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Comments: I ride normal, pedal-powered mountain bikes but I have shared trails with folks riding class 1 eMTBs and to be honest, there's not a lot of difference in the way a pedal-assist bike and a pedal bike ride, nor how they affect the trails. Perhaps there is somewhat more wear on the trails from eMTBs since they are heavier, but I'd guess it's marginal and that's more to do with how aggressively the rider rides their bike. So, based on those experiences, I'd have to say I've no major objection to eMTBs sharing trails as long as they are strictly low power, pedal-assist types.

The problem arises in regulating what type of bike someone is using. Who does that? How do they keep track of everyone's use of the trail? It's unrealistic to think that Rangers and forestry service employees can do this. Therefore it would fall on other trail users to, in a sense, police this rule. My fear is that, if trails are reclassified as being open to motorised vehicles just to allow class 1 eMTBs, it opens a can of worms that may embolden other motor vehicle users to demand or simply take what they want - open access to all motorbikes, four-wheelers, etc. This would be the worst of all outcomes.

What the IMBA has suggested makes sense - to reclassify the e-bikes rather than the trails. If this can be achieved and regulated/enforced without opening natural areas up to petrol-powered or high-powered electric destruction then I'm all for it. But if this isn't possible then unfortunately I'd rather see the limits on motorised vehicles remain than risk a free-for-all and if that means class 1 eMTBs remain on the restricted list then so be it.

I would love to see greater trail access in our country and a greater number of trails in a greater number of locations, but it must also be managed in harmony with, not at the expense of our public lands and their natural beauty.