Data Submitted (UTC 11): 9/25/2020 6:17:00 PM
First name: Ryan
Last name: Goff
Organization:
Title:
Comments: To Whom it may Concern, I must first disclose that I work in the bicycle industry, for one of the largest bike, and E bike manufactures in the world. While I'm not speaking in any official capacity, it's important to understand that my employment certainly affects my views. What it's given me the opportunity to do is to meet fellow riders around the world. To spend time riding bikes with them in Europe, Asia, and the USA. It's given the the opportunity to ride a nearly uncountable number of bikes; from Ebikes, to mountain bikes, city bikes. Nearly any flavor of 2 wheels with pedals. For additional context, I've also developed a love the last 2 years for riding dirt bikes. I'm encourage the Forest Service to allow any Class 1 ebike on any trail that mountain bikes are currently allowed on. The user experience is nearly identical between the ebike and standard mtb. In class 1 the speed differential is inconsequential to other trial users. For example, I assume you are familiar with Strava and KOMs. I took a friend out to ride a class Salt Lake Trail, it was his first time on an ebike. This guy is an avid rider, above the median in speed up and down. We decided to see how fast we could climb on segment of the trail. We put our bikes in full assist and pushed as hard as we could..the result. We were 2 seconds slower than the KOM on the trail. 2 Seconds, slower. The reality is fast riders will be fast, slow riders will be slow. And most of us will fall inbetween. There's no difference in trail erosion from the Emtb to the regular MTB. They are not dirt bikes. I cannot inflict the same damage or speed on my emtb as I can on my dirt bike. It's night and day. I encourage the Forest Service to draw a clear line in the sand between Class 1 & Classes 2/3. Class 2/3 bikes SHOULD be restricted to motorized trails, while class 1 should have the same access as any out bicycle.