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Organization:

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Comments: I have been hiking, riding, and helping to maintain many miles of our local trails for more than 24 years. During that time, I have observed a substantial change in the amount and types of uses. There has been a fairly recent but increasing appearance of class 1 pedal-assist e-bikes on trails both where they are allowed (e.g. Hartman Rocks) or not explicitly allowed (most of the USFS trails).

I have yet to observe or hear from others about even a single occurrence of any kind of problem or negative impact due to their use of the trail system. From my observations, they do not have any impacts different from a human-only powered bicycle. Acceptable behavior and trail etiquette is unrelated to equipment. Actually, the riders I've met on class 1 e-bikes typically seem even more polite and considerate than some of those on human-powered bikes.

Not only do they allow access to some who otherwise might not take advantage to our natural assets, for example, due to the age of the rider or elevation and/or grade of the trail (most of which are both high and steep in our area), but they also seem to be spreading the load to some of the underutilized trails which helps reduce the traffic on some of the most popular and heavily trafficked routes.

I strongly support treating class 1 pedal-assist e-bikes the same as a non-motorized bicycle and for them not to be considered a "motor vehicle". In my opinion, they are an effective and appropriate way to utilize our trail assets.