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Title:

Comments: Sound pollution in the Black Hills is already a major ecological issue. Between helicopter tourism and motorcycle noise during the rally, the most isolated parts of the wilderness have already been penetrated by unnatural sound. While E-bikes are much quieter than traditional motorized vehicles, most are still in the decibel range of a washing machine (around 80 decibels). Because different e-bike motors are responsible for different levels of sound output, noise should be a factor in deciding which e-bikes are allowed to travel where.

Regardless of class designation, if any e-bike allows the general public (especially one time users, ie. out of state tourism) to access sensitive wilderness areas that were not previously attainable by foot or non-assisted bicycle, then restrictions should be placed on those trails to disallow e-bike use altogether. Further, I see no reason that class 2 or 3 e-bikes should be considered under any circumstance other than urban transportation, as they are essentially electric motorcycles with throttles that can be operated independently from pedaling. These bikes should only be allowed where other motorized vehicles can currently operate. E-bikes have a place in the Southern Hills, but only in circumstances where their use can eliminate other more harmful vehicle congestion on roads and in urban areas. Thanks for your consideration.