

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
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@endeavormn.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
endeavormn.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???

[redacted]

[redacted]

