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Organization:

Title:

Comments: I am an avid hiker and mountain biker and a twenty plus year diabetic. Hiking and cycling have been keys to managing my disease as I age. To continue commuting by bike, I purchased my first E-bike last year and it has increased the frequency that I ride to work, the grocery store, farmer's market, etc. I plan to purchase an e-mtn bike next year. I only use the e-feature to get up hills and riding against wind. It does extend my range also because it helps me get through fatigue which can sometimes hit hard mid-ride. For me an e-bike is an accessibility device. I do not consider it a motorized bike however. My road e-bike requires you to peddle for the e-assistance and has a maximum speed of 18/mph, a speed which I can maintain on my own on flat, paved roads. I strongly object to this being classified as a motorbike. My e1-bike is as quiet as my regular bikes. It has no exhaust. It can go no faster than my analog bikes. It in no way impairs or disrupts the experience of other Trail users, most of whom would not even be able to tell the E1-bike from a traditional bike. The only discernible difference is that An E-1 permits me to continue to actively enjoy the outdoors as I age with a chronic disease. I happily share forest service roads with atvs and 4-wheel drive trucks, but I go to the trails to peacefully enjoy the forests and would not want to share trails with the noise and exhaust of atvs or motorized dirt bikes which are much heavier, faster and noisier creating both safety and environmental concerns that e-bicycles do not. I urge to adopt policies like that of the state of Arkansas and Arkansas State Parks, which categorize e-bikes as bicycles, not motorized vehicles.