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Organization:

Title:

Comments: There should be no legal distinction between (Pedal Assist) ebikes and normal mountain bikes. This distinction as a motorcycle will make it even harder to find places to ride. The people who have spent 5,000 or more on an ebike only to be blocked at every trailhead and having to resort to a torn up supercross trails will make the bike useless. Owners are already getting bullied over the use of them every where in the USA. The use of the law to harrass these people. Most of the users are unfit riders who would not be out there if not for the help of an ebike.

The people who ride ebikes are no more or less faster than the non motorized bike riders. The people who go fast on ebikes also go fast on normal bikes. I have tested a few of these bikes and its a struggle to get the bike to hit the limit under trail conditions. There is a trade off no matter how expensive the bike.

Throttle assist should not be allowed because that is a slippery slope. I agree that could open the door to abuse so turning MTB trails to motorized trails will allow dirt bikes in and thats no good.

Ped assist bikes should not be an issue, and they should be added to the statue specifically for bike access trails. Keeps signage the same and everything simple. Only in America is the ebike a big deal.

The manufactures have made it tedious to trick the computer. If you get caught hacking your bikes speed, your warranty is void. These bikes are not very reliable yet. Repairs outside of warranty is expensive due to proprietary parts. The time and mileage of these warranties are fairly decent. Getting parts is not easy unless you are a dealer, and never cheap. Accessing factory software is strictly controlled. There is always gonna be the 2% out there, but most of them wont have the skill to use the the extra speed anyways. Its one thing to go fast in a straight line, an other when you are in a wooded trail constantly turning.

My 2 cents on the matter if anyone actually reads, or agrees is another story.