

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: Dimitrios Tolios [REDACTED]
Sent: Thursday, May 7, 2026 3:39 PM
To: Admin, OC Parks Commission
Subject: Advocating in favor of Class 1 eMTB access to OC Park Trails

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

Dear OC Parks Administration,

My name is Dimitrios Tolios, Design Director for AO (DBA Architects Orange) and I am a resident of the City of Fullerton (Supervisory District #4, under Doug Chaffee).

Since I was a kid I have enjoyed all forms of cycling. Now in my 40s, I regularly ride OC's trail systems, from Santiago Oaks to Aliso Woods and Crystal Cove, to the Aliso Creek Bikeway and the Santa Ana River trail.

I am writing to you today to advocate for legalizing access for Class 1 (pedal-assist) electric Mountain Bikes (eMTBs) on our local trails.

The current restrictions on eMTBs limit the ability of many community members to enjoy the natural beauty and health benefits of our parks. Specifically, I believe that allowing Class 1 eMTBs—which require the rider to pedal to receive assistance—would significantly broaden access for several groups, including:

* **Elderly Individuals:** Pedal-assist allows older riders to continue enjoying the trails they love without over-exerting themselves on steep inclines.

Anecdotally, this is the only way my son and I can ride along with my father (his grandfather), who is 73 years old.

* **Individuals with Mobility Issues or Health Conditions:** For those with physical limitations, eMTBs provide the necessary support to navigate terrain that would otherwise be inaccessible.

* **Overweight Individuals:** The assistance provided by Class 1 motors can act as a crucial entry point for those looking to improve their fitness and overall community health in a manageable way.

By modernizing our trail policies to include Class 1 eMTBs, OC Parks can foster a more inclusive outdoor community and encourage a wider demographic to lead active, healthy lifestyles.

Also please note that I am completely aware many people illegally use throttled e-mopeds/e-scooters/e-motos on our trails and bikeways, which I personally want to strongly distinguish from assisted bicycles. The use-case is completely different, the power (up to 10* or more higher) is completely different, the speeds are unrestricted or trivially bypassed by disconnecting a single wire, and other than recreational emotional benefits, there is no meaningful exercise involved. These are motorized vehicles that should be subject to motor vehicle rules.

Personally, I think we haven't restricted these from our streets and trails and we are conflating them with Class 1 commuter or EMTB bicycles, because these eMotos/electric dirt bikes are favorite toys for the

sons and daughters of wealthy individuals in our communities.

Thank you for your time and for everything you do to maintain our beautiful parks. I look forward to hearing your thoughts on this matter.

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Dimitrios Tolios



McKinnon, James

From: Steve Smock [REDACTED]
Sent: Thursday, May 7, 2026 3:56 PM
To: Admin, OC Parks Commission
Subject: E-bike Study Comment

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

Class 1 e-bikes should be allowed in the vast majority of OC Parks.

I am a proponent of this based on my life experiences. I have rode and raced both MTB's and rode bikes for almost thirty years. I retired as a police sergeant after 30 years. During that time I represented our Department in the Police State and World cycling games. I sat on a committee for Safe Streets which emphasized bike safety. I have a teenager who is active in MTB'ing. I was a motor sergeant who investigated numerous bike vs vehicle vs pedestrian accidents.

I have a class 1 e-bike that I ride several days a week. I refused to buy my son a class 2 or 3 bike even though he is an accomplished motocross racer because of the inherent dangers. I have experienced the differences of each class of ebike's and they are significant.

Class 1 pedal assist bike is just that, pedal assist. It assists you with riding a bike that due to fitness, injury or disability would not let you otherwise. The 20 mph restriction stops someone who is capable of much faster speed from reaching those speeds and creating a hazard. People who are reasonably fit, without much effort can easily pedal a non electric bike faster than 20mph, commonly reaching 26 to 33 mph on a flat stretch of road. On an e-bike the bike mechanically restricts you from pedaling faster than 20 mph. This makes it much safer for the rider and other people on the trail than someone on a non electric bike who is fit and pedaling at or near his or her max effort.

Class 1 e-bikes are a responsible and safe option for people of all abilities to be able to go out and enjoy the trails. They have allowed so many people who (like my wife) would have ever consider going out and suffering on a traditional bike. A class 1 e-bike is a safe mode of transportation that should be allowed in OC parks as it is in many State and National parks.

Thank you for your time,

Steve

McKinnon, James

From: Don Paul [REDACTED]
Sent: Thursday, May 7, 2026 4:22 PM
To: Admin, OC Parks Commission
Cc: Jim Foley
Subject: eMTBs public hearing

Importance: High

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

71 year old MTB rider who has been MTBing for 36 years until last year when a total hip replacement required me to replace my MTB with a "Pedal Assist" Class 1 eMTB.

I am:

- interested in getting Class 1 eMTBs legalized in OC Parks.
- AGAINST the eMTB study and strongly recommend you REJECT IT for these reasons
 1. Other California jurisdictions have already done work that proves Class 1 e-bikes have the same impact as traditional mountain bikes
 2. Class 1 bikes are bicycles are NOT Motorized Vehicles under California or federal law
 3. The county ordinance can be updated to define Class 1 pedal-assist e-bikes as bicycles without an additional study.

PLEASE don't waste our taxpayer dollars and several more years on yet ANOTHER "study".

eMTBs don't have any impact on the trails... but DO have a FANTASTIC impact on their riders health... which is THE most important factor to consider !!!

Don & Lori Paul
[REDACTED]

McKinnon, James

From: Al insoutherncalifornia [REDACTED]
Sent: Thursday, May 7, 2026 7:08 PM
To: Admin, OC Parks Commission
Subject: bicycles= class 1, 2, 3. Not mini motorcycles.

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

MY POSITION IS AGAINST THE STUDY AND I URGE THE PARKS COMISSION TO REJECT IT

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

Class 1, 2, and 3 ebikes are all about the same and due to their weight it's very hard to get over 20 mph due to wind resistance. The bikes causing the problems are much more powerful and heavier small motorcycles usually without pedals. Simply put a speed limit posted for all bicycles appropriate for the trail. People walk about 3 mph without jogging or running. So why not a 5mph speed limit if one needs to share with pedestrians? It's done with cars on some properties without problems. Ebikes when used responsibly like bicycles are great for transportation and allow lesser riders to keep up with more fit riders especially on hills that often do not exist on many European commuter paths. We need ebikes on hilly California where destinations are far apart. Do what's right for us here and support class 1, 2, and 3 ebikes that are very similar. The mini motorcycles and modified bikes are in their own class and need to be dealt with apart from bicycles and 1-3 ebikes.

Albert Llata

McKinnon, James

From: Bennett Lawrenz [REDACTED]
Sent: Thursday, May 7, 2026 5:59 PM
To: Admin, OC Parks Commission
Subject: Support for Class 1 E-Bikes in OC Parks—Reject the Unnecessary Study

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

Dear OC Parks Commission,

I am writing to urge you to **REJECT the proposed \$108,000 study framework** and instead move directly to legalizing Class 1 pedal-assist e-bikes in Orange County parks.

As an active community member, I've witnessed firsthand how Class 1 e-bikes transform outdoor recreation access. Southern California's steep, challenging terrain excludes many people from our trails. This includes athletes recovering from injury, older adults, busy professionals, and others who simply lack the fitness conditioning to enjoy these spaces. Class 1 e-bikes remove that barrier, enabling more people to actually use and enjoy the parks your commission manages.

This isn't complicated. **The evidence already exists:** Other California jurisdictions have proven Class 1 e-bikes have zero additional impact compared to traditional mountain bikes. A five-year study is unnecessary when:

1. Class 1 e-bikes are legally defined as bicycles—not motorized vehicles—under California and federal law
2. The county ordinance can be updated immediately to reflect this legal reality
3. We already have the data we need from other jurisdictions

Class 1 e-bikes are NOT the problem. We must stop conflating them with illegal Class 2 models. They represent an opportunity to expand park access and get more people active in our community.

I urge the Commission to reject this costly study and approve Class 1 e-bike access now.

Thank you for your consideration.

Sincerely,

Bennett Lawrenz

[REDACTED]

Supervisor District # 5

McKinnon, James

From: [REDACTED]
Sent: Friday, May 8, 2026 9:49 AM
To: Admin, OC Parks Commission
Subject: Mitch Baxter Statement to OC Parks Commission May 2026

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

I was planning on giving this statement at the May 7 meeting. Because it was canceled, I'm sending by email. Please note: if the staff continues down this path of pursuing a study, we will likely be mobilizing the OC Register, LA Times and maybe some national publications - this is a ridiculous approach given what other geographies are doing and what the data shows, and we plan to ramp pressure if this approach is being seriously considered.

Agenda summary: Mitch Baxter provided a statement strongly discouraging the idea of "paying a consultant to make a plan to do a study over 7+ years..." Instead, the Parks Commission should recommend that OC Parks recognize Class 1 e-bikes as bikes, like the state of California, State of Oregon, County of San Diego, Lake Tahoe Parks, etc. do today.

Statement:

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

Thanks for the consideration,

Mitch Baxter
[REDACTED]

McKinnon, James

From: Shane Storm [REDACTED]
Sent: Friday, May 8, 2026 10:10 PM
To: Admin, OC Parks Commission
Subject: e-bikes are mountain bikes, not electric motorcycles

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

eMTB e-Bikes are just mountain bikes. They are very different from electric motorcycles.

You don't need to waste time and tax payer money to study and reconfirm what has already been analyzed and proven to be true. Just review the existing data.

They should be allowed on the same trails analog mountain bikes are allowed on.

McKinnon, James

From: Jeff of Andreson Builders [REDACTED]
Sent: Tuesday, May 12, 2026 12:12 AM
To: Admin, OC Parks Commission
Subject: eMTB in OC Parks

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

Hi, I am an ebike rider from Westminster. I ride a Bulls eMTB with a 250 watt mid drive motor. This is a heavy bike (about 50 lbs vs 30 lbs for analog) and I think maybe back East where the trails are softer the tires might cause more erosion and it's true that I am able to climb a hill multiple times and put in more downhill laps and so there would be some added wear and tear on the trails from that but, at least in my case (broken leg with internal titanium bracing) it's an ebike or, I'm out of the mountain biking game. I can still ride a regular bike on flat ground but, for me the steep hills are beyond my current capabilities. I can't even walk my bike up them because my ankle won't bend that way.

I don't know if you've noticed but, there are way more people out biking these days. Many, most, on ebikes. Yes, some folks just throttle onward with hardly a pedal stroke of effort but, many more are putting in some effort and that's a real health benefit for the individuals and our society too. My son is a classic example. He is a nurse and doesn't regularly exercise but, I got him an electric tandem bike and he and his wife ride it down to the HB Pier to get fish tacos. Does he work as hard as I do at the pedals. No, but he is out there doing it.

Similarly, I think eMTBs encourage older riders and or, newer riders to try mountain biking. It's way more fun to make it to the top of the hill on your 1st attempt rather than to fail part way up and either turn around or, laboriously walk it to the top but, be so exhausted when you finally make it that your descent is a white knuckle wild ride!

We have some great parks in this county and I for one think we should be doing everything possible to get more people having fun in them. I don't agree with some of my elitist fellow MTB's who think if you don't have the gumption or, fitness to ride up under your own power you shouldn't be allowed to ride on the trails. They may be able to power up the hills but, because I'm older and a little injured I shouldn't be allowed to enjoy an activity I have been doing since 1995? That is wrong headed thinking.

Thanks for sharing my views,
Jeff
[REDACTED]