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Organization:

Title:

Comments: Thank you for allowing public feedback on these proposals. I am a 40 something weekly mountain biker living in Western Washington. My parents, sister, wife, 3 daughters, and friends frequently mountain bike, hike, and backpack on our public lands. Our public lands are very important to me. Specifically I care a lot about keeping motorized vehicles out of areas where their presence harms the environment and/or the experience of other users.

I am not a regular e-Biker, but I spent a day on an eMTB in Canada last year. Class 1 e-bikes are MUCH closer to mountain bikes than they are to motorized vehicles, and it is clear to me they should be treated as such. They are quiet, light, don't wear trails noticeably more than regular mountain bikes, and can co-exist easily on existing non-motorized mountain bike trails. Class 1 e-bikes allow less fit riders to ride like more fit riders. They enable climbing faster and riding further than the rider could on their own, but they don't allow faster descents. They make more trails accessible to older riders, and do not harm the experience for non-motorized riders.

For more delicate areas it may make sense to allow mountain bikes and prohibit class 1 e-bikes primarily to minimize traffic/crowds, but this should be the exception, not the rule.

I advocate the following:

- \* Adopt Class 1 e-bikes as non-motorized transportation
- \* Adopt Class 2 and 3 e-bikes as motorized transportation.
- \* Allow Class 1 on non-motorized trails, after approval by local forests and/or districts.
- \* Prohibit Class 2 and 3 on non-motorized trails.
- \* Approach eMTB access by using a "Closed Unless Signed Open" basis.

I understand this is consistent with the position advocated by the International Mountain Bicycling Association, multiple mountain bike manufacturers, and my local mountain bike organization, Evergreen Mountain Bike Alliance.

Thank you,  
John Crim  
North Bend, WA