

Data Submitted (UTC 11): 10/7/2020 3:29:47 PM

First name: Dave

Last name: Pulliam

Organization:

Title:

Comments: Class 1 e-bikes should fall into the same category as bikes and mountain bikes. The motor is not the primary power and their footprint on terrain is materially the same as standard bikes. Biking is a great way to exercise and spend time outdoors. Many areas suitable for biking require an existing high level of fitness or physical capabilities leaving many without access. Class 1 bikes can assist with augmenting fitness or help the those with physical limitations access to many areas that would otherwise be unavailable. This would be a more inclusive policy and allow more people to exercise, rehab, gain a higher level of fitness, or accommodate for an injury or physical issue. Class 1 should have the same access as existing bikes. There is not a material difference to the environment but a material improvement in increasing access for many people.

Class 2 could be used on similar trail systems, their footprint is slightly greater but could aid those with physical disabilities. The fitness and rehab benefit is less but they could provide accessibility to those that otherwise would not be able utilize the trails/paths. Class 2 should be allowed on harder surface areas. There is no footprint downside and could reduce vehicle traffic, carbon emissions, and offer a source of exercise.

Class 3 is basically an off road vehicle but without the gas engine. The footprint is more damaging than Class 1 and 2 but could provide access to areas where motorcycles or similar vehicles are used. The torque, speed, and acceleration rate can displace vegetation and soil leading to additional erosion and damage issues. Their increase in speed also hampers their ability to coexist with hikers, Bikes, Class 1 ebikes, Class 2 ebikes, or equestrian activities.