

McKinnon, James

From: Victor Barinov [REDACTED]
Sent: Tuesday, May 5, 2026 8:16 PM
To: Admin, OC Parks Commission
Subject: Public Comment: Oppose E-bike Study / Support Class 1 Access

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

Dear OC Parks Commission,

I am writing as a resident of **Ladera Ranch** to urge the Commission to reject the proposed \$108,000 e-bike study framework.

Rather than spending years and taxpayer funds on further study, I ask that OC Parks update its county ordinance to allow Class 1 pedal-assist electric bicycles on regional trails for the following reasons:

- * Established Research: Numerous California jurisdictions have already conducted studies confirming that Class 1 e-bikes have the same environmental and trail impact as traditional mountain bikes.
- * Legal Classification: Under California law, Class 1 e-bikes are regulated as bicycles, not motorized vehicles.
- * Health and Access: E-bikes allow many in our community—including seniors and those with health limitations—to remain active and enjoy our public lands.

Please move forward with updating the ordinance to include Class 1 e-bikes without the delay of an additional, costly study.

Thank you for your time and for considering my comments.

Sincerely,
Viktor Barinov

McKinnon, James

From: Mike Gmail [REDACTED]
Sent: Wednesday, May 6, 2026 9:24 AM
To: Admin, OC Parks Commission
Cc: Mike Soursby
Subject: Meeting on Class 1 e-bikes 5/7

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

Hello,

I am an avid mountain biker, 68 years old, and I usually ride a non-class 1 regular bike.

But, I do have a class 1 (C1PA pedal assist, no throttle) pedal assist to use when I need to keep up with the folks that climb faster than me on their regular bikes.

I would like to say that any "study" about the bikes (C1PA) seems like a waste of \$ and time. these bikes are just like regular bikes, except they give you an ASSIST when you are pedaling, to help out. They are NOT throttle controlled, and REQUIRE the rider to put effort into pedaling before assisting.

These are no heavier than many of the regular bikes, so if you're basing your thoughts that heavier bikes do more damage than that would be a misnomer. As an example, I am 165 pounds and my C1PA weighs 38 pounds so together we are 203 pounds of bike and human. If you take a regular bike that weighs about 30 pounds and add a 200 pound rider you have 230 pounds , which is heavier than me and my bike.

Also, the C1PA Bikes do not go any faster than regular bikes - it all depends on the rider. At times I have trouble keeping up with people on regular bikes while I'm using my C1PA as some of the normal riders are very very quick.

Anyhow, I don't know what you expect to learn from a study, but it seems very superfluous again and a waste. Just allow the C1PAs and don't allow other types of E bikes, i.e. the class two (throttle controlled) or class three (no throttle controlled but assist up to a higher speed). That would be a very smart decision in my opinion.

Thank you very much for your time and I hope you can pass C1PA's being allowed in parks soon.

McKinnon, James

From: Alfred A [REDACTED]
Sent: Wednesday, May 6, 2026 5:05 PM
To: Admin, OC Parks Commission
Subject: Support for Responsible eMTB Access in OC Parks

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

Dear OC Parks Commission,

My name is Fred Arvayo and I am a Southern California resident, longtime cyclist, and advocate for responsible outdoor recreation. I'm writing in support of continued and expanded access for electric mountain bikes (eMTBs) within OC Parks trail systems.

eMTBs have made a tremendous positive impact on my life and the lives of many others in our community. They allow people of different ages, fitness levels, and physical abilities to stay active, improve their health, and enjoy the outdoors together. For many riders recovering from health issues, injuries, or simply dealing with the realities of aging, eMTBs provide an opportunity to continue exploring nature and living an active lifestyle.

Beyond the health benefits, eMTBs also provide meaningful economic benefits to local communities. Riders frequently support nearby restaurants, coffee shops, bike shops, hotels, campgrounds, and small businesses before and after visiting trails and parks. Many riders travel specifically to experience Southern California's trail systems, bringing tourism dollars into Orange County and surrounding areas. Expanding responsible access helps support outdoor recreation industries, creates opportunities for local events and group rides, and encourages continued investment in our parks and trail networks.

eMTBs also help bring more people into our parks and trail systems in a meaningful and respectful way. Riders become more connected to the outdoors, more supportive of trail stewardship, and more engaged with local communities. Many of us promote safe riding, trail etiquette, and conservation efforts while encouraging others to enjoy these beautiful public spaces responsibly.

I respectfully ask the Commission to continue considering policies that allow responsible eMTB access while balancing safety, environmental protection, and shared trail use. Education, etiquette, and collaboration between all trail users can help create positive experiences for everyone.

Thank you for your time, your service, and your continued work maintaining and protecting our parks for future generations.

Sincerely,
Fred C. Arvayo

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McKinnon, James

From: Mark Sorensen [REDACTED]
Sent: Thursday, May 7, 2026 7:56 AM
To: Admin, OC Parks Commission
Subject: Class 1 e-bicycles

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

Hello,

I live in OC and **oppose OC Parks spending time and money on a study** to see if Class 1 ebikes create environmental issues significantly different than all other bicycles. **Class 1 PEDAL-ASSIST e-bicycles should be allowed on the same trails as traditional mtn bikes** based on common knowledge and research that has already been done by other California jurisdictions.

In CA class 1 pedal-assist bicycles are not motorized vehicles. These bicycles do not have a throttle. I do not support class 2 or 3 ebikes being allowed in OC Parks because they do have a throttle which allows people to ride them without pedaling.

I ride both types of mountain bikes – traditional and class 1. Both are good way to get exercise and enjoy our county parks. Neither version causes more environmental harm than the other. I'm not more "reckless" on one more than another. I don't brake harder or skid more on one verses the other. I can just simple enjoy nature longer when on my class 1 ebike because I don't get exhausted as quickly as on my traditional. I can simple climb up 8 hills on my class 1 ebike whereas I can only climb up 4 hills on my traditional mtn bike.

Please allow class 1 pedal-assist only e-bicycles in OC Parks without more studies or much time invested into the decision.

Thank You,
Mark Sorensen

[REDACTED]

Mark Sorensen

[REDACTED]