.

Couple years ago knee problems sidelined my ability to enjoy the trails and access everything I know San Marcos has to offer. I stopped hiking and biking.

Last year I purchased a three class 2 ebike for the family. This has allowed me accessibility and freedom that has enhanced my life greatly. Now, I have no problem riding 30 miles and put over 2700 miles on it riding the coastline.

The biggest ebike benefit is that these bikes greatly assist in ascending hills and being in the Valley of Discovery, well those hills are all over. In my case, the pedal assist helps me lessen the stress on my knees getting up those hills in and out of San Marcos. These bike could help multitude of others that needed a little help to get out there.

I would have been hesitant as a prior TAC member and Commissioner that hiked daily, to allow this. It's the letter of the law, no motors. Doesn't matter gas, electric or steam, don't open the door.

But, as I've grown and I've learned it's hard to put yourself in someone else's shoes until, well, you're in them. I understand you have a challenge with all the different stakeholders. Please as you deliberate have an open mind for the future and smarter heart in you decision.

Please consider allowing Class 1 and 2 bikes use of City trails.

Thank you for your service and Sincerely,

Patrick Walter

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

I would like my email remain anonymous but please read aloud

I feel the city of San Marcos should NOT allow Ebikes on city/ public trails and set an example for other jurisdictions and citys to follow. The city would need additional resources for signage and enforcement. Allowing any class of ebikes set a precedent to allow any class since they will be hard to enforce and regulate. There is many people already "Hacking" their ebikes to allow them to bypass speed and power restrictions set in placed by manufacturers. I have linked a few sources at the bottom.

There are also "eMotos" that are very similar to ebikes and which the public attempts to pass as ebikes by purchasing pedal kits. These emotos cause more damage and dont have restrictions. These have been spotted on several trails around the county.

There are several sources online on how to derestrict "hack" "tune" ebikes allowing them to go faster than the class 1 allows. So only allowing Class 1 is pointless since anyone can bypass the motor restrictions without anyone knowing but the user.

<https://www.ebiketuning.com/>

<https://epiccycles.ca/remove-speed-limit-can-derestrict-electric-bike/>

<https://www.emtbforums.com/community/threads/how-to-hack-derestrict-your-ebike-for-free.8436/>

Thank you

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

As a San Marcos resident for over 20 years I love and use the trails daily as do my family. We own 2 horses and utilize the equestrian trails often. We feel very safe knowing runners and walkers are usually very friendly and careful around horses. I am appalled that you would consider allowing E Bikes of any kind on these trails. Not only is it extremely dangerous to the horse and rider but also to vehicles and people around them should the horse spook unexpectedly and mayhem occur, not to mention potential loss of life or bodily harm to untold number of people. If you have ever ridden you will know even the best riders cannot always control a startled or frightened horse. It only takes one accident or loss of life to occur and litigation follow, at which point the City may realize how unsafe this is and return the trails to what they were designed to be, a safe space for walkers, runners and equestrians. Please reconsider this and keep our trails safe. E Bikes are motorized and as such not trail safe, not to mention the users may be unaware of how to behave near a horse.

Respectfully,

Debbie Lawes.

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

Please reconsider your plans to begin allowing E-Bikes along the trails in San Marcos that are intended for pedestrians and equestrians. There are a number of equestrian facilities in San Marcos whose owners and boarders depend on these trails (including myself). Horses need to get off property and we were all assured when we arrived that these trails were safe and open for enjoyment. Once you allow bikes of this sort on these trails, our safety is imperiled as horses can be easily spooked by these bikes as they come up quickly and almost without warning. This not only puts us in danger, but the bike riders as well. This is a reckless and harmful idea that will either force a large portion of those who regularly use these paths to stay off them or could cause unnecessary injuries. Thank you for your consideration of this matter. Sue Briggs

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

Please know I am a boarder at Deer Springs Equestrian. I am totally against having electric bicycles on the equestrian path and walk. It is dangerous for all. It is difficult enough having traffic, dogs and people on regular bicycles, but to add the electric bicycles would compound this even more. I hope you will re-consider for the safety of our community. Cheryl Goodheim

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

I would like to add my support for allowing Class 1 e-bikes on San Marcos trails. Class 1 e-bikes allow me to access trailheads from home without having use limited parking spaces. I can easily stay within the current speed limits for mountain bikes. I am always completely in control, the same as I would be with a conventional mountain bike.

Thank you,

Eric Nelson

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

I oppose the whole idea of allowing E-Bikes or any E-transportation on trails that were originally designated for Equestrians, runners and walkers. I board my horse a Deer Springs Equestrian Center because of the San Marcos trails. Bikes of all types have extensive bike lanes and streets to ride throughout our County and State. Horses do not. We are limited to where we can ride, and it's getting smaller each month. Horses, bikes and e-transportation do not mix. Horses are scared of them and this presents a dangerous situation for the rider and horse, and anyone around them.

Sincerely,
Debi Michalek

DISCOVER LIFE'S POSSIBILITIES

READ ALOUD

I am a horse trainer at Deer Springs Equestrian facility. I have been a trainer for 30 years.

Horses and motorized vehicles do not work well together.

For the last 9 years I have been at Deer Springs, myself and my clients have had to deal with the sports and leisure activities held at the park. The noise from these events as well as individuals setting off rockets, drones and even parachutes have put countless riders in danger.

Not to mention, the traffic. On a daily basis, there are honking horns and screeching tires from distracted drivers.

Adding motorized vehicles is only going to add to the liability and safety issues.

Horses are fight or flight animals. They will always choose flight first, which means they take off running.

For trail riders at the park, that could mean ending up in traffic.

The other item to consider is the park has routinely been used as a fire evacuation site for horses. We need to continue to have that available without causing more stress to the horses experiencing an evacuation.

Please vote against it.

Sincerely

Angie Taylor

DISCOVER LIFE'S POSSIBILITIES

I am a horse owner and member of the Marcos equestrian community.

The safety of runners walkers, riders and horses will be significantly jeopardized, if E bikes and E transportation are allowed on San Marcos designated trails that were originally designed for walkers, runners, riders and horses.

The San Marcos designated trails are the only public trails that are available to riders. There is a large equestrian community in that San Marcos area. Walnut Grove Park regularly hosts equestrian activities and trail rides. If this proposed use is allowed on the trails, those trails will be useless to riders. Horse can spook easily. Riders will not be willing to put themselves and their horses at risk. In addition, this would be an additional liability for San Marcos.

For these reasons, we, of the San Marcos equestrian community, urge you not to allow E- bikes or E- transportation on the designated San Marcos trails!

DISCOVER LIFE'S POSSIBILITIES

As the former owner of Deer Springs Equestrian, and also a horse owner, I wanted to express my concerns with the City's plan to allow motorized bikes on the horse trails. I doubt any of the city officials would want to feel responsible for injuries to anyone on horseback using the trails, including children and senior citizens. Motorized devices and horses just don't mix. Horses are "fight or flight" animals. They react to noise and visual objects. I don't know of any other trail system that would allow motorized equipment on trails designed primarily for horses.

I hope you reconsider this plan, for everyone's sake.

Thank you

Elaine Olsen

DISCOVER LIFE'S POSSIBILITIES

I am very concerned about the recent idea of allowing e-bikes on the designated trails currently used by walkers, runners and equestrian riders. What makes San Marcos stand out from some of the neighboring cities is the fact that there are trails available for equestrian riders and those are widely being used as well.

Allowing e-bikes on the trails will pose a huge risk for equestrians as horses can easily get scared with fast approaching, silent vehicles especially if they approach from behind them. This will pose a major safety risk not only for the rider and horse but others around as well. These kind of accidents cannot be overlooked with the notion of "if they happen", it will be "when they happen" - and then how many times. I won't be able ride nor allow my teenage daughter to ride on the trails on her horse due to the heightened security risk and I would think it is a risk of accidents and liability is something that the city of San Marcos has to consider as well.

As a parent of teenagers I have paid a lot of attention of the e-bike users, I would encourage you to do the same as well. I do see a lot of issues with the e-bikes starting from not adhering to the traffic rules, going too fast, I would question the age of the users as well, to put it short, enough to have the opinion that the e-bikes do not belong in trails.

Thank you,

Maija Goyarts

DISCOVER LIFE'S POSSIBILITIES

I would like you to consider allowing pedal assist Ebikes on local trails. My Ebike has allowed me to keep riding at 60 years old even with medical conditions.

David

DISCOVER LIFE'S POSSIBILITIES

I am a 63 year old cyclist. I ride a regular mountainbike as well as an e-mountainbike. I respect trail etiquette at all times and slow down when passing other trail users. In my 35 years of riding, I don't think mountain bikers are a problem on trails. Horses do trail damage with their hooves and leave behind their feces.

In Lake Tahoe they alternate calendar days in regards to trail use. Even days are for hikers and horses. Odd days are for hikers and bikes. Too simple, right?

Scott

DISCOVER LIFE'S POSSIBILITIES

To whom it may concern,

First, I would like to say that I believe that San Marcos has one of the nicest trail systems in the area and I take a great deal of enjoyment walking them each and every day. In the past 6 years since living in this community, I walk these trails on average 8-10 miles per day (mostly around San Elijo, Discovery and Walnut Grove/Twin Oaks areas). However, I have made it a point to walk each and every trail offered, as well as join in on the monthly hikes with the City to possibly discover new trails.

My observation is that most people follow the rules and enjoy the park system just as much as I but there is always that small percentage that do not. Since the pandemic has started, I have noticed quite the increase in the volume of walkers, runners, hikers and cyclist (about the same equestrian riders). With the increase of participation, also comes the increase of that small percentage of folks that choose to blaze their own trail ignoring park rules, signage as well as municipal codes. In the past weeks and months, I seen many e-bikes already using the trail system (not to mention electric scooters, electric skate boards and the occasional dirt motorcycle in and around Double Peak trail) since they have become more popular and accessible to purchase. When discussing these issues with park rangers and park host, they all seem aware of the issue of non-compliance and lack of enforcement however the answer usually is always the same – “We don’t have the staff nor the funding for the number of trails that we currently have”. In fact, in all the years I have walked these trails I have only seen one ranger walking the dirt paths (excluding city walks). I have seen quite a few rangers and host in city owned vehicle driving around on the streets of San Marcos. So, this leads to one of the questions and that is how is the city planning on enforcing this new ridership on “trails” for speed, staying on trails, riding only during park hours as well as type of vehicle (not sure how a park ranger would be able to differentiate the difference between and type 1 & 2 e-bike to a type 3 since the only difference in most cases is the battery amps and not the model or make).

All of these questions beg to ask: Why is there currently a municipal code ([9.04.080 a](#)) for no unauthorized motor vehicles on our trails and in our parks (what was the premise for it)? Once that is answered, then you have to ask yourself, will allowing more motor vehicles on the trails help that?

If you’re familiar with the trail system, you also know that many of the cyclist (namely mountain cyclist) are looking for new and more challenging trails to take and therefore, they have created new trails on their own that are running through the protected habitat and natural preserves which is causing many more issues that may be irreversible. Once again, with little or no enforcement in the past, this issue has only become more prevalent and will continue to do so with more ridership.

Should e-bikes be just restricted to just paved trails (bike paths), roadways, bike routes and bike lanes (same as the California Electric Bicycle policy)? It seems to be the only option for enforcement since that is where the majority of the rangers and sheriffs are. It doesn’t make sense that this proposal is only for a specific type of vehicle. All of these e-bikes have a maximum speed of 20+ mph so it would be gullible to think that someone would not exceed the maximum speed limits on our trails of 15 mph (5 mph when near 50’ of another trail user) so why exclude Type 3 e-bikes that only go 8 mph more (or scooters and skateboards of that matter)?

Whatever your decision may be, I hope it’s is in the best interest of the majority of the folks that enjoy the trail system which are the walkers, runners and hikers. Safety first. Below is the California Electric Bicycle policy that points out bikeway access for reference there is no mention of foot paths or dirt trails.

DISCOVER LIFE'S POSSIBILITIES

Thank you in advance,
Jeff Moore

I wanted to register a public comment regarding the e-bike decision. I think it would be a mistake to allow e-bikes on trails. E-bikes are motorized vehicles that don't belong on trails with hikers, horseback riders, and slower bikers. As a land manager in north county, I know many trail users that feel unsafe as a result of high-speed encounters with e bikes. E-bikes allow for longer ranges that push riders deeper into Preserves, and bring them into more contact with wildlife. They also have higher potential to damage trails, which are already very challenging to maintain. Overall, motorized vehicles do not belong on trails. They damage habitat, disturb wildlife, and detract from the experience of other trail users. There are lots of other non-trail places to enjoy e-bikes.

Thanks for your time,

Hannah

DISCOVER LIFE'S POSSIBILITIES

Hi,

I walk the many beautiful and serene San Marcos hiking trails on a daily basis. Please don't allow e-bikes on the city trails.

THANK YOU SO MUCH FOR YOUR CONSIDERATION!

Greta Buckley

DISCOVER LIFE'S POSSIBILITIES

I am against allowing e-bikes on the trails in San Marcos.

I own a horse property with 30 show horses in Twin Oak Valley. The horse friendly community is one of the main reasons that I've chosen to live there. The trail system is wonderful for those of us with horses in the neighborhood. I tend to mostly use the trails during rainy season as this is when we can't ride in our ring but the horses need to exercise anyways. Since our horses aren't seasoned trail horses it tends to be quite the adventure. We try to only go at safe times and on safe horses. Every year there are more challenges with the technology that has been invented. Drones being one of those occasional problems. Razors and skateboards are also very confusing for horses. E Bikes would only be another scary park visitor to the horses. Bikes are already allowed but with children can only go as fast as they are willing to pedal. The new e-bikes are quicker and quieter and with children who are possibly not skilled enough at riding them, they could run into a horse who may then proceed to kick the child out of self defense. The skilled e-bike drivers would by nature travel faster than is safe for the horses or even the other people who are navigating the trails. It would seem to me the same as giving the children silent scooters to drive around on the walking trails.

I also think that children should actually exercise when they go to the park. A novel idea.

Thank You,
Michelle Parker

DISCOVER LIFE'S POSSIBILITIES

I urge the City of San Marco's to not allow electric bicycle (e-bike) use on City trails.

Motor/battery technology will only advance creating faster bikes and it will be impossible for land managers to enforce the class 1-2-3 distinctions.

E-bikes increase user conflict on hike, bike, equestrian trails. There are major differences between e-bike and a normal mountain bike, but the most pronounced is that the average travel speed during an e-bike ride is 2-3 times greater than a traditional pedal mountain bike. Because of this, almost every e-bike interaction with other trail users is at high speed, now hikers and bikers going down trails need to worry about out of control uphill traffic moving at > 10 mph. Additionally, with an e-bike an unfit rider is no longer doing a ~10 mile ride, they can motor along for a ~30 mile ride. So potential user conflict increases by a factor of ~3.

Punctured or malfunctioning lithium ion batteries are likely to create an extremely hot fire that a typical rider would not have the ability to extinguish. Prior to adopting this rule, the City needs to assess and document the potential risk of e-bikes causing wildfires.

thank you,
Brian Nixon

DISCOVER LIFE'S POSSIBILITIES

Thank you for the chance to share my thoughts & experiences with you regarding the E-bike policy on our community's non-motorized soft surface trails.

As a resident of San Marcos since 1983, I have been fortunate to witness the growth and development of our fair city from a small rural retirement community to a beautiful town with so much to offer it's now very diversified residents and neighboring communities. I don't know if it's still true, but I believe at one time we had the largest percentage of park and trail space per capita than any other city in San Diego County, which is something to really be proud of. I use these trails every day to walk my dog and ride my horse. I have experienced many seriously scary events with my horse and I know many others who have also.

Our trails are enjoyed by a large number of people doing a large variety of activities. Walking for exercise; running; mountain biking; dog walking; just getting outdoors with family & friends and finally, equestrian activities, which have been so important in the last year.

The concerns I have regarding changing the non-motorized trail system to allow E-bikes are these:

E-bikes speed & Safety

These bikes are heavy & harder to manage when split second decisions to avoid other are required. Most users are in an older age bracket whose decision skills have slowed down. This is also true of the younger set with motorized scooters, etc.

Liability

There is much more risk of injury with motorized bikes, not just to the rider, but to others, so the city's liability would increase as well.

Wear & Tear

Normal wear & tear to the trails and protective fencing, etc. would increase, so maintenance will, too. Will there be funds to handle this?

In conclusion, allowing E-bikes on non-motorized, multi-use trails should be prohibited. They can use bike lanes and paved roads. Hikers, equestrians; mountain bikers; dog walkers cannot. Other agencies have prohibited them in open spaces and preserves, as should we.

Thank you for listening.

Sincerely, Sue Ellen Stivers Gittings

DISCOVER LIFE'S POSSIBILITIES

Hello,

Users who get e-bikes don't pay attention to the cycling rules. E-bikes are faster than regular bikes and many riders carry items with them that in an accident may hit a runner or a hiker. Please don't allow e-bikes on the trails.

Thank you,

Elena Ibarra

DISCOVER LIFE'S POSSIBILITIES

Please do not allow ebikes on trails. Ebike riders have so many options on where to ride, to take away the trails from the hikers, walkers runners and current bikers would be devastating. Families could no longer peacefully enjoy the trails, having to worry about a motored bike coming through takes away from the nature centered environment. The point of the trails is to escape the streets and enjoy nature, please don't bring ebikes onto the trail, let them stay on the streets

Thank you,
Leah

DISCOVER LIFE'S POSSIBILITIES

I am writing regarding the E Bike Municipal code proposal for the Trails in San Marcos. I am opposed to having E-Bikes or any other electrically motorized toy or recreational device on the Trails of San Marcos. I have been a resident of TOV since 1988, my home and business Pathfinder Farm is walking distance from Walnut Grove Park. I moved to this part of San Marcos because of the Equestrian and rural character of the community. I have been active in the Community and the development of the CSM trail system since the mid 90's. I attended TAC meetings for over a decade before becoming a member and eventually Co-Chair of the TAC until 2019. I am Board Chair of Twin Oaks Valley Equestrian Association and President of the Horse Heritage Conservancy 501c(3).

The development of the Parks and Trail system has created the opportunity to link residents to an incredible network for recreational enjoyment. I have seen the popularity of our Parks and Trails increase exponentially over the years and especially during these last several months due to Pandemic lifestyle changes. The highest percentage of Trail users are walkers – many Seniors, Families with kids and strollers. Dog owners, Equestrians, Joggers and Bicyclists are prevalent on the trails. There is a lack of visible signage educating users regarding yielding and shared use. The few signs that are posted are at about 8' height well above eye level for a walker or cyclist. The pyramid yield right of way symbol is not easy to understand and more public education is needed. The lodgepole fence that separates the DG and asphalt for multi-use Trails should have openings approximately every 11th post to provide safe exit opportunity for yielding, passing and social distancing for users. There could be a yielding symbol located intermittently on posts in a wraparound type signage easily visible for all users.

There are multitudes of wheeled devices that are becoming electric and motorized- I see bikes, skateboards, scooters on our trails in increasing numbers. These devices are a safety hazard on trails and should not be permitted. I appreciate the opportunity to participate in this Public discussion.

Sincerely, Patty Morton

DISCOVER LIFE'S POSSIBILITIES

When we had my dog we took her to the trails over by Kit Carson park. I do not know the name of it but it is not Kit Carson Park. It is right across from the North County Fair mall. There was always lots of bikes there on the trail. They would come up real fast upon us. We were always dodging out of the way. We could not really hear them so at the last minute we would dodge from side to side to get out of the way. Since they came up on us very quickly they sometimes would ring a bell. We went there several times. It was such a nuisance, we stopped going there.

Not sure if this is what they want to do at Walnut Grove, but I would **not** recommend it.

If they do decide to do e bikes they should limit where they can go. Maybe ok on the frontage trail that is by Twin Oaks Valley Road, but they should exclude them from the actual 1 mile Walnut Grove Park. This way people walking dogs, taking a walk, and riding horses will have somewhere safe to walk.

I owned horses for 40 years and cannot imagine those bikes coming up behind a horse really fast and not causing a terrible accident by spooking a horse.

I walk the trails at Walnut Grove Park and enjoy it there. It is peaceful. Thank you.

Karen Binns

DISCOVER LIFE'S POSSIBILITIES

Page 1

Esteemed Members of the Trails Advisory Committee,

With regard to the recent proposal to change the San Marcos Municipal Code to allow Class 1 and Class 2 eBikes on city of San Marcos trails, I would like to provide the Committee with some comments based on my research into the potential implications of this proposal. As I'm sure you are aware, the use of eBikes in the United States has seen a significant surge in recent years, but their use on pedestrian paths and trails had not been permitted in most community, state or national parks. In August 2019, however, Interior Secretary David Bernhardt ordered the National Park Service to open access for motorized bikes to any routes that traditional bikes could take(1). With this change in legislation, many communities have reevaluated their own ordinances to include provisions for their use, introducing subsequent code changes to allow these vehicles in their own jurisdictions; many stating that they felt it would make their parks and trails systems more inclusive to individuals who could otherwise not enjoy them due to physical limitations.

Subsequent to these changes, however, many communities have begun to conduct research to evaluate the impact the bikes have had on the safety and integrity of their trails systems. While the largest body of research seems to have occurred in the international community, where eBikes have a longer history of use, efforts in this area in local jurisdictions are accumulating. Not surprisingly, virtually every study has concluded that eBikes result in a significantly higher number of injuries to riders, and collisions are much more likely (3 times in the study evaluated) to involve a pedestrian using the trail systems (2). In many cases the injuries are significantly more severe than those of conventional bicycles, more frequently resulting in hospital visits, orthopedic trauma, brain injuries and death (2).

Another interesting finding is that the highest number of injuries, and those that are most severe, are occurring in elderly populations – the very demographic the deregulation of eBikes was trying to accommodate. There are a number of reasons suggested for this: 1) Riders taking up eBikes in elderly populations may not have sufficient strength and physical agility to manage the added weight of eBikes, 2) eBike riders tend to operate eBikes at speeds somewhat higher than conventional bikes, which would ultimately result in more severe injuries should a fall occur and 3) new users of eBikes may not have used any type of bicycle in a long period of time, making them less familiar with the physical requirements and coordination needed (3). This might suggest that while eBikes can be used quite safely in the general population there is some amount of physical proficiency necessary to use both types of vehicles, and we should not assume or operate as though one is an equivalent of the other.

As with all motorized vehicles we have to remember the inherent danger associated with self propulsion. If the City does decide to open its municipal code to allow these types of vehicles it should absolutely expect to see a higher incidence of rider and pedestrian injuries, and it should also expect these injuries to be more severe. As a mitigation, it is recommended that additional safety measures be taken to protect both eBike users and those occupying the trails around them. Many municipalities have implemented requirements for mandatory safety equipment on eBikes, including helmets, which is currently an *optional* accessory for those over 16 years of age in California. In addition, given eBikes do have unique features that are unlike bicycles, a basic safety course should be a requirement during the licensing process for all eBikes and eBike use, providing a much needed refresher to those who may be returning to bicycle use after many years, and ensuring all eBike users are familiar with proper trail usage, safety and right of way requirements. Regardless of what is decided on the matter,

DISCOVER LIFE'S POSSIBILITIES

however, it is clear that eBike use increases the risk of injury to ALL trail users, and the City of San Marcos should ensure measures are implemented to address these new risks.

Page 2

References:

1. Repenshek, Kurt; September 6, 2020; <https://www.nationalparkstraveler.org/2020/09/ebikes-and-horse-drawn-carriages-dont-always-mix-acadia-national-park>
2. Chanders, V; <https://www.reuters.com/article/us-health-ebike-injuries/e-bikes-show-distinct-pattern-of-severe-injuries-idUSKBN1YT0MV>
3. Royal Society for the Prevention of Accidents, UK; Road Safety Factsheet, October 2018

Thank you for your kind consideration of these comments.

Regards,

Dawn Haake

Community Member and Equestrian Advocate

DISCOVER LIFE'S POSSIBILITIES

hello i'm a home owner in san marcos. i use the trails regularly. class 1 ebikes are a great low impact way for older people such as myself to enjoy our great outdoors. i'm in complete control of my ebike more so than a rider on horseback. i pose no threat to other trail users. please open San Marcos trails to class 1 ebikes.

thanks

Traci

DISCOVER LIFE'S POSSIBILITIES

As a horseback rider, i have encountered many non e-bikes for many years, and more recently, e-bikes. I notice a big difference in their ability to accelerate, which often spooks the horses. I believe it is a bad idea.

DISCOVER LIFE'S POSSIBILITIES

As an owner of four e-bikes, I, of course, think they should be allowed anywhere bicycles go. The top speed of a bike has nothing to do with the speed on trails. The people I ride with are constantly looking for hikers and we always say thanks if they have to step out of the way. Somebody is going to get hit someday but we, as responsible riders, keep our speed down and our eyes peeled, to minimize the chance and severity of an event. As far as speed on the trails, the fastest are mountain bikers going downhill. There is nothing wrong with that, I just don't want someone saying that e-bikes are too fast for the trails. It is just not true. E-bikes are faster going uphill but nobody flies up them. I am an old man. If I didn't have an e-bike, I wouldn't be out there. And that is a shame to take away from people.

Paul Thompson

DISCOVER LIFE'S POSSIBILITIES

With Regards to eBikes on public trails in San Marcos, I applaud the city's acknowledgement and desire to research them further. I have ridden mountain bikes of all types for over 30 years and understand the handling capabilities they offer, as well as the great fun provided by two wheels. eBikes add years to aging mountain bikers' enjoyment of doing what they love, which is a fantastic reason for their increase in popularity.

That being said, even the top of the line eBikes are very heavy (over 40lbs) and they do not handle nearly as efficiently as a standard pedal bike. With that fact in mind, unless there is a way to show competency of controlling the bike in tight/emergency situations, I do not feel that they should be on the same trails where we walk our dogs, walk with our children, and hike/run. There are plenty of fantastic open space preserves nearby that allow them, and that are more capable of offering variety where the interaction of bikes and hikers/runners/kids/dogs can be all but eliminated. I do not see that option in the city of San Marcos, and for that reason, I would suggest that they are kept on streets and not on our public trails.

Thank you for the opportunity to comment.

John Kanaskie

DISCOVER LIFE'S POSSIBILITIES

I'm fully in support of allowing e-bikes on any trail. My Ebike has changed my life allowing me to get out and explore the outdoors. Let's be honest, most of us stopped biking many years ago because of the hills. Ebikes allow all ages and disabilities to get out and exercise again and enjoy nature.

Let's all support e-bikes on the trails.

Thanks
Winston Carter

DISCOVER LIFE'S POSSIBILITIES

My wife and I are in our 60's and enjoy being able to get out on the local trails on our class 1 pedal assist E Bikes. I support the legal use of E Bikes on all San Marcos trails.

Bill

DISCOVER LIFE'S POSSIBILITIES

Assembly Bill #1096, now signed into law, takes effect Jan. 1, 2016, clarifying that Pedego electric bikes are permissible on bike paths.

IRVINE, Calif., Dec. 28, 2015 — Winning exceptional bipartisan support, California's new Electric Bicycle Bill #1096 has been signed into law, clarifying that Pedego electric bikes are permissible on California's bike paths. Resulting from a coordinated campaign that united PeopleForBikes, the Bicycle Product Suppliers Association (BPSA) and the California Bicycle Coalition (CalBike), California's new law takes effect Jan. 1, 2016, and confirms that electric bikes will be regulated similar to conventional bicycles. The Electric Bike Law creates a model for other states to follow as they clarify their own rules.

Until now, California's regulations were vague — not clearly following all the Federal rules that allow electric bicycles on the bike paths. The Federal government left it up to individual states to choose whether to follow those guidelines. This has led to some confusion among retailers and riders in several states, especially the Golden State, where there's a high demand for electric bikes. Under this new law, California clarifies its rules by designating three types of legal electric bicycles, with Pedego electric bikes assigned the Type 2 distinction because they have a throttle and a motor that is governed to a top assisted speed of 20 miles per hour. As legally recognized Type 2 electric bicycles, Pedego electric bikes are now officially welcome on essentially all bicycle paths and lanes in the state.

State Lawmakers believe this law will benefit the electric biking community and encourage the proliferation of this powerful alternative form of transportation to ease California's struggles with greenhouse gas emissions and gridlock. Assembly member Matthew Harper of the 74th District is pleased at the success of the bill he co-authored. "This opens up the bike paths officially to riders who might not have been able to enjoy cycling in the past," he said. "We're overjoyed to see California take this step toward equal access for all bicycle riders, electric or not."

I hope you would apply this I'm 74 need my ebike for excersise thank you .. Ron Hauck

DISCOVER LIFE'S POSSIBILITIES

This email is in response to the proposed changes to the horse/walking trails in San Marcos.

In my opinion there are several trails in the San Marcos area. The logical thing to do is designate certain trails to walking/horses and certain trails for bike and e-bikes. I have hiked a lot of the trails and even though bikes are not allowed I have encountered people riding bikes. There are many blind curves that do not allow proper vision of oncoming horses/walkers, let alone fast speeding bikes and e-bikes. It is unsafe and dangerous. If an accident occurs it is far to difficult to get any kind of emergency response team in for necessary treatment.

Let's live in harmony and set aside specific trails for special types of activity.

Please take this message to heart

Thank you

Connie Wieringa

DISCOVER LIFE'S POSSIBILITIES

Hi, my vote is a hard no. As an avid walker hiker runner I have seen the popularity of e-bikes grow. Not only are e-bikes basically equivalent to motorcycles when it comes to wear on tear on the trails. The other major concern is safety. E-bikes are often road at too fast of speeds. This creates dangerous situations with walkers runners and equestrians.

Charles Summerhill

DISCOVER LIFE'S POSSIBILITIES

First I would like to thank you for considering our "new" community and giving us a chance. Due to medical conditions and failed surgeries I have not been able to be on a bicycle until recently. The pedal assist has given me a bit of a freedom and much needed exercise. It is just as safe or probably safer the an analog bike. I owe two other analog bikes and I have refused to sell them hoping one day I can go back on them. The ebikes are giving us a hand when we are limited with our health. They are just as respectful as all other riders.

Thank you for considering us!

Respectfully,

Lum zuna

DISCOVER LIFE'S POSSIBILITIES

Hello,

I do not support allowing e-bikes on the trial system. The speed limit will be very difficult to enforce and they pose a danger to pedestrians and other trial users.

Michael DeVries

DISCOVER LIFE'S POSSIBILITIES

Please allow E-bikes on all trails. Most fellow outdoor people respect each other regardless of how they travel.

John Seeger

DISCOVER LIFE'S POSSIBILITIES

Please allow these bikes on the trail. I am a 68 year old, female with a class 2 ebike. I am recently widowed and truly this bike is my saving grace. Having safe bike paths is crucial. I use the pedal assist while riding, but am definitely not the swiftest bike on the path. I only use the throttle to get started from a dead stop. I am a San Diego County resident and would be very excited about safe bike paths in San Marcos. Thank you.

JB

DISCOVER LIFE'S POSSIBILITIES

Part of the attractiveness of San Marcos is the many opportunities for outdoor activities. I hope San Marcos will expand opportunities for e-bikes on trails. E-bikes have become very popular and they are really fun!!

Thank you!

Teri

DISCOVER LIFE'S POSSIBILITIES

I approve E-Bike access on trails

Thank you,
Daniel Spiegelberg

DISCOVER LIFE'S POSSIBILITIES

I vote for the use of e-bikes.

Robert Shannon

DISCOVER LIFE'S POSSIBILITIES

I encourage the Parks and Recreation Commission to recommend allowing electric bikes on San Marcos trails and paths. As an avid cyclist of many years, I recently bought an electric assist bike. It allows me to continue to enjoy cycling despite not being as fit as I once was. I also appreciate the opportunity to ride safely away from car traffic. Closing trails and paths would take this option away from me and many others.

Opponents will no doubt point to the worst behavior demonstrated by some cyclists as a reason to deny access. I would counter that the vast majority of cyclists, including those with electric assist, are courteous and respectful users of shared paths and trails. One could easily point instead to equestrians riding abreast, oblivious joggers with earphones, wandering dogs or unintended children. However, in my experience, with a little patience and understanding, everyone can safely enjoy our paths and trails together. Usage should be inclusive and expansive.

Thank You,

Leigh Rayner

DISCOVER LIFE'S POSSIBILITIES

I am writing regarding the consideration of allowing e-bikes on the trails in San Marcos. I am opposed to allowing e-bikes on the trails. The trails are a place that my family enjoy. It is a safe place for our children to hike and explore. And it is a place where we feel safe having our youngest go for bike rides without the danger of motorized vehicles. The speed at which e-bikes go and the ability that it gives inexperienced riders to ride places that they wouldn't be able to go on a traditional bike causes unsafe situations. We have had a few close calls lately as we have seen more of these e-bikes on trails around town. E-bikes should be limited to roads.

Thank you,
Emily McKee

DISCOVER LIFE'S POSSIBILITIES

I moved to Lake San Marcos approximately 20 months ago, in part, because the recreational activities the community enjoys. I have been an avid bicyclist since I was a kid. The trails San Marcos afford me to remain active at my advanced age (I'm almost 73 years old) allows me to minimize my interaction with cars and trucks. However, negotiating the hills does require a bit of electric assist at my age. Without the assist for my Class I bicycle I would not be able to enjoy the local trails.

I implore the committee to recommend the use of e-bikes (NOT Class 3 bikes, however) on our local trails. Thanks for considering us old folks!!

Ira Grossman

DISCOVER LIFE'S POSSIBILITIES

I am in favor of a considered approach to the approval of eBikes on City of San Marcos trails where standard bicycles are already allowed.

First, limiting the power/speed of eBikes to class I and class II bicycles provides a reasonable approach to controlling the requirements of access against the desire to preserve our parks and wild areas against "motorized transport" as originally defined in the Wilderness Act as passed by LBJ. Where concerns arise, they are generally focused on the desire to limit mechanized transportation on our trails. However, we should consider that bicycles and other low-speed, unpowered, wheeled transportation methods all circumvent this original intent behind the idea of "untrammeled" wilderness. Therefore, instead of preemptively discounting eBikes because they have a powered assist to their mechanism, we should consider how they operate within the current user ecosystem.

Second, eBikes by their very nature operate as a leveler, allowing people of disparate abilities to enjoy the trails that currently can only be accessed on bicycle by individuals with sufficient strength and endurance. Some might argue that this would lead to more crowded trails, but such an argument is essentially an attempt to create a special class on bicycles. We already have pedestrian and equine access sharing with bicycles; should eBikes be treated differently simply because they allow a wider range of ability and able-ness among cyclists? At its heart, this argument appears to be contrary to the general goal of our City parks to provide facilities and recreation opportunities to all our citizens, regardless of ability.

Finally, I would urge the city to consider eBikes as not motorized bicycles. Rather, these methods of transportation fall into a category shared by bicycles, off road skateboards, onewheels, etc that already share the trails. Reasonable limits on speeds, approved classification limits, and the current usage rules and regulations already provide a reasonable user structure for the trails that can easily accommodate eBikes. Additionally, the distinction provided by Federal recognition and regulation of eBikes into the current classification system indicates that such "carve outs" are a recognition of the evolving environment for power-assisted, low impact modes of recreation.

Regards,

Randall Smith

DISCOVER LIFE'S POSSIBILITIES

We have horses as well as e bikes and use the trails all the time. I rarely see an e bike on the trails but we run in to regular bikes all the time. Most are respectful but there are a few that when we're on the horses, they fly by us from the rear with no regards for our safety. E bikes require you to still peddle. They only assist you when you need a bit of help. Being in our 50's and 60's that's not a bad thing. Lol. Also class 1&2 bikes do not make any noise. Motorized bikes however that do not require any physical peddling should not be allowed on the trails period. There are bike lanes on the street for that. That would be a disaster waiting to happen. So basically, no matter what bike you are on, whether an ebike or regular bike, it's the riders responsibility to respect others on the trails.

Mary

DISCOVER LIFE'S POSSIBILITIES

Morning. I am hoping this comment will not fall of deaf ears. As more development happens around the area, there are fewer places we equestrians can ride our horses without fear of electric bikes or vehicles on trails and the trails in the Twin Oaks Valley Equestrian area are one of the few remaining! I love this area! I will often trailer my horse from my home in Escondido to the Twin Oaks Trails to be able to relax and give my horse a safe place to be outside! Horses are very sensitive animals, and the electric bikes tend to disturb their sense of calm. Electric bikes already have more areas in the community to ride; please, please, please let us keep this area for our horses, without the electric bikes, and the relaxation they provide!

Thank you for listening! Dawn Dully

DISCOVER LIFE'S POSSIBILITIES

Thank you for your time regarding the upcoming San Marcos Parks & Recreation Commission meeting set for February 17. I understand the commission will address the use of E Bikes on San Marcos city trails pursuant to the Trails Advisory meeting on January 13th. I have also been informed that the city staff has recommended further study of E Bikes before voting on whether or not E Bikes are allowed on city trails.

I am in favor of further study of E Bikes on city trails. I would like to know exactly what issues will be in the study and who will conduct it. As previously stated in a message to the TAC, I am NOT in favor of E Bikes on multi use trails due to safety issues. These issues: speed, poor lines of sight and narrow trail treads make the use of E Bikes dangerous and a liability for the city.

I am a resident of Elfin Forest. My community has numerous trail connections to the San Marcos trail system. These connections include the county Sage Hills and other Preserves, our community trail system, the Olivenhain Municipal Water District's Elfin Forest Recreational Reserve, The Escondido Creek Conservancy's Keithley and neighboring preserves and others. All of those trails are regularly used by San Marcos citizens and thus impact the residents of Elfin Forest, Harmony Grove and Eden Valley. Because of this shared usage, it is imperative the commission understand the impacts of its decision will affect ALL trail users in north San Diego County.

Thank you for your time and service to the community,

Nancy Reed

DISCOVER LIFE'S POSSIBILITIES

I own two e-bikes and they're a great way to have a leisurely commute around town without the noise and slow enough to enjoy some of the scenery. They are also NOT conducive to harmony with foot and horse traffic. I'm happy to operate my e bike on the street the same as pedal powered bikes.

Thanks for listening.

Rand Lowe

DISCOVER LIFE'S POSSIBILITIES

Good evening,

I live in San Elijo Hills and think that e bikes should be allowed on trails. Pedal assist has been a game changer in getting around the neighborhood.

Thank you for your consideration.

Cindy Braniff

DISCOVER LIFE'S POSSIBILITIES

I am in favor of allowing electric bikes on public trails.

I am a hiker and non-electric biker. I live in San Elijo and hike the common trails several times week. I ride my (mountain) bike several times a week as well and often use the trails (to shuttle between single track trails).

The trails are public trails. Let the public use them with fair rules. Electric bikes do not necessarily go faster than non-electric bikes except (typically) uphill due to the ease of pedaling.

Thanks

Peter

DISCOVER LIFE'S POSSIBILITIES

Hello -

With the especially hilly terrain of San Elijo and Discovery Hills, ebikes would allow for many more folks to enjoy the trails with their bikes. Please consider allowing ebikes to be permitted.

Thank you,
Tom Mack

DISCOVER LIFE'S POSSIBILITIES

I don't support the use of any eBikes on San Marcos trails because the city is not actively enforcing eBike use (riding speed) now and will likely not in the future. As a regular pedal bike user I've had many close calls with eBikes over the past couple of years, in all cases because the eBike rider was riding too fast for traffic and trail conditions. I'd ask that active enforcement is also a part of any eBike city regulations, should any proposals move forward. Thank you. Todd Polderman, Discovery Hills.

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