Data Submitted (UTC 11): 10/24/2020 4:56:18 PM
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Comments: Thanks for this opportunity to comment on the permission for e-MTB use on public FX trails. I support the inclusion of Class 1 pedal assist bikes for this purpose.

On the face of it, resistance or even hostility towards e-mountain bikes seems to be born in ignorance. I know because that was my default as well until a year ago when I had to test some out because my job required me to do that as we were going to be selling them. On that demo day, every staff member who tried out vendor e-mtbs returned with smiles on our faces. Why the change?

1. The ride of a Class 1 Assist e-MTB is much more like an "acoustic" or non-motor bike than anything resembling a "motorbike."

2. Muscle recruitment is the same as on an acoustic bike; you just gain more support, akin in feel to the kind of assistance one would feel if you moved from a single-speed bike to a 1x12 modern cassette power advantage on uphill mountain switchback terrain.

3. There's no overwhelming sensation of motor noise intrusion

4. The power is limited to an assistance level within the range of what I consider to be acoustic bike capabilities.

More surprises: There's no free ride with e-mtb. If you're not pedaling you're not gaining any assistance. Also, for the Class 1 most of us are advocating, 20mph is the top level of assistance, even if you are pedaling as hard as you can. The motor cuts out after that, and now you're managing a bike that's substantially heavier than your acoustic buddies; sometimes twice as heavy. I've had acoustic riders pass me who were seeking a higher speed over terrain than I was comfortable doing. The technology is not equal to to the potential for abuse that acoustic riders fear.

Finally, it's not appropriate to dismiss the benefits of a technology because of fears regarding either abuse of that technology or outer limits regarding potential for abuse, as in motor size or unlimited speed capabilities.