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Comments: I am currently living in Germany and e-bikes are classified in at least two categories - restricted to assistance up to 25kmh and not speed restricted. The latter requires a license plate and cannot be used on most natural surface mountain bike trails (there are other nuances, of course). The former are generally considered bicycles with electric assist and not as motorized vehicles.

As a (previously avid) cyclist/mountain biker, I support the inclusion of ebikes on many/most natural surface trails as long as the bicycle is not completely self propelled, i.e. the operator is providing at least the first half of the power driving the rear wheel. This should be an important defining difference to avoid opening trails to motorized dirt bikes that do have greater impact to trail systems.

To be clear - I do not own, nor do I plan to purchase an e-bike in the near future. However, there are tons of great examples of these bikes opening doors for lesser abled persons. One example, my family member is diabetic and cannot ride for as long or hard as I could when racing, but he still loved to try to join. An e-bike would have made that possible and to no detriment to the trail system or other users.

Throughout Europe, people use bicycles for transportation, not just leisure. If a tool can be used for two items - fun and transport, even better! Don't take the "fun" option out of the equation.