



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

June 12, 2023 | 4:00 – 6:00 PM



Meeting will be held virtually.

No in-person option will be provided this month.

Zoom meetings will be recorded for notetaking purposes.

*6 mute/unmute | *9 raise/lower hand

Join by Zoom: <https://cabq.zoom.us/j/84571822606>

Join by Phone: +1 346 248 7799

ID: 845 7182 2606

• Welcome and Introductions

[] Ryan Mast (Acting
Chair/Vice Chair)
NE Quadrant

[] Dr. Naomi George
SE Quadrant

[] Vacant
NW Quadrant

[] Vacant
SW Quadrant

[] Richard Meadows
Pedestrians + Transit Users

[] Josiah Hooten
Bicyclists

[] Vacant
Represent individuals
w/a Disability

[] Aaron Hill
Youth (Under 24)

[] Lanny Toning
Older Adults (over 60)

• Approval of June 12, 2023 Meeting Agenda

• Approval of May 8, 2023 Meeting Minutes

• Public Comments (Public comment is limited to two (2) minutes per audience member)

- Please email comments to Valerie Hermanson (vhermanson@cabq.gov) prior to the meeting to be read into the record **OR** use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

• Discussion / Action Items

- Selection of new Committee Chair (motion made at the April 10 meeting to keep this item on the agenda for further discussion and until GAATC vacancies are filled)
- Discussion: E-bike Overview **Kyler Blodgett, People for Bikes**
- Discussion: E-bikes on Trails, **Whitney Phelan, Parks and Recreation, City of Albuquerque**
- **Action:** GAATC Resolution with e-bike recommendations to the City of Albuquerque (draft attached) to be revised in the meeting, with the committee taking action

Next Meeting: Monday, July 10, 2023



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

June 12, 2023 | 4:00 – 6:00 PM



- Discussion: Traffic calming designs – speed humps in bike lanes, **Tim Brown, P.E., Department of Municipal Development, City of Albuquerque**
- Discussion: Update on GAATC [Resolution for the City to Coordinate with Motor Vehicle Division on Driver's Safety Education Related to Pedestrians and Bicyclists](#), **Valerie Hermanson, Department of Municipal Development, City of Albuquerque**

• Staff Reports

- Municipal Development (DMD)
 - Engineering
 - Vision Zero
- Council Services
- Parks and Recreation
- Planning
- ABQ RIDE
- Sustainability
- Bernalillo County
- MRCOG
- NMDOT District 3

• Public Comments (Public comment is limited to two (2) minutes per audience member)

- Please email comments to Valerie Hermanson (vhermanson@cabq.gov) prior to the meeting to be read into the record **OR** use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

• Next Meeting: July 10, 2023, 4 – 6 pm

• Adjourn

Next Meeting: Monday, July 10, 2023

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



Committee Members Present

Ryan Mast (Acting Chair/Vice Chair)

Dr. Naomi George

Richard Meadows

Lanny Tanning

Committee Members Absent

Aaron Hill

Josiah Hooten

Staff Members Present

Tim Brown (DMD)

Tara Cok (MRCOG)

Valerie Hermanson (DMD)

Albert Lee (Sustainability)

Whitney Phelan (Parks & Rec)

Jenae Robertson (TYLin)

Cheryl Somerfeldt (Parks & Rec)

Visitors Present

Alex Applegate

Dustin Berg

JD Bullington

Camille

Dianne Cress (Bike ABQ)

Elizabeth Garcia

Susan Gautsch (Free-to-Roam eBiking)

Sayid Hossaini (Together for Brothers)

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Duane Kinsley (Sports Systems)

Christopher Miller

Steve Pilon

Peter Rice

Erika Robers (Groundwork Studio)

Tony

Omar Villezcas (Together for Brothers)

Chris W

Monday, June 12, 2023
4:00 – 6:00 PM



Ryan Mast called the meeting to order at 4:03 pm.

- **Approval of June 12, 2023 Meeting Agenda**
Lanny Toning (motion); Richard Meadows (second)
Yes: Dr. Naomi George, Richard Meadows, Lanny Toning, Ryan Mast
- Request from Susan Gautsch to more accurately reflect her comments and the conversation during public comment period of the May 8, 2023, meeting.
- **Amend Meeting Minutes of May 8, 2023 to more accurately reflect Susan Gautsch's public comments at the May 8, 2023 meeting.**
Richard Meadows (motion); Lanny Toning (second)
Yes: Dr. Naomi George, Richard Meadows, Lanny Toning, Ryan Mast
- **Approval of May 8, 2023 Meeting Minutes as Amended**
Richard Meadows (motion); Lanny Toning (second)
Yes: Dr. Naomi George, Richard Meadows, Lanny Toning, Ryan Mast
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
 - Please email comments to Valerie Hermanson (vhermanson@cabq.gov) prior to the meeting OR use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments. – 11 public comments were received in advance of the meeting.
 - Emailed public comment
 - Anonymous: Allow E-bikes with throttles on trails! Enforce speed limits instead. Throttles are secondary to pedal-assist, which is the primary power source as a person pedals an e-bike. Road bikers riding at training

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



speeds routinely pass e-bikes. Speed is problem, not throttle per se, as throttles can be used at slow speeds too. Allow E-bikes with throttles on trails! Enforce speed limits instead.

- Roland Penttila: I'm a 74 year old retiree who owns and uses an e-bike mostly for exercise. It is the only form of exercise that I seem to be able to do on a consistent basis. I do not feel comfortable riding on busy streets, but I will do it do get to trails. I fully support allowing Class 2 e-bikes the full use of all bicycle trails in the city consistent with following the rules of the trail that apply to all.
- James Glover: I am the co-director of endeavorOR New Mexico, the state's outdoor recreation business alliance. Here is my public comment for the discussion today around Class-2 ebikes. Ebikes are important to the advancement of New Mexico's OR economy and their ability to enable more residents to get outdoors. Many outdoor recreation businesses are relying on ebikes to grow their revenue and hire more employees (e.g. tour operators, guides, bike maintenance). Ebikes by their very nature are inclusive. Ebikes also provide an alternative to day-to-day transportation, replacing cars and reducing our carbon footprint. Because of the numerous benefits associated with ebikes, sales can now represent up to 50 percent or more in a local bike shop. Lastly, regulating speed is the critical factor regarding any type of transportation rather than preventing usage of a type of vehicle such as a Class-2 ebike. We don't prevent a Porsche from driving through a school zone because it can top out at 200 mph. We have laws in place that control excessive and unsafe speeds. This is the approach that should be taken with all modes of transportation including Class-2 ebikes.
- Ron Lehman: I have an E bike with throttle which I use it is my main means of transportation. I have a disability that makes it hard for me to walk any distance, also have a handicap permit. The only time I use the throttle is on very steep hills and to cross busy intersections or if I am just very tired and then only at a speed not to exceed 10 mph. I am 81 years old and the E Bike is a great way to get around and the throttle is handy to have in a pinch. Would like to be able to continue to use this on city bike trails as it is dangerous to ride on ABQ city streets.
- Camille Johnson: My name is Camille Johnson. I am a resident of Albuquerque. I do not own a car and I primarily use an ebike for transportation when I can't walk or take the bus. A class 2 ebike is essential to getting around town as having a throttle gives me a lot more power to get out of unsafe situations quickly. Allowing class 2 ebikes on multi-use trails would mean I can have one ebike that allows me to get around the city for daily needs as well as to enjoy nature on the weekends using the multi-use trails. I have certain health limitations

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



which make it very hard to use a regular bike on multi use trails. Access to these trails and the outdoors has a huge positive affect on my well-being. I've never had a problem making space for other bicyclists or pedestrians on these trails. For these reasons, I highly support all ebikes, including class 2 ebikes, to be used on CABQ multi-use trails. Thank you.

- Christopher Miller: I have some thoughts pertaining to the discussion of class-2 e-bikes with throttles. I use this type of bike regularly as it is my primary mode of transportation due to vision and other limitations. It's my hope that part of this or the entirety would be read into today's meeting record. Firstly, I would like to express that when it comes to multi use roads and paths, such as the Paseo Del Bosque trail and the North Channel trail, that I recognize other users of those trails as I ride my bike through them. Their safety is as important to me as my own because we all have equal rights to use the trail. But, if safety is the primary concern, then I would suggest to any governing body that placing the restrictions solely on the bikes or the users of those bikes may not be the best solution. I would suggest instead that speed limitations and speed signs be posted. Or perhaps, requiring the use of a bell or other audible instrument for any mode of transportation on those trails. Class 2 bikes have a top speed of 20mph. From my personal experience, I have been passed by many bicycle riders, who often do not use bells or give me other signals when passing me. From what I can tell they are riding regular non-electric bikes when doing so. Placing limitations of use solely on class 2 e-bikes would not accomplish the larger goal of protecting everyone's safety. I personally give everyone the courtesy of ringing the bell on my bike as I pass by. Additionally, the sound that a bicycle makes as its motor is engaged is louder than a person riding a regular bicycle. So, requiring the use of a bell or other audible device would benefit joggers and walkers when being passed by any bicycle rider. Again, I would encourage any governing body to think more broadly when the topic of safety comes up for multi-purpose lanes.
- Chris Williamson: My name is Christian Williamson. I am an Albuquerque resident who's primary vehicle is a Class 2 Ebike. A RadCity 5 Plus Step-Thru. I have used my ebike as my primary form of transportation for the last year. I have put 2000 miles on my bike since last May doing everything from personal errands, to my daily route of doing UberEats food and grocery delivery on it. It very well may be possible that I have ridden a Class 2 ebike on our multi-use paths and trails more than any other ebike owner in the city during this past year. Allow me to tell you about my experiences using it for those purposes, as well as how important my throttle is during a typical work shift. My class 2 ebike has to endure carrying a lot of weight during a typical workday for me. My bike, by itself is roughly 65 lbs. The large delivery rack, insulated bag, electric

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



bicycle pump, and secondary bike lock chain is roughly another 13 lbs on the rack behind my seat. Add to that another 10 lbs for the front basket and insulated bag on the front of my ebike. My RadCity has a maximum weight capacity of 275 lbs for both rider and cargo. I by myself, am 220 lbs when wearing my full work bike gear which consists of clothes, helmet, a heavy bike chain around my waist, gloves, and reflective vest. When fully loaded with a grocery order from Albertsons or Target. My bike is regularly at that 275 maximum weight limit on a regular basis. 340 lbs in total. This bike has helped me contribute to our economy, helping our local businesses serve their customers, helping sick and immunocompromised people stay home during times where their health or the health of community were best served by those people ordering in, instead of going out. My throttle has been a crucial tool to assist me in providing safe and timely service. I mostly use it to assist me in taking off from a stop. Keeping that much weight balanced would be near impossible and cause great strain on me as well as my bike, which I have invested a lot in for the sake of my given profession at the moment. It's allowed me to give my legs a nice break during the 4-5 hour shifts I put in on an almost daily basis, weather allowing. But most importantly, despite instances of fatigue I have endured on our hotter days. It's allowed me to use my ebike, without a single crash or safety incident during this past year collecting those hard earned 2000 miles. A legal, class 2 ebike with a 750 watt motor is not a lot of power to push 375 lbs up the Arroyo Del Oso multi use trail, or Paseo Del Nordeste. While it will get the bike up those paths, it will not do so quickly. I estimate it takes me almost 2 minutes to get up to that speed, if I can get up to that speed at all. On the steeper sections of those paths it's actually not possible to get my bike up to it's maximum regulated 20 mph speed. My throttle is a tool, nothing more. I would like to close by mentioning that while more young people have shown interest in ebikes over the last few years. The largest demographic of ebike owners in the United States are still between the ages of 40 and 70 according to the "Bikes make life better" nonprofit. Most ebike riders I've encountered on our trails seem to be roughly in this age group and I myself will be turning 50 this January. I have not once on any of our multi use paths, even when I've taken trips from where I live by Cliffs to Esperanza Bike Shop across town via the Bosque trail seen anyone abusing our multi use paths with an ebike. The only time I can even think of that I've been passed by someone with a greater amount of speed was when I have encountered someone on a non-powered, manual high end road bike, ironically. Please keep the use of legal Class 2 Ebikes with throttles available to the public on our multi use trails. Bikes of this class and level of low power do not pose a safety risk to anyone who shares the multi-use paths with our pedestrians, pets, and children

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



but especially because some, not all of them might have a twist or thumb throttle on the right handlebar. The throttle doesn't make them any faster, or slower than Class 2 ebikes without a throttle. They only allow the rider to rest their legs from time to time when they need a break. Those breaks help the rider avoid too much fatigue which very well could cause a safety incident none of us want to see on our trails. Thank you for taking the time to read my comment. I will attach a picture of my bike so you can see that for some of us, ebikes are a car replacement and a work tool.

- Sandra Penn: I'm the happy owner of a Rad e-bike. At 84 I found that I was riding infrequently. Now I'm back on my bike instead of getting into my car. I was able to lease a bike before I bought one. It helped me decide that it was a reasonable choice. I am a strong supporter and hope that we in Albuquerque do more to support e-bikes .
- Alex Applegate: Hi My Name is Alex Applegate, and I am the chair of the Transportation and Housing Working Group of the EJC and we whole heartedly support Class 2 ebikes on trails. The Transportation sector is the largest and fastest growing contributor to climate change and eBikes are going to be a major tool in changing this trajectory. Our city needs to encourage, not discourage their use. Class 2 eBikes are limited to 20MPH. I am an old man of 59. I am fortunate enough with my old man legs that I can still do 20 MPH on my 1973 Raleigh 10 speed. Even 30 if I'm going downhill. eBikes with throttles allow people with disabilities and health issues to ride with their friends. It doesn't allow them to go faster but allows them to keep up with them. Don't discriminate against people, please. Finally, not everyone can afford a car, and we have very limited and underfunded bus service in this city. An eBike, including class 2 ebikes, can extend the distance that a person can go to get to a job. And, because we have poor biking infrastructure with no protected bike lanes, it is often safer for riders to use the trails to get where they are going. If you don't fix our city to allow them to safely travel where they are going, and you limit where they can safely ride in the city, you are going to cause accidents and deaths that could be prevented. Please allow class 2's on the trails.
- John George: My wife and I are retired citizens who have ridden our local multi use trails for many years. I am now 81 years old and my wife is a bit younger. We used to have conventional bikes but as we got older they became more difficult to ride so we got to a point that we did not ride them at all. We have recently purchased class 2 e-bikes and are enjoying the trails once again. I cannot understand why you would want to restrict e-bikes from these trails. I have never heard of, been involved in, or seen an occasion where a e-bike was involved in or caused an accident. I have had several occasions where conventional bike riders have passed me at

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



great speeds causing me to startle and nearly wreck my own bike. I firmly believe, regardless of other reasons you come up with, that the purist bike riders do not feel that an e-bike is in reality a real bike and provides little exercise. I can assure you that at my age, a 10 mile bike ride is in fact a hell of a lot of exercise. Without the protection of the off road bike trails in Albuquerque, we would need to ride on the roads with vehicles. That will work well with senior citizens, not. We pay taxes like everyone else. Taking this right away from us would decrease our quality of life. Thank you for listening.

- Cozy Ace: My name is Cozy K Ace. I am a resident of Albuquerque in the International District area. I regularly use an e-bike for transportation all across the city (in addition to walking and using the bus & light rail). I've spent a significant amount of time riding a class 2 ebike all around town on safe paved bike paths as well as in traffic when once isn't available. To be frank, it is seriously dangerous to be a bicyclist in Albuquerque. I have almost been mowed down by inattentive drivers many times now and having a throttle is very literally the reason I'm still alive, because it allows me to control my own safety around motor vehicles. I think specifically allowing class 2 ebikes on multi-use trails is the choice that supports alternative transit the most—why? Because using a un-motorized bicycle full-time in Albuquerque is more treacherous than a class 2, and I try to use Separated Multi-Use Trails as much as possible for my own safety and the safety of car drivers as well. Not to mention that if you actually want to bike far in ABQ, you'll need Lance Armstrong level physical conditioning—this is not possible with full-time work and family life. A class 2 e-bike is the only way I'm getting up some of these hills and staying safe on the road. You think a bike bell works around cars to announce my presence? It doesn't. Access to these trails is essential. I've only ever had positive experience making space for other bicyclists or pedestrians on multi-use trails. I adamantly support all ebikes, including class 2 ebikes, to be used on CABQ multi-use trails.
- Kat Tyme: I stand before you today as a resident of our beloved city and an avid user of e-bikes. I want to address an issue that has direct implications on my daily life and potentially the lives of many others in our community: the use of throttle-assisted e-bikes in our city. I'm sure we can all agree that Albuquerque has shown great progress in becoming a bike-friendly city. We have made strides in encouraging alternative, greener modes of transportation, which not only reduce our carbon footprint but also promote a healthier lifestyle among our citizens. My e-bike, equipped with a throttle, is one such mode of transportation. The throttle on my e-bike is not about speed, but rather safety and convenience. It provides me with the necessary momentum to navigate through traffic, particularly in intersections where maintaining speed is

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



essential for safety. As a parent, I often tote my child on my e-bike, and in these instances, being able to quickly gain momentum through a throttle is not just a convenience, but a necessity. My child's safety and mine depends on our ability to move through intersections swiftly and smoothly, something that may be challenging when solely relying on pedaling. Throttle-assisted e-bikes are not motorbikes, nor are they a way to skirt the rules of the road. They are a practical tool for many residents like me, helping us balance our commitments to family, work, and the environment. I urge you, the members of this council, to continue supporting the use of e-bikes with throttle in our city. Doing so will not only bolster Albuquerque's image as a progressive, bike-friendly city, but it will also show your commitment to the safety and wellbeing of all residents, including those of us who rely on alternative modes of transportation. Thank you for your time and consideration.

- Public Comments from meeting attendees:
 - Steve Pilon: 1) I would like to voice out my support for getting ABQ to opt out of the restrictions for using type-2 E-bikes on multi-use trails. Due to the fact of how many people have already bought them and who are not quite as strong. 2) Other comment, I wanted to follow up on last month's meeting. Tim Brown from DMD was talking about putting in standard bike lanes on Morris. I asked if he did a survey on how much parking is being used and no answer was available. I did happen to go and look myself and there is a 1/2 mile stretch between Menaul and Candelaria, there were about 3 or 4 cars parked. My suggestion would be in addition to fostering E-bike use, we need to put in an infrastructure for the bikes that meet the standards for 5-foot bike lanes. Not making parking a priority as much as a bike lane so that people can use their bikes.
 - Susan Gautsch: Just putting on the record that shops that sell/rent e-bikes and businesses that partner with us (Free-to-Roam E-biking), it is a positive movement to support businesses in ABQ so that they do not have to park but are able to see the businesses from the streets. Allowing class 1, 2 and 3 e-bikes on our trails and around more prevalently is a huge boom.
 - Dustin Berg, Executive Director of non-profit of Global Opportunities Unlimited. One of our biggest projects is adaptive cycling with people with disabilities and it is wildly popular. I just wanted to voice my support for Class 2 e-bikes as this really helps them to have access to something that they can also use and spend time outdoors, as I am also one with a disability so I can speak first hand on this. It really is a game changer and I hope you all can also support them!
 - Duane Kinsley, Local business owner for Sports Systems. We are a bike and ski store, one of the largest in the nation and sell about 3,000 bikes a

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



year. We are seeing now, from an economic standpoint that almost 45% of my bike sales now are E-bikes so it is a huge category. If we were unable to sell Class 2 E-bikes, it would jeopardize our business and potentially put us out of business. Including impacting other bike shops. E-bikes are what's keeping us afloat as regular bike purchases have softened. Also tourism is huge and like to rent E-bikes (ex: Balloon Fiesta). Class 1 and Class 2 don't have a huge difference between each other; both 20 MPH, electric, and only one has a throttle (an assistance tool to get people up-to-speed) and can be frightening to some but it uses pedals such a regular bike would. If ABQ were to ban the Class 2 E-bikes, we would be the only City and State to ban them on our trails.

- Christopher Miller: Just to tailor off of Duane's comment, the amendment that passed at the State legislature was fear-based on people's safety in general. To take the attention away from the Class 2 E-bikes, please think more broadly about everyone's safety and other activities that happen on the trail that we can protect by putting some uniform regulations on those trails that apply to everyone. This would take some of the attention and heat off of the bike riders.

• Discussion / Action Items

- Selection of new Committee Chair (motion made at the April 10 meeting to keep this item on the agenda for further discussion and until GAATC vacancies are filled)
 - Lanny: I have talked with several people and on this specific item a number of people have applied and not been given any response. Maybe Valerie can investigate this or wherever they go? As this goes back weeks, even months.
 - Valerie: The City's Boards and Commissions office manages this. I will reach out to get more information.
- Discussion: E-bike Overview, **Kyler Blodgett, People for Bikes(PFB)- "Opportunities to Expand E-bike Access in ABQ"**
- Who is People for Bikes?
 - We are a National Trade Association that represents over 330 member companies that manufacture and distribute bicycles including e-bikes.
 - National advocacy group of 1.4 million Americans who support biking, to pass safer policies, and more funding for active transportation infrastructure.
- E-bike Background
 - Surveying has taken place; the strongest source is a report put out by Portland State University and their findings are that electric bicycle consumers are generally older than average population although there is

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



- increasing age diversity.
- People use e-bikes for transportation and fitness, more often than regular bikes because it is more enjoyable.
- Twenty-five percent (25%) feel safer riding e-bikes in a National survey.
- Forty to sixty percent (40-60%) says it feels about the same safety-wise with e-bikes and traditional bikes
- Those who have ridden an e-bikes, the numbers for those who feel safer, jump to forty-four percent (44%)
- E-bike sales have increased 4x in the past 4 years (fastest growing category of bike sales in the US)
- Analysts in this industry estimate that 12 million e-bikes will be sold in the US between years 2020 and 2030
- The New Opportunity with SB 69:
 - Three-class System:
 - Class 1: Pedal assist, max 20 MPH
 - Class 2: Throttle and pedal assist, max 20 MPH
 - Class 3: Pedal assist, max 28 MPH
 - Regulations for all 3 include:
 - federal level product safety standards + federal funding
 - state and local level for use of e-bikes on streets + bike paths
 - federal, state and local level authorities regulating use of e-bikes on public lands/trails
 - Forty-eight (48) states regulate e-bikes , forty-two of the forty-eight (42/48) have defined the 3 classes, Nebraska + NM being the newest (soon to be Alaska in a few weeks, then will be 49 states)
 - NM and Michigan are the only states for local jurisdictions to expressly allow class e-bikes to operate on multi-use paths
 - NM background on e-bikes:
 - Class 1: allowed on bike or pedestrian paths
 - Class 1 & 2: up to local jurisdiction
 - Signed by Gov. M.L.Grisham on April 4, 2023
 - Benefits to class 2 E-bikes :
 - offers riders a choice
 - allows for back-up if unable to continue pedaling
 - move faster through intersections
 - more confidence on hills/carrying loads/etc.
 - Opinions on why ABQ should allow access to class 2 e-bikes:
 - Class 2 e-bikes are popular in ABQ
 - As safe as class 1

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



- Other states allow class 2 on bike/ped paths
 - Off-street paths are essential for safe riding with/near other cars
 - ABQ can be shown as a model for this, altogether
- Q&A
 - Richard Meadows: Has there been any attempts to reach out to the legislators to educate them and before the next session to hopefully change this legislation next year?
 - Kyler Blodgett: Great question, however I'm not sure.
 - The People for Bikes staff that is normally responsible for this task has been out of the office for a few weeks but, I think there may be a possibility there has been some outreach. For example, when West Virginia first passed e-bike legislation, they didn't define class 2 resulting in a clean-up bill a year later. So it has been done before.
 - Richard Meadows: Yes, I think we can go forward with trying to pass in ABQ without all cities in NM to go through this process.
 - Ryan Mast: For a follow-up to this, it is my understanding that the bill is written to opt out. But how would this work? Would it be opting out of a restriction?
 - Kyler Blodgett: My understanding would be that the City Council would be passing some sort of ordinance or resolution that would expressly allow class 2 E-bikes on these paths.
 - Ryan Mast: So, at this time the state is not allowing class 2 bikes on off-street trails, however, with local jurisdictions that would like to allow that, they would have to go through their own mechanisms to see how that would be possible? Do we have to go through every single jurisdiction to see if I'm allowed on that path or not? For example, I take long bike rides and go through numerous jurisdictions.
 - Kyler Blodgett: Yes. You're right. This is a compromise that we wanted to agree to push this legislation forward so that there is some definition of place. But, you're right that it could create a patchwork of confusion for riders. I do expect to take this to the statehouse next year to get this cleaned up. In the meantime, we want to make certain that big cities show that there is "common sense" permission to put into place.
 - Lanny Toning: In addition to what we are going to tell the city (as I have seen lots of e-bikes), we can encourage our friends and family to talk to their representatives and support

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



this matter.

- J.D. Bullington, Owner of J.D. Bullington Government Relations: I was hired this last session by People for Bikes to pass this legislation. I was always at the table when this bill was being presented. I am happy to answer any background questions you may have about why this bill was passed. All comments are personal opinions because I am no longer on contract with People for Bikes.

This IS an opt-in bill. The sponsor of the bill was Senator Antoinette Sedillo Lopez, former law professor at UNM. She introduced this as Class 1 & 2 to be allowed on bicycle trails. The bill ended up NOT the way she introduced it. It has been kicked to the local government to opt-in and take proactive action to allow class 2 e-bikes to be used on multi-purpose trails. Santa Fe adopted an ordinance before the state law was passed (as a definition bill). The sponsor of this local ordinance, Councilor Garcia, believes that his local ordinance preempts the state law. His opinion is that class 2 e-bikes are allowed on bike trails. The Santa Fe City Council ordinance does NOT prohibit class 2 e-bikes on SF bike trails. However, the state law puts this in a difficult situation.

- Ryan Mast: Are we aware of any other cities/towns that have moved on the opt-in process or are in discussion of this?
 - J.D. Bullington: You may see other municipalities and local governments across the state move on this. Because the technology is evolving so quickly, the legislator is also going to try and keep up with those advancements. But, legislators passed this law and will be in place for 2 years. The next session in 2024 will be a 30-day legislative session where the only matters that are germane for them to take up, affect the budget or a policy issue, and does not affect the finances of the state or their budget. The legislators are not likely to address this until the year 2025. There is a possibility that the governor can make it germane in 2024, highly unlikely.
- Discussion: E-bikes on Trails, **Whitney Phelan, Parks and Recreation, City of Albuquerque**
 - NM (Senate Bill) SB 69:
 - New Mexico passed the bill, effective July 1, 2023
 - The bill defined e-bikes, bike class, people age 16 and under are NOT allowed to ride class 3 bikes.
 - All paved trails listed as motorized vehicles NOT allowed

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



- City of Santa Fe:
 - No person to operate bicycle greater than reasonable speeds (10 MPH on trail, except for sidewalks)
 - Penalties are subject to [not more than] \$100.00 fine
 - E-bikes cannot be modified, no wearing helmets or riding Class 3 e-bikes will be subject to fine
- Definition taken from SB 69 for Class 1:
 - Small motor that doesn't exceed 750W of power
 - Provides assistance ONLY when the rider is pedaling
 - Ceases to provide assistance when bike reaches 20MPH
 - Cannot carry (more than) >300 pounds (class 1 & 2 recommended instead)
- Definition taken from SB 69 for Class 2:
 - Requires retailers to label newly E-bikes , does not apply to older ones sold
 - Motor doesn't exceed 750W of power
 - Contains a throttle (if only using throttle for long periods of time, your battery will die quicker)
 - Throttle provides assistance whether the rider is pedaling
 - Cease to provide assistance when bike reaches 20MPH
 - Recommended for carrying weight
- Definition taken from SB 69 for Class 3:
 - Motor doesn't exceed 750W of power
 - Provides assistance ONLY when the rider is pedaling
 - Ceases to provide assistance when bike reaches 28MPH
 - Recommended for carrying weight
- Paved vs. Natural Surface trail:
 - Paved = Asphalt Trails (ex: Paseo del Bosque, Paseo de la Mesa, North Diversion Trail)
 - Multi-use trail is a paved path
 - City Development Process Manual (DPM) used when infrastructure is built
 - Natural Surface = Soft Surface Trails (ex: Foothill Trails, Bosque Trails, Don Fernando)
 - Made by clearing and grading native soil with no added surfacing materials (would not pertain to Natural Surface trail if it is consisted of gravel, paved-pressure finds, resin, epoxy coating, etc.)
 - Built as needed
 - No set guidelines
 - Defines motorized vehicles as self-propelled by gas, diesel, 2, 3, or 4 wheeled (E-skateboards, E-bikes), NOT allowed in open space

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



- United States Forest Service (USFS) in foothills currently restrict the use of Class 1, 2 and 3 e-bikes , only allowed on motorized trails (ex: road)
- Bureau of Land Management (BLM) identify motorized vs. non-motorized
- SB 69:
 - Section A: State Legislation may ride class 1 electric assisted bicycle on bike or pedestrian path where bicycles are authorized to travel (provided that the political subdivision has not allowed it)
 - Section B: CANNOT ride class 2 or 3 unless a path is on the road or unless political subdivision has allowed them- referred to as the “opt-in” discussed earlier
 - Section C: Persons under the age of 16 are permitted to ride class 3 E-bikes
 - Section D: *Can be very confusing* Does not apply to a trail specifically designated as non-motorized and that has a natural surface tread (multi-use paved trails acceptable because it does not have a natural surface tread- see above for definition)
- Enforcement:
 - Local law enforcement (bicycle officers, park rangers, etc.) is equipped to do speed reviews
 - Appropriate signage including online map resources
- Concluding Comments:
 - City Council asked if we would like to opt-in to send a memo and they will draft legislation
 - Parks & Recreation is currently potentially interested in drafting their own legislation and bringing it to City Council
 - City Council will be on a break for July 2023
 - Issue: Legislation goes into effect on July 1, 2023
 - Not likely to be a formal ordinance
- Q&A
 - Richard Meadows: No matter which approach you take, there has to be some enforcement? Whether you go by classes, speed, etc.
 - Whitney Phelan: This is one of the concerns. Before we were thinking to ban class 3 e-bikes but we went back to just setting a speed limit without regulating the types of e-bikes.
 - Richard Meadows: Do we have a resolution tonight for the committee?
 - Ryan Mast: Yes, we do have an action item once we are

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



done with questions and discussion and decide what we want to do.

- Kyler Blodgett: 1) Etiquette rider and safety materials- People for Bikes is working with IMBA (International Mountain Bike Association) to build a curriculum and is looking toward mid-July for our release. We can keep in touch to help and take some work off your plate to accomplish this. 2) The legislation SB 69 does designate e-bikes as non-motorized vehicles in case there was any controversy that you were talking about (mentioned in page 8)
- Ryan Mast: This will be require lot of our meeting time due to the amount of in-depth information. There is an urgency for the response to the legislation. No one came in on public comments or anywhere else that they were opposed to the use of e-bikes on multi-use trails. For all these reasons, accessibility, commuting, safety, economic, and making Albuquerque a more bike friendly city, there is a need for us to take some action to present to that. City Council has already reached out to get input on this, my suggestion is that we as a committee should take a level of action to send a resolution to City Council and request urgency for the opt-in for the allowance for class 2 e-bikes on multi-use trails. We can continue to make ourselves available to ongoing discussions on this and learn more on other areas. For example, I'm interested in learning more about class 3 e-bikes. Open to any thoughts or comments from other members and in this meeting let's put together a resolution on items we think are important.
 - Richard Meadows: I agree that some action needs to be taken tonight as it is important to remain consistent with what all other communities and states are doing and also try to stay with the intent of the original legislation. Then City Council can look at some of the nuances and do other things. Agrees with Ryan's approach and direction.
 - Ryan: Really appreciates all the public comments, presentations and discussion.
If no other comments or discussion, will entertain a motion for GAATC to draft a resolution to City Council urging the action to allow class 2 e-bikes on multiuse trails, so essentially addressing the opt-in clause.
- **Action:** GAATC to draft a resolution in this meeting to send to City Council urging the action to allow class 2 e-bikes on multiuse trails, so essentially addressing the opt-in clause
Lanny Tanning (motion); Richard Meadows (second)
Yes: Dr. Naomi George, Richard Meadows, Lanny Tanning, Ryan Mast

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



- The Draft Resolution was brought up on screen for everyone to see
- Ryan Mast: The draft on the screen has the basic language. I don't think we need to go into too much detail. I think we should account for the urgency of action.
To start off, I suggest that we add a "whereas" clause as to why we're supporting this. Including the benefits of allowing class 2 e-bikes on multi-use trails, the safety benefits, the accessibility benefits, and the economic benefits.
- In terms of recommendations, I think we should urge City Council to take proactive action to essentially opt-in and allow class 2 e-bikes on multi-use trails. And a second recommendation, if we think it's appropriate, which is we as a committee have areas of the city that we represent, but City Council also has representation at the Mid-Region Council of Governments. So I would add something to the effect to coordinate where possible with other regional governing bodies or jurisdiction to address the continuity of this access. Locally, there will be places like at the Bosque Trail or other multi-use trails that go through many jurisdictions, which could create a lot of confusion for riders. The ambiguity could cause problems, but I think City Council through their representation for regional coordination can advocate for that if we think it's appropriate.
- These are my suggestions. Any feedback?
 - Richard Meadows: In the "whereas" clause I would mention that all the public comments we received for our meeting tonight were all positive and the benefits/reasons that we heard. I also agree with what you to mention opting-in and also work with local governments in the region to also opt-in.
 - Ryan Mast: Great suggestion, so then the third "whereas" clause would read that we had this meeting, we heard from the public, and these are the reasons/concerns that we're addressing through this. Providing the value of that input and having the two resolve clauses. Lanny does that work for you?
 - Lanny Tanning: This works for me. When completing a formal resolution like this, is it possible to add an addendum and put in those emails that Valerie read to us? As an attachment, if permissible, I encourage it.
 - Valerie Hermanson: I'm unsure of the rules for the resolution, but I'd be happy to attach the emails we received to the final resolution.
 - Ryan Mast: We've taken action to put this together and send this. Now we have feedback on what to include in the resolution. I'm happy to take the lead to include these items

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



in the resolution. Now I will entertain a motion to include the language we just discussed into the final resolution.

- Richard Meadows: We can go ahead and vote, but can we send this resolution by email to those who could not here so they can weigh in as well?
 - Ryan Mast: It would be approved by quorum present here tonight and then we can let them know it was sent. My understanding is the committee weighing in and providing comments via email would be a violation of the Open Meetings Act. Of course, we would have welcomed their feedback if they were here tonight, but they cannot provide feedback outside of the public forum. Is that correct Valerie?
 - Valerie: Mr. Chair, you are correct.
- **Motion to approve this resolution with the language that we discussed.**
Richard Meadows (motion); Lanny Toning (second)
Yes: Dr. Naomi George, Richard Meadows, Lanny Toning, Ryan Mast
- Discussion: Traffic calming designs – speed humps in bike lanes, **Tim Brown, P.E., Department of Municipal Development, City of Albuquerque**
 - There are a number of projects for “Traffic Calming” that are on roads with bike lanes - hoping to get some group input on preferences:
 - Extend speed humps all the way through the bike lane
 - OR to terminate the speed hump at the bike lane & set up a tubular marker at the edge of the speed hump (to discourage people driving around it)
 - My preference would be to extend the speed hump to avoid swerving around the hump, but wanted opinions- not necessarily today but just to throw that out
 - Ryan Mast: I personally choose to take the speed hump as there is sometimes trash around the hump as it does become a gutter. But I would also like to have some others voice their opinion as well.
 - No other comments, will bring up again at next meeting
- Discussion: Update on GAATC [Resolution for the City to Coordinate with Motor Vehicle Division on Driver’s Safety Education Related to Pedestrians and Bicyclists](#), **Valerie Hermanson, Department of Municipal Development, City of Albuquerque**
 - Ongoing coordination taking place but important to note the City is not the lead and participating as appropriate.

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



- Valerie was asked to join the NM Department of Transportation Pedestrians Safety Task Force. Their plan also has updating driver education as an action item. Group meets quarterly to discuss and track progress.
 - Important to be aware: NMDOT's Traffic Safety Division is responsible for putting together any education, however, most driver education is provided by private companies who use their own curriculum and needs to be reviewed and approved by NMDOT Traffic Safety Division
 - Pedestrian Safety Task Force monitoring efforts on a supplement to the curriculum that would be an addendum and creating a brochure.
 - This supplement will be reviewed and approved by Traffic Safety Division and administered out statewide to all private companies that provide the education
 - Reached out to NMDOT Planning office that houses the Bike/Ped Coordinator and this group convened State Planning, APS, Look-for-Me Campaign, Parks and Recreation, and DMD to discuss.
 - NMDOT shared Ped Safety plan with action item
 - Shared GAATC's resolution
 - APS shared Vision Zero plan
 - Learned that the City's Esperanza Bike Shop does offer driver education courses and APS is looking to bring back driver education at high schools
 - Val involved as appropriate and as time allows.
- Comments:
- Lanny Toning: Is there any chance of getting the state driver's license test to reflect the impact of this education?
 - Valerie Hermanson: My understanding is that the curriculum would need to be updated first and then it would be up to the Taxation and Revenue Department (where the Motor Vehicle Division is housed) to update the test.

Staff Reports

- Municipal Development (DMD)
 - Engineering, Valerie Hermanson: Reached out to the City's Boards and Commissions and they are going to provide a training about GAATC's roles and responsibilities including the Opens Meeting Act at the July meeting.
 - Vision Zero, Final draft of the Vision Zero Action Plan/Prioritization Strategy in the Year-in Review is complete. We presented on it in January and March 2023 to GAATC and incorporated GAATC's feedback into the final document. The plan prioritizes thematic goals,

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



actions and prioritized high fatal and injury network and directs where we should prioritize traffic safety efforts first.

- Ryan Mast: With my background, I've done a lot of planning, but planning without implementation does not go too far. For my fellow committee members, would we as a Committee be interested in drafting another resolution in an upcoming meeting to send to City Council to not only receive the plan but also take action on it? Of course, that is the intent of this plan, but I think hearing from a group like ours that there is urgency to take action on this and use it when they're thinking about prioritizing their next steps. Would welcome thoughts on that.
- Lanny Tinning: I couldn't agree more about implementation. I get a lot questions deteriorating bike paths and safety on those. We hear about infrastructure in these committee meetings. One problem I have is, I do not know who is responsible for each section or path. Can we have somewhere in this process, a map that states who is responsible for each section? (Ex: NMDOT has X, County has Y, Parks and Rec has Z, etc., possibly color coded).
 - Ryan Mast: I agree with this. Funding is also coming from various mechanisms. There needs to be an initiative to go after it to pursue that. This all takes place in the prioritization. Perhaps we look at that in future meetings?
 - Valerie Hermanson: I recommend including the map Lanny mentioned in the Bikeway and Trail facilities Plan, which is currently being updated. It would be more appropriate than in the Vision Zero Action Plan.
 - Jill Mosher: Please include me/someone from my staff in this Bikeway & Trail Plan update, so we can help look at the maintenance agreements to make sure we can help designate trail responsibilities. And make sure both agencies have all agreements and clear understanding of the maintenance responsibilities of those trails.
 - Carrie Barkhurst: There is a map with the maintenance of trails in the current "Bikeways and Trails" plan (may be out of date, if new constructed ones have been made). It's on page 163 here:
https://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf
 - Ryan: Thank you, so we'll have an update to this map and let's also make sure it's not buried and it's easy to find

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



with the plan update.

- Cheryl Somerfeldt: You can also find trail maintenance in the AGIS viewer.
 - Google: City of Albuquerque AGIS
 - Go to regular map viewer
 - On left hand side in “filter layers” check mark “Bike Paths” under the “Transportation” tab.
 - Click on a trail (green) - and will tell you who it is managed by.
- Council Services, Shanna Shultz, (email read by Valerie Hermanson): Councilor Benton has introduced R-23-143, which directs the Administration to pursue conversion Marquette between 2nd and 6th and Tijeras between Commercial St. and 6th to two-way roads. The existing traffic signal at Silver and 3rd is also directed to be converted to a four-way stop. These are both recommendations from a 2014 Walkability Study conducted by Jeff Speck. In 2018, the City Council formally adopted a list of priority projects from this study – both of these efforts are in that adopted legislation. If the resolution is adopted, it will be the purview of DMD to conduct any studies, pursue any pilot projects associated with the requested changes, and ultimately make the mandated improvements. The resolution is up for final consideration by the City Council on June 21st. Please reach out to Shanna if you have questions – 505-768-3185 / smschultz@cabq.gov.
 - Parks and Recreation, Cheryl Somerfeldt:
 - Tom Bullock project: Paving of the trail is completed from Dakota Street and west. Currently working on placement for solar lighting (Dakota Street and East). If any comments, please let me know.
- Planning – No Updates
- ABQ Ride, Carrie Barkhurst – No Updates
- Sustainability, Albert Lee – No Updates
- Bernalillo County, Julie (not present), Richard Meadows – No Updates
- MRCOG, Tara Cok:

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

Monday, June 12, 2023
4:00 – 6:00 PM



- Draft transportation improvement program Suite of Projects has been developed by MRMPO and local agencies for 2024 through 2029- projects that are slated to get federal funding
- Draft tip is available for public review and comments until July 20, 2023
- A Draft TIP for 2024-2029 is available for public review and comment. Comments are due July 20. <https://www.mrcog-nm.gov/639/TIP-Development>. You can submit any comments here: <https://www.mrcog-nm.gov/639/TIP-Development>.
- NMDOT District 3, Jill Mosher:
 - As for actual bike trails with the exception of Tramway trails most are going to be the local jurisdiction, some parts are NMDOT but for the most part, they only have the Tramway trail
 - Tim Brown: New traffic signal at MLK and Oak- NMDOT replaced signal controller and rewired traffic signal so it could be left on “arrow only” through certain parts of the day (majority of the day during the week + weekends) that was requested by the group 4 years ago. Delay was due to complexity of the project and amount. Cyclists coming downhill on MLK don’t have to worry about cars turning left in front of them in morning and early afternoon. Unfortunately, DOT could not run it all day long due to the heavy volumes of motor vehicles in the evening rush hour.
- **Public Comments** (Public comment is limited to two (2) minutes per audience member) Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
 - Susan Gautsch: Sharing appreciation and if there are any other things that I can help with, please let me know.
- **Next Meeting:** May 8, 2023, 4 – 6 pm
- **Meeting adjourned at 6:04pm**

Opportunities to Expand E-Bike Access in Albuquerque

June 12, 2023



peopleforbikes

AGENDA

- **Who is PeopleForBikes**
- **E-Bike Background**
- **The New Opportunity with SB 69**
- **Q&A**

A person wearing a helmet and a plaid shirt is riding a bicycle on a city street. The scene is overlaid with a blue tint. The text "WHO IS PEOPLEFORBIKES?" is written in large, white, bold, sans-serif capital letters across the center of the image. In the background, there are modern buildings, a construction crane, and a street sign that says "Century".

WHO IS PEOPLEFORBIKES?

Bikes make life great



A close-up photograph of a person riding a bicycle, focusing on the lower half of the body and the bike's components. The image is heavily tinted with a blue color. The text "MOTIVATIONS & TRENDS" is overlaid in the center in a bold, white, sans-serif font. The background shows the rear wheel, the rider's leg in dark pants, a white sock, and a white sneaker with laces. The bike's frame, chain, and rear fender are also visible.

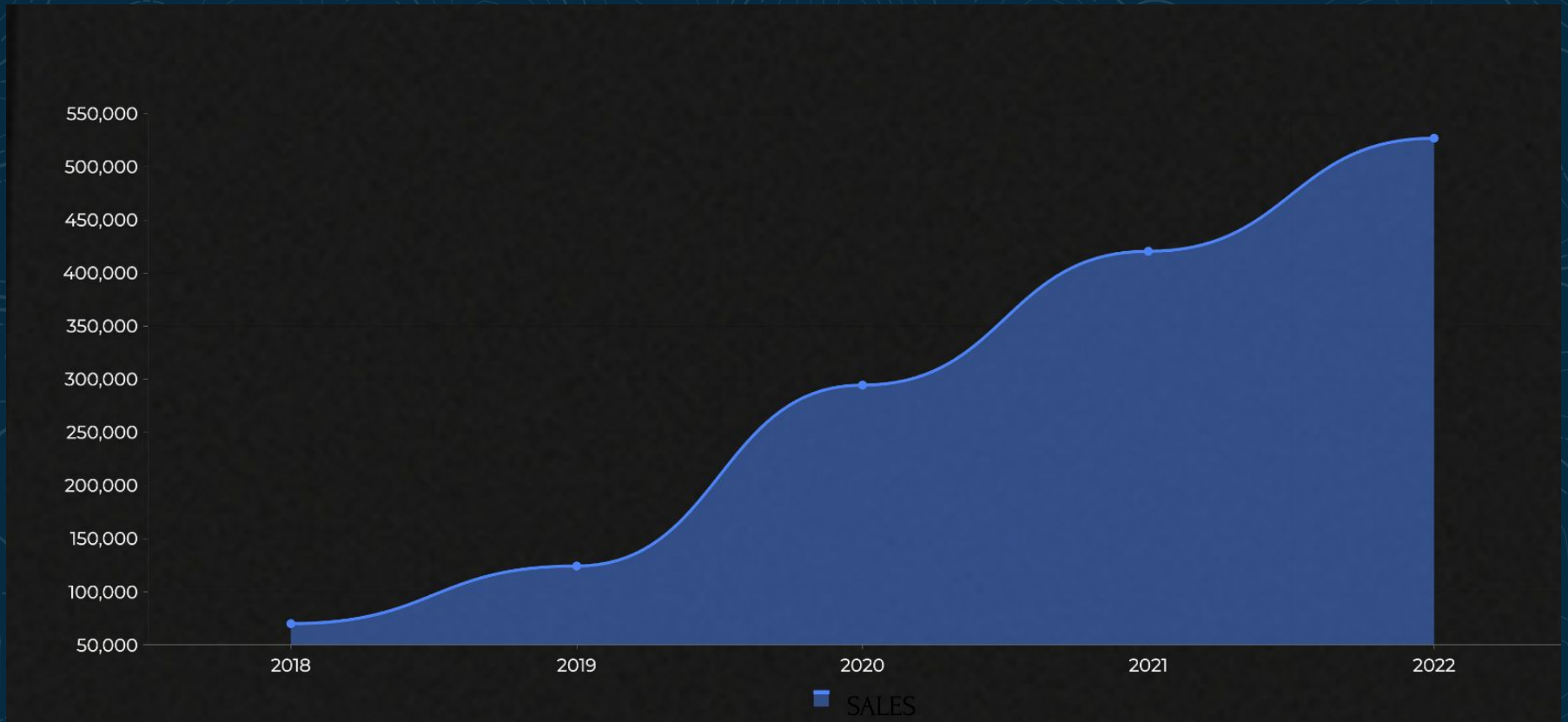
MOTIVATIONS & TRENDS

People Ride for Transportation, Fitness, & Safety

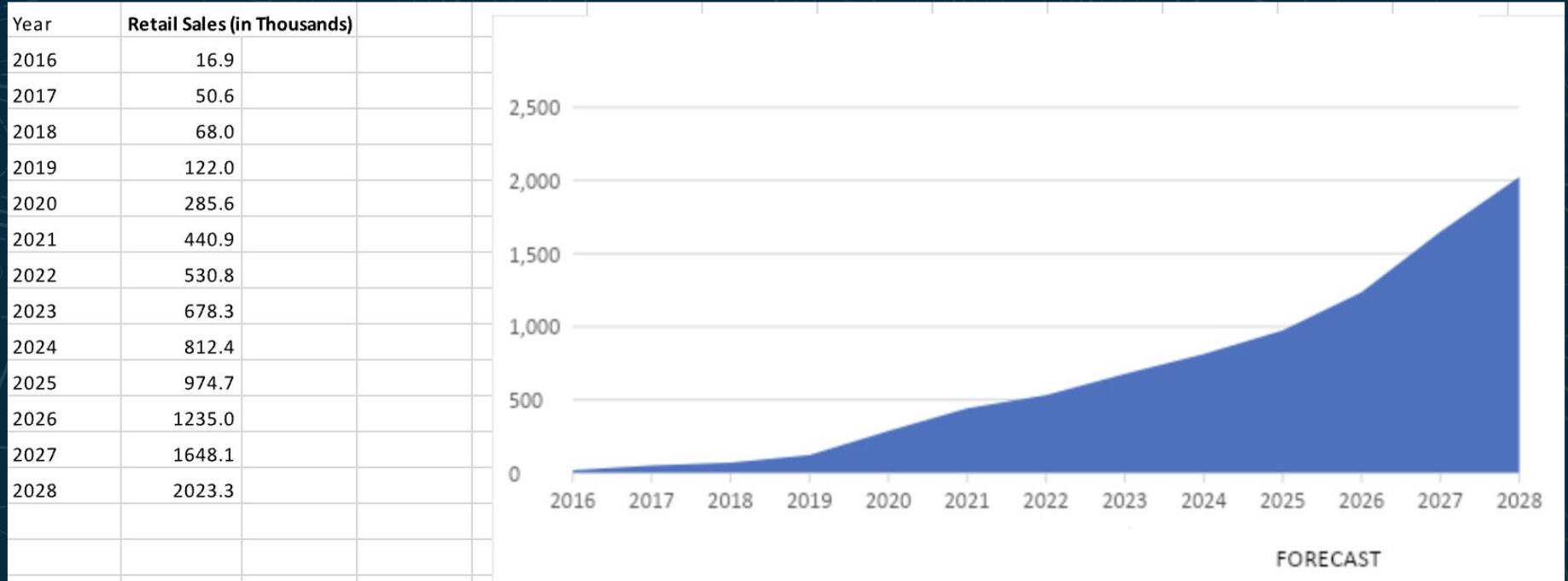
- Electric bicycle consumers generally older than average population although there is increasing age diversity
- Most common motivations: transportation & fitness
- Most electric bicycle consumers report improved health, lower transportation costs and increased fun

National survey data shows 25% folks **feel safer riding e-bikes** compared to traditional bikes. Among people who have ever ridden an e-bike, that numbers **jumps to 44%**.

E-BIKE SALES 2018 - 2022



PROJECTED E-BIKE SALES thru 2028



A person wearing a cycling helmet and sunglasses is riding a bicycle on a sidewalk in front of a building with large glass windows. The entire image is overlaid with a blue tint. The text "MODEL THREE-CLASS LEGISLATION" is centered in white, bold, sans-serif font.

MODEL THREE-CLASS LEGISLATION

THREE-CLASS SYSTEM

| Class 1 | Class 2 | Class 3 |
|--------------|-------------------------|--------------|
| Pedal Assist | Throttle + Pedal Assist | Pedal Assist |
| Max 20 mph | Max 20 mph | Max 28 mph |

Electric bicycles are regulated at the:

- **Federal level** for product safety standards and use of federal funding
- **State and local level** for the use of electric bicycles on streets and bikes paths
- **Federal, state, and local level authorities** regulate the use of electric bicycles on public lands/trails

STATE ELECTRIC BICYCLE LAWS

- States regulate the use of electric bicycles on streets and bikes paths, and determine issues such as licensing and registration.
- PeopleForBikes created harmonized standards for state electric bicycle regulation using the three classes.
- Currently:
 - 48 states regulate electric bicycles like bicycles, of which **42 have defined the three classes**, New Mexico being one of the newest.

ELECTRIC BICYCLE RULES FOR THE ROAD

MODEL LEGISLATION

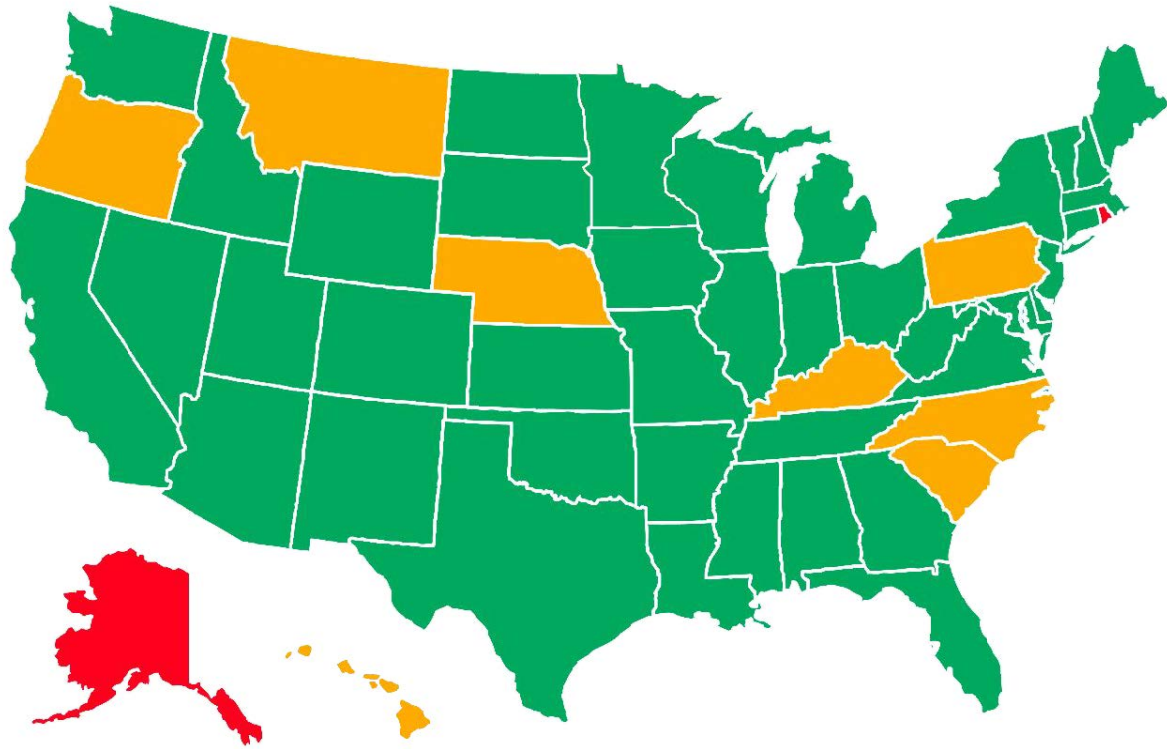
» States that have enacted PeopleForBikes' model law, which defines and regulates three classes of electric bicycles within states' motor vehicle codes, gives riders similar rights and duties to that of traditional bicycle riders.

ACCEPTABLE

- » Regulated as a bicycle
- » Passengers allowed
- » No age minimum
- » No licensing or registration required
- » Can use existing bike infrastructure

PROBLEMATIC

- » Regulated as a moped or motor vehicle
- » Confusing equipment + use requirements
- » Confusing licensing + registration requirements
- » Confusing access to bike infrastructure

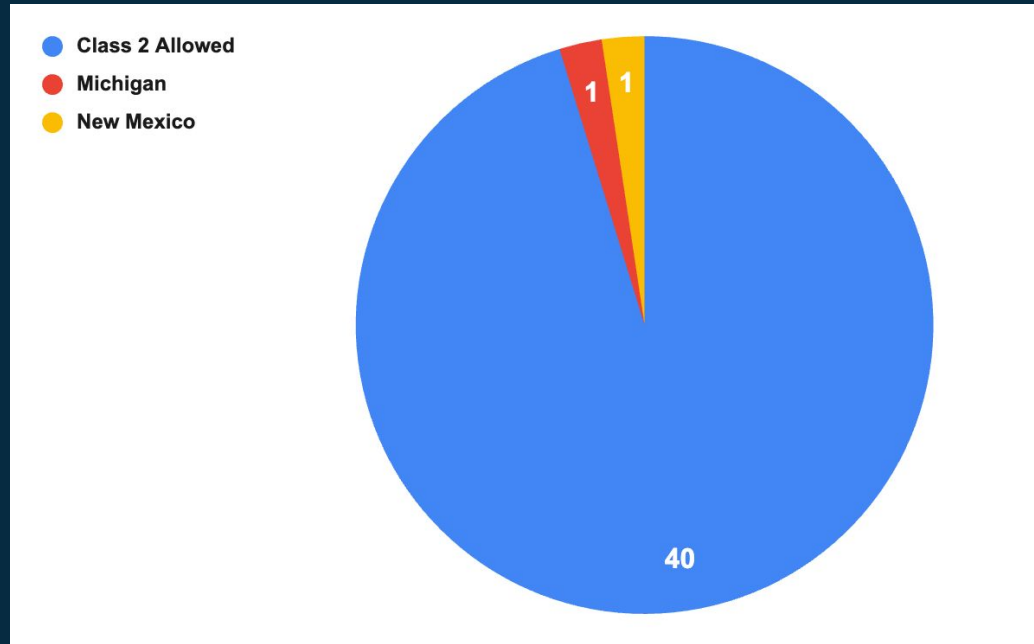


What is Senate Bill 69?

- Signed by Governor Lujan Grisham on April 4
- Defines the three classes of e-bikes

| Class 1 | Class 2 & 3 |
|---|---|
| allowed on “a bicycle or pedestrian path where bicycles are authorized to travel” | Not allowed on these off-street paths unless a political body grants permission in their jurisdiction |

A Rare Exclusion for Multi-Use Paths



Albuquerque's Opportunity

Why Class 2?

- Offers riders a choice
- Allows for back-up if you can't keep pedaling for any reason
- Move through intersections faster
- More confidence on hills, carrying loads, etc

Albuquerque's Opportunity

Why Class 2?

- Offers riders a choice
- Allows for back-up if you can't keep pedaling for any reason
- Move through intersections faster
- More confidence on hills, carrying loads, etc

Why Should ABQ Allow Access?

- Class 2 e-bikes are popular in NM
- They are as safe as Class 1
- Other states **overwhelmingly** allow Class 2 on bike/ped paths
- Set a model that other NM cities can look to
- Off-street paths are essential for safe riding

A photograph of two people riding bicycles in a field, overlaid with a blue tint. The text 'THANK YOU' is centered in the middle of the image.

THANK YOU

Kyler Blodgett - kyler@peopleforbikes.org

E-BIKES ON TRAILS



Whitney Phelan
Senior Planner
CABQ Parks and Recreation Department
wphelan@cabq.gov

NEW MEXICO SB 69



1 AN ACT
2 RELATING TO TRANSPORTATION; AMENDING THE CHILD HELMET SAFETY
3 ACT; DEFINING "ELECTRIC-ASSISTED BICYCLE"; PROVIDING
4 STANDARDS FOR THE REGULATION AND USE OF ELECTRIC-ASSISTED
5 BICYCLES; AMENDING AND ENACTING SECTIONS OF THE MOTOR VEHICLE
6 CODE.
7
8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF NEW MEXICO:
9 SECTION 1. Section 32A-24-2 NMSA 1978 (being Laws 2007,
10 Chapter 66, Section 2) is amended to read:
11 "32A-24-2. DEFINITIONS.--As used in the Child Helmet
12 Safety Act:
13 A. "bicycle" means a human-powered vehicle with
14 two wheels in tandem designed to transport, by the act of
15 pedaling, one or more persons seated on one or more saddle
16 seats on its frame and includes an electric-assisted bicycle

Final Version of SB 69

Effective July 1, 2023

TYPES OF E-BIKES DEFINITIONS TAKEN FROM SB 69

- Class I
- Electric-assisted bicycle equipped with a motor not exceeding seven hundred fifty watts of power
- Provides assistance only when the rider is pedaling
- Ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour



TYPES OF E-BIKES DEFINITIONS TAKEN FROM SB 69

- Class 2
- Electric-assisted bicycle equipped with a motor not exceeding seven hundred fifty watts of power
- Provides assistance regardless of whether the rider is pedaling (throttle)
- Ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour



TYPES OF E-BIKES DEFINITIONS TAKEN FROM SB 69

- Class 3
- Electric-assisted bicycle equipped with a motor not exceeding seven hundred fifty watts of power
- Provides assistance only when the rider is pedaling
- Ceases to provide assistance when the bicycle reaches a speed of twenty-eight miles per hour



BIKEWAY, SHARED-USE PATH, SIDE PATH, MULTI-USE TRAIL, TRAIL, ETC.

The City of Albuquerque hosts many different trail types. Most are managed by Park Management Division of PRD. However, some are managed by NMDOT, HOAs, or the City Open Space Division (OSD).

PAVED VS NATURAL SURFACE

ASPHALT TRAILS: PASEO DEL BOSQUE,
PASEO DE LA MESA, NORTH DIVERSION
CHANNEL



NATURAL/SOFT SURFACE TRAILS:
FOOTHILL TRAILS, BOSQUE TRAILS,
DON FERNANDO



Elena Gallegos – Natural Surface

PAVED TRAILS

CABQ INTEGRATED DEVELOPMENT ORDINANCE (IDO) DEFINITION

Table of Contents ▾ Page 611 of 648 trail

Monument Sign
See *Sign Definitions*.

Mortuary
An establishment in which the dead are prepared for burial or cremation, the body may be viewed, and funeral services are sometimes held.

Multi-family
See *Development Definitions* and *Dwelling Definitions*.

Multi-use Trail
A paved path physically separated from motorized vehicle traffic by an open space or barrier and constructed within the public right-of-way, private way, or an easement, including but not limited to utility and drainage easements that permit more than one type of non-motorized use. See also *Bikeway* and *Public Right-of-way*.

Museum
A facility open to the public, with or without charge, for the collection and display of paintings, sculpture, textiles, antiquities, other works of art, or similar items. See also *Art Gallery*.

N

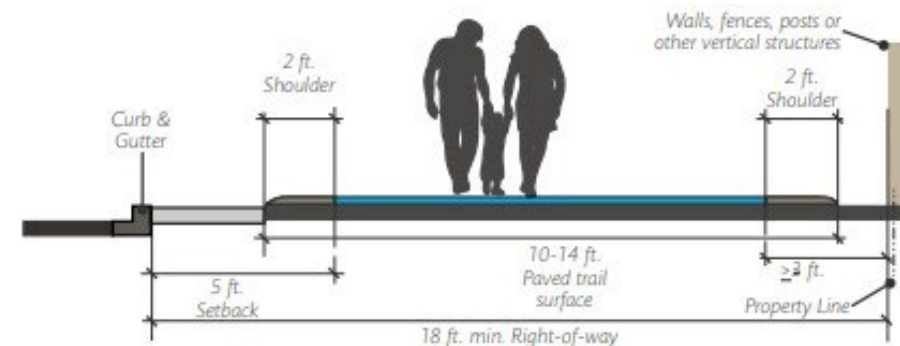
CITY OF ALBUQUERQUE DPM (DEVELOPMENT PROCESS MANUAL)

Section 7-4(F)(6) Paved Trails

7-4(F)(6)(i) Definitions and General Provisions

1. Paved trails, also called multi-use trails or shared-use paths, are facilities that are dedicated for pedestrians and cyclists and are designed for use by people of all abilities for transportation and recreational purposes.
2. Trails are physically separated from vehicular traffic and are either within the roadway right-of-way or within an easement.
3. Consult the [BTFP](#) and the [LRBS](#) for future trail locations.

FIGURE 7.4.76 Paved Trail



NATURAL SURFACE TRAILS

CABQ ARTICLE 8: OPEN SPACE LANDS AND REGIONAL PRESERVES (OPEN SPACE ORDINANCE) ORD. 23-1980

- **MOTORIZED VEHICLE.** Any vehicle which is self-propelled by gas, diesel, or electric motor, whether 2, 3, or 4 wheeled or carried on treads or tracks.
- (A) Unrestricted access and use of Open Space Lands and Regional Preserves by motorized vehicles has caused severe erosion, led to the creation of excessive dust, noise, littering, dumping, shooting, and vandalism in violation of city ordinances, and the deterioration of a publicly-owned resource. Such unrestricted access is a public nuisance and this article is intended to stop it.
- After the effective date of this article, no person shall ride or operate a motorized vehicle on Open Space Lands or Regional Preserves where boundaries are clearly marked; or on any path, trail, or road on which a barrier or sign has been erected or placed.

UNITED STATES FOREST SERVICE (USFS)

- **Where are e-bikes currently allowed on national forests and grasslands?**
- Class 1, 2, and 3 e-bikes are allowed on motorized trails and roads on national forests and grasslands. Additionally, several year-round resorts operating under a special use permit have established e-bike use within their permit boundary.
- Local Forest Service officials may consider new opportunities for e-bike use on non-motorized trails and in non-motorized areas by utilizing a designation process in accordance with the Travel Management Rule (36 CFR Part 212, Subpart B). Designations involve appropriate environmental analysis, public involvement, and local decision-making.

BUREAU OF LAND MANAGEMENT (BLM)

- BLM-managed public lands offer many opportunities for riding e-bikes, including any area or trail where OHVs are currently allowed.
- BLM offices also have the authority to identify which non-motorized trails could be used for e-bike use on BLM-managed lands. BLM District and Field Managers are encouraged to consider authorizing e-bike use in accordance with applicable laws and regulations, including the e-bike rule.
- The rule provides that authorized officers may authorize, through subsequent land-use planning or implementation-level decisions, the use of Class 1, 2, and 3 e-bikes (small electric motor or not more than 750 watts or 1 hp) on non-motorized roads and trails.

SB 69

A. A person may ride a class 1 electric-assisted bicycle on a bicycle or pedestrian path where bicycles are authorized to travel;

provided that a political subdivision of the state may prohibit the operation of a class 1 electric-assisted bicycle on a bicycle or pedestrian path within its jurisdiction.

B. A person shall not ride a class 2 or class 3 electric-assisted bicycle on a bicycle or pedestrian path unless:

(1) the path is within a street or highway; or

(2) a political subdivision of the state permits the operation of a class 2 or class 3 electric assisted bicycle on a path under its jurisdiction.

C. A person under sixteen years of age shall not operate a class 3 electric-assisted bicycle upon any street, highway or bicycle or pedestrian path, except that a person under sixteen years of age may ride as a passenger on a class 3 electric-assisted bicycle that is designed to accommodate passengers.

D. This section does not apply to a trail that is specifically designated as non-motorized and that has a natural surface tread that is made by clearing and grading the native soil with no added surfacing materials. A political subdivision of the state or a state agency having jurisdiction over a trail described in this subsection may regulate the use of an electric-assisted bicycle on that trail.

CITY OF SANTA FE, NM

Ordinance No. 2023-4

Amending the Uniform Traffic Ordinance to include electric bicycles in the definition of bicycle.

4 **12-1-6 BICYCLE.** “Bicycle” means:

5 A. Every device propelled by human power, upon which any person may ride,
6 having two or more wheels, except scooters and similar devices[-];

7 B. Every device upon which a person may ride that is equipped with two or
8 three wheels, pedals for human propulsion, and a motor of no more than seven hundred fifty
9 (750) watts and meets the requirements of one of three classes:

10 (1) Class 1 electric bicycle means an electric bicycle equipped with a motor
11 that provides assistance only when the rider is pedaling, and that ceases to provide
12 assistance when the bicycle reaches the speed of twenty miles per hour (20 mph).

13 (2) Class 2 electric bicycle means a bicycle equipped with a motor that
14 provides assistance to propel the bicycle even when the rider is not pedaling, and that is
15 not capable of providing assistance when the bicycle reaches the speed of twenty miles per
16 hour (20 mph).

17 (3) Class 3 electric bicycle means an electric bicycle equipped with a motor
18 that provides assistance only when the rider is pedaling, and that ceases to provide
19 assistance when the bicycle reaches the speed of twenty-eight miles per hour (28 mph).

20 C. Devices with motors outputting more than 750 watts or that can achieve a
21 maximum speed more than 28 mph are motor vehicles.

22 D. Bicycles defined in paragraph B may also be referred to as “electric bicycles”

CITY OF SANTA FE, NM

- No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing. (*)
- Where riding on sidewalks is allowed, bicycles shall be limited to ten (10) miles per hour.
- All penalties relating to bicycles, speeding, modification, etc. shall be punished by a fine of not more than one hundred dollars (\$100.00)

ENFORCEMENT

- Local law enforcement equipped to do sporadic speed reviews, bicycle officers, park rangers
- Trail Etiquette/Education campaigns
- Appropriate signage, online maps/resources
- Class education/Stickers for previously purchased e-bikes
- Ban specific classes
- Specialized Prohibitions or Allowances through posted signs (Boulder, CO)

QUESTIONS??

Whitney Phelan

Senior Planner

CABQ Parks and Recreation Department

wphelan@cabq.gov

Greater Albuquerque Active Transportation Committee (GAATC)
Recommendations for Class 2 Electric Bike Access on City of Albuquerque Paved Multi-Use Trails

WHEREAS, GAATC advises the City and its agency partners on the needs of people who walk, bike, and ride public transit on projects, policies, and programs that improve active transportation facilities in and around Albuquerque.

WHEREAS, the State of New Mexico Legislature in early April 2023, passed Senate Bill 69 that allows Class 1 electric bicycles or e-bikes where traditional bicycles are permitted and gives municipalities the permission to allow Class 2 e-bikes on bicycle and pedestrian paths within their jurisdiction.

WHEREAS, GAATC discussed the distinguishing features and usage of the various classes of electric bikes on paved multi-use trails in the City of Albuquerque during a meeting held on June 12, 2023.

WHEREAS, Class 2 electric bikes provide multiple benefits to City residents including, but not limited to: providing essential transportation, advancing accessibility to cycling, improving riders' sense of safety on trails, providing economic benefits and promoting Albuquerque as a bike-friendly city.

WHEREAS, GAATC received unanimous support from members of the public in the form of both written and live comments to allow Class 2 electric bikes on the City's paved multi-use trails.

THEREFORE, BE IT RESOLVED, GAATC recommends to the City of Albuquerque to:

- Take urgent action to pass legislation that would allow the use of Class 2 e-bikes on the City's paved multi-use trails in accordance with the provisions of Senate Bill 69, and;
- Coordinate, where applicable, with other regional governing bodies to similarly address the allowance of Class 2 e-bikes on contiguous paved multi-use trails.

Approved this day 12 of June 2023, by a vote of a quorum of members, 4 for and 0 against.

Ryan Mast (Acting Chair): _____ For _____

Naomi George: _____ For _____

Josiah M Hooten: _____ Excused _____

Richard Meadows: _____ For _____

Lanny Tanning: _____ For _____

Aaron Hill: _____ Excused _____

From: [Christopher Miller](#)
To: [Hermanson, Valerie](#)
Subject: CABQ E-Bike Throttle Comments for Today's meeting.
Date: Monday, June 12, 2023 3:39:47 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Hi there,

I have some thoughts pertaining to the discussion of class-2 e-bikes with throttles. I use this type of bike regularly as it is my primary mode of transportation due to vision and other limitations. It's my hope that part of this or the entirety would be read into today's meeting record.

Firstly I would like to express that when it comes to multi use roads and paths, such as the Paseo Del Bosque trail and the North Channel trail, that I recognize other users of those trails as I ride my bike through them. Their safety is as important to me as my own because we all have equal rights to use the trail.

But, if safety is the primary concern, then I would suggest to any governing body that placing the restrictions solely on the bikes or the users of those bikes may not be the best solution. I would suggest instead that speed limitations and speed signs be posted. Or perhaps, requiring the use of a bell or other audible instrument for any mode of transportation on those trails.

Class 2 bikes have a top speed of 20mph. From my personal experience, I have been passed by many bicycle riders, who often do not use bells or give me other signals when passing me. From what I can tell they are riding regular non-electric bikes when doing so.

Placing limitations of use solely on class 2 e-bikes would not accomplish the larger goal of protecting everyone's safety.

I personally give everyone the courtesy of ringing the bell on my bike as I pass by. Additionally, the sound that a bicycle makes as its motor is engaged is louder than a person riding a regular bicycle. So, requiring the use of a bell or other audible device would benefit joggers and walkers when being passed by any bicycle rider.

Again, I would encourage any governing body to think more broadly when the topic of safety comes up for multi purpose lanes.

Thank you for your consideration,

-Christopher Miller

From: sandra.penn
To: [Hermanson, Valerie](mailto:Hermanson,Valerie)
Subject: Class 2 E Bikes
Date: Monday, June 12, 2023 3:52:56 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

I'm the happy owner of a Rad e-bike. At 84 I found that I was riding infrequently. Now I'm back on my bike instead of getting into my car.

I was able to lease a bike before I bought one. It helped me decide that it was a reasonable choice. I am a strong supporter and hope that we in albuquerque do more to support e-bikes.

Thank you.

Sandra F Penn, MD

505-980-0569

sandra.penn@gmail.com

Sent from my iPhone=

From: [Cozy Ace](#)
To: [Hermanson, Valerie](#)
Subject: Class 2 E-bike Comment
Date: Monday, June 12, 2023 4:05:10 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.
Hi Valerie,

Here is the comment I would like to contribute for the record during the 4pm meeting today.

"My name is Cozy K Ace. I am a resident of Albuquerque in the International District area. I regularly use an e-bike for transportation all across the city (in addition to walking and using the bus & light rail). I've spent a significant amount of time riding a class 2 ebike all around town on safe paved bike paths as well as in traffic when once isn't available. To be frank, it is seriously dangerous to be a bicyclist in Albuquerque. I have almost been mowed down by inattentive drivers many times now and having a throttle is very literally the reason I'm still alive, because it allows me to control my own safety around motor vehicles.

I think specifically allowing class 2 ebikes on multi-use trails is the choice that supports alternative transit the most—why? Because using a un-motorized bicycle full-time in Albuquerque is more treacherous than a class 2, and I try to use Separated Multi-Use Trails as much as possible for my own safety and the safety of car drivers as well. Not to mention that if you actually want to bike far in ABQ, you'll need Lance Armstrong level physical conditioning—this is not possible with full-time work and family life. A class 2 e-bike is the only way I'm getting up some of these hills and staying safe on the road. You think a bike bell works around cars to announce my presence? It doesn't.

Access to these trails is essential. I've only ever had positive experience making space for other bicyclists or pedestrians on multi-use trails.

I adamantly support all ebikes, including class 2 ebikes, to be used on CABQ multi-use trails."

Cheers!

-Cozy

From: [Marquita George](#)
To: [Hermanson, Valerie](#)
Subject: Class 2 e-bikes on multi use trails
Date: Monday, June 12, 2023 4:04:42 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

My wife and I are retired citizens who have ridden our local multi use trails for many years. I am now 81 years old and my wife is a bit younger. We used to have conventional bikes but as we got older they became more difficult to ride so we got to a point that we did not ride them at all. We have recently purchased class 2 e-bikes and are enjoying the trails once again.

I cannot understand why you would want to restrict e-bikes from these trails. I have never heard of, been involved in, or seen an occasion where a e-bike was involved in or caused an accident. I have had several occasions where conventional bike riders have passed me at great speeds causing me to startle and nearly wreck my own bike.

I firmly believe, regardless of other reasons you come up with, that the purist bike riders do not feel that an e-bike is in reality a real bike and provides little exercise. I can assure you that at my age, a 10 mile bike ride is in fact a hell of a lot of exercise.

Without the protection of the off road bike trails in Albuquerque, we would need to ride on the roads with vehicles. That will work well with senior citizens, not.

We pay taxes like everyone else. Taking this right away from us would decrease our quality of life. Thank you for listening.

John A. George

Tony and Marquita George Sent from my iPad

From: director@endeavornm.org
To: [Hermanson, Valerie](#)
Subject: Class-2 Ebikes Comment
Date: Monday, June 12, 2023 3:09:17 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

I am the co-director of endeavOR New Mexico, the state's outdoor recreation business alliance. Here is my public comment for the discussion today around Class-2 ebikes.

Ebikes are important to the advancement of New Mexico's OR economy and their ability to enable more residents to get outdoors. Many outdoor recreation businesses are relying on ebikes to grow their revenue and hire more employees (e.g. tour operators, guides, bike maintenance). Ebikes by their very nature are inclusive. Ebikes also provide an alternative to day-to-day transportation, replacing cars and reducing our carbon footprint. Because of the numerous benefits associated with ebikes, sales can now represent up to 50 percent or more in a local bike shop. Lastly, regulating speed is the critical factor regarding any type of transportation rather than preventing usage of a type of vehicle such as a Class-2 ebike. We don't prevent a Porsche from driving through a school zone because it can top out at 200 mph. We have laws in place that control excessive and unsafe speeds. This is the approach that should be taken with all modes of transportation including Class-2 ebikes.

Jim

James Glover
Co-Director
505.501.1330
endeavornm.org



From: [Camille Johnson](#)
To: [Hermanson, Valerie](#)
Subject: Comment for CABQ Active Transportation Committee Zoom Meeting
Date: Monday, June 12, 2023 3:29:54 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Hi Valerie,

Here is the comment I would like to be read into the record for today's 4pm meeting. I've never made a comment like this before so I'm not exactly sure what I'm supposed to say so hopefully this is okay.

"My name is Camille Johnson. I am a resident of Albuquerque. I do not own a car and I primarily use an ebike for transportation when I can't walk or take the bus. A class 2 ebike is essential to getting around town as having a throttle gives me a lot more power to get out of unsafe situations quickly. Allowing class 2 ebikes on multi-use trails would mean I can have one ebike that allows me to get around the city for daily needs as well as to enjoy nature on the weekends using the multi-use trails. I have certain health limitations which make it very hard to use a regular bike on multi-use trails. Access to these trails and the outdoors has a huge positive affect on my well-being. I've never had a problem making space for other bicyclists or pedestrians on these trails. For these reasons, I highly support all ebikes, including class 2 ebikes, to be used on CABQ multi-use trails. Thank you."

Thank you so much!

Camille Johnson

From: [Kat Tyme](#)
To: [Hermanson, Valerie](#)
Subject: Comment on E-Bikes with Throttle
Date: Monday, June 12, 2023 4:13:16 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Dear members of the Albuquerque City Council,

I stand before you today as a resident of our beloved city and an avid user of e-bikes. I want to address an issue that has direct implications on my daily life and potentially the lives of many others in our community: the use of throttle-assisted e-bikes in our city.

I'm sure we can all agree that Albuquerque has shown great progress in becoming a bike-friendly city. We have made strides in encouraging alternative, greener modes of transportation, which not only reduce our carbon footprint but also promote a healthier lifestyle among our citizens.

My e-bike, equipped with a throttle, is one such mode of transportation. The throttle on my e-bike is not about speed, but rather safety and convenience. It provides me with the necessary momentum to navigate through traffic, particularly in intersections where maintaining speed is essential for safety.

As a parent, I often tote my child on my e-bike, and in these instances, being able to quickly gain momentum through a throttle is not just a convenience, but a necessity. My child's safety and mine depends on our ability to move through intersections swiftly and smoothly, something that may be challenging when solely relying on pedaling.

Throttle-assisted e-bikes are not motorbikes, nor are they a way to skirt the rules of the road. They are a practical tool for many residents like me, helping us balance our commitments to family, work, and the environment.

I urge you, the members of this council, to continue supporting the use of e-bikes with throttle in our city. Doing so will not only bolster Albuquerque's image as a progressive, bike-friendly city, but it will also show your commitment to the safety and wellbeing of all residents, including those of us who rely on alternative modes of transportation.

Thank you for your time and consideration.
Kat Tyme

From: [Gmail](#)
To: [Hermanson, Valerie](#)
Subject: E Bike Throttles - Read into record
Date: Monday, June 12, 2023 3:04:29 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Allow E-Bikes with throttles on trails! Enforce speed limits instead. Throttles are secondary to pedal-assist, which is the primary power source as a person pedals an e-bike. Road bikers riding at training speeds routinely pass e-bikes. Speed is problem, not throttle per se, as throttles can be used at slow speeds too. **Allow E-Bikes with throttles on trails! Enforce speed limits instead.**

Sent from [Mail](#) for Windows

From: [RON LEHMAN](#)
To: [Hermanson, Valerie](#)
Subject: E bikes with throttle.
Date: Monday, June 12, 2023 3:12:30 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

To whom it may concern

I have an E bike with throttle which I use it is my main means of transportation. I have a disability that makes it hard for me to walk any distance,also have a handicap permit.the only time I use the throttle is on very steep hills and to cross busy intersections or if I am just very tired and then only at a speed not to exceed 10 mph. I am 81 years old and the E Bike is a great way to get around and the throttle is handy to have in a pinch. Would like to be able to continue to use this on city bike trails as it is dangerous to ride on ABQ city streets.

Thanks for the opportunity to comment.

Ron

From: [Roland Penttila](#)
To: [Hermanson, Valerie](#)
Subject: I support Class 2 E-bikes on trails
Date: Monday, June 12, 2023 3:07:02 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

I'm a 74 year old retiree who owns and uses an e-bike mostly for exercise. It is the only form of exercise that I seem to be able to do on a consistent basis. I do not feel comfortable riding on busy streets, but I will do it do get to trails. I fully support allowing Class 2 e-bikes the full use of all bicycle trails in the city consistent with following the rules of the trail that apply to all.

Roland Penttila
Albuquerque, New Mexico

From: [Alex Applegate](#)
To: [Hermanson, Valerie](#)
Subject: Please allow class 2 on trails
Date: Monday, June 12, 2023 3:55:34 PM

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Hi Valerie!

Here's my comments (in case I can't make them on Zoom):

Hi My Name is Alex Applegate and I am the chair of the Transportation and Housing Working Group of the EJC and we whole heartedly support Class 2 ebikes on trails. The Transportation sector is the largest and fastest growing contributor to climate change and eBikes are going to be a major tool in changing this trajectory. Our city needs to encourage, not discourage their use.

Class 2 eBikes are limited to 20MPH. I am an old man of 59. I am fortunate enough with my old man legs that I can still do 20 MPH on my 1973 Raleigh 10 speed. Even 30 if I'm going downhill. eBikes with throttles allow people with disabilities and health issues to ride with their friends. It doesn't allow them to go faster but allows them to keep up with them. Don't discriminate against people, please.

Fiinally, not everyone can afford a car, and we have very limited and underfunded bus service in this city. An eBike, including class 2 ebikes, can extend the distance that a person can go to get to a job. And, because we have poor biking infrastructure with no protected bike lanes, it is often safer for riders to use the trails to get where they are going. If you don't fix our city to allow them to safely travel where they are going, and you limit where they can safely ride in the city, you are going to cause accidents and deaths that could be prevented.

Please allow class 2's on the trails.

Thank you for your time.

Alex

PS They are getting rid of 2 lanes on part of 4th street and adding PARKING???

