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Comments: Class 1 e-bikes should be categorized as regular mountain bikes and, therefore, have the same access and restrictions as all other mountain bikes. While there is a pedal assist motor in class 1 emtbs, the functionality of the system is more akin to the evolution of mountain bike technology in general than a "electric dirt bike". Riding a class 1 emtb on trails is essentially the same experience as a standard mountain bike but with a slight "push" on uphill sections. Just as modern mountain bikes offer the rider a higher level of efficiency compared with the technology of 25 years ago, a class 1 emtb allows a rider to cover terrain with less pedaling effort while still requiring all of the same elements of riding. The fundamental skills of bike handling are virtually identical yet Class 1 emtbs can offer greater access to allow more people to exercise, rehab, gain a higher level of fitness, or accommodate for age or injury. This would be a more inclusive policy rooted in the reality of the capabilities and function of these bikes.

Class 2 and 3 bikes are of a different nature. The throttle on a class 2 bike alters the functionality greatly. I can not endorse the same access to all mountain bike trails as I would with class 1. However, for those with physical disabilities, Class 2 should be allowed on harder surface areas.

Class 3 is an "electric dirt bike". The downsides that are frequently, and erroneously, used in arguing against class 1 emtb access are applicable here. The power, weight and speed of these machines can cause erosion and other trail damage and limit the ability to handle the vehicle on many mountain bike trails. The functional riding experience on a class 3 is much like a motorcycle and it should be treated as such.