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Comments: I am in full support of allowing E-bike class 1 bikes on the trails listed on the project.

As an avid mountain biker and occasional E-mountain biker, as well as employee of the cycling industry in various ways, I have a lot of experience on the subject. In reference to safety regarding E-bikes on the trail, an Ebike generally has bigger brakes to accommodate the heavier (10-20lb) difference, and therefore will be able to stop FASTER than most trail or XC bikes. The speed difference of an Ebike is no different than that of a regular bike on the downhill, and therefore does not pose any more danger to the rider. The speed difference is ONLY going to be noticeable on the uphill. In this case, yes, we will have to educate people on the basic etiquettes of mountain biking and trail use.

Allowing E-bikes will only add a very small number of EXTRA people to the trails. Most of the users that E-bike on the pass will have been there already with their regular mountain bike. For the small group of people that would not be there otherwise, this is making our trail systems accessible to more people, and when you take a few steps back, more people on the trail (to an extent) is a good thing. We should be welcoming more people to enjoy the outdoors and these amazing trail systems that we have, not blocking them out.

I have seen no study or evidence that an appropriate class 1 E-bike on a trail does any more damage than that of a regular bike, horse, or dog. These are all things that are already allowed on these trails.

Overall, allowing class 1 E-MTB's on these trails will make zero or minimal difference in safety to the rider or others, make our trail systems more accessible to a small group of people, and make little to no EXTRA impact on the trail or environment. While there are several more reasons why we should let this happen, I am trying to make this short and sweet.