

Data Submitted (UTC 11): 10/8/2020 5:47:39 PM

First name: Chris

Last name: Ray

Organization:

Title:

Comments: I agree with the decision to review trail usage to allow ebikes. Many people who visit our local trails might not have the fitness level, or be acclimated to the elevation that comes with high mountain trails. There are also those who might be elderly or have a disability that limits their ability to exert high levels of effort to enjoy the more rugged trails we have in Colorado. In addition, those of us who live in my town, often try to bike to the trails versus shuttling with multiple vehicles. Often the road to and from the trail is longer and more grueling than the trail itself. Being able to take an ebike would be more environmentally friendly as it would reduce cars on the roads and congestion at limited trail head parking areas. Currently you can take an ebike to the trail head but then have to park it and walk to enjoy the scenery. You also then have to do an out and back versus taking the trail all the way through. Being able to continue with an ebike opens a lot more options for recreation.

I also think that ebikes should be allowed wherever other winter recreation devices are allowed. (fat bikes (non motorized trails), snowmobiles (motorized trails), etc.)

I think one additional classification of ebikes should be added to include those that can enable throttle only assist, so long as they are limited to the same speeds as the class 2 & 3. This is more a function of not limiting manufacturing flexibility, where the usage would be the same as the Class 1-3 ebikes. Having the ability to use a throttle to get down the highway or forest 4x4 road, then convert to peddle power on the trail and then throttle back home would be a nice capability.