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First name: Scott

Last name: Silvers

Organization:

Title:

Comments: Hi - I'm in support of revising the definition of ebikes, specifically Class 1 e-assist mountain bikes to allow their use on existing mountain bike trails. I've been involved in the Michigan Mountain Bike Association for over 30 years, and have built, maintained, and managed two trail systems in Southeastern Michigan. I've plenty of empirical evidence to conclude that introducing e-assist mountain bikes to existing mountain bike trail systems will have no ill effects to the trail surface and not jeopardize it's long term sustainability. We've learned a lot about e-bikes since the original legislation drafted, which prohibited their use, and the ebike is essentially as impactful to trails, as a standard un-assisted mountain bike. Moreso, the technology is really getting very good at the 'e-assist', where the bikes' assist is applied at the pedals in a very precise manner - this is why e-assist mtb's effect on trails surface is no different from a non assisted mtb- the technology is this good. What e-assist mountain bikes also do, is allow older riders (like me) - who have plenty of disposable income - to keep riding mountain bike trails, and travel to destination trails where these disposable incomes bolster local economies that invest in trail systems to attract tourists. It's literally a win-win, for it will allow people to continue to participate in a sport that's become a lifestyle. Which brings about the point that the e-assist mountain bikes will become ever more common and popular as our sporting population ages. The mountain bike demographic is aging, and revising legislation to accomodate that is a wise move. I support any language that will allow e-assist class 1 mountain bikes on existing mountain bike trails.