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Comments: To whom it may concern, in reference to the usage of e-bikes. I would like to start by saying that I have mountain biked recreationally since the late 1980's. Early this summer I purchased my first Class 1 e-mountain bike. Soon after I also purchased one for my wife (who hasn't cycled much in the last 3 years after suffering a bad injury in Whisler Canada). These bikes have allowed the ability to ride more in the last few months than we had in the last few years. In my wife's case it helps her get back out in the terrain that she used to ride in the past, but had become more difficult in the last 3 years because of her injury. My wife is also able to spend more time riding with our 8 year old daughter as she learns to ride her non e-mountain bike. I have collected a lot of time based data comparing my e-bike vs my non e-bike, and where the e-bike is slightly faster (only in climbing) the biggest difference is in distance covered. On average I'm travelling an additional 40% in mileage compared to my non e bike. I've been on several rides with other e-bikers and non e-bikers, I have yet to notice any difference of impact that e-bikes have on the trail. Since class 1 e-bikes only add a percentage of power to the rider's output the bike does not spin its wheels or tear up the trail like a true motorized bike. I grew up in my family's motorcycle shop and raced motocross when I was younger and I can testify that e-bikes are nothing like a true motorized dirt bike (E-bike 0.34hp vs a modern 450cc 4-stroke motorcycle at 48hp). E-bikes are an improvement and evolution of the mountain bike and should be treated as a bicycle not as a motorcycle.