

APPENDIX B

Whistler E-bike Policy Development Community Engagement Report March 2019



Table of Contents

Table of Contents	2
Introduction.....	3
Project Overview	3
Project Timeline and Community Engagement	3
Current Context.....	4
E-bikes are here to stay.....	4
Whistler values	4
Key issues and potential impacts	4
Proposed Policy Directions	5
Valley Trail Policy Directions	5
Off-road Policy Directions.....	6
Other off-road considerations.....	6
Community Input	7
Demographics.....	7
E-bike and motorized recreation vehicle use	9
Valley Trail – Policy Direction Feedback	12
Off-road – Policy Direction Feedback.....	15
Appendix A: E-bike Classifications.....	18
Appendix B: Project Objectives	19
Appendix C: Open House Poster Input	20
Project Objectives.....	20
Valley Trail Proposed Policy Directions	21
Off-Road Proposed Policy Directions.....	22
Current Context.....	23
One Last Question	24

Introduction

This report presents community feedback gathered in March 2019 about the proposed policy directions for e-bike use on Whistler's Valley Trail system and on off-road trails.

Project Overview

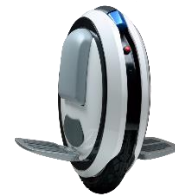
The Resort Municipality of Whistler (RMOW) is currently leading a project with the Whistler Centre for Sustainability to develop policies or regulations for the use of e-mobility devices on the Valley Trail and local recreation off-road trails managed by the RMOW, Whistler Off Road Cycling Association (WORCA), and Recreation Sites and Trails BC (provincial Crown Lands) within the boundaries of the [Cheakamus Community Forest](#).

BC Parks and Whistler Blackcomb's Controlled Recreation Area (CRA) are outside of the geographic scope for this project, but staff are consulting with them to achieve alignment with policy directions.

The project began in fall 2018 and will be completed in spring 2019, with the goal of implementing policies for the 2019 riding season.

There are a wide range of e-mobility devices, which can use 100 per cent human power, 100 per cent motor power, or a combination of both. These include:

- several classes of e-bikes (learn more about classifications in [Appendix A](#)),
- e-adaptive mountain bikes (electric mountain bikes that are highly-adapted for users with limited mobility),
- motorized wheelchairs and mobility scooters, and
- other personal mobility devices (e.g. e-scooters, e-skateboards, and other non-bike e-devices like Segways).



Project Timeline and Community Engagement

Phase 1 (winter 2018/19) - COMPLETE

This phase included development of project objectives (see [Appendix B](#)), research and evaluation of e-bike policies in other communities, and initial engagement and discussions with stakeholders.

Seventeen stakeholder interviews were conducted with organizations and groups including Whistler Off Road Cycling Association (WORCA), Association of Whistler Area Residents for the Environment (AWARE), Tourism Whistler, Whistler Blackcomb, Whistler Adaptive Sports, Trials 99, Whistler Search and Rescue, Recreation Sites and Trails BC, BC Parks, local businesses, and the Mature Action Committee, Forest and Wildland Advisory Committee, Recreation and Leisure Advisory Committee.

Phase 2 (February to April 2019) - COMPLETE

Based on the stakeholder input and project objectives developed through phase one, this phase included the development of draft policy directions, which were shared with the community for feedback. The following community engagement opportunities were provided:

- a community open house on March 13, 2019, and
- an online survey from March 13 to 31, 2019.

This report summarizes the feedback received through phase 2 community engagement.

Phase 3 (May to June 2019) – development of policy or regulations

Phase 4 (June 2019 onwards) – implementation and public communication

Phase 5 (Ongoing) – monitoring and evaluation

Current Context

E-bikes are here to stay

- E-bikes are here and their **use is increasing**.
- **Effective policies are required** to manage potential impacts and the experience of residents, visitors and businesses.
- **Enforcement will be challenging**. Until relatively recently, motorized recreation options have been gas-powered and directed into specific zones due to noise, smell and speed issues; **electric motors are changing the game**.
- **E-bike technology will continue to advance** and evolve, and there are some types of e-bikes and e-devices that may be more appropriate than others for our community.
- **E-bikes allow more people of varying ages and abilities to recreate** outdoors and use the trails.
- Regardless of the type of bike, **trail use is increasing** with Whistler's growing population and visitation.

Whistler values

- Whistler has always been a **leader in recreation** and tourism trends.
- **Protecting natural areas**, especially those that are sensitive, is of key importance in Whistler.
- We value **nature-based recreation**, which has varying degrees of impact on the natural playground we use.
- Most of us enjoy a **mix of human-powered and motorized experiences** (e.g. chair lift access).
- We strive to be **inclusive of all ages and abilities**, and provide recreation opportunities for physical, mental and spiritual wellbeing and access to nature, while protecting the natural environment.

Key issues and potential impacts

- **Trail busyness**: E-bikes allow more people to get out and ride, which will result in increased trail use and busyness.
- **Trail maintenance**: E-bikes allow users to ride more frequently, longer and further, resulting in additional trail wear and maintenance requirements.

- **User conflict:** E-bikes can create a speed differential between users riding in the same direction. They may also enable more uphill riding with the potential to increase user conflict.
- **Safety:** E-bikes can allow higher speeds, especially for uphill riding, which may increase the frequency and severity of collisions on trails. They also allow some riders to go further into the mid- and backcountry—accessing places beyond their abilities—resulting in increased Search and Rescue calls.
- **Backcountry and wildlife impacts:** Increased backcountry access may result in greater impacts on ecosystems and wildlife.

Proposed Policy Directions

The proposed policy directions for the Valley Trail and off-road trails were developed in phase two of Whistler's e-bike project based on stakeholder input and project objectives. The proposed policy directions were released in March for community feedback, which is presented in the results section of this report.

Valley Trail Policy Directions

These devices would be **permitted** on the Valley Trail:

- **Permit** Class 1 e-bikes (pedal assist)
- **CONTINUE to permit** human powered devices (bikes, skateboards, push scooters, etc.)
- **CONTINUE to permit** powered accessibility devices (wheelchairs, accessibility scooters, adaptive e-mountain bikes)

These devices would be **prohibited** on the Valley Trail:

- **Prohibit** throttle activated and high-speed electric devices to align with the forthcoming B.C. e-bike policy that classifies these devices as motor vehicles. The municipal *Parks Bylaw No. 1562, 2002* also prohibits motor vehicles in parks and on the Valley Trail.

Examples include Class 2 e-bikes with a throttle, Class 3 e-bikes with speeds of up to 45 km/h, e-mopeds, powered skateboards, stand-up e-scooters (throttle), Segways, and hoverboards.

- **CONTINUE to prohibit** gas powered devices to comply with B.C. legislation and municipal Parks Bylaw. Note: service and emergency vehicles are exempt.

Other Valley Trail considerations

In addition to the policy directions above, a number of other Valley Trail considerations have emerged through the project and may be explored:

- Education about responsible use, including speed
- Monitoring e-mobility device use, conflict, incidents, etc.
- Promoting e-bike Valley Trail routes to destinations that are less busy
- Valley Trail user fees for commercial bike operators
- Commercial use restrictions relating to group size, routes, and days

Off-road Policy Directions

CLASS 1 E-BIKES

Permit in all off-road areas, **except**:

1. Areas where biking is currently prohibited (e.g. “hiking only” trails)
2. **Alpine areas**, including the Sproatt/Rainbow Alpine network above the Flank Trail. *Note: E-bikes would be **permitted** on the Flank Trail.*
3. **Emerald Forest Conservation Area**. *Note: E-bikes would be **permitted** on the access road connection between Lorimer Road and Alta Lake Road.*

CLASS 2 AND CLASS 3 E-BIKES

These are classified as motorized vehicles according to the forthcoming B.C. e-bike policy and as such they will be:

- **Permitted** on roads, forest service roads and off-road trails with a specific motorized designation. *Note: Currently, no trails in the Whistler area have this designation.*
- **Prohibited** on all off-road trails designated for non-motorized use. *Note: The municipal Parks Bylaw No. 1562, 2002 also prohibits motor vehicles on municipal trails.*

ELECTRIC ADAPTIVE MOUNTAIN BIKES

Electric adaptive mountain bikes (aMTBs¹) are exempt from e-bike restrictions according to the forthcoming provincial e-bike policy and as such they will be:

- **Permitted** on all off-road trails where bikes are permitted. *Note: aMTBs are typically wider devices and are therefore limited to trails that are wide enough to accommodate their use.*

Other off-road considerations

In addition to the policy directions above, a number of other considerations have emerged through the project and may be explored:

- Implementing a test period and monitoring program
- Clarifying preferred direction of travel by installing more directional signage on trails and other communications, including TrailForks
- Implementing trail use fees for commercial operators
- Providing and promoting epic off-road trail e-bike rides
- Clarifying preferred use areas for adaptive electric mountain bikes

RATIONALE FOR EXCEPTIONS

ALPINE: Alpine areas require careful management and monitoring, and recent wildlife issues are not well understood, but are being examined. For these reasons, a precautionary approach is recommended at this time.

EMERALD FOREST: The Emerald Forest is a Council-approved conservation area where conservation is valued over recreational interests. The proposed policy direction supports conservation and reflects Whistler’s priority of protecting natural areas.

CLASS 2 AND 3 E-BIKES: Class 2 and 3 e-bikes are classified according to the forthcoming B.C. e-bike policy as motor vehicles and are not appropriate for use on recreation trails. The proposed policy directions are aligned with the provincial classification and regulations.

¹ aMTBs that have electric motors are exempt from e-bike restrictions as long as they meet the following criteria: (1) must have three or four wheels; (2) must have the ability to propel the aMTB with hand cranks when without electric power; (3) the maximum nominal power wattage is set at 800W or less; and (4) the aMTB may have pedal assist and/or direct throttle power.

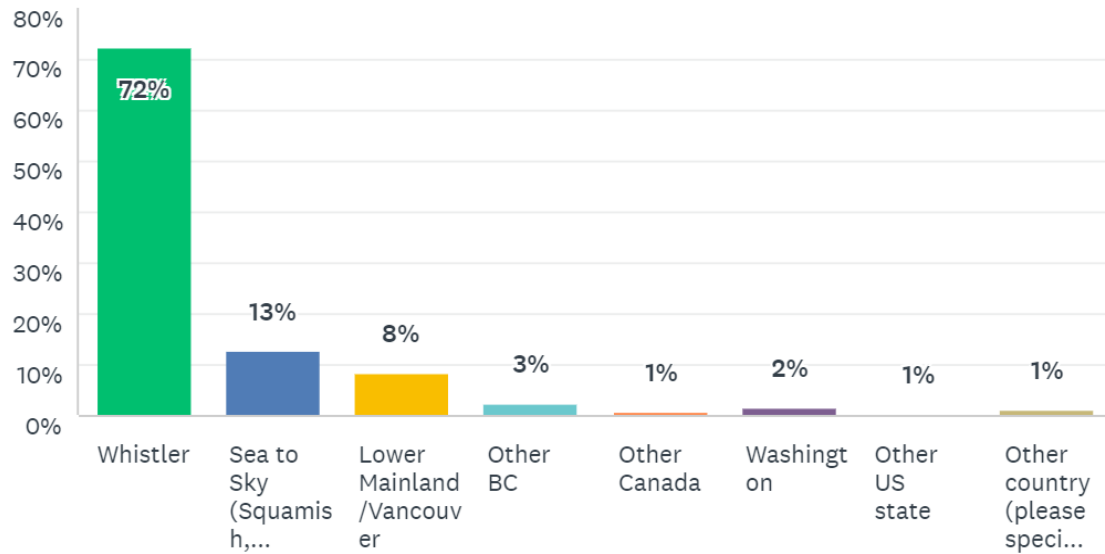
Community Input

This section presents the community feedback gathered in March 2019 through the open house and online survey in March. Complete open house feedback is also presented in [Appendix C](#).

Demographics

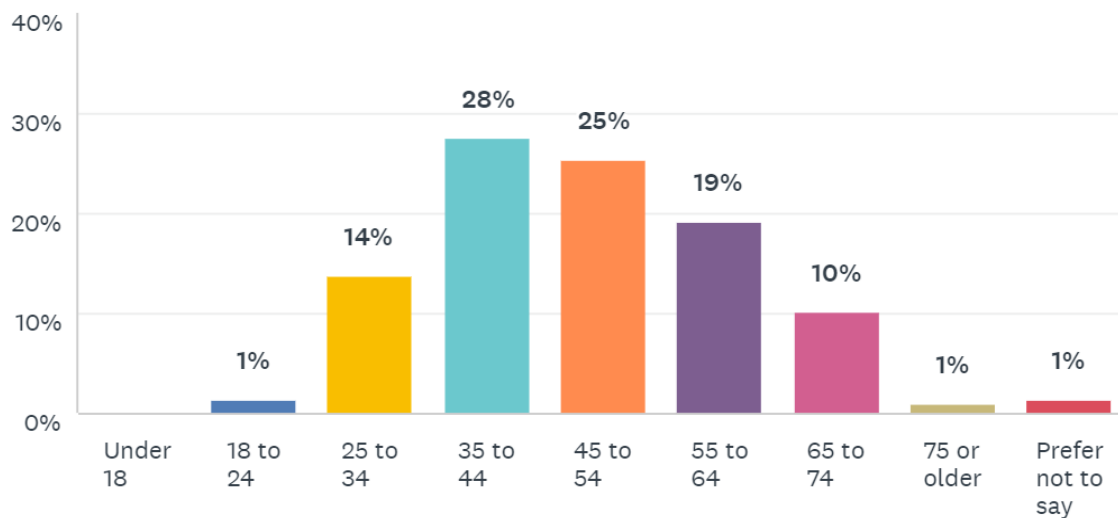
Q1: Where do you live?

Answered: 584 / Skipped: 0



Q2: What is your age?

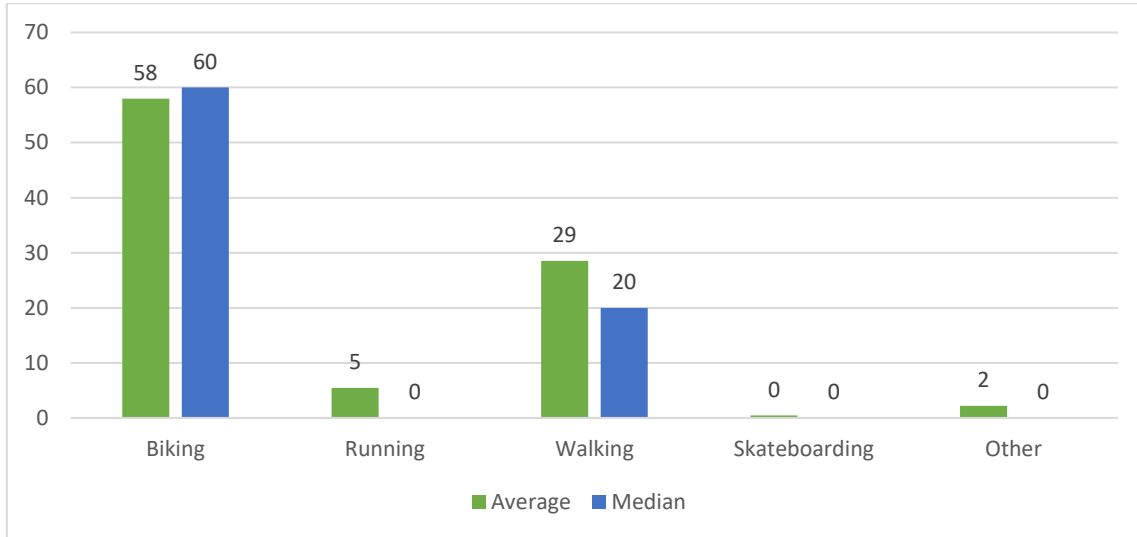
Answered: 583 / Skipped: 1



Q3: Relatively how much time do you spend doing each activity while on the Valley Trail system in the summer?

Please allocate 100 points between the activities to indicate the proportion of time you spend doing each. NOTE: Only numerical data that adds up to 100 can be entered.

Answered: 581 / Skipped: 3

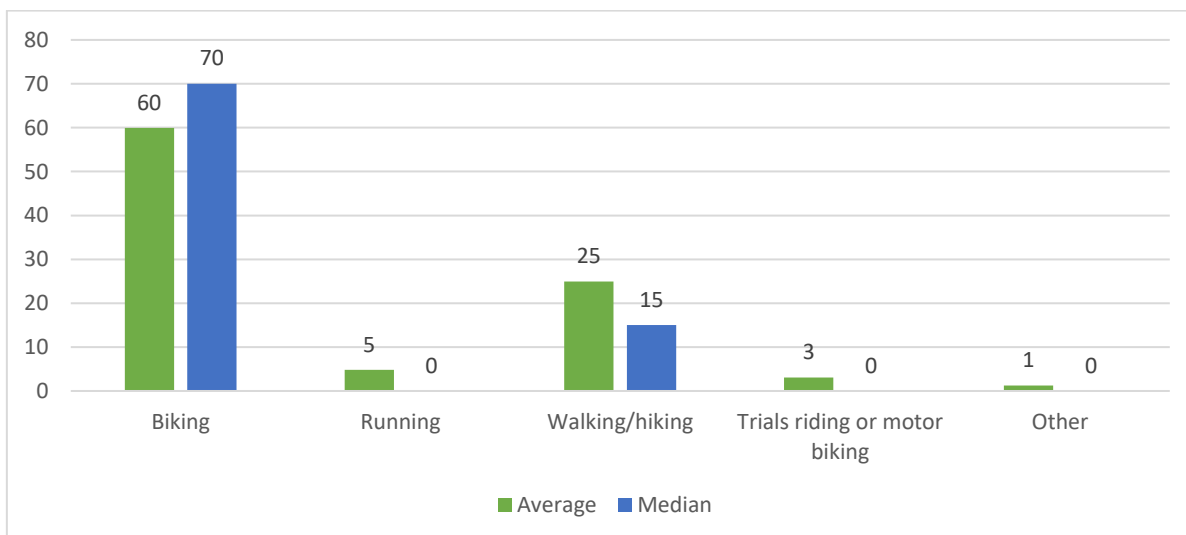


NOTE: Given that input was provided through an e-bike survey and therefore bikers were more likely to respond, it is not surprising that biking represents the most amount of time spent on each type of trail.

Q4: Relatively how much time do you spend doing each activity while on Whistler's off-road trails in the summer?

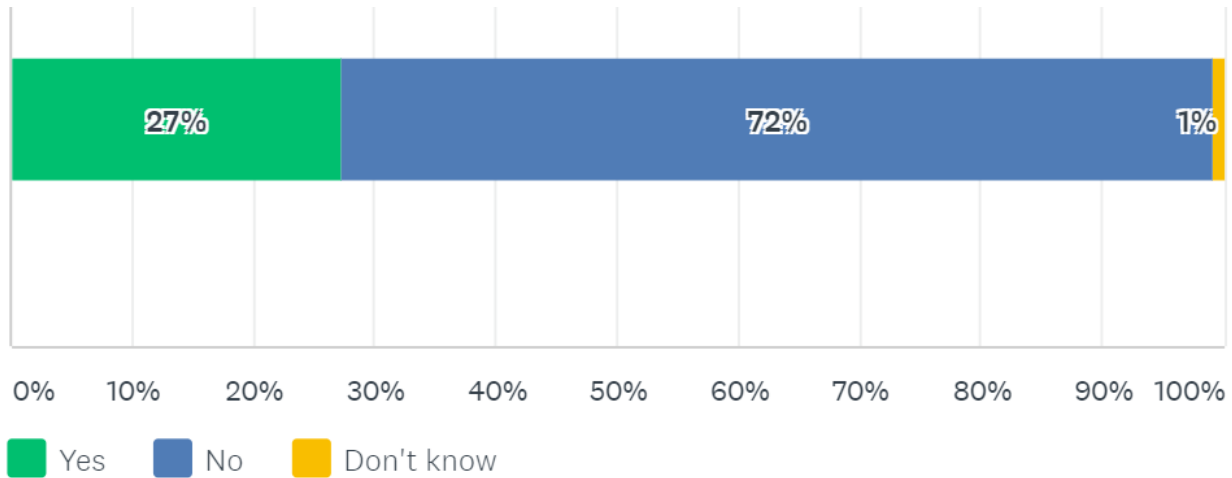
Please allocate 100 points between the activities to indicate the proportion of time you spend doing each. NOTE: Only numerical data that adds up to 100 can be entered.

Answered: 580 / Skipped: 4



Q5: Were you a member of the Whistler Off Road Cycling Association (WORCA) last season (i.e. summer 2018)?

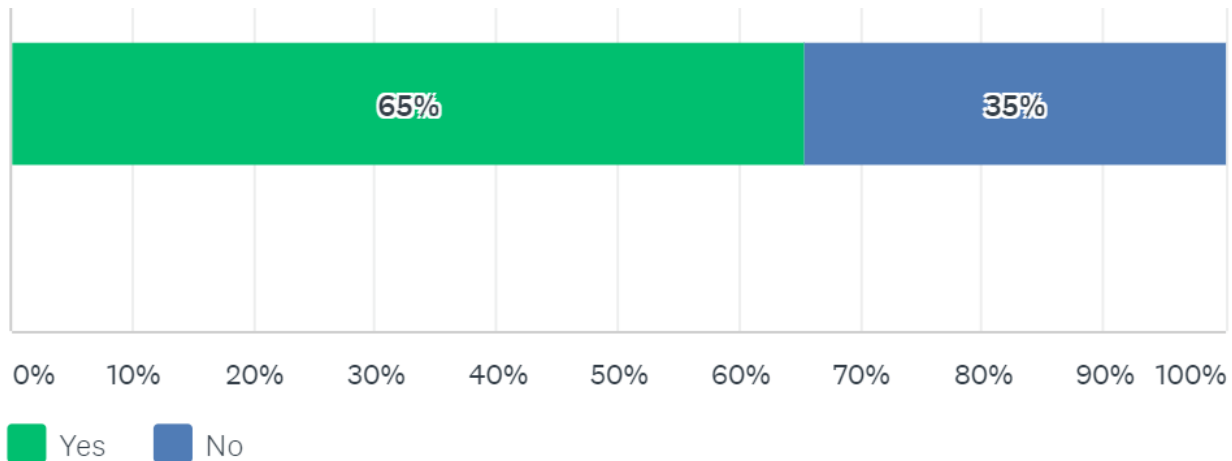
Answered: 584 / Skipped: 0



E-bike and motorized recreation vehicle use

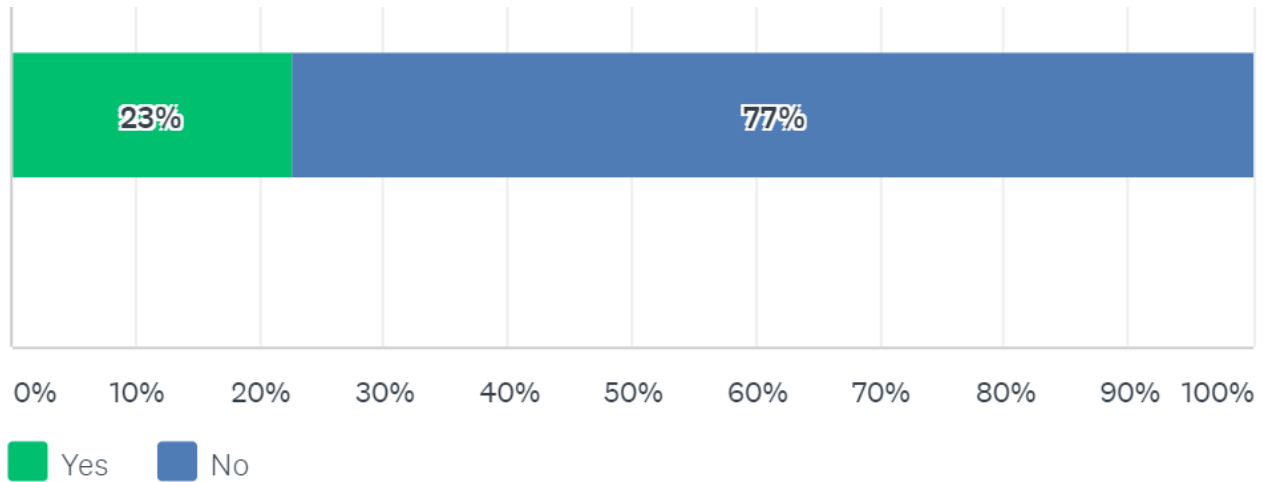
Q6: Have you ridden a Class 1 e-bike?

Answered: 584 / Skipped: 0



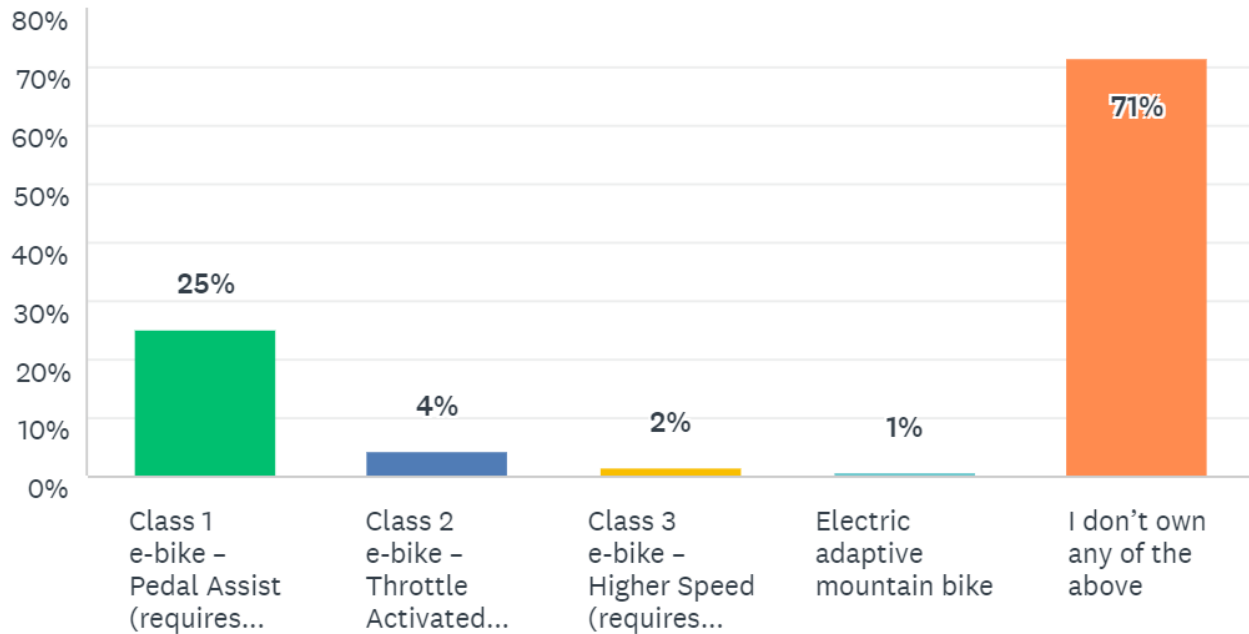
Q7: Do you own a motorized recreation vehicle (e.g. motor bike, trials bike, sled, ATV, quad, etc.)?

Answered: 584 / Skipped: 0



Q8: Do you own any of the e-bikes below? (Select those that apply)

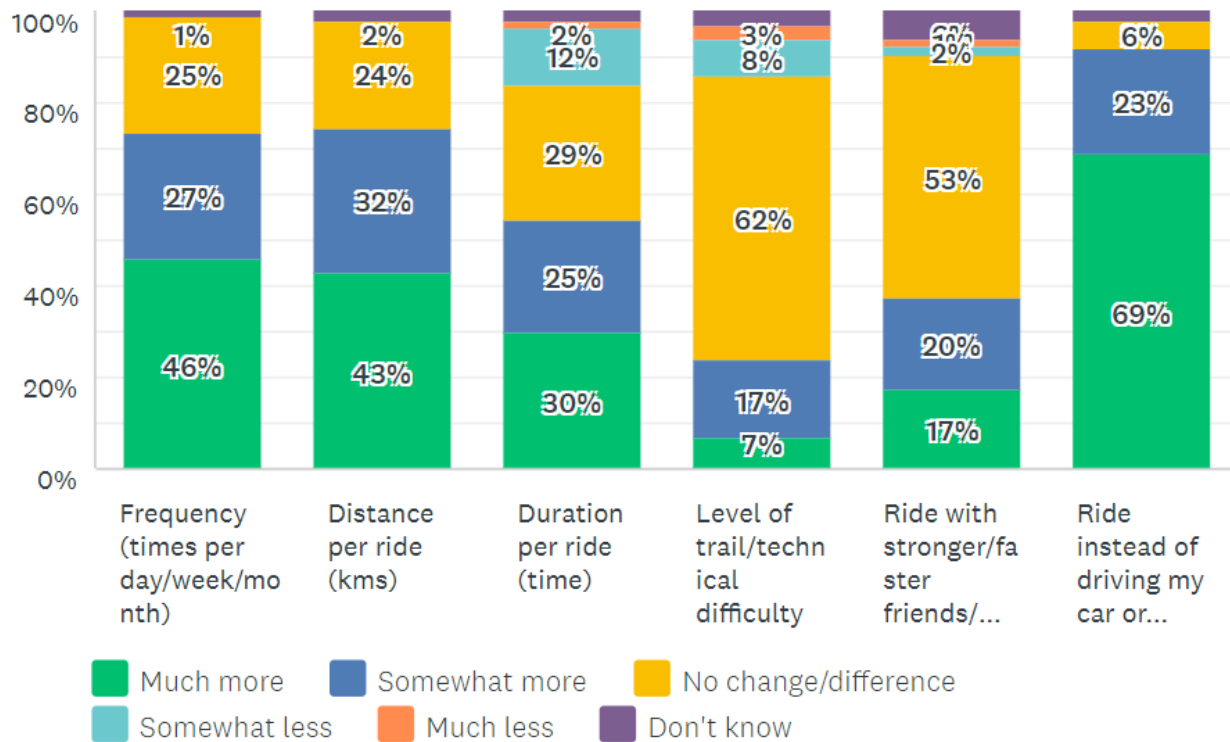
Answered: 584 / Skipped: 0



See Appendix A for e-bike classifications

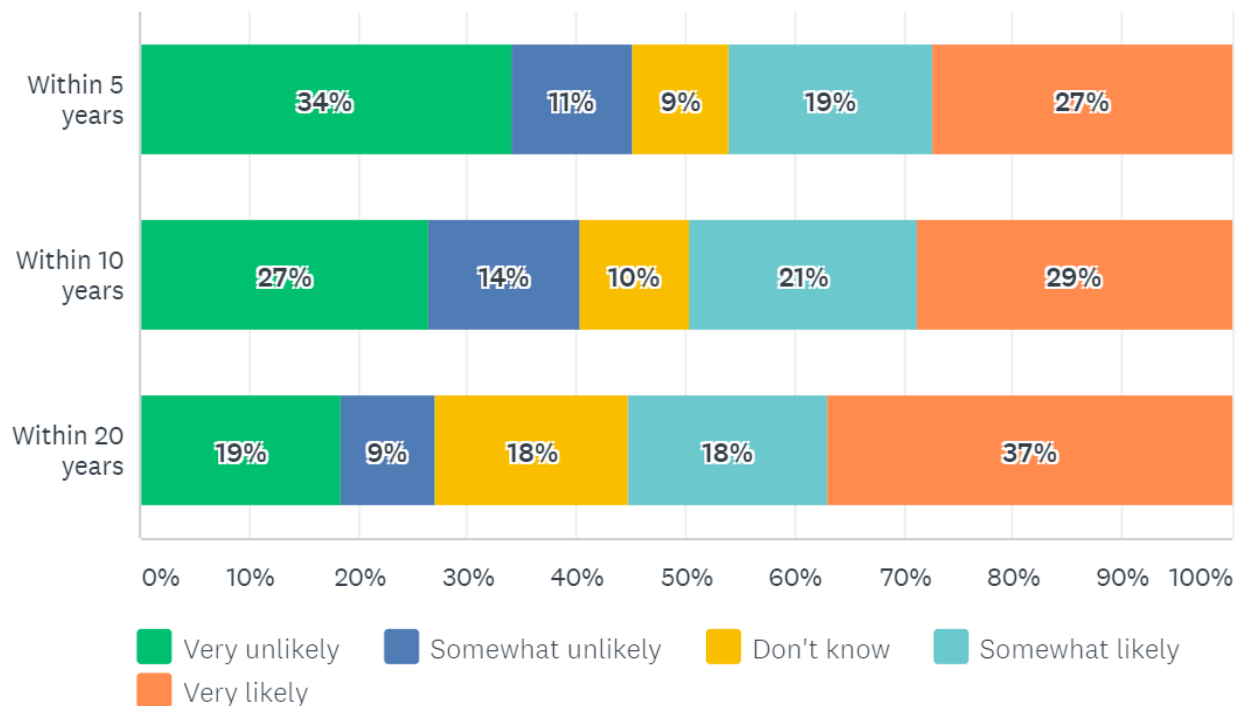
Q9: How does your riding change with your e-bike?

Answered: 165 / Skipped: 419



Q10: How likely are you to consider owning an e-bike in the future?

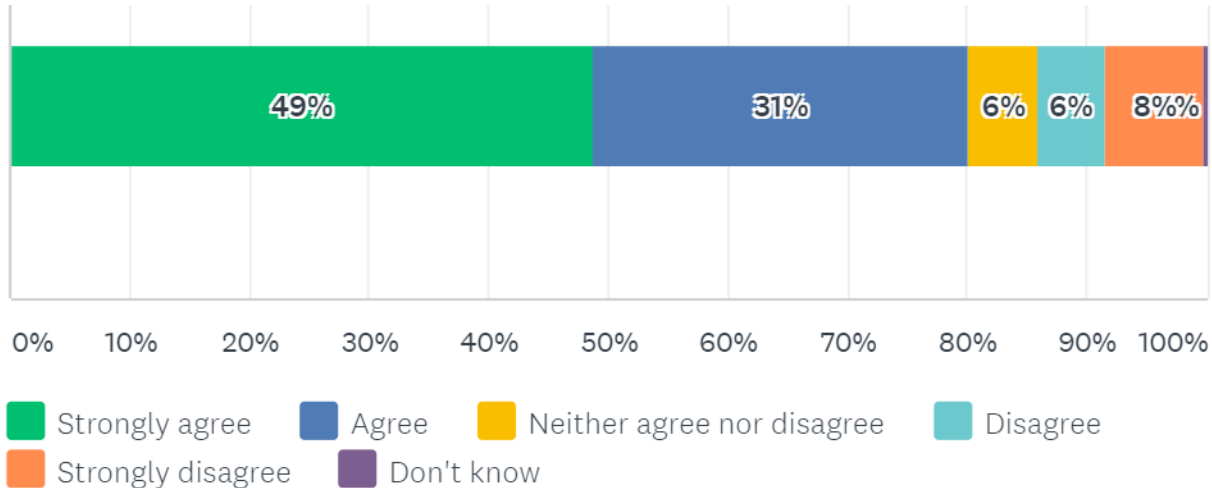
Answered: 443 / Skipped: 141



Valley Trail – Policy Direction Feedback

Q11: Do you agree or disagree with the proposed policy direction to permit Class 1 e-bikes on the Valley Trail?

Answered: 567 / Skipped: 17



Noteworthy:

- The majority (80%) of respondents agreed with the proposed policy direction to permit Class 1 e-bikes on the Valley Trail
- Respondents who have ridden an e-bike were more likely to strongly agree (58%) with the proposed policy direction than those who had not ridden an e-bike (31%).
- Respondents who own a Class 1, 2 or 3 e-bike were much more likely to strongly agree (82%, 73% and 78%) with the proposed policy direction than those who don't own an e-bike (35% of this group strongly agreed).
- Results by respondent age were similar to the results shown above.

Q12: Any comments on the proposed policy direction above related to Class 1 e-bikes on the Valley Trail?

Answered: 194 / Skipped: 389

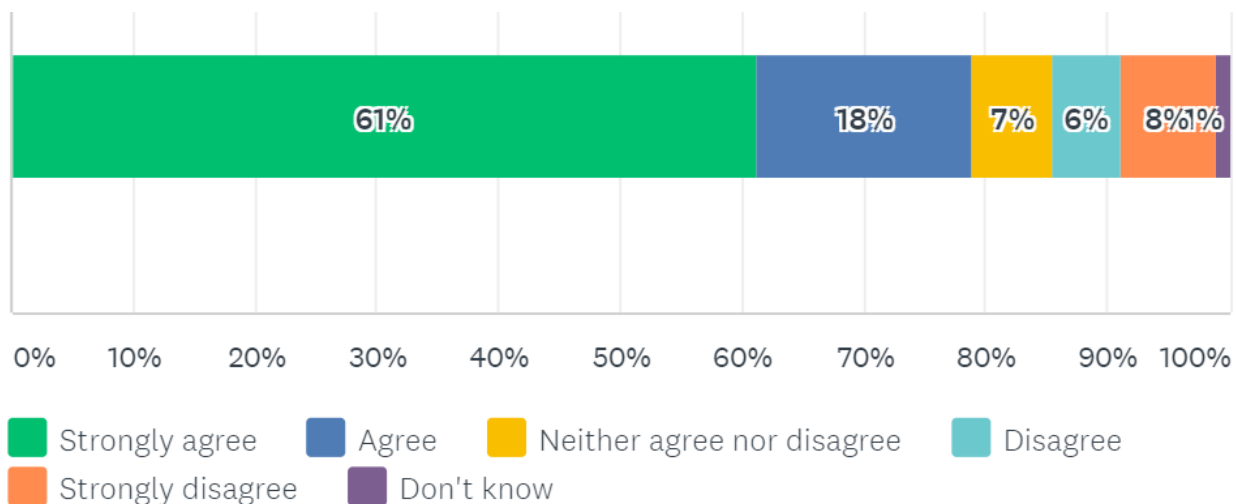
- **Overall safety** of the Valley Trail (VT) was a major concern for the majority who commented:
 - **Speed** was the major concern related to VT safety, generally, and for those concerned about allowing e-bike use. Many recognized that speed is an issue regardless of the type of bike (i.e. it is more a reflection of the type, age and fitness of the rider, than the type of bike being ridden).
 - **E-bike weight** was noted as an additional safety concern, because e-bikes are less maneuverable and therefore more likely to cause collisions, and more likely to cause a larger impact when a collision occurs.
 - **Visitors** (individual and tour groups) were flagged by respondents as generally having less riding experience and therefore posing an additional safety hazard on the VT,

especially when they use e-bikes given the additional speed and weight compared to regular bikes.

- **Education and signage** (about lower speeds, passing etiquette, direction, and dogs and leashes) was suggested most often by respondents as being required to improve overall VT safety
- **Enforcement** was suggested as being required to uphold the policy and promote safety, recognizing that it would be very challenging.
- **Reduced vehicle use** and improved safety (compared to riding on the highway) was cited as a benefit to allowing Class 1 e-bikes on the VT.

Q13: Do you agree or disagree with the proposed policy direction to prohibit throttle activated and/or high-speed electric devices on the Valley Trail?

Answered: 566 / Skipped: 18



Noteworthy:

- The majority (almost 80%) of respondents agreed with the proposed policy direction to prohibit throttle activated and/or high-speed electric devices (including Class 2 and 3 e-bikes) on the Valley Trail.
- Respondents who own a Class 2 or 3 e-bike were much more likely to strongly disagree (62% and 56% respectively) with the proposed policy direction, than those who don't own an e-bike (only 5% of this group strongly disagreed).
- As the age of respondents increased, they were more likely to strongly agree with this policy direction. Fifty percent of the 18-24 age group strongly agreed with the policy direction and this percentage increased steadily to 80% of the 75+ age group.
- For those who had previously ridden an e-bike, results were similar to the chart above, indicating overall agreement with the proposed policy direction.

Q14: Any comments on the proposed policy direction above related to throttle or high-speed devices on the Valley Trail?

Answered: 159 / Skipped: 425

- **Safety related to higher speeds** was the main reason respondents gave for agreeing with the proposed policy direction to prohibit throttle activated and/or high-speed electric devices on the Valley Trail.
- **Regulating speed and behaviour** was suggested as a critical step increase safety on the Valley Trail. Some suggested focusing on this, rather than prohibiting specific devices.
- **Allowing Class 2 e-bikes** that are throttle activated but lower speed (max. 32km/h as per Class 1) was more acceptable than allowing Class 3 e-bikes, which are pedal-assist but higher speed (max. 45km/h).
- **Older e-bikes that are both pedal-assist and throttle-assist** were flagged by many as a necessary exemption. Key reasons were the need to grandfather the purchases made previously by residents and the need for throttle-assistance to push through snow and to carry heavier loads.
- **Reducing vehicle trips and highway congestion** and keeping non-motorized users safer (off the highway) were frequently cited as the main reasons all electric devices should be permitted on the VT.

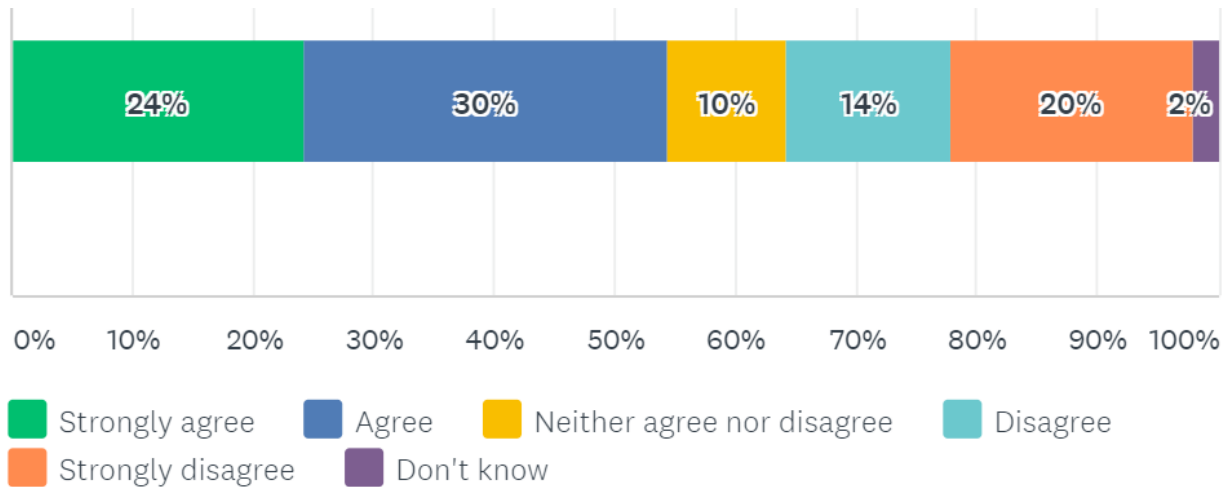
Open House Input

At the March 13 open house, attendees were asked whether they agreed or disagreed with the full set of policy directions related to the Valley Trail. Responses were similar to the survey results with the majority agreeing with the proposed directions: 34 strongly agreed; seven agreed; two were neutral and two disagreed.

Off-road – Policy Direction Feedback

Q15: Overall, do you agree or disagree with the proposed policy direction to permit Class 1 e-bikes in all off-road areas, except the areas listed above?

Answered: 553 / Skipped: 31



Noteworthy:

- Just over half (54%) of respondents agreed with the proposed policy direction; 20% strongly disagreed.
- Respondents in the 65+ categories were more likely to strongly agree with the proposed policy direction; otherwise, age didn't significantly affect the results.
- Results for the following respondent categories were similar to the results shown in the chart above: motorized recreation vehicle owners, e-bike owners, and those with previous e-bike riding experience.

Q16: Any comments on the proposed policy direction above related to Class 1 e-bikes in off-road areas?

Answered: 215 / Skipped: 369

Being exclusive or discriminating according to age and ability was a key theme heard in response to this question. Respondents generally expressed that e-bike users should be allowed everywhere regular bikes are permitted to allow equal access to all riders. Many also indicated their belief that e-bikes and e-bike riders do not have a greater impact on areas and trails than regular bikes and riders.

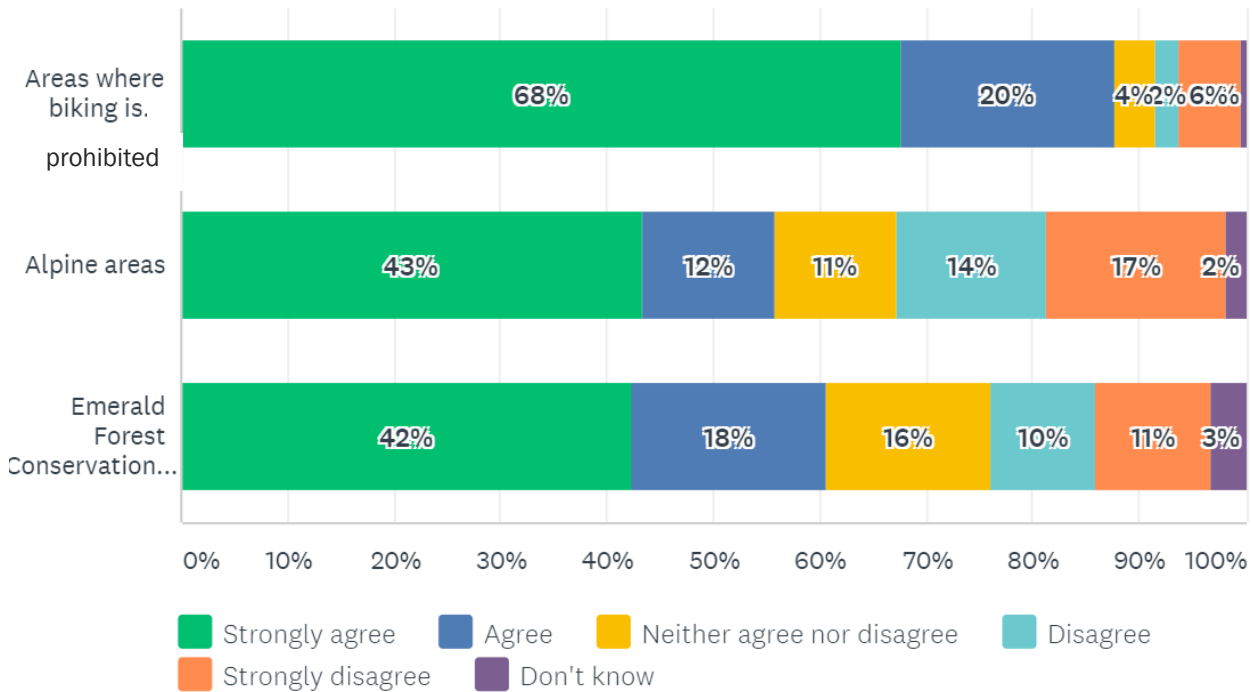
Many of the comments focused on the proposed policy direction to prohibit e-bikes in the alpine:

- Many who opposed the restriction of e-bikes from the alpine, Lord Of The Squirrels and Sproatt area suggested that this discriminated against age and/or ability, and the alpine should be open to everyone.
- Many also suggested that e-bikes don't cause more wear and tear than regular mountain bikes, so if bikes are allowed in the alpine, e-bikes should be allowed too.

- Those supporting the restriction listed the following reasons: wildlife impacts and conflict, overcrowding and degraded experience, increased conflict between riders, and safety of inexperienced riders.
- Some suggested that only electric aMTBs be allowed in the alpine to enable riders with mobility challenges to access the area.

Q17: More specifically, do you agree or disagree that Class 1 e-bikes should be prohibited from:

Answered: 553 / Skipped: 31



Noteworthy:

- The majority of respondents agree that e-bikes should be prohibited from areas where biking is prohibited (e.g. 'hiking only' areas).
- Just over half of respondents agree that e-bikes should be prohibited from alpine areas and the Emerald Forest Conservation area (55% and 60% respectively).
- Not surprisingly, Class 1, 2 and 3 e-bike owners were much more likely to disagree (32%, 36% and 44% respectively) with prohibiting e-bikes in alpine areas. Motorized recreation vehicle owners were also more likely to disagree (33%).
- Results by respondent age and for those who had ridden an e-bike were similar to the results shown in the chart above.

Q18: Any comments on the proposed policy direction above related to the Class 1 e-bikes restrictions?

Answered: 110 / Skipped: 474

The majority of the responses were related to the following themes:

- Suggestions that the policy direction should be more restrictive (i.e. that e-bikes should not be allowed on any off-road single-track trails and be limited to motorized areas only).
- Suggestions that e-bikes (mainly Class 1 e-bikes) should be allowed everywhere regular bikes are allowed to enable equal access for all riders.
- Safety concerns and solutions offered ranging from overall education, directional signage and the need for bells or horns.

Q19: Are there other areas where Class 1 e-bikes should be prohibited?

Answered: 138 / Skipped: 446

Forty-two respondents to this question recommended that e-bikes be prohibited from all off-road trails, except in motorized areas or on purpose-built e-bike trails. Of those identifying other specific areas where Class 1 e-bikes should be prohibited, the following were identified (# indicates the number of respondents)

- Lost Lake trails (12)
- Village and pedestrian areas (9)
- Cheakamus Crossing area trails (6)
- Westside trails (5)
- Valley Trail (4)
- WORCA maintained trails (2)
- Blackcomb trails (2)

Open House Input

At the March 13 open house, attendees were asked whether they agreed or disagreed with the full set of policy directions related to off-road trails. Those who responded were fairly divided: 18 strongly agreed; eight agreed; one disagreed; and 22 strongly disagreed. See [Appendix C](#) for the feedback gathered from the open house posters.

Appendix A: E-bike Classifications

There are three types of e-bikes according to the B.C. e-bike policy:

Class 1 e-bike

A Class 1 e-bike means a bicycle equipped with an electric motor that provides assistance only when the rider is pedaling (pedal assist) and that ceases to provide assistance when the bicycle reaches 32 kilometers per hour and has a maximum continuous wattage output of 500 watts. A Class 1 e-bike is classified as a Motor Assisted Cycle (MAC) according to the provincial Motor Vehicle Act.



Class 2 e-bike

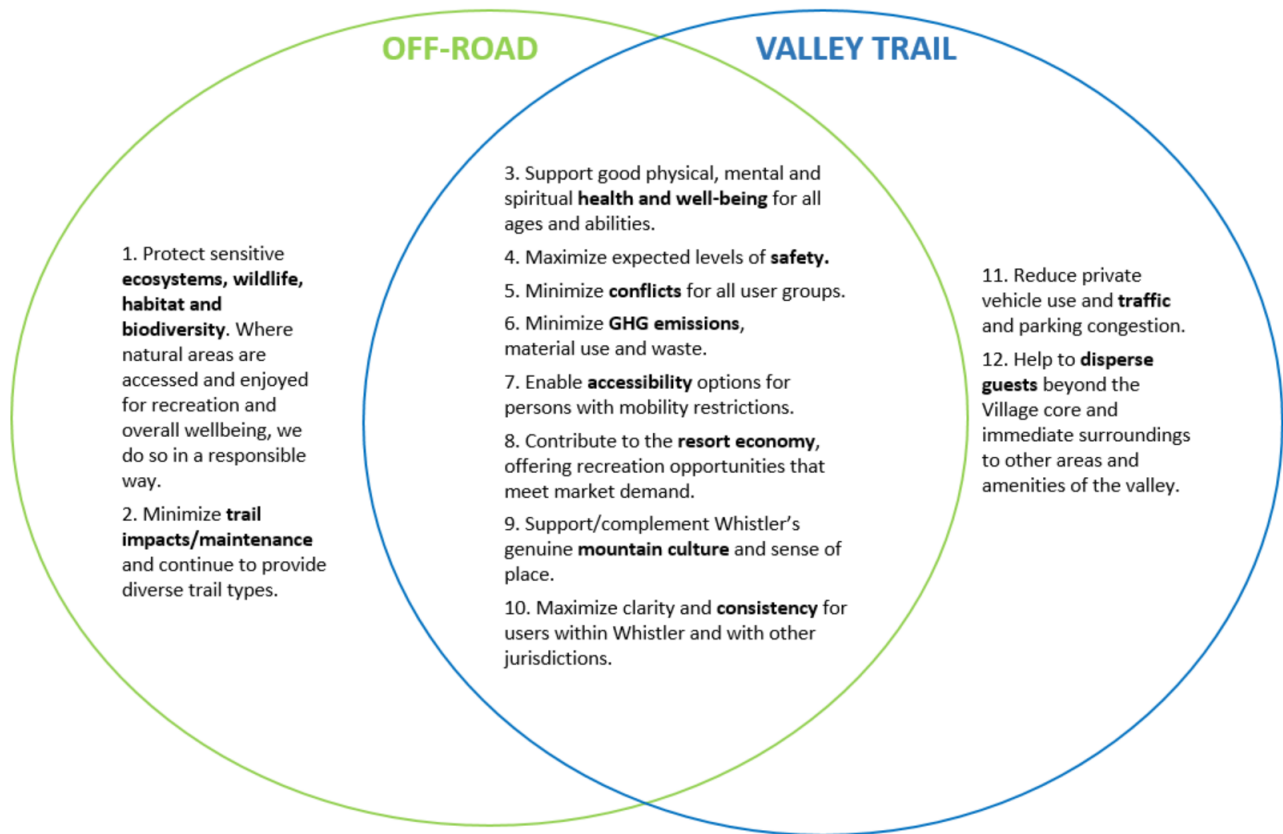
A Class 2 e-bike means a bicycle equipped with an electric motor that can be used exclusively to propel the bicycle (throttle equipped) and that ceases to provide assistance when the bicycle reaches 32 kilometers per hour. A Class 2 e-bike is classified as a Motor Vehicle.

Class 3 e-bike

Class 3 e-bike means a bicycle equipped with an electric motor that provides assistance only when the rider is pedaling (pedal assist) and that ceases to provide assistance when the bicycle reaches 45 kilometers per hour. A Class 3 e bike is classified as a Motor Vehicle.

Appendix B: Project Objectives

The e-bike project objectives below were developed by the project team and were reviewed and supported by stakeholders in phase 1 of the project. They were used to inform the development of the proposed policy directions in phase 2, and they will continue to guide policy development in phase 3.



Appendix C: Open House Poster Input

This appendix presents the input gathered at the March 13 open house. The input was also summarized in the body of the report along with the online survey input.

Project Objectives

OFF-ROAD OBJECTIVES

Comments:

- There is no way sensitive habitat can be accessed responsibly and it must be left inaccessible.
- Ebikes do not damage trails or damage wildlife any more than regular mountain bikes.
- Ebikes are probably friendlier on the environment.
- Somewhat agree, and we can do this with more trails to disperse people over a larger trail network.

OVERLAPPING OBJECTIVES

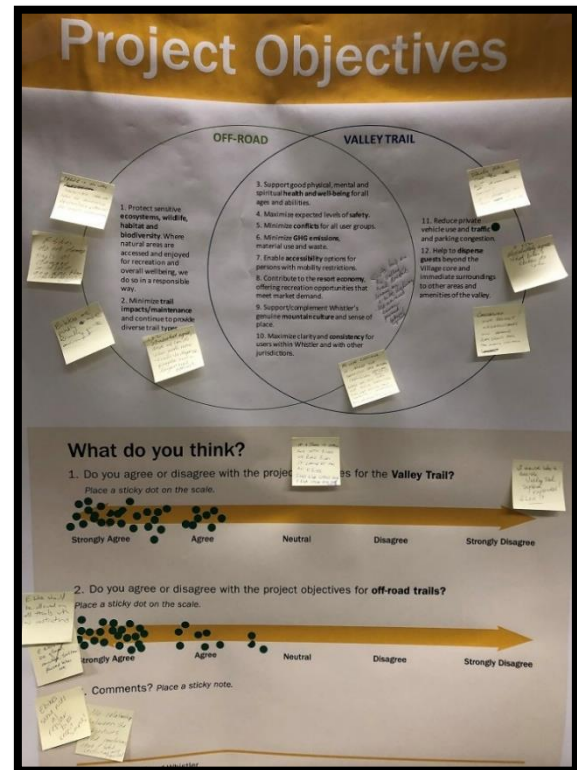
Comments:

- As long as the valley trail doesn't become an e-bike highway that over runs human-powered bikers/cyclists.
- As with everything in Whistler our capacities are already challenged. What are the trail capacities? Worse, our OCP does not define capacities, does not define how capacity is measured, does not define how it is managed.

VALLEY TRAIL

Comments:

- Valley trail for rec use not a commuter conduit. If it becomes too busy it will no longer be comfortable to use.
- Absolutely agree that bikes and ebikes do reduce traffic and disperse guests
- Concerned our resident neighbourhoods will become playground for too many visitors



Do you agree or disagree with the project objectives for the Valley Trail?

Count:

- 25 strongly agree
- 8 agree

Comments:

- If a trail is open for mountain bikes or road bikes, then it should be for an ebike. Road bike and ebike speed are the same.
- I would like to see the valley trail system expanded. I love it.

Do you agree or disagree with the project objectives for off-road trails?

Count:

- 22 strongly agree
- 7 agree
- 3 neutral

Comments:

- No relationship between the objectives and conclusions that e-bike restrictions are required.
- Ebikes should be allowed on all trails with no restrictions.
- Ebikes should be allowed anywhere traditional powered bikes are.

Valley Trail Proposed Policy Directions

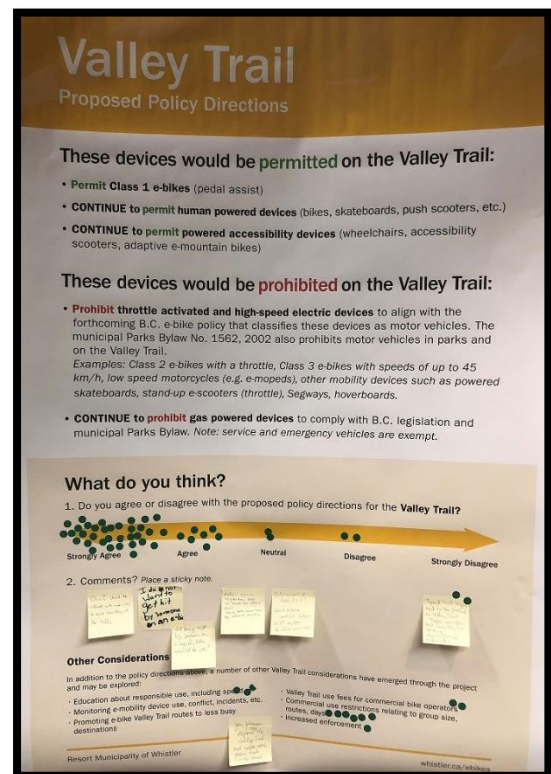
Do you agree or disagree with the proposed policy directions for the valley trail?

Count:

- 34 strongly agree
- 7 agree
- 2 neutral
- 2 disagree

Comments:

- Class 2 should be allowed with the same rules to ensure consistency of traffic.
- I do not want to get hit by someone on an ebike.
- Being hit by someone on a regular ebike would be okay?
- Enforce bylaws regarding dogs on leash on valley trail seeing more near bike-dog collisions recently.
- Enforce current bylaws on VT system let alone new ones
- 3 x Speed limit signs need to be posted on valley trail. People often don't know they are speeding. How will this be enforced?



OTHER CONSIDERATIONS

- 3 x education about responsible use including speed
- 2 x Valley Trail use fees for bike operators
- 6 x commercial use restrictions relating to group size, routes, days

- 1 x increased enforcement

Comments:

- Yes, please expand the valley trail and create more green trails in the forest.

Off-Road Proposed Policy Directions

CLASS 1 EBIKES

Comments:

- 4 x RMOW has no jurisdiction beyond muni boundary which ends at Stonebridge + doesn't include alpine areas
- 2 x Don't agree. What data says ebikes would have any different impacts on Sproatt/Rainbow Trails compared to regular bikes?
- Will those using the MTBs require a special permit to be attached to their bike?
- Thank you for considering adaptive bicycle users in your policies

Do you agree or disagree with the proposed off-road ebike policy directions on the adjacent poster?

Count:

- 18 strongly agree
- 8 agree
- 1 disagree
- 22 strongly disagree

Comments:

- 2 x Equal rights for XC and e-bikers
- Agree, but will adaptive management approach be taken. Closed now – Opened Later.
- Only allowed on RMOW maintained trails
- Why only the access road?
- 3 x If Emerald forest is sensitive, ban all bikes.
- Agree!! If the alpine and Emerald is so ecologically sensitive then close it to all bikes
- Ebikes should be allowed wherever XC bikes go. Otherwise, close these areas and leave to hikers alone.
- Class 1 allowed on all trails.
- Ebikes should be allowed on all trails with no restrictions.

Off-Road Proposed Policy Directions

CLASS 1 E-BIKES

Permit in all off-road areas, except:

1. Areas where biking is currently prohibited (e.g. "hiking only" trails).
2. Alpine areas, including the Sproatt/Rainbow Alpine network above the Flank Trail. Note: E-bikes would be permitted on the Flank Trail.
3. Emerald Forest Conservation Area. Note: E-bikes would be permitted on the access road connection between Lorimer Rd and Alta Lake Rd.

CLASS 2 AND CLASS 3 E-BIKES

These are classified as motorized vehicles according to the forthcoming B.C. e-bike policy and as such they will be:

- Permitted on roads, forest service roads and off-road trails with a specific motorized designation. Note: Currently, no trails in the Whistler area have this designation.
- Prohibited on all off-road trails designated for non-motorized use. Note: The municipal Parks Bylaw No. 1562, 2002 also prohibits motor vehicles on municipal trails.

ELECTRIC ADAPTIVE MOUNTAIN BIKES

Electric aMTBs* are exempt from e-bike restrictions according to the forthcoming provincial e-bike policy and as such they will be:

- Permitted on all off-road trails where bikes are permitted. Note: Adaptive e-mountain bikes are typically wider devices and therefore are limited to trails that are wide enough to accommodate their use.

*aMTBs that have electric motors are exempt from e-bike restrictions as long as they meet the following criteria: (1) must have three or four wheels; (2) must have the ability to propel the aMTB with hand cranks when without electric power; (3) the maximum control power wattage is set at 800W or less; and (4) the aMTB may have pedal assist and/or direct throttle.

Alpine areas

Alpine areas require careful management and monitoring, and recent wildlife issues are not well understood, but are being examined. For these reasons, a precautionary approach is recommended at this time.

Emerald Forest

The Emerald Forest is a Council-approved conservation area where conservation is valued over recreational interests. The proposed policy direction supports conservation and reflects Whistler's priority of protecting natural areas.

Class 2 and 3 e-bikes

Class 2 and 3 e-bikes are classified according to the forthcoming B.C. e-bike policy as motor vehicles and are not appropriate for use on recreation trails. The proposed policy directions are aligned with the provincial classification and regulations.

Other considerations

In addition to the policy directions above, a number of other considerations have emerged through the project and may be explored:

- Implementing a test period and monitoring program
- Clarifying preferred direction of travel by installing more directional signage on trails and other communications including Trailforks
- Implementing trail use fees for commercial operators
- Providing and promoting specific off-road e-bike rules
- Clarify preferred use areas for adaptive electric mountain bikes

What do you think?

1. Do you agree or disagree with the proposed off-road e-bike policy directions on the adjacent poster?

2. Comments? Place a sticky note.

Strongly Agree Agree Neutral Disagree Strongly Disagree

Resort Municipality of Whistler

- Outlawing Class 1 is age discrimination
- Class 1 ebikes should be able to go anywhere.
- 2 x Ebikes and their riders should be given equal rights to the trails in the alpine.
- Limiting use in the alpine is questionable. Impact studies I've read show similar levels for e- and non-e bikes. Issues worth considering - one people only getting into the alpine because of the ebike.
- Directional trails should be a major consideration for improving any safety concerns with ebikes. This is the same for regular ebikes going downhill.
- Create a speed limit of 15 kph no matter what bike you're on.
- Enforcement is impossible so the fewer regulations and rules the better.
- 2 x You want to help the environment police to Explorer 2000's on River of Golden Dreams.
- If you are going to not allow class 2 on valley trail you need to create trails for them.
- Education, cooperation and curtesy is what is needed. Not segregation.

ALPINE TRAILS

Comment: Alpine area not efficiently managed at the moment (Lord Of The Squirrels – number vs forecast). Enforcement? Who? How?

OTHER CONSIDERATIONS

Comments:

- Would absolutely like to see epic off-road rides guided or unguided
- I like the idea of travel direction
- implement and review then adjust as needed

Current Context

E-BIKES ARE HERE TO STAY

Comments:

- Enforcement very difficult and would be a bad experience for all
- Let's get in front of e-bikes and manage it! Review and adjust as needed

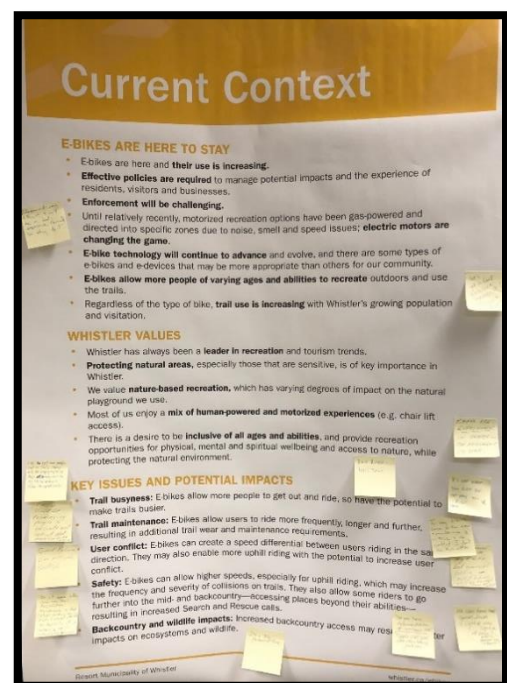
WHISTLER VALUES

Comment: Ebikes are everywhere in Europe... the argument is over

KEY ISSUES AND POTENTIAL IMPACTS

Comments:

- Build purpose built trails
- It's not what you ride but the way you ride
- To say that e-bike causes further wear and maintenance is untrue + re conflict I don't see this either
- I go slower up hill on my e-bike but younger riders w/o e-bikes still go faster than me uphill



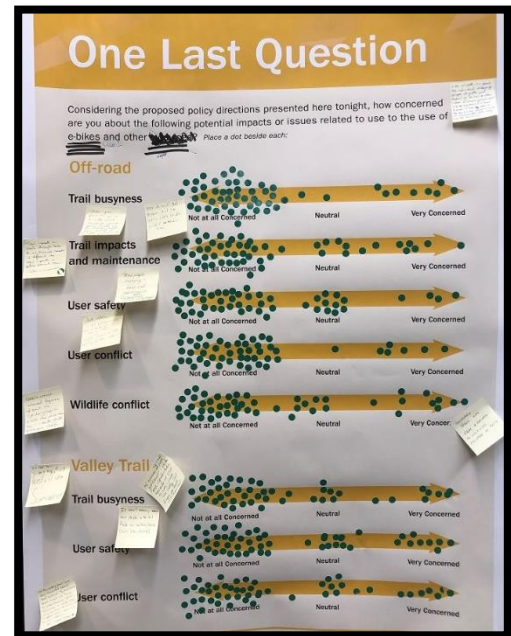
- We can have trail speed limits and right of way signage (e.g. bikes yield to pedestrians and bears)
- Do you have documentation of increase SAR? People call SAR also when hiking you know!!!
- +ve to get more people out on trails. Many will be simply replacing their regular bike by e-bike and will follow the speed limits
- RMOW should be encouraging people to recreate not restrict old people from going places
- Good policies can mitigate conflicts
- Do not agree e-bikes cause more trail degradation. My experience is less wheel skidding on flats and climbs with e-bike. On downhills it is entirely up to rider/ability technique.

One Last Question

Headline

Comments:

- Like all sports, it is about the individual following proper etiquette and respecting the trail and other users. I almost get hit while hiking by downhill bikes and same is true when on the ski hill by ignorant skiers or snowboarders. But they are the minority.



Off-road Trail Busyness

Dot count:

- 45 not concerned at all
- 2 neutral
- 8 very concerned

Comment:

- Yes it will get busier but has very little to do with e-bike vs regular bikes

Off-road Trail Impacts

Dot count:

- 41 not concerned at all
- 8 neutral
- 6 very concerned

Comments:

- When you plan to go on a ride just because you are going faster on an ebike doesn't mean you'll do 3 laps. I still ride the same distance.
- Trail impacts on trails through lens of maintenance needs is different to trail impacts on areas around them – later is a concern.
- More people enjoying = more trail maintenance. Please RMOW, keep increasing the budget for this.

Off-road User Safety

Dot count:

- 35 not concerned at all
- 11 neutral
- 4 very concerned

Comment:

- Not bothered by the e-bike users being safe, might impact on the safety of other riders.

Off-road Wildlife Conflicts

Dot count:

- 31 not concerned at all
- 9 neutral
- 10 very concerned

Comments:

- Concerns around increase frequency of trail use (people doing 2 laps on e-bikes when would have done 1 = double potential disturbance on wildlife.
- Higher speed may create a hazard to wildlife, children, pets.

Valley Trail busyness

Dot count:

- 34 not concerned at all
- 7 neutral
- 8 very concerned

Comments:

- On the trail it will going to get busy a bit in the summer.
- Of course, the trails will get busier – e-bikes and regular bikes because we love to ride and walk the valley trail. I hope you build lots more trail.
- It doesn't necessarily mean more people on the trail. People are switching device (regular bike to ebike).

Valley Trail User Safety

Dot count:

- 36 not concerned at all
- 12 neutral
- 9 very concerned

Comments:

- None

Valley Trail User Conflict

Dot count:

- 34 not concerned at all
- 10 neutral
- 7 very concerned

Comment:

- On the valley trail I am very concerned about user conflict. My kids have been almost hit twice by bikes travelling uphill. Education of ebike users along the trail, to locals, and at ebike rental stores will be very important. But I support ebikes.