

Data Submitted (UTC 11): 10/24/2020 3:21:16 PM

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Comments: I support the use of E-bikes on non-motorized trails but do not believe that should change the classification of the trail system as okay for motorized use. The fundamental difference is that e-bikes do not have the noise and air pollution concerns that gas motorized bikes have. That said, the higher power and torque of top end Ebikes open up an increased risk of high speed collisions and trail damage. This trend is rapidly approaching the point where ebikes are superior to gas motors. For that reason consideration should be given to creating classes of ebikes based on wheel size, weight, power output or other meaningful parameters such that an upper limit is placed on what ebikes are allowed on MTB trails. Arguably, the threshold should be lower for multi use trails leading to three classifications. These rules could help bike companies design bikes with increased range while limiting power/torque output.