

Data Submitted (UTC 11): 10/25/2020 3:23:56 PM

First name: Joe

Last name: Rametta

Organization:

Title:

Comments: I am a Mt Bike rider, and have been from the early Mt bike days, at least from 1982. I have been riding Mt bikes throughout this time and witnessed the evolution of bicycle technology. I have a love for bicycle riding sports, and wish to proclaim my concerns with the pending directives proposed which would affect a growing healthy sport, deny access to 10's of thousands of Mt bike riders and access to backcountry trails. I'm currently 70 years of age and also active in road bicycle riding with a local bicycle club in East county, San Diego. This too is a category of e-bicycles permitted on bicycle lanes and trails.

I wish to submit my comments on the planned directives that would affect access to existing and future Mt bike riding in local, regional and even Nation wide.

I own an e-Mt bike and have been using one since April. The renewed joy of riding with less effort afforded by the mechanical assistance has made an improvement to the bicycle unlike any other advancement in the past. This valued benefit to a Mt bike, is that a person who may have a problem with their knees or other physical injury or just due to aging, can now benefit from using an e-Mt bike to remain active, such as in my wife's case and several of my bicycle friends. These friends of mine have been able to extend their riding activity and continue riding with the other bicycle friends with non e-bikes. I believe there would be no additional impact whatsoever from a previous type Mt bike bicycle on dirt trails, maybe even less than equestrian riders impact the trails with the horse hooves on trails. What I'm saying is, it is possible to allow E-Mt Bike access to current Mt bike trails without reclassifying the trails as "motorized accessible". By permitting this access to E-Mt Bikes, you would be acknowledging a difference between electric "assist", whereby you have to pedal in order to gain a mechanical advantage, and purely motorized, as it has been interpreted prior to "electric assist" type access. This "electric assist" is universally accepted as a class-1 E- Bike, and should have a distinction between other categories of electric bicycles and accessibility where pedal Mt Bike trails are currently in use. I have encountered other users of trails while using my e-bike, and nearly all cases when stopping or sharing the trails with equestrian, and hikers, they don't even know that I have an e-bike. It is very compatible in this way. To restrict this category of bicycle access would impact the now booming industry, create a need for new trails to be built just for e-mt bikes and a demand for subsidizing the construction of new trails. Since the latter will probably not happen, this would lead to further disruption of trail access, and a push back from throughout the country. Please consider granting access to e-mt bikes in a class-1 to share access with existing trails, Thank you for considering my input.