Data Submitted (UTC 11): 9/30/2023 10:13:59 PM
First name: Randy k
Last name: Rannow
Organization:
Title:
Comments: As a scientist working in industry, a consummate user of public lands via MTB, and an advocate of sustainable ecosystems, I have reviewed a number of peer-reviewed papers, and have considerable first-hand experiences with e-bikes on MTB trails. E-bikes are a personal safety hazard. First, the cyclists' position on the e-bike and the lower pedaling frequency leads to the misinterpretation of speed, thus creating a more serious incident when a crash occurs.

Fires risk increase would be significant. The electrolyte fluid that makes-up Lithium batteries is highly combustible. When there is a crash and t he battery is damaged, or the battery over heats, the liquid can ignite. Once one battery cell overheats, there is thermal runaway. The heat and pressure soon becomes too much to contain, resulting in an explosion, and the forest is on fire, adversely impacting grizzly bear, wolf, and other endangered and protected species.

The medical community has data showing an increase in head injuries, orthopedic injuries and fractures, spine fractures, and abrasions to the skin, that seems attributable to the volume of e-bikes.

I am hearing impaired, so I do not hear another rider, and a speeding e-bike puts me a greater risk.

I am opposed to allowing e-bikes on any trail as e-bikes put me at risk, and I MTB to enjoy the outdoors. The US FWS has been warmed of this hazard and will be culpable when injuries, including deaths, occur.