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Comments: My experience as a Bike Patrol volunteer with the Sunriver Police Department, and a trail volunteer with the Central Oregon Trails Alliance has given me insight to the perspective that integration of traditional and pedal assist bicycles can be successful, as long as certain restrictions are imposed. Most E-bikes are constructed with some form of peda assist modulation: Cadence sensors (which trigger motor assist at fixed levels), trigger or grip- twist throttles which add variable assist to pre selected PAS levels, and torque sensors which add motor assist based upon the effort that the rider exerts on the pedals.

Unfortunately, speed control software is easily modified via internet apps easily downloaded to the E-bike controller. Many jurisdictions,including Sunriver, require that only Class 1 E-bikes are permitted. Class 2 E-bikes may be converted to Class 1 by the removal of the throttle as this restricts the bike to pedal only with a 20 mph restriction. A throttle restrictor is shown as an attachment to this commentary.

ATTACHMENT: Image of throttle restrictor

The additional weight of an E-bike adds momentum and tread erosion on single track trails... thus "jumps" and sharp turns should be carefully limited on the trails supporting E-bike usage. Additionally, helmet use should become mandatory for all E-bike riders, and Oregon's minimum age 16 for motorized vehicle operation must be enforced

If these restrictions are implemented, E- bikes pose no significant impact to trail maintenance and user conflicts