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Comments: Consideration for the classes of ebikes for use on trails with a motorized designation is appropriate. What is not appropriate, is allowing ebikes of any size on non-motorized trails - nor creating special trails for that class. By definition alone, these are motorized vehicles. Just because they use electricity instead of an internal combustion engine, this should not give them special standing to use non-motorized trails or that we waste resources on ebike only trails.

A 2019 Brigham Young University study found dramatic differences in rider capability on pedal bikes compared to e-bikes. Using a powered bicycle with just a third of the allowable booster force, riders completed a 5.5-mile course with 50 percent faster speed and significantly lower heart rates than those relying on their leg strength alone. That was with a 250-watt e-bike, one-third the capacity of full-strength 750-watt e-bike boosters.

This study alone speaks volumes about the capabilities these motorized vehicles introduce. They may not provide much more trail wear than a normal bicycle (which I would find hard to believe), but we will absolutely see more wear as the volume of traffic taking advantage of the ability to use non-motorized trails and the distances they can cover. Do not allow them on non-motorized trails.