

E-Bike Use on DNR- and WDFW-Managed Lands

A Report to the Legislature in Response to ESSB 5452



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Executive Summary

The Washington Department of Natural Resources (DNR) and Washington Department of Fish and Wildlife (WDFW) convened an interagency public process to collect input from tribal governments, the public, and stakeholders on where electric-assist bicycles (e-bikes) should be allowed on DNR- and WDFW- managed lands, including nonmotorized natural surface trails and roads closed to motorized use. The agencies also performed additional research to gather applicable information from external sources, including literature, webpages, pilot projects, and interviews with staff from other public land management agencies.

This report includes findings from the tribal and public processes, conclusions drawn from the findings, and recommendations from DNR and WDFW regarding the use of e-bikes on lands managed by the two agencies. The report is in response to directives in [Engrossed Substitute Senate Bill \(ESSB\) 5452](#).

Processes and Findings

To assist in the implementation of the tribal and public processes directed by ESSB 5452, DNR and WDFW contracted Triangle Associates, a neutral third-party consultant. The process engaged 19 representatives of 30 federally recognized tribes, 7,600 people who responded to the public survey, about 250 people who participated in the public town halls, and 8 organizations that took part in the focus group and/or the individual listening sessions.

Tribal Engagement

DNR and WDFW invited representatives of all federally recognized tribes in Washington to participate in two roundtable discussions on the topic of e-bike use on lands managed by DNR and WDFW. Roundtable attendees shared perspectives and particular concerns about e-bike use on these lands.

Tribal representatives who participated in these two roundtables emphasized that they were “speaking in unison” with respect to e-bike use on state lands. Participants highlighted three important points to be communicated on behalf of participating tribes in the report to the Legislature:

- 1. Increasing access for e-bikes on state lands will enable more and easier access to sensitive backcountry areas and increase the total numbers of recreationists on the land.**
- 2. The broader issues of increased recreational use on state-managed public lands and its impacts on natural, cultural, and tribal resources (including treaty-protected) need to be addressed prior to introducing another use, such as e-bikes.**
- 3. E-bikes should be classified as motor vehicles in the Washington state code and managed as such on state lands.**

Public Engagement

To implement the public process, DNR and WDFW contracted Triangle Associates, a neutral third-party consultant, and conducted a series of stakeholder interviews with representatives from the interest groups and communities identified in ESSB 5452. The goal was to gather input on topics of interest, the design of the public process, and suggestions for who (individuals, organizations, and representatives) specifically to involve.

Informed by these interviews, the project team (consisting of staff from DNR, WDFW and Triangle Associates) outlined a plan to gather information from the interest groups and communities referenced in ESSB 5452 and the broader public. The final process included a public survey, two virtual public town halls, a focus group comprised of stakeholders and representatives from a variety of recreation interest groups, and a series of small group listening sessions for the entities specifically mentioned in the legislation.

Triangle identified the following four themes and key takeaways from the public engagement process, which includes both quantitative and qualitative input from the multiple components of the public process. Because the input was not always quantifiable, when there were points or opinions mentioned in a consistent pattern or percentage across the participants in the public meetings and listening sessions, usually in alignment with a quantifiable majority (or minority) in the survey, terms such as “more”, “common”, “strong”, or “less” are used.

1. There are divergent and polarized opinions on where e-bikes should be allowed and which classes should be allowed.

- The survey showed that approximately the same percentage of participants indicated that 1) e-bikes ***should not be allowed*** on any non-motorized trails, as participants who indicated 2) e-bikes should be ***allowed on all*** non-motorized trails.
- More participants in the survey and public meetings supported allowance for Class 1 e-bikes on non-motorized trails than supported allowance for the other classes.
- There was more support amongst participants for e-bikes on ***roads*** closed to motorized traffic where bicycles are currently allowed than for allowing e-bikes on nonmotorized ***trails***.

2. E-bikes provide recreational opportunities for people with disabilities or those who have other physical limitations.

- Disabled participants in the process expressed support for continued consideration of their ability to use e-bikes for recreational access.
- The majority of participants indicated support for specific e-bike use considerations for riders who qualify as disabled under the Americans with Disability Act (ADA) that would otherwise not be able to access certain recreational opportunities without them.¹
- Participants without disabilities, as defined under ADA, but with other permanent physical limitations, shared that e-bikes enable them to recreate more on public lands.

3. There were common concerns expressed regarding e-bike use.

- The majority of participants in the survey and the public meetings expressed concern about the speed, safety, and user conflicts brought about by e-bike use, especially on multi-use trails.

¹ Both DNR and WDFW have a reasonable accommodation process for those with disabilities under ADA.

- Other common concerns expressed by participants included the likelihood of increased soil erosion from e-bike use, impacts to trail tread, and the agencies' ability to enforce any e-bike policy.

4. Clear public information and education are needed.

A majority of participants in the public process expressed:

- A need for a clear and easy to understand policy that aligns with other land managers' policies.
- A need for easily accessible education regarding trail etiquette, especially for multi-use trails where e-bikes are allowed.
- A need for e-bike manufacturers and retailers to support compliance with and ensure transparency for consumers with respect to e-bike classes and access.

Agency Recommendations

To complement the tribal and public processes, WDFW and DNR staff researched the social benefits of e-bike use, demographics and buying behavior of those who ride e-bikes, technology trends that may affect how e-bikes will be used, environmental impacts, social impacts, policies on public lands managed by other agencies, and general management implications. Information was gathered from scientific research, other written sources, and interviews with staff from local and state agencies across the country. The findings from this research are in [Appendix 6: Additional Research](#) and [Appendix 7: E-bike Policies](#).

DNR and WDFW took information received from tribal governments, the public, and additional research and evaluated it in the context of their agency missions, the diversity of DNR and WDFW-managed lands, and anticipated staff capacity for managing e-bikes. Based upon this evaluation, the agencies present the following recommendations for e-bike use on lands they manage:

Trails and Roads where E-bikes are Appropriate for Use

- Decisions about where e-bikes should be allowed on nonmotorized natural surface trails and roads closed to motorized use should be made by each agency as part of local or regional planning processes (such as wildlife area management plans, recreation plans, travel management plans, or trails plans).
- Local and regional planning processes addressing e-bike use should invite engagement from representatives of affected tribes, local stakeholders and users, and appropriate agency staff. Plans should incorporate an understanding of the local natural, cultural, and tribal resources, trail design, data on demand and use patterns, analysis of potential impacts from e-bike use, and other relevant scientific data and knowledge.
- All natural surface trails and roads closed to motorized use should be closed to e-bike use unless or until signed open to that use.
- E-bikes should continue to be allowed on roads and trails open to motorized use.

E-bike Classes Appropriate for Use

- Any roads or trails open to e-bikes should not be restricted to a specific class or classes, but be open to all three non-motorized classes as defined by the State of Washington ([RCW 46.04.169](#)).
- E-biking (all classes) should be considered a distinct use category separate from traditional biking.

Concluding Remarks

The feedback in response to ESSB 5452 demonstrates that Washingtonians are engaged in how DNR- and WDFW-managed lands are accessed and used by the public. DNR and WDFW are grateful for the participation of the tribal and stakeholder representatives, the public, and agency staff who provided feedback, voiced concerns, highlighted opportunities, and engaged in dialogue with each other and the project team. These diverse perspectives led to insights, conclusions, recommendations, and opportunities for future policy action that would not have emerged otherwise. DNR and WDFW look forward to discussing this report with the Legislature, tribal governments, and members of the public and formulating a path forward.

Chapter 1: Background

The following background provides context and understanding of the legislation, agencies involved, Washington state e-bike regulations, and current DNR and WDFW e-bike regulations.

Engrossed Substitute Senate Bill 5452

RCW 46.04.169 defines an e-bike as a bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor of no more than 750 watts. During the 2021 legislative session, the Washington State Legislature passed [Engrossed Substitute Senate Bill \(ESSB\) 5452](#) directing DNR and WDFW “to each undergo a public process to collect information related to [e-bike] use on nonmotorized natural surface trails and [roads closed to motorized use] open to bicycles to determine where such use may occur, and which classes of electric-assisted bicycles are acceptable on such trails and roads under the agencies' management. The public processes must also include consideration of opportunities to improve awareness of applicable trail rules and trail etiquette among all classes of trail users. The public processes shall include, but not be limited to, input from tribes, individuals with disabilities, representatives of natural resource conservation organizations, and representatives of outdoor recreation interests representing horseback riding, traditional and electric-assisted mountain biking, hiking, and hunting. The [DNR] and the [WDFW] must report their findings to the appropriate committees of the legislature by September 30, 2022.”

Additionally, ESSB 5452 stipulates “until June 30, 2023, or until legislation is enacted or rules are adopted related to the use of electric-assisted bicycles on nonmotorized natural surface trails and [roads closed to motorized use] on lands managed by the department of natural resources and by the department of fish and wildlife, whichever is earlier, the [DNR] and the [WDFW] must allow persons who possess a current parking placard for persons with disabilities, issued by the department of transportation pursuant to RCW 46.19.030, to use class 1 and class 2 electric-assisted bicycles, as defined in RCW 46.04.169, on all nonmotorized natural surface trails and [roads closed to motorized use] on which bicycles are allowed.”

Agency Missions

The unique missions of DNR and WDFW are important context when evaluating the use of e-bikes on lands managed by each agency.

DNR Mission: *Manage, sustain, and protect the health and productivity of Washington's lands and waters to meet the needs of present and future generations.*

WDFW Mission: *Preserve, protect, and perpetuate fish, wildlife, and ecosystems while providing sustainable fish and wildlife recreational and commercial opportunities.*

E-Bike Regulation in Washington

Definitions and Classifications

State regulations for electric-assisted bicycles can be found in [RCW 46.04.169](#) and [RCW 46.61.715](#). The Washington State Legislature also passed [SB 6434](#) (2018), [HB 2782](#) (2018), and [SB 5452](#) (2021), which modify regulations concerning e-bikes.

[RCW 46.04.169](#) defines an e-bike as a bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor of no more than 750 watts. It identifies three classes of e-bikes:

- **Class 1:** An e-bike in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance at 20 mph.
- **Class 2:** An e-bike in which the motor may be used exclusively to propel the bicycle with a throttle and is not capable of providing assistance when the bicycle reaches 20 mph.
- **Class 3:** An e-bike in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance at 28 mph.

Three-Class System

In 2018, Washington state adopted a three-class system to define electric-assisted bicycles by RCW 46.04.169. This system is standard in 38 states, as of May 2022². It applies to e-bikes throughout the state that are used for commuting, hunting, recreation, mountain biking, and other purposes.

It is important to note that there are bicycles with electric motors marketed as e-bikes that do not fit the three designated classes. These electric bicycles offer throttle-assist above 20 mph, pedal-assist above 28 mph, and/or they exceed the 750-watt maximum included within Washington's definition of an e-bike.

Current E-Bike Regulations on DNR- and WDFW-Managed Lands

At the time of this report, DNR ([WAC 332-52-010](#)) and WDFW allow e-bikes on trails and forest roads open to motorized public use. Neither agency allows e-bike use on nonmotorized trails.

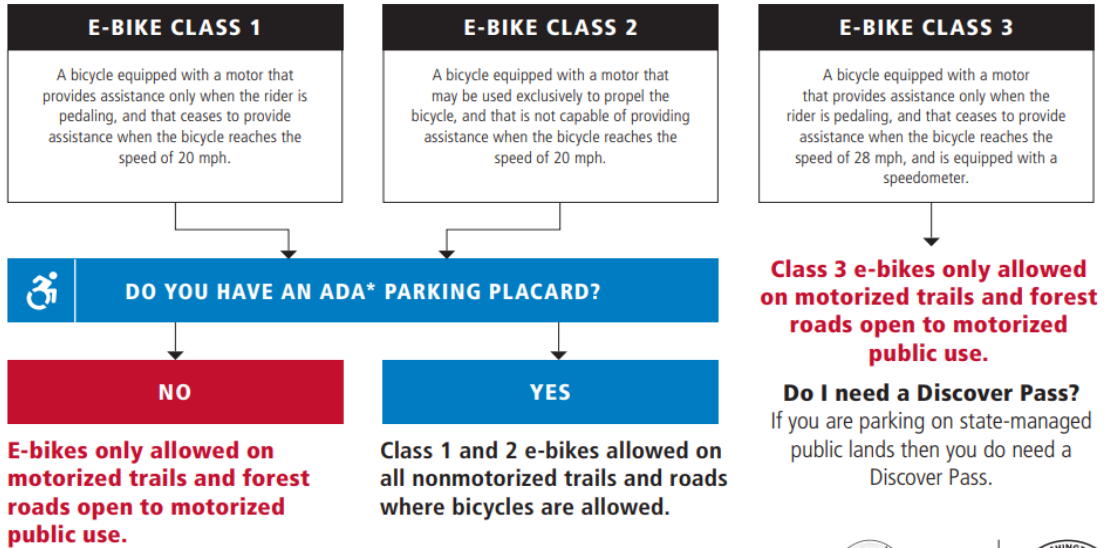
Under ESSB 5452, until June 30, 2023, or until legislation is enacted, riders with an ADA placard may use class 1 and class 2 e-bikes on all DNR and WDFW nonmotorized trails and roads where bicycles are allowed (see Figure 1 below). Class 3 e-bikes are only allowed on motorized trails and forest roads open to motorized public use.

For examples of other state, federal, local land management agency policies, see [Appendix 7: E-Bike Policies](#).

² Source: People for Bikes, [E-Bike Law Handout May 2022](#)



Current Electric-Assisted Bicycle Rules



MTB: E-BIKES PROTOCOL-ENGLISH

* ADA: Americans with Disabilities Act of 1990. RCW 46.04.169, RCW 46.19.030. Temporary e-bike policies are implemented by WA Bill 5452 (2020) effective July 25, 2021. Violators are subject to civil or criminal prosecution under WAC 332.52 and other applicable law. Fines up to \$99 may be issued if violated.



Washington Department of FISH and WILDLIFE



Figure 1: The above graphic shows that at the time of this report, DNR and WDFW do not allow any class of e-bike on nonmotorized trails and roads closed to motorized use, unless the rider has an ADA parking placard, in which case they are allowed to use class 1 and class 2 e-bikes on nonmotorized trails open to traditional bikes.

Chapter 2: Report on Tribal Engagement

Overview of Tribal Engagement

Outdoor recreation and conservation in Washington occur on the homelands of Native peoples, who have lived in this region from time immemorial. Treaty tribes hold rights protected by federal treaties to engage in off reservation hunting, fishing, and gathering, and federal and state laws also protect cultural resources. Recreational planning activities on state-managed lands, including plans addressing e-bike as a use, must consider tribal interests and rights on public lands.

ESSB 5452 directs DNR and WDFW to engage with tribes to understand their perspectives related to e-bike use on natural surface trails and roads that are limited to nonmotorized use and allow traditional bicycles. DNR and WDFW invited representatives from each federally recognized tribe in the Washington state to attend two virtual roundtables. DNR's Director of Tribal Relations and WDFW's Director of Tribal Affairs sent invitations to all federally recognized tribes in Washington. Thirty-seven individuals from 19 tribes and associated organizations participated in the two roundtables.

At the April 5, 2022, roundtable, staff from DNR and WDFW provided background on ESSB 5452, gave an overview of the planned public engagement process, and requested input on e-bike use and additional opportunities for tribal participation. The May 17, 2022, roundtable was facilitated by Triangle Associates and invited open discussion among the participating tribal representatives about e-bikes on state lands and related subjects.

Summary of Input Received from Tribal Governments

During the two roundtables, DNR and WDFW heard the following themes from participating tribal representatives and associated organizations.

Tribal Concerns Regarding E-Bike Use on DNR- and WDFW-Managed Lands

Many participants expressed a strong concern regarding the impact of recreation on wildlife, vegetation, and other resources (including treaty-protected). Participants shared the following points:

- Agencies should focus on a holistic approach to managing all types of recreation use impacts on the environment rather than focusing specifically on e-bike use.
- Wildlife and vegetation are already stressed by recreation and there is a concern that allowing e-bikes would exacerbate the problem. The expanded range of access enabled by e-bikes would result in broader environmental impacts.
- There are concerns over expanding access to non-tribal hunters and anglers. Tribal representatives expressed that some members of the public have been rewarded with additional recreational access in the past.
- There is general concern that the agencies prioritize the interests of recreational groups over tribal interests and rights.
- Agencies should reevaluate how public lands are portrayed and work with partners to change the perception that public lands are a "playground." Agencies should emphasize the

importance of biodiversity and the state's legal duty to uphold treaty rights on state-managed lands.

Many participants expressed a strong concern that e-bikes will enable an increase in recreational use and access on DNR- and WDFW-managed lands. Facilitators recorded the following points:

- Tribal members are still fighting for opportunities to exercise treaty rights and culture on state-managed lands. Agencies should consider the negative impacts to tribal people if e-bike use causes further harm to wildlife, vegetation, and treaty-protected resources.
- Tribal concerns about the negative environmental impacts of e-bikes reflect concerns tribes have expressed previously regarding the impacts of traditional mountain bikes with the added concern that e-bikes will increase overall use and increase the impact.
- There is concern around the negative impacts of recreation on lands adjacent to tribal lands and a lack of accountability from users and land managers. Tribes are concerned with the agencies' ability to enforce e-bike and recreation regulations.
- If e-bikes are allowed behind gates on roads closed to motorized use or on additional trails, there is a concern that this will increase cases of wildlife poaching on state and tribal lands.
- Currently, some hunters cross illegally into tribal territories and reservations, and e-bike use may enable increased trespassing and poaching.
- There is an existing concern over the creation of illegal multiuse and bicycle trails on state and tribal lands without enforcement or repercussions, and that allowing e-bike use may exacerbate this existing problem.
- E-bike speeds, weight, and the silent electric motor create environmental and human safety concerns.

Interest in E-Bike Use by Tribal Members

- Some tribal members have an interest in using e-bikes to access more ground for hunting and maintaining treaty-protected hunting activity.
- E-bikes could benefit less physically fit adults in gaining access to state lands generally and aging tribal members specifically.
- The cost of e-bikes may limit the ability of tribal members to use them, highlighting a general environmental justice concern regarding the use of e-bikes.

Policy Approach to E-Bike Use

There were strong sentiments from participants that:

- E-bikes should be managed as motorized vehicles. No alternate views were offered during the two roundtable meetings.
- State land managers should enhance enforcement.
- There needs to be accountability for recreation impacts on wildlife, vegetation, and treaty-protected resources.
- DNR and WDFW should align their management approach related to e-bike use.

At the conclusion of the second roundtable, participating tribal representatives emphasized that they were “speaking in unison” regarding e-bike use on state-managed lands and highlighted the following three important points to communicate in the report to the Legislature:

1. Increasing access for e-bikes on state lands will enable more and easier access to sensitive backcountry areas and increase the total numbers of recreationists on the land.
2. The broader issues of increased recreational use on state-managed public lands and its impacts on natural, cultural, and tribal (including treaty-protected) resources need to be addressed prior to introducing another use, such as e-bikes.
3. E-bikes should be classified as motor vehicles in the Washington state code and managed as such on state lands.

Chapter 3: Public Engagement

Approach and Methods

To implement a broad and public process and reduce risk of agency bias, DNR and WDFW contracted with a neutral third party, Triangle Associates, to facilitate stakeholder meetings, conduct a public survey, analyze responses, and offer other opportunities for members of the public to provide input on e-bike use on nonmotorized trails and roads closed to motorized use. DNR, WDFW, and Triangle staff worked together as the project team to implement the public process.

Initial Stakeholder Analysis

At the outset of the public process, Triangle Associates interviewed a sampling of stakeholder organizations representing the interests identified in ESSB 5452 and identified by DNR and WDFW (see Table 1). The interviews:

- Identified key interests and concerns regarding e-bike policy and issues for consideration in the design of the public process.
- Gave feedback on who to engage in the public process and how to advertise opportunities for providing input.
- Gave suggestions for how to avoid duplication of other statewide advocacy processes addressing e-bike regulations on public lands in Washington.

During the interviews, stakeholders expressed concern about a disparity between policy and recreation use on-the-ground. E-bikes are currently widely used on nonmotorized trails despite not being allowed on DNR- and WDFW- managed lands. Stakeholders found it important to balance recreation, access, and conservation. Many interviewees expressed concern that technology is evolving quickly, and recreation policy has not been responsive in addressing technology changes.

Organization Interviewed	Interest Group/Community
1. Back Country Horsemen of Washington	Horseback riding community
2. Conservation Northwest	Conservation community
3. Evergreen Mountain Bike Alliance	Traditional and e-mountain bike community
4. Inland Northwest Wildlife Coalition	Hunting/conservation community
5. Outdoors for All	Adaptive/ADA recreation community
6. Sierra Club	Conservation community
7. REI	Retailer
8. Team Naturaleza	Latinx recreation community
9. TREAD	Outdoor recreation and trails collaborative
10. Trek Bicycles	Traditional and e-mountain bike manufacturer
11. Washington Trails Association	Hiking community

Table 1. This table identifies the organizations interviewed in alphabetical order as part of the stakeholder analysis. These organizations' input informed the design of the public process.

Stakeholders were also asked about their interest in participating in the focus group. Triangle Associates documented each stakeholder interview and synthesized the findings in a short report to DNR and WDFW to help inform the public engagement plan. The short report on the stakeholder analysis is included in [Appendix 1: Stakeholder Analysis Report](#).

Interviewees recommended a process with multiple opportunities for input, including a survey and public town halls to collect broad public input. They also thought it would be important to have smaller stakeholder meetings where participants would have the ability to have interactive dialogue and discuss their input in greater detail with DNR and WDFW.

E-Bike Public Process

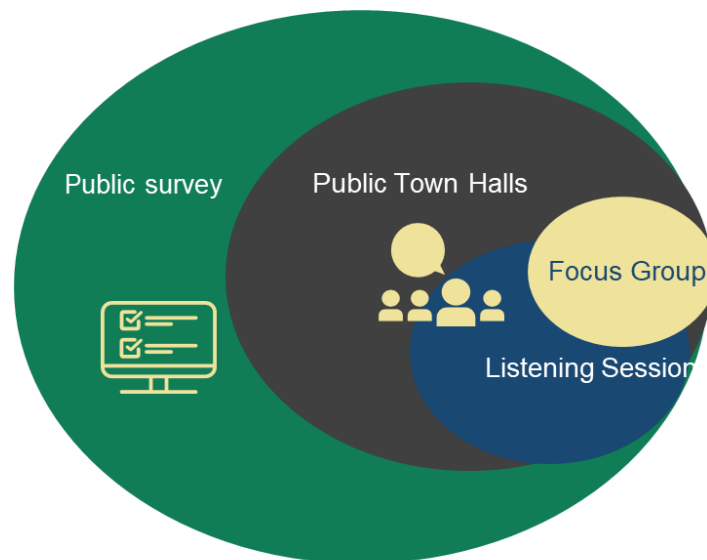


Figure 2. The different public participation methods in the e-bike public process are shown above. The public town halls were intended to collect broad public input while the targeted listening sessions and focus group were intended for specific stakeholder groups to discuss their input in greater detail with DNR and WDFW.

Public Survey

Survey Approach

The public survey was formatted in SurveyMonkey, an online survey platform. Paper copies were available upon request and at DNR and WDFW field offices. DNR and WDFW distributed and promoted the survey through the agency websites, social media, email listservs, advertisements, and flyers with QR codes at trailheads. Stakeholder organizations also shared the survey with their members via social media, email, and other means.

The survey was offered online in both Spanish and English from April 22 to July 15, 2022. The design and questions were based initially on a [Spokane Parks E-bike Advisory survey](#) to build on established knowledge and information gathered on the use of e-bikes on nonmotorized trails. Some survey questions were added or modified to meet agency needs and to better understand outdoor recreation habits, attitudes about e-bikes, and opinions on the three different classes of e-bikes. The survey also included optional demographic questions to help DNR and WDFW further understand survey participants and improve outreach.

Survey Analysis

The survey analysis sought to address two main considerations both quantitatively and qualitatively:

1. How people who identified as a particular type of outdoor recreationist (e.g., hiker, horseback rider, biker) responded to the core survey questions about whether e-bike use should be allowed on nonmotorized natural surface trails and roads closed to motorized use that are open to bicycles, and if so, which classes would be appropriate or tolerated.
2. How people who identified as aging or as having physical disabilities, impairments, or health concerns responded to the survey.

To achieve this, the survey data for multiple choice questions was broken down by age, user group, and demographic. Short answer comments were also analyzed and reviewed for key themes related to ability, disability, adaptive recreation, and Americans with Disabilities Act (ADA). See [Appendix 3: Full Survey Results and Analysis](#) for all the survey questions.

Public Town Halls

DNR and WDFW hosted two virtual public town halls on May 12 and May 18 to provide an opportunity for members of the public to learn about current e-bike laws and policy and to share their input on the use of e-bikes on nonmotorized natural surface trails and roads closed to motorized use managed by the agencies.

The May 12 town hall was held from 12:30 – 2:00 p.m., and the May 18 town hall from 5:30 – 7:00 p.m. to provide opportunities at different times that might allow for people on a lunch break or after work to participate. The events were advertised via news release and on social media, the DNR and WDFW websites, through email listservs, and by recreation organizations including those participating in the focus group. Interested participants were required to register to attend. Participants that could not attend virtually received call-in information to participate.

Both meetings followed the same format. All participants were in a general virtual meeting room for a presentation about ESSB 5452, current e-bike policy and e-bike classifications, and the public engagement process. After the presentation, participants were moved into one of several virtual breakout rooms, each with a facilitator, a notetaker, and an agency staff member. In each breakout room, participants responded to the following questions:

1. Under what circumstances, if any, should e-bikes be allowed on nonmotorized trails and roads closed to motorized use on lands managed by DNR and WDFW?
2. Which of the three classes may be allowable, if any?
3. What opportunities, challenges, or concerns should be considered regarding e-bike use on nonmotorized trails and roads closed to motorized use on lands managed by DNR and WDFW?

Neutral facilitators moderated the discussion in each breakout room, and notetakers transcribed comments on a digital whiteboard. After each breakout room, all participants reconvened in the larger general room. Facilitators provided a summary of comments and themes from each breakout session to all attendees before reviewing next steps for the public participation process and the report to the legislature. The meeting wrap-up also included a reminder about the public survey and upcoming listening sessions.

Focus Group

During the stakeholder analysis interviews, interviewees were invited to participate in a focus group to continue to provide input on the public engagement process, e-bike use and policy, and signage or other means of education related to trail designation and etiquette in multi-use areas.

The following organizations participated in focus group meetings:

- Back Country Horsemen of Washington
- Conservation Northwest
- Evergreen Mountain Bike Alliance
- Inland Northwest Wildlife Coalition
- Methow Cycle and Sport
- Outdoors for All
- TREAD
- Washington Trails Association

The focus group met three times: on April 28, June 1, and June 28. The first meeting focused on reviewing the results of the stakeholder analysis, the public engagement plan and methods, and a discussion on interests regarding e-bike policy. At the first meeting, participants were asked to share the survey and town hall invitations with constituents. The second meeting included a Strengths, Weaknesses, Opportunities, and Challenges (SWOC) analysis of different elements of existing e-bike policies from other agencies that could possibly be applied on DNR- and WDFW-managed lands. The third meeting continued the analysis and wrapped up the meeting series with a discussion on an e-bike public information strategy and recommendations for agency next steps.

Listening Sessions

After the public town halls and initial review of survey results, listening sessions were held to fill participation gaps in the public process and provide an opportunity for specific user groups to share input and feedback in a smaller, discussion-based format.

Triangle staff sent out individual invitations to targeted stakeholders. DNR and WDFW shared information about listening sessions through the Recreate Responsibly Coalition email listserv and through their liaison organizations. Focus group members shared listening session information with their organizations and networks and suggested contacts for additional outreach. DNR and WDFW also reached out by email and phone to suggested contacts for the equity and adaptive recreation listening sessions.

The facilitation team adjusted the format of each listening session based on the number of registrants. Each listening session included a brief presentation and a set of questions (see public town hall questions listed on previous page) to guide dialog and input on use of e-bikes, identify concerns and suggestions, and determine topics relevant to the user groups. Agency staff participated in the listening sessions and asked follow-up questions as appropriate. Listening sessions with 20 or more participants were separated into breakout groups during the session to allow for discussions in smaller groups.

Listening sessions were offered for the following user groups:

- Adaptive Recreation Groups (2 listening sessions offered): May 26 and June 27
- Hikers and Horseback Riders: June 7
- Hunting and Conservation Groups: June 9
- Equity organizations (1 listening session and 1 drop-in session offered): June 7 and June 29
- Bicyclists (traditional bikers and e-bikers): June 14
- Retailers and Manufactures: June 15

To address procedural equity and compensate community members and stakeholders for their time, the first twelve participants to register for the adaptive recreation and equity listening sessions received a \$50 gift card. This outreach approach was suggested by stakeholders interviewed in the stakeholder analysis.

Participation and Gaps in Public Engagement

The public engagement process was designed to gather input and information across interest groups, demographic groups, and geography, but there were limitations to participation for a variety of reasons outlined in the section below.

Self-Selection Bias

The public process was designed to provide multiple opportunities for public input. However, the data collected through meetings, the survey, and other avenues is limited to self-selecting individuals. This means that the public process was not meant to provide input from a representative sample of all Washingtonians (or even an accurate cross-section of DNR and WDFW users), but to enable interested parties to provide input in the manner(s) that worked best for them. The findings of the public process are biased toward the makeup of those who chose to and/or had capacity to provide input.

Participation trends differed between user groups. Some of these differences may have been due to how the organizations representing different user communities (e.g., Washington Trails Association, Evergreen Mountain Bike Alliance, Back Country Horsemen of Washington, etc.) helped advertise the public process. For example:

- Horseback riders participated in the survey in relatively smaller numbers when compared to other user groups, but the horseback rider listening session was well attended.
- The hiker-targeted listening session received limited participation, but more survey respondents identified as hikers/trail runners than any other recreation user group.

The public process included significant participation from e-bikers, traditional bike riders, horseback riders, hikers, and other recreationists, many of whom indicated they participate in multiple recreation use activities.

Survey Gaps and Data Limitations

The e-bike public surveys were intended to gauge the interests and attitudes of self-selecting individuals. The survey responses represent a “convenience sample” of respondents, meaning the sampling technique is designed to be prompt, uncomplicated, and respondents are not screened or selected to be part of the survey. This approach allows agencies to collect public input in the easiest possible manner. The results of the convenience sample are biased toward the makeup of those who chose to take the survey.

Other Equity Considerations and Gaps

It is important to note the public process collected limited input from organizations focused on racial and/or social equity in outdoor recreation spaces and survey respondents were limited in racial diversity. The public process invited over a dozen organizations focused on racial and/or social equity to provide input through multiple forums, including a listening session and drop-in session specifically for equity focused organizations. Some recreation organizations that participated in the focus group, as well as both DNR and WDFW, shared public process invitations with their respective social equity listservs. No equity-based organizations participated in the listening sessions. The project team heard from equity focused organizations that their staff capacity was limited and that they receive many requests to participate in other public processes and need to prioritize their time.

Chapter 4: Report on Public Engagement

This chapter reports on the findings of the public engagement process. It is organized into the following sections.

1. Findings from the public survey
2. Findings from the town halls
3. Input received from specific user groups and communities identified in ESSB 5452
4. Findings from the focus group

Public Survey Findings

Survey Respondents

The public survey received 7,614 responses with participation from a wide range of user groups (see Figure 3 below). The total number of responses for each question in the survey varied. See [Appendix 3: Full Survey Results and Analysis](#) to see the full results and how different recreation user groups responded to these questions.

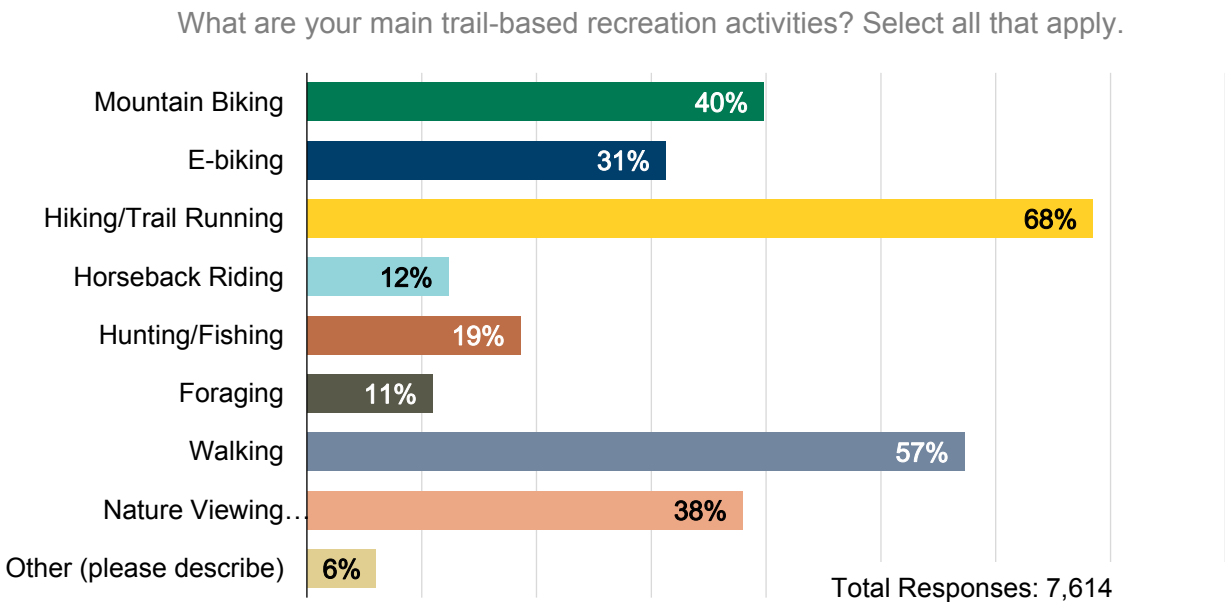


Figure 3. The percentage of survey respondents who identified with different recreational activities. Respondents were able to select all the activities that applied to them, making the total percentage greater than 100%.

Why Do People Own or Rent E-Bikes?

Just under half of all respondents (46%) indicated they currently, or plan to soon, own or rent an e-bike. Just over half of respondents (54%) indicated they do not own/rent or plan to own/rent an e-bike.

For those who indicated they currently own/or rent an e-bike, or plan to soon, the top three reasons are as follows:

1. To ride further in their available time (59%)
2. To increase fitness (55%)
3. To ride more trails in their available time (51%)

Many respondents (44%) also indicated a health challenge made an e-bike more pragmatic than a traditional bicycle (see Figure 4 below).

In question 3, you indicated you currently own or rent an E-bike. Why did you purchase/rent your E-bike? Select all that apply.

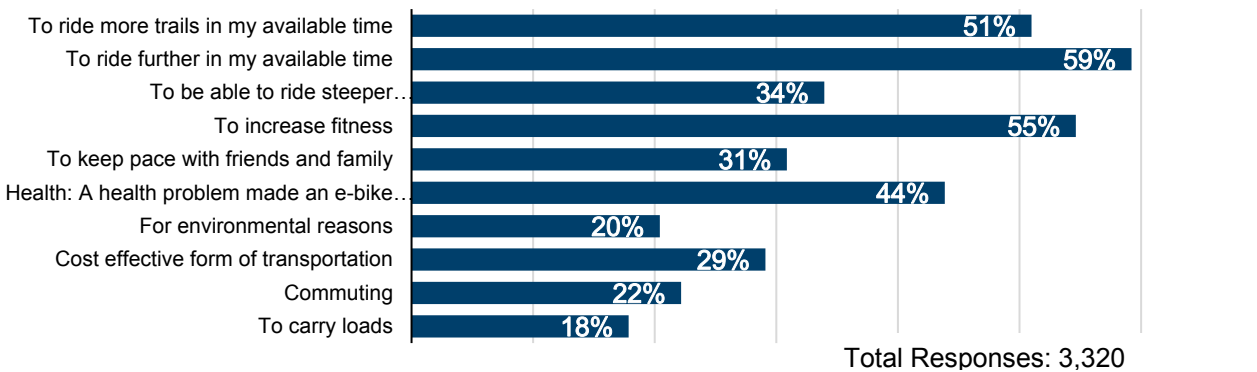


Figure 4. Reason respondents purchased or rented an e-bike for current e-bike users. Respondents were able to select all the reasons that applied.

Should E-Bikes be Allowed on Nonmotorized Trails?

Slightly more respondents indicated e-bikes should not be allowed on nonmotorized trails compared to respondents who indicated e-bikes should be allowed on all nonmotorized trails (see Figure 5 below).

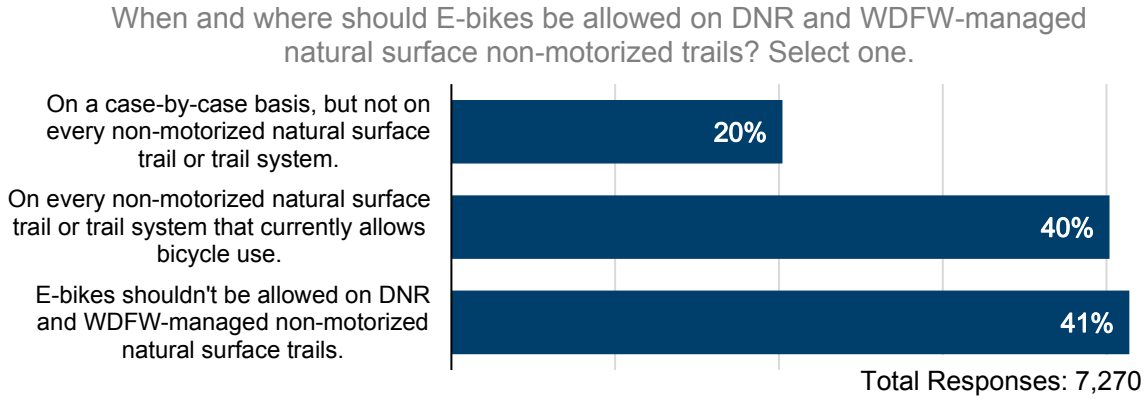


Figure 5. Percent of survey respondents that preferred a case-by-case basis approach, allowing e-bikes on nonmotorized natural surface trails, or not allowing e-bikes on nonmotorized natural surface trails. A few participants selected more than one option.

Answer Choices	Responses Per Answer (A few respondents selected more than one response)
On a case-by-case basis, but not on every nonmotorized natural surface trail or trail system.	1,469 responses
On every nonmotorized natural surface trail or trail system that currently allows bicycle use.	2,921 responses
E-bikes shouldn't be allowed on DNR- and WDFW-managed nonmotorized natural surface trails.	3,009 responses

Table 2. The total number of survey respondents that selected each option for allowing e-bikes on nonmotorized natural surface trails. A few participants selected more than one option.

Should E-Bikes be Allowed on Roads Closed to Vehicle Traffic?

There is more support for allowing e-bikes on DNR and WDFW roads closed to motorized use than support for e-bikes on nonmotorized natural surface trails (see Figure 6 below).

When and where should E-bikes be allowed on DNR or WDFW-managed roads closed to motorized vehicle traffic?

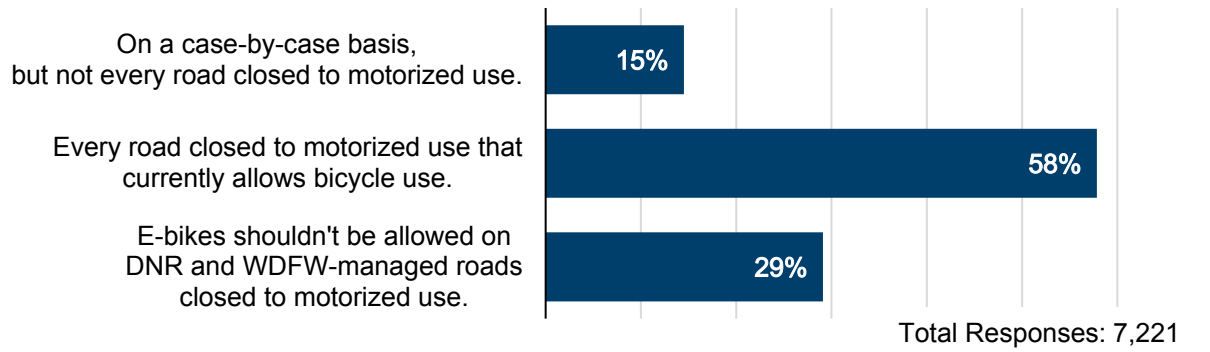


Figure 6. Respondent preferences for allowing e-bikes on roads closed to motorized use.

Which Class of E-Bikes Should Be Allowed on Nonmotorized Trails, if Any?

In responses about priorities regarding use of e-bike classes on nonmotorized trails (see Figure 7 on the next page), the following trends emerged:

- A strong majority identified “class 1 only” as either their top or a second priority.
- Almost half of respondents identified “no e-bikes allowed” as their top priority and almost as many identified “no e-bikes allowed” as their lowest priority.

If this policy were to change, which types of E-bikes should DNR and WDFW allow on nonmotorized natural surface trails and/or roads closed to motorized traffic? Please rank by priority (1 being highest priority, 5 being lowest priority)

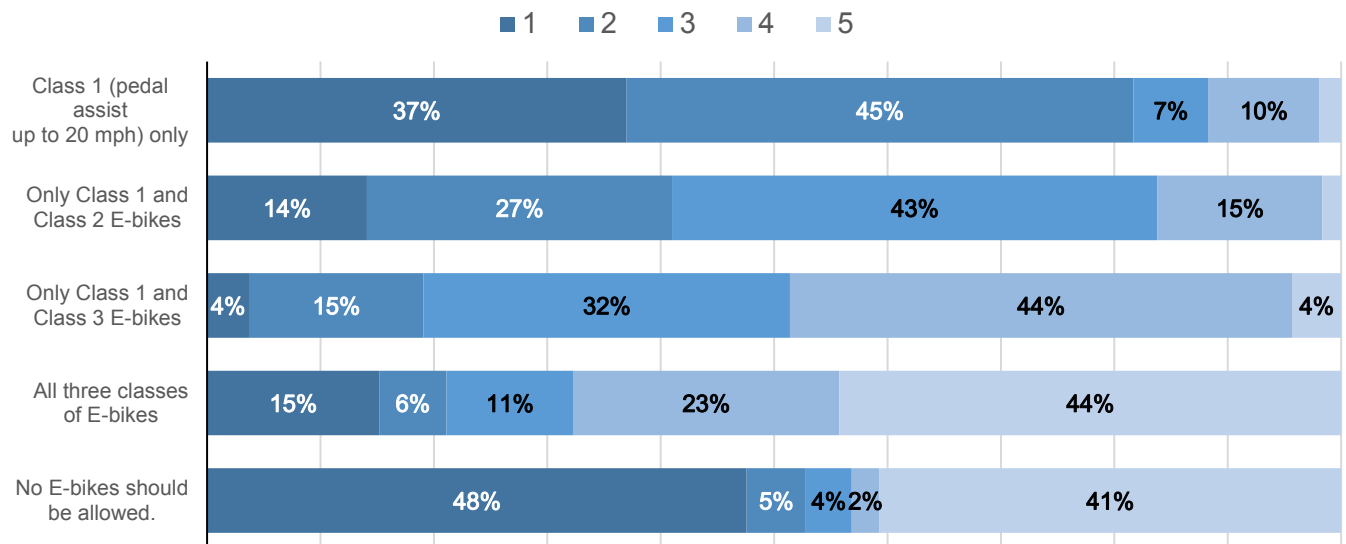


Figure 7. How respondents ranked use of e-bike classes by priority. “Class 1 only” was a first or second priority for many respondents. “No e-bikes allowed” was a first or fifth (bottom) priority for many respondents. Note that some respondents did not rank all 5 options, thus the reader should compare percentages horizontally across each priority only.

What Are the Concerns with E-bike Use?

According to survey respondents, speed and safety and potential impacts to trail conditions are the greatest concerns regarding e-bike use on nonmotorized trails (see Figure 8 below).

Previously, you selected that DNR and WDFW should not allow any class of E-bikes anywhere or only on a case-by-case basis. What are your concerns with allowing E-bikes on all or some of the state-managed trail systems? Select all that apply.

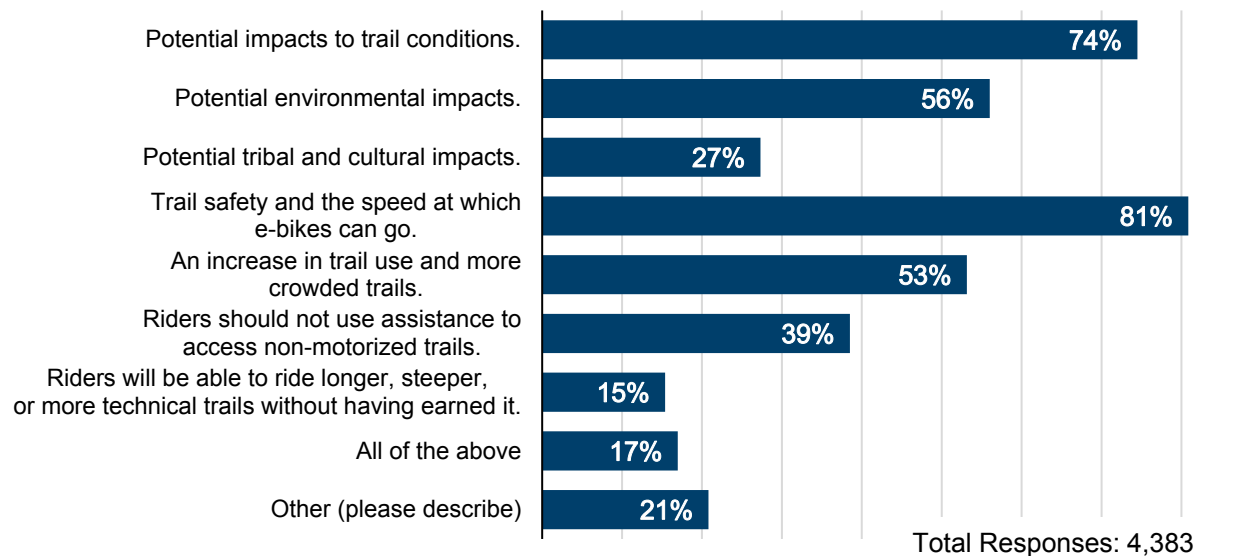


Figure 8: Overall concerns about the use of e-bikes on DNR- a managed nonmotorized natural surface trails. Respondents who previously indicated e-bikes should not be allowed or should be allowed on a case-by-case basis responded.

Public Town Hall Findings

The project team held two virtual public town halls on May 12 and May 18. Over 250 members of the public representing a variety of interests and trail uses participated in the town halls.

Town hall attendees who choose to provide public comments voluntarily identified with different recreation uses, and many identified with multiple recreation uses. Many attendees at the first town hall voluntarily identified themselves as e-bikers or traditional bicycle riders. Compared to the first town hall, attendees at the second town hall voluntarily identified with a more diverse range of recreation uses including hiking, hunting, horseback riding, and traditional bicycle and e-bike riding.

Recordings to the [May 12 town hall](#) and the [May 18 town hall](#) are available online and on the webpages related to e-bikes for each agency.

E-Bike Access

Overall, participant preferences for the use of e-bikes on trails varied from not allowing e-bikes on trails to allowing e-bikes on all trails where traditional mountain bikes are allowed.

- Many of those who did not think any class of e-bike should be allowed on trails thought that e-bikes should be classified and regulated as electric or motor vehicles. Others supported e-bike use on only some trails, or on trails designated for e-bike use.

- Among those participants who supported e-bikes on all trails where bikes are currently allowed, most supported class 1 e-bikes. There was less support for allowing class 2 and class 3 e-bikes.

Participants also discussed the importance of ensuring accessibility for riders with an ADA placard or other ability-challenged riders.

- Some participants indicated that class 1 and 2 e-bikes should be allowable for disabled riders while others indicated all three classes were acceptable for such uses.
- Participants spoke about the difficulties around acquiring an ADA placard for e-bike use and cited it as a potential barrier for riders who may need additional assistance but do not qualify for ADA. There were suggestions to assist applicants or improve the process required to apply for an ADA placard.³
- Participants observed that e-bikes promote inclusion by allowing riders of various abilities and with health challenges who may not qualify for ADA to recreate at the same capacity as able-bodied riders.

Environmental Considerations

Town hall participants expressed concerns about e-bikes' potential environmental impacts including erosion, impacts to wildlife, and increased levels of recreation and associated impacts on ecosystems. Concerns about enforcement around these issues were underscored in several comments:

- Town hall participants observed that e-bikes have the potential to make access easier and allow riders to travel farther, which could increase recreation use and associated impacts in more remote areas.
- There were specific concerns about the impact of the throttle from class 2 e-bikes on trail tread and erosion. For a review of the scientific research that specifically addresses this impact, please refer to [Appendix 6: Additional Research](#).

User Conflict and Trail Etiquette

Many participants expressed concern about the potential for trail user conflict and the need for shared trail etiquette on multi-use trails, particularly between traditional bikers and e-bikers, hikers, and equestrians. Participants shared concerns about the safety risks to all users when traditional and e-bicyclists are riding at high speeds on trails with horses and hikers traveling at slower speeds.

Participants discussed the need for education on trail etiquette at the point of sale (when a user is purchasing an e-bike) and at trailheads, and clear communication of trail rules. There were several suggestions to improve education about trail behavior and provide bicycle and e-bike users information about how to approach and yield to horses on multi-use trails. There were many experienced e-bike users who observed a general lack of understanding of e-bike rider habits and uses by other user groups, further underscoring the need for education and awareness.

Use of E-Bike Classes on Trails and Roads Closed to Motorized Use

Many, but not all, town hall participants supported allowing class 1 e-bikes on nonmotorized trails and roads closed to motorized use for some of the following reasons:

³ DNR and WDFW have a Reasonable Accommodations Policy through which qualified applicants can receive disability status and special allowance, which negates the need for an ADA placard.

- Class 1 e-bike riders tend to be experienced mountain bikers.
- Class 1 e-bikes are similar to traditional mountain bikes in how they reach similar speeds, are the same size and similar weights, and are difficult to distinguish from a traditional bike.
- Class 1 e-bikes help more people access public lands, improve access for riders who qualify for ADA, and reduce barriers related to physical ability and health.

Public concern and interests regarding class 2 and 3 e-bikes were varied.

- Some participants shared concerns about the throttle on class 2 e-bikes while others thought class 2 e-bikes could be allowed with an ADA placard. Others indicated speed was their main concern, thus, classes 1 and 2 together would be acceptable given the pedal/throttle assist ceases at 20 mph for both classes.
- Many participants expressed concerns about the higher speed capability of class 3 e-bikes and felt their use would be more appropriate on roads closed to motorized use than on non-motorized trails. Those who did support or expressed an openness to class 3 e-bikes explained that their main concern was the throttle on class 2 e-bikes, making class 1 and 3 e-bikes more acceptable than class 2.

Some opposed any class of e-bike on trails and considered e-bikes motorized vehicles due to the electric motor. Some with this concern expressed an openness to an exception for riders with an ADA placard.

Summary of Concerns

- Safety for all users.
- Speed of e-bikes on trails.
- Increased use of trails, crowding, and potential trail impacts.
- Increased access to the backcountry and resulting impacts on user experience and the environment, including negative impacts on wildlife.
- The state's ability to enforce any e-bike policy, especially within the context of increased recreation use and limited agency capacity.
- Lack of noise or warning for e-bikes approaching at higher speeds.

Input from User Groups and Communities Identified in ESSB 5452

The following section breaks down input gathered by user groups identified in ESSB 5442: traditional and e-bike riders, hikers, horseback riders, hunters, and conservation groups. Input from these user groups was gathered via survey analysis, targeted listening sessions, and the public town halls. See [Appendix 3: Full Survey Results and Analysis](#) for a breakdown of the survey and how different user groups and communities responded to the survey questions.

The following section breaks down input provided by the adaptive and disabled recreating communities, including respondents that do and do not qualify for ADA placards.

Input from Bikers and E-Bikers

Throughout the public process, many e-bikers and traditional bikers supported allowing e-bikes on nonmotorized trails and roads closed to vehicle traffic. During the public town halls, many e-bikers shared anecdotes about how e-bikes enabled them to recreate as they aged and/or overcome health and mobility limitations that do not fall under ADA.

In the public survey:

- Self-identified e-bikers supported e-bike access on all nonmotorized trails at a higher rate (82%) than all other user groups (see Figure 9 below).
- Self-identified mountain bikers supported e-bike access on all nonmotorized trails at a higher rate (48%) than other user groups, except self-identified e-bikers (see Figure 10 below).

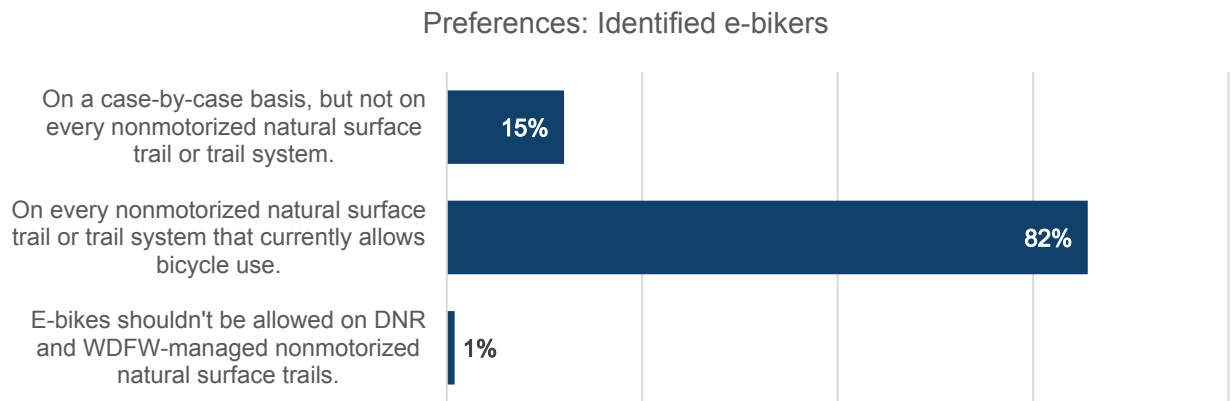


Figure 9. How survey respondents who identified as e-bikers responded to the question about when and where e-bikes should be allowed on nonmotorized natural surface trails.

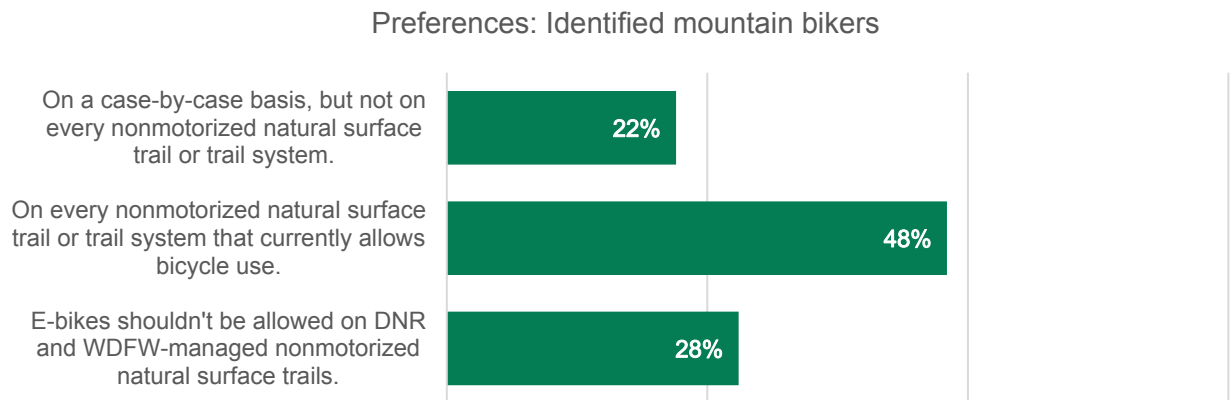


Figure 10. How survey respondents who identified as mountain bikers responded to the question about when and where e-bikes should be allowed on nonmotorized natural surface trails.

Input from Hikers

Throughout the public process, self-identified hikers offered a range of input regarding e-bike access. Many hikers shared concerns about the speed of e-bikes and the resulting safety implications. Many hikers also shared that they had speed and safety concerns with traditional bikes on multi-use trails.

More survey respondents identified as hikers or trail runners than any other user group (see Figure 3). In the public survey:

- 44% of self-identified hikers indicated that e-bikes should not be allowed on nonmotorized natural surface trails (see Figure 11 below).
- 52% of self-identified hikers cited speed and safety concerns with e-bike use and 50% cited potential impacts to trail conditions as a concern.
- Some hikers expressed a need for existing hiking-only trails to be maintained for hiking only.

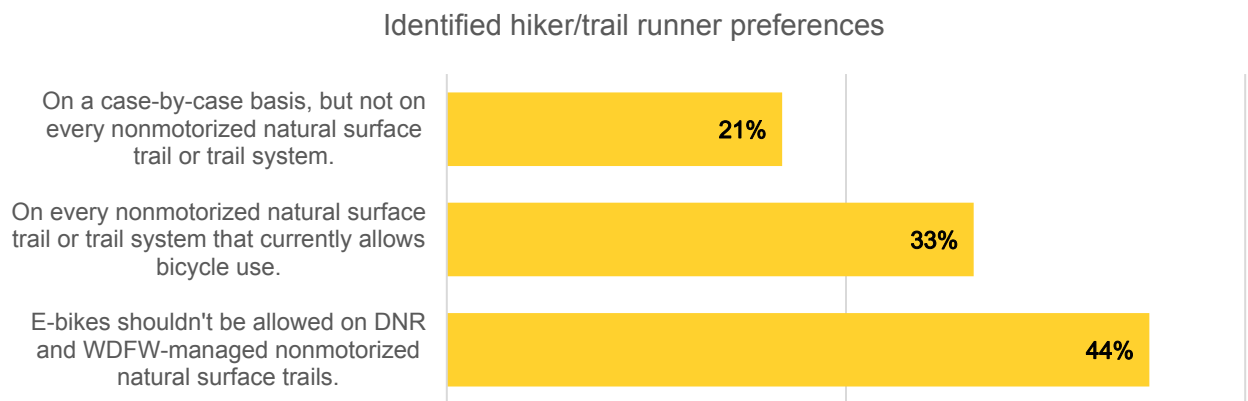


Figure 11. How survey respondents who identified as hikers or trail runners responded to the question about when and where e-bikes should be allowed on nonmotorized natural surface trails.

Input from Horseback Riders

Fewer survey respondents identified as horseback riders compared to traditional bikers, e-bikers, hikers, or hunters. However, the horseback rider session had some of the highest attendance with over 30 horseback riders participating.

During the horseback rider listening session, participants indicated that e-bikes should be considered motorized. Many of those who expressed safety concerns observed the potential speed differential between horses and all types of bicycles. Some also expressed concern that other user groups are displacing horseback riders in high use areas and allowing e-bikes would further exacerbate this issue.

In the public survey:

- 74% of self-identified horseback riders indicated that e-bikes should not be allowed on nonmotorized natural surface trails, more than any other user group (see Figure 12 below).
- 75% of self-identified horseback riders cited speed and safety concerns and 59% cited concerns regarding potential impacts to trail conditions.

Identified horseback rider preferences

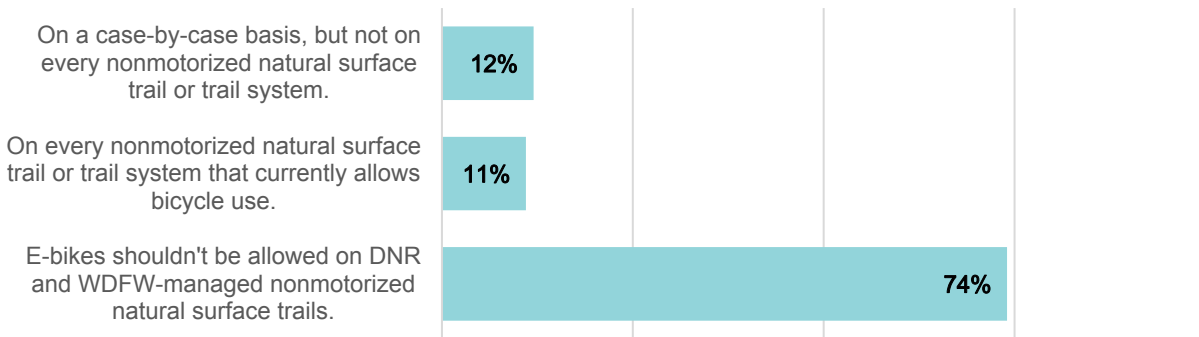


Figure 12. How survey respondents who identified as horseback riders responded to the question about when and where e-bikes should be allowed on nonmotorized natural surface trails.

Input from Hunters

During the public process, hunters shared differing perspectives on e-bike access.

- According to the Inland Northwest Wildlife Council, a hunting and conservation group, the hunting community is split on the use of e-bikes for hunting and the use of trailers behind e-bikes to facilitate hunting.
- During public meetings, multiple hunters shared that e-bikes have helped them continue to hunt as they have aged. Others felt that hunters should have to walk and pack out animals under their own power and allowing e-bike use puts some hunters at a disadvantage.
- In the public survey, 46% of self-identified hunters/fishers indicated that e-bikes should be allowed on all nonmotorized trails while 39% indicated that e-bikes should not be allowed on any nonmotorized trails (see Figure 13 below).

Identified hunter/fisher preferences

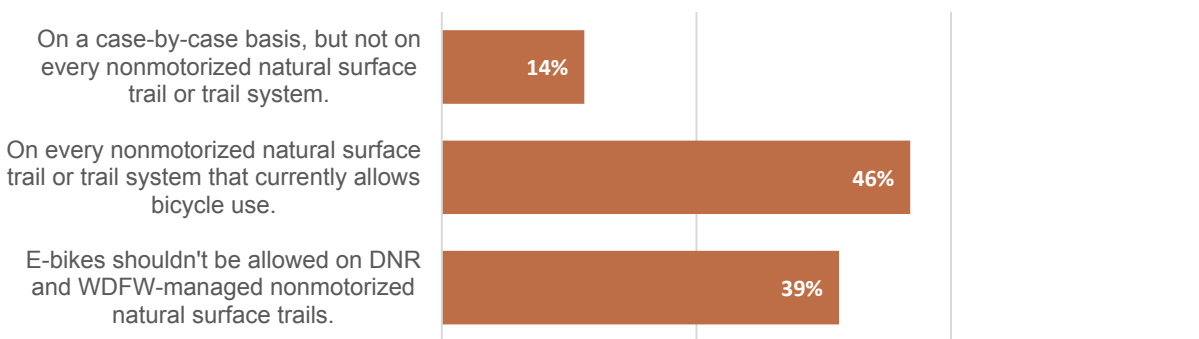


Figure 13. How survey respondents who identified as hunters/fishers responded to the question about when and where e-bikes should be allowed on nonmotorized natural surface trails.

Input from Conservation Interests

Through the public process, conservation interests shared concerns about the potential for e-bike technology to increase recreation use and the resulting impacts on wildlife. Conservation interests expressed the importance of protecting sensitive areas and ensuring additional e-bike access does not exacerbate an existing concern regarding non-sanctioned trails on DNR- and WDFW-managed lands. One conservation group suggested the state take a precautionary approach to e-bike policy and any expansion of access should follow careful environmental review.

Input Related to Ability, Age, Disability, and Health

Throughout the public process, many participants indicated that e-bikes can provide accessibility benefits for the adaptive recreation community, including people with or without ADA placards and for people who are aging and/or have health conditions that do not qualify as an ADA disability, but would otherwise limit their recreation on soft surface trails.

Access for the Adaptive Recreation Community and Riders with a Disability

During the public town halls and in the survey, many stakeholders supported the current policy that allows class 1 and class 2 e-bikes on nonmotorized trails if the rider has an ADA placard. During the adaptive recreation listening session and other forums, adaptive recreationists and other users offered a range of input, including the following:

- Class 2 e-bikes are important for disabled riders who need additional assistance pedaling and when starting from a stopped position.
- Accessing an ADA placard can be challenging even for those who qualify. Recreation managers should offer resources to the adaptive recreation community to facilitate access to an ADA placard and public lands and avoid creating additional administrative barriers for the adaptive recreation community.
- Recreation managers could partner with retailers to provide public information about adaptive recreation access.
- E-bike use on nonmotorized trails should be limited to riders with ADA placards.

The following are select written comments from the public survey regarding adaptive/ADA recreation access showing a range of perspectives and experiences.

“E-bikes can provide accessibility and recreation to people with disabilities and special needs. It would be nice to create an inclusive environment where people with accessibility issues are able to enjoy the outdoors and trails just like abled body persons.”

“My disability requires me to have a throttle assist option available. Banning class 2 e-bikes will effectively ban me.”

“As someone with a disability who does not own a personal automobile, I think it's inequitable to relegate outdoor recreation to driving (parking) privileges. In addition, not all disabilities that are aided by an e-bike necessarily qualify for an ADA placard.”

“Speaking as someone with a disability, there are other ways to support ADA use of trails. I would support further restrictions on e-bikes. It is imperative we maintain nonmotorized trails - environments.”

Access for Aging Recreationists and Recreationists with Physical Limitations

Throughout the public process, many participants shared personal anecdotes about e-bikes enabling them to participate in outdoor recreation despite mobility challenges related to age and/or health conditions, including the following.

- E-bikes can enable riders with mobility limitations due to health conditions and/or aging to recreate and access public lands and ride with individuals of different abilities.
- E-bikes can benefit many who have mobility challenges but do not qualify as disabled/for an ADA placard.
- The throttle on class 2 e-bikes can benefit mobility challenged riders as they launch or start riding.

The following are select written comments from the public survey regarding access for riders who are aging and/or spoke to health challenges.

“E-bikes allow me to continue to cycle and enjoy trails. Although I do not have an ADA placard, health issues limit my cycling, and the e-bike allows me to cycle with friends.”

“I think the current policy of allowing disabled people to use e-bikes makes a lot of sense. I would amend the policy so that people over 70 could also use class 1 bikes.”

“Age, arthritis, and certain other health issues do not qualify one for an ADA sticker but may disqualify one from accessing nature exposure without the use of an e-bike. I have a brain injury that keeps me from riding a conventional bike but does not get me an ADA sticker. I would appreciate being able to ride trails that get me out in nature.”

“I’m 72. Many of us older riders have switched to an e-bike due to physical limitations that may not otherwise require a handicap sticker or card. We want to be able to stay as active as possible... Either allow at least class 1 & 2 (speed limited) e-bikes or no bikes at all.”

A compilation of short answer responses about ability, age, adaptive recreation, and ADA access are compiled and included in [Appendix 4: Survey Comments on Ability, Age, and Disability](#).

Focus Group Findings

Over three meetings, the Focus Group discussed different elements of existing e-bike policies from other agencies, public education needs, and the interests of each participant organization regarding e-bike use. The following organizations participated in at least one of three focus group meetings:

- Back Country Horsemen of Washington
- Conservation Northwest
- Evergreen Mountain Bike Alliance
- Inland Northwest Wildlife Coalition
- Methow Cycle and Sport
- Outdoors for All
- TREAD
- Washington Trails Association

Promotion of Quality Trail Experiences for All

At their first meeting, participants supported e-bike policies that enable quality trail experiences for diverse recreation groups. Some observed that purpose-built or single-use trails that separate user groups may be a preferable alternative to multi-use trails in some high use areas where user conflicts are more likely. For focus group members, quality trail experiences include minimal conflict between trail users, access to trail information and clear trail use rules, and well-funded and maintained trails with accessible recreation opportunities for all user groups.

E-Bike Management Challenges

Focus group members outlined several management challenges, including:

- ***Increased recreation and demand overall.*** E-bikes may enable more use farther into the backcountry as riders can cover more miles than on a traditional bike.
- ***Advancing e-bike technology,*** including technology not yet on the market and technology marketed as e-bikes that do not fit the legal definition of an e-bike.
- ***Limited agency enforcement capacity and ability to differentiate between classes in the field.***
- ***Limited public understanding of the three-class system.***
- ***Incongruent policies between jurisdictions and management agencies*** (e.g., Washington State Parks allows class 1 and 3 only on their singletrack and long-distance trails while DNR and WDFW do not currently allow e-bikes on anything other than motorized roads and trails. The USFS defines e-bikes as a unique motorized vehicle class while Washington State law defines e-bikes to be nonmotorized.)
- ***Limited scientific information/data*** on the impacts of increased e-bike use.

Assessment of Potential E-Bike Use Scenarios

The focus group met three times and held discussions on nine different elements of e-bike use, identifying strengths, weaknesses, opportunities, and challenges (SWOC) for each. The following are the main themes from this exercise:

- Allowing all types of e-bikes on nonmotorized trails is simplest for users and land managers, but there is limited support for this situation from members of the public.
- A statewide e-bike approach is simpler than a case-by-case e-bike approach for users and land managers. However, it does not consider the unique use situations of different lands, the need to protect sensitive ecosystems, or the varying public mandates for different land management agencies.
- Reclassifying e-bikes as a unique class of motorized vehicles would be consistent with USFS policy, but inconsistent with the nonmotorized three class system adopted in Washington as well as 38 other states.
- Changing the three-class system in Washington would affect e-bike use across all landscapes/jurisdictions (e.g., paved commuter trails) and not just nonmotorized state managed trails.

See [Appendix 5: Focus Group Assessment of E-bike Use Situations](#) for the full results of the SWOC analysis.

Discussion on the Three Classes of E-Bikes

Focus group members made the following points about the three classes of e-bikes:

- Class 1 e-bikes are the class of choice for the mountain bike community. Many traditional mountain bike manufacturers only make class 1 e-bikes for mountain biking purposes.
- Many class 2 e-bikes are made by manufacturers that do not make traditional mountain bikes and are often marketed for a range of uses (commuting, utility-use, and hunting).
- Relative to the other two classes, there is a limited number of class 3 e-bikes on the market. Many class 3 e-bikes are designed for gravel or road bicycling where higher speeds may be typical.

Closed Unless Signed Open or Open Unless Signed Closed?

Focus group members discussed whether e-bikes should be allowed on trails unless they are signed closed to that use, or if e-bikes should only be allowed on trails specifically signed open to that use. Focus group members discussed the benefits and disadvantages of both approaches.

- Both approaches would require new signage on all trails, which would require additional work from both agencies. However, it was suggested that an open unless signed closed approach would require more signage.
- Many members felt that open unless signed closed was more enforceable and easier to understand from a user perspective.

Discussion on Evolving E-Bike Technology

In a discussion around evolving e-bike technology, focus group members identified a need to engage and potentially regulate the manufacturing industry to help successfully implement e-bike policies. Members made the following points:

- State law defines an e-bike as a bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor of no more than 750 watts. Focus group members observed that some manufacturers are marketing e-bikes that do not fit this definition, which creates confusion for users and land managers.
- For the traditional mountain bike manufacturers who primarily make class 1 e-bikes, the technology is trending towards lighter and more maneuverable e-bikes rather than more powerful or faster e-bikes. This trend may not apply to manufacturers who make utility or hunting specific e-bikes.
- As e-motorcycles become lighter and more like mountain bikes, it may become difficult to distinguish between the two.
- The point of sale is an opportunity to inform e-bikers about where they can ride e-bikes and multi-use trail etiquette.

Discussion on Education and Public Information

Focus group members identified many opportunities for public education and information and observed that a more nuanced policy will require clear communication and more user education. Focus group members thought a strong, clear policy would make user education simple.

Focus group members indicated that education and public information about e-bike use and trail etiquette should begin at the point of sale. Members observed that many riders do not know what class of e-bike they have or where they are allowed to ride it, and providing that information when they purchase the bike can help to address this challenge. Suggestions for how agencies could assist retailers with e-bike use education and public information at the point of sale included providing retailers with resources such as QR codes that link to maps/websites, web apps with information

about where e-bikes are allowed, hang tags on bikes with the class identified, and contact information for the local land managers.

Focus group members suggested that once users are on trails, consistent signage is important and agencies need the capacity to sign and manage public lands and trails for all uses, not just e-bike use.

Beyond retailer education and signage on trails, focus group members suggested there are opportunities to use social media or partner with community groups, non-profits, and trailhead ambassador programs to share information about e-bike use and trail etiquette.

Focus group members also suggested it is important that agency staff understand and have personal experience/education with e-bikes to identify them and regulate their use.

Focus Group Closing Recommendations

Focus group members shared the following near-term recommendations for the agencies to act on while considering a longer-term policy:

- Implement additional e-bike pilot projects around the state.
- Continue to evaluate environmental science and data to understand the impact of e-bikes on the landscape.

In closing, focus group members offered the following points:

- Agencies should be conscious of personal or agency bias toward “traditional” trail use.
- The impacts of increased recreation use are an overarching concern.
- Agencies should allow access for disabled and other mobility-challenged riders.
- Delineate use between the front and backcountry areas and thoughtfully manage use to reduce backcountry access and impacts.

Chapter 5: Agency Processes and Research

To help reach the determinations required by ESSB 5452, DNR and WDFW also conducted the following internal processes and external research.

Agency Processes

DNR and WDFW convened an interagency project team in 2021 to address the directives in ESSB 5452 efficiently and effectively. The team was comprised of leadership within DNR's Recreation and Conservation Division and WDFW's Wildlife Program Planning and Recreation Section. This team worked together continually from fall of 2021 through the summer of 2022.

In addition to the interagency collaboration on this project, both DNR and WDFW conducted parallel but separate internal processes for dispersing information about the external processes and gathering input from relevant staff within each agency. Each agency has unique missions, mandates, landscapes, types of trails and roads, and use patterns. This made the separate internal discussions important to ensure optimal outcomes for each. The following is a summary of those processes.

DNR Internal Process

Between summer 2021 and August 2022, DNR staff discussed and analyzed the benefits, threats, opportunities, and challenges presented by e-bikes on state lands. A core team, comprised of Division and regional staff, met regularly during the initial phases of the work to help guide the interagency process.

After the tribal and public processes were complete, a diverse group of DNR staff was then engaged through several meetings and asynchronous feedback opportunities. They included staff representing recreation, law enforcement, roads, and regional leadership. They received briefings on tribal and public feedback and provided input and feedback of their own. This increased the breadth and depth of understanding of the issue from various agency perspectives, which helped inform the agency conclusions, recommendations, and next steps. The report and its recommendations were reviewed and approved by executive leadership and the Commissioner of Public Lands.

WDFW Internal Process

WDFW began convening an interdisciplinary e-bike workgroup in 2021 that met monthly throughout the time that the agency has been working to address ESSB 5452. The membership of the workgroup included staff members that interface directly with recreational users (including law enforcement staff), would be involved with the planning or implementation of policies and rules that would include e-bike use, have scientific expertise that would be relevant, conduct external communications, or are involved in public relations. The workgroup received regular

updates from the tribal and public engagement processes, was briefed on relevant research related to e-bike use, impacts, and management; and held discussions over the unique questions related to how a wildlife agency provides equitable public access that meets its mission. Besides the workgroup, the Washington Fish and Wildlife Commission Habitat Committee and a wide range of staff had opportunities to learn about the legislation and process and provide relevant input. WDFW also solicited feedback from member agencies of the Western Association of Fish and Wildlife Agencies about how e-bike use was managed and enforced on lands that they manage. Information and input from all these processes, together with the additional research (summarized below and described in [Appendix 6: Additional Research](#)) were all carefully evaluated in arriving at the agency determinations related to ESSB 5452.

Additional Research

To supplement feedback gleaned from the tribal and public engagement processes, DNR and WDFW conducted research to gather applicable information from external sources including literature (scientific studies, surveys, and newspaper and magazine articles), webpages, interviews with staff from other public land management agencies, and pilot project.

The research focused on the following topics related to e-bikes:

- Social benefits of e-bike use
- Demographics and buying behaviors of those who ride e-bikes
- Technology trends that may affect how e-bikes will be used
- Environmental impacts
- Social impacts
- Policies on public lands managed by other agencies
- General management implication themes

This information is summarized in [Appendix 6: Additional Research](#). Themes and findings from this effort were used throughout the tribal roundtables and public engagement process and informed the internal agency discussions, conclusions, and recommendations.

Chapter 6: Agency Conclusions

The interagency project team evaluated the feedback and information from all sources and presents the following conclusions of their findings. They are organized by bill directive and provide an explanation of the recommendations found in Chapter 7.

Trails and Roads Where E-bikes are Appropriate for Use

The use of e-bikes, as defined by the State of Washington under [RCW 46.04.169](#), could be acceptable on some natural surface trails and roads closed to motorized use, but only where their impacts to tribal rights, the environment, and other users can be mitigated or avoided. This conclusion came out of the following considerations:

- There is no workable one-size-fits-all approach for managing e-bike use on a statewide level for either DNR or WDFW.
 - Each area managed by DNR and WDFW has unique tribal resources, ecology, and recreational use patterns.
 - There may be cases where the additional or unknown tribal, environmental, and social impacts of e-bikes would not be acceptable.
 - There may be cases where the tribal, environmental, and social impacts of e-bikes can be avoided, mitigated, or not exceed those of traditional bikes.
- Involving impacted tribes, resource experts, local staff and local communities in the trail designation process is critical to help the agencies identify trails inappropriate and appropriate for e-bike use.
- Adjacent land ownership/management, trail systems, and allowed uses should be considered by the agencies when determining appropriate trail designations for maximum compliance and clarity.
- Trail design, condition, and maintenance levels of non-motorized trails are important considerations to determine where e-bikes may be appropriate. When done correctly, this can mitigate the negative impacts of e-bikes (and general increased use). For example:
 - Sustainable trail design and adequate maintenance can accommodate increased overall use, including e-bikes.
 - Purpose-built or redesigned trails can mitigate general e-bike concerns regarding safety, user conflicts, user experience, and environmental impacts
 - Deliberate trail designations that separate users can mitigate concerns related to incompatible uses.
 - Trails could be designed and designated to safely accommodate all three classes of e-bikes.
- Local and regional planning processes allow for flexibility and adaptive management based on monitoring, changing conditions, use patterns, or new technology.
- Managing e-bikes on roads closed to motorized use presents unique and different challenges for each agency, requiring deliberate management based on local conditions.
- Under current regulations, all types of bicycles, including e-bikes, are allowed on all motorized trails and roads, unless signed closed for their use. Therefore, there is no need to take additional action for motorized trails and roads.

E-bike Classes Appropriate for Use

Regulating or restricting e-bike use based on class is not the preferred management solution. Managing all three classes of e-bikes as a single use type is supported by both agencies because:

- It is more enforceable than restricting by class.
- It is most easily communicated to the public.
- It simplifies trail designation and signage.
- It allows for best compatibility with adjacent trail systems where e-bikes are allowed.
- It most easily accommodates evolving e-bike technology and use.
- It accommodates those using e-bikes due to disability, without requiring additional rules or process for class allowance.
- There is currently insufficient research to indicate a difference in impacts (if any) between class types.
- Concerns with the differences in technology between classes can be mitigated by deliberate trail design and designation.
- Concerns with safety and speed are best managed through trail design, designation, and user behavior—rather than by controlling technology.
- The current research does not indicate that there is a need for limiting access by class (see [Appendix 6: Additional Research](#)).
- Managing e-bikes as a nonmotorized use type aligns with Washington state law and also with the majority of other state, local, and federal agencies (as defined by [RCW 46.04.169](#)).

Chapter 7: Determinations

In addition to the tribal and public process, ESSB 5452 requires DNR and WDFW to “determine where such use may occur, and which classes of electric-assisted bicycles are acceptable on such trails and roads under the agencies' management.”

When determining recommendations, the agencies were guided by the following themes concerning what a future policy must be. These themes were gleaned from feedback received throughout the process.

1. Protect tribal and natural resources
2. Minimize safety concerns and user conflicts
3. Be easily understood by the public
4. Be enforceable
5. Be compatible to the degree possible with trail and road systems managed by other agencies, particularly on lands adjacent to those managed by DNR and WDFW.

Recommendations

Drawing on the conclusions from the tribal and public processes (found in Chapter 6), in addition to the above themes, DNR and WDFW submit the following recommendations for future policy or regulatory action. Any adoption of formal policy changes will undergo the appropriate tribal consultation and public review processes. As with the conclusions, they are organized by bill directive.

Trails and Roads Where E-bikes are Appropriate for Use

- Decisions about where e-bikes should be allowed on trails and roads closed to motorized use should be made by each agency as part of local or regional planning processes (such as wildlife area management plans, recreation plans, travel management plans or trails plans).
- Local and regional planning processes addressing e-bike use should engage representatives from affected tribes, local stakeholders and users, and appropriate agency staff. Plans should incorporate an understanding of the local natural, cultural, and tribal resources, trail design, data on demand and use patterns, analysis of potential impacts from e-bike use, and other relevant scientific data and knowledge.
- All natural surface trails and roads closed to motorized use should be closed to e-bike use unless or until signed open to that use.
- E-bikes should continue to be allowed on roads and trails open to motorized use.

E-bike Classes Appropriate for Use

- Any roads or trails open to e-bikes should not be restricted to a specific class or classes, but be open to all three non-motorized classes as defined by the State of Washington ([RCW 46.04.169](#)).
- E-biking (all classes) should be considered a distinct use category separate from traditional biking.

Proposed Next Steps

Due to the recommended case-by-case, local process for approving e-bikes on nonmotorized natural surface trails and roads closed to motorized use, the development and enactment of changes will be best addressed through each agency’s recreational trail policies and planning documents. This includes potential modification to DNR’s existing [Recreational Trails Policy](#) and is recommended as a near-term priority in the [10-year Recreation Strategy for WDFW-managed Lands](#). Trail policies and/or planning documents may include criteria by which e-bike use will be considered on trails and roads closed to motorized use. To this end, the following are the proposed next steps that could be taken by the agencies in the near term:

1. Develop materials clarifying which roads and trails are currently open to e-bike use and make this information easily accessible to the public and agency staff.
2. Develop or amend recreational trails policies and procedures that address e-bike use on DNR and WDFW-managed lands to align them with the recommendations herein. Any new or amended policies will incorporate the appropriate tribal consultation and public review processes.
3. Develop or modify trail planning documents to include e-bikes as a nonmotorized use type.
4. Review existing agency policies and processes for “other power-driven mobility devices” (OPDMD) and “electric personal assistive mobility devices” (EPAMD) regarding e-bike access for individuals with disabilities. Consider opportunities for improvement, clarity, and consistency between agencies.
5. Prioritize the development and placement of signage and educational materials related to e-bike use and trail etiquette.
6. Identify priority areas to begin local trail planning processes.
7. Identify costs and potential funding sources required to support e-bike management, monitoring, education, and enforcement.

Concluding Remarks

Overall engagement and thoughtful discussions throughout the tribal and public processes demonstrated e-bikes are a topic of great interest to many Washingtonians. DNR and WDFW appreciate the opportunity to engage tribes, stakeholder groups, the public, and agency personnel to address e-bike use on lands managed by the agencies. DNR and WDFW look forward to further engagement with these groups and the Legislature regarding a future policy process that will guide how the agencies manage e-bike use.

Appendix 1: Stakeholder Analysis Report

Assessment Purpose

Triangle Associates met with a group of key stakeholders identified by DNR and WDFW in a series of 30-45-minute interviews to inform the development of the engagement process. Stakeholders were asked about their background and previous experience with multi-use trail and e-bike policy and regulations, interests and concerns regarding e-bike use on nonmotorized soft surface trails, suggestions for a successful engagement process, and who else to engage.

The following report summarizes what Triangle Associates heard during the interviews. This input informed the development of an engagement plan, including options to inform the public and for the public to provide input via a focus group, listening sessions, and a public survey.

Interviewees and Questions

- Backcountry Horsemen
- Conservation Northwest
- Evergreen Mountain Bike Alliance
- Inland Northwest Wildlife Council
- Sierra Club
- Team Naturaleza
- TREAD
- Trek
- Washington Trails Association

What We Asked

1. What is your role in your organization?
2. What is your experience with e-bike policy, bicycle advocacy, or recreation advocacy?
3. What expertise or perspective do you bring to this process?
4. How familiar are you with the current regulations around the use of e-bikes on state lands and the different designated e-bike classes?
5. Do you have any suggestions for groups or people we should reach out to or include in this process? Is there anyone we are missing?
6. Are there particularly challenging topics or issues that need to be addressed?
7. What challenges or opportunities do you see for the process moving forward?
8. What would a successful public process to gather ideas, input, questions, and hear concerns on e-bike use on recreational trails look like to you?

What We Heard

Recommendations for the Engagement Process:

- Include a diversity of voices and interests and collect broad input.

- Support for narrow to broad engagement approach (focus groups, listening session, and public town halls and an online survey).
- Allow room for dialogue and discussion between different interests and users.
- Provide information about e-bike classifications, current e-bike use, available research on impacts, and regulations with each engagement opportunity.
- Set clear participation and engagement norms.
- Provide opportunities for individualized input.
- Promote opportunities for engagement through social media, town halls, a survey, and engaged interest groups.

Questions About the Process

- What is the timeline for the process and policy outcomes?
- How will public input inform DNR and WDFW decision making?
- Are there opportunities to align the public process with the summer recreation season when more users will be at trailheads and trail use may be more relevant?

“Quality Recreation Experiences Look Different for Everyone”

Interests and Communities Identified in Legislation:

- Tribes
- People with disabilities and advocates
- Conservationists
- Horseback riders
- Traditional and e-mountain bikers
- Hikers
- Hunters
- New bicyclers and e-bike riders

Suggested Interests and Communities

- E-bike retailers and manufacturers
- Fishers, birders, and other public land users
- Bicycle advocacy groups
- BIPOC-led outdoor organizations
- Ranchers and herders
- Groups that represent geographic diversity (Western and Eastern WA)
- Washington outfitters and guides
- Tour groups and tourism advocates
- Land managers, stewards, and enforcement

Current Policy vs. Current Usage

Stakeholders identified disparities between existing e-bike policy and the use of e-bikes on trails:

- Current e-bike classifications (Classes 1, 2, and 3) are confusing and may not fit e-mountain bike usage.

- Policies around e-bike usage and e-bike manufacturing and sales do not align.
- Policy and land managers are catching up to users and e-bike technology.
- There may be a need for a new trail classification outside of motorized and nonmotorized trails.
- It is important to balance responsible recreation, access to recreation, and conservation.

Interests and Concerns

Stakeholders shared their perspectives on current and future e-bike use on nonmotorized trails:

- Recreation will continue to evolve and change. Users are already moving forward with the new technology.
- E-bike policy and use may lead to changes or developments in the use of other electric powered vehicles or motors on trails.
- E-bikes expand recreation opportunities and access, including new users who have less background or experience in the sport.
- Thorough research and public process on the impacts of evolving trail use and changed trail designations is important.
- Concerns around how new trail designations and/or e-bike access may affect grant and funding opportunities, upkeep, and maintenance on nonmotorized trails.
- Signage, enforcement, and user knowledge are existing issues.

Education and Public Information

Education and outreach on e-bike policy, rules and regulation are important to the e-bike user experience and policy development. Stakeholders shared user observations and suggestions for education:

- E-bike users often include new cyclists with minimal trail or recreation experience and less knowledge about trail etiquette or e-bike recreation policy.
- Education and outreach should be incorporated at the point-of-sale, although retailers face challenges explaining different class types and where they are allowed. Retailers have an interest in clear regulation for the use of e-bikes.
- Any public outreach should include information on e-bike classifications and trail use regulations. Providing the public with background is important for participation.
- Utilize QR codes at trailheads, outdoor or recreation organizations and groups, social media, and retailers to share information about e-bikes and the public process.

What Makes a Good Policy?

- Informed by broad public process.
- Easy for users to understand and follow.
- Consistent, predictable regulations for users, retailers, and outdoor or recreation groups.
- Alignment with a variety of land managers (state, local, federal).
- Consistent with or in consideration of policy in other states.
- Enforceable.
- Proactive towards future technology changes and use trends.

- Allows for a quality recreation experience for all users.

Next Steps

Triangle Associates developed an Engagement Plan based on recommendations and insight from stakeholder interviews. The plan identified opportunities for public input and education, outlined targeted listening sessions and topics for a focus group comprised of key stakeholders.

DNR and WDFW developed a coordinated approach to engage with Tribes on this issue.

Appendix 2: Survey Questions

1. What are your main trail-based recreation activities?
 - Mountain Biking
 - E-biking
 - Hiking/Trail Running
 - Horseback Riding
 - Hunting/Fishing
 - Foraging
 - Walking
 - Nature Viewing and Photography
 - Other (please describe)

2. What is your primary source(s) of information about trails, rules, and regulations, or outdoor recreation guidance?
 - Agency websites
 - Email
 - Social media
 - Mobile apps
 - Newsletters or subscriptions
 - Recreation organizations
 - Outdoor stores/retailers
 - Other users
 - Internet searches
 - Local trailhead signs

3. Do you currently own or rent an e-bike, or plan to purchase an e-bike in the near future?
 - Yes
 - No

4. In question 3, you indicated you currently own or rent an e-bike. Why did you purchase/rent your e-bike? Select all that apply.
 - To ride more trails in my available time.
 - To ride further in my available time
 - To be able to ride steeper and more technical trails
 - To increase fitness
 - To keep pace with friends and family
 - Other
 - Health: A health problem made an e-bike more pragmatic than a traditional bike
 - For environmental reasons
 - Cost effective form of transportation
 - Commuting
 - To carry loads

5. If this policy were to change, which types of e-bikes should DNR and WDFW allow on nonmotorized natural surface trails and/or roads closed to motorized traffic (please rank the following scenarios in order by your priority)? If you have additional comments about your selections in the previous question, please share them below.
 - Only Class 1 (pedal assist up to 20 mph) only
 - Only Class 1 and Class 2 e-bikes
 - Only Class 1 and Class 3 e-bikes
 - All three classes of e-bikes.
 - No e-bikes should be allowed.

6. When and where should e-bikes be allowed on DNR- and WDFW-managed natural surface nonmotorized trails?
 - On a case-by-case basis, but not every nonmotorized natural surface trail or trail system.

- On every nonmotorized natural surface trail or trail system that currently allows bicycle use.
 - E-bikes shouldn't be allowed on DNR- and WDFW-managed nonmotorized natural surface trails.
7. Previously, you selected that DNR and WDFW should allow e-bikes on natural surface nonmotorized trails or trail system on a case-by-case basis. Under what scenarios would e-bike use be allowable?
- On nonmotorized natural surface trails and trail systems that allow traditional mountain bike use.
 - Only on trails and trail systems designed and built for bike use.
 - Only on a trail-by-trail basis after evaluating the possible environmental impacts and effects on the experience of other user groups (horseback riders, hikers, etc.)
 - On a trail-by-trail basis in consideration of the trail type and e-bike classification (ex. Class 1 on designated natural surface trails)
 - Off-trail use for the purpose of hunting and fishing
 - Other (please describe)
8. Previously, you selected that DNR and WDFW should not allow any class of e-bikes anywhere, or only on a case-by-case basis. What are your concerns with allowing e-bikes on all or some of the state-managed trail systems? Select all that apply.
- Potential impacts to trail conditions.
 - Potential environmental impacts.
 - Potential tribal and cultural impacts,
 - Trail safety and the speed at which e-bikes can go.
 - An increase in trail use and more crowded trails.
 - Riders should not use assistance to access nonmotorized trails.
 - Riders will be able to ride longer, steeper, or more technical trails without having earned it.
 - All of the above.
 - Other (please describe)
9. When and where should e-bikes be allowed on DNR- or WDFW-managed roads closed to motorized vehicle traffic?
- On a case-by-case basis, but not every closed road.
 - On every closed road that currently allows bicycle use.
 - E-bikes shouldn't be allowed on DNR- and WDFW-managed roads closed to vehicle traffic.
10. Would allowing e-bikes affect your decision to recreate on DNR- or WDFW-managed lands?
- Yes
 - No
 - Not sure
11. Would you continue to visit DNR- and WDFW-managed lands if e-bikes were allowed on roads closed to motorized vehicles? (Motorcycles, ATVs, Cars, etc.)?
- Yes
 - No
 - Not sure

12. Do you have any additional comments that you'd like to share?

Appendix 3: Full Survey Results and Analysis

Over 7,600 people participated in an online public survey that was available from April through mid-July. DNR and WDFW contracted with Triangle Associates to review the data from the entire survey and complete a survey analysis to understand how respondents who identified with specific user groups answered key questions in the survey. The survey analysis looked at questions 3, 4, 5, 7, 8, 9, 10, and 11.

The overall survey results provided insight into the recreation habits of participants, sentiments about the three classes of e-bikes and their use on DNR- and WDFW-managed nonmotorized natural surface trails and roads closed to motorized traffic open to bicycles, and demographic information. The survey analysis looked at how respondents who identified with specific user groups responded to the key questions about whether e-bikes should be allowed, which classes, considerations for case-by-case allowances, and concerns.

Recreation Habits of Respondents

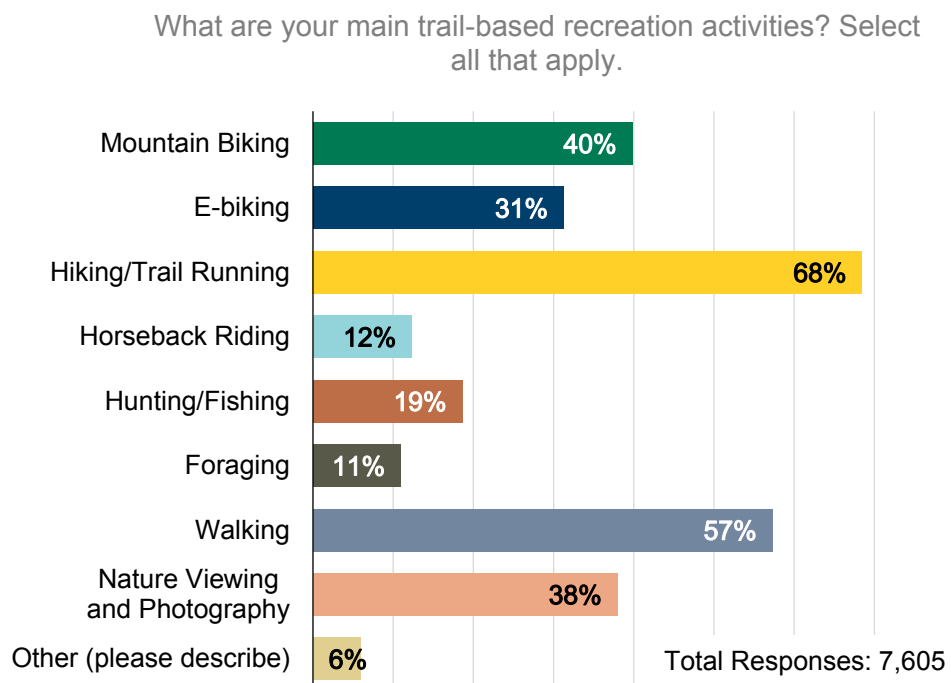


Figure 14: Percent of survey respondents that identified with different recreation use activities. Respondents were able to select all the activities that applied to them.

The largest number of survey respondents selected hiking and walking. Mountain biking, nature viewing, and photography were the next most selected activities, followed by e-biking. A smaller number of respondents selected horseback riding, hunting, and fishing as their primary trail-based activities.

Primary Sources of Trail Information

What is your primary source(s) of information about trails, rules and regulations, or outdoor recreation guidance?

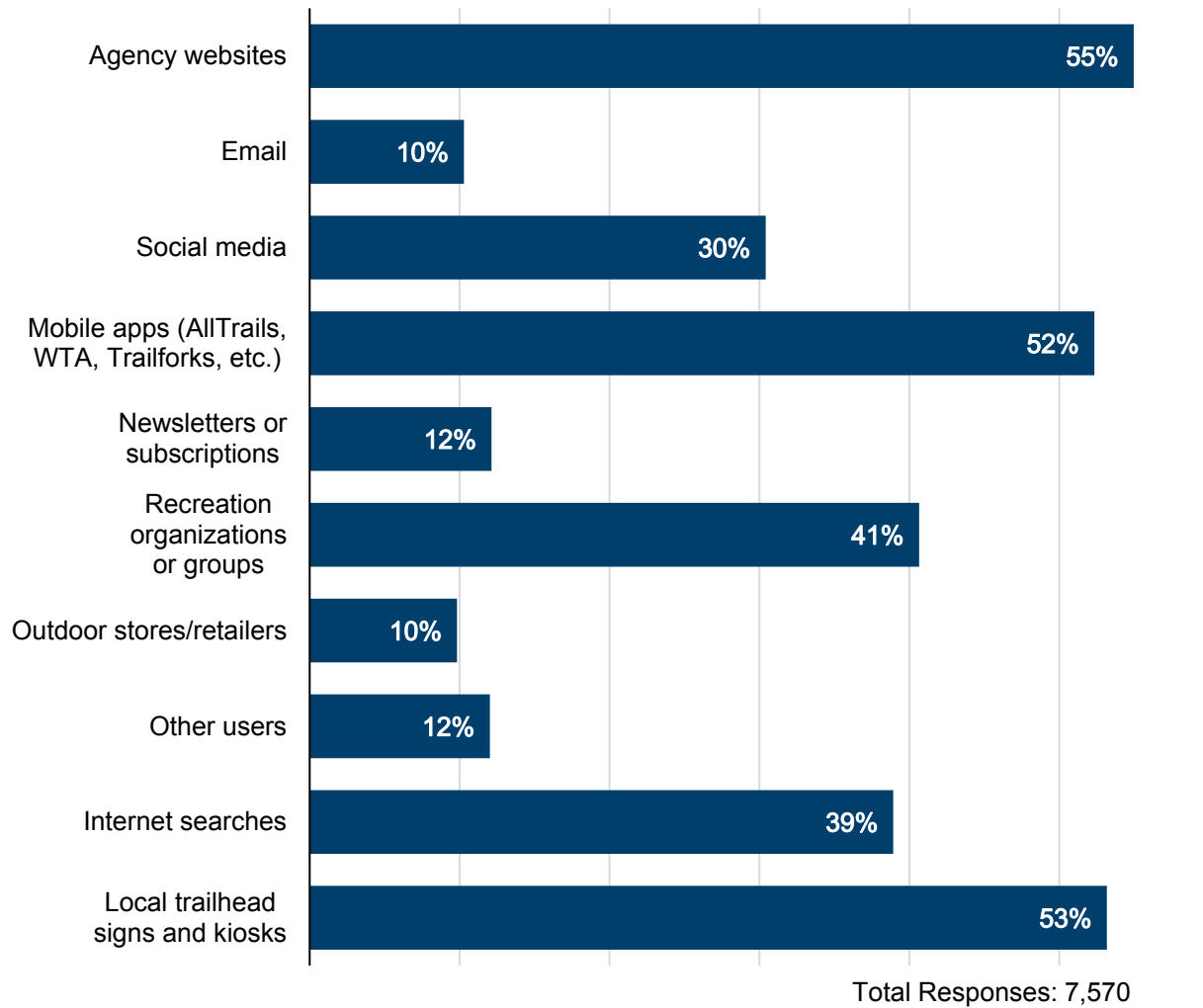


Figure 15: Primary sources that respondents use to receive trail information, rules and regulations, and outdoor guidance.

Respondents received trail information from a variety of sources. The most common sources of trail information for respondents were agency websites, mobile applications, recreation organizations, internet searches, and local trailhead signs.

Plans to Own or Rent an E-bike

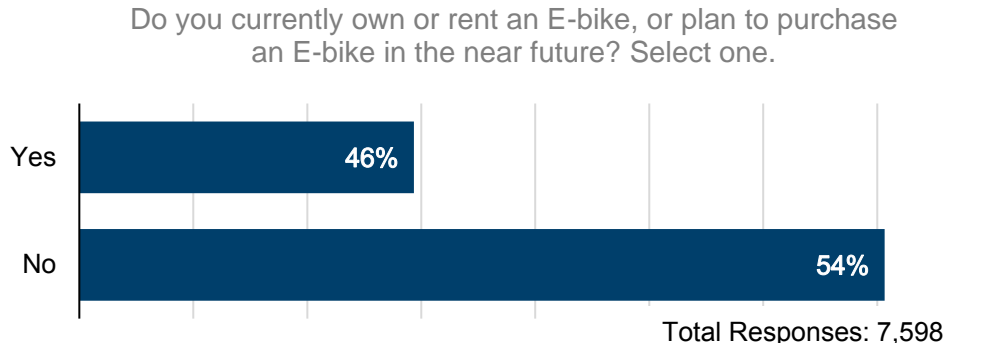


Figure 16: Percent of respondents that indicated they currently own or rent an e-bike, or plan to purchase one in the near future.

Over half of respondents reported that they did not own an e-bike, nor did they have plans to purchase or rent one in the near future. Slightly less than half of respondents reported they did own an e-bike or had plans to purchase or rent one. The 56-65 age group represented the largest number of identified e-bike owners, with a quarter of e-bike owners identifying with that age group. 46-55-year-olds and 36-45-year-olds represented the next largest groups of e-bike owners.

Table 3: This table shows the overall number of survey respondents who own, rent, or intend to own or rent an e-bike.

Responses		
Yes	46%	3485
No	54%	4113

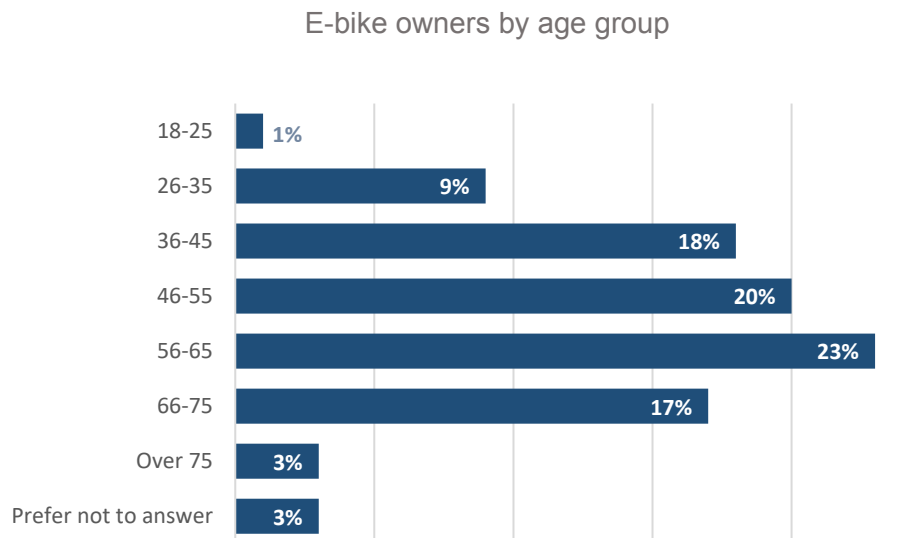


Figure 17: Percent of e-bike owners by age group.

Reasons For Owning an E-bike

In question 3, you indicated you currently own or rent an e-bike. Why did you purchase/rent your e-bike?
Select all that apply.

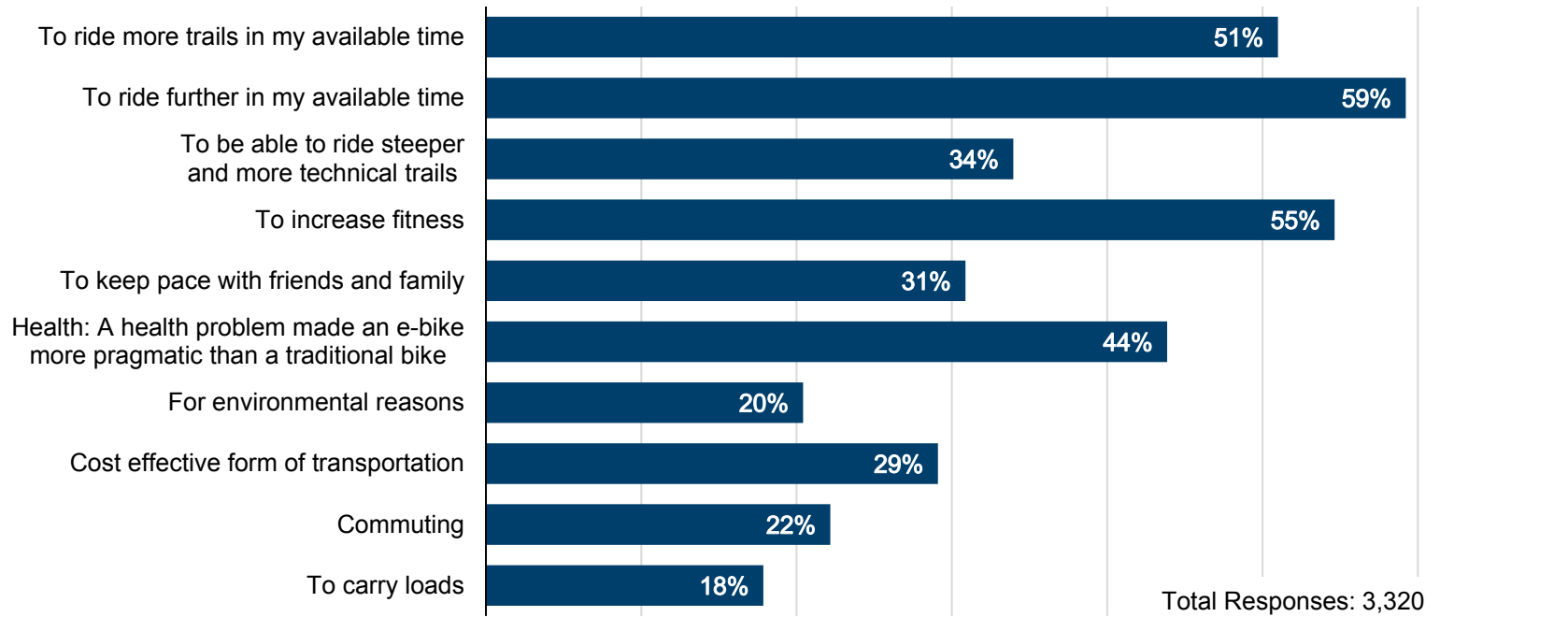


Figure 18: Reasons respondents purchased or rented their e-bikes. Respondents were able to select all that apply.

The top four reasons owners or renters of e-bikes provided for their e-bike use were to ride more trails and ride further in their available time, to increase fitness, and for health problems.

The survey analysis broke down the reasons for owning or renting an e-bike by age group. Ages 18-55 selected riding more trails or riding further in their available time as the top two reasons for ownership or use. Older age groups (56-65) also used e-bikes to ride further in their available time but selected increasing fitness and e-bikes as a cost-effective form of transportation as other primary reasons for owning or renting e-bikes.

Reasons 18-25 age group purchased/rented an e-bike:

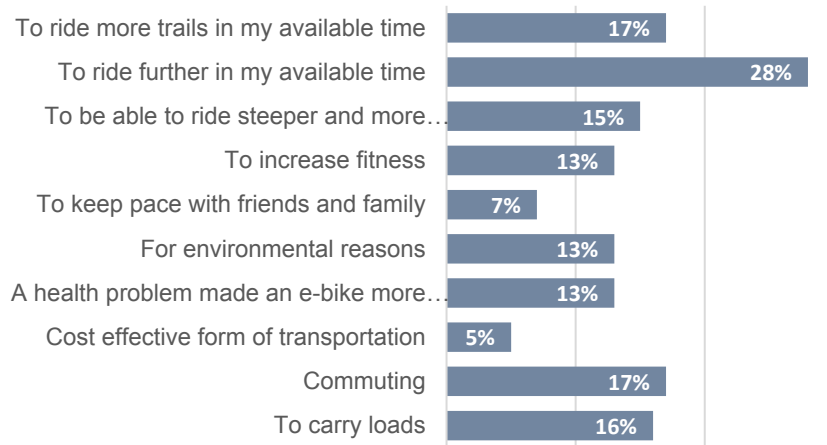


Figure 21: Main reasons to own/rent an e-bike in the 18-25 age group.

Reasons 26-35 age group purchased/rented an e-bike:

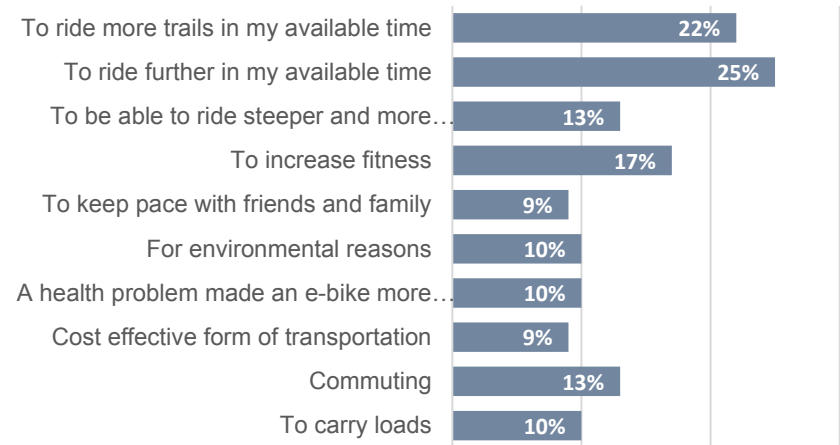


Figure 22: Main reasons to own/rent an e-bike in the 26-35 age group.

Reasons to purchase/rent an e-bike: 36-45

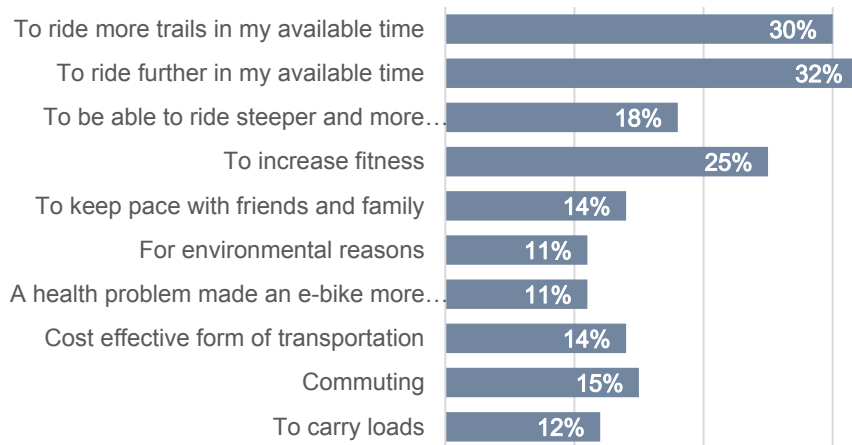


Figure 19: Main reasons to own/rent an e-bike in the 36-45 age group.

Reasons to purchase/rent an e-bike: 46-55

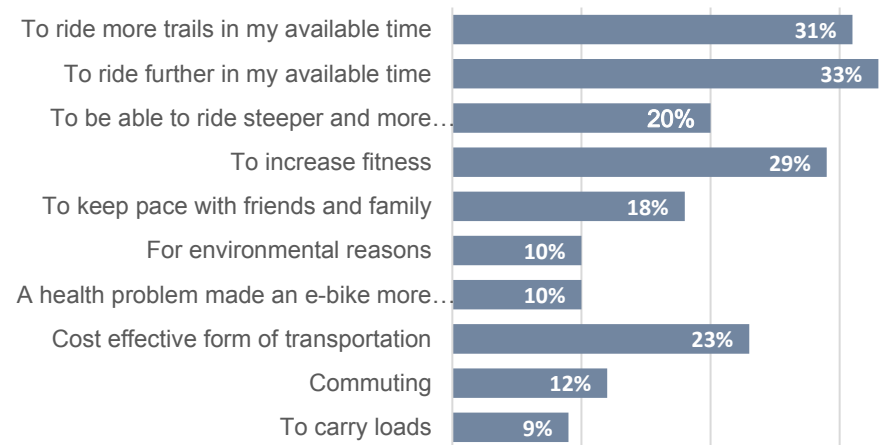


Figure 20: Main reasons to own/rent an e-bike in the 46-55 age group.

Reasons to purchase/rent an e-bike: 56-65

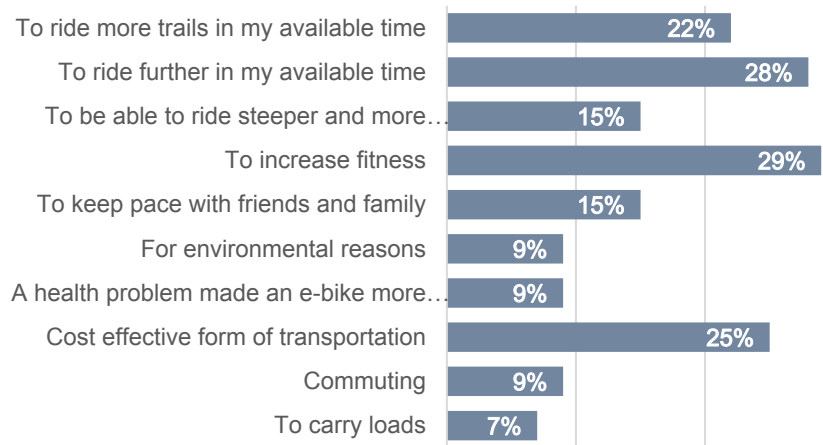


Figure 10: Main reasons to own/rent an e-bike on the 56-65 age group.

Reasons to purchase/rent an e-bike: 66-75

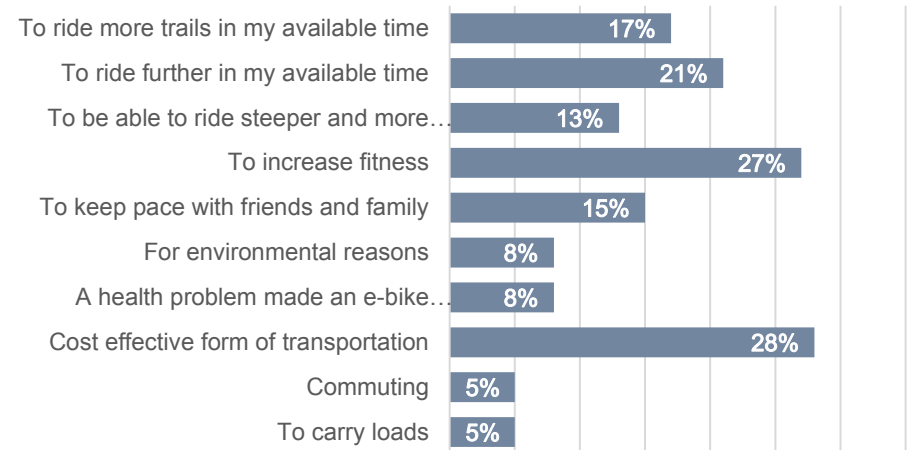


Figure 23: Main reasons to own/rent an e-bike in the 66-75 age group.

Reasons to purchase/rent an e-bike: Over 75

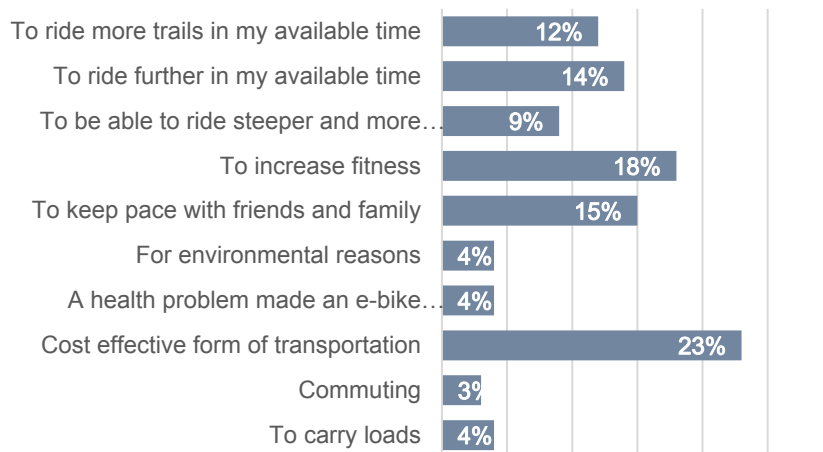


Figure 12: Main reasons to own/rent an e-bike in the over 75 age group.

Reasons to purchase/rent an e-bike: No age provided

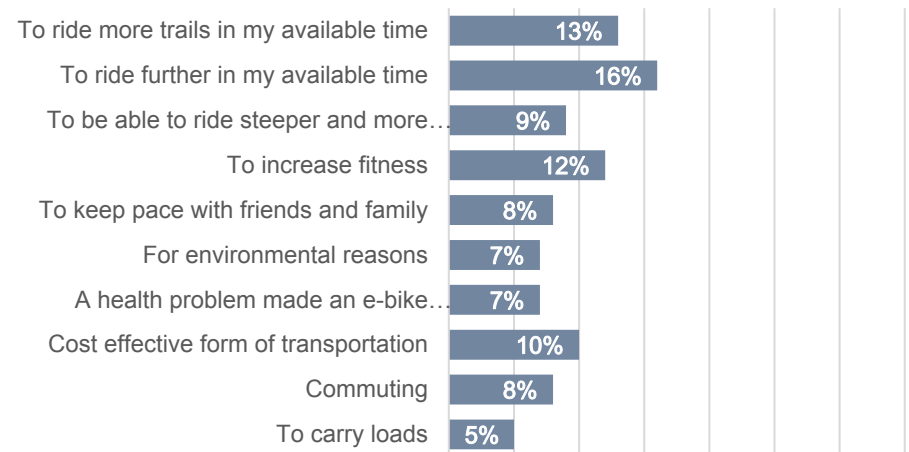


Figure 13: Main reasons to own/rent an e-bike for those who did not identify their age.

Types of E-bikes that Should be Allowed on Nonmotorized Natural Surface Trails and Roads Closed to Motorized Traffic

Respondents ranked which types of e-bikes should be allowed on DNR- and WDFW-managed nonmotorized natural surface trails and roads closed to motorized traffic, with 1 being the most preferred choice and 5 being the least preferred. Just over 80% of respondents ranked allowing Class 1 e-bikes on DNR- and WDFW-managed nonmotorized trails and roads closed to motorized traffic as their first or second priority (see the top bar in Figure 7 below). Just under half of all respondents selected no e-bikes on trails as their top priority. Almost half of respondents ranked allowing all three classes of e-bikes on DNR- and WDFW-managed lands as their lowest priority.

This indicates that priorities were split among survey respondents. While “No e-bikes should be allowed” received the most “1” rankings, almost as many ranked it as their last priority. More respondents overall ranked allowing Class 1 as their first or second priority. A small number of participants ranked allowing all three classes of e-bikes as their top priority, indicating that more respondents support Class 1 e-bikes over all three classes.

If this policy were to change, which types of E-bikes should DNR and WDFW allow on nonmotorized natural surface trails and/or roads closed to motorized traffic? Please rank by priority (1 being highest priority, 5 being lowest priority)

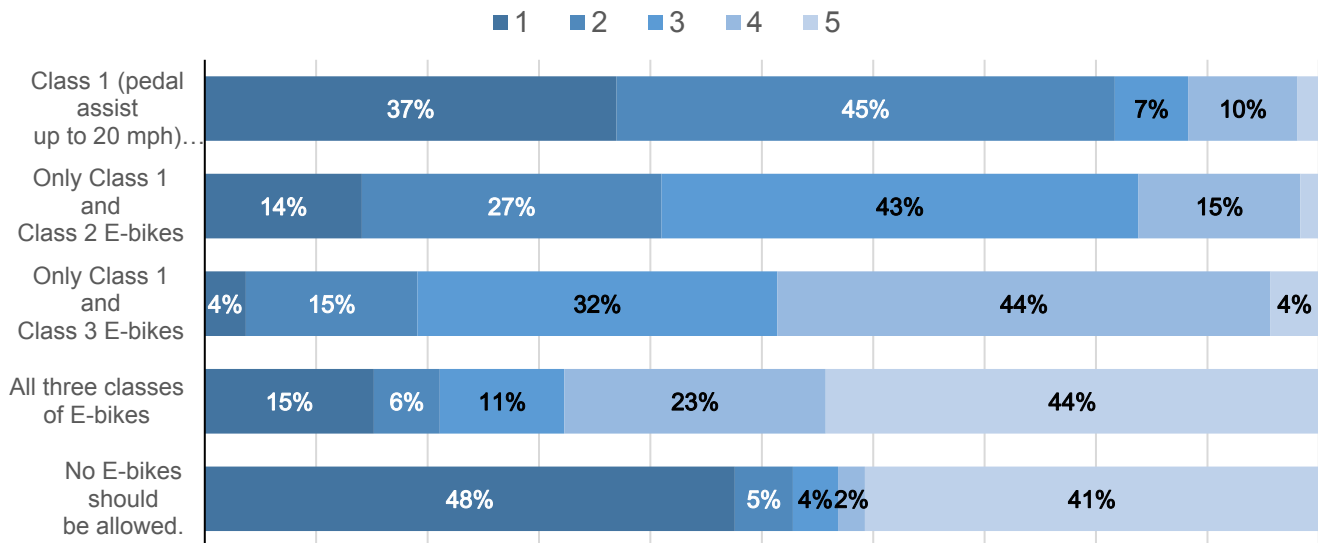


Figure 14: How respondents ranked use of e-bike classes by priority. “Class 1 only” was a first or second priority for many respondents. “No e-bikes allowed” was a first or fifth (last) priority for many respondents. Note that some respondents did not rank all 5 options.

Table 4: Percentage and total number of respondents that ranked each e-bike use case from 1-5.

Type of E-bike	1	2	3	4	5
Class 1 only	37% (2,164)	45% (2,619)	7% (385)	10% (575)	2% (112)
Class 1 and 2	14% (777)	27% (1,482)	43% (2,358)	15% (800)	2% (92)
Class 1 and 3	4% (197)	15% (821)	32% (1,724)	44% (2,362)	4% (231)
All three classes of e-bikes	15% (847)	6% (330)	11% (623)	23% (1,309)	44% (2,469)
No e-bikes should be allowed	48% (3,034)	5% (332)	4% (259)	2% (153)	41% (2,598)

E-bike rankings: Identified mountain bikers

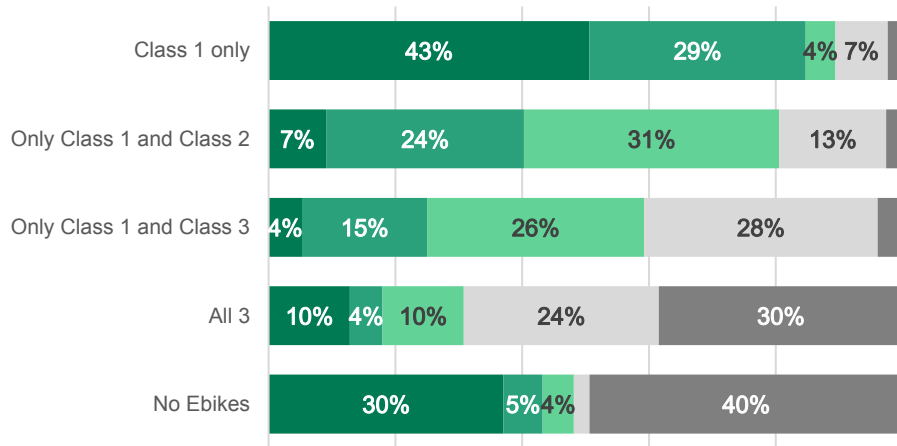


Figure 15: How identified mountain bikers ranked e-bike use by class type.

E-bike rankings: Identified e-bikers

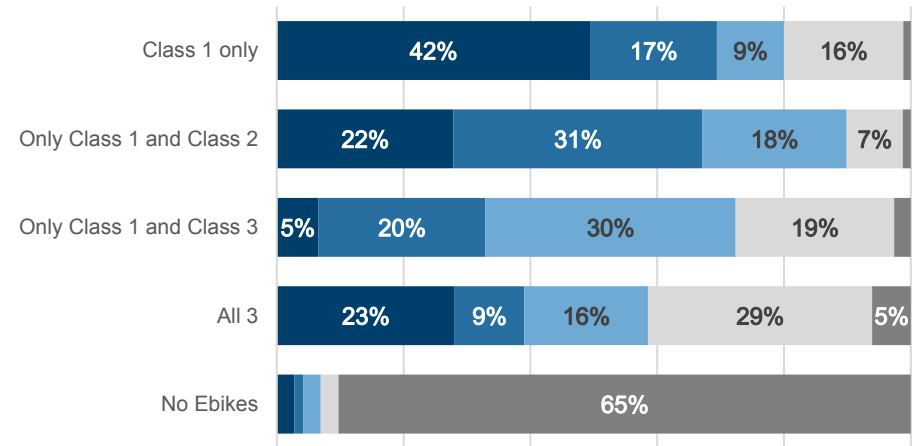


Figure 16: How identified e-bikers ranked e-bike use by class type.

E-bike rankings: Identified hiker/trail runners

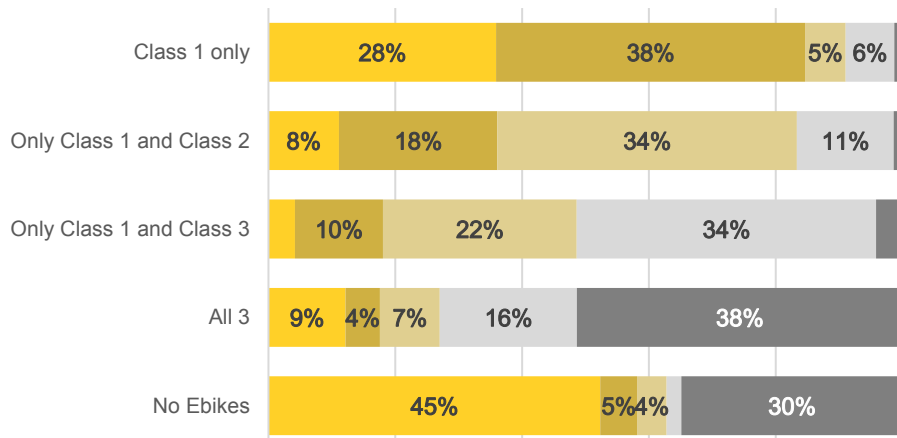


Figure 17: How identified hikers/trail runners ranked e-bike use by class type.

E-bike rankings: Identified horseback riders

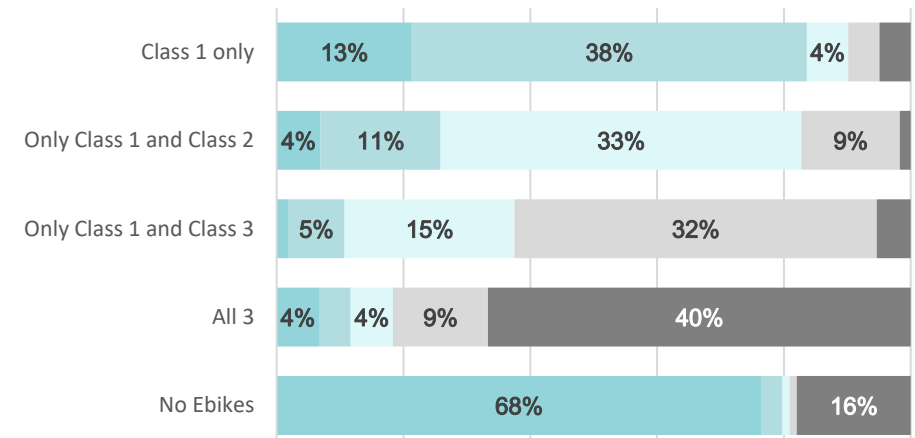


Figure 18: How identified horseback riders ranked e-bike use by class type.

E-bike rankings: Identified hunter/fishers

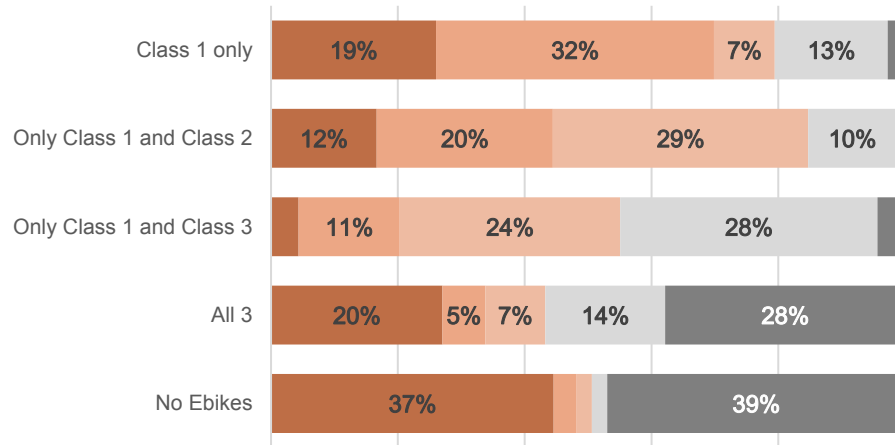


Figure 19: How identified hunters/fishers ranked e-bike use by class type.

Mountain bikers and e-bikers prioritized allowing Class 1 e-bikes on DNR- and WDFW-managed lands while hikers, trail runners, and horseback riders prioritized keeping e-bikes off DNR- and WDFW-managed lands. Hunters and fishers were split between either allowing Class 1 e-bikes or no e-bikes on DNR- and WDFW-managed lands.

About three quarters of identified mountain bikers selected allowing Class 1 e-bikes as their first or second priority. However, a third of mountain bikers ranked no e-bikes on trails as their top priority. E-biker preferences were more straightforward. Over half of identified e-bikers identified allowing Class 1 as their top priority.

Half of hikers and trail runners listed no e-bikes on DNR- and WDFW-managed lands as their top priority. Even more horseback riders felt similarly, with nearly 70% reporting the same top priority. Hunters and fishers were more split on e-bike access, but more identified members of that user group prioritized not allowing e-bikes on trails.

The survey analysis also broke down ranking preferences by racial demographic data. Preferences for the types of e-bikes that should be allowed on DNR- and WDFW-managed lands were relatively consistent by race. The graphics below show priorities by racial demographic.

E-bike rankings: Native American/Native Alaskan

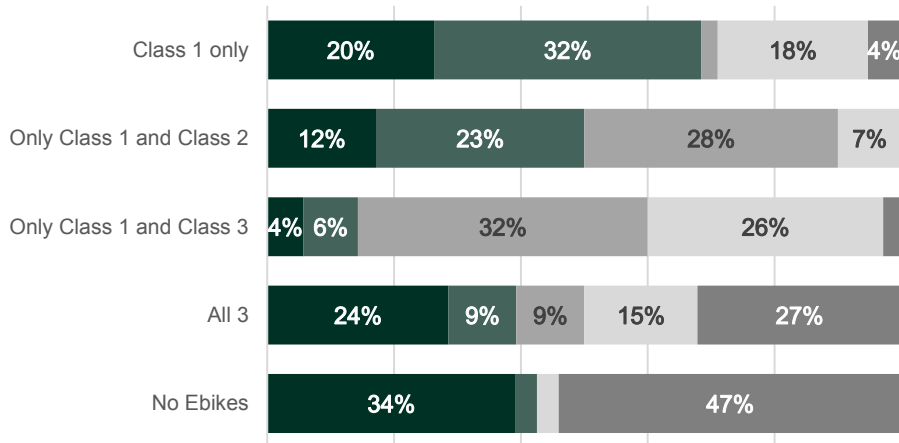


Figure 20: How respondents who identified as Native American/Native Alaskan ranked e-bike use by class type.

E-bike rankings: Asian

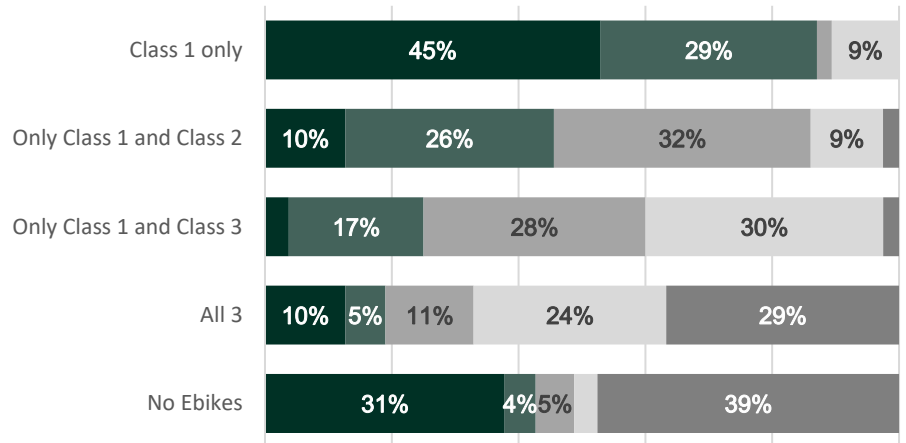


Figure 21: How respondents who identified as Asian ranked e-bike use by class type.

E-bike rankings: Black/African American

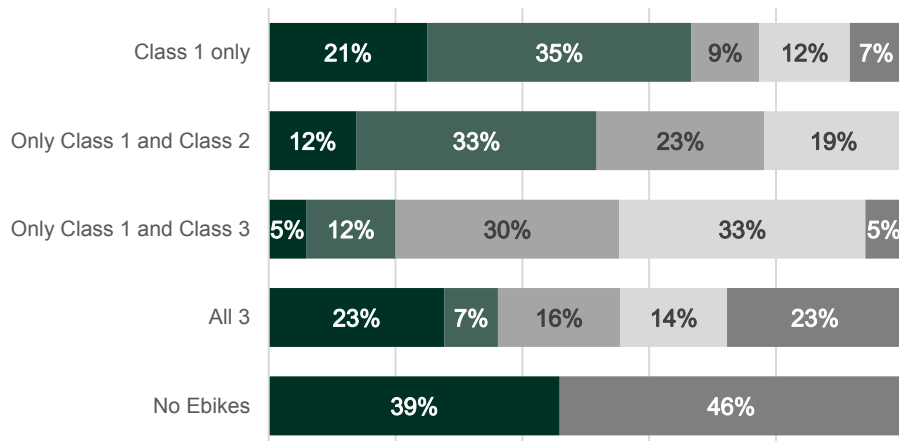


Figure 22: How respondents who identified as Black/African American ranked e-bike use by class type.

E-bike rankings: Hispanic/Latinx

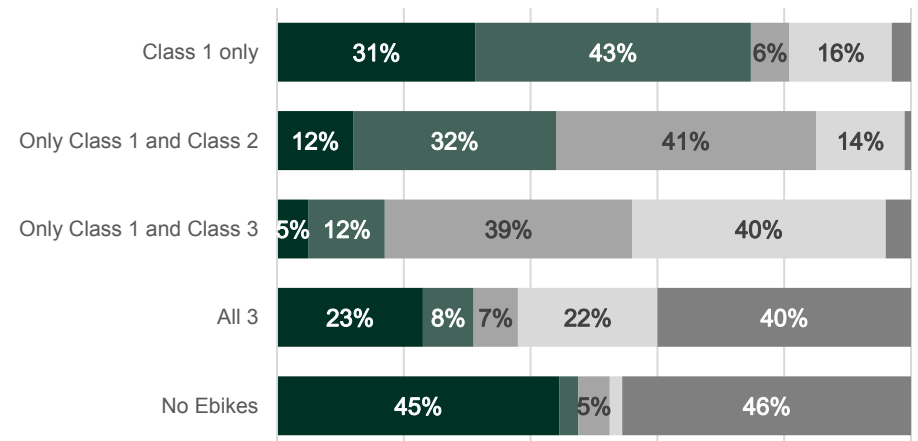


Figure 23: How respondents who identified as Hispanic/Latinx ranked e-bike use by class type.

E-bike rankings: Native Hawaiian/Other Pacific Islander

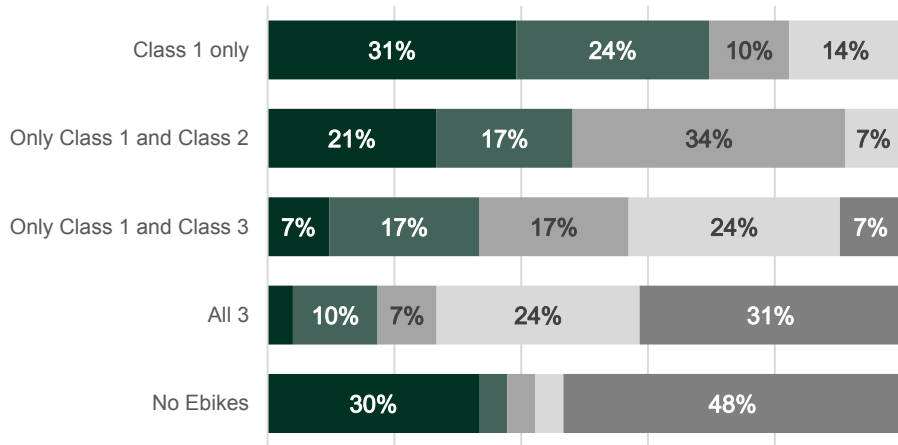


Figure 23: How respondents who identified as Native Hawaiian/Other Pacific Islander ranked e-bike use by class type.

E-bike rankings: White

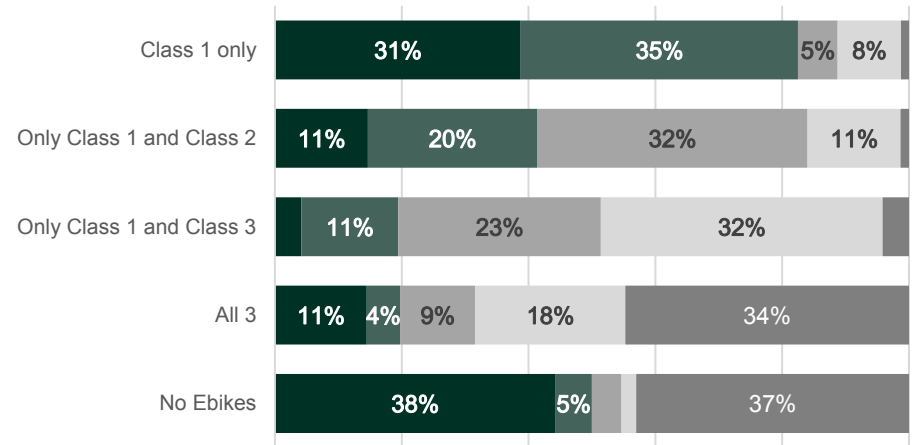


Figure 24: How respondents who identified as White ranked e-bike use by class type.

E-bike rankings: Two or more races

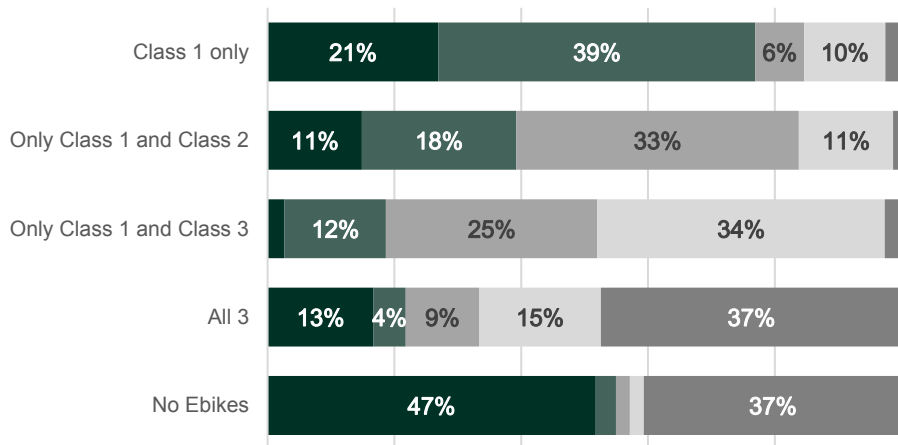


Figure 25: How respondents who identified with two or more races ranked e-bike use by class type.

E-bike rankings: No race demographic information provided

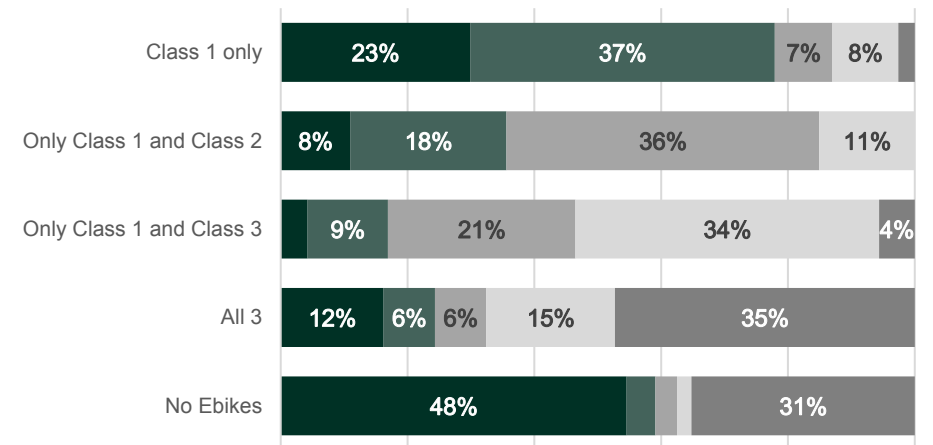


Figure 26: How respondents who did not provide demographic information ranked e-bike use by class type.

Preferences for Allowing E-bikes on Nonmotorized Natural Surface Trails

When and where should E-bikes be allowed on DNR- and WDFW-managed natural surface nonmotorized trails? Select one.

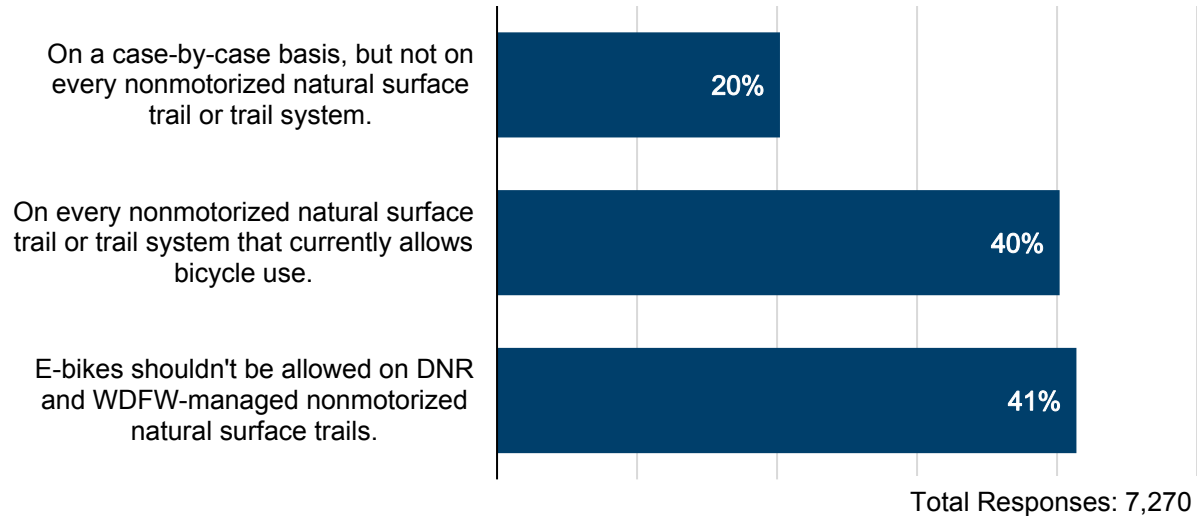


Figure 27: Overall preferences for allowing e-bikes on nonmotorized natural surface trails.

About the same number of respondents preferred either allowing e-bikes or not allowing e-bikes on DNR- and WDFW-managed natural surface trails. Fewer respondents preferred the case-by-case management approach.

Preferences were consistent across core recreation user groups. Compared to other user groups, the highest percentage of e-bikers preferred allowing e-bikes on all trails where bicycles are currently allowed. About half of mountain bikers, hunters, and fishers also selected that option. Larger percentages of the horseback riding, trail running, and hiking communities did not think e-bikes should be allowed on DNR- and WDFW-managed nonmotorized natural surface trails.

Almost half of mountain bikers, hunters, and fishers and 85% of e-bikers preferred that e-bikes be allowed on every nonmotorized natural surface trail. Hikers and trail runners preferred either a case-by-case approach or not allowing e-bikes at all. A bit less than half of hunters and fishers did not want any e-bikes on trails. Of the user groups, the highest percentage of horseback riders preferred that e-bikes not be allowed on DNR- or WDFW-managed natural surface trails, with three-quarters of horseback riders selecting that option.

Nonmotorized use preferences: Identified mountain bikers

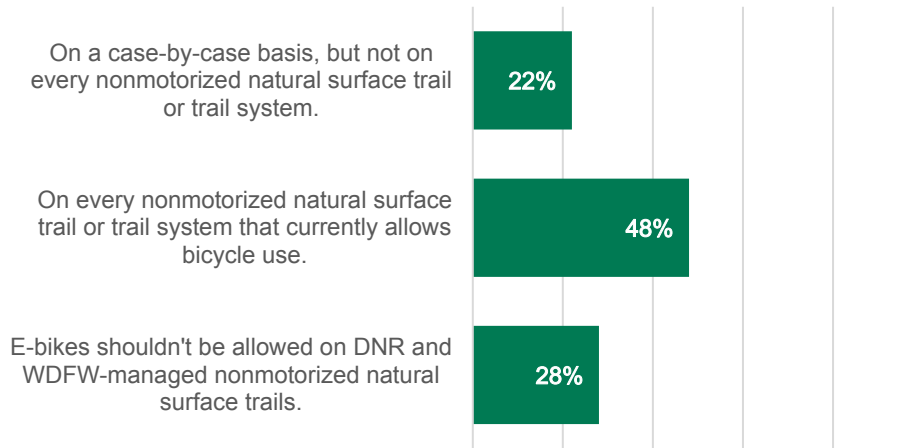


Figure 28: Identified mountain biker preferences for allowing e-bikes on nonmotorized trails.

Non-motorized use preferences: Identified e-bikers

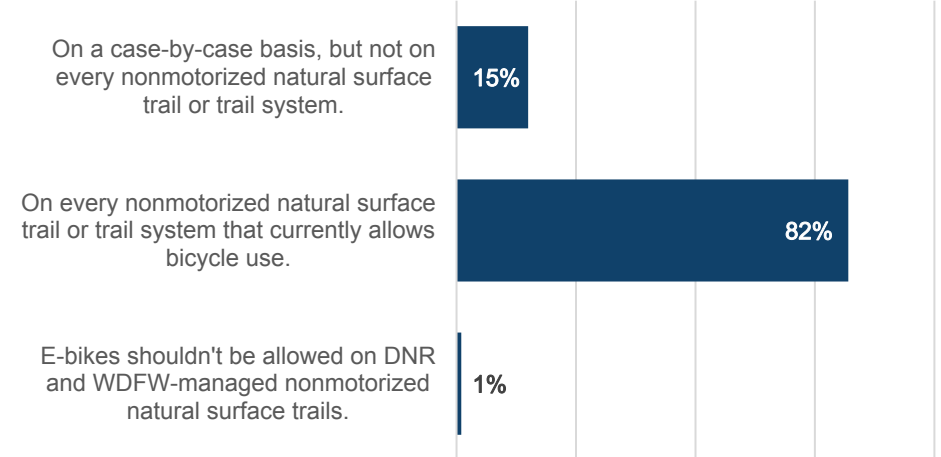


Figure 29: Identified e-biker preferences for allowing e-bikes on nonmotorized trails.

Nonmotorized use preferences: Identified hikers/trail runners

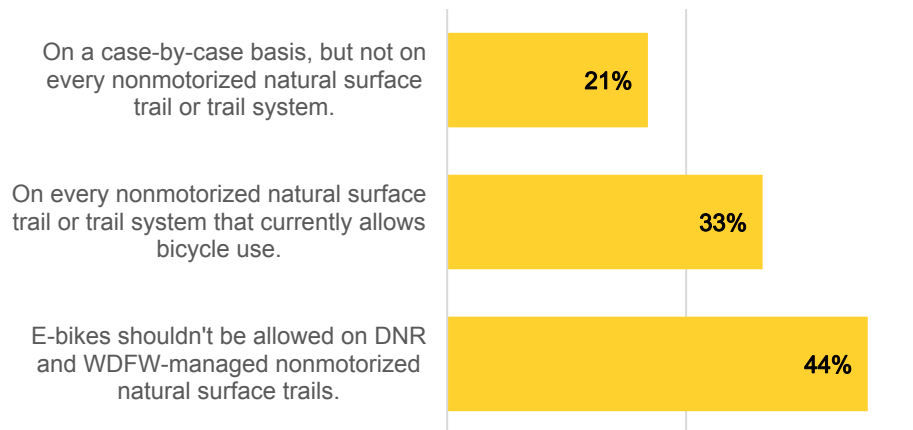


Figure 30: Identified hiker/trail runner preferences for allowing e-bikes on nonmotorized trails.

Nonmotorized use preferences: Identified horseback riders

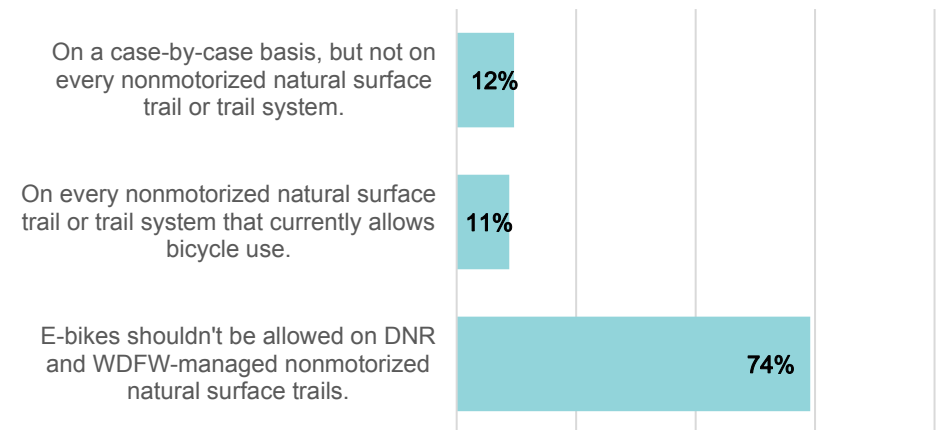


Figure 31: Identified horseback rider preferences for allowing e-bikes on nonmotorized trails.

Nonmotorized use preferences: Identified hunter/fishers

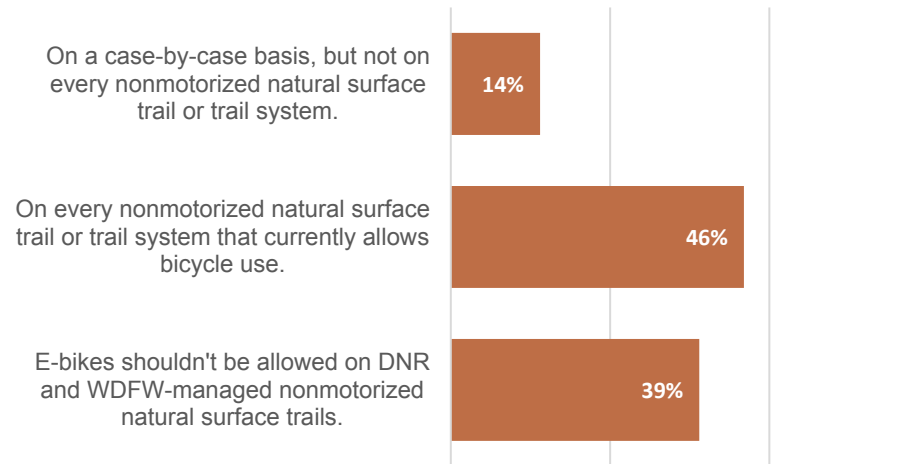


Figure 32: Identified hunter/fisher preferences for allowing e-bikes on nonmotorized trails.

Responses were also broken down by racial demographic data. Around half of respondents from each self-identified racial category preferred e-bikes to be allowed on every nonmotorized natural surface trail or trail system that currently allows bicycle use, except for respondents who identified with two or more races or preferred not to answer. In those categories, more people thought that e-bikes should not be allowed.

Nonmotorized use preferences: American Indian/Alaskan Native

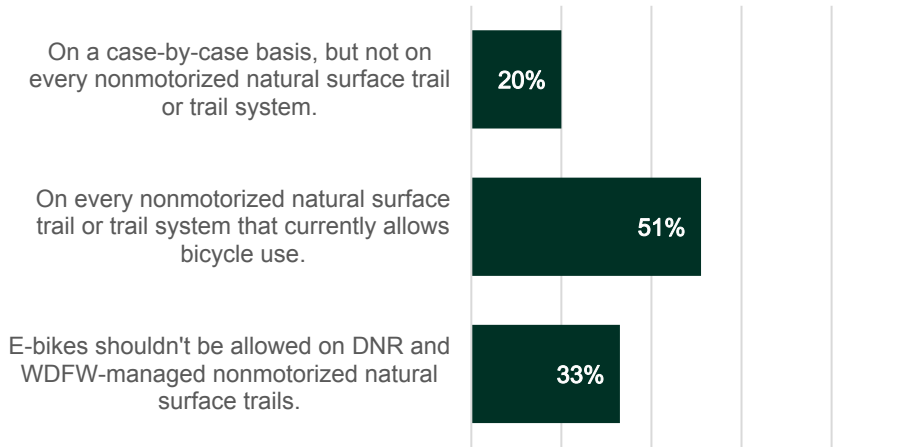


Figure 33: Preference for e-bike use on nonmotorized trails for respondents that identified as Native American/Alaskan Native.

Nonmotorized use preferences: Asian

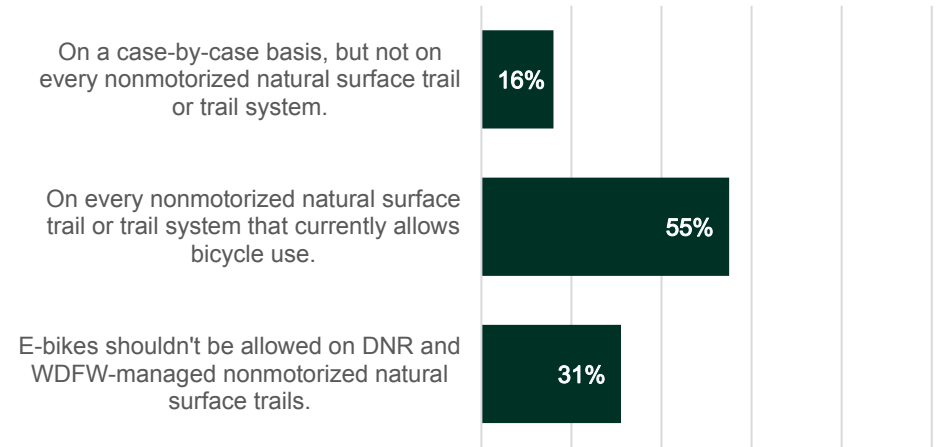


Figure 34: Preferences for e-bike use on nonmotorized trails for respondents that identified as Asian.

Nonmotorized use preferences: Black/African American

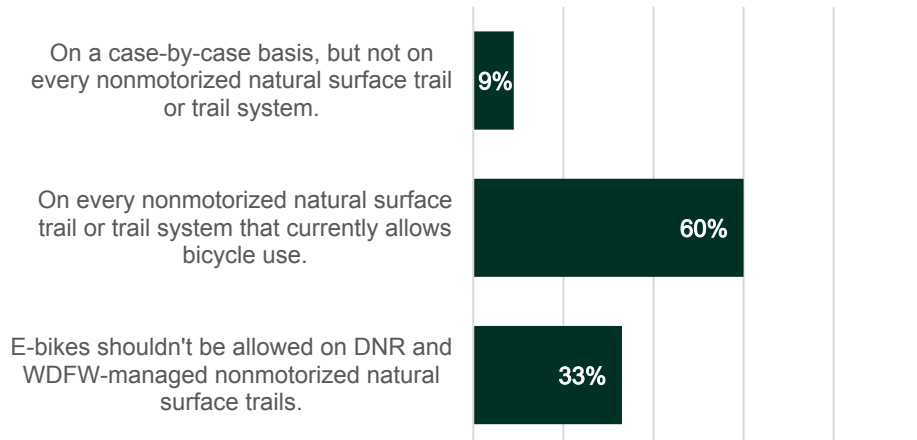


Figure 35: Preferences for e-bike use on nonmotorized trails for respondents that identified as Black/African American.

Nonmotorized use preferences: Hispanic/Latinx

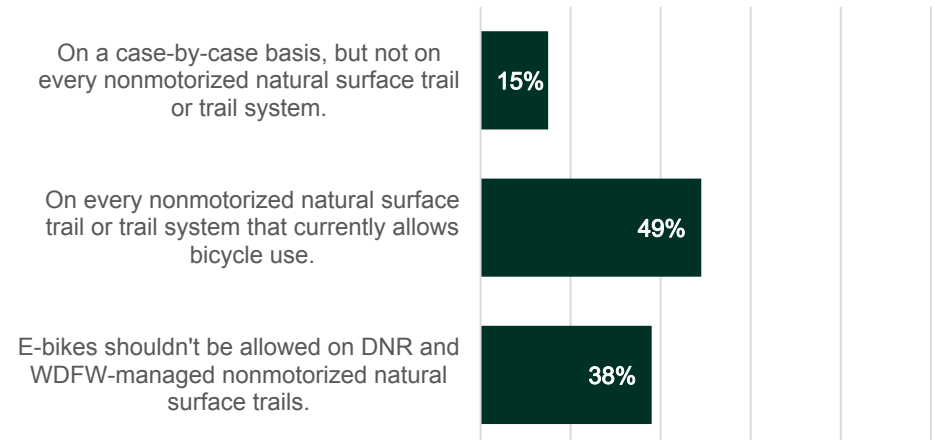


Figure 36: Preferences for e-bike use on nonmotorized trails for respondents that identified as Hispanic/Latinx.

Nonmotorized use preferences: Native Hawaiian or Other Pacific Islander

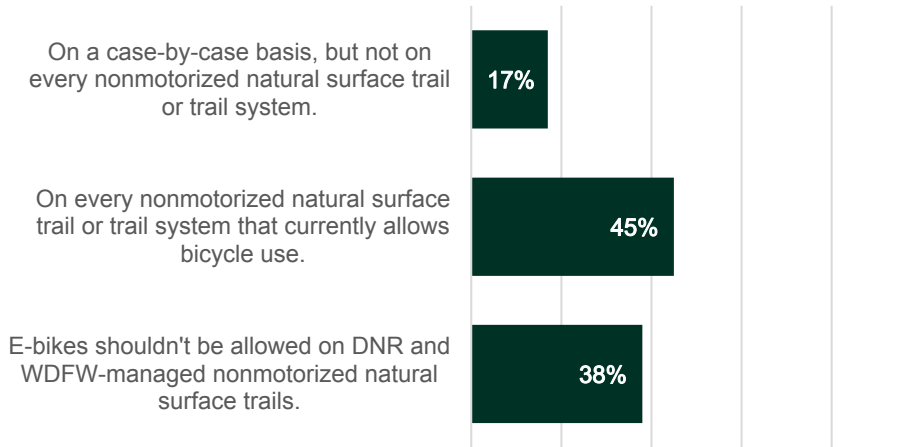


Figure 37: Preferences for e-bike use on nonmotorized trails for respondents that identified as Native Hawaiian/Other Pacific Islander.

Nonmotorized use preferences: White

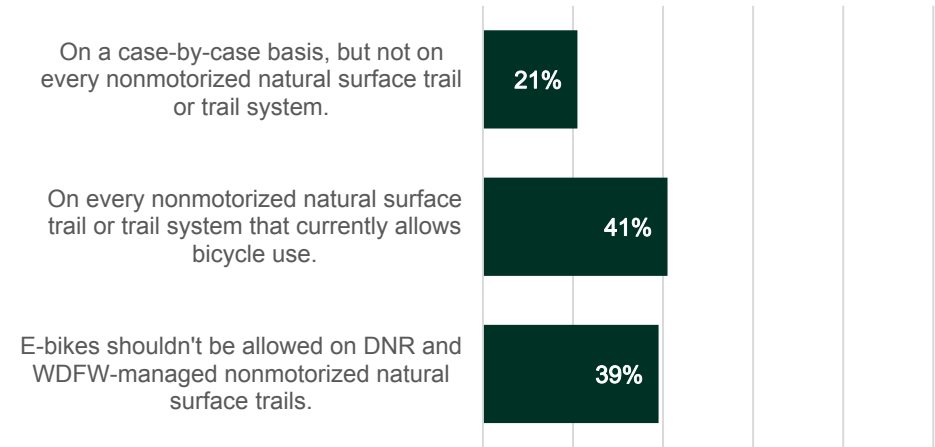


Figure 38: Preferences for e-bike use on nonmotorized trails for respondents that identified as White.

Nonmotorized use preferences: Two or more races preferences

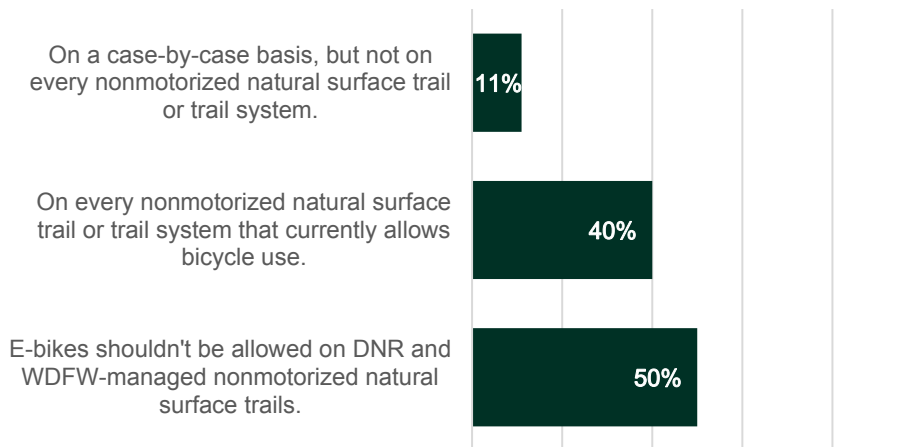


Figure 39: Preferences for e-bike use on nonmotorized trails for respondents that identified with two or more races.

Nonmotorized use preferences: No demographic information provided

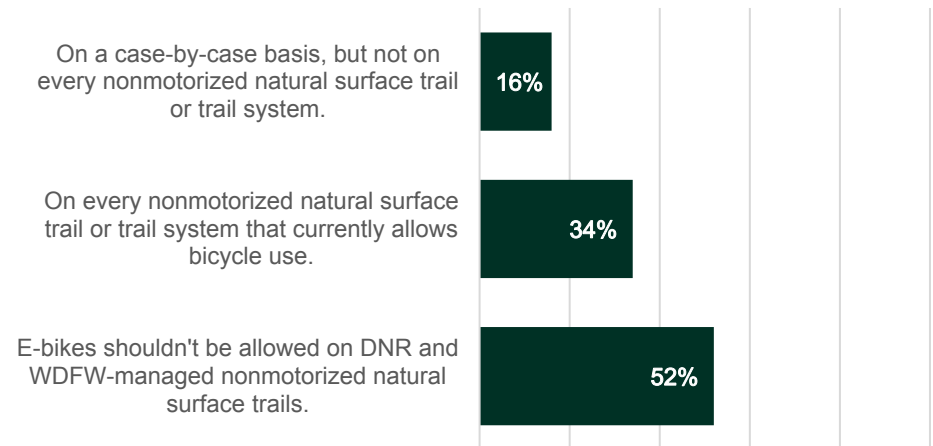


Figure 40: Preferences for e-bike use on nonmotorized trails for respondents that did not provide demographic information.

Allowable Scenarios for E-bikes on Natural Surface Trails

Previously, you selected that DNR and WDFW should allow E-bikes on natural surface nonmotorized trails or trail system on a case-by-case basis. Under what scenarios would e-bike use be allowable? Select all that apply.

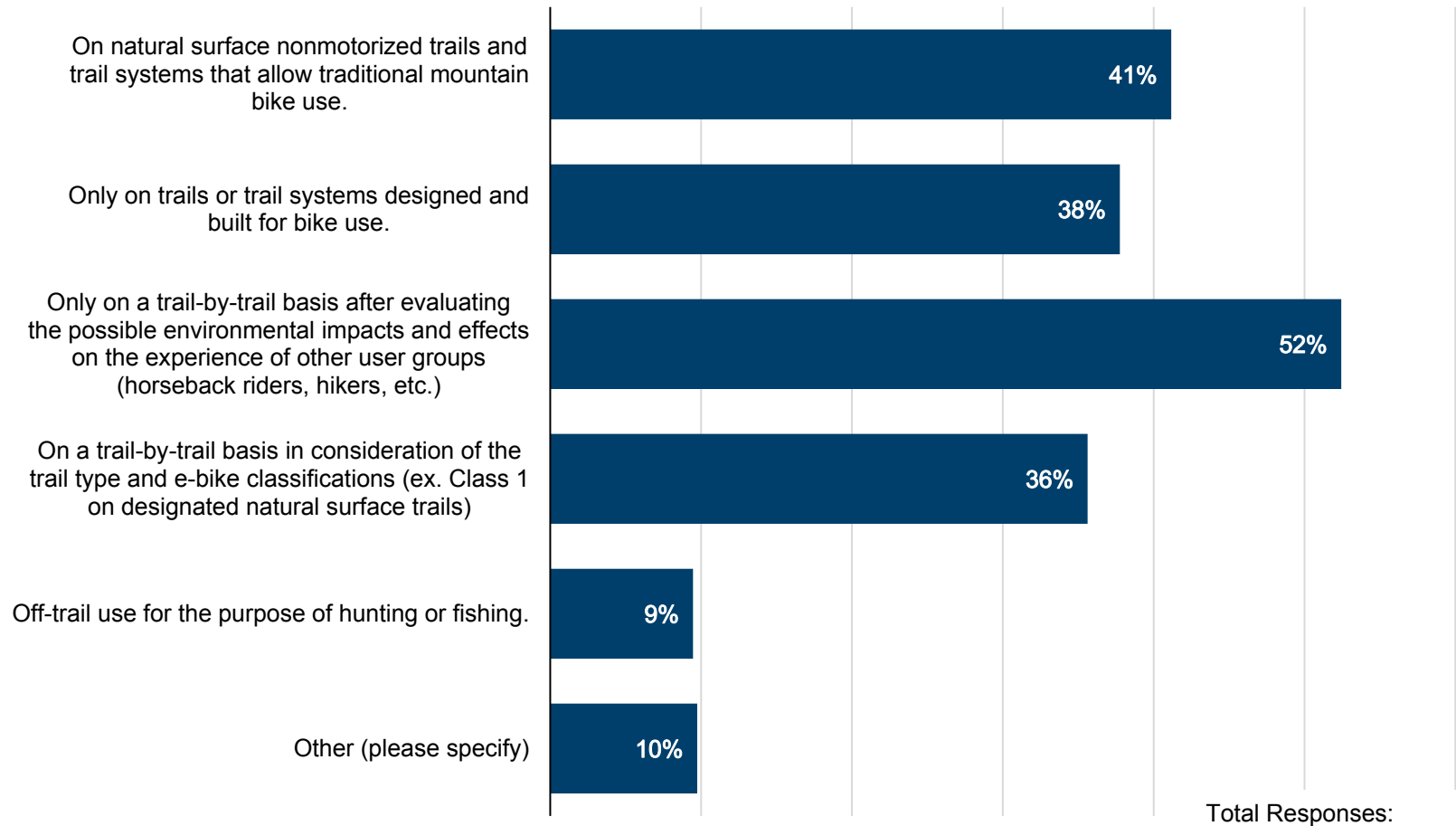


Figure 41: Preferences regarding allowable e-bike use among respondents that selected e-bikes should be allowed on nonmotorized natural surface trails on a case-by-case basis. Respondents selected all that applied.

Respondents who selected that e-bikes should be allowed on a case-by-case basis then shared the scenarios where they thought e-bike use would be allowable. More than half of those respondents felt that e-bikes should be permitted on a trail-by-trail basis after looking at the environmental impacts of e-bike use and considering the effects of that recreation on other user groups. Slightly less than half of respondents thought that e-bikes should be allowed where traditional mountain bike use is allowed. Less than 10% of respondents thought that e-bikes should be allowed for off-trail use.

Identified mountain bikers selected three scenarios where e-bike use would be acceptable: on natural surface trails and trail systems that allow traditional mountain bike use, on a trail-by-trail basis considering the environmental impacts and experience of other users, and on a trail-by-trail basis considering the trail type e-bike classifications. Twelve percent of hikers and trail runners also thought e-bikes should be allowed on a trail-by-trail basis. Few identified horseback riders, hunters, and fishers opted for e-bike use on a case-by-case basis. Overall, less than 10% of those user groups reported any e-biker use scenario to be acceptable for e-bike use, with less than 10% of horseback riders selecting any of the options.

Allowable e-bike scenarios: Mountain bikers

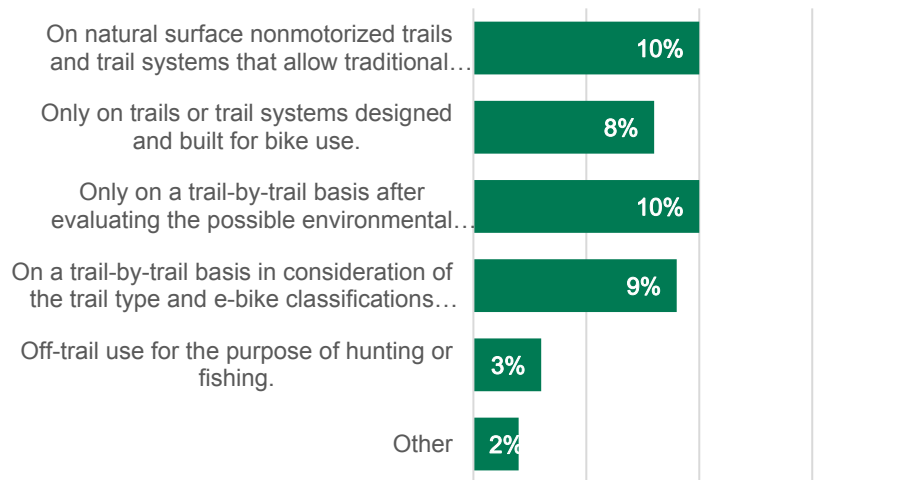


Figure 42: Allowable e-bike use scenarios for identified mountain bikers.

Allowable e-bike scenarios: E-bikers

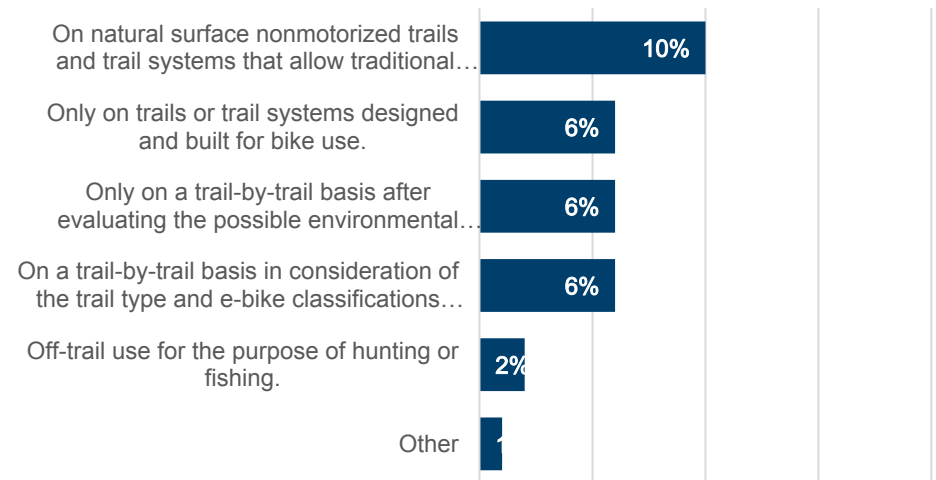


Figure 43: Allowable e-bike use scenarios for identified e-bikers.

Allowable e-bike scenarios: Hikers/trail runners

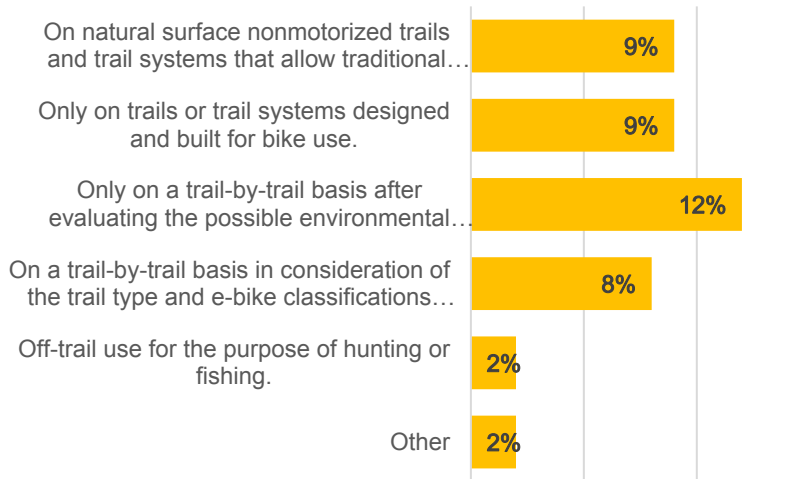


Figure 43: Allowable e-bike use scenarios for identified hikers/trail runners.

Allowable e-bike scenarios: Horseback riders

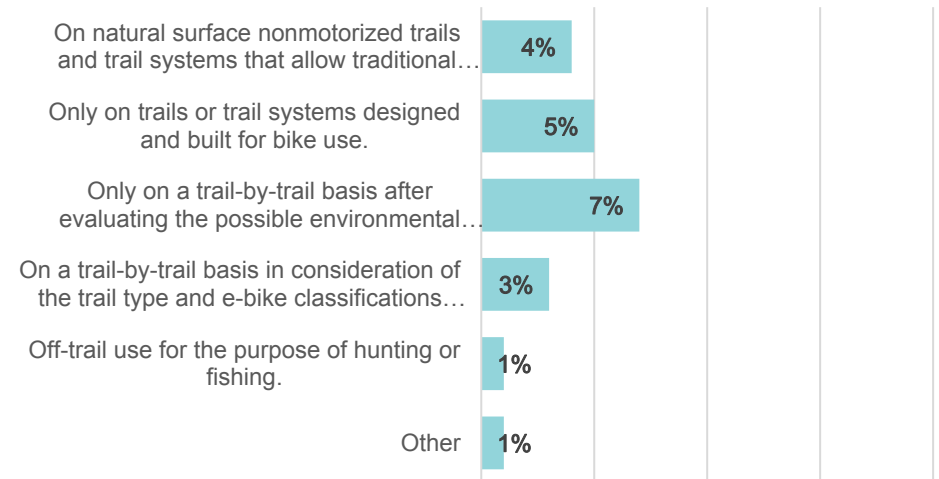


Figure 44: Allowable e-bike use scenarios for horseback riders.

Allowable e-bike scenarios: Hunters/fishers

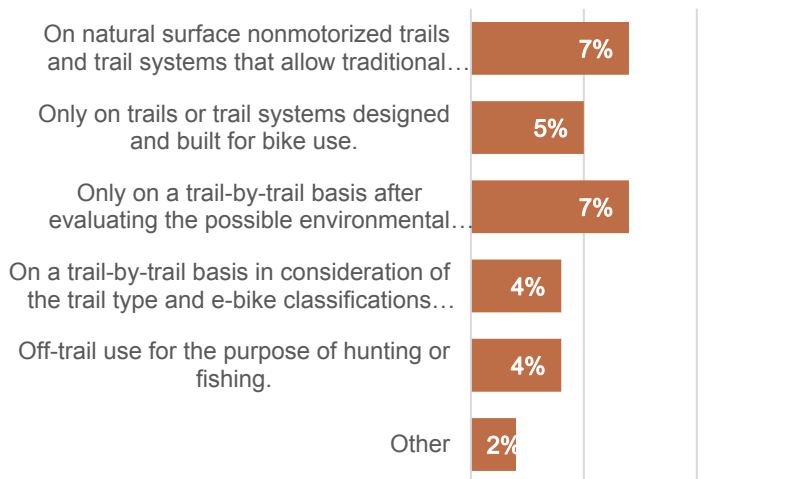


Figure 45: Allowable e-bike use scenarios for identified hunters/fishers.

Allowable e-bike scenarios: American Indian/Alaskan Native

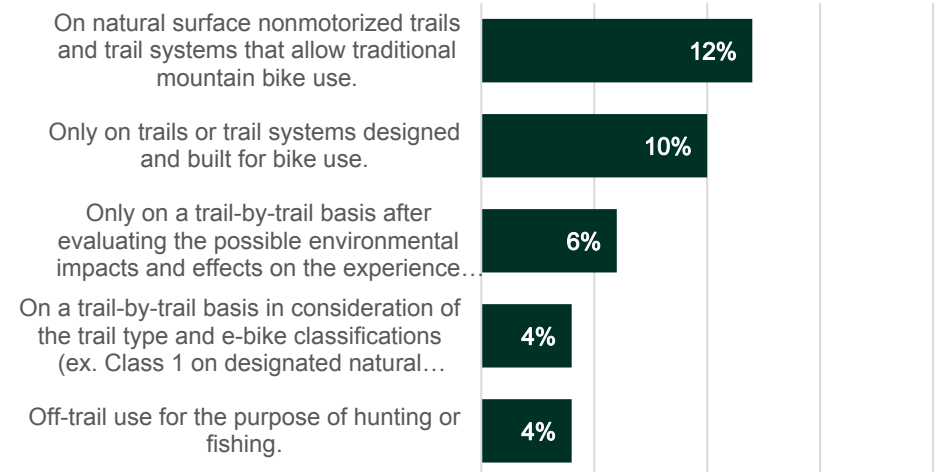


Figure 46: Allowable e-bike use scenarios for respondents who identified as Native American/Alaskan Native.

Allowable e-bike scenarios: Asian

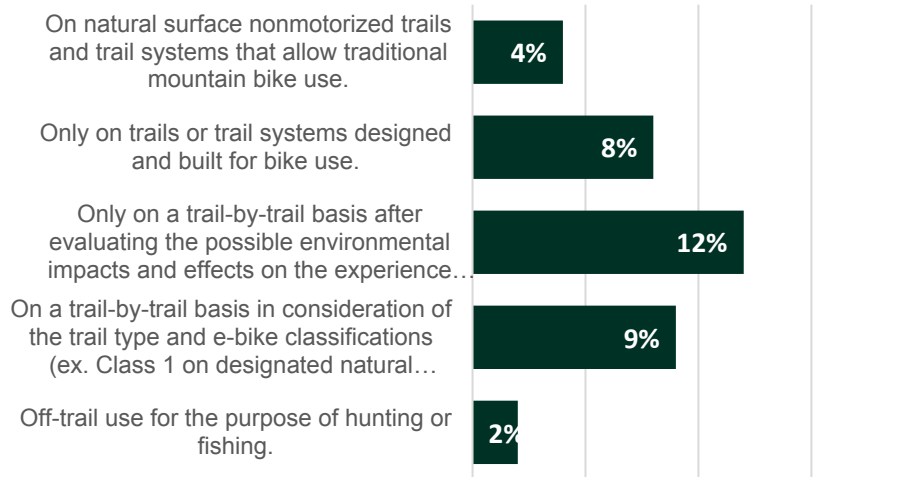


Figure 47: Allowable e-bike use scenarios for respondents who identified as Asian.

Allowable e-bike scenarios: Black or African American

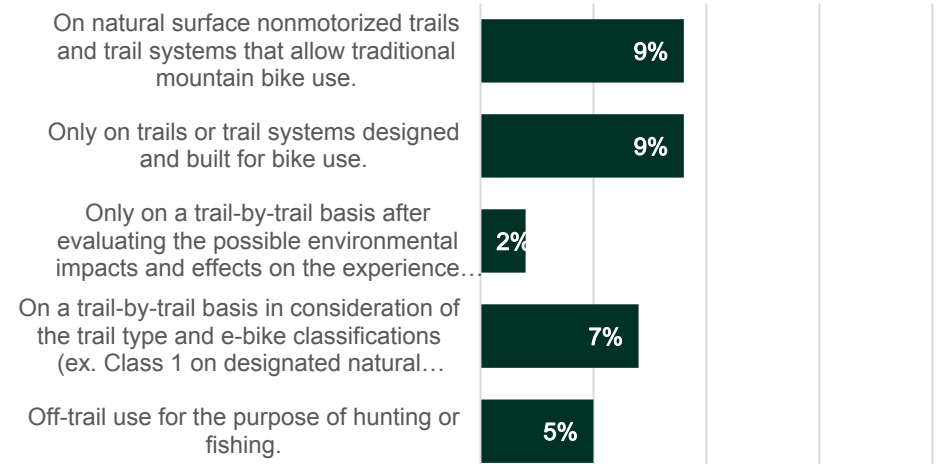


Figure 48: Allowable e-bike use scenarios for respondents who identified as Black/African American.

Allowable e-bike scenarios: Hispanic/Latinx

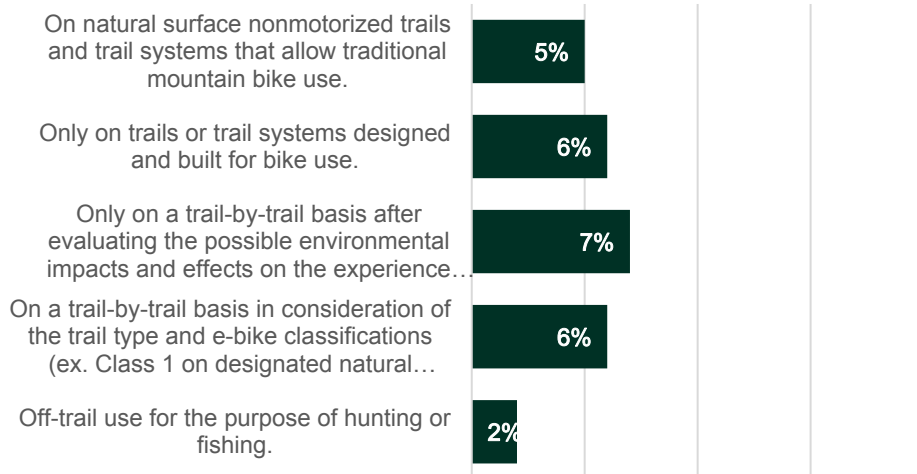


Figure 49: Allowable e-bike use scenarios for respondents who identified as Hispanic/Latinx.

Allowable e-bike scenarios: Native Hawaiian or Other Pacific Islander

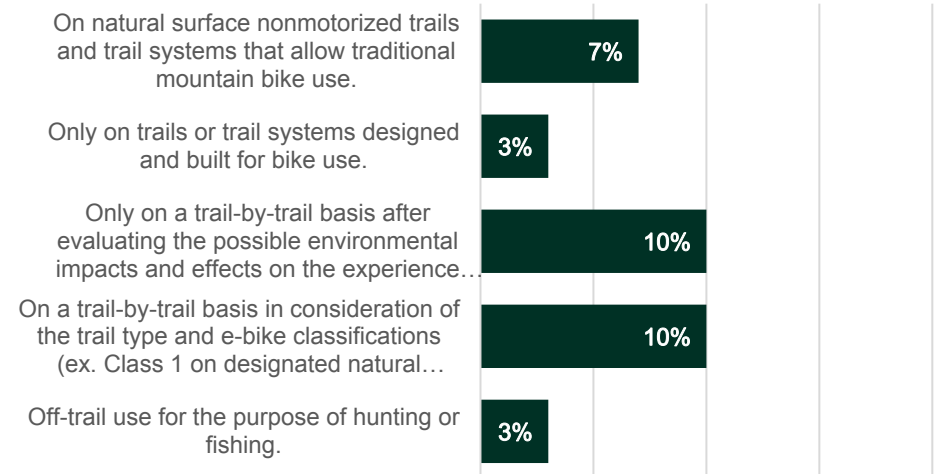


Figure 50: Allowable e-bike scenarios for respondents who identified as Native Hawaiian/Other Pacific Islander.

Allowable e-bike scenarios: White

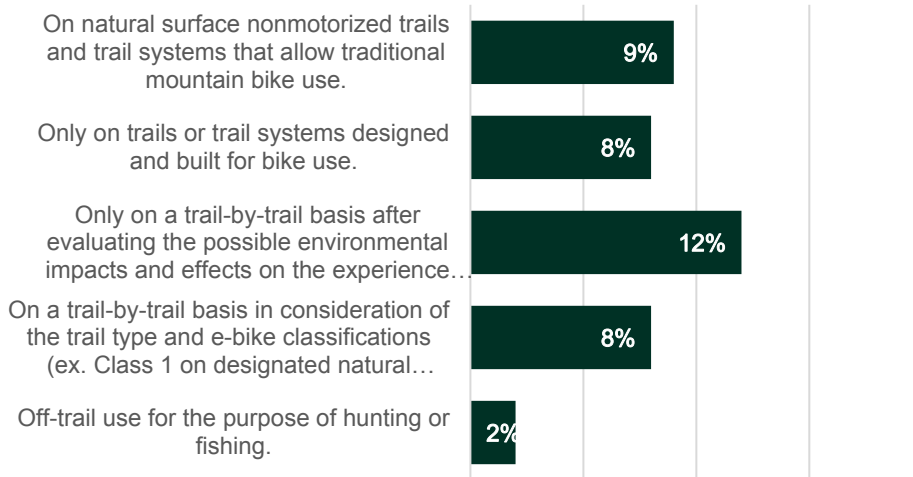


Figure 51: Allowable e-bike scenarios for respondents who identified as White.

Allowable e-bike scenarios: Two or more races

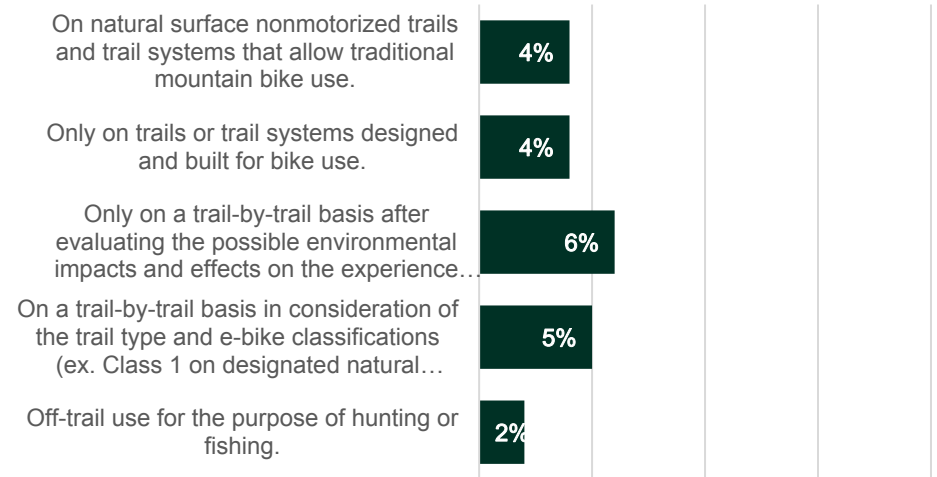


Figure 52: Allowable e-bike scenarios for respondents who identified with two or more races.

Allowable e-bike scenarios: Demographic information not provided

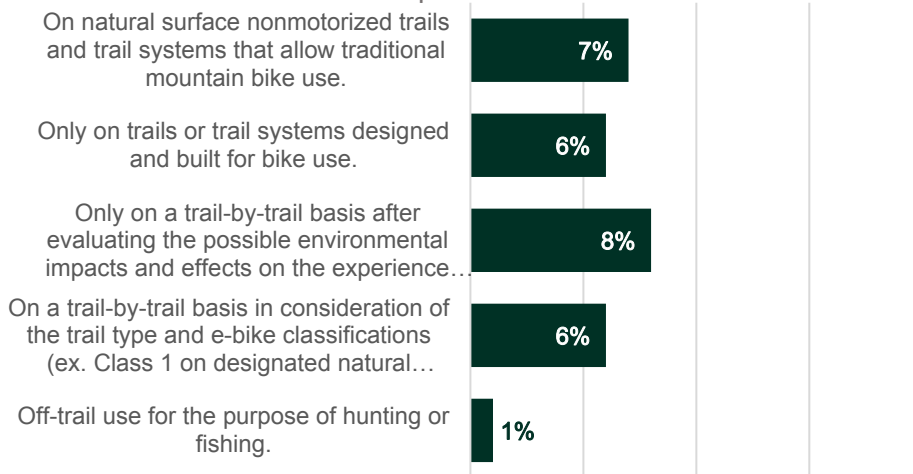


Figure 53: Allowable e-bike scenarios for respondents who did not provide demographic information.

Concerns about E-bike Use on DNR- and WDFW-managed Lands

Previously, you selected that DNR and WDFW should not allow any class of e-bikes anywhere or only on a case-by-case basis. What are your concerns with allowing e-bikes on all or some of the state-managed trail systems? Select all that apply.

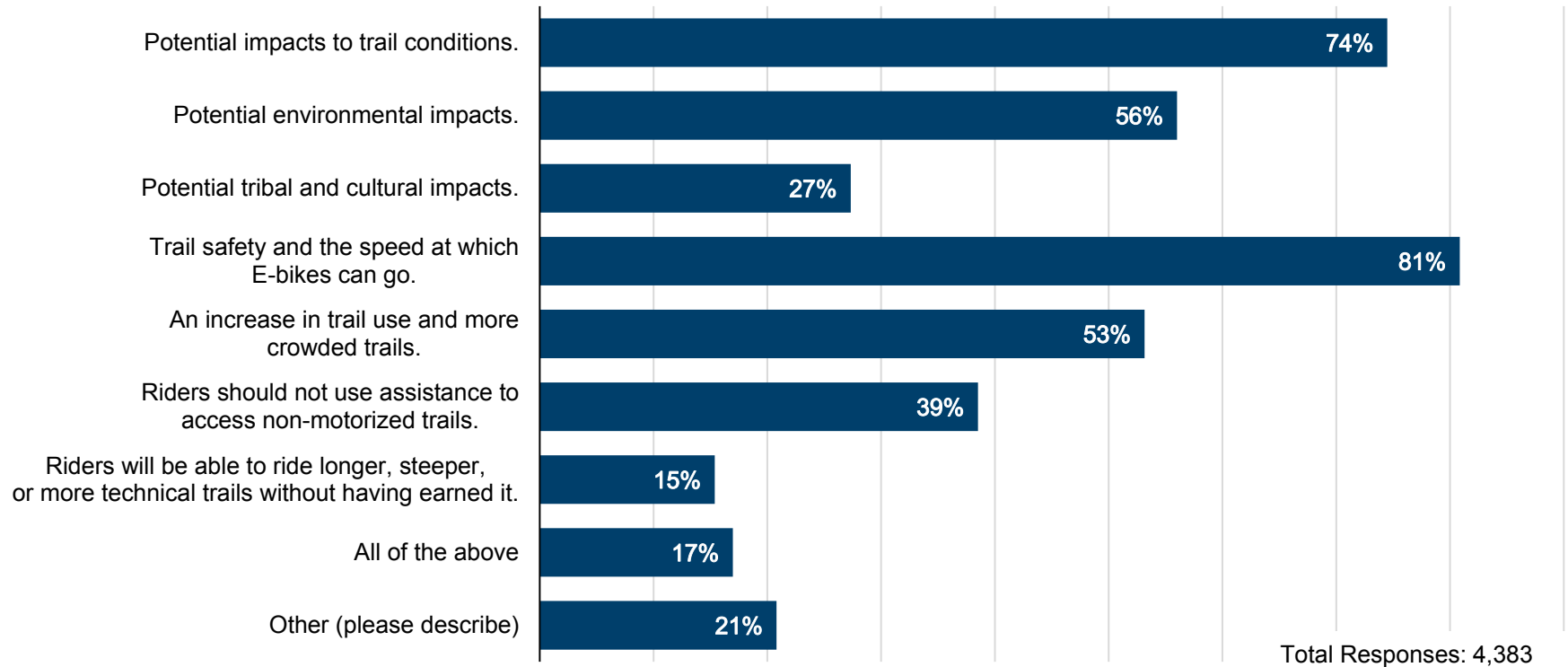


Figure 54: Concerns about e-bike use among respondents who did not think e-bikes should be allowed on natural surface trails, or only on a case-by-case basis. Respondents selected all that applied.

The most cited concern cited by respondents is trail safety and the speed at which e-bikes can go, followed by potential impacts to trail conditions. Respondents also ranked concerns about potential environmental impacts and an increase in use and more crowded trails similarly.

Trail safety and the speed at which e-bikes can go were the top concerns for mountain bikers, followed by potential impacts to trail conditions. A smaller number of identified mountain bikers reported concerns. These were also the top two concerns for hikers and trail runners, horseback riders, and hunters and fishers. More hikers, trail runners, and horseback riders had concerns, with larger percentages of those user groups reporting at least one concern. Few e-bikers reported concerns about e-bike use on trails. Only 8% of identified e-bikers had concerns about potential impacts to trail conditions and trail safety and speed.

Trail safety and speed at which e-bikes can go and potential impacts to trail conditions were the top two concerns across all racial categories, except Black/African American respondents. Trail safety, potential tribal and cultural impacts, and an increase in trail use were the top three concerns for that demographic.

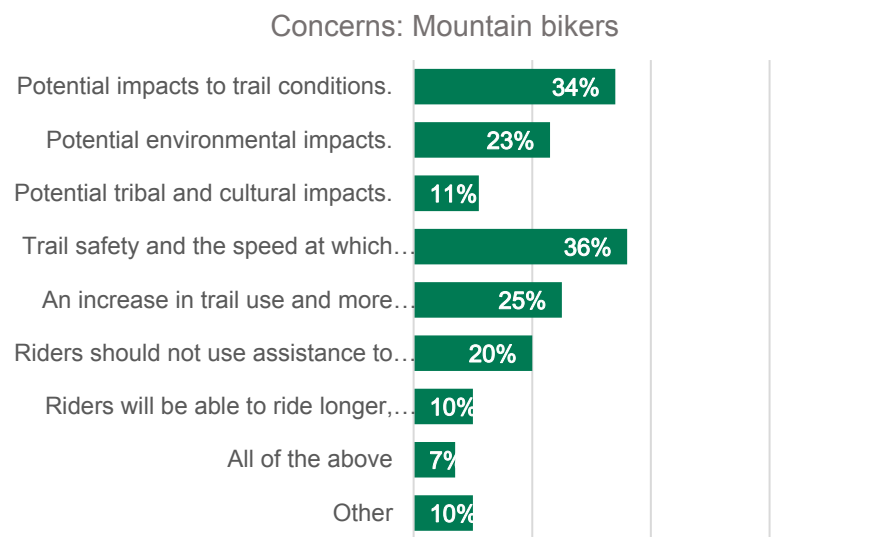


Figure 55: E-bike use concerns for identified mountain bikers.

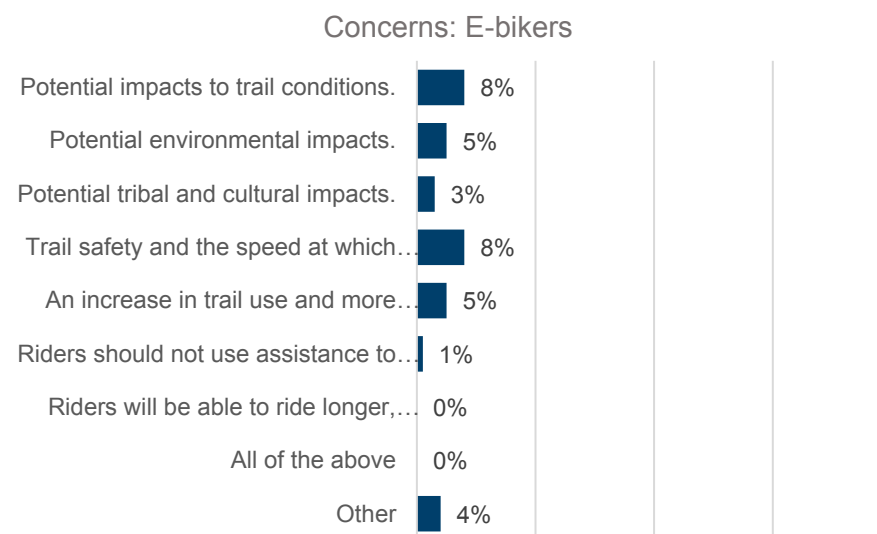


Figure 56: E-bike use concerns for identified e-bikers.

Concerns: Hikers/trail runners:

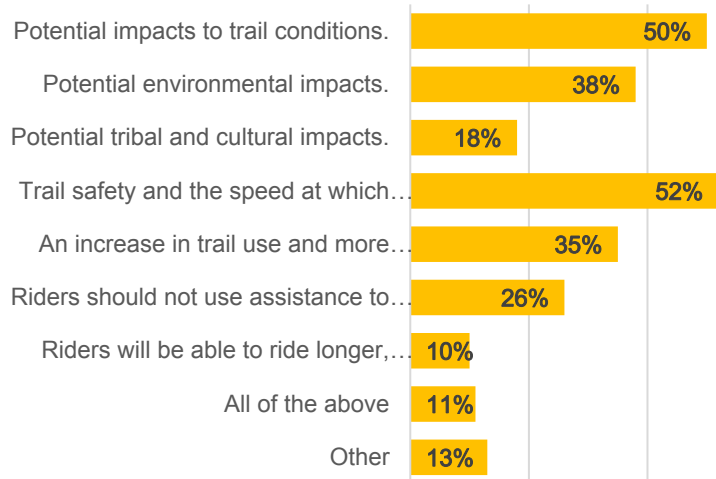


Figure 57: E-bike use concerns for identified hikers/trail runners.

Concerns: Horseback riders:

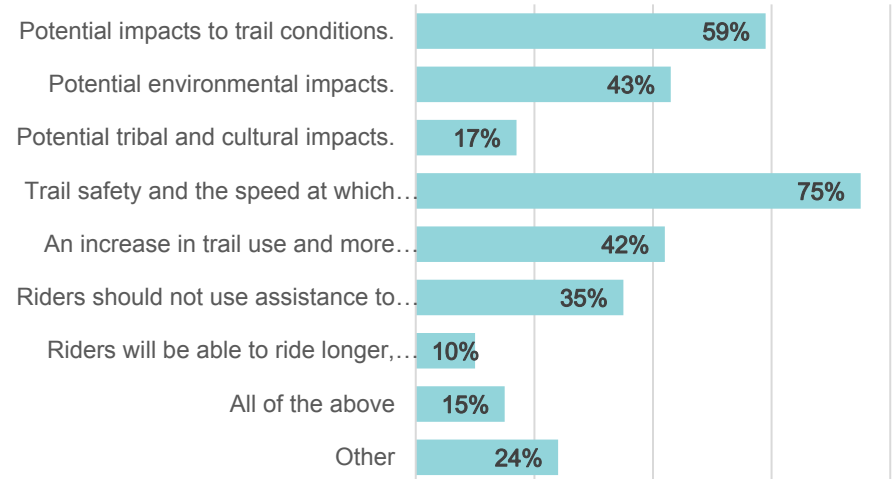


Figure 58: E-bike use concerns for identified horseback riders.

Concerns: Hunters/fishers

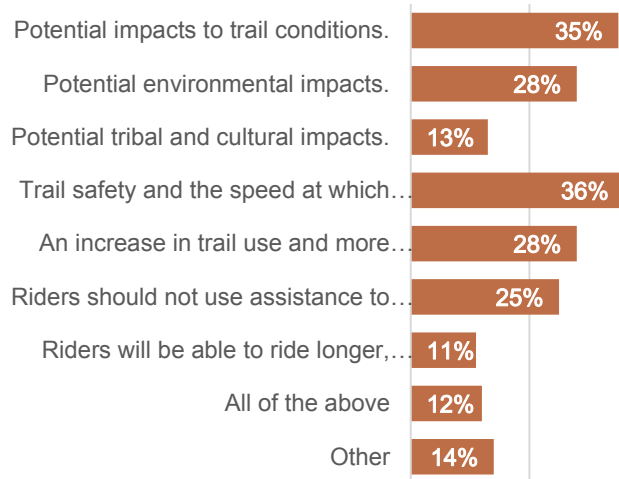


Figure 59: E-bike use concerns for identified hunters/fishers.

Concerns: American Indian/Alaskan Native

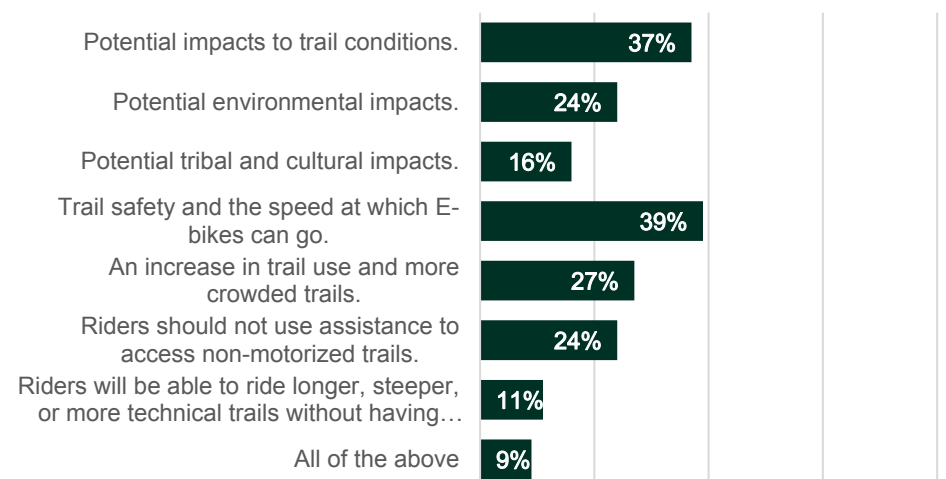


Figure 60: E-bike use concerns for respondents who identified as American Indian/Alaskan Native.

Concerns: Asian

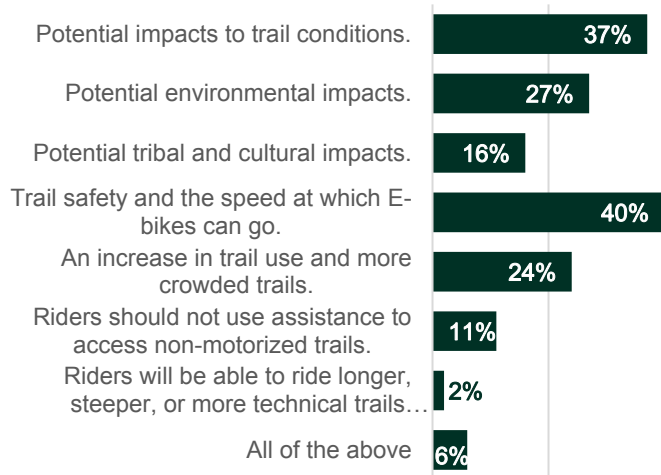


Figure 61: E-bike use concerns for respondents who identified as Asian.

Concerns: Black/African American

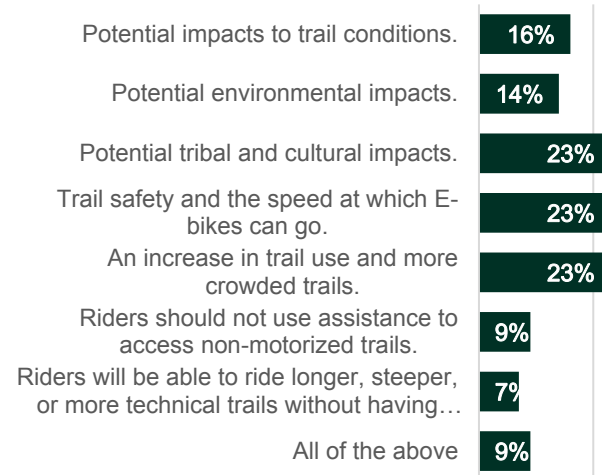


Figure 62: E-bike use concerns for respondents who identified as Black/African American.

Concerns: Hispanic/Latinx

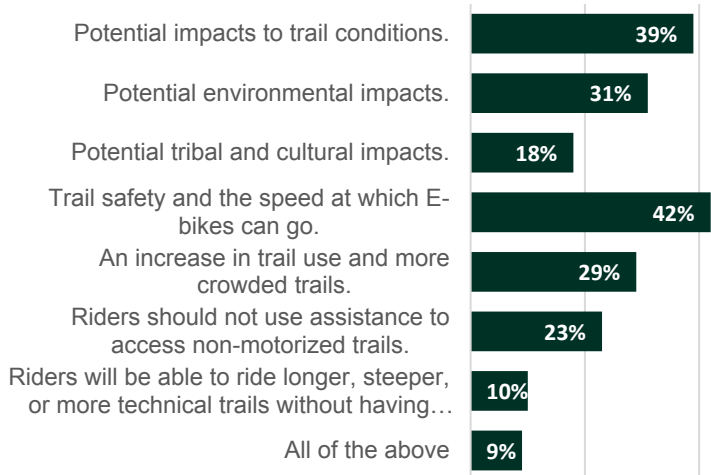


Figure 63: E-bike use concerns for respondents who identified as Hispanic/Latinx.

Concerns: Native Hawaiian or Other Pacific Islander:

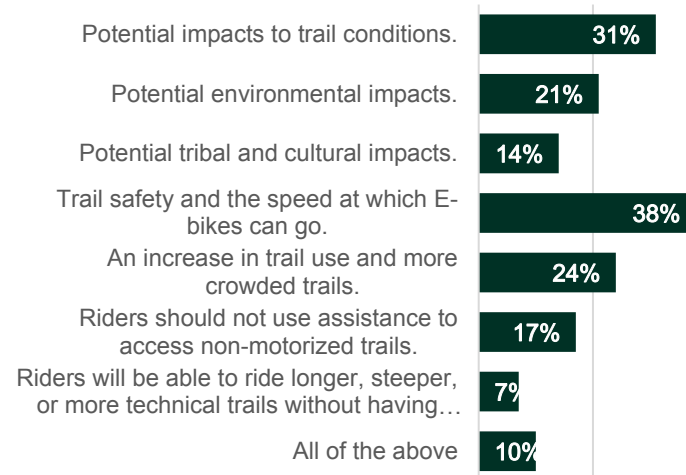


Figure 64: E-bike use concerns for respondents who identified as Native Hawaiian/Other Pacific Islander.

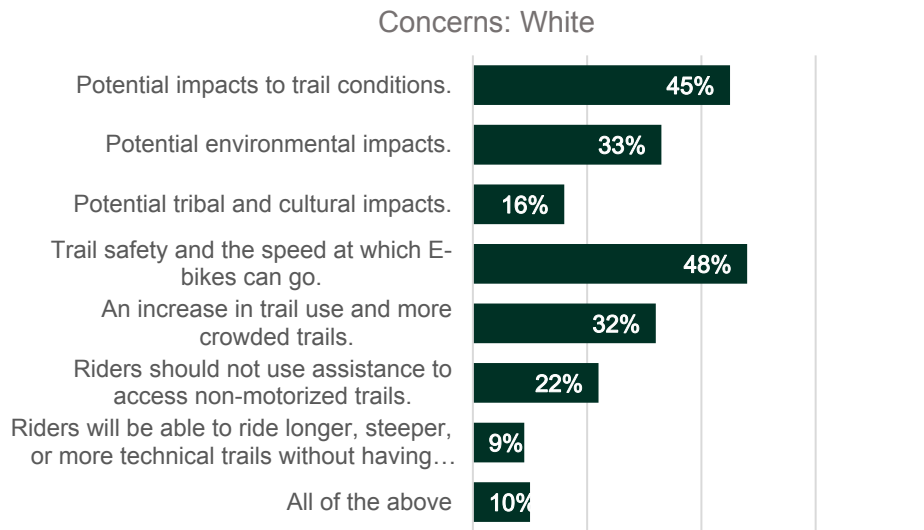


Figure 65: E-bike use concerns for respondents who identified as White.

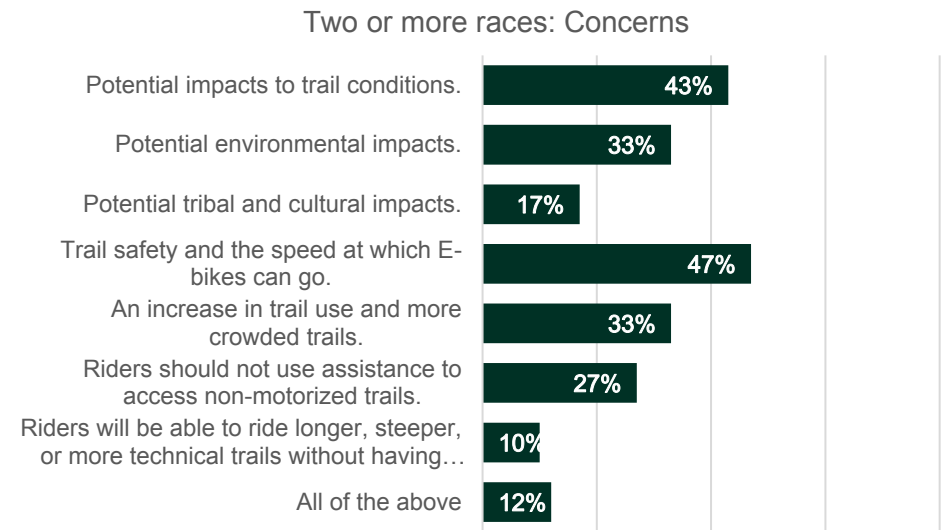


Figure 66: E-bike use concerns for respondents who identified with one or more races.

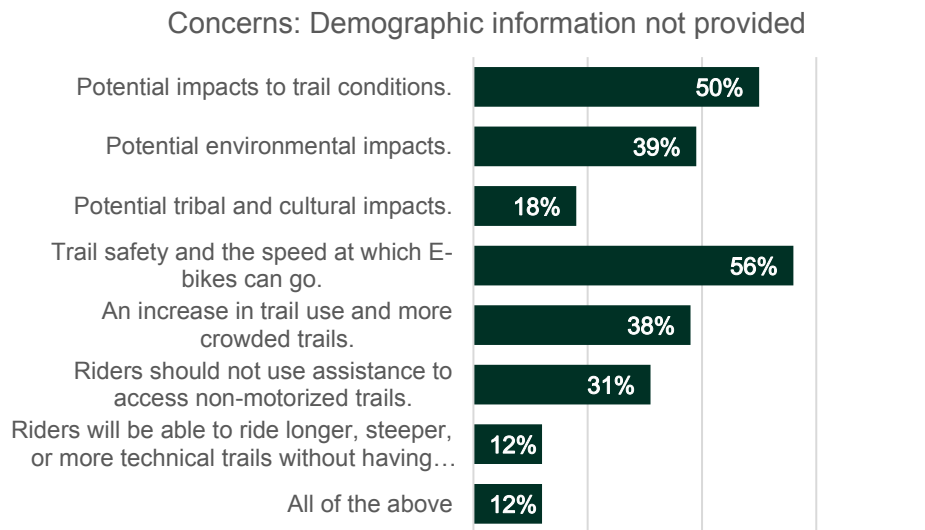


Figure 67: E-bike use concerns for respondents who did not provide demographic information.

Preferences for Allowing E-bikes on Roads Closed to Motorized Traffic

When and where should E-bikes be allowed on DNR or WDFW-managed roads closed to motorized traffic?

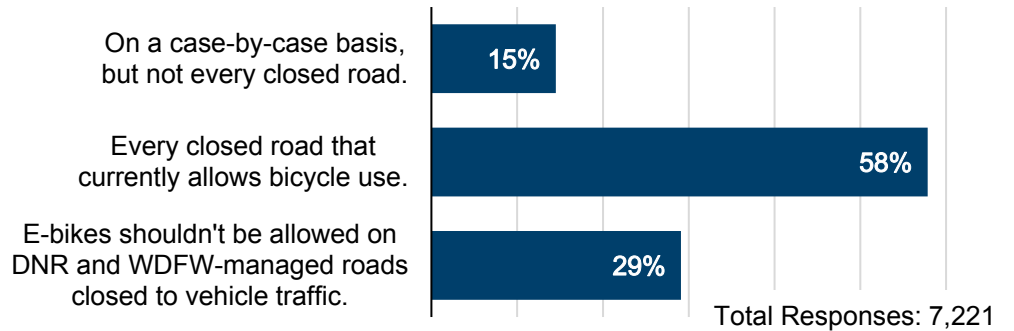


Figure 68: Preferred use of e-bikes on DNR- and WDFW-managed roads closed to motorized traffic.

Over half of all survey respondents thought that e-bikes should be allowed on all roads closed to motorized traffic that currently allow bicycle use. Close to a third of all respondents did not think e-bikes should be allowed on roads closed to vehicle traffic. A smaller percentage of respondents reported that e-bike use should be allowed in a case-by-case basis. More survey respondents overall thought e-bikes should be allowed on roads closed to motorized traffic compared to natural surface trails that allow traditional bicycle use.

Almost all identified e-bikers thought that e-bikes should be allowed on roads closed to motorized traffic that currently allow bicycle use. More than half of mountain bikers, hunters and fishers, and slightly more than half of hikers and trail runners also selected that option. Responses for identified horseback riders were consistent with previous questions, with the majority selecting e-bikes should not be allowed on DNR- and WDFW-managed roads.

Preferences for allowing e-bikes on roads closed to motorized traffic: Mountain Bikers

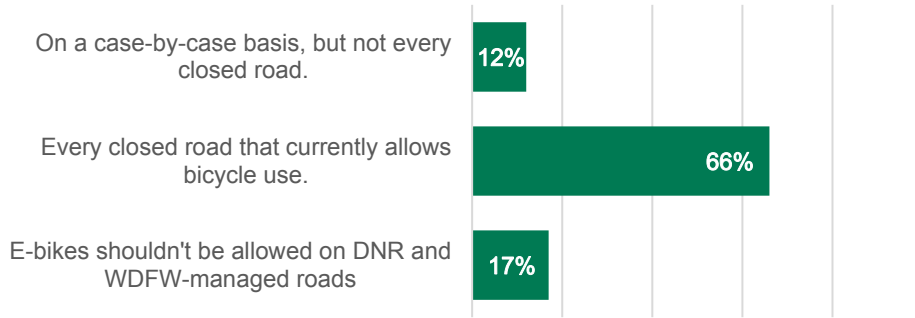


Figure 69: Preferred use of e-bikes on roads closed to motorized traffic for identified mountain bikers.

Preferences for allowing e-bikes on roads closed to motorized traffic: E-bikers

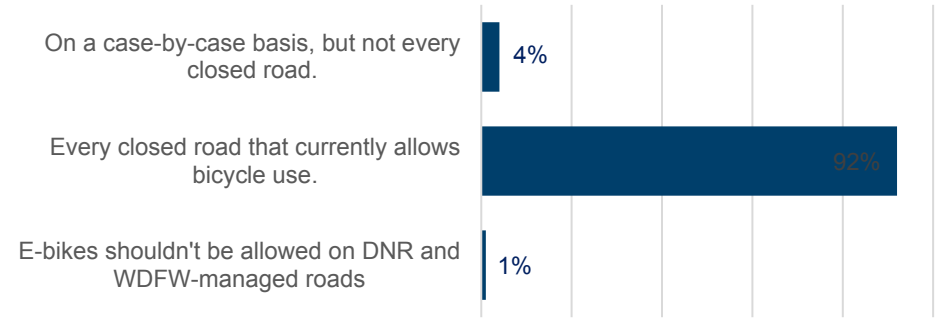


Figure 70: Preferred use of e-bikes on roads closed to motorized traffic for identified e-bikers.

Preferences for allowing e-bikes on roads closed to motorized traffic: Hikers/trail runners

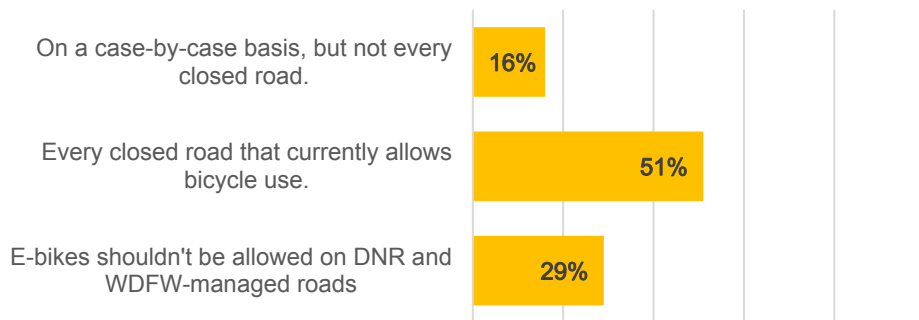


Figure 71: Preferred use of e-bikes on roads closed to motorized traffic for identified hikers/trail runners.

Preferences for allowing e-bikes on roads closed to motorized traffic: Horseback riders

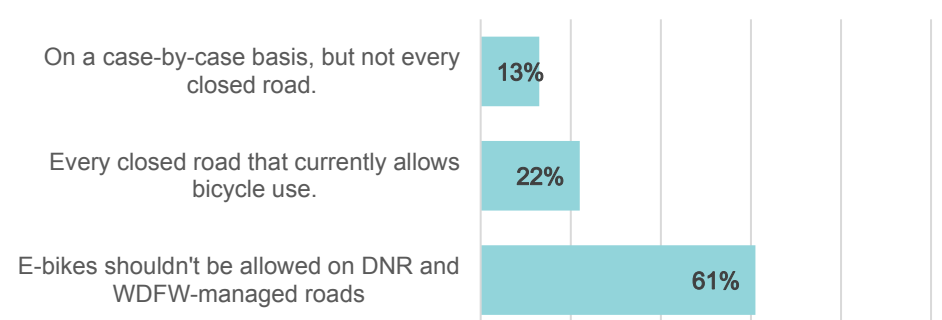


Figure 72: Preferred use of e-bikes on roads closed to motorized traffic for identified horseback riders.

Preferences for allowing e-bikes on roads closed to motorized traffic: Hunters and fishers

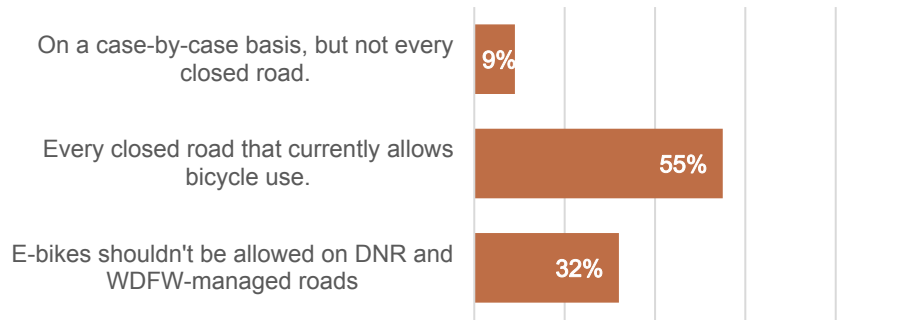


Figure 73: Preferred use of e-bikes on roads closed to motorized traffic for identified hunters/fishers.

Preferences for allowing e-bikes on roads closed to motorized traffic: American Indian/Alaskan Native

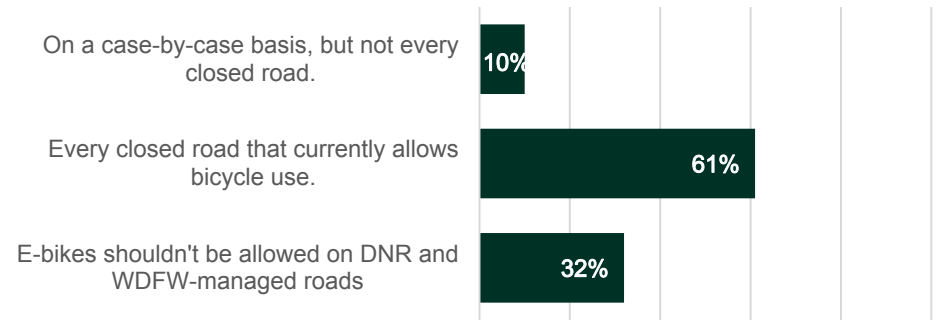


Figure 74: Preferred use of e-bikes on roads closed to motorized traffic for respondents who identified as American Indian/Alaskan Native.

Preferences for e-bike use on roads closed to motorized traffic: Asian

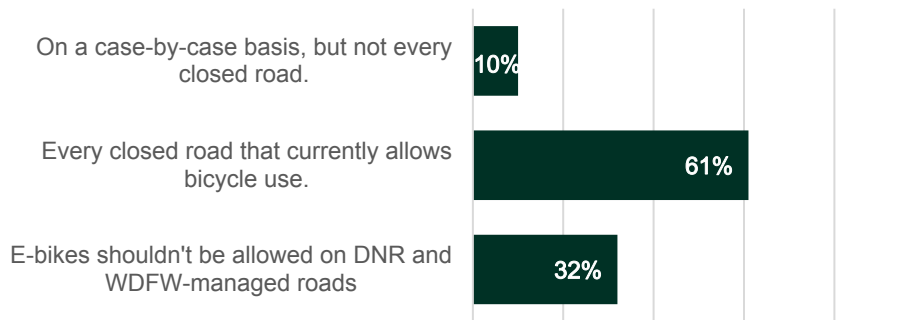


Figure 75: Preferred use of e-bikes on roads closed to motorized traffic for respondents who identified as Asian.

Preferences for e-bike use on roads closed to motorized traffic: Black/African American

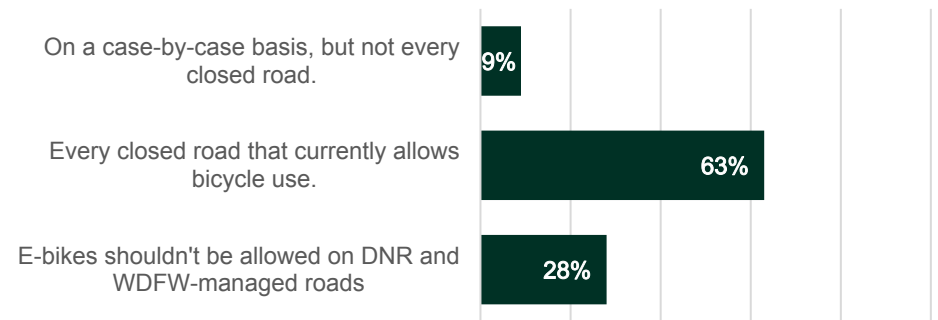


Figure 76: Preferred use of e-bikes on roads closed to motorized traffic for respondents who identified as Black/African American.

Preferences for allowing e-bikes on roads closed to motorized traffic: Hispanic/Latinx

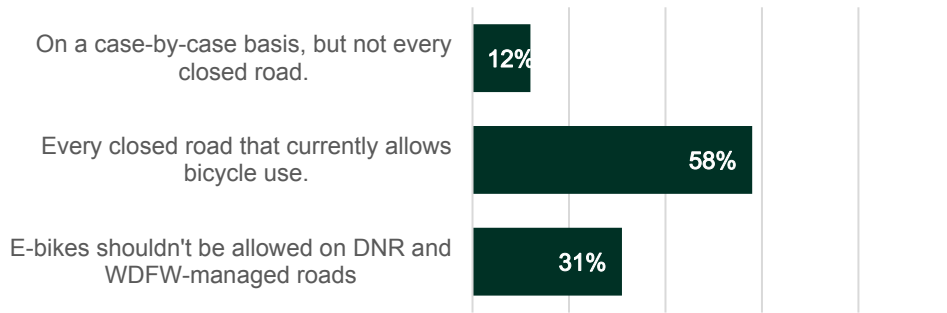


Figure 77: Preferred use of e-bikes on roads closed to motorized traffic for respondents who identified as Hispanic/Latinx.

Preferences for allowing e-bikes on roads closed to motorized traffic: Native Hawaiian or Other Pacific Islander

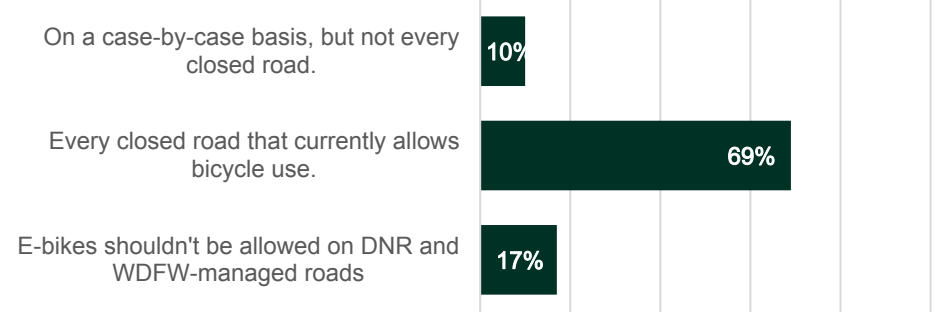


Figure 78: Preferred use of e-bikes on roads closed to motorized traffic for respondents who identified as Native Hawaiian/Other Pacific Islander.

Preferences for allowing e-bikes on roads closed to motorized traffic: White

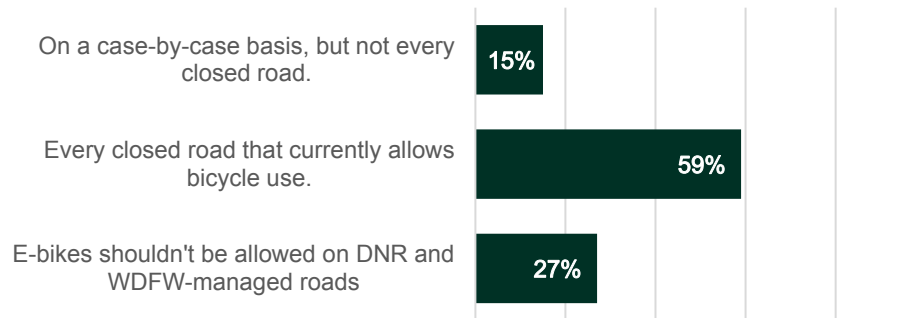


Figure 79: Preferred use of e-bikes on roads closed to motorized traffic for respondents who identified as White.

Preferences for allowing e-bikes on roads closed to motorized traffic: Two or more races

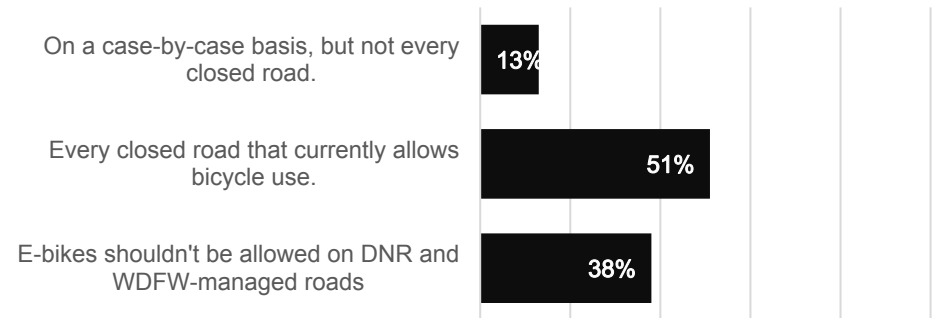


Figure 80: Preferred use of e-bikes on roads closed to motorized traffic for respondents who identified with two or more races.

Preferences for allowing e-bikes on roads closed to motorized traffic: No demographic information provided.

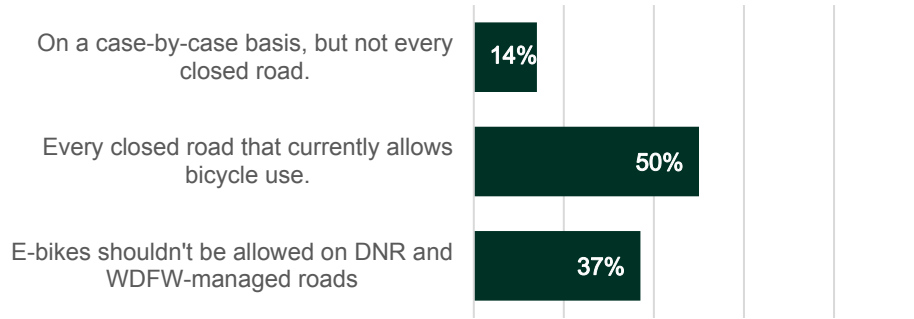


Figure 81: Preferred use of e-bikes on roads closed to motorized traffic for respondents who did not provide demographic information.

Impact of E-bikes on Decisions to Recreate

Would allowing E-bikes affect your decision to recreate on DNR- and WDFW-managed lands? Select one.



Figure 24: Impact of e-bikes on survey respondent decisions to recreate on DNR- and WDFW-managed lands.

More than half of all respondents said that allowing e-bikes would affect their decisions to recreate on DNR- and WDFW-managed lands. However, these responses can be interpreted in two ways: respondents could either intend to recreate more or recreate less on DNR- and WDFW-managed lands, depending on their user group and preferences around e-bikes.

Horseback riders were the largest user group that said allowing e-bikes would impact their decision to recreate, with three-quarters of the user group selecting that option. More than half of e-bikers said it would impact their decisions. Around half of mountain bikers, hikers and trail runners, hunters, and fishers said it would impact their decisions.

Results for the racial demographic data were relatively consistent across identified races. More than half of respondents across all identified races said that allowing e-bikes would impact their decision to recreate on DNR- and WDFW-managed lands.

Allowing E-bikes will affect my decision to recreate on DNR- or WDFW-managed lands.

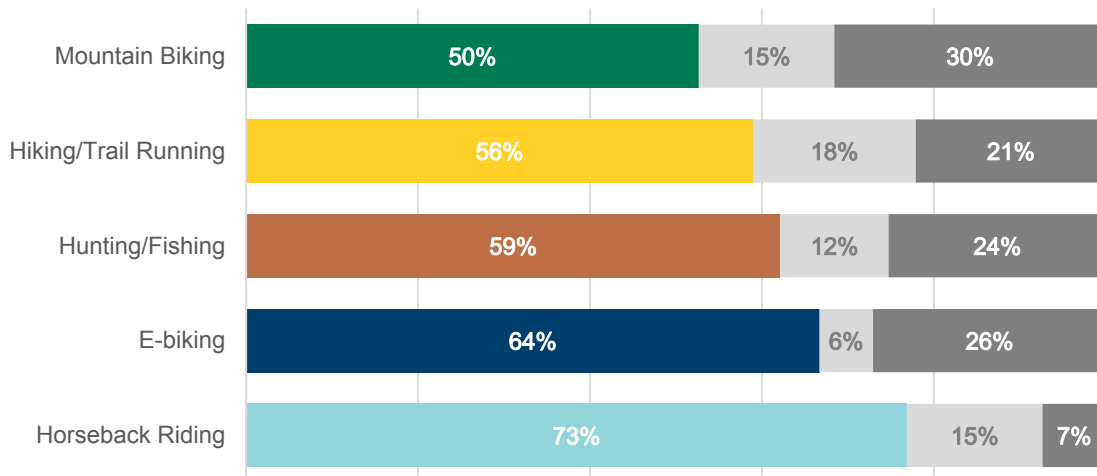


Figure 82: Impact of e-bikes on user group decisions to recreate on DNR- and WDFW-managed lands.

Allowing E-bikes will affect my decision to recreate on DNR- or WDFW-managed lands.

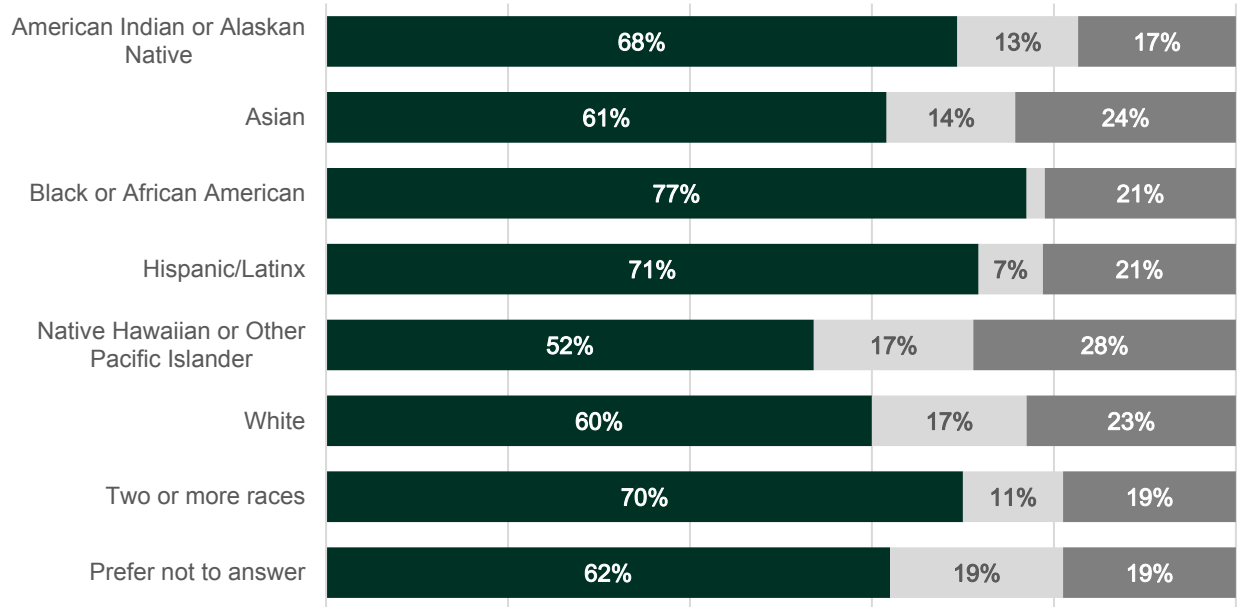


Figure 83: How e-bikes would impact different demographics' decisions to recreate on DNR- and WDFW-managed lands.

Impact of E-bikes on Continued Recreation

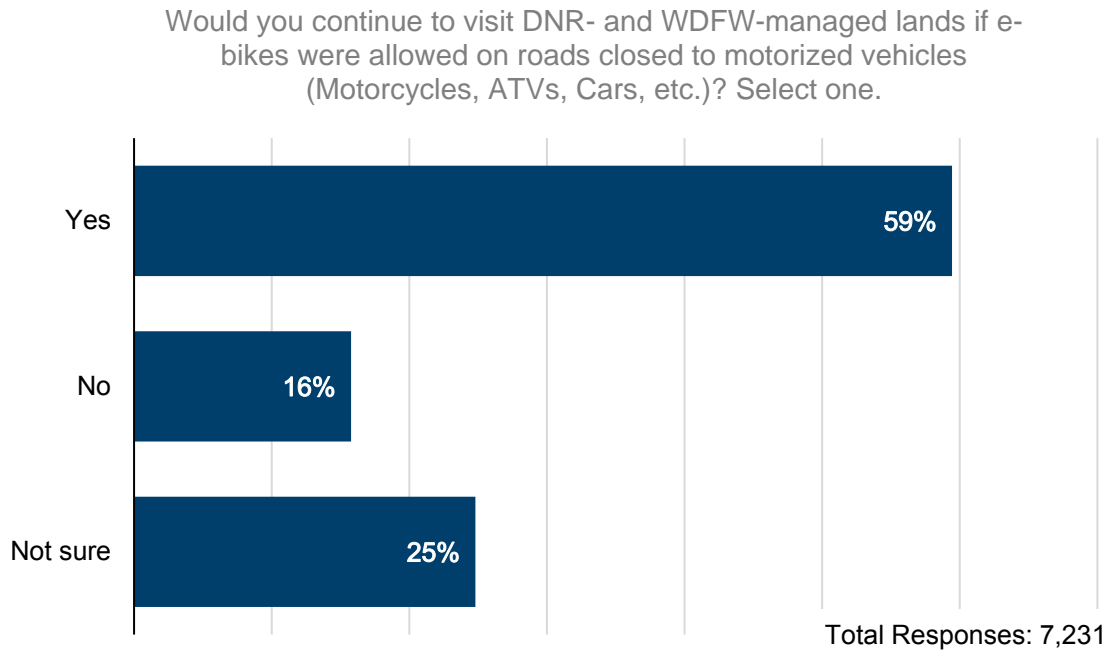


Figure 84: Percent of respondents overall who would continue to recreate on DNR- and WDFW-managed lands if E-bikes were allowed.

More than half of all respondents said they would continue to visit DNR- and WDFW-managed lands if e-bikes were allowed on roads closed to motorized vehicles. Mountain bikers and e-bikers were the most likely to continue visiting DNR- and WDFW-managed lands if e-bikes were allowed. Nearly all e-bikers said they would continue to visit, and nearly three-quarters of mountain bikers reported the same. Horseback riders were the least likely to continue to visit, with more than half of identified horseback riders reporting that they would not visit, or they were not sure. About half of hikers, hunters, and fishers, said they would continue their use.

The racial demographic data indicated that American Indian or Alaskan Native respondents were the least likely to continue to visit DNR- and WDFW-managed lands. At least half of all other respondents would continue to visit.

I would continue to visit DNR and WDFW-managed lands if e-bikes were allowed on roads closed to motorized vehicles.

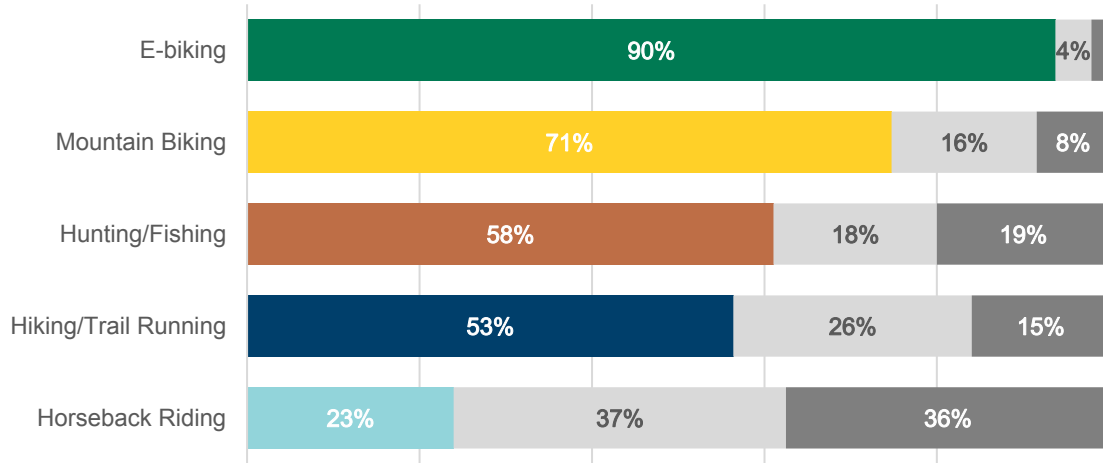


Figure 85: Percent of respondents who would continue to recreate on DNR- and WDFW-managed lands if e-bikes were allowed by user group.

I would continue to visit DNR and WDFW-managed lands if e-bikes were allowed on roads closed to motorized vehicles.

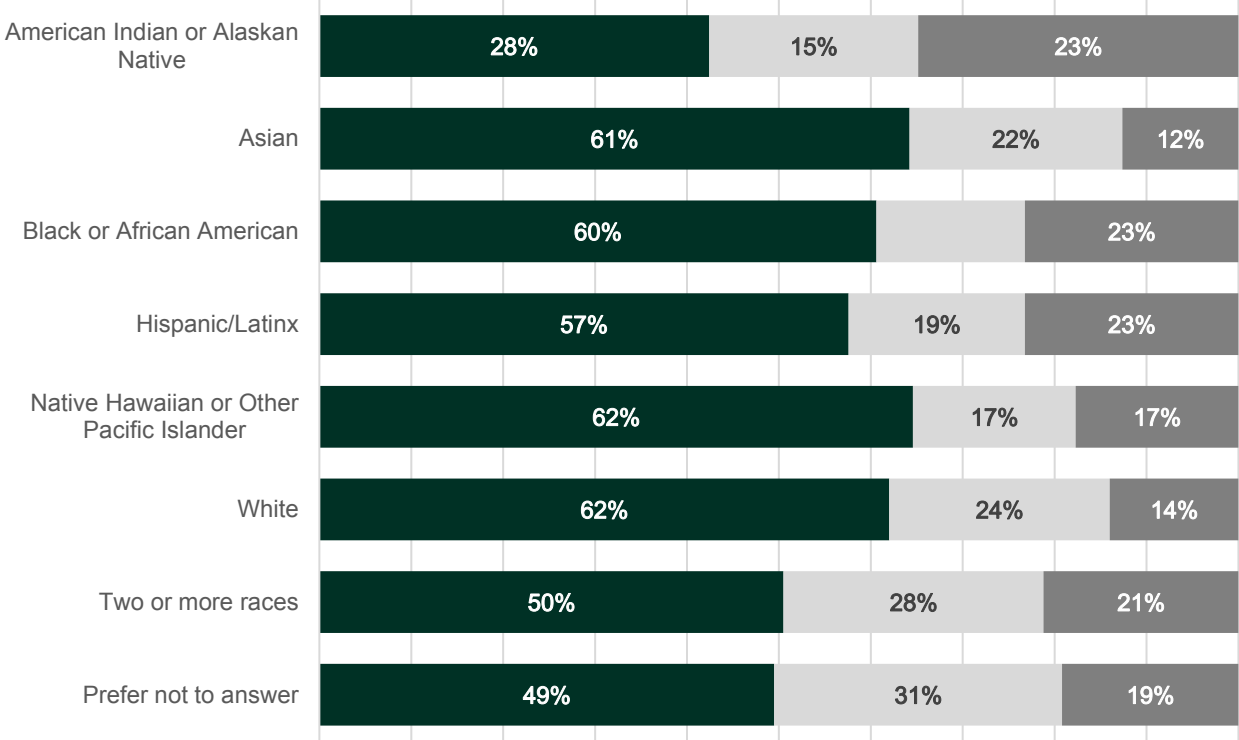
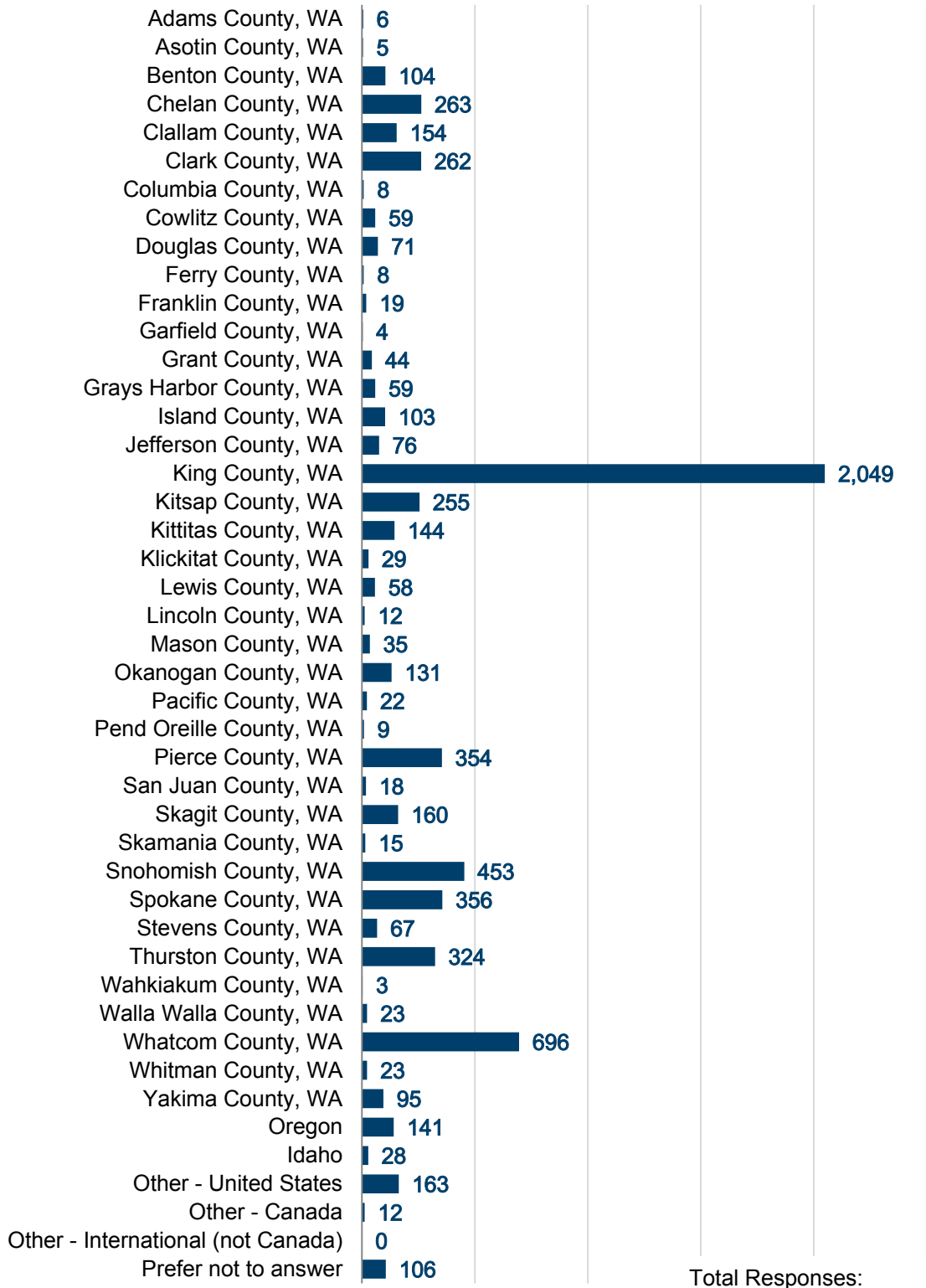


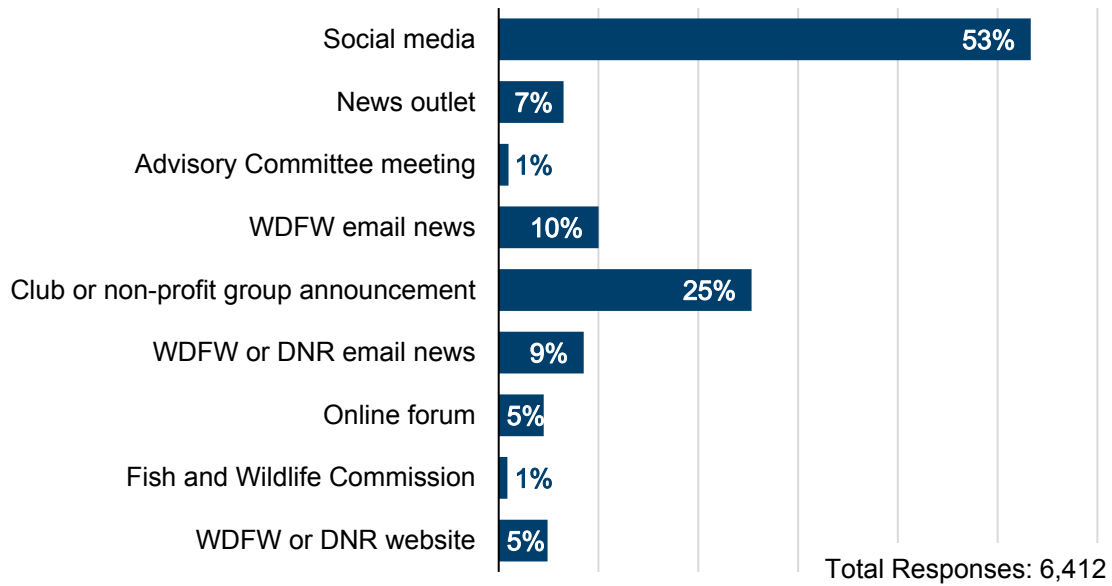
Figure 86: Percent of respondents who would continue to visit DNR- and WDFW-managed lands if e-bikes were allowed by demographic

Optional demographic responses

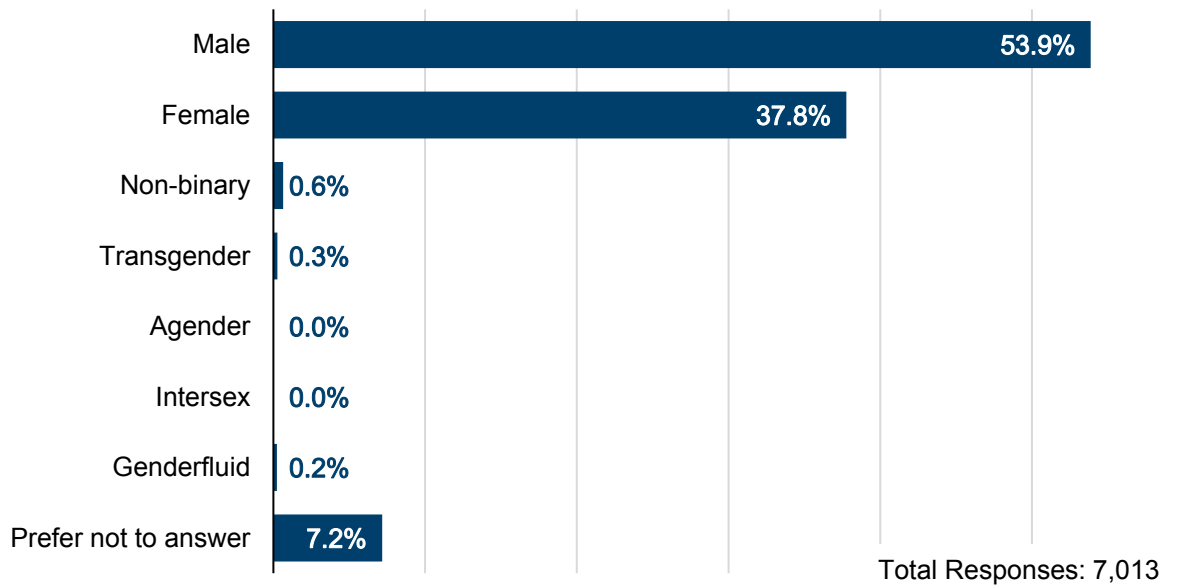
What county do you live in?



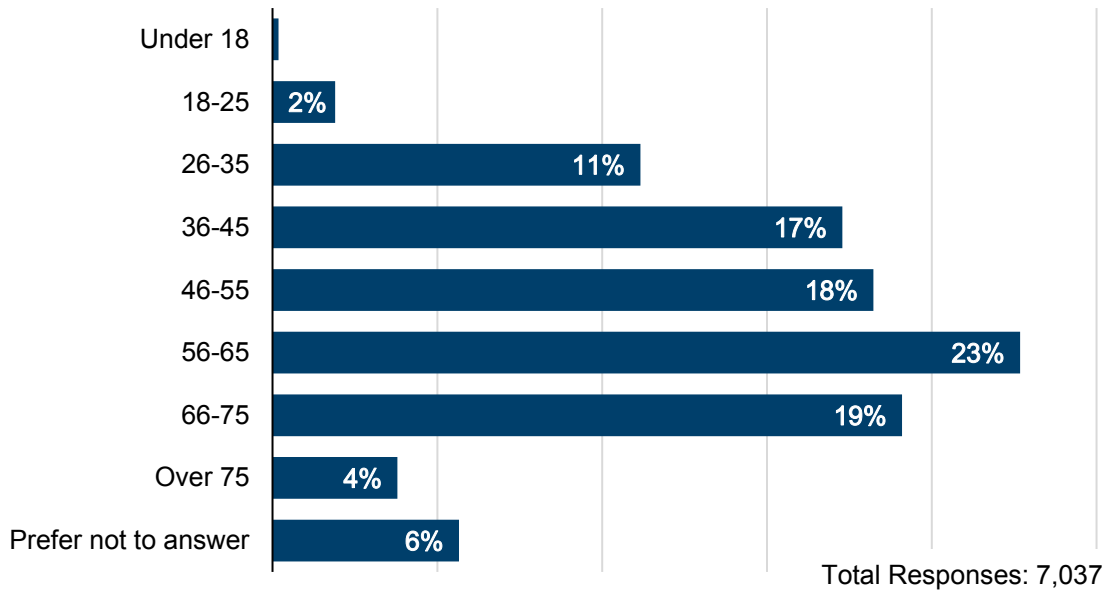
How did you hear about this opportunity? Select all that apply.



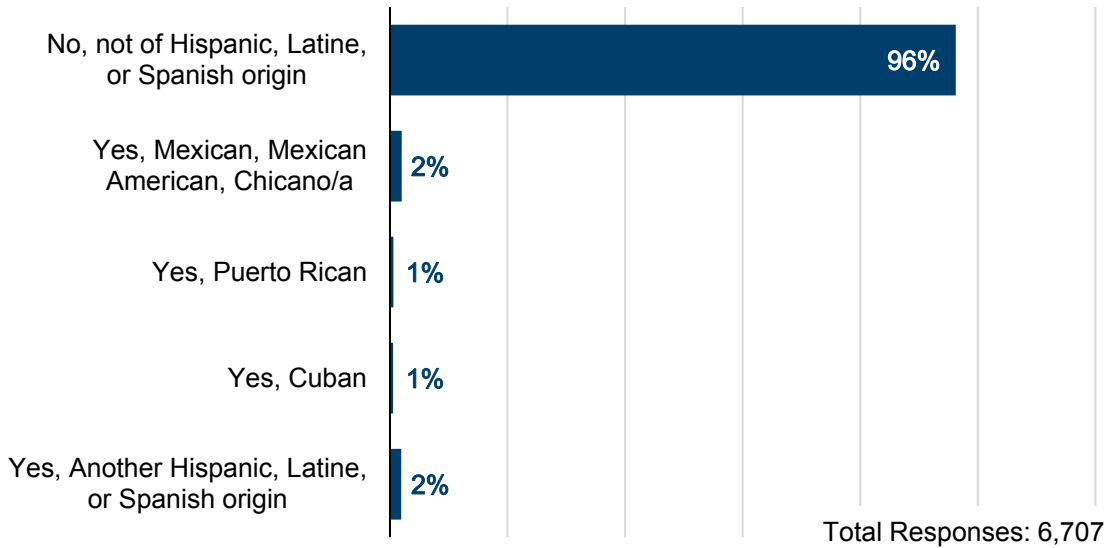
To which gender identity do you most identify?



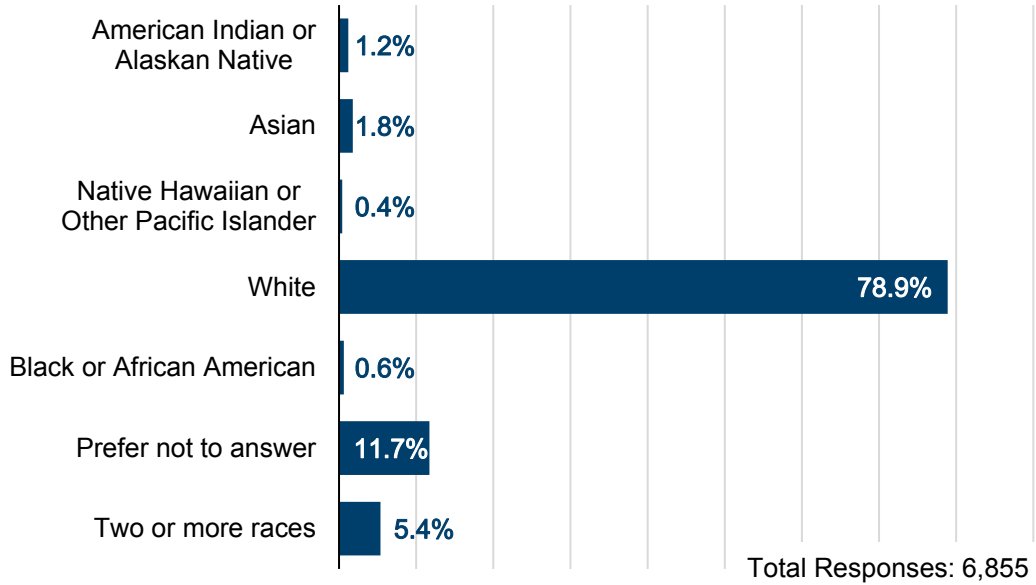
What is your age?



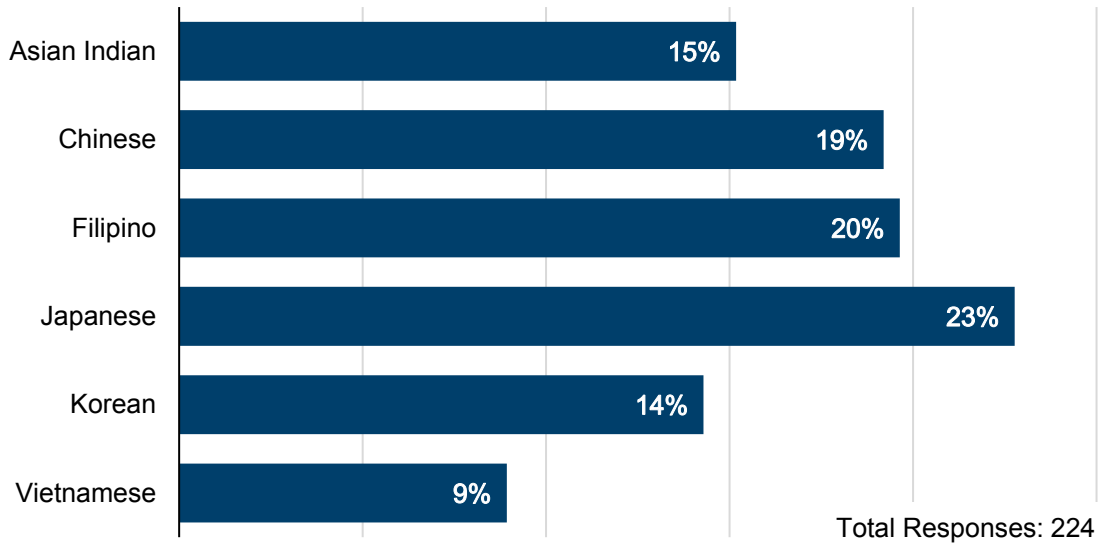
Are you of Hispanic, Latine, or Spanish origin? (One of more categories may be selected)



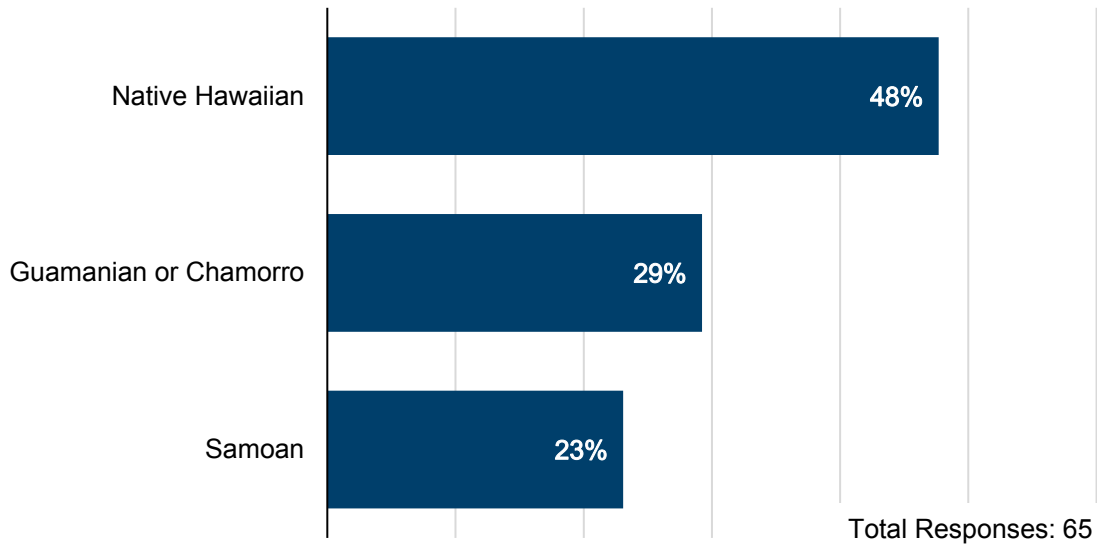
What is your race?



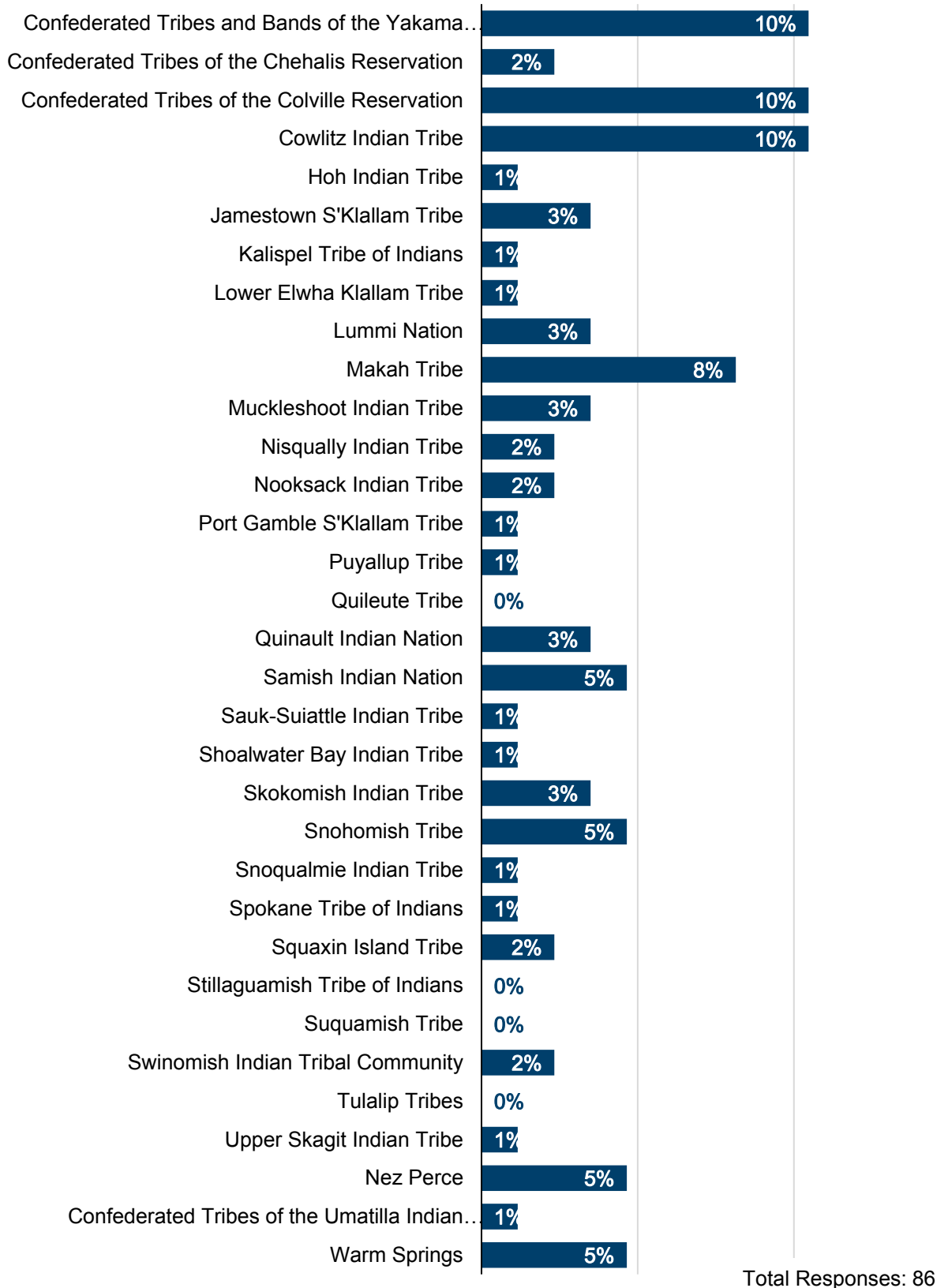
If you answered Asian, which of the following best define you? (One or more categories may be selected)



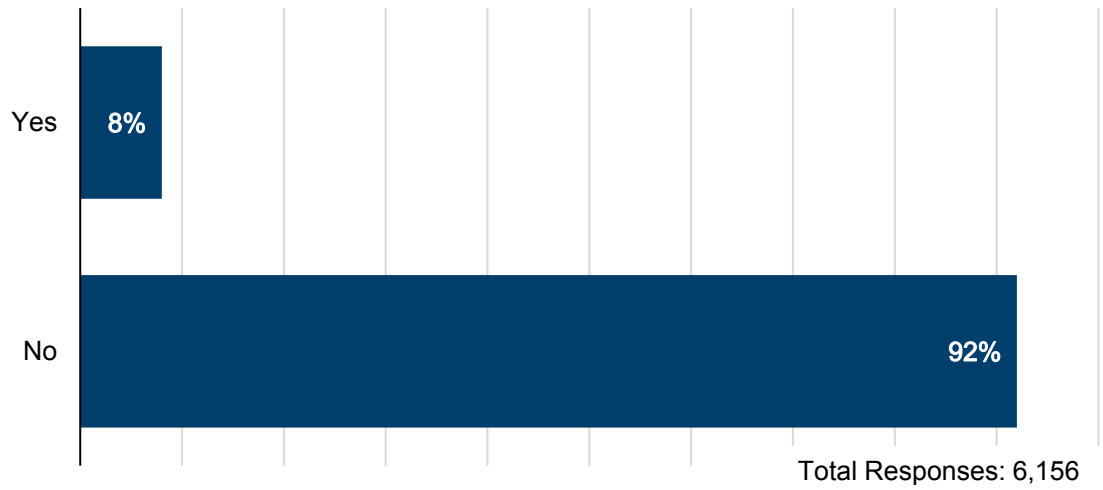
If you answered Native Hawaiian or Other Pacific Islander, which of the following best define you?



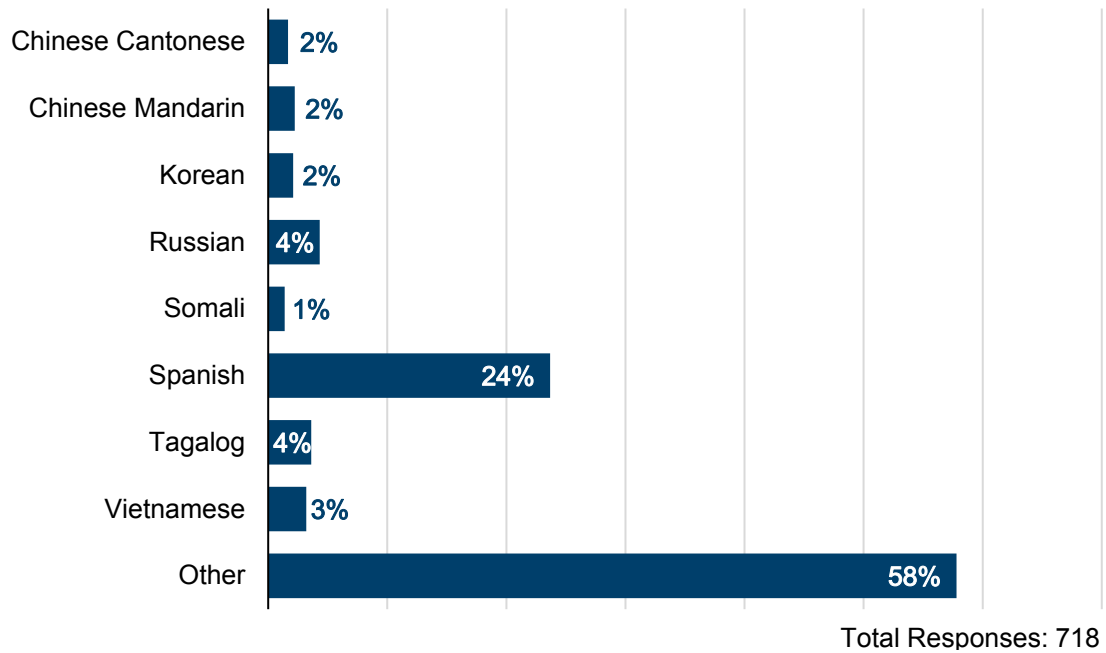
If you answered American Indian or Alaskan Native, which of the following best define you? Select one.



Do you speak a language other than English at home?



If you answered yes to the question above, what is this language?



Appendix 4: Survey Comments on Ability, Age, Disability, Health

These comments were identified as relating to ability, age, health limitations, and disability and were provided in a short answer response to the following questions on the survey:

Why did you purchase/rent an e-bike?

Comments
1. I love to ride but where we live now it doesn't feel safe to ride on the road, speed limit is 50mph and no shoulders. I am 68 years old so purchasing an e mountain bike seemed like a good option.
2. I am pushing 50 years old and it's not as practical as it was to climb 2000-3000 feet to get the trails I want to ride
3. I stopped riding Mtn bikes years ago as I couldn't get out enough to pull the hills, recently my pedal assist e-bike purchase allowed me to get back out on the trails and enjoy riding without being burnt out after 2 miles.
4. The goal is to allow my wife and I to exercise together. The e-bike has facilitated that and allowed us both to increase our fitness and enjoyment.
5. I'm 42 with bad knees and a heart condition. Ebike reduces knee strain and provides assist to keep my heart at desirable levels. This makes it so I can ride every day to keep my health up. On an analog bike I would have to take recovery days off and ride green trails only.
6. I am 69 years old, have had two major joints replaced and wish to enjoy nature on trails by riding my e bike until the day I die.
7. Cannot ride long distances or uphill without the pedal assist
8. I bought it for my wife so she can keep up with me when we ride.
9. Ebike for elderly people helps to get us outdoors and on trails
10. I am old. Ebikes allow me to do what I used to be able to do when I was younger
11. older age
12. The question asked if I plan to purchase one. Yes, as I age, I do plan to in the future.
13. I am 62 and my e bike enables me to keep fit, more likely to ride
14. 67 years old and I want to keep riding
15. Old and knees are not what they use To be. I still like to get out as much as possible.
16. Advancing age
17. For health. And enjoying riding on roads and places that don't interfere with foot powered users

18. To be able to cycle with my young son
19. to keep up with my boyfriend and friends.
20. I have multiple injuries that prevent me from riding an unassisted bicycle for extended periods of time.
21. I have ridden and run the trails for over 45 years, (before the Dungeness trails were developed) to stay in shape and get outside exercise. In the past two years I have been plagued with old injuries that are making it impossible for me to run and harder for me to ride a conventional mountain bike on the trails for any length of time. I purchased my e-bike (mountain bike variety) so that I can still enjoy the trails and continue to get exercise every day. It has been a game changer for me. E-bikes are environmentally friendly as they are quiet, do not produce any polluting gases, and they do not cause any more damage to the trails than a conventional mountain bike. For me, the trails are so much safer than riding the roads, which I probably won't ever do.
22. I'm in my 60's- my pedal-assist e-mountain bike allows me to ride with my family. It allows me to be able to keep up with them. I don't consider myself disabled, just old!
23. At age 67 with disabilities it'll allow me to go where other go, I love the outdoors I'll be able to see more of it.
24. In question 3 I checked that I am going to buy an ebike. This is due to my bad lungs, knees, and back problems. I do not have an ADA card but am over 65 y/o, should be able to ride an ebike anywhere a regular bicycle can.
25. Getting old
26. at 75 years old, trail biking (non e-bike) is no longer an option for me.
27. not just pragmatic, but necessary for health reasons to be able to ride offroad. And roads are no longer safe for bicycles due to smartphones
28. Health problem = ageing 70 and still moving:)
29. I still own a traditional bike but don't have as much time to stay in shape as I used so the eBike is helpful at times.
30. Scoliosis & cancer Make it impossible for me to ride a traditional bike for any length of time or on any incline.
31. E-bikes allow senior citizens to maintain activity past age 70
32. Accessibility for my partner.
33. We chose EBIKES with our RV travels across USA and Canada over pulling a car behind to add to the preservation of our outdoors. These E bikes allow us to ride trails bike through campgrounds and go to town for food supplies and spending money in local town example Cape Disappointment state park camping we ride our EBIKES to Illwaco spend money in town - it has. Even wonderful for our older knees we pedal until we need pedal assist only using throttle if in heavy car traffic navigating intersections Example: Highway 101 to get to towns we love our state parks and avoid RV parks to enjoy our state amenities. Thank you for asking RV'rs campers how they use their EBIKES. Our bike cannot go over 18 mph and I've never had to use my throttle except in Bewpiet OREGON riding from Southbeach State park to the Newport historical area of town.
34. Age... I'm 69
35. I'm 59 - and just not as able to ride the same trails I could 20 years ago.
36. Long time trail builder and MTB rider/racer. I get a better / healthier exercise with the e-bike. I'm spinning more and in a better/healthier riding cadence (zone). Allows me to get a longer, better exercise/ride. And I can spend more time riding with those I can ride downhill with, but no longer can ride uphill due to health issues.

37. I am 66 yrs old and don't have the cardiovascular fitness I use to.
38. It makes my rides more enjoyable and puts my mind at ease about being able to complete a ride without discomfort. I am 70 and my ride partner is 80. We have always been avid riders. Our Class 1s enhance our experience. We are never fast and always respectful of others.
39. To increase my range on my bike as a senior citizen
40. I am considering purchasing an ebike. My family has mountain biked in the past, but a fibromyalgia diagnosis and the health issues that come with it do not allow me to currently go and keep up with my family on my regular bike. An ebike would allow me to return to biking and enjoy outings with my family.
41. Assist with disability
42. My health-related reason is simply staying active in the outdoors at an advancing age.
43. Getting older
44. Age
45. Need the help at my age.
46. As a senior citizen I am now able to climb hill easier, saving my knees.
47. I'm getting older (77) and can't ride or hike as far or up as steep gradients as when younger
48. E-Bike allows me to once again enjoy bike riding - bad knee
49. More fun, and it allows me to ride without hip or knee pain as I have joint arthritis.
50. age related health issues.
51. Age: 78 my ebike lets me continue to ride, a God send.
52. For ease of riding my current trails at 60 years old.
53. i am a 68 y/o with joint replacement
54. I am a senior citizen who needs that motor assist to successfully use the bike trails.
55. As an older rider (69+) an E-bike has allowed me to once again ride trails that have become increasingly difficult to access
56. Increasing age. I worry I may not be able to make it back.
57. A fun activity that I can do with my spouse who has health issues
58. I like tech and it helps me ride as long as friends even with my bad knee and can up the assist if my knee hurts.
59. As an elderly man, not disabled but certainly limited, it offers me access to places I can no longer get to.
60. A little boost makes it easier on my knees and made it so that I could ride from my home in hilly Magnolia. It has been a blessing, made me love biking again, and allowed me to ride all over the city and region. Ebikes are wonderful. They are not about speed. They are about getting out and enjoying biking again.
61. I'm female and can never keep up with the boys I ride with- I hate being left behind!
62. Arthritis stopped me from being able to cycle; with an ebike I am able to again.
63. I am older
64. Avid rider. Now 73yrs old. Want to continue to ride with younger friends and family
65. Enjoy nature. Ability to go places I couldn't before

66. Aging senior that can't ride a standard bike because of hills around here.
67. Two knee replacements.
68. To ride hills that I am not otherwise able to do so.
69. Senior citizen needing mobility aid.
70. Disability - Unable to Enjoy Most Trails Because Not Handicap Accessible
71. Getting older, over 60, and traditional biking is more difficult and limiting. I don't want to ride the same 4 miles every time.
72. Advancing age
73. I am a senior and without an ebike I would no longer be able to cycle due to knee injuries and scoliosis, which make other forms of recreation difficult and painful.
74. Age - ebikes give us the freedom to exercise
75. At 66 years old my ebike allows me to ride longer and on terrain that I would not be capable of riding at my age.
76. I bought an ebike to be able to ride with my partner. He's much faster than I am on his regular bike. I bought an ebike so we can ride together on trails. If I can't ride my ebike I won't ride my bike.
77. As I age I am unable to keep the pace when I was younger. I've always used a bike as a child and commuted to work at schools in Alaska and Washington. My commute in Wentachee had hills each direction, but an ebike kept me in the game year-round.
78. So my wife could go on rides with me.
79. I am old
80. I'm 64, long time mtber and it lets me ride like I used to
81. I'm handy cap and can't walk into hunt.
82. Turn 75 soon, trying to keep up
83. My hubby actually own it and has medical condition.
84. E-bikes make fitness and fun more accessible and make my life for myself and my family exponentially better mentally and physically
85. I don't have a disabled card can't seem to get one but I am 60 percent disabled veteran
86. I'm getting older and it's becoming harder to carry loads of game meat out
87. 80% disabled veteran
88. My husband has MS and can join me on my horse safely without being too fatigued
89. Mostly at my age it allowed me to get back out there and go!
90. Heart Condition prevents me from climbing steep hills.
91. I'm a senior
92. Dirt bikes are getting too heavy. Prefer e bike. Arthritis makes regular bike difficult and less enjoyable.
93. getting older - a bike helps me get into places with my gear easier
94. Because of my disability it allows me to pack my harvested fish/game out to better process and less spoiling or waste of my animals
95. Wheelchair bound. Ebike is the only method of movement i can use on the trails. Otherwise i have to give up nature.
96. bad hip

97. I am 60 and a traditional bike causes pain to my joints. My peddle-assist bike allows me to continue to ride with much less pain. Without peddle assist, I would not be able to go backcountry as hiking also causes knee, hip, and foot pain.
98. Getting older
99. I'm getting older and can't get around like I used to.
100. Hunting and fishing injury makes it easier
101. Want to continue to ride despite health issues
102. for elderly hunting and fishing
103. I'm old and it helps me get out and be active.
104. like an increasing percentage of population i'm getting older and an ebike allows me access to places i can no longer go under my own steam
105. I have a lung injury from a chemical accident, I don't have an ADA placard, the Ebike is the only way I can keep up with my son.
106. At nearly 80 years of age e-bikes provide good exercise opportunity without risk of excess exertion
107. Researching purchase due to partner's mobility limitations (not ADA qualifying yet)
108. To incr saw motivation to get out when I would normally pass because I wasn't up to climbing that hill
109. I am not disabled, so ADA standard do not apply to me, but I have had knee surgery and was unable to keep up with my friends. My class 1 ebike helps me access trails and get much needed exercise.
110. I am 70 years old. Ebike allows me to go uphill easier.
111. As I get older I would like to keep up with my son
112. I'm a senior citizen that enjoys the outdoors and the peddle assist ebike keeps me active in the outdoors. It's environmental friendly, has no negative effects on wildlife or properties.
113. Between age 40-65, I used a regular bike to camp where pickups and cars weren't allowed. Pack it in, pack it out. Wonderful memories. Older now, the yearn still strongly exists to get away from autos and people. Age is stealing my abilities, not my zest. E-bikes pose no more environmental problems to the atmosphere than regular bikes. Batteries don't stay charged forever, so a person has to stay physical to get where they want to go.
114. I am 70 years old & would not be able to ride without ebike assist.
115. To spend money on renewable energy transportation and minimize my eco-footprint while enjoying the forests. E-bike allows for greater range with bad joints (not bad enough to be disabled).
116. I have nerve damage in my legs from birthing my child (but do not have an Ada placard) and wanted to be able to cycle again and an e bike was the easiest way to get back to it.
117. I'm no spring chicken...
118. Physically unable to ride a standard bike.
119. disability limits the type and length of ride
120. Disabled and can't walk far. Neuropathy
121. Legally disabled and hunt, fish, walk on state lands and logging roads.

122.	As I have aged I am no longer able to ride like when I was younger. I'm not ADA but I can't ride like I use to without pedal assist. Why should I have to give up what I love?
123.	Now my wife and I can finally ride together!
124.	Mental health and I'm not a pro cross-country racer in super athletic shape and I like to enjoy the outdoors in a low impact way..... Do how much they cost I could have bought a dirt bike and tore stuff up but that's against my beliefs in the forest...
125.	Access to riding that is important. My health is important. Would we rather people gave up a sport they love or never try because they lack the fitness to pedal without the assistance
126.	I have a 13 year old son, with a recent knee replacement an ebike is the only way to continue to ride with him!
127.	My e-mtb has made it possible for me to get back into the sport that I love.
128.	I biked all my life, at 63, I occasionally need assistance getting up a hill. My teen son has an e-bike since he was diagnosed with SMA and this is the only way he can continue riding a bike.
129.	Bought for wife so she could keep pace
130.	I don't own an e-bike, but I plan to buy one depending on whether there are trails to ride. Riding in Zone 2 makes it so that I can keep up with my partner who is faster on a bicycle than me and allows me to gain fitness without digging too deep.
131.	Age
132.	Specifically fir my spouse to gravel trail ride and be able to keep up and enjoy
133.	Disabled with one king. Permanent disability parking placard owner.
134.	I have been using back country trails, forest service/DNR roads my entire life either on a mountain bike, horse, dirt bike, hiking, and now on my class 1 E MTN bike. I tore my ACL/meniscus and need to wait for a knee replacement. But last week I rode 100 miles on my E bike on the rail trail system. This bike is saving my knee and my life. I would love to be a spokesperson for the trail systems and Class 1 bikes. Wwww.nancyzahn.com. I still ride my regular MTN bike occasionally, but it is painful! Please feel free to contact me. I have a group of like-minded riders, all in our early 60's, all avid cyclists/sportsmen. We talk about the laws and regs a great deal. Please contact us. We can speak as a group, located in the Seattle/Methow Valley areas. 509-670-3077
135.	I was 78 when I purchased.
136.	Mostly help going uphill since I live in a hilly area. To take my kids along on bike rides where they can't go as long, and school drop off and pick up.
137.	do not have an bike currently, looking to probably purchase in the next several years due to getting older.
138.	I will probably buy an Ebike road bike when I get older. I'm only 61, maybe in 15 years or so.
139.	I have a disability and the throttle helps when I can't pedal
140.	My wife has exercise induced asthma, which makes it difficult to participate in strenuous activities. The Ebike makes it possible!
141.	I have elderly parents who have e-bikes I got one so that I would be able to ride with them
142.	My elderly parents have e-bikes so they can still get to some of our traditional camping grounds
143.	Raising a family do not have enough time to stay in peak shape, an e-bike allows me to ride like I did in my early 20's
144.	To go on group rides with others
145.	I am type 1 diabetic only a ripe 39 years old diagnosed with an afib and I have good days and bad days

146.	I'm a 45-year-old male with a 75-year-old knee according to my knee surgeon. If I were 10 years older, I would have a knee replacement but I have to wait until my mid-50s. My class 2 e-bike was purchased this year to give me the opportunity again to ride a mountain bike since I can't get uphill with a traditional bike (my knee feels like it's going to explode). The e-bike allows me to enjoy forest roads and other trails I couldn't ride a normal bike or are too far to hike (I typically hike/bike with a specific photography session in mind). I don't have an ADA placard so under current rules I guess I can't ride my e-bike on any trail, but my fat, out of shape body has no business on technical trails and I'm really only interested in riding forest roads or former roads (like Monte Cristo or Evans Creek ORV roads) that get me into position to take pictures.
147.	I'm 75 and less strong than before
148.	So I can ride on trails that I physically wouldn't be able to due to my decrepit age. It's so nice to be able to ride a single track and know I'll make it back to the trail head. I love being in the woods. I have a class one and ride in eco mode 75% of the time. I honestly don't think people in my age group "over 60" go ripping around tearing up the trails. I've had my gopro filming who passed me and it's very informative. Newly retired we have cash to spend and are looking for places that would welcome us. If you would like to hear more please feel free to give me a buzz.
149.	Because I want to after riding regular mtb's for 40yrs.
150.	My legs aren't strong enough for anything uphill
151.	When your about 80, a little is needed to see the states natural scenery
152.	plan to purchase when I cannot use regular bikes as easily
153.	Injuries limit hiking range, evoke still allows access
154.	My wife has reduced lung capacity due to a past disease so any uphill trails require an ebike for her
155.	Spouse & I over 75; we can still ride hills using assist motors
156.	to go on rides (mostly urban trails and roads) with my "senior" bike group
157.	Age - 83 so needed to keep up with friend s and family
158.	I believe prohibiting class 2 e bikes is discrimination against Washington residents with health disabilities who are seeking access to outdoor recreation. Washington state has one of the highest incidences of MS in the nation. Your bias against class 2 e bikes and is discriminatory.
159.	We mountain biked for years but age has us now e-biking
160.	I am older, and having a E-Mountain-Bike lets me explore trails I could not otherwise hike or walk.
161.	I am 68 years old and live on CleElum ridge. I ride roads and trails from home and the bike makes it possible for me to get up the hill to my house.
162.	Without an ebike, I wouldn't be able to ride
163.	Recreation and reasonable accommodation for aging.
164.	80 years old. More fun.
165.	Weak knees for climbing hills limited my traditional bike riding
166.	to be able to ride Seattle's steep hills for recreation and errands as I am aging
167.	Haven't yet purchased. Will do so when age reduces my pedalling range.

168.	I am 67 and like to ride with my family. I have health issues that prevent me from riding with my family on trails. I also do nature panting and sketching and ebike allows me to carry my equipment in my basket.
169.	I am looking to see if an ebike will work with my disabilities. I like the idea of getting further on trails than I am able to hobble to now.
170.	I'm 76 years old and appreciate the pedal assist
171.	age and a heart condition makes use of a class 1 & 2 ebike vital for my ability to continue bow hunting for elk
172.	I'm 72 years old, and I hunt and fish. I want to stay in the field as long as I can, and an e-bike will help me do this.
173.	I am old 78, but still interested in distance biking. Rtr not Mt biking.
174.	Age
175.	I am 65 and want to be able to continue getting into the forest
176.	The E-Bike help me get back on the trail after health problems prevented me from riding.
177.	I'm a C6 quadriplegic and can't get out in the normal wheelchair so I built my own it's an extreme electric wheelchair and have now brought them to the market expect to see more of them on the trails with paralyzed people like myself

Additional comments about ranking selection (question 5 in the survey):

Comments	
1.	I have a cardiomyopathy which does not allow me to bike with a traditional bike. I do not have ADA placard. I feel that the ADA placard is an unnecessary requirement and burden
2.	I do not believe E-bikes should be allowed on trails where nonmotorized vehicles are not allowed. I do understand why having the ADA placard is being used to allow people with disabilities the option to utilize trails however there is no one on these trails most of the time to regulate the appropriate usage and it gets abused by people that do not have this ADA placard making the trails chaotic and not easily enjoyed
3.	"I think e-bike riders should be familiar with and have to follow the same rules as those riding mountain bikes. I don't like either on trails where pedestrians have to leave the trail in order for them to pass. This is especially a problem when the trails are extra wet.
4.	I'm in favor of exceptions to question 6 for those with ADA permits.
5.	I'd like a speed limit for all types of bicycles, perhaps 10 mph. "
6.	20 mph is too fast on trails meant for pedestrians and conflicts with trails meant for equestrians. Consideration should be made under ADA on trails where traditional bikes are allowed.
7.	E-bikes can provide accessibility and recreation to people with disability and special needs. It would be nice to create an inclusive environment where people with accessibility issues are able to enjoy the outdoors and trails just like abled body persons.
8.	I am 62 and use an eBike as my normal bike now. I don't see why the rules are any different for me on a class 1 bike than they are for a normal bike - if bikes are allowed on a trail, then ebikes should be allowed on that trail. Consideration should be given to how

an ebike levels the playing field for older people who still want to get out and ride - all my bike does is lets me go places I used to go with my regular bike.
9. E bikes should not be allowed except where a person has valid ADA permit AND then only on roads where motorized vehicles are allowed (maybe limited additional use for class 1 e-bikes on some trails and/or certain times where bike bikes already allowed).
10. I think the rules as they sit now are great. While I am handicapped, I am also hard of hearing and do not hear bikes coming up on me, I also cannot move quickly (disabled) to move out of their way. I find bikers are not always the best at trail etiquette when passing hikers. I am often almost clipped even though I only hike to the far right.
11. I am 69 years old and in pretty good shape,I still hunt and back pack,the big game animals I hunt are for the most part packed out on freighter frames on my back.The fat tire e- bikes I am using have big heavy tires and frames and weigh in at 70 pounds,these bikes allow me to hunt and access the back country,it still takes alot of physical output to gain 3000 vertical feet on some of these gated logging roads,but that is what hunting is all about!The use of my e-bike allows me to continue to enjoy the challenge of hunting!
12. I don't need a handicapped placard; however my age and physical limitations make riding my class 1 possible on trails, otherwise I cannot participate. Please allow class 1 bikes to be on trails. I am no more a hazard than a beginner on a regular bike. Please help keep trails accessible to a variety of abilities and the bikes that make it possible.
13. I plan to buy an ebike because I can no longer bike any distance without assistance. I am not handicapped. I'm just old. I want to be able to use my ebike on trails without having an ADA placard.
14. Class 1 ebikes allow older people and people with health issues to enjoy trails in nature; they are quiet and essentially provide gearing assist only. I must pedal the entire time.
15. Only class one ebikes should be allowed on trails. Ebikes that have throttles should NOT be allowed. Ebikes without throttles should be allowed wherever nonelectric bikes are. You must pedal to go anywhere on a class one ebike and as I get older this pedal assistance is necessary or I could not ride many trails.
16. I'm 72. Many of us older riders have switched to an e-bike due to physical limitations that may not otherwise require a Handicap Sticker or card. We want to be able to stay as active as possible. My experience has been that aggressive younger riders of traditional bikes are more dangerous to hikers and do as much if not more damage to the trails than a e-bike. Either allow at least Class 1 & 2 (speed limited) e-bikes or no bikes at all.
17. There is zero difference between class 1 and 2 except the throttle. Real e-bike users understand that throttle use on a trail is only good for starting out. A class 2 e-bike is not going to go up any steep hills with throttle only, continued use of a throttle will quickly deplete a battery, limiting range. E-bikes are no worse than a young guy on a mountain bike tearing up the trails. The misinformation on e-bikes being worse than regular or mountain bikes is a myth. Limiting e-bike usage to class 1 is really discriminating against seniors vs. young athletic riders. A e-bike is no better or worse than a bike, e-bikes do not operate like a motorcycle.
18. I am a 65 yo frequent hiker and I do not want the danger of cyclists who are not taking care. Today on trails where bikes are not allowed don't take care so more of them will force hikers to go elsewhere like BC.
19. too many nonmotorized trails currently, thereby restricting disabled or limited ability users; need to diversify public access

20. It's ridiculous to divide e-bikes by those classes. Just have a speed limit for the trails and enforce it. Regular bicycles go way too fast sometimes. Not allowing e-bikes, or types of e-bikes, excludes people with health issues (who often don't have ADA placards)
21. My real preference would be to allow class 1 and also class 2 for handicapped individuals.
22. Class 1 is a normal ebike and I see little issue with them. Class 2 and 3 (absent ADA placards) should not be permitted. That's my humble opinion.
23. Class 1 is really the only option we should be considering. Class 1 & 2 should be universally allowed for riders with ADA placard.
24. I am a permanently disabled veteran
25. On most trail systems it is difficult to get even 20mph so a bike (Class 3) capable of 28 would be no different. Because of age and arthritis I can no longer do the hills on Whidbey Island. An E-bike was the answer but now I can no longer use the trails unless I get an ADA placard. Some E-bikes can be changed from class 2,3, or 4 By going into a menu and changing the programming. Banning E-bikes discriminates against a lot of older people no longer able to ride regular bikes or walk long distances.
26. If regular bikes are allowed, I think some E bikes should be allowed, prioritizing ones with lower speeds and that require some level of pedaling (Class 1). Class 2 only seems reasonable if they have an ADA pass.
27. Class 1 e-bikes should be allowed wherever any type of bicycle is allowed regardless of ADA status of rider.
28. If you don't have an ADA parking placard and ride an e-bike you are only allowed on motorized trails & forest roads open to motorized public use, but if you are disabled and have an ADA parking placard you may ride your e-bike on motorized trails and forest roads open to motorized public use AND you have special privilege to be able to ride your e-bike on all nonmotorized trails. Why do they get to ride where other e-bike riders are not allowed? On nonmotorized trails you'll find pedestrians, cyclists & horse riders whom I have experienced are very respectful to each other on the trails. Frequently the nonmotorized trails can be difficult to traverse. I really don't understand why a handicapped person would want to be in that type of terrain at all. Let's keep motorized vehicles lawfully in their area and those nonmotorized folks safe in their lawful areas. If they chose to go among the motorized, they do so at their own risk. Would the ADA e-bikers be required to carry their ADA placard visibly on their person to prove they are legal or will it be the honor system? Would they be able to avoid running into a horse if they were handicapped?
29. ADA is complicated subject. Might be the only exception I would approve for Ebike use. Not sure if it's appropriate for actual ADA disabled persons to be on E-Bikes in wilderness.
30. I have a disability and by not allowing me to get behind locked gates with assistance is a shame. I have hunted for over 60 years in Washington and all that I see now is LESS Opportunity for access and Game resource. If I don't draw a special permit this year you will never see my \$250 plus dollars stop. I may as well move to Idaho.
31. E bikes should only be allowed on the trails to people with disabilities or special access permits...
32. And ADA placard doesn't necessarily account for age. Is it the DNR stance that as the population ages, they should no longer have access to the same places and experiences that were once readily available as we grew up here?
33. It would be safer to have nothing motorized on trails where there are walkers, pedal bikes and horses. I'd like to see trails for wheelchairs before I see motorized bikes.
34. I think e-bikes should only be allowed for people with the ADA placards. I love e-bikes for older people- that they improve accessibility and allow our forefathers & mothers of mountain biking to continue pursuing the sport as they age but hate motors on

trails. I've worked for the FS for the past 5 years where we have the strictest interpretation of the Wilderness Act (which I realize does not cover state lands)- I can't even run a chainsaw for my job and I like that! Preserve the character of the wilderness and don't allow e-bikes!
35. If anything, a disabled person should be allowed, but non paved trails are not necessarily safe for someone who is disabled
36. No electric bikes should be allowed unless it is an ADA licensed reason. Period. These are "nature" trails and man-made mechanized methods of transportation are not part of nature.
37. E-bike use is happening, and the various classes offer the needs for all different types of riders. Class 1 is high priority, but class 2 is very important for Handicap Folks. Class 3 is low priority, but could be something to get ahead of for future use.
38. I fear the trails will become even more crowded if people can just motor onto them. There is something to be said for having to work for access. Of course I have no problem with handicapped riders, but it's others who concern me.
39. As someone who has a disability and previously owned an ebike, I do not feel like ebikes should be allowed on natural surface trails which do not currently allow for motorized use.
40. My wife doesn't have and ADA card but rides with me to assist .I think we can agree most senior citizens need an electrical assist on steep hills.
41. Allowing e-bikes based on a disability placard in a vehicle opens it up for abuse. Each person in the car could theoretically be on an E-bike. My friend is a quadriplegic due to a horse accident when a bicyclist approached her on the trail frightening the horse. The bicyclist did not even stop.
42. I think the current law is logical, fair, and safe. I think allowing class 3 e-bikes on all trails, disabled or not, is dangerous. I do not think class 1 and 2 e bikes should be allowed on trails for non-disabled persons.
43. I don't support allowing any type of e-bike, including riders with an ADA permit, on nonmotorized trails.
44. only class 1. ADA people can ride class 2 and 3.
45. I do not have a disability that would allow ADA certification, but I do have arthritis that makes walking and hiking difficult.
46. beyond ada needs, e-bikes should be limited in nonmotorized spaces based on individual assessment of impact
47. ebikes open up biking to a huge number of people who do not have the ability to bike otherwise but are not specifically disabled enough to warrant a disabled parking permit, this requirement is also ableist to those who do not drive but use a bike for primary transport
48. I think the current rules are appropriate. E-bikes should only be allowed on motorized trails unless the user has an ADA parking placard.
49. "My class 1 pedal assist e-mountain bike is equivalent to a regular mountain bike in regards to using the trail (it has no greater impact on the trail)- but- it allows me, as a women in my 60's, to be able to ride with my family! It allows me to get out into the mountains and ride up steeper trails and for longer distances than I otherwise could do- and I still get a great work out!
50. Please allow class one ebikes on the trails- it's the fair thing to do for older folks like me and for folks who may have heart disease, etc. (but we don't need ""disability tags""). It's not fair to older folks like me to not allow me to ride a class 1 ebike, when if I had a ""disability sticker"" I could ride one! Plus- there just isn't a physical difference in regards to riding on the trail between my pedal-assist ebike and my kids regular bikes- so there isn't a reason to limit them!"

51. Current ADA for electric bikes is only appropriate policy. No change needed.
52. Some of us older, semi handicapped people would love to extend our outdoor experience with some electrical assistance. Quiet and no more damage than a pedal bike.
53. Pedal assist (class 1) should be allowed for all persons other than those with physical disabilities (ADA). It is my opinion that class 3 bikes are too fast for nonmotorized trails.
54. Nonmotorized should mean exactly that. Class 1 bikes may be acceptable on some trails for people with legitimate physical disabilities, but enforcement will be a problem.
55. Access can be equitably managed through speed and weight limits in addition to the power limit already in place via the law. Class 3 and class 1 are indistinguishable on a trail when following posted speed limits. Class2 ADA use should absolutely be acceptable anywhere any ebike is allowed. I'm ambivalent about class2 being allowed on other trails for non ADA use as I think pedaling is inherently part of trail riding activity. I have no problem with some trails being reserved for acoustic bikes, or horses for that matter. Question7 is inherently biased. Why didnt you ask where ebikes should NOT be allowed. The default should be that they are allowed anywhere bikes are, BUT can be prohibited on a case by case basis.
56. No type of e-bike should be allowed on a non-motor trail unless the rider has a disability
57. While I could qualify for an ADA placard, I do not require it for getting to and from my car. This policy would encourage riders like me to acquire a placard and, presumably, use it not just to justify riding an ebike, but also to park in disabled spots and use meters for free. Meanwhile, there is absolutely NO reason to consider a class-1 ebike as any different from a pedal bike. Anyone who has ridden one will know, instantly, that they should be classified the same. Trail impact is the same. Speeds are not enormously different. The difference is largely about range and, for folks with limited physical ability, being able to attain minimum speeds required to ride certain ascents. In no way is a class-1 ebike remotely like an offroad motorcycle or ATV.
58. Your class descriptions have already been made outdated as the E-bike industry standard is now Class 3 with throttle. Any restriction will be impossible to enforce and enforcement will lead to lawsuits by disabled individuals.
59. "I am primarily supportive of Class 1 eBikes being allowed anywhere bicycles are currently allowed because they are effectively the same. The biggest differences in my opinion are that they can go faster uphill on flat/low grade trails and enable more people to ride despite physical limitations or time constraints. They don't cause increased trail damage, go faster on the descents or allow riders to tear through forests at unreasonably high rates of speed. They are used in the same basic way as an analog bike. There is enough data out there to support Class 1 eBikes generally being treated the same as traditional bikes. I would caveat that with the opinion that eBikes should still fall under a separate management objective in order to allow for nuance when needed....at least for now. eBikes may prove to be the majority of bikes on trails in the not-so-distant future in which case I wouldn't see the point in treating them any differently.
60. From the perspective of what the devices really are and how they function, Class 2 and 3 would be fine in the hands of responsible riders, particularly on roads, and could possibly be allowed on some trails as well. However, they do present challenges from an enforcement perspective. There could be a ""slippery slope"" that results from allowing them on nonmotorized trails and roads, especially with the current lack of enforcement staff and budgets. I have concerns that too many people wouldn't stay on the roads or trails that their bikes are allowed on and result in efforts to remove access for all bicycles. This seems like it could especially

<p>present issues in areas where Class 2 and 3 bikes are being offer by rental companies in close proximity to singletrack, multi-use trails. There is also more opportunity for people and manufacturers to make/modify bikes that appear to be a Class 2 or 3 bike but in fact are much more than that.</p>
<p>61. If someone has an ADA placard then they should be able to ride any of the 3 classes. There are concerns that this could be abused, I have seen it in other sports industries, but I can't imagine it would be any more than a handful of people so I doubt it's worth worrying about.</p>
<p>62. My responses to most of the following question will be in the vein of ""treat Class 1 like analog bikes, Class 2 and 3 are fine on roads and possibly case-by-case with trails, ADA anywhere, we need education and enforcement to prevent Class 2 and 3 bikes from going where they aren't allowed""."</p>
<p>63. "There are many people with disabilities that would not be able to enjoy the trails without an ebike. I had a stroke. My ebike is beneficial for my recovery and it allows me to travel further safely.</p>
<p>64. I would rather not rank all of the selections because I don't believe ebikes should be on nonmotorized trails. If someone with an ADA permit is riding an e-bike on a nonmotorized trail, it should be class 1 only.</p>
<p>65. Prohibit bicycles on most Wildlife Areas. If bicycles are allowed, then prohibit eBikes other than class 1. Wildlife Areas are for wildlife according to your RCW and WACs. Recreation comes secondary. While this is not what much of WDFW focus is on, it will behoove staff to understand WDFW priorities according to established regulations and laws. Some WAs should not allow eBikes at all unless someone has ADA needs.</p>
<p>66. Keep regulations as is do not allow motorized bikes on nonmotorized trails (except for those with ADA etc as stated in current policy)</p>
<p>67. I'm disable got my bike because I can't walk and need assistance to hunt I'm 70</p>
<p>68. max 750 watt no speed over 20mph allow over 65, and those with disability va endorsement 30% or better</p>
<p>69. My disability requires me to have a throttle assist option available. Banning class 2 e-bikes will effectively ban me.</p>
<p>70. I think only Class I eBikes on trails currently open to cyclists but no motorized vehicles. I think it must be remembered that not everyone abides by trail etiquette, but most cyclists do, motorized or not. FYI: I am a person with physical disabilities that, without the assistance of my eBike, could not bike the trials at all. I usually ride in the lowest pedal assist possible, level 1, unless I need extra steam getting up hills and use what's appropriate. I have a speedometer on my Class 1 ebike but have rarely had reason to pass most analog bikes. My goal is not to go faster than analog bikes, just keep up with others and get out on the trails at all.</p>
<p>71. I have no issue w/ folk's w/ a dissability using e-bikes on no-motorized routes, but I have multiple issues w/ folks w/o disabilities using them on non-motorozed routes! Up to this point, WDFW has allowed bicycles (non- motorized bikes that relie solely on the rider's energy to turn the pedals) on trails/roads that have been closed to motorized vehicles. In/on many of these areas/routes, the trails/roads are "abandoned" and/or (for the most part) un-maintained. This (more often than not) makes travel difficult and keeps the "traffic" to a minimum- i.e. only folks w/ the "gumption" to "weave" thru some brush, cary/push they're bike ("hike-a-bike")- sometimes for extended distances are currently traveling many of these routes. Again, that, naturally, keeps the numbers of people attemting to take bicycles on those routes down- way down! In fact, the percentage of the general "mt. bike population" currently riding on the majority of the trails/routes I'm talking about is like 2 or 3%... The fact is, these days, the vast majority of</p>

"mt. Biker's" desire "groomed" or maintained trails and ride w/shoes & equipment not suited for dismounting & carrying/walking/pushing they're bike (I am a hiker that also uses a bike for a SELF-PROPELLED mechanical advantage- when appropriate!). E-bikes create/are creating a whole new "user group"! They give folks, who would otherwise NEVER attempt traveling many of the routes in question, the power to travel those routes with ease- some of these bikes are VERY powerful- and discerning between the different types/power ranges has become virtually impossible. Some are even installing aftermarket "chips" to adjust the original intent of the bike. As I see more & more folks "adopting" e-bikes- many specifically to access previously nonmotorized routes w/ the advantage of an electric MOTOR, my fear is that the "traffic" will increase to the point where these routes will be closed to bicycles in general- just because, from the "manager's" point of view, it's the simplest thing to do. I keep hearing "they're still just bicycles" "we still have to pedal"... Well, where have you been all these years that we (pedal only powered rider's) been riding these routes? I've also answered, "let's switch bikes then and see what the real difference is". The truth/fact is- e-bikes HAVE MOTORS! They rely on an external source of power and give the rider a HUGE advantage traveling otherwise difficult routes. Again, I have no issue w/ folks who have a legitimate disability using them for assistance that they truly need... Anyhow, thanks for giving us the opportunity to voice our opinion! Furthermore, thanks for allowing reg. bicycles on non-motorized routes!! These days, it's a rare opportunity to travel by mt. bike in areas not over run w/ ORV's! My "old school friends & I sincerely enjoy our WDFW/DNR State lands!! Sincerely, Ward Whitmire (former WAAC member for Colockum Wildlife Area).

72. E-bikes should not be allowed on nonmotorized trails or roads except with an ADA/State Disability registration placard

73. "I myself am concerned for the protection of these lands. I understand that people are the issue. I also realize that it's entirely possible for some people to be excellent stewards of the environment, while others destroy it. However, bicycle routes across Washington can add a lot of extra miles to get from one place to another just by adding a motor, that may only help me drag my kiddo up a hill.

74. We are also at a time in history where folks can barely afford to live. Most folks had to choose between buying an ebike or a car and soon it might be that many folks cannot afford a car.

75. It may be useful and helpful to have routes through lands that help to connect to other cross state bike paths.

76. I personally have tried to replace at least half of my car trips with my bicycle this year and I'm hoping to eliminate my vehicle altogether by the end of next year. That could potentially mean that my daughter, who is currently 3, grows up never seeing any of these protected lands because of the ebike policy. I do know that if you want Washingtonians to continue to believe that protecting these lands is important, they need to see and experience them to value them.

77. I understand there's a very fine line that needs to be balanced, but I hope that you'll consider allowing folks to use their ebikes.

78. Aside from that, the current policy only encourages the general public to harass folks that "don't look disabled". This is a terrible idea for this alone.

79. I'm not against re-evaluating what trails currently allow bicycles."

80. I oppose ebikes on nonmotorized trails (outside of the current policy that enables access for ppl with disability placards)

81. Not everyone who rides an e-bike has an ADA placard. Many folks have run of the mill injuries but can't ride a regular bike or wouldn't be able to keep up with friends and family. They should have the chance to ride and enjoy nature as well.

82. I think e bikes are important for trail accessibility for people who are older, have a disability, or simply aren't in as good of shape. That said, I am concerned about wear and tear on the trails. E bikes are often much heavier than regular bikes and have more aggressive tires, both of which contribute to trail degradation, particularly when ridden aggressively. My second concern is that while the nominal speed caps for e bikes are 20 or 28mph, many can go quite a bit faster than this, either because they've been modded to do so, or because of simple physics. Even at the nominal cap speed, this creates a safety hazard when you also standard bikes present, particularly on uphill where standard bikes move quite slowly (<10mph depending on the grade) while e bikes can go 20+ mph, because you essentially have 2 totally different kinds of vehicles present going totally different speeds. It is the bicycle equivalent of a sports car driving 90mph in the right lane of the freeway. This is usually a bit dangerous but mostly manageable on wide bike lanes and paved trails, but on mountain single track, this would be absolutely unsafe. If people riding e bikes consistently made the choice to slow down and match the speed of other trail users as dictated by trail conditions/grade, this proposal might be more feasible, but unfortunately based on many behaviors I have observed in the city and on paved multi use trails, I do not think this will be the case
83. Requiring an ADA placard seems like fundamentally misunderstanding why ebikes are appealing. Families of mixed fitness levels may want to enjoy the same trail. The core element is how to be a respectful trail user rather than whether an electric motor helps your legs.
84. Only ADA and possibly senior citizens should be allowed to use E-bikes on nonmotorized trails. We have plenty of motorized trails for others to ride.
85. E-bikes are great new tools but should be considered motorized and not allowed on roads closed to motorized traffic or trails even for disabled people, because the rules will be abused by people who aren't handicapped. We see this all the time with other vehicles partly because there isn't enough enforcement available out in the hills. And this isn't complaining about handicapped people since I happen to be physically Handicapped myself.
86. I do not have an ADA card, but I am 74-years of age and would not be able to explore all the areas I love if I cannot use my e-bike. It is a mobility device for people who are not yet bad off enough to need an ADA card.
87. This should be limited those with the handicap placards - everyone else should be ok using a reg bike. I do think there should be a mandatory education process for yielding on the trails. Who yields to who? Also, no earbuds should be allowed. Many times I have yelled 'hello' to mountain bikers headed down the trail straight at my horse only to find out they have earbuds in and are concentrating on the trails (as they should) but unaware they are coming up on a horse, because of it.
88. E-bikes are not safe for other users. This is not an ADA issue. Keep the outdoor areas safe for nonmotorized users. Only truly nonmotorized bikes in nonmotorized areas please. This could kill people.
89. E Bikes being used by handicap people is fine and should be allowed.
90. E bikes for disabilities only
91. I think it's reasonable for ADA permit holders to use a class 1 e-bike on trails where bicycles are allowed. But no further expansion for e-bikes should be permitted.
92. E-bikes should not be allowed on nonmotorized trails unless a person has a disability. There is a reason it is called "nonmotorized" trail. E-bikes are motorized.

93. Currently guidelines that require ADA seem reasonable. Class 2 bikes should always be excited from nonmotorized trails. They are really electric motorcycles.
94. The current regulations are sensible. Ideally, there would be no electric bikes on these trails. Handicap exceptions make sense. Please don't muddy the waters by creating complex rules. No motorized vehicles of any fuel type, except with an ADA card.
95. I have been passed by riders on non e-bikes going faster that 20mph (based on what my bicycle speedometer says I am pedaling). If the reason to not permit at least class 1 and 2 is based on bike speed, then no bikes should be allowed. Restricting class 1 and 2 makes no sense and is counter to making the forests accessible to all. Not everyone who benefits from an e-bike is also needing a handicapped parking pass.
96. Requiring an ADA placard to use an eBike on trails excludes a lot of people who would benefit from the assistance but who are not disabled enough to have a parking placard.
97. The rules are good as is. The DNR trails my family regularly uses are very busy just with foot traffic. There is also already a history of people breaking the rules...we see lots of motorcycles on nonmotorized trails. "Nonmotorized" signage has been vandalized, and wildlife has been compromised (they're riding off trail through a salmon area). DNR doesn't have the resources to police them, so I don't think opening up trails to potentially more abuse is in the best interest of our trails. People with placards can already access nonmotorized trails with their e-bikes, everyone else can keep to the motorized trails.
98. "I know of a family with a teen with half of his lungs removed from childhood cancer. They like to mountain bike but he can't keep up. They would like to purchase him an e bike so he could enjoy riding but they are worried he will be bullied and harassed by other trail users as he does not need an Ada placard and people have been harassing e bikers. Additionally my husband has been an avid biker his whole life. But after retirement from the military he has partial disability and knee issues. An e bike would allow him to continue doing what he loves. But he can't go get an ADA placard if he does, he loses his ability to fly planes and support our family. An e bike would help him stay active and healthy as he deals with pain from aging.
99. Studies show that e bikers actually get more fitness than regular bikers because they tend to ride their bikes more for trips they might otherwise do in a car. My hubby would commute to work in good weather if e bikes were ok on all of the local trails. But he has not purchased one due to all of the harassment of e bikers locally. So he drives the 20 miles instead clogging up the roads and not improving health.
100. Not allowing e bikes officially means those trying to commute are forced to the road or to get into disputes with others due to unclear rules. Pedal assist and capped speed bikes should be allowed on trails where regular bikes are. They do no worse damage to trails than any other bike. "
101. I am partially disabled and unable to walk very far - if you ban e-bikes you are relegating me to my easy chair and most likely helping me to die sooner than I need to. Don't be swayed by the naysayers. A non-bike can go JUST as fast as an e-bike if a young person is riding it and can do just as much damage. It's easy to get people to be against something. It's hard to get people to be for something. If you further restrict access, you may be in violation of the ADA which means extra costs to taxpayers to defend lawsuits.
102. Class 1 ebikes are no different than a pro athlete in all aspects, class 2 ebikes allow for quadrapaligic to still enjoy the mountains and being outside on a low impact high fun bicycle.

103.	Persons with disabilities ONLY. E-Bikes are a hazard to hiking and biking trails.
104.	I have arthritis in both hips and knees, with a tear in the meniscus of the right knee. Still, I do not qualify for a disability placard for my car - I can walk just fine with a cane. But I need the cane, for the same reasons I would need e-assist to ride a bicycle any distance: to not overtax the joints, for going up and down hills, and due to my heart cardiomyopathy issue, both the cane and e-bike allow me to go further than I otherwise would be able to go. Yet, since I do not qualify for that car placard, there are some trails I would not be allowed to use an e-bike. Thus, your criterion for that use is not broad enough, and leaves some lesser-abled old folks out of the loop. My bet would be that anyone wanting to use an e-bike on a trail, will have some justifiable physical reason for it.
105.	I believe Class 1 bikes should be allowed for everyone. A person with disability or handicap should be allowed any of the three classes. Don't believe any Class 2 bikes should be allowed otherwise. I am 61 years old now, and while I do not have an e-bike, I have ridden one once, and can see a day in the future that I will probably buy one. They are not going away and are only getting more popular each year. As long as people are courteous on the trail to other users, they won't cause any more damage to the trails, other than probably more usage. Certainly not near the damage that a horse does.
106.	I bike frequently, usually on roads but sometimes on trails. Some trails should not allow bikes or E-bikes. These would be nature trails, and for disabled where people are frequently stopping, and may not be paying attention.
107.	The above-mentioned parameters setting e-assist motor levels to quit at the mentioned speeds is so antiquated it is obscene. There are no e-assist bikes or recumbent trikes with either factory installed or user installed e-assist systems that provide for motors shutting off at any given speed as indicated in these antiquated classifications. This bureaucracy rating is steeped in nothing less than grotesque idiocy and ignorance. These types of restrictions affect all persons under the ADA laws.
108.	"Survey respondents should be restricted to voting age Washington residents only. Commercial interests should not be survey participants.
109.	IF E-bikes are allowed on nonmotorized vehicle trails they should be licensed for such use and the registration number should be easily visible to other users of the trail.
110.	This question presupposed a change to expand use of e-bikes. There should be a response to continue the ADA level of use only. E-bikes should be explicitly prohibited for use in hunting and/or fishing in nonmotorized vehicle areas.
111.	During hunting season any e-bike use in hunted areas should have the operator required to wear an easily visible bright red article of clothing for safety."
112.	With all the National Forests available for recreation, there is no need to add DNR and Fish and Wildlife areas to the list of areas open to e-bikes. What about the hunters? As a horse woman I can only cringe at the thought of meeting a bicycle going 20 mph on a narrow steep trail in the wilderness or on a former roadway. My safe enjoyment of the environment would likely result with my horse throwing me and running off. Regulating the locations where e-bikes might be used on these DNR & Fish and Wildlife areas will be extremely difficult and who will do this policing? These agencies are understaffed as it is. There is no guarantee that e-bikes will be used solely by handicapped people. Another policing issues. I can only see problems, mostly safety, with mixing a population that travels at 3 mph or less or hunts with those going at much faster speeds. What handicapped person needs to travel at 20 mph to enjoy the natural beauty of these wilderness areas? Please do not allow their use in DNR and Fish and Wildlife areas.
113.	"America is already fat and lazy enough...make it an effort to get out there. Now we have to spoon feed the lazy people.

114.	The ADA thing I understand, that makes sense. Giving people a motor because of laziness is not cool. "
115.	Please consider permitting ebikes use for those over age 65, even for those of us who do not yet need ADA placards for our cars.
116.	Class 2 (throttle) should be tied to ADA-allowed uses and not allowed for all users.
117.	Ebikes allow me to continue to cycle and enjoy trails. Although I do not have an ADA placard, health issues limit my cycling and the ebike allows me to cycle with friends.
118.	"E-bike use should be limited to people with ADA placards to provide equal access. E-bikes should be required to use roads or double-track trails for uphill climbs wherever possible. They should not be allowed to use single track climbing trails unless there are no other options available. E-bikes can go much faster uphill than a person pedaling without power-assist, which effectively OVER-compensates in the attempt to make trails accessible. I know the technology is already in place, but I think the power-assist speed should be limited to what a human could realistically achieve without power-assist. This is equal access for folks with a disability.
119.	I don't think Class 2 e-bikes should be allowed on trails that are primarily mountain biking areas. Otherwise, where do you stop? If you make those trails accessible to someone who can't pedal a bike, then people will want the trails to be wide enough, smooth enough, etc... for a motorized wheelchair. This completely destroys the trails as mountain bike trails.
120.	I don't think Class 3 e-bikes should be allowed at all. The top speed is much too high to be used around people walking or climbing uphill on bikes. If they're going downhill that fast, they're likely destroying the trail."
121.	I think it's important to include class 2 bikes as an accessibility option-- many people, including myself, aren't going to qualify for an ADA placard anytime soon, but still have an issue that makes it important to have a throttle to start such a heavy bike, for example. Due to my degenerating hip, I could pedal either a class 1 or class 2, but if I don't use the throttle just to get going from a stop, the extra weight of the ebike puts undue strain on my hip and causes pain. I don't use the throttle otherwise.
122.	"A motor is a motor, gas or electric.
123.	What happens if an ADA person gets out on a trail and breaks down how will they get out back to their vehicle. Will rescue personel have to be called?"
124.	Apart from those with disabilities, electric bikes have no place in the limited number of places in our state where the great majority of us prefer just to walk. Moreover, the fitness benefits of outdoor recreation become nil for those using e-bikes. There are already endless places for motorized use throughout Washington but fewer and fewer quiet places for those who prefer to walk and run. A far better option than opening up more trails to e-bikes would be to close more of our forest roads to automobiles and open these up to e-bikes.
125.	Stay with current regs on ADA compliance
126.	"I think the current policy of allowing disabled people to use e-bikes makes a lot of sense. I would amend the policy so that people over 70 could also use Class 1 bikes. I would require disabled people to secure a special permit to ride a Class 2 bike (as opposed to Class 1 with just a disabled parking pass.)
127.	My Dad is a cyclist and just turned 80. He has been cycling with a group of similarly aged friends for years, and e-biking makes the difference for many of them in terms of being able to continue to bike or not as they have passed 70 and approached 80. They are in Virginia and cycle both paved and non-paved roads and trails.

128.	On the flip side, as a runner and cyclist, I find that e-bikers tend to go much faster than traditional cyclists and are often hazardous. Therefore, I don't think nonmotorized trails should be open to able-bodied people to e-bike."
129.	No bystander can tell what class e-bike is being used, so any use of an e-bike signals that all kinds of e-bikes are acceptable. While it's understandable why ADA users may benefit from being granted an exception, no one on the trail can tell if they're ADA — just that an e-bike is in use, which again signals to everyone that e-bikes are allowed for everyone. E-bike users often bike at high speeds on multi-use trails and increase danger and decrease enjoyment for other trail users. Please don't allow them on trails.
130.	Age, arthritis and certain other health issues do not qualify one for an ADA sticker, but may disqualify one from accessing nature exposure without the use of an e-bike. I have a brain injury that keeps me from riding a conventional bike but does not get me an ADA sticker. I would appreciate being able to ride trails that get me out in nature.
131.	E-bikes don't cause any more damage to trail than regular mountain bikes. People that don't know how to brake properly cause all the erosion. I have arthritis and the e-bike helps me get more exercise. I can't get ads placard for arthritis.
132.	Disabled AND riders compromised by age or illness need desperately to have the enjoyment and safety of class 1 and 2 bikes or they have to stay home. Healthy capable riders should be excluded from ebike use to keep the trails from overcrowding and fast-moving bikes. Like an ADA parking pass, I think doctors could issue an EBIKE PASS for elderly and compromised individuals fearful of not being able to make it back.
133.	the middle 3 selections shouldn't be considered. An ADA placard should not enable anyone to ride an ebike on a trail. The disability warranting the placard would necessarily be an operating hazard to other trail users.
134.	Level 1 bikes should be allowed on non-road trails for ada carrying people only. Level for those ada folks that cannot pedal. Over 20 mph jour has no place on trails with human powered slower bikes and peds.
135.	I'd prefer of ebikes we're only allowed for folks of they have a disability.
136.	I'm opposed to E-bike, unless it's to help a person with a disability.
137.	We should keep nature natural. Human powered unless someone has a mobility issue.
138.	In my opinion, pedal-assist ONLY e-bikes are the only type of e-bikes that should be considered for use on nonmotorized trails. Any e-bike that has a throttle or can be used while not pedaling is too much of a grey area that could lead to future restrictions of motorized-use trails or no e-bikes of any kind allowed. Class 1 e-bikes provide plenty of propulsion for any non-disabled person. I am in favor of class 1 being the only e-bike approved for nonmotorized trail use.
139.	If it's nonmotorized trail, then keep it so. Use is growing exponentially and it's a growing problem. Walkers don't like motorized especially when they go 20 mph... adding danger. ADA exceptions are fine.
140.	Having a class 2 is necessary for my participation. Although I have ADA placard, I would like to ride with my family on class 2 rather than alone.
141.	I think class 2 that don't require any pedaling should only be allowed for handicapped people on any trail/road being considered.
142.	No ebikes should be allowed on nonmotorized trails with the exception of people with ADA cards. Ebikes on nonmotorized trails increase the likelihood of dangerous incidents with other trail participants, especially horses and dogs. Ebikes will also negatively impact the flora and fauna who call these places home.

143.	"Trails should be enjoyed by all responsible users. The thinking that eBikes destroy them is misguided - irresponsible users destroy trails whether they use eBikes or non-eBikes. All eBikes do, at least class 1 and 3, are ASSIST, the same way gears or tubeless tires provide assistance to riders. They allow users with injury to keep mountain biking, disadvantaged users to keep up, less fit riders to climb. They do not do any more damage to the trails than regular bicycles do.
144.	Class 2 eBikes are non-assist and are basically electric motorized vehicles. Those are the ones that should be banned as they are an entirely different recreational experience. I would make an exception, though, for disabled access. "
145.	ADA parking placard should not grant an exception for E-Bike use on nonmotorized traffic trails. Nonmotorized trails are not built to handle the speeds and acceleration E-Bikes can produce. Also, parking placard is associated with the car, not the user, so it's nearly impossible to determine whether a given E-Bike user is allowed or not.
146.	In my experience e-bike riders are not consistent in understanding the speed at which they ride. The very assistance they provide to individuals without disabilities makes them a hazard and nuisance to hikers, walkers, dogs on leash, etc. In addition, the sheer weight of them means that should a collision occur, injuries are much more likely.
147.	My ebike has opened some doors for me in terms of riding. My back has chronic pain issues related to prior injured from car accidents and to years of physical labor. I use some assist going up hills so I can still enjoy my favorite sport and get exercise and not have to have more pain. I'm not so called "legally" disabled and don't wave an ADA car tag. I think increased evidence access would benefit a lot of people like me. Thanks!
148.	Class 1 ebike do no more harm than a basic mountain bike on the trails. As a 60 yr old lifelong mountain biker with disabling arthritis it is the only way I can still able to enjoy biking
149.	The current policy is reasonable and provides those who can most benefit from ebikes with access to trails that are otherwise inaccessible. Those without these disabilities should not be granted the same exception. The current rules are not actively enforced and ebikes are seen in abundance at trail systems like Tiger Mountain and Raging River. Regular enforcement is not practical but the penalties (fines) should be appropriate in order to discourage this for the average rider.
150.	Class 1 ebikes are basically just regular bikes that help someone who wants to ride farther or more and keep up with other riders. There are many valid reasons to ride a class 1 ebike, and it shouldn't be limited to people with an ADA placard. The other classes of ebikes come closer to being dirt bikes and are able to reach higher speeds sometimes without pedaling, so this increases danger and possibly trail damage.
151.	"I am a 70-year-old 100% disabled Vet. Without my class 2 e-bike I would not be out enjoying this great country. I put 100+ miles on my bike last month.
152.	I have seen more of the Wildlife refuge that I have gone to for 30 years.
153.	My pride has kept me from getting a handy capped permit, I guess I will get my doctor to approve one now."
154.	"While our e-bikes are primarily used on paved pathways, it wouldn't make sense to allow traditional bicycles in a trail and not allow an e-bike that still must be peddled to operate it but has an electric peddle assist to be used.
155.	These bikes are essential to people with limitations such as physical disabilities, weight problems, or simply getting old to help with exercise and freedom of mobility to visit places and take part in activities that would be otherwise unavailable."
156.	Don't allow them unless for handicapped.

157.	At my age ,74, and with joint problems that do not make me ADA eligible, I can only use an e-bike. I see many cyclists on regular bikes going faster than I go on my e-bike, so I do not think I should be banned from any trail.
158.	E bikes are unnecessary unless ADA needs are present
159.	Please realize that there will be no one to enforce any rules and or decisions made as both agencies are severely understaffed, Who is going to make sure only the ADA qualified are using ebike motorized vehicles on mountain trails? Certainly not DNR. Nor WDFW. People should be able to have at least one place to go to without motorized equipment/vehicles. The last thing needed is increased danger on mountain trails.
160.	I have had joint replacement surgeries and still want to be able to ride the trails. I do not qualify as disabled, but without the assistance of an e-bike, I would not be able to enjoy the parks
161.	The current rules for ADA accessible class 1 or 2 ebikes make sense
162.	As a senior male, age 77, a pedal assist ebike is the only bicycle I can ride due to two metal hip replacements. To deny me the ability to use trails responsibly seems to be discriminatory to non-ADA seniors who otherwise cannot ride a conventional bicycle.
163.	I have ADA exception and am opposed to high Performance ebikes on Trails. They blast past Walkers and slower ebikes causing near Falls.
164.	It is not the bike that's an issue, it's the rider. Restrict speed instead of restricting bikes. I ride an ebike, I am disabled and it's the only way I can enjoy the trails. I am passed by people on regular bikes at high speeds all the time. Just because I have a Ferrari doesn't mean I can't drive on the road.
165.	e-bikes allow older / physically impaired persons access to recreational biking that age or disability have removed the ability to bike. Restricting access to normal bike trails removes access to those people.
166.	Any place a traditional bike can go, an e-bike should be allowed. We're in our 60s. We don't ride even at 20 mph, our max speed, downhill. We are not disabled, but ebikes allow us to get out and ride.
167.	I have epilepsy which affects my balance. I do not have an ADA parking placard because I don't drive. I can manage an e-bike because of the assist but cannot ride a traditional bike anymore.
168.	The throttle is a safety feature for me. I only use it when starting on a hill or crossing a busy area. You can't use a throttle all the time, it uses too much battery. figure out some kind of handing permit for disabled or elderly to put on their handlebars.
169.	I have a class 2 e-bike. I would not be able to do many trails without the pas system but I do not qualify nor do I want an Ada placard. On a side note, I feel many jurisdictions are closing many avenues to cyclists (both electric and non-electric) forcing us to ride on busy, narrow, unprotected roads.
170.	I am not disabled but due to physical limitations i can only bike with an ebike.
171.	We could not bike if it were not for our E 2 bikes. We are older and just not as strong, although still trying to continue enjoying outdoors. Not being stronger does not equate to being ADA or handicap parking qualifiedZ
172.	I am 73 years old, in relatively good health, and wouldn't qualify for an ADA placard. However, my age causes limitations. I can't ride a regular bike more than a few miles without pain and breathing difficulty. My spouse does qualify for ADA Placard, and we have enjoyed many trails suitable for our abilities. As a hiker, I wouldn't like to see mountain trails open to e-bikes, however. On hilly terrain, an e-bike could easily dig into the ground causing ruts and erosion.

173.	Ebikes allow those with disabilities the chance to enjoy the trails with able bodied people. My elderly father can ride places where the walking distance would be too much for him. Please do not ban us. It's no different than a regular bike.
174.	If one has a disability recorded, but choose not to get decal, because they want to reserve handicap space for others with much more limitations.
175.	I don't have a ads plaquard but my age and health would make it impossible for me to ride with assist. It is discriminatory to ban my use of public trails just because I'm not sick enough yet. I maintain what health I have by being as active as possible.
176.	"Some ADA applicable ebike users do not have a parking placard.
177.	Riding an ebike is safe and healthy, as many studies are proving. Just because a bike CAN go fast does not mean it will (just like cars). At my age riding an ebike lets me participate in family biking which I would otherwise miss out on "
178.	"Restricting e-bikes makes no sense. A person riding a nonmotorized bike can ride just as fast or faster on a trail as an e-bike rider. Most people riding e-bikes ride no faster than on a regular bike. Using a throttle continuously is rare since the battery will not last very long when using it that way. The throttle is used mainly to boost the bike up a steep incline (and through intersections when riding the street) without having to change the pedal-assist level, so one doesn't have to risk injuring their knees. A throttle is also useful when first starting to ride the bike, again to protect from knee injury by having to use a lot of force to propel the bike from a stopped position. When not using a throttle, one can use pedal-assist 4 or 5 with the same result as using a throttle, so it makes no sense to restrict Class 2 bikes for their throttle. And restricting any class of bike discriminates against people who are not as fit or who have injuries that make it difficult or impossible to enjoy the outdoors as those who use a nonmotorized bike. (Not everyone who is less fit, especially older people, or who has injuries meet the requirements for an ADA permit.) What's needed are restrictions on speed limits or people damaging trails, if that's what causing the concern. Otherwise it's lack of knowledge about e-bikes that's driving any restrictions. And lastly, allowing Class 1 or 3 but not Class 2, as some jurisdictions do, also makes no sense-- why would you allow a bike to travel 28 mph with pedal assist (Class 3), but not allow a Class 2 bike that shuts off the motor at 20 mph? A bike using pedal assist that can travel at 20 mph is no different from a bike traveling at 20 mph with a throttle. But as I stated earlier, most people only use throttle very briefly for specific needs otherwise the battery will be soon exhausted, requiring the rider to pedal all the way back to their home or vehicle pushing a 60+ lb bike with only their legs!!! The motor on an e-bike is there to assist the rider who needs assistance--it's not a motorcycle.
179.	I don't agree that ebikes should be allowed on nonmotorized trails without an ADA placard.
180.	I don't see why ebikes Class 1-3 should be discriminated against in this context. Regular bikes go just as fast and ebike cause no greater risk to people or the environment. I have ridden over 20,000 miles on ebikes and can tell you they pose no more danger than manual powered bikes and there should be no regulations limiting their use. A properly posted speed limit and the exclusion of bikes that are not class 1-3 is all that you need to create a safe atmosphere. I have health issues and do not drive a car so the only way for me to get around is on the ebike. I do not have a disabled plate but that does not indicate that I am healthy enough to ride a manual bike. If you are worried about safety, a posted speed limit is all that is needed to maintain that.
181.	Prior Class 1 e-bike owner, current regular MTB owner - Class 1 bikes are virtually indistinguishable from regular pedal bikes. They should be allowed anywhere standard pedal MTB bikes are allowed now. Class 1 bikes are not just for people with clearly defined disabilities, but they also allow people like me (overweight, middle-aged) to get back into cycling after a long hiatus.

182.	Even if you don't have an ADA placard, other less severe health restrictions will keep me out of areas I would love to be able to access. Please consider giving me the option others have to explore and enjoy.
183.	I support the use of Ebikes for disabled and semi-abled trail users, but strict rules must be implemented to ensure the safety of other trail users, especially equestrians. I believe that all users of ebikes should have to undergo training on how to safely operate their ebikes around equines so to avoid dangerous situations.
184.	Please eliminate the need for an ADA place card to use an ebike. I do not qualify for an ADA card. But as a senior citizen certainly benefit and require the assistance an ebike provides.
185.	Class 2 should be allowed for handicapped people.
186.	I encountered an e-bike recently on a trail in a WA County park while leading my horse on a walk. It was on a bicycle/walking/equestrian trail with a gravel type surface (not dirt) but which connected to dirt trails. I don't know if e-bikes were allowed on that trail. The e-bike rider came up behind me and my horse and I didn't even know it was coming because it was so quiet. It could be dangerous if my horse had spooked, he knew it was there before I did and jumped a bit. It is not safe to allow e-bikes on trails with horses, it is a dangerous mix and I think equestrians would lose some of their trails then, I probably would not ride on trails that I knew I might encounter e-bikes. I don't think e-bike riders with ADA riders should be allowed on nonmotorized trails where bikes are allowed. Standard bikes are enough of a challenge to equestrians (they oftentimes cannot be heard and can cause a horse to spook), e-bikes would only make it more unsafe for equestrians.
187.	I think Class one should be permitted generally without restriction, Class 2 for Disabled riders, no class 3 as the speed becomes excessive on one way climbing trails where no-one is expecting to encounter someone going 28 MPH.
188.	Ebikes give many people access to areas they might not have had access to otherwise whether due to a short term or long-term disability. If the bikes are pedal assisted, I fell they should be allowed on all trails.
189.	Keep the exemption for disabled people.
190.	There is a reason that WDFW has closed much of their land to motorized use, to protect wildlife from disturbances, provide solitude, and experience nature in its natural environment. Do not destroy these opportunities by allowing motorized use in any WDFW lands other than legal ADA users. Some of the public already used ATV illegally on nonmotorized trails. There is no way that you will be able to limit motorized bicycles to 750 watts and police compliance. Leave WDFW lands as they are, no motorized bicycles on any nonmotorized listed areas. This is much easy to police. User conflicts will escalate if motorized bicycles are classed the same as pedal bicycles.
191.	I go to the wilderness for peace and quiet. I'm fine with the ada use of ebikes but it needs to stop there. No motorized vehicles on trails.
192.	Class one is the only one that is suitable. 28 is too fast. Class two with ADA should be allowed.
193.	Class 2 e-bikes for ADA only and must have a valid way to show they meet the qualification.
194.	I believe class 1 ebikes should be allowed everywhere. I think class 2 should only be allowed with an ADA placard. Class 3 have no place on nonmotorized trails
195.	"Many animals are unfamiliar with motorized bikes. Big animals and also dogs spook easily which becomes a greater risk with nearly silent running e bikes combined with the fact they could be traveling 20-28mph either coming face to face or running up

behind dogs, people on foot or large equine makes for VERY DANGEROUS RIDING CONDITIONS! Nonmotorized trails should be just that, NON MOTORIZED. No e-bikes allowed regardless of class or disability.
196. What makes the state believe a disabled person could stop in time, navigate around or yield to others on a trail without also being in danger of harm from their own disabilities and their ebike? E- bikes on trails is not a safe place for them either. "
197. Many who are 60 or over need an ebike to actively enjoy trails riding. While not technically disabled there should be an age exemption.
198. I believe e-bikes should be allowed, to encourage people with limited mobility. This may not always be a full disability.
199. E bikes should be allowing on trails. They allow unfit or disabled people to get fit and to enjoy the land they are paying taxes for.
200. DNR and WDFW should keep current policy and rules and not allow any class of E-Bikes on nonmotorized natural surface trails unless the user has a valid ADA parking placard, is using a Class 1 or Class 2 e-bike, and is riding a trail where traditional bicycles are allowed"
201. A speed limit should be set so any bike, electric or other, can ride. I qualify for an ADA placard, but don't have one for many reasons. I need the throttle to get the bike moving forward and occasionally when I get tired. This doesn't mean I speed. I often get passed by all types of bike riders.
202. The question was worded poorly as it did not allow me to account for ADA access. I think all 3 classes should be allowed for those with disabilities. I think no ebikes or class 1 ebikes only should be allowed for everyone else.
203. An electric bike is a motorized bike. I can see how pedal assist allows for access for individuals with difficulties, so allowing ada compliant individuals use e-bikes that do not exceed the average non-e-bike users speed and control can make sense. Perhaps the whole discussion is moot however, if enforcement of regulations is not present.
204. Isn't one of the purposes of having land open to the public is to encourage people of all abilities to get out and enjoy it? I have a class 2 as I need assistance to get it started and then do the pedaling. My physical health thankfully isn't limited enough to need an ADA pass but the goal is to prevent that by staying as active as I can. I used to hike all those trails but now on a good day can only walk 3 miles. The doctor told me no mountain bike so I have my ebike. I'm passed by other bikers that are not ebikes. I follow the same rules and respect those on the trail and the trail itself; I just need some extra help. Ebikes are kinder to the environmental than motorcycles too. Thanks for considering. I just want to go play outside too!
205. Class 1 should be allowed on all trails for anyone. All 3 classes SHOULD be allowed for those with ADA Parking placard. Dangerous or reckless use of the trails should be punishable and enforced for all trail users.
206. Class 1 e bikes allowed for general use; class 2 only allowed with ADA placard.
207. Ebikes should ONLY be permitted with an accompanied ADA placard. Class 1 Ebikes should have access with ADA placard. Class 2 should remain only where motorized use is allowed. Conditions for cases of users without use of legs should be granted use on trails.
208. It's a very hard line to walk on whether or not to allow people to use a motorized vehicle in areas where they are not allowed. Some People are going to abuse any freedoms they are given. Ultimately, I don't think they should be allowed because of what could happen but at the same time I wish they were allowed. I have a very hard time getting to some hunting areas because of all of the

Weyerhaeuser land. I don't believe we should have to pay to access our public lands. I am not disabled so I have to use a normal mountain bike and it's very hard to do.
209. Prefer only ADA placard for ebikes on Mtn bike specific trails like Ski Hill or Tiger Mtn
210. Class 1 for sure be allowed, allow those with disabilities or older riders to enjoy a great sport. Class 2 and 3 should only be allowed on dirt roads. Especially Class 2, since they are closer to a motorcycle with a throttle.
211. Regular bikes make it dangerous for equestrians to begin with.... motorized ones that go faster.... Not a good combo.... Handicap accessibility is understandable but current regulations have been no problem personally thus far.
212. So people like myself have health conditions that limit their ability to mountain bike but that do not qualify them for an ADA placard. These people may have neurological, cardiovascular, or simply musculoskeletal injuries and should have access on their class 1 bike to any trail that mountain bikes are allowed on. Additionally eMtb riders should not be called out on trails by other rides and made to justify their impairments and health conditions to random strangers asking them if their allowed to use an eMtb, which is exactly what happens with the current placard requirement. This is simply wrong and furthers discrimination and internalized lack of self-worth. Open up the trails to eMtb.
213. I really think class 1 should be allowed on all nonmotorized trails where traditional bikes are allowed and class 2 should be allowed with an ADA placard.
214. I feel that the current guidelines for ADA are good, people shouldn't be unable to access trails due to disability or injury. I can see the benefit if class-1 e-bikes are allowed, people who are trying to get into shape, people who are respectful of trail rules and etiquette who want to go longer distance, etc. HOWEVER, I worry about abuse of the trails, especially if class-2 bikes are allowed. Finding people tearing up trails spinning the tire or deciding to ride the wrong way on one-way trails. If changes are made, I do feel that enforcement will be necessary, and could lead to conflicts amongst trail users.
215. E bikes are dangerous for all other uphill travelers. They do excess damage and should not be allowed outside of disability accessibility use.
216. E bikes cause more wear and tear on trails. E-bikes should be based on need, like a handicap parking permit. If you have a health condition that warrants an e-bike, they should be allowed on trails. But if a normal healthy person can pedal, they should not be allowed to have an e bike.
217. Ebikes are simply motorcycles/mopeds with an electric motor rather than an internal combustion motor. They should not be on any trips that internal combustion motors are not allowed on - period. For those who have a handicap placard there is an extensive existing network of roads and motorcycle trails to use.
218. No E-Bikes should be allowed behind closed gates, on roads closed to motorized traffic or trails regardless of ADA placard. There are ADA areas specifically set aside for motorized vehicle use by these users. Allowing any kind of E- Bike on a close road or trail is the wrong message we want to outdoor recreation users. We need to stop trying to adapt every new piece of technology to recreational access. No motors mean no motors!
219. The user should be required to have an ADA permit to utilize the ebikes on the trails
220. I shouldn't have to be disabled to ride an e-mtb. And what if I was, do my riding partners have to be disabled too?
221. Only ADA use should be allowed.

222.	An electric motor is a MOTOR. Period. Full Stop. For e-bikes to be allowed on a surface (without ADA placard), it needs to be classified as motorized. Or we need another classification so it doesn't open more current non-moto trails to moto use.
223.	E bike should continue to be allowed for people with disabilities utilizing them as mobility aids. Otherwise, motorized vehicle trails exist, and can be used. Nonmotorized trail users should not have to suffer increased traffic and disruption in places where there is a certain expectation of tranquility.
224.	In pursuit of gaining more trail users but balancing safety of existing users, I support those who need ebikes having expanded access (folks with ADA cards) and allowing them on roads. But having them on single track trail with horses is really tricky and requires both sets of trail users to extend grace and common sense to the other, which is more rare these days. Ebike users have plenty of places to ride already, whereas equestrians are really limited in our safe and friendly riding areas, and I'd hate to lose more to bad ebike users.
225.	I believe pedal assist bikes, for non-placard users, should have the same access as other bikes. Non-pedal assist seems equivalent to a low power scooter.
226.	"On nonmotorized trails allow for handicap permit holders only.
227.	motorized trails open to all ebikes"
228.	If ADA e-bikes are allowed on nonmotorized trails, who is going to patrol this?
229.	As a disabled veteran, my concern is that I may have to leave my placard in the car and not have it available while riding my ebike on DNR or WDFW property. I don't want to be triggered by someone getting in my face while I'm legally riding my bike out on a trail.
230.	As a kid, I could ride all over. As an adult I start strong but have trouble making it back to my car without feeling like I am dying. I can hike 8 or 10 miles, and do not have a handicap placard. I only ride smoother trails like rails to trails since I do not have the technical skills to mountain bike or ride most of the hiking trails I have been on. Ebikes may not be any more of an issue than any other bikes. Most of the hiking trails are too technical for the ebike to be helpful, and the weight of the bike could be a hindrance (mine weights 70lbs). Ebikes on peddle assist tend to go very suddenly when you peddle which could present steering problems on trails that are require precise steering.
231.	If AdA folks can ride an e -bike, then they can rent/ride a horse instead to get intothe backcountry. No motors! It's what helps make backcountry what it's supposed to be.
232.	ONLY disabled should be allowed e-bikes and then limited to prevent problems with other users.
233.	I am fine with current regulations that allow E-bikes for individuals with ADA designations. I am not in favor of opening all nonmotorized roads/trails to E-bikes use by everyone. This could be modified for very select nonmotorized roads/trails.
234.	"NO EBIKES. pedestrian safety should not be at the whim of someone's DESIRE to ebike in a nonmotorized trail. It doesn't matter if someone is ADA or not. ADA does not trump public safety. Motorized trails are already available to ebikes. They should NOT encroach on pedestrian trails. That is the most ridiculous notion I've read thus far in 2022. Our children deserve better. Do YOU want to get hit by a bike that weighs twice as much going 20mph??? Look up the injury research. It is FOUR TIMES the force of impact Compared to a regular bike. Double that speed and it's 45x the impact!

235.	Who is going to regulate these bikes to ensure they comply to the specified type and assist limits? Who is going to ensure speed limit? You're talking a motorized vehicle here no matter WHO is riding it. "
236.	Only class 1 ebikes should be allowed on current mountain bike trails. Class 2 only for disabled and no class 3. Class 1 ebikes do no harm to the trails and allow more people to enjoy the trails that do not have the fitness to do so otherwise. You should not need a placard to be able to use them.
237.	"Motorized bikes or vehicles of any type should not be allowed on nonmotorized trails. The trails that are available to equestrians are far and few between and having to share with motorized vehicles is not fair. Nonmotorized means exactly that. If you are going to allow motorized vehicles then four-wheel devices for use by those with DMV placard should be allowed
238.	I think ebikes should have access to the trails for families and elderly or less abled but maybe not DISABLED people. I think if regular bikes are allowed, there's no reason e-bikes should be banned. They don't pose any more danger to others than a regular bike.
239.	I still think that E-bikes should be allowed for disabled hunters/hikers only.
240.	Ebikes bring access to nature to a wider variety of abilities.
241.	The major opinion is that people can either, use all vehicles on all roads, or no vehicles at all. Disabled people who want to get outdoors SHOULD be able to use E-Bikes.
242.	My 82 yr old friend is unable to ride without electric assist, but is not designated as disabled- just old..
243.	I think if E-bikes are allowed they should not be limited to handicap plagued only it should be open to all users
244.	I personally will likely not use or require an e-bike for many decades of my life if ever, however I've heard from many older trail users, hunters and foragers especially, who wouldn't qualify for an ada exemption to use e-bikes just how much they help them accessing places they wouldn't otherwise be able to at their age. I think it would be a shame to deprive people in such a position of the ability to access the places and activities they love and expanding e-bike usability on state lands would be a great step towards making sure that doesn't happen.
245.	I'm a 40-year-old electrician. I'm in no way disabled, but 20 years of climbing ladders and crawling in attics on a daily basis takes its toll on your joints and muscles. Riding a non-powered analog bike is just miserable after a week of work. E-bikes have given me back the ability to get out on the trails and enjoy nature, without paying such a taxing physical toll on my body. They are so much lighter and quieter than dirt bikes, and a great alternative for many users. I find most people don't even realize I'm riding an e-bike, and I've had no negative interactions with other trail/road users. There will always be irresponsible users of every sport and activity, but the vast majority of people are respectful and just looking for ways to continue to enjoy the outdoors and trails without the aches and pains of analog bikes.
246.	Only class 1 ebikes used by those with an ADA placard on nonmotorized trails. No restrictions on motorized trails
247.	I think any class of ebike should be allowed on any wdfw dnr lands for anyone regardless of ada. If you are physically fit you can peddle a mt bike the same as someone else can on an ebike
248.	"I oppose allowing E-Bikes on trails for 3 reasons: 1) It is unsafe; 2) It is destructive to trails; and 3) It is disruptive to peaceful use of trails.

249. 1) It is not safe for E-bikes to share outdoor recreation trails with hikers. Even when electric assist is limited to 20mph, there is a big difference between an encounter with a mountain bike going 20mph and an E-bike going 20mph. First, manual bikers are able to stop more quickly. I'm not sure if it's purely the weight of the bike or if there are also differences in the braking mechanism or in experience and experiences/choices. More importantly, in a crash, an E-bike will do far more damage to anyone they hit. The average mountain bike weighs 29 pounds. E-bikes weigh 38 to 70 pounds. In addition to preventing them from stopping as quickly, that amount of mass will inflict far more damage. Couple that with the fact that E-bikes will be moving on average faster than mountain bikes and there is a huge safety difference. The average speed of a mountain bike is 10mph (vs discussing 20-28mph E-bikes here). At peak downhill speeds electric assist is off, but the greater weight of E-bikes (potentially almost 3 times as much) causes them to go faster downhill. My grandfather was run over by a road bike on the Burke Gilman trail. If it had been a 70-pound bike, it would have killed him.
250. 2) Heavier weights and higher speeds are much more destructive to trails than regular bikes. Building and maintaining trails is resource intensive and in many places depends on the labor of volunteer groups dedicated to hikers and mountain bikers. There is likely to be conflict with the non-profit groups the government outsources much trail work to if E-bikes begin damaging the trails they build and maintain.
251. 3) It can be alarming and triggering of PTSD to be startled by a mountain bike. That said, I have very rarely had an encounter with mountain bikers that was both negative and preventable. I have had many encounters with E-Bikes who are not used to or not interested in sharing trails (paved, such as Burke Gilman and along Lake Washington) and do not maintain safe or respectful practices. Thinking about having bikes zoom by me going 20 or 28mph on flat surfaces (and faster downhill) while I am hiking is terrifying. Please maintain some public space where I can be away from motorized vehicles. They rule our cities and infrastructure – the mental health of many people is benefited by a respite from them.
252. I volunteer with Outdoors for All and care about outdoor accessibility. I have an elderly mother with limited mobility and a father who is wheelchair-bound who I do my best to help outside. Allowing E-Bikes makes the outdoors LESS accessible, not more - because it will intimidate vulnerable and fragile individuals away from using previously safe trails.
253. If you want to increase accessibility to individuals with mobility issues that make walking or biking difficult but do not have an ADA parking placard, you can set up a program to issue licenses for E-bike users who submit a letter or form from one or two medical provider. I am less concerned with monetary equity because if someone can afford an E-Bike and has a disability, they have financial means to see a doctor. These licenses should be limited to Class 1 bikes only for the above-described reasons. There should be additional limitations to increase safety and reduce damage to trails, including speed limits (10-15mph) and weight limits of the bike (40lb unless medically advised that a specific bike is needed for medical reasons) and it should be clear to licensees that violations, abuse, damage to trails, complaints, or injury to others will result in a revoked license. E-bikes allowed in under this licensing system should be required to have their license number visibly displayed on the front and rear of their bike. After all, these are potentially deadly motorized vehicles and should be regulated as such. This will be more resource intensive for government agencies to oversee, but I think it is a worthwhile cost to increase accessibility while protecting outdoor spaces. Licensing fees (which should not be paid by ADA users even if licenses are issued to them to avoid confusion) should defray some costs of running the program and partially subsidize increased wear and tear to trails.

254.	I believe trails should be open to all kinds of people. Speed controlled e-bikes of any kind do not present a higher risk on most trails than traditional bikes. People have many reasons for riding an ebike, not all ADA-related. We should err on the side of accessibility.
255.	I am questioning how many handicap placard owners can operate an ebike? I am of the belief that a class 1 ebike is just like a pedal bike, but it allows the rider more accessible trails. After my own cancer treatment I cannot access very many trails. I bought an ebike so I can ride more trails, only to learn that I cannot use it in my area of capitol forest. I believe that class one ebikes should be allowed anywhere a bike is allowed.
256.	ada permits will likely be abused as they are now a majority of the time in other areas. I have witnessed many people who just use another family members permit and are not in any way handicaped or disabled
257.	My husband has arthritis in his lower spine. He is not eligible for an ADA parking placard, but he also cannot possibly bike on trails or great distances without an ebike. Your current policy is exclusionary. Any policy that limits the types of ebikes allowed is exclusionary; in particular, excluding throttle-powered (Class 2) ebikes, which are essential for enabling equal access to people with disabilities. Trails should be accessible to all, regardless of age, ability, and fitness level. Ebikes enable that -- now your policy needs to enable that, too.
258.	As an e-bike user I believe that the bikes have a limited impact on trails and roads much like regular bicycles, particularly the class I and II bikes. I do believe there are limits as to what should be allowed in terms of speeds. I am also aware that these bikes are capable of getting mankind much further into wild places should nonmotorized roads and trails be opened to them. I believe that e-bikes are quiet and not a nuisance to wildlife. They are a great way for senior and disabled citizens to get outdoors and enjoy nature. In some circumstances where wildlife managers believe habitat would be better left undisturbed (wintering grounds, etc) I could see limiting use. Otherwise, I support their use on public lands both on nonmotorized and motorized trails.
259.	This is an environmentally efficient way for access that limits noise and pollutions. As a disabled veteran it allows more opportunities to enjoy our outdoors than ever before.
260.	With the exception of allowing access on nonmotorized trails for Class 1 and 2 electric bikes for those with documented disabilities, electric bikes should only be allowed on motorized trails and trails purpose-built for mountain biking. I've seen several instances where ebikes have been operated dangerously in areas where an array of other trail users is present. Further, land managers should be careful not to let the outcome of this surveying and research impact (reduce) trail access to non-electric mountain bikes, as they are already excluded from thousands of miles of trails that hikers and equestrians have access to.
261.	I think it's important that these are only used on nonmotorized trails by ada users.
262.	Keep regulation as is and only allow if disabled
263.	E-bikes pose a potential safety hazard on many trails enabling people to move faster than would be expected for a given situation. Additionally, E-bikes are expensive and therefore only reasonably accessed by the wealthy, resulting in unfair trail usage if open to the non-ADA public.
264.	E-bikes shouldn't be allowed on the trails. People go fast enough on self-propelled bikes nearly running over children who have just as much as a right to be there (the younger years are important for learning to respect/ be educated about being educated on the areas). People who are serious enough about biking to buy a bike and actually push themselves to do the work are far more

<p>conscientious of hazards/ trip planning than lazy people wanting to ride electric bikes (disabled people excluded). Electronic bikes flat out make it easier not to pay attention. The only people using electric bikes on natural trails should be disabled people.</p>
<p>265. I think the current policy of ebikes should not be changed, as it meets ADA needs and would keep trails quieter for hikers by only allowing motors to people who need them.</p>
<p>266. Please don't make nature trails ablist only. Our family loves nature but having access to electric help to even be on the trails is essential. I am more than 100% disabled and my wife is quickly losing her hips due to injuries and she soon won't be able to do nature trails any longer because she isn't declared disabled even though she collapses sometimes just walking. Please don't take nature away from us. It's all we have left in life anymore.</p>
<p>267. Nonmotorized should mean nonmotorized whether it is gas or electric. I would only agree to people requiring a handicap placard to being allowed to use electric mobility devices on trails.</p>
<p>268. What does DNR or WDFW have planned for enforcing that e-bike riders are ADA compliant on trails? How will other users know who is ADA compliant and not taking advantage of e-bikes allowed on trails? This will be a serious safety hazard for multiple user groups with the amount of speed an e-bike can go and with the lack of a quick stop, especially for horses. A lot of the trails I horseback ride, walk, hike or run have several turns where you cannot see what is coming up. I suggest e-bikes should be restricted to mountain bike only trails.</p>
<p>269. E-bikes are motorized vehicles. E bike riders can already use thousands of miles of motorized trails which I dirt bike on. I would welcome them on motorized trails as we could use more motorized trail advocates. Why do we need to allow them on nonmotorized trails, many of which are getting overcrowded without a new subset of riders. I know a lot of ebikers and they are simply lazy and don't want to put in a little work to get into shape. Don't be fooled by all the shiny ebiker arguments: bottom line is most of them are lazy. Also an average ebiker can beat an Olympic caliber mountain bike racer in a head-to-head competition. If ebikes were allowed on trails the upper threshold where the motor turns off should be less than 20 mph....probably about 7 mph and definitely no more than 10. Otherwise our trails will be turned into mini racetracks. I do believe that there should be an ADA exemption and possibly an age exemption (maybe over 60) for select people to be able to use an ebike on nonmotorized trails. That makes sense. Unfortunately, bike manufacturers are driving this runaway ebike train with no regard for where they can be legally ridden. Basically the tail is wagging the dog on this issue. Manufacturers are selling tens of thousands of ebikes and folks just ride them anywhere. Now that the bikes are everywhere people are just coming up with all these great "reasons" to let them on non motorized trails. And this is where the agencies come into the picture. Unfortunately you are in a no-win situation. Most ebikers don't think twice about hopping on nonmotorized trails anymore. If you're going to allow ebikes only allow them where use limited or a trail system is specifically designed for z Mtn bike use like Duthie, Tiger, Squilchuck, or raging river. If ebikes end up on busy trails with hikers your going to have issues.</p>
<p>270. I am a disabled veteran injured in combat zone but don't have an ada placard. An E Bike has allowed me to bike again putting on over 1000 miles in 2 years. I use a class 2 bike because the throttle allows me to get the bike started. With my injury I wouldn't be able to get the bike moving without the throttle.</p>
<p>271. Non-handicapped should not be on bicycle trails with any kind of e-bikes. Healthy exercise needs to be encouraged in our great outdoors. Especially, teens on e-bikes can be dangerous to other users.</p>

272.	The fast ones come up out of nowhere and are dangerous to kids and pets. No need to go so fast in non motorized trails. I support them in an ADA capacity.
273.	"I don't see the ADA placard being an enforceable rule. Perhaps instead of categorizing types of bikes, we could institute speed limits on trails. There is a huge difference in a bike (e or not) going 5mph vs. 30mph. Same with a horse.
274.	"True Class 1 bikes do not do any additional damage to trails due to the nature of the assist through a torque sensing unit.
275.	Class 2 bikes have a throttle and really should be treated as a motorcycle, as a user can ""roost"" the rear tire, however there are user cases where this may be needed due to disability."
276.	I have used a class 2 Ebike over the last two years for hunting and scouting and exercise. The year before that I used a mountain bike to hunt with my son and decided I would never use a mountain bike again. I was in so much pain cramped up and was unable to go back in to retrieve meat. At 67 years old I would be unable to get into the areas that we hunt which are behind locked Timberland gates. I now have been able to enjoy hunting again with my son and reach areas where there are actually animals. I am now getting great exercise, and am more healthy, and get to enjoy what Washington state has to offer. It really pains me that my entire life of hunting and fishing was lost when Weyerhaeuser closed its lands to access and required paid access. My children will never have the chance to explore and experience the 1000's of miles of forest lands in our state. An ebike is the only thing that has allowed me to participate with my kids. I am not disabled so I currently do not meet the criteria to go behind closed gates on WDFW land.
277.	I go into the woods to escape the motorized sound of the city. There are plenty of city pathways that allow motorized bikes. Please keep nature natural!! I want to hear the birds. I don't want to worry about small children getting run into (which *has* happened with child in my walking group a bike on a city path near me). Hiking is not a race. When people go slow, we have time to interact and say hello. We already make accommodations for disabled people. Please keep the noise out of nature!
278.	There must be a reason that US Land management agencies (National Park Service, BLM and US Forest Service) consider any E-MTB as a motorized and thus banning them on Nonmotorized Public Lands. Why wouldn't DNR and WDFW follow these rules? The use of E-Bikes creates qualitative new risks such as high speeds, increased likelihood of collisions compared to nonmotorized bicycles, and the startling and disturbance of hikers and horse back riders and traditional bicycle riders. This type of legislation will open up a can of worms for future disturbances on WDFW wildlife lands. I have no problem with ADA applications, that should be the end of the line. The proof of this disaster has already been proven by the mountain bikers and their speed and recklessness. The Wild life areas are supposed to sanctify the flora and fauna and public use. We have already seen abuse in The Rustler Gulch, since it's inception five years ago, with camping and fireworks and trespassing onto our private land.
279.	Please allow use of e bikes on all don't and wdfw property and trails. They are low impact, quiet and can assist more people to get to good hunting and fishing areas especially those of us with injuries that make it difficult to hike. Getting an ada handicap placard can be extremely difficult at best.
280.	The class of bike doesn't change impact, only better accessibility for those that are not capable. It should not be restricted to those with a placard. Some riders are still limited .
281.	No E-bikes unless operated by someone with ADA placard

282.	Please do not take away access to our state and dnr land to those of us that are older and not in currently in good enough shape to access them without assistance. ADA permits are too hard to get and would deny thousands access. Ebikes are reasonable way to allow older people to enjoy the outdoors.
283.	I am 68 years old. I am no young buck, but I am not disabled. By ebike allows me to responsibly go places I could not go otherwise.
284.	I believe that all e-bikes should be allowed on all trails. Regardless of power capacity, speed, design, or trail type. It's a pedal bicycle or electric bike and does little harm to the environment. They aid in access to remote areas for both the disabled and less athletic.
285.	E-bikes should be allowed anywhere a non-electric bike is allowed. I don't have an ADA placard, but can't really bike using a traditional bicycle due to knee injuries. this allows me to fully participate in recreational activities.
286.	Having non moterized areas keeps everything even. If they want to use a motorized bike then they need to go to areas that allow it. If they feel they can't access an area due to disabilities or other reasons because they can't hike then they should apply for a disability permit to allow them that access.
287.	I am 75 years old and an avid outdoorsman and hunter. Although I am not disabled, I cannot get around as I could years ago. My E-bike has opened a new opportunity to explore and cover territory. It also allows me to carry out a kill and pack more gear in for my hunt. It has extended my life in the outdoors and has become a valuable part of my ability to enjoy my recreational time. It also provides the opportunity to purchase more recreational permits, such as hunting licenses and special permits, that I would not otherwise be able to use. That's good for me and WDFW revenue. E-bikes are environmentally friendly, quiet, and have become for me an irreplaceable resource. Here's a suggestion: How about allowing anyone over the age of 60 to use all classes of ebikes on all trails? Those of us who are old are not necessarily handicapped, but should be able to get some recognition for our reduced physical capacity.
288.	I am in favor of e-bikes for ADA access on trails where conventional bikes are allowed. I am similarly in favor of all ebikes on motorized trails.
289.	"While standard bicycles can exceed 20-28 mph most riders do not. When a standard bike is pedaled this fast the rider is most attentive and is usually a skilled rider prepared to avoid obstacles or other trail users. Most casual bikers do not travel over 20 mph. E-bikes make travel at higher speeds so much easier than standard bikes.
290.	I feel strongly that ebikes allow for more equitable access to public lands. People with ADA placards should be able to use ebikes while people who do not should not be able to use ebikes. Ebikes are expensive, too! This further divides those who have and those who have not. "
291.	People over 65 or disabled need to rely on e-bikes for fishing streams and hunting. People in this catagory are not a wreckless or speeding concern. We need all forms of e-bikes to be able to haul gear, handle hills etc. All normally roads closed to motorized traffic need to be open to us as well as all but the most sensitive trails. It seems a no-brainer to simply apply an age based standard. then all of us can pursue our interests.
292.	Class 1 and 2 are reasonable accommodations for a person with disability and should be allowed anywhere a regular bike is allowed.

293.	If ebikes are permitted, use should be excluded during established hunting seasons (except for legitimate ADA access)
294.	As mentioned earlier - I have a lung injury from a sulfuric acid inhalation accident which left me with 55% lung capacity, while not enough to qualify for an ADA card, I need an Ebike to tow my 6yo son up trail access roads and ride with him.
295.	I support speed limits and other measures to reduce trail impact, but as we age and listen more to disabled people, we look for ways to support accessibility and look for accessible spaces for our loved ones.
296.	Class 1 & 2 ebikes help people who are less abled enjoy state land and many other recreation areas. There speeds are very similar to nonmotorized bicycles in downhill areas, they do climb slightly faster with a very athletic rider.. with riders who have physical impairments it levels the playing field and helps us enjoy the outdoors with our friends.
297.	Only class 1 ebikes should be allowed, unless ADA. Other classes should be grouped with motorized vehicles
298.	E bikes are not motorcycles-at all. The rider pedals. Even with a throttle, most riders still pedal all the time. Bicycle consideration applies to ALL bicycle riders. I have had some real jerks riding too fast and dangerous on conventional bikes. Don't negate us this excellent form of outside recreation and exercise. It gets me out of the house! I'm older w/ some disabilities, and this is my saving grace.
299.	Ebikes create more access to the outdoor spaces for people of varying abilities, and do not cause any more damage/erosion to trails that regular MTBs do. They are a bike and should be allowed on bike trails. Many ebike owners are also the people who have built the trails we ride on.
300.	I would think that Class 1/2 ebikes should be promoted for ALL roads/trails (closed to motorized v), regardless of disability, to promote clean air iniatives!
301.	Handicapped and seniors over 60 years old should be allowed e-bikes
302.	Use E-bike for health reasons but not bad enough for ada card
303.	E-Bikes use should be classified for Handicap use only. E-Bikes should be classified other than Mountain Bikes. Trail condition should designate E-Bike use. Pedestrians take priority. Max speed should be 10mph. Mountain Bikes should be designated only for Mountain Bike terrain and on very limited pedestrian use trails. Tks!
304.	ADA only
305.	I'm in my 70's and have health issues that don't allow me to walk far. I love nature trails but I'm not sure I would qualify for a disabled parking sticker. You should encourage the use of electric vehicles.
306.	There are plenty of us that have health issues (such as a heart transplant) but don't have Ada place cards. Please allow e bike on non motorized trails.
307.	I would say they are "motorized". With that said i would be interested in a pass for handicap hunters and over 65.
308.	individuals with recognized WDFW orange disability plaquards should be allowed to use ebikes not just ADA
309.	The current rules are the way it should be. They are motorized vehicles and should be treated as such with exceptions for people with disabilities.
310.	No motorized bike on trails with closed gates unless disabled. It gives an unfair advantage to pedal bikes to get to hunting spots.
311.	I agree with the current eBike rules for nonmotorized trails where bicycles are allowed, but the current rules are clearly not enforced. It is common to see many eBikes on nonmotorized trails, but very few or no ADA placards on vehicles in the parking lot.

312.	Please keep the use of ebikes for permanent disabled hunters and fishers. I'm permanently disabled with paralysis in both lower legs. I can still walk but it's limited. Using a ebike extends my range and with a small bike trailer I can haul out venison. Thank you in advance.
313.	Current policies prohibiting ebikes feel very elitist. Everyone should be able to enjoy mountain biking regardless of disabilities or fitness levels.
314.	I'm all for disabled people getting out on the trails and I think that is a use-case for ebikes. As it stands now the vast majority of ebikers are just young lazy chubbos who could use a pedal, are not ADA, don't do trail maintenance and are blatantly disrespecting the rules at places where ebikes are not allowed.
315.	E bikes are heavy and cause more erosion on trails. Plus motorbikes will want to also use the trails. ADA access only.
316.	The argument I could make, that's not often thought about by non-mountain biker folk: I go out on Trail X and with my current fitness level, can do 2 laps. If I am on an ebike (any class), I can go out and do 6 laps on trail X, let's say. Are we taking into consideration the extra wear and tear (not necessarily from a heavier bike, but just because of the increased ground we can cover on e-bikes) ebikes will put on our trail systems? If we allow e-bikes, the rides per day a given trail sees will increase by an amazing amount. I think the exception that should be made is for motor-assisted bikes and trikes for handicapped folks.
317.	Class 2 ebikes should not be allowed without reasonable disability in non motorized areas and should be more restricted than classes 1 and 3
318.	I could see E bike use allowed on WDFW as fine. But use on any single track/technical terrain should not be allowed as it is dangerous to the user. I would love to see disabled people being out on bikes more but the dangers of them on single track are immense. If an individual cannot by their own physical power operate a pedal bicycle on off road terrain than a motorized bicycle would only give them a false sense of security and get them into dangerous situations.
319.	I am not in favor of changing the rules for trails that are currently closed to bicycles (whether motorized or not) for able-bodied (non-ADA) users. In other words, I think the current rules should stay the same.
320.	Ebikes are motorized transport. End of story. They do not belong on hiking and biking trails, with an exception perhaps for disabled or senior riders.
321.	Those of us with disability want to enjoy the outdoors with our families... it makes more sense for my family to accompany me while ALSO riding an eBike.
322.	I'm outdoor recreation handicapped by age (77 years), but do not qualify for disabled placard.
323.	E-bikes that require pedaling (types 1 & 3) are used mainly by people that need assistance, not serious mountain bikers. E-bikes are inclusive to older people and people with disabilities allowing them to bike when otherwise they would not be able to enjoy riding the trails. I the "Ride the Hurricane" ride with my e-bike and met another older person who was also riding her e-bike. We were keeping up not causing any disruptions - no one would know we had e-bikes. We wouldn't have been able to participate if we didn't have e-bikes. My son went to mountain biking camp at Duthie Hill when he was 15, at 16 he was diagnosed with SMA III, a degenerative muscle disease. He loves biking but the ONLY way he can bike is with an electric bike - I'm so grateful he didn't have to give up riding. E-bikes have been given a bad reputation that possibly stems from people associating them with mopeds which are

motorized bicycles which require no pedaling. Banning e-bikes because of a small group who use them irresponsibly takes away riding the trails from the larger group of older and disabled people.
324. An e-bike is a MOTORCYCLE. They are dangerous to walkers and horses and should not be allowed . One is going to police if there is a handicap or a speed limit
325. I don't think that throttle only bikes should be on nonmotorized trails unless the rider has a physical impairment.
326. I appreciate the desire to be inclusive of ADA folks but I don't think opening up walking/running trails for motorized use for anyone is a good idea for the long-term sustainability of our trails.
327. eBikes are cool, but they are motorized. The purpose of nonmotorized trails is for just that, nonmotorized use. Unless you are disabled e-bikes shouldn't be allowed on nonmotorized use trails or areas.
328. E bikes are a great way for people that aren't officially handicapped but have major physical limitations to get out and ride. In some cases it allows couples to ride because of differential physical abilities. In other cases like me, I have days I want to ride but my disabilities caused by military service get in the way, I'm not handicapped but I do need the help an ebike provides.
329. Overall, I think e-Bikes should only be allowed on FS roads/trails that are 6+ feet wide. The problem with "ADA" access exceptions is that ADA cards seem to be handed out without regard. Witness the Costco parking lot, full with dozens of ADA spots, and people step out of their SUV's etc to somehow wander the huge warehouse with no problem....
330. I believe that ebikes are fine to be on the trails that I ride. But only if the people riding them have to put in the effort to pedal. It opens the door to have things destroyed if you don't limit people out on the trails. The way to do that is to make it so people need to work. Full assist will destroy the environment quickly! An aside from that is true ADA issues. Full assist so people can still enjoy life is always appreciated and accepted from me.
331. This is an accessibility issue! Allow pedal assist
332. Specific carve outs for ADA and mobility challenged folks are totally justified. The heavier load, mis-match of e-MTB and normal MTB on climb trails creates situations where e-MTB riders pass on narrow trails causing erosion and trail degradation. Limited use of level 1 eMTB is fine but wide use of level 2 and 3 eMTB is unacceptable for the existing trail systems.
333. No issues with ADA assistance policy as exceptions to this, although I think this should be restricted to Class I or Class I and Class 2 bikes.
334. Class 1&2 ebikes should be allowed on trails despite ADA disability.
335. I love nature and mountain biking. I have a disability and without my class 1 e-mtb I wouldn't get out into nature very much. I help maintain trails and try to be a good steward of the land, but it is hurtful how people discriminate against e bike riders even when they're not causing any trouble. Please consider allowing at least class 1 e bikes on natural trail surfaces. Namaste, thank you.
336. Paid annual licenses/passes for class 1. Disability permits required for class 2
337. Class 1 should be allowed on bike trails. The others should still require a handicap placard.
338. Lots of old guys need the extra power to get were keep enjoying their biking. Health etc.. that don't qualify for a disabled placard. not throttle then same effect on trail
339. "E-bikes assisting users with disabilities should be the only ones allowed.
340. E-bikes allow for speeds that exceed the designs of normal bike trails.

341.	I've seen multiple e-bike related injuries due to excessive speed."
342.	I love mountain biking and fully support e-bike use for those with ADA placards. But my allowing E-bikes of any kind to the mass majority of users will allow an individual users to ride more miles or laps by many times over. Which in turn artificially creates more "traffic" on trails and more wear. For example, 1 lap on a mtb cause set amount of wear, now if an e-bike can say do 3 times the laps, it's 3 times the wear. It's hard enough keep trails maintained and open. But adding more wear without adding more help to manage that wear, I foresee trail access issues to all other users in the near future. By opening the trails to e-bikes and trying to make it more inclusive, it could actually end up closing more trails to other groups and a larger percentage of users. That's not even getting into the issues of less experienced riders traveling at higher speeds mixed with other trail users.
343.	I support the policy at the moment, only ADA Class 1 and 2 E bikes on nonmotorized trails. As a hiker or backpacker, I would not feel comfortable at all sharing a natural surface non motorized trail with an E bike. 20 miles is far too fast to be sharing a trail with hikers. Windy, sometimes overgrown trails where blind spots can occur, it's just asking for an accident. You have all types of hikers, from infants to seniors. There is a reason why people are choosing hiking over mountain biking. Preserve what natural trails we have, keep the non motorized trail - non motorized.
344.	I feel strongly that ONLY in a situation involving a dissabled person who CANNOT otherwise negotiate/use this category of trails should there be any kind of an exception. The possibility of abuse on this, I believe, is HUGE. I shudder at the thought... I mt bike, hike, snowshoe and have in the past participated in other outdoor recreational activities, so I understand the lure of the outdoors. I believe all persons should have the opportunity to enjoy the outdoors. I also believe abuse should be delt with harshly.
345.	I ride no faster than the mountain bikers I see on the trails - My bike is capped at 20 MPH and actually slows me down if I am going down a hill and start going any faster. I have knee problems (but no ADA parking permit needed) so cannot go uphill without the ebike.
346.	ADA placard should notchange use rules. Class 1 on trails that allow non-ebikes only. Class 2 and 3 on motorized allowed trails only.
347.	Exceptions for ADA use only
348.	My sister has an ADA disability. I think it's important to balance accessibility with safety.
349.	While I am supportive of trail users with disabilities, I am concerned about opening trails to e-bikes due to the certain residual effects of overcrowding/safety. I foresee "given an inch take a mile" for example class 1 e-bikes are permitted, I could see people with class 2 & 3 e-bikes, conveniently, only seeing that e-bikes are permitted and bucking the rules. A little off topic, but on popular trails where Mt Bikes are permitted, it's already a safety issue I cannot imagine folks on e-bikes who are possibly less experienced take necessary caution to avoid collisions with hikers. A requirement for bells or other audibles would be helpful. On a recent hike one biker had a bell (sounded like a bear bell) and we could hear him coming from some distance and could prepare to get out of the way. The rest of the bikers surprised us at the last minute which could end badly.
350.	As someone with a disability who does not own a personal automobile, I think it's inequitable to relegate outdoor recreation to driving (parking) privileges. In addition, not all disabilities that are aided by an eBike necessarily qualify for an ADA placard.
351.	current policy seems reasonable except that the bar of getting a placard is too high (e.g. people who are overweight or had a surgery may benefit but practically not be able to get one)

352.	Speaking as someone with a disability, there are other ways to support ADA use of trails. I would support further restrictions on e-bikes. It is imperative we maintain nonmotorized trails - environments.
353.	I believe E-bikes should only be allowed for people with disabled parking placards.
354.	I can see Class 2 for handicapped people. Otherwise I think class 1 would be ok.
355.	my husband and I are in our 70's. Although not technically disabled a variety of joint and back issues have kept us from biking much. Until we got our ebikes. We purchased our Aventon Levels because we are larger folks who would require a little more power for steep hills also for longer distance. We did not purchase to speed but to be able to ride with assist when we need it. The throttle comes in handy for crossing busy intersections. We have a local bike trail and have seen a variety of Ebikes. Generally ridden by older folks. The most important thing for any type of bike would be to regulate speed. For safety we keep primarily to trails.
356.	No ebikes that go over 20mph should be allowed period. I think only ADA placard riders should be allowed class 2 (throttle) No class three at all.
357.	"If bikes are allowed class 1/3 ebikes should be allowed too. They aren't much heavier than bikes (bigger differences between people!) and if we only think people who have a certain fitness excel should be able to ride I'm sorry but that is ableist.
358.	Speed limits should be enforced. Good trail conduct should be enforced. People need to be nice to each other but someone who can ride 25 mph on a regular bike can be just as much of a menace as someone going 25 mph on an ebike. "
359.	Class 1 and 2 should be allowed on any trail where a bike is allowed, otherwise its feels like age and disability discrimination
360.	E bikes on remote trails allows individuals without physical training or with disabilities to go beyond their capacity if the bike fails
361.	Ebikes are mainly used by older people. This is true for both the road and the trail. Requiring a handicap placard will close off riding to many people who have health or age related issues with riding a regular bike. Ebikes empower people they do not damage trails or hinder o trail use by others. Promoting their use is good for bike ridership generally and enables those who would not otherwise ride a bike.
362.	My doc doesn't think chronic fatigue due to multiple battles with Lyme Disease qualifies for ADA plaquard. I strongly disagree
363.	Class 1 generally allowed on trail by trail basis (most trails ok, with limited access for more extreme and backcountry trails; none in wilderness areas of course) Class 2 only for ADA Class 3 not allowed on any trail ever (too fast, more for commuters)
364.	There is no reason to not allow ebiles. There are plenty of riders going over the speed limit without electric assistance. Ebiles give people the ability to get out and about that normally wouldn't be able to go the distances others can. Please don't take this away, it truly makes me enjoy the great outdoors. I don't have a specific handicap, but I do have medical issues that prevent me from using a standard bike for distances. This is just plain discrimination for the physically fit vs elders who can't get out.
365.	Enforcement is an issue. I think people without ADA permits will ride their E-Bikes illegally. It's hard enough dodging bikes without motors. It makes it a speedway instead of a nature experience.
366.	ADA use of Class 1 and 2 should still be permitted wherever nonmotorized bicycles are allowed.
367.	"Pedal assist is ...assistive. 👍
368.	Throttle only is a moped. 🚲
369.	Banning all eBikes is ableist! We all know lots of impairments that impact cycling do not qualify for a handicap placard. "

370.	Your current rule of allowing people with ADA placards to ride evokes on non motorized trails is discriminatory because you are giving one group special privileges that the other groups don't get.
371.	Too difficult regulate ebike type. Allowing any ebikes will make it easy for these users to ride modified or otherwise disallowed ebikes on trails. These agencies do not have the resources for enforcement. ADA users should be required to carry their placards if they are allowed to continue to use ebikes on nonmotorized trails.
372.	I'm a 45 year old male with a 75 year old knee according to my knee surgeon. If I were 10 years older I would have a knee replacement but I have to wait until my mid 50s. My class 2 e-bike was purchased this year to give me the opportunity again to ride a mountain bike since I can't get uphill with a traditional bike (my knee feels like it's going to explode). The e-bike allows me to enjoy forest roads and other trails I couldn't ride a normal bike or are too far to hike (I typically hike/bike with a specific photography session in mind). I don't have an ADA placard so under current rules I guess I can't ride my e-bike on any trail, but my fat, out of shape body has no business on technical trails and I'm really only interested in riding forest roads or former roads (like Monte Cristo or Evans Creek ORV roads) that get me into position to take pictures.
373.	Class 1 ebike should not need an ADA placard for use, as their motors (250w max) are generally not strong enough to push the 20mph limit unless they are on flat land.
374.	I agree with e-bikes for ADA, and some of them may need a class 2. Class 3 is totally unnecessary - might as well allow motorcycles. Don't go there.
375.	That was confusing. All three should be allowed. Maybe you should have bikes with throttles have the ada cards. Sometimes my husband who has copd needs a little help on the hills. I think many people against e bikes on trails feel that they are their private playgrounds. It's just really sad that a whole slew of people are being turned away from a wholesome and health enhancing activity. I'm sorry but riding on the street is just asking for an early grave.
376.	Class 1 and 2 ebikes are no more dangerous or intrusive than manual powered bicycles and provide considerable freedom to those with limited mobility who do not meet the requirements for an ADA placard. The top speed of a Class 1 and 2 are equal or less than the top speeds of manual powered bicycles. As for the Class 2, a throttle makes is no more dangerous that peddle assist and in fact makes it easier to get out of a dangerous situation. Although I do not use my throttle to ride I have used it on many occasions while commuting to avoid getting hit by an aggressive or inattentive driver.
377.	Keep ebikes on motorized trails, no ebikes on non motorized trails, no exceptions for ada
378.	Class 1 definitely allow. Class 2 allow if ADA or trail worker applies. Class 3 allow if trail worker, but allow ADA also for limited trails
379.	E-bikes should only be allowed to a user with an ADA permit.
380.	I advocate only for adding class 1 w/out an ADA placard. I do not support allowing class 2 or 3.
381.	eBikes shouldn't be allowed on single track unless the rider is handicapped, etc... the exception might be someplace like North Mountain in Darrington, where the trails are all downhill style, then an eBike is a viable alternative to people that would car/truck shuttle, but are unable because they are riding alone.
382.	I believe access for ebikes is important for accessibility to trails for people who may not otherwise be able to get out on those trails, but wouldn't fully qualify as ADA and is important for stewardship and outreach

383.	I support allowing Class 1 or 2 e-bikes on nonmotorized trails for disabled users only. I might support allowing e-bikes on roads that are otherwise for nonmotorized use only, with limitations: bikes should be equipped with a bell & riders should know & respect trail etiquette (e.g., yield to pedestrians).
384.	I appreciate the disabled parking placard criteria, but an ebike-specific doctor's recommendation might be worth exploring.
385.	Non motorized means no motor. There should be more trails accessible to people that are disabled. Regular hiking or mountain biking trails have hazards that would only increase with motorized bikes.
386.	I think class 1 is essential to help less-abled people to enjoy the outdoors. Anything more would be unfair to those who are able to walk/hike. We like the silence and slow pace.
387.	Class 1 e-bikes open up the outdoor spaces to folks of all shapes, sizes, abilities. Allowing class 1 on more trails will build the bike community creating more inclusion and better advocates!
388.	E-bikes are not human powered, THEY ARE MOTORIZED TRANSIT, and when one is legal ALL become legal, because there is no way to enforce any distinctions. Where my heart goes out to the small minority who lose access due to a disability, my concern for the complete loss of safety and trail conditions that come with unmitigated MOTORIZED Vehicle Access to trails; you will create bedlam in natural areas. BAN ALL MOTORIZED VEHICLES
389.	Class 2 ebikes should be allowed access because many users are somewhat disabled but not enough for a disabled person plaque.
390.	E bikes makes the impossible possible for people with disabilities or people who want to ride more but are limited by a regular bike. Not only are we more in tune with nature on our bikes but we also help clean up the environment when we see trash on the ground or in rivers. The ebike has changed my life. All I want to do is ride my ebike and see all of the places.
391.	Everyone should have access to the trails, regardless of ability, but we also need to keep the speed at a decent level so everyone can enjoy the trail.
392.	E-bikes should only really be allowed for ADA licensees. Mountain bikes on mountain trails are a hazard especially when visibility around trails turns is poor. Let us not increase the problem.
393.	"No e-bikes on trails like Galbraith where there are plenty of non steep roads. Keep current rules where ADA only.
394.	Either allow motorized or do not allow motorized. If you allow e-bikes, then the dirt bikers will argue for trail access which will ruin trails for those seeking recreational use such as hiking. "
395.	Only for ADA
396.	"I am a disabled veteran and required a full class 3 ebike to experience the trails. Please open this up for us!!
397.	Thank you, a Navy Vet."
398.	Class 1 should only be allowed on trails where mountain bikes are ok unless ADA.
399.	I support making the trails more accessible to ADA people. However, I also value the quiet, slow experience of being on a trail. Perhaps a compromise could be allowing Class 1 and 2 e-bikes on trails on certain days would be good for everyone. Class 3 bikes are too fast to be on trails, in my opinion.
400.	Non motorized only please. If the road/trail is paved, then ebikes should be allowed just like motorized wheelchairs. Natural surfaces should not have ebikes allowed. They will tear up and erode the trails. This is regardless of ADA status.

401.	Allowing class 1&2 E bikes with an ADA placard makes it difficult to enforce, and might give riders without ADA placards the wrong impression about being allowed on non motorized trails.
402.	I think restricting e-bike use on nonmotorized trails to people with disabilities is a reasonable compromise between accessibility and the safety of other users. Consideration should be taken on a trail by trail basis; Trails with narrow/steep sections where other users cannot reasonably get out of the way, trails with heavy equine use, and trails with erosion concerns should be excluded.
403.	Walking long distances is not possible for me. An ebike would be a great solution for me so I can get out and enjoy the parks and trails like anyone else. FYI I don't have a placard so the bikes would need to be available for anyone to use.
404.	Many viewing sites should allow persons with restricted physical abilities to access sites with wheeled (& motorized) handicap mobilizers.
405.	Allowing e-bikes to anyone without an ADA placard opens the trails to heavy e-bike use. This will impinge on the pleasure for walkers and hikers. You must consider the heavier use will require a LOT of trail maintenance. Are you prepared for that in terms of budget and staffing?
406.	I think e-bikes should be allowed on any biking trail. Also, I agree with disability placards allowing class 1 and class 2 bikes anywhere
407.	I do not qualify for ADA, but have a health condition that requires that I keep my heart rate low. In order to ride my bike and stay within these health requirements, an ebike is needed. Access to outdoor lands is important. I don't use my ebike to go faster than any other bike would on the trail--only to be able to access the same things that others do.
408.	I already see e-bikes on natural surface mountain biking trails; DNR and other state agencies need to start enforcing the rules. The e-bikers I've seen are not ADA riders, they're just young and lazy.
409.	"You cant police the trails as is. Just spend the day on The Burke-Gillman trail in Seattle. Groups of e-bikers going well above the speed limit swerving in and out of walkers and regular bike riders and children with absolutely no police presence ever or tickets being handed out leads to more accidents and more problems. Time and time again I see people going way too fast on their cell phones. Now take that out of the city where it's already not even being enforced and put it in the woods where if I get hit and injured badly it could take hours for emergency personnel to reach me and there still is no presence of law enforcement to stop e-bikers in the above situation described.
410.	No eBikes in trails unless ADA"
411.	I usually go into nature for the solitude and quiet. I'm concerned about motor noise for both myself and the wildlife. I think an exception for those with ADA status is fair, and also limits the noise. If everyone were to be able to have e-bikes, it would be noisy, and I believe the trails would be more populated (when they already tend to be over-crowded). Parking is also an issue- I hope that if this policy were changed to allow more bikes, that there would also be a plan in place to improve parking and trail capacity.
412.	Exceptions for people who have disabilities.
413.	As ADA users require special allowances, specific trails that are wide enough to mark lanes for ADA users should be created to keep all users safe and provide maximum enjoyment for all. Similar to lanes on trails created for separate use between skaters, scooters, skateboards and walkers. I have also seen "stroller" lanes made to protect Mother's with strollers, small children and the

<p>elderly from runners and bikers. This same concept should be applied to trails that are wide enough to support the creation of marked lanes for specific populations. Only Class 1, no class 2 or 3 except for certain days of the year/month when trails are closed to all except class 2 and 3 users. This is similar to when roads are closed to vehicular traffic for a day or so for the use of bicycles. The Mt. Baker Hill Climb annual bike event closes the road vehicle traffic for this event.</p>
<p>414. E-bikes allow users who have health issues, like my 76 year old dad, that do not rise to the level of disability to enjoy the trails. My sister-in-law also uses an e-bike assist to keep up as she is inexperienced but loves to enjoy time outdoors with family</p>
<p>415. "E-bikes, like ATVs, are destructive to surfaces. Will it be the e-bike riders out there doing trail maintenance? Not that I've ever seen.</p>
<p>416. E-bike riders, in my experience, do not have situational awareness and real biking savvy/wisdom and often put walkers/hikers at risk, not to mention themselves. You are not 'shorting' the wilderness experience for them...even ADA e-bike riders...as they have other means to get out there without the hazards to others and to trail surfaces themselves. Allowing them is no real kindness to the environment you purport to defend."</p>
<p>417. "I believe that Class 1 bikes should be authorized for those without ADA accommodations. An instance where this is applicable is pedaling up grades at mountain bike trails and other such places where grade and duration can exceed capabilities of riders or bikes. Once those riders are on mild grades or downhill they usually revert back to non-assisted riding.</p>
<p>418. For those with ADA needs it is reasonable to provide the ability for them to utilize Class 2 bicycles with non-pedal assist power but safer speed limits. "</p>
<p>419. I think class 1 ebikes should be allowed if you have an ADA sticker</p>
<p>420. As a senior hiker who goes into the woods to enjoy nature, I'm concerned about safety on the trail. I've had a couple of close calls with mountain bikes and now avoid those trails. I would see the addition of e-bikes (minus those with ADA permits) as further curtailing my options.</p>
<p>421. "e-bikes create highly hazardous situations for older hikers! Users of E-bikes travel too fast, do not yield to foot traffic, and tear up the trails. They are extremely dangerous to older hikers such as myself who, because of normal aging processes, have slower reaction time and poorer balance. Regular bicycles are bad enough, but adding even more e-bikes to trails creates even more dangerous situations. This effectively LIMITS ACCESS to hikers with balance problems and slow reaction times--who stay home rather than be mowed down and injured by a bike driven at high speed on a walking trail. It simply is not fair to older hikers to broaden e-bike use on trails!</p>
<p>422. Additionally, there is no one to monitor whether an e-bike user has a valid ADA placard, nor what type of e-bike is in use. No one seems to follow the rules anymore - allowing Class 1 e-bikes will essentially open it up to all e-bikes. I strongly oppose any e-bike use on trails! "</p>
<p>423. I have a class 1. I could not access any trails that have inclines if I didn't have it. But, I do not have an ADA card, so would be prohibited from using my bike.</p>
<p>424. Nature and life are not fair. Mountain biking is a skill that requires time on the bike to acquire the strength, balance, aerobic capacity and skills to ride safely on rocky, uneven, hilly natural surfaces. Our body capabilities should limit what we should safely attempt to ride. If we are capable but lack the skills, we should seek instruction. If we are weaker, we should spend time getting</p>

<p>stronger. If we have a disability we should seek equipment to compensate for the disability respecting the persons natural strengths. Adding motorized assist to compensate for peoples lack of strength due to age or lack of time perfecting skills or physical training is always going to be tempting. I have seen many people that do not have the skills needed or have reached an age that limits the difficulty of their riding get them selves in very dangerous situations. I am 69 years old and very fit for my age. As I age, I will adjust and have to ride less difficult trails. It is natures way of protecting us. When do we accept this natural way of transition to other activities that are suitable to our capability.</p>
<p>425. "natural surface trails" cover a wide range. I wouldn't mind e-bikes on flat, wide trails, (i.e. to help handicapped people get into nature), but having e-bikes (or any bikes really) on hilly narrow trails would be awful!</p>
<p>426. Class 1 and 2 ebikes should be permitted on a trail by trail basis. I do not believe an ADA parking placard should be necessary in either case, except on trails that do not permit any ebikes except for those with mobility concerns (e.g. a trail more prone to erosion should only permit ebikes for those who require them to use the trail in any capacity). Class 3 ebikes should only be permitted on trails and roads designated for motorized use.</p>
<p>427. I strongly support the current policy for ADA-only use of e-bikes on natural surface trails. Please, no Class 2 or 3 bikes!</p>
<p>428. Most ebike riders are NOT handicapped. Nobody enforces the ADA requirement. Without enforcement the only recourse is to ban all ebikes all the time on trails meant for human use.</p>
<p>429. ADA bikers could easily have a mishap on many trails. Higher speeds are detrimental to non mobile trail users. Confine use to rails-to-trails type trails.</p>
<p>430. E-bikes allow more people to enjoy trails. A class 1 e-bike has less peak power than a highly fit normal cyclist, banning e-bikes only serves to lock less fit people out of trails. Additionally, enforcement seems like an issue to me. Do we expect folks to carry their ADA placard along with them on the trail? Some e-bikes look like normal bikes, and some normal bikes look like e-bikes</p>
<p>431. At a minimum class 1 & 2 bikes should be allowed anywhere that regular bicycles are allowed. Class 1 should not require ADA permit.</p>
<p>432. I think that Class 1 and Class 2 should be expanded on natural trails beyond those with an ADA parking pass. I know alot of older family members who use eBikes but don't qualify for ADA parking passes yet who can benefit from being able to ride their bikes on natural surfaces. Having an ADA placard is not emcompassing of everyone's phsycial experience and I think these Class 1 and Class 2 bikes create a more inclusive outdoor experience for users with a variety of mobility and fitness levels.</p>
<p>433. I have been startled by e-bikes passing me at high rates of speed, nearly causing accident. I want invalids to be able to use but this may simply cause further heart-disease and muscle atrophy. Limit speed with assist to 10 MPH!!! 20 MPH is too fast.</p>
<p>434. If E-bikes are allowed, their speed should be no greater than allowed on the trail, assuming there is a limit, and have tires designed to mitigate rutting on the trail. Also, if a person has an ADA card, hard to understand the appropriateness and safety of any E-bike for that user.</p>
<p>435. bikers are rarely careful enough around walkers. keep limits to people who physically need an ebike</p>
<p>436. Trails are meant for physical activity, not for cruising with bikes. There are trails for all physical abilities. Please don't encourage ebikes on trails.</p>

437.	I have seen people with a great level of fitness ride too fast and recklessly on regular bikes. Most e bike users do not buy the bike for increased speed but because they truly need the assist to help them negotiate steep hills that would otherwise prevent them from riding. There is a huge number of people that fall between “disabled” and needing a placard, and fit enough to ride unassisted.
438.	Ebikes driven by disabled/handicapped people should be allowed to be in regular bike trails.
439.	E bikes are motorized bikes. Though heralded for use by older and handicapped citizens, they will heavily impact trails and increase erosion. I am 63, previous heart surgery, yet I am OPPOSED to opening these trails. Walking, running, and nonmotorized cycling is preferred in these areas and I hope these places remain nonmotorized!
440.	Pedal assist e bikes are the only e bikes that should be allowed on trails unless person has disability.
441.	I personally would be in favor of ADA persons using an E-bike or electric wheelchair on trails that are wide enough and safe enough for the mode of transportation.
442.	Bikes of any kind on hiking trails are very dangerous (for the hiker who is around the bend!). I dont like the idea of any wheeled vehicle on trails (unless for handicapped) due to damage to environment and trail erosion.
443.	I work with special needs and believe in inclusivity. Safety is always number one. Any kind of motorized or nonmotorized vehicle should not be allowed on nonmotorized vehicle trail. That poses unsafe conditions for all in the vicinity.
444.	I realize that an E bike may help someone with a walking handicap get outside more often, and access more sites.
445.	I don't think Class 2 bikes should be allowed. But then, I guess I'm against people using those who are able bodied. If it allowed someone with limitations (ADA) that would be great. I also don't think all trails should be bike accessible.
446.	The ADA placard requirement is irrelevant on trails, unless there happens to be a forest ranger or other LEA hanging around at the trailhead at the moment when the E-bike user happens to be starting off on their outing. Users will ignore it, and other hikers (and cyclists) will have to accept and adjust people racing down the trails at as close to 20 mph as they can get.
447.	Speed is not the friend of the trail that must be maintained or the hiker who is met by the bike rider. ADA is an interesting reason for some motor traffic, but not increase for non ada reasons or trail maintenance.
448.	I'm 76 years old and bought a type 2 ebike to safely ride on trails and not on car roads. I have a ADA card. Hope I will not be banned from trails
449.	If someone has a disability placard it is appropriate to allow them to use relatively slow moving electric bikes on trails. ALL bicyclists should be required to ring a bell when approaching another person.
450.	Extend current exceptions for ADA placard holders. Many current trail users already struggle to follow basic trail yielding etiquette despite educational signage. Allowing increased ebike use will result in more conflict between different trail users, more noise disturbance, and potentially more trail erosion issues. Does the state have adequate funding to cover increased trail etiquette education and trail maintenance?
451.	No ebikes except ada exception as it is now.
452.	"I don't understand the problem here. It can't be speed--the number of times I've almost been hit by nonmotorized bicycles is way past my ability to count. Will it create more people on trails and thus require more trail maintenance? Yes. So will the efforts of the WTA and companies that profit from more hikers and nonmotorized bikes who push for more hikers and bikers, but I don't see anyone worried about that.

453.	As a handicapped, elderly person, I probably need outdoor time more than I did as a young man. Please don't shut me out!"
454.	Please preserve our trails for those who walk them (unless ADA qualified for assisted transport) . The presence of bikes poses risks of injury to walkers, will contribute to trail erosion, and changes the whole quality of immersion in nature from a peaceful escape to nature to just one more setting where you have to watch out for vehicles careening down paths or rushing you from behind.
455.	I appreciate the need for ADA-card-holders to have assistance but there are plenty of paved (e.g, FootHills) trail sections for that use. And most of the people I've even known who actually used ebikes did NOT have ADA status. Unpaved forest trails without motorized access should stay that way.
456.	I worry about any bike on trails that hikers regularly use since they sometimes zoom around corners and along areas with steep hills, forcing hikers off the trail. But I do like the idea of allowing more ADA users access to trails they wouldn't normally be able to access. I would be entirely against class 3 e-bikes on nonmotorized trails since they can achieve higher speeds than the others and might be (I'm guessing) noisier than the others.
457.	I would only support allowing them if the rider got a pass due to disability access needs; otherwise -- go hiking everyone
458.	The current policy allowing ebikes for users that have an ADA permit seems fair, I would not want it expanded to any user with an ebike.
459.	I fail to see how requiring an ADA placard will limit ebikes use to only those who have the placard. Will there really be sufficient staff to monitor this? What is to prevent someone without an ADA placard from riding an ebike when they know they will not be caught? But my main concern is about the speed that the bikes can reach. While I understand some riders on pedal-only bikes can reach that speed, I've seen high speeds much more common place with ebikes.
460.	I think that people with ADA licenses should have priority and only on trails that aren't crowded or eroding.
461.	I think class 1 and 2 evokes would help more people be able to physically access the trails. I have thought of getting one to help me get up the hills. Not everyone is in great shape.
462.	Persons needing assist should have access, otherwise let's keep the low and slow pace of natural trails
463.	I'm generally in favor of e-bike usage because it's getting people who otherwise wouldn't be exercising out on bikes. But, e-bikes do chew up trails and there are plenty of roads for these bikes to be on, so I do not support anything beyond class 1 bikes on trails.
464.	Motors don't belong. Handicapped maybe, depending on the trail.
465.	I love the idea of making trails more accessible, but there needs to be a way to limit speed - 20mph on a trail is still too fast
466.	I wish the policy for disabled riders using ebikes was more open to disabilities where a rider may need assistance biking but would not require a disability placard. For example, a National park access pass should also permit the use in my opinion.
467.	The current exception for mobility impaired people should be handled separately.
468.	It is often annoying and dangerous to hikers and horses when they have to share a trail with bikes. I would prefer that no E-bikes are allowed on natural trails except for individuals who have an ADA placard as that may be their only way to experience the trail.
469.	I couldn't ride the trails without an ebike so it's needed for me to have accessibility

470.	Please no change. IF disabled, keep as is. There is no ability to enforce keeping nonmotorized areas as such as it is.
471.	I think ebikes are ok for helping people drive cars less and use a bike on ways for errands and recreation but should not be a new means for people to access places where they previously could not go out in the forest. Ebikes are ok only where other motorized recreational vehicals are also allowed
472.	I think Class 1 E-bikes should be allowed on nonmotorized trails ONLY where bikes are allowed AND the person has an ADA license.
473.	E bikes should not be used on any trails where only horses or hikers are allowed regardless of ADA accommodations. They present a high risk for accidents involving horses or mules. Under no circumstances should they be allowed on non motorized trails.
474.	Many older people enjoy unpaved trails but need a bit of assist. Class 1 e bikes often go slower than non motorized riders.
475.	E-bike usage regulationa should be consistent for all riders regardless of ADA Status. If e-bikes are allowed for those with mobility issues then they should be allowed for all users.
476.	Please allow ebikes, some people need the assistance to get around, not everyone is super fit. They don't give off emissions and most people ride responsibility.
477.	There is no need to change the rules. ADA access on e-bikes is fine, otherwise ride somewhere else if you have an e-bike. For Pete's sake.
478.	ADA issues are unfortunate, but I am not yet ready to allow motorized vehicles off-road.
479.	As long as people with disabilities can use, then no others
480.	Trails should not have motorized vehicles whatsoever! Including bikes. Only exception motorized ADA equipment.
481.	The ranking question is confusing... does it apply to only trails that allow bicycles already? Also, the if/then/else graphic at the beginning was great - 2s if accessibility issues. That wasn't an option in the sorting exercise but I would have ranked that #1.
482.	I don't think any ebikes should be allowed on roads closed to motorized traffic, unless someone is disabled, and regular bikes are already allowed (current policy)
483.	I feel like there should be an option in the previous question to keep the current policy of allowing Class 1 and 2 e-bikes only if you have an ADA parking placard
484.	No ebikes on non motorized trails. They move too fast and will cause safety issues. Treat them like engined motorbikes. I am sorry but do not agree with ADA exception as people will abuse the loophole. No ebikes on wilderness trails.
485.	I only support e-bikes on trails for those with ADA documentation
486.	I think it's great to allow ebikes for people with disabilities, but otherwise, they should be reserved for motorized trails since they are, in fact, motorized.
487.	The specific trail matters. Tight trails or treacherous ones with steep drops and dangerous terrain are already hazardous. I love the idea of class 1 E-Bikes on some trails for accessibility but my concern is that allowing any trail to be accessed may lead to an increase in use by folks who may not be prepared for all the hazards and terrain considerations and could increase the danger to others.
488.	Only allow E-bikes for ADA folks to access the outdoors. E-bikes should be kept separate from non-e-bikes.

489.	"The problem as a Mountain biker that I incur from ebikes on the trails is that they do not follow rules and don't give notice of their passing.
490.	I 100% agree that we should allow ADA persons to use class 1 ebikes. Everyone from every ability deserves a chance to enjoy the trails. Persons without disabilities can pedal a bike just fine. "
491.	I support disabled users having access using motorized assistance. I believe 20 mph is way to fast. I walk on the Kirkland Cross Corridor trail and ebikes going 20 mph risk significant injury to pedestrians and other bicyclists.
492.	As far as I'm concerned Ebikes are equivalent to other motorized vehicle use, only quieter. They go fast enough to harm/injure wildlife, and the lack of noise in some ways make them more dangerous (ask any pedestrian.) I'm an avid Ebike fan and user, but I don't want to see them in nature outside of roads used by other motorized users, unless by someone with a disability, as currently allowed.
493.	Only ADA assist ebikes on existing bike trails. No other E bike types should be allowed on existing biking / hiking trails
494.	E bikes (with the exception of ADA holders) should not be allowed on non motorized access trails. If a trail is strictly downhill and e bikes can use an access road to reach the top of the trail they may be allowed as their increased trail wear and impact to other users is reduced on downhill sections.
495.	E-bikes on nonmotorized trails should NOT be allowed, PERIOD, unless the individual is certifiably handicapped.
496.	Helpful for folks who aren't as mobile
497.	no ebikes should be allowed on nonmotorized bike trails unless the user has a valid ADA card.
498.	E bikes are a whole different animal with rae of speed and trail imapct. I am only OK with them riding on nonmotorized trails if the rider has a valid ADA permit
499.	"I believe that the current rules are perfect. ADA people should be able to use Class 1 or Class 2 E-bikes on regular bike trails.
500.	E-bikes have motors are therefore non-ADA use should be contained to motorized-use trails. They are basically very weak motorbikes and don't belong on nonmotorized trails except for non-discrimination of people who use them for adaptive cycling.
501.	Questions 4 and 6 (before and after this text box) do not allow me to choose that e-bike rules are good as-is."
502.	Speed and ease of e-bikes creates trail hazards for other users, increased trail damage because of increased use to include inclement weather and added stress to wildlife with higher speeds and larger ranges traveled. Class 1 only should be allowed for ADA users, no class 2.
503.	Only people with disabled permits should be allowed to use ebikes to travel on unpaved trails.
504.	It is not possible or wise to facilitate handicapped use of all types of recreation and still preserve the essence of the quiet experience in that environment. Users of nonmotorized trails should have access to trails where truly there will be no motorized use. No one hikes or runs 20 miles an hour on hiking trails. For the well being of the trails, the people and wildlife, keep some trails safe from motors of all kinds. If any more trails were to be opened to e-bikes it should only be Class 1 e-bikes and only on trails already open to bikes.
505.	Certain trails should be designated ADA

506.	Pedal-assist bikes allow people with disabilities, illness, and aging to continue to enjoy a sport they love but the line needs to be drawn somewhere to protect the land and natural habitats. I believe that self powered bike cross that line and should not be allowed on trails other than motorized.
507.	I usually turn off electric assist when on flat ground on trails, am respectful of walkers, of which I am one many times. Without assist I could not go many places, period.
508.	I think it is great that ADA-qualified people should have access to places they wouldn't otherwise be able to enjoy. Otherwise, there is no need for motor-assisted travel in places where no other motorized vehicles are allowed. 20 mph is fast on a winding paved country road -- it is disruptive in a natural area. Bicycles already cause erosion on trails, motorized bikes would only compound the problem. On multi-use trails, bikes can already be a hazard to hikers. Let us maintain quiet, slow places to enjoy the outdoors.
509.	"folks, we need places to connect with nature w/o bikes zooming by on narrow forest trails. For me, this is a meditation and a way to de-stress and enjoy a quiet few hours.
510.	I understand that ADA holders need more support to be able to do the same, and for that type of use I think should support allowing e-Bikes on already designated bike trails/roads
511.	Not sure if your question is poorly formulated, or you really are asking if e-bikes of any kind should be allowed to any nonmotorized natural surfaces (rather than ask 'what type of e-bikes' should be allowed on bike designated trails). I certainly don't want to see e-bikes on horse & hiking only trails, for safety of everyone involved it seems like a dangerous idea"
512.	Thinks its a slippery slope and near impossible to enforce the differences between classes. If you allow any sort of ebike for any reason, all of them will show up and no one is around to enforce it (this is already happening now that the ADA loophole exist)
513.	Like I said I'm a disabled person that's in an extreme electric wheelchair expect to see more of these on the trail so be open-minded about how these rules apply thank you
514.	I support e-bikes on trails only when needed for ADA purposes. It creates user issues when an e-bike ascends and tries to overtake a traditional pedal bike (non e-bike).
515.	This is my 2nd time to do this survey- I have changed my opinion a little as per a couple of personal experiences w/ fellow mt. Bike rider's- specifically, one friend who is 10 years older than me (I'm 61) and now has a pacemaker and hip replacement; and another who has suffered injury's from a bad car accident. Both of these folks wouldn't be riding any trails w/o the new e-assist bikes. Both are riding "type one" pedal assist only bikes that the motor doesnt engage at all unless the rider is pedaling. I was pretty "harsh" against all of the e-bikes in my last comments... I have now changed my mind... These guy's are good guy's and feel tje same way I do about the "throttle" e-bikes (basically some models are a e-motorcycle w/ pedals attached), point is, they are getting out solely because of minor assistance on they're e-assist only bikes- and likely would not even be hiking these routes w/o it. Hate to see them shut out- or me as I get older and possibly need assistance myself. My name is Ward Whitmire and I commented here a few weeks ago totally against all e-bikes... Wasn't fully aware of the full spectrum of what's actually going on w/ individuals. And I have had some un-possitive experiences w/ the other end of the spectrum- high powered "throttle" bikes riding "e" to get away w/ traveling non-moto routes... Anyhow, thanks for your time! -Ward Whitmire

516.	My eBike lets me get out and enjoy the trails, even with my military service injury. Class 1s have no impact when compared to analog MTBs. Please let us all enjoy your trails!
517.	The more motorized bikes that are allowed on trails the less safe the trails will be for everyone. There is no need to amend the current law of allowing only those covered under the ADA on trails shared with foot traffic & bikes.
518.	E bike will allow access to people who are not as fit to start. It lowers the entry point for biking
519.	E-bikes allow senior citizens to enjoy more of the outdoors. Hills are no longer an issue.
520.	Having an e-bike has helped me enjoy time with my husband and friend that I would otherwise miss out due to health restrictions. It also brings great joy and decreased anxiety being out in nature.
521.	My son is 6ft 5 inches and weighs 275 lbs. he wants to ride with his friend who are half his size. An Ebike makes it so he can keep up. He has fun on an ebike. It's an awesome way to get him moving! Who know what's next if he can do this legally.
522.	"Look, I understand an elderly or a disabled individual riding e bikes. If you are healthy , there is no reason in the world to use an e bike! You know the trails I ride up the 410 Corridor can only handle human powered bikes. Those e bikes (I've seen them up in my zone) Do multiple laps. I can tell you the trails in my area cannot handle the extra milage and the weight of those bikes just tears up the tread!! Please do not allow any e Bike use anywhere in this awesome state!
523.	"Class 1 ebikes can weigh less than some downhill bikes, and should not be limited.
524.	We see gas motorcycles on restricted trails with no enforcement, I'm not sure why class 1 ebikes are a concern when there is such blatant abuse by motorcycles with no policing of the trails.
525.	The class 1 ebike community is comprised of often older people that would not be able to sustain or even ride these trails without being disabled. It is still likely discriminatory to not allow use by people over age 40."
526.	A throttle on class 2 e bikes may be helpful for many seniors who ride them. Before my joint replacements I successfully used the throttle at critical times, in order to keep my balance and decrease the pain on those fragile joints.
527.	I like class 3 ebikes as I know the battery will last longer, allowing me to ride further - I do not ride faster - I am a senior citizen, riding my ebike is good for my physical & mental health. I meet lots of other seniors who ride ebikes, they all say ebikes have been a blessing allowing them to be outside, getting exercise & enjoyment -
528.	Older people pay taxes too we should get to enjoy tails also so ebikes make this possible class 1 should be considered as non motorized
529.	Pedal assist bikes, specifically those that still require effort to climb, are hardly different than the fancy expensive non motorized bikes that help people climb more efficiently. Additionally, they make the sport and outdoors more accessible. However, bikes that don't require peddling should remain restricted as those, and the torque they provide, can harm trail networks with excess wear (think all the damage to spinning wheels going uphill without effort).
530.	most e-mountain bikers don't ride faster than organic mountain bikers. If I, at age 67, could get up steep, rocky inclines without an assist, I would do it. I don't go faster than non e-bikers, I just get to climb those technical inclines successfully.
531.	If an ebike comes up behind my horse and he spooks, I could end up on the ground and at my age I could be hurt.
532.	There should be an age consideration, something like my golden age pass.

533.	Wa state has a lot of public property that is "landlocked by private property". By the time we hike miles to that property, we are exhausted. That landlocked property becomes a wildlife farm for adjacent landowners. UNFAIR access is discriminatory!!!
534.	I'm struggling to differentiate between two types of riders - the mountain bikers that are aggressively attacking a trail and would zip around even faster on an ebike and the rider that otherwise wouldn't be able to get out without the assist. We should focus on having ebikes helping more folks get out, not on other users riding more aggressively.
535.	I am a very fit and long time mount biker, but at 64 have some health issues, mainly Afib. My class 1 mountain bike is a life saver for me. Please consider the bennifits of e-bikes. You are still getting great exercise on a class 1 bike and doing no more damage than a regular bike.
536.	Regular mountain bikes go faster and rip up the trails more then older people trying and wanting to trail ride to keep in shape. Maybe a consideration of age should be taken into account, like anyone over 50 should be able to ride all the trails with a class 1 e bike that a regular mountain bike can ride. Thank you for the consideration
537.	The ultra fast bikes are dangerous and if you don't pedal it is not a bike. Look to Europe they allow class one almost everywhere. With an aging population we need to adapt and allow all of people safe ways to enjoy our open spaces.
538.	For me, very out of shape, I can go for a half hour longer and I am usually getting passed by people without e-motors because they have higher skill and fitness. The motor is not more powerful than some of the younger guys legs and momentum they can keep. The motor is helpful but limited to low speed up hill crawls and down hill the motor is not as important as brakes. Bottom line is emt-bike or mt bike you have to be careful of others and treasure the resource. The standard mt. bike is lighter but the rider weight can vary so greatly I doubt the difference in weight is a valid argument to ban emt-bikes. The older I get I try to find ways of getting out a working on fitness in stress reliving way. I think emt bikes's can share single tracks, if speed is matched to standard mt bikes.
539.	Ebikes give access to people who may otherwise never experience the outdoors.
540.	Class 1 and 2 ebikes should be allowed for people over 60.
541.	An exception should be made for seniors as their diminished physical ability reduces their ability ride trails.
542.	The purchase of my e-bike as been a tremendous health benefit to be safe in the forest as well as getting the needed exercise that I would not get without the e-bike. It leaves a minimal trace compared to other terrain vehicles or motorcycles such as side by sides. They are by far less harmful than trucks and cars that scare wildlife and damage roads. It would be incredibly disappointing removing e-bikes (especially with the cost of gas and everyone wanting to be green). I genuinely hope they continue to allow us older people to use these bikes as a way to explore our beautiful state. Thank you for all you do as well. It is very much appreciated.
543.	E-bikes are quiet, do not pollute, require the user to still peddle, and make the trails for accessible to all. There is no reason they should be banned.
544.	E-bikes allow people to ride trails they wouldn't be able to due to health issues. They also get people out to enjoy nature. They cause no additional harm a non-powered bike causes. All parks and trails should be open to all 3 classes.
545.	Only pedal assist should be allowed. Class 2 Throttle activated bikes are the equivalent of a motorcycle and could yield to additional trail damage and wreckless riding. Class 3 Speed capabilities are overkill. Class 1 bikes truly yield access opportunity for physically disadvantaged

546.	Some people benefit from pedal assist that wouldn't otherwise be able to get out on a bike. As long as everyone is courteous we all get along.
547.	"The State of WA has determined that Class 1 and Class 2 e-bikes shall have the same consideration as non-electric bikes. If non-electric bikes are allowed on natural surface trails, then Class 1 and 2 should be allowed.
548.	As a 65-year-old with a bum knee, the throttle assists me greatly in getting started from a full stop, and it getting over humps in a road or trail.
549.	It all comes down to safety and courtesy of the cyclists and pedestrians/hikers. That's not a function of the equipment."
550.	"Ebikes allow people that just had cancer or other diseases to go out again and enjoy the trails. Older people that can't pedal up, people that are out of shape trying to get in shape. Analog bikes gets lots of people discouraged from biking because does takes lots of time to get where you can enjoy it.
551.	This lets me into the trails I would not have been able to access.
552.	I love my e bike. It has allowed me to continue to ride with my husband. I mainly ride forest service roads.
553.	Only people who need e-bikes for medical issues should be allowed. Or people over the age of 65.
554.	"Class 1, are not much different than a pedal bike with the exception of you get a little assistance to help you get further and in an emergency can help you get to a place for assistance or to be able to call 911 for help. they can and will save peoples lives.
555.	Ebikes are great for older generations or injured hunters to travel further without damaging themselves. Ebikes are not a fire threat, do not damage trails due to limited weight, and provide no noise pollution. Wdhw, people use the outdoors so stop preventing the older or physically limited generations from enjoying that too.
556.	Using E-bikes allows me to bike when I would not be able to due to health issues. I would like to be able to take my bike into natural surface trails.
557.	e-mountain bikes allows individuals with different fitness levels to ride together as a group on the trails since the e-bike can compensate for weaker riders. This would open up this fun but physically active sport to more people and help encourage more people get started in a healthier lifestyle.
558.	All classes of ebikes should be allowed as long as throttles are not engaged. I have knee and hip issues that prevent me from using a traditional bicycle.
559.	Ebikes are a great way to get around and enjoy the outdoors. The speeds that level 1 and 2 bikes operate at are often slower than those that people on road bikes ride at. There is no reason to limit them. Many ebike riders are older riders, not looking for high speeds, rather the ability to go longer distances comfortably.
560.	It is infuriating that only specific e-bikes can be used. If it wasn't for my e-bike I would NOT ride at all! I have chronic pain and with help, especially for longer distances as well as PNW hills I would have even less opportunity for exercise.
561.	I can understand differentiating between e-bikes and dirt bikes or other motorized bikes, but I have yet to see anyone mis-use an e-bike or be reckless on trails or roads. This "purest" attitude is non-inclusive to those of us who would otherwise not be active on bikes! "
562.	I endured some serious health problems over the past 4 years. In that time I purchased an e bike and it has been a life saver in the sense it enables me to get out for a bike ride with my now limited physical ability. It is power assist only and has been a huge

motivation to get out and improve my health regularly. The trails and pathways provided for public use is the best way to get out for a ride and avoid the dangers of riding on streets and highways.
563. on any road, there should be speed limit that everyone should abide by. E-bike is a ever-changing market, it'll be much easier to set rules by the speed limit and noise level on natural trails than digging into power/power watts/mechanical structures etc. People are not as physically fit may join the hardcore riders and spend more quality times together, all thanks to e-bikes. Please don't take it away. Thanks.
564. I'm 70 years old with sore hips. My eBike, pedal assist, helps me up steep trail grades and I still get out and enjoy nature with one.
565. My husband and I are in our mid 70's. Riding our ebikes allows us to get exercise and enjoy being outdoors. It accommodates being older. We always pedal and are careful of the environment and others using the trails. We have often had to stop and get off the trails for other faster bikers. Perhaps a speed limit would be more helpful than limiting ebikes. It would allow more elderly and disabled citizens to enjoy the out of doors and get exercise.
566. I live to be in the outdoors and have always been a proponent of hike in and bike in because of the minimal impacts on wildlife and the environment. I now have both knees replaced and feel that an Ebike is the way to still get into the places I enjoy without the noise of a combustion engine and still a very light footprint
567. Soil erosion seems to be the main reason I've been told by bike clubs for not wanting Ebikes on trails. The same people will build trails on extremely steep terrain using mini excavators. Of course the soil erosion they cause is some how ok. They also allow horseback riding. Horses cause all kinds of damage. The logging roads should be shared by everyone. In the area where I live, restrictions put on motorized vehicles makes very little sense. Hunters need some way to get the game out of the backcountry. Not all people are 30 years old and fit.
568. I feel that senior citizens should have the right to use ebikes on any road. We have done the death marches into hunting country all our lives. Now, I am at a crossroad where I physically can't do this anymore. I still love hunting and want to continue hunting with my grandchildren
569. Leave the rules as is. I am 70 years old and my e-bike allows me to get outdoors and exercise and go places I would not be able to go on foot or on a bicycle.
570. there is very little difference between class 1 and 3, particularly at my age of 75. In my experience, very few people of any age are capable of peddling faster than around 12 to 18 mph on a trail on a class 1 or 3 bike.
571. Class 1 ebikes create equity for mountain bike enthusiasts of all ages and all phisical abilities to enjoy Washington state
572. I have cancer and am currently undergoing chemotherapy and radiation treatment. My ebike has been essential to my ability to recreate outside, build up a sweat, and improve my mental health during this treatment. Without the ebike, I would be limited to short walks and my couch. I am looking forward to pedaling my analog bike again when I am able, but now the ebike is essential medicine for me now. Thanks for considering my comments.
573. Only class 1. Do help those who is not super fir but Say no to no pedaling.
574. Referring to the Tualip Tribes Feb 28, 2021 summary of current literature on the impacts of recreation to wildlife, there is already a frequency and amplitude of recreation that needs to be scaled back in order to protect wildlife for its own benefit, but also

<p>for the benefit of hunting and fishing cultures (regardless of ancestral background). In the words of my middle-aged, overweight mountain biker buddy, “ebikes are great! Not only can I climb that trail that i could never get in shape for, but now I can do it 3 times in a day!” Ebikers will go higher, farther, and deeper, at a rate never before seen. It will greatly disturb wildlife and result in a decrease in hunting and fishing ways of life and opportunities. Hunters will be left with nothing but impossible lottery odds while ebikers snap selfies on old hunting grounds.</p>
<p>575. I fully support Class 1 & 2 e-bikes to be allowed on any route currently open to traditional bicycles. There is a misconception of Class 2 (and maybe Class 1) e-bikes. There seems to be an assumption that riders are only interested in riding fast and are a danger to walkers/hikers/regular bicyclists. This is far from the truth. Check the demographic of Class 1 & 2 e-bike owners and you will see these folks are mostly elderly, mobility-limited, and/or younger families with kids. Having ridden bicycles for much of my adult life, I've found there is a larger group of 'dedicated' bicyclists who pose a greater risk in that they typically ride in excess of 20 mph on bike paths and trails. (Your typical road-bike cyclist who rides frequently can easily cruise at 25-30 for the duration of their ride.) Class 1 & 2 e-bikes are limited to 20 mph with electric assist and the fact these bikes are much heavier than a traditional bike, means riders will seldom exceed 20 mph as it is a lot of work! While a class 2 bike does have a 'throttle', it won't power the bike past 20 mph and its use is primarily to help a rider start out from a stop and for a bit of extra boost when climbing steep hills. Class 3 bikes are more performance-based and fit more in a motorcycle category; it is perfectly reasonable to restrict them from routes that are currently nonmotorized.</p>
<p>576. I personally cannot keep up with my biking friends without my class three bike. They consistently go over 20 miles an hour and had to wait for me constantly on my class one bike. I think class two bikes should not be allowed, because they have throttles. I've seen many people lose control with throttle bikes. Class two bikes seem more like motorbikes to me. If I weren't allowed to ride my class three bike, I wouldn't be able to join my groups in the group rides. I would be left behind constantly.</p>
<p>577. Pedal assist ebikes should be allowed everywhere a regular mountain bike can go. While riding my Ebike on legal trails I am routinely passed by more capable riders on non powered mountain bikes. My Ebike allows me to enjoy trails I would not otherwise be able to access.</p>
<p>578. As I am now 70 I can ride further and on more trails with my class 1 e-bike than I could with my pedal bike. I can get out on the trails and enjoy the experience. If I didn't have my e-bike I wouldn't be able to enjoy the trails. Don't prohibit e-bikes for older folks who can no longer use pedal bikes on the trails. This would be discrimination by ageism.</p>
<p>579. E-Bikes allow senior citizens and individuals with artificial joint replacements to remain active.</p>
<p>580. E-bikes allow more people to get out and exercise, its encouraging.</p>
<p>581. Priority should be to support users with physical and/or time restrictions being able to utilize DNR lands (ebikes have much less impact on the land than motorized vehicles...quite similar to bike use).</p>
<p>582. Class 1 e-bikes allow older, less fit riders to ride areas where our fitness would limit us.</p>
<p>583. ebikes are a excellent way to even the playing field for the aging outdoorsman .</p>
<p>584. I have counted 20 encounters with E-bikes in the past year--mostly on paved trails near the city, but also on walking paths. In 3 of those, my dog was nearly hit and I had to yank him towards me and flatten myself against a tree, a building, a railing. They need to be treated as motorized recreation. They have great value for commuting in urban areas and on some shared-use trails. But</p>

<p>WDFW lands already have use impacts, and traditional uses and human-powered modes of transportation should be prioritized. E-bikes are especially dangerous to older people who move slower, people with hearing issues. Frankly, I prefer dealing with illegal gasoline-powered motorcycles, because at least I can hear them coming.</p>
<p>585. Ebikes will increase access to trails for people who would otherwise not be able. Ebikes way quite a bit more than non Ebikes - the only concern I have is potential impact to the trails.</p>
<p>586. I started hiking in the 1950s as a child with my parents. At the time trails were used by hikers and horses. But the Tote Goat, a small low-HP motorcycle was introduced in the late 1950s. They seemed pretty benign. The Wenatchee and Okanogan National Forests allowed them on the trails. They proved to be just the advanced guard of a motorized invasion of high-powered dirt bikes and ATVs on the trails. I believe that E-bikes are just another form of motorized recreation that, once it is allowed even under limited circumstances, will become an outsized nuisance to hikers and horses on the trails. They should be severely restricted to genuinely handicapped people. I am 69. I could certainly use some extra HP now. But I refuse to further add to the problems of overcrowding, noise, erosion, and user conflict we already have on the trails.</p>
<p>587. I will not be able to ride with out a E bike because of my health.</p>
<p>588. Many people with lung disease along with older people are riding e-bikes. They are an equalizer as they can ride with family members and enjoy the outdoors. Many with lung disease cannot walk far, may not yet qualify for a handicap placard, and can explore trails if on an e-bike or even an e-trike. Most older adults riding e-bikes follow the rules and don't go fast as they do not want to crash.</p>
<p>589. There are a lot if people that are not physically able to access the outdoors to their fullest capabilities. I think its disgusting to take away our right to public/hunting land with a bike, its ridiculous. This is all about control. Wait till non of us follow the laws like the Biden admin. U can apply as many laws as u want, im going to eat my meat from the woods regardless of access. U wont keep me from eating. Come catch me if u can. 🖱</p>
<p>590. While not handicap. Older people still need to be able to enjoy the outdoors wither without trail surfacing. My neighbor suffered a stroke 5 years ago and his rehabilitation was his e mountain bike on dirt trails!!! It was impressive to see his recovery.</p>
<p>591. For we older and wonky knee people, ebike has made enjoying outdoor fitness a reality again. Too many Americans are simply out of shape, so restricting anything that encourages exercise and being outdoors not a step in the right direction.</p>
<p>592. Please look at the studies completed in Colorado. The concerns that people have are baseless and not factual. Most people on trails didn't even know the ebikes were with them on the trails. Also, majority ebike riders are 45-65. They are not causing harm to others or impacting safety. I think if people experienced them they would see that they are not a danger to others. It allows those of us that are older to stay active and be outdoors. People create mandates out of fear or what they don't understand, not out of research or logic.</p>
<p>593. E bikes allow access for more abilities and ages and also come with the need for responsibility, training, and awareness of impact on the land and other trail users.</p>
<p>594. I don't look at a class 3 ebike only about speed it also is about the power it takes to move a larger or less physically fit person up the hill. My husband rides one and he uses it to pull a trailer loaded with our gear. The more folks that get out and ride the better fit more people will become. Win/Win</p>

595.	"I have young children that walk the trails and the speeds of the ebike would mean I would not feel safe letting my children walk on the trails.
596.	The reaction time of a person on a conventional mountain biker feels safer as they have had to practice and have the strength and fitness to get their bike to that speed. I worry about someone operating an e bike near my children and myself as they do not necessarily have the strength and experience to control the bike they are on. "
597.	Have severe arthritis and am 69 y/o without assistance I would have to give up cycling and hunting all together would not be able to access certain areas
598.	I was not aware of different classes of e-bikes so I don't feel qualified to talk about the Class 2 & 3 bikes. I ride an e-bike because I'm 71 years old, have bad knees and the e-bike allows me to ride distances and hills I could do easily 20 years ago. I prefer flat trails such as old logging roads. It would be a shame if we were only allowed on roads with motorized vehicles. I would not find that relaxing or enjoyable. I think we need more greenways for hiking and biking only. I realize that too many trails allowing off road access is not good for the environment nor for wildlife
599.	I do not own an ebike yet and probably won't get one for mountain biking but I do think they are useful for hillclimbing and increasing accessibility
600.	I use an ebike that has a throttle but rarely use that feature, unless I'm going up a steep hill, it tops out at 20 mph on a flat surface. Having my ebike has let me ride with friends and family who are in much better shape than I am. Really in shape mountain bikers are capable of riding just as fast and faster than my ebike. I think they should be allowed with certain etiquette taught and expected. Any biking should be allowed for people's fitness and recreation.
601.	e-bikes open up bicycling to so many more people, especially on trails where a standard bike is harder to ride. It is an equity issue because a lot of people who will ride e-bikes, won't ride standard bikes so trails are not an option for them.
602.	I appreciate seeing e-bikes (class 1) being taken into consideration as permissible recreation/use on government land. I am almost exclusively riding class 1 e-MTB's due to a medical condition. Otherwise I wouldn't be riding at all. Thank you to those for taking my feedback into account!
603.	I'm 77 and continue to ride a nonmotorized bicycle. I can however anticipate not being able to fully participate in biking activities without the ability to utilize a Type 1 peddle assist bike. Fully e-powered and Type 3 bikes should not be permitted on trail-ways that are not for motorized use however
604.	"Throttle based ""e-bikes"" are inherently anti bicycle. Class two E-bikes are the only class becoming less and bicycle like and threaten those with legitimate BICYCLE assist needs
605.	consider https://www.bicycleretailer.com/opinion-analysis/2022/05/03/guest-editorial-out-category-electric-vehicles-only-acceptable-between?fbclid=IwAR3TqbLIYAAtzzeWzIDwB-r3iuPFXg8mKbceU2dULNujQgGmsNFhDI-36n8#.Ynq4NhPMKda "
606.	I own a class 1 e mtb and have been riding at Post Canyon in Hood River for 3 seasons now. I can say that it has 100% improved my fitness and enthusiasm for the sport. I am 62 and have cycled, strength trained and fitness trained in multiple activities most of my life. But I am 62, have had knee surgery and with my work schedule do not have the amount of time to increase my cycling fitness to the point that I could have as much fun mtbing as I do now. And when I had a non e mtb I could not ever keep up with my younger fitter riding friends. I have put over 2400 miles on my bike. Class 1 bikes should be allowed anywhere a non e bike is

<p>allowed. After all they are mtb's that can be ridden with the power off. Only assist when pedaled. They don't do any more damage than non e bikes. Pressure and trail conditions tear up the trails. I have an idea. Register EVERY bike so that it is easy to see what kind of bike it is. Take in additional revenue to improve trail opportunities and its a win win. Thank you for sending this survey out.</p>
<p>607. I am 80 years old and like to be put doors - e bike let's me visit more sites. restrict the speed to 10 mph</p>
<p>608. E-bikes allow the occasional rider, older rider and riders of lesser physical abilities the ability to enjoy trails rather than just the enthusiast.</p>
<p>609. I'm in my late 70s, and allowing Class 1 ebikes would make it possible for me to enjoy biking on trails allowing mountain bikes.</p>
<p>610. E-bikes are first and foremost bicycles. There is no reason to add increased regulation on them when no demonstrated harm has come from them. They are not motorcycles and thus shouldn't be regulated in that way. E-bikes open up a world of capability for older riders, people with disabilities or other health conditions and make being in nature more fun. We should clearly separate hazardous riding styles from the equipment involved.</p>
<p>611. "Worried about our current rules group ALL ebikes together; battery assist helps people ride together (e.g. wife+kids) that otherwise get left behind. But we don't want ""motorcycles"" either.</p>
<p>612. Pedal assist == good rule of thumb. "</p>
<p>613. I think it makes sense to only allow pedal assist eMTBs on non motorized trails because they are the closest thing to a regular non electric bike. The only advantage pedal assist eMTBs provide is more return for the riders aerobic input, which is ideal for riders who have limited time to ride or are physically unable to pedal a regular bike up our steep climbing trails. Ebikes with throttle control should not be allowed on non motorized trails.</p>
<p>614. Please authorize class 1 everywhere. I have knee problems and finally can ride again but the community riders harass me while I ride my bike</p>
<p>615. E-bikes provide access to trails for a much wider range of riders. For me personally the issue is simply that I am getting older -- I'm simply not as strong as I used to be. I see absolutely no extra burden on the trails due to a class-1 ebike, and see no reason they wouldn't be allowed. My wife and I want to and will continue to ride for as long as we can - and will ride our class-1 ebikes on the trails pretty much no matter what the DNR decides. I consider age to be a "handicap" as much as any handicap that might get me a handicap parking blue tag.</p>
<p>616. I Will get old.</p>
<p>617. Ebikes allow me and others that have heart problems to enjoy quieter locations deeper into the forests.</p>
<p>618. I used to ride a traditional mountain bike but I am getting older and now ride an electric bike. If disallowed I won't be able to ride the same trails as my son and friends, also this is an important part of my fitness routine. The battery limits how far these bikes can go, generally no further than a traditional bike ridden by someone in good shape. These bikes are good for the environment and don't harm the trails like horses and some other users</p>
<p>619. Having had injuries that made it hard to get out and keep up with friends, my Emtb has brought me so much joy again I would hate for trails to be closed to use.</p>

620.	Horses tear up wet trails worse than anything else. Some Nonmotorized MTB rides are reclass speed freaks and a danger to everyone. E-bike that limit assist to 20 mph at least limit speed. I am 73 years old.
621.	I own both an analog and class 1 bikes. Both bikes you have to pedal in order to move. My ebike allows me to ride more, see new terrain. I have used my ebike to help recover from injuries. class 1 ebikes have allowed my 70 year old parents to get back into mountain biking. Please allow and open all current mountain bike trails to class 1 ebikes.
622.	I believe ebikes are acceptable on our trails as long as they yield to other users and ride in control lower speeds! Many of our trail builders are getting older and safely swap their bikes to ebikes so they may continue to enjoy riding.
623.	E-bikes increase access and get people outdoors, limitations will reduce the growth of the sport and accessibility of land.
624.	Having a TBI, I thought I would never get to ride a bike again. A tricycle is the only way I could but even then I tire easily and the assistance of an e-bike would allow me to still enjoy thr trails. I do try and go walk/hike but even that is getting difficult on some longer routes.
625.	As I have used many different types of methods from owning horses 40 years to biking on trails for 50 years my feeling is each user group would like to see all others prevented. As I grow older I will need motor assisted methods to keep going out to the woods.
626.	The key issue is speed, not power. At my age having an e-bike is essential for me to be able to continue to ride and access the outdoors. As long as people keep within the proper speed limits e-bikes are a safe and environmental way to continue to enjoy the same trails as any other cyclist could.
627.	"As a senior the only way for us to enjoy a bike ride is with an e-bike. It has been the greatest gift, one that makes us feel like kids again. We can walk short distances but could not bike without pedal assist. To deny a large segment of people, like us, a chance to explore and enjoy our outdoors
628.	by banning ebikes would be a travesty and unjust. We need inclusive policies. Everyone gets old, if lucky, we pay taxes to enjoy our trails and state lands and our policies should reflect such."
629.	Allow class 1 and maybe 2. No class 3 at all. Many older ppl are riding ebikes safely. This large and growing segment of the bike community is shut out from biking these areas if ebikes are not allowed.
630.	Most motorized trails are too trashed for safe e-bike use. Many e-bike users have limitations that make e-bike use the best alternative to enjoy outdoors. The impacts of e-bikes are the same as other mountain bikes and less than horses on nonmotorized trails.
631.	Class 2 & 3 eBikes are like motor scooters and should not be allowed on trails. Class 1 assists riders only when they pedal, so it is more like non-assist bikes. Many riders (like me) choose a class 1 eBike to make it possible to do trail riding.
632.	I'm all for class 1 e-bikes on trails for people who "need" them for whatever reason, but until enforcement of poachers on class 3 and above motorbikes is addressed, all e-bikes should be banned from nonmotorized trails.
633.	I have been an avid cyclist all my life. My class 3 e-bike has the tech that allows me to continue riding at 69 yo. Trails should be governed by speed limits and education, not technological restrictions.

634.	As a 75 year old male with asperations to continue to use public lands in nature for years to come, the ebike has given me a new lease on life. For DNR and WDFW to allow an 18 year old mountain biker and deny ebikes due to the motor assist is restricting a new large segment of the aging population. Please revise and accept ebike to go where any other peddle bike can go.
635.	I'm 63 years old and I'm an avid mountainbiker. I have no plans to buy an e-bike until my age and condition prevent me from riding the trails I love.
636.	At 62 years old and riding mt bikes since 1986 I feel ebikes are they way to go for us older wearing folks and should be allowed on the trail as well you have to pedal.
637.	Class 1 eBikes make trails more accessible to users
638.	Class 3 bikes should be allowed on all trails, including steep and technical ones (no one is going to go fast on those regardless). Allowing e-bikes on trails opens access to people of all fitness levels rather than limiting access to the physically elite. Rules should be based on treating the land well regardless of the type of vehicle used to access that land. My wife and I are in our 50's and can't ride like we once did. Allowing e-bikes on trails will grant us access to places that is otherwise lost to us. Remove restrictions based on e-bike class. Type 3's were a safer option for us to keep moving in paved/traffic areas and we should not be penalized for needing more assistance than those riding class 1 or 2 bikes.
639.	A class 1 ebike should be allowed on all non motorized trails. These bikes have been shown to not do any additional damage to trails and has allowed those with physical or health conditions to get outside and ride bikes.
640.	More older adults are getting ebikes because it allows them to have more mobility and exercise while riding a regular bike is not easy any more.
641.	For older people e-bikes let them get around easier
642.	Owner of class 2 (Rad bike). Health reasons & age prohibit me from riding traditional men bike. Limiting my access to trails limits my ability to enjoy areas only younger, physically able people may use.
643.	Most e-bikers I know are older and use e-bikes to be able to ride the way they used to, to be able to go longer distances and not worry about struggling with hills. They are not speed demons or reckless riders. Young, very fit mountain bikers are typically faster and more oblivious to sharing the trail. I don't see any reason why Class 1 e-bikers should not be allowed to use the trails.
644.	I'm 71, ebikes enable me to ride where younger people do.
645.	Class 1 ebikes only to be allowed as they are very similar to non ebikes, cause no additional harm to trails, still require pedal assist and being more inclusive to those less fit or for those with health challenges
646.	I am elderly, but not disabled. I need some assistance to participate in biking activities with family and friends. I understand and agree with the concern regarding e-bikes for aggressive riders. Would like some accomodation for people with limitations, such as arthritis, that cannot ride conventional bikes. Thank you.
647.	Having an e-assist mtb has allowed me to continue to ride well into my lake 50s, continue to ride the technical downs well (since I'm not so tired & less likely to injure myself), and continue to ride with my mostly male fiends (since few women my age rode). My knees are toast from years of skiing. Backpacking is no longer an option. Poorly behaved folks will continue to be so with it without an e-bike

648.	We have enjoyed camping and visiting forested places for over 60 years, but now being in our mid 70s we cannot hike or bike to many places. We just bought Class 2 e-bikes in hopes that we could extend our outdoor enjoyment. Should be an age limit for many areas to use e-bikes. Such as over 50 yrs old can use e-bikes.
649.	It makes no sense to prohibit e-bikes where traditional bicycles are allowed. As you get older and your mobility is lessened e-biked really allow you to stay involved in the outdoors and improve your physical fitness.
650.	"Other than Speed limit I have no problems with ebikes.
651.	I peddle and now my wife can ride with me!!!"
652.	I have early onset osteoarthritis in my hip and my husband has herniated discs. Ebikes enable us to ride when we otherwise couldn't. We are among a large cohort of riders with medical conditions or age related deficits that do not qualify for disability placards but would not be able to fully engage with the outdoors and bike riding without using ebikes. Please don't make places accessible only to the able-bodied.
653.	I am a 68 Y/O with joint replacements without at least a 750 watt class 2 E bike i would be severely limited on riding with friends and family denying me access!!!!!!
654.	Consider an exemption for those over 65 years old
655.	The current policy is great, ebikes should only be used on nonmotorized trails if the rider has a physical limitation that doesn't allow them to pedal on their own.
656.	I have older friends in their 70's and 80's who would not be able to ride trails due to their age related physical condition. I feel their should be an exception for seniors over 65 to ride Class 1 bikes on all trails
657.	With the hilly terrain around Spokane, I (68 yrs old) would not be able to ride far without some assistance when needed. I pedal without assistance on flat terrain but need assistance on some sections even on Centennial Trail. Almost impossible to find flat terrain.
658.	I am 71, I feel that by limiting class of bicycle limits and discriminates usage of trails allowed for bicycle use.
659.	E bikes are extremely helpful and would allow me to reach areas I probably would never see otherwise.
660.	All cyclists wil need an ebike sometime to keep riding and eventually an adaptive 3 wheel version to continue to access nature.
661.	I want to commute to work and I don't feel safe on the highway but do have access on the centennial trail. I am ready to purchase the class 3 but just saw that you can't? If more people can use this as transportation, it would be in the right direction in our environment. Also, it gives people a chance to get outdoors and get in shape and make it fun for all those that need a way to get active. This would also help people who are getting older to have an avenue to continue biking instead of hanging up their bike because they can't get up the hills anymore. Ebike s allow a lot of opportunity. Please don't think people aren't going to use their better judgement to be smart. There will always be the rude, 'dumb' people but don't punish the ones who follow the rules.
662.	I think allowing class 1 Ebikes will make our trails accessible to more people and be a good thing.
663.	Class 1 should be allowed anywhere bicycles are allowed because they are bicycles, the only difference is that it makes climbing hills easier for those who are either not able or not strong enough to make it up challenging gradients
664.	The classes of E bikes don't make much sense if you actually use one. Mine is programed to go between 7 and 10 miles and hour and my throttle is only for getting started on steep hills. E bikes don't actually work very well on single track trails unless they are

<p>specifically built for them. Most of them are too heavy to maneuver on trails. I've had mine for 5 1/2 years and the best places to ride are two track remote roads. I can understand banning from them from hiking trails, but not from roads that are behind a barrier. It seems that in order for multi use coexistence between bikes, hikers and equestrians, the closed to vehicles back roads are only best used by E bikes. They are too long for hikers, regular mountain bikes like single track trails and horses seem to like the trails as well. At 74 years old, my E bike has saved me from knee surgery. The group who wants to speed and tear around don't seem to be taking to E bikes as a choice.</p>
<p>665. E-bikes allow people with physical limitations to enjoy activities that they otherwise would be prevented from participating in. To restrict access to only those who can power a bike on their own is abilist.</p>
<p>666. Many older people are using ebikes to enjoy the trails that they pay for with their tax dollars. We should continue to allow our 60+ community to ride their bikes on the trails for as long as they are able to. They will likely do it anyway in much of the state and it is bad for society to pass laws that people ignore. I highly recommend different rules for different areas of the state. Areas near Seattle have different traffic patterns than the rest of the state and may need tighter regulation due to the larger number of trail users on any given trail.</p>
<p>667. "I'm Lifelong rider with asthma, and injuries that severely limit my riding, E bikes let me go out on a regular basis.</p>
<p>668. As the motors do not generate any pollution when in use they should be allowed on all bike paths outside actual wilderness areas.</p>
<p>669. It's not fair only the topmost healthy people are the only ones allowed to enjoy these public resources.</p>
<p>670. Please allow type 1&2 evokes.</p>
<p>671. Thank you! "</p>
<p>672. I have knee issues but love to hunt. My ebike has gotten me to areas to hunt. (I stay only on the roads!) If allowed ebikes would allow me to get to places that are not overrun with hunters.</p>
<p>673. Pedaling is what defines biking versus a motorcycle. Many (myself included) purchases a class 1 e-bike because my knee joints can't take the force required to pedal uphill. Class 2 does want involve pedaling but a throttle therefore should not be allowed.</p>
<p>674. Many of the trail/motor designations are there to provide equality of access to areas (especially those for hunting). This keeps a level playing field for the participants, which I am very much in favor of.</p>
<p>675. I'm 68, a lifetime cyclist. I was having energy issues and thought my biking days were over till I got a class 2 Ebike two yrs ago. Best thing I ever owned. I use it for all local transportation, just like I used to on a reg bike. I make a point of pedaling the whole time, for the exercise, but if I misjudge my energy store, I'm not stranded -- I can throttle the rest of the way home. I'm getting more exercise than ever. These bikes are not to be feared. I have no need or desire to exceed 20mph, and usually go 10 to 15. I am extremely respectful of pedestrians and avoid startling them. The jerks who want to speed by with their hair on fire CAN DO THAT JUST AS WELL ON A REGULAR BIKE -- which they DO. So prohibiting ebikes does not solve that problem. An Ebike does not an asshole make. Please do not punish the majority for the idiocy of a few. Ebikes are a Godsend to so many of us. I expect mine to extend my exercise life by a couple of decades! And I very much want to ride out in nature! My biking legs work so much better than my hiking feet!</p>
<p>676. I'm 50 Yeats old, the ebike allows me to continue safely riding with my son. Without fear of over exertion on multi-day trips.</p>

677.	I mostly use my ebike as a family tool to either tow my young daughter up the hill or to ride with my 72-year old dad who also has an ebike. If I'm short on time (balancing a career, heavy volunteer commitments, and parenting) I'll ride my ebike to get a quicker ride in.
678.	I always maintain a slow speed on my ebike especially when going downhill. Ebike solely helps me going up big climbs so that I am on par with my friends who are expert mountain bikers.
679.	E bikes provide greater access and further access, which is great. Some meat say that is the problem but with the number of trails being constructed for biking there is enough room for everyone.
680.	I am 66 years old and ebike allows me to access areas I couldn't without an ebike. It allows me to keep up with my children when hiking or riding.
681.	Many people use E bikes for health reasons, not to just get someplace fast. Health should be considered a priority.
682.	Please allow ebikes for the purpose to allow access for everyone
683.	You didn't ask about age. But my ebike allows me to get out to places i wouldn't be able to reach at all. Keeping me fit! 70 yrs w knee replacement
684.	Ebikes are amazing and the future. Many more people will be up and around getting exercise and enjoying life with ebikes. We should facilitate them as much as possible.
685.	I believe Class one E-Bikes should be allowed on trail systems. They give us options to ride work on trails and continue to allow those that may not ride as much get out more to further their health.
686.	I'm old and have had 2 knees replaced. I will only be able to ride a pedal assist e bike. Thanks
687.	E-bikes are the future for green travel and exploration. In addition they allowed more senior people to travel further distances and get to the park or parts of the park that would be impossible otherwise. We are embracing green technologies in every other part of our lives, we need to broaden our horizons on bike travel and not be stuck in a mindset
688.	E bikes will ruin the quiet of the the trails. If you want to ride get in shape want get on a mountain bike trail. More unfit people will mean more rescues, more accidents with hikers, and a less safe place for the critters. Really wanting to see ebikes stay on roads
689.	Pedal assist e-bike mountain bikes allow those of us who might not have as much time or stamina to make it up some of our steep section, you always are pedal but with a little love. Opening trails up to bikes that have more power or non-pedal assist, (class 3) could create problems with the difference in speed and safety for others.
690.	"Best move I ever made was to buy Ebikes
691.	It's been a game changer and our rides are all on federal and state owned roads and trails
692.	I ride with an 86 year old man. He can get 25 miles in the mountains "
693.	Having an ebike isn't about speed. I'm often passed by riders on traditional bikes. Ebikes are about keeping the world of biking open to more riders who may need a little assistance, (for any number of reasons) to enjoy biking these beautiful trails. My ebike has enabled me to love biking again and to get out and see this city and the beautiful trails all over the region from a new perspective. Please don't take that away.

694.	My e bike has changed my life and is helping me improve my physical health. I have a serious back injury after an accident and having the throttle to get the bike to start moving was a game changer. I am so happy again. All bikes need to respect a speed limit. Please consider the varied reasons people purchase these bikes. I have found it is rarely about speed.
695.	Many seniors and people with mobility issues can't ride any other type bike than an ebike
696.	I am a long time mountain biker and am extremely fit but now due to a health issue I have switched to an ebike. In my mind class 1 bikes are no more harmful than a regular bike but allow a wider range of people to enjoy the trails. Please don't assume ebike riders are lazy. There are many reasons people can benefit from riding them from worn out joints to heart issues to lack of fitness. Please keep an open mind.
697.	Ebikes are bicycles, they are NOT motorcycles or scooters. All types of bikes should be allowed, as long as cyclists obey the rules and standards for use of trails/paths, same as hikers are expected to do. Restricting ebike use in public lands means cutting off access to those places for recreation from people like me, who cannot ride a regular bike.
698.	I have chronic pain and COPD. Without my ebike, I wouldn't be able to use the trails.
699.	For maximum safety, e-bikes should be able to travel closer to normal traffic speeds on roads to or in a park. Once on a park trail, having a throttle with a "walking" mode (0), helps an older or weaker rider walk a bike up steeper trail inclines while minimizing trail damage.
700.	All Ebikes should be allowed on trails. Discriminatory for riders that need electric assist and couldn't get out on trails otherwise.
701.	I have both class 1 and class 2 bikes. I bought them to be able to shift between regulations. I think there is bias towards e-bikes and on trails, I have seen no issues. It is an age thing, these bikes have made me enjoy the ride again.
702.	Allowing e-bikes will open up more trails to people who cannot enjoy them now.
703.	Due to health reasons ebike needed to ride trails
704.	The newer pedal assist gravel bikes by Specialized as an example, require significant input and at most, double your power. They are light weight enough to allow older riders such as my wife and me to transport the bikes without the need for assistance. They do go up to 28 before motor suites, but going that fast off-road is not in the cards. They do allow us to ride them like our road bikes on roads when cycling with our kids and young friends. We can't afford 2 types of ebikes, so unless the rules change we won't be able to use many trails we love but can no longer manage on our nonmotorized bikes. Thanks
705.	I'm 66 years old and have had knee replacement surgery. Ebikes allow me to continue to ride in nature, which I love to do. I'd like to see more places where I can legally ride, and don't see much downside to it.
706.	"I love to ride with my family and enjoy nature. Because of physical challenges, it would not be possible without my class 2 E bike. A safe speed limit might help, although realistically it would not be enforceable.
707.	Any trail that allows bicycle use is going to have fast, inconsiderate riders. An E bike wouldn't change that. E bikes are typically heavier and slower than a nimble nonmotorized mountain bike.
708.	People that aren't inclined to mountain bike might get out and enjoy some healthy exercise if they can use an E bike."
709.	I have an e-bike because due to health reasons I couldn't exercise otherwise
710.	I ride an ebike because otherwise I am unable to recreate due to life with blood cancer. Being out in nature is very important to me. With accurate signage listing speed limits, what paths are available etc, other riders will be respectful of all trail users and

<p>speeds etc. Maybe create a board of ebike users for trail use and education. Create an ebike trail use board, open to allowing more people to use the trails who wouldn't otherwise be able to get outdoors. Ebikes are here, more are coming. Let's embrace this wonderful opportunity.</p>
<p>711. My husband and I bought these bikes so we could get outdoors, get some exercise and see the forests despite medical problems and old injuries that make it difficult to ride a traditional bike. We ride them the same way we would a traditional bike and can see no reason to restrict people's access to the natural environment.</p>
<p>712. We ride e-bikes, so we are able to ride a bike. Age and health have put a damper on being able to ride without help.</p>
<p>713. Due to age and health/balance issues, I can only ride a bike if I have an e-bike with a throttle to get me started. I can not propel from a standstill without that little boost. My ebike gets me out biking. I should be able to responsibly enjoy the same paths others enjoy for as long as I am able. Please don't restrict my life.</p>
<p>714. Pedestrians have numerous sidewalks and safe places away from cars that bicyclists do not have access to, and the roads are not always safe to ride, at least give us the trails. As a 61 YO I cannot handle the hills so well anymore, the Ebike allows me that little push to keep going.</p>
<p>715. Ebikes allow people like myself, who have knee and other mobility problems, to exercise and enjoy the trails. Used properly, they are very safe.</p>
<p>716. At 70 years old ebikes allow me to spend more time on trails. Also allow me to enjoy a larger number of trails.</p>
<p>717. The use of a Throttle, with out pedal input, is needed on hills, sand, to get the bike moving, especially for older people. 20mph should be the absolute limit</p>
<p>718. Honestly as more folks buy ebikes...especially those over 50...to me it should not matter the class of ebike....but be more a specific limit of speed. Require that ebikes...actually all bikes should not exceed speeds of 15 mph on trails, roads, etc.</p>
<p>719. Elderly and not so healthy people need access to these trails. I don't advocate electric mountain bikes etc. ... if you're mountain biking use a class 1, you're pretty healthy.</p>
<p>720. I need the pedal assist to ride my bike. I have bad knee and heart problems. It enables me to ride. I do not ride fast. I like getting exercise.</p>
<p>721. I have always loved exploring trails and parks. I have found with aging comes limitations. Restricting E Bikes takes my ability to be out and exploring. I do not see why this is even a conversation. They are all bikes. I just need a little help going up hills and making the distance.</p>
<p>722. I have a class 2 and prefer paved roads for safer riding. I also am 64 years old and never go fast. I have reached 12 mph but really prefer slower and am always slow when other people around on the trails. It concerns me that I hear ebikes should be banned because 99% of us go slow!</p>
<p>723. As part of the aging population, my physical limitations reduced my ability to cycle. My ebike gave me a 2nd chance to get out with my family and keep up with them. Sheer joy!</p>
<p>724. All ebikes should be allowed. If there are concerns, place speed limits or say no throttle use. They should not be banned. They enable a lot of people to have access who otherwise wouldn't.</p>

725.	There's no evidence to suggest that ebikes cause any more damage to the area than non-ebikes. Bans on ebikes amount to discrimination against people who would otherwise be unable to use trails.
726.	I'm close to getting a hip and knee replacement and hope to be on trails for years to come. Maybe on an Ebike
727.	Being 69 years old and suffering from arthritis, riding my class 3 ebike is my only option to use trails.
728.	E-bikes are not any more destructive to the land than a normal bike. They should be allowed anywhere biking is allowed. People who've never ridden them seem to believe they are as destructive as a motorcycle. Not true. There are always a few people who are out to be destructive, but these people don't care about laws anyway. As an aging person, it's a great way to enhance my decreasing mobility.
729.	The problem with the e bikes is less fit and experienced people are getting further in the woods unprepared with poor balance and muscle development and lack of awareness.
730.	Age is a factor that allows a class 1 ebike rider to continue his favorite sport for more years
731.	"I have seen people out on trails who are in very poor health (I am an RN) in places they shouldn't be, riding electric bikes a lot more lately. Who will come to extract them if their electric bike runs out of juice or if they have a medical emergency?
732.	One spot in particular there is no cell reception because of terrain.
733.	I ride horses as well and can see an incident happen where an electric bike silently comes upon a horse and rider spooks the horse, throwing the rider, injuring the rider. Who will be sued, for this incident?
734.	Who will be at fault for not yielding?
735.	Remember... everyone yields to a horse and rider. I have had a mountain biker tell me everyone yields to a bike, as he rode past me... Keep in mind I also mountain bike 2 to 3 days a week as well."
736.	I don't currently own an e bike. But I anticipate when I get to an age where biking becomes difficult I would probably seriously consider it.
737.	I have not experienced any trail damage or negative trail user encounters since riding my ebike on multi user trails. It strictly allows me to continue mountain bike riding at age 70.
738.	Many older and aging Americans are seeking out alternative mobility forms so that they may stay active, resources are limited in many parks.
739.	E-Bikes assist older people getting back out to ride and enjoy the outdoors.
740.	I feel it is critically important to allow class 1 ebikes and maybe even class 2 if required by a health condition on nonmotorized trails.
741.	A class one bike still requires pedaling, is quiet and no more destructive on trails than a normal pedal bike. It allows one to travel further and see more territory and allows people with certain health conditions to recreate period.
742.	I've had an E-MTB for 2 years now and split my time between my regular bike and e-bike. I use a tow rope to pull my kids to the top of the hill so they can enjoy the ride down. They don't like to pedal up hill, would you if your mountain bike weighed half your body weight? I also use the e-bike on recover days so that I can still get outside and enjoy the woods. I've helped more people get into the sport by bringing them along and letting them ride the e-bike while I pedal my analog. E-bikes also help me bring tools to into the trails for trail work days.

743.	I think class 1 %2 should be allowed.not everybody is physically able to walk and peddle through hills for many miles. we're not all in our 20's anymore. getting meat out before it spoils is important. I've seen people hunting further than they can get their meat out beore it spoils. some people don't care but I do .
744.	I have asthma and cannot complete a ride with a traditional bike. I use a pedal assist emtb to be able to ride with friends and actually be able to complete a ride. Otherwise I'm stuck at home. It's a crutch that makes all the difference in the world. Still have to work your butt off but it provides that little bit of help.
745.	My 5 year old son has an ebike that he rides while i pedal, it's life changing for him and for me to be able to do that with him. I would say worse case, there should be designated days where ebikes can go, but an all out ban is probably overkill.
746.	E-Bike level the playing field for those that are otherwise physically unable to enjoy trails. Not allowing e-bikes on trails limits access.
747.	I think e-bikes should be fairly limited and very special cases. There is something to be said to preserving our public spaces to. Non motorized use. While these can provide access to some who need it. Many abuse rules and me and my children have been run off the trail many times. Using assist in many areas is dangerous for all and if given a window people totally disregard the rules especially if not enforced. I would lean to very very limited e-bike use. As of now e-bikes already illegally push into forrest and wilderness areas.
748.	Class 1 e-bikes are mountain bikes with an assist. They require effort and skill to ride. The class 2 bikes are not bikes. They are scooters and are often ridden by those with minimal fitness and even less skill or knowledge. It always, but often. People that have physical challenges should be allowed to ride whatever they can. Those without physical limitations should be limited to Class 1 bikes on MTB trails.
749.	I think class 1 pedal assist bikes are fine for trail use and open the sport to a broader range of people.
750.	An average aging rider, such as myself, is still slower than younger, fitter riders on traditional nonmotorized bikes. Will still get cardio benefits, and can go no faster or create more erosion than fit nonmotorized cyclists.
751.	I am nearing 67 years old. I cannot make it up hills without the help of my class 2 bike. In my area, the only place for me to ride near my home is on roads with a 50 MPH speed limit, with no shoulders. Please allow me to e-bike safely away from cars on highways.
752.	Having a class 1 bike gets me outside more and allows me to explore further. Excluding them from mountain biking trails is discrimination towards people who need the assistance they provide. I remember when snowboarding wasn't allowed and this is no different.
753.	Being a mountain biker for over 20 years, this new class of mountain bikes makes trails more accessible for persons other than young, fit individuals. With an E bike I have the ability to ride with both my father and grandfather. It has changed their lives. Ebikes do no damage to the trails and it is my belief they should be allowed to share these public spaces. Thank you.
754.	We are in our 70s and ebikes allow us to enjoy bicycling.
755.	"Pedal assist" is allowing us older folks to keep on mountain biking, especially with some of the steep terrain we have in Leavenworth.
756.	Maybe a 55+ rule or something similar.

757.	eBikes are not just an alternative to regular bikes - I'm 62 years old and can no longer go the distances or do the things I used to. My wife is 67. eBikes are a godsend for older people who still want to get out there - without them, we'd be stuck at home more. My wife typically has the power level one higher than me - so it also helps level the playing field for couples with disproportionate skill and endurance levels. We have Class 1 bikes.
758.	No ebikes on trails. Bikes are a danger to others, adding motors will not make it safer. And if they can't physically do bikes and how in the event of mechanical failure will users get out of remote areas.
759.	As a user of a class 1 E-bike, we respect the trails and land in the same manner as a rider of a traditional pedal bike. The speed limiter maintains reasonable behavior and does not necessitate the same restrictions as level 2 and 3 bikes. Level 1 E-bikes still require user input and therefore perform along comparable lines as traditional bikes. Level 1 E-bikes simply enhance the experience for others and extend the opportunity to those with not only mobility restrictions, but also those with "less than prime" physical condition or with slight mobility setbacks. Level-2 and -3 units are comparable alternatives to fully powered machines like motorcycles, ATVs, etc. I believe that level 1 E-bikes should follow the same guidance as traditions pedal bikes as is the case with other states in the US. Thanks for your time and consideration.
760.	A class one ebike is the choice for more elder or physically challenged persons. When younger my wife and i rode regular mountain bikes all over the area. Since then my wife and myself both have had knee surgery and the only way we could get back out to the areas we love is via e bike. They have made a huge difference in our lives. Please allow class one bikes. The others, not so much. Thank you.
761.	I want mountain biking to be a more inclusive sport where people with a variety of physical abilities can participate. I think over all impact will be slightly more use of existing trails by a wider more inclusive group.
762.	"Ebikes have opened trails to scores of people that are physically challenged and seniors.
763.	Horses have the right away but all cyclists don't know nor understand how that relatrsyto them"
764.	Ebikes help people like me get out and be able to enjoy the outdoors. It's an assist. It's not meant to be a motorcycle
765.	Class 2 e-bikes should be only allowed on nonmotorized trails if the person riding has physical limitations which greatly hinder, restrict, or prohibit them from pedaling.
766.	I strongly believe Class 1 bikes should be allowed. They provide more access to trails for older riders or those who have physical limitations.
767.	There are many people that do not get outside for hikes/walks/rides, especially in mountainous terrain allowing ebikes class 1, allows them to experience nature while also helping the users in overall health. I have many friends who simply do not go because they are "out of shape"
768.	"trail usage comes with trail etiquette. while e-bikes open up the hobby for many new people, respect for trail etiquette is of paramount importance and is rarely observed in the current state of things.
769.	ebikes pass pedal-powered bikes in unsafe areas, generally allow less skilled users to hurt themselves faster, and allow less experience riders to ride trails that aren't in a state to be ridden (mud, damaged, etc)"
770.	Class 2 ebikes did not get enough coverage in the 5 choices. Class 2 ebikes are used by many seniors with health issues who mostly use pedal assist but occasionally need throttle to get moving, or to get better assistance up steep grades.

771.	I blew out my knees in my 20s, working in trail crews building some of the trails Washingtonians enjoy. Now I'm 61 and an e mountain bike has given me back the outdoors.
772.	I was a mtb rider in my younger years. Now at my age (66) with class1 ebike I can again enjoy riding trails while getting exercise
773.	This limited use only seems necessary to keep trails peaceful for all ages and horses.
774.	Class 1 only for healthy individuals.
775.	Unless there is a destination that needs to be reached. Or the person is unable to go without. The main reason I disagree for their use is the noise.
776.	"My wife and I are both senior citizens and having e bikes allow his to ride with our grown children and grand kids and keep up. We like to get away from the crowds and this allows us to go a little farther and keeps us active. We should be able to use e bikes where regular bikes are allowed. We also hunt and tthis allows us to get our game out as well. I think senior citizens should be able to use all WDFW and DNR lands with ebikes
777.	I can't afford an e-bikes yet, but they are not bad and allow more access to more remote areas for people that can't physically handle epic all day rides.
778.	Ebikes allow my 70 year old parents to ride and get regular exercise. I hope you consider allowing Ebikes for those that are unable to use a regular bicycle to help everyone stay active
779.	For some people it can be difficult to get a bike started on hills. The use of a throttle can greatly increase the ease of getting started on hills. In particular, my father who is 72 rides an e-bike and likes to ride on trails, but a lot of the time he needs the throttle to get started on hills. Allowing class 2 e-bikes would greatly increase his ability to use the trail systems.
780.	The reason I use E bikes is because I'm not able to walk very far and want to experience the outdoors
781.	Make the outdoors accessible for more so more a willing to support protecting the outdoors.
782.	My ebike is great for me now that I have retired
783.	"I'm getting old 61 year's of age and my class 3 ebike will still let me enjoy an outing in the woods.
784.	And the consensus is that it will improve your health riding an e-bike at my age. Because if I was riding just a pedal I would not be able to go as far and enjoy the outdoors.
785.	Thank you. "
786.	This would allow me to get out and enjoy our natural environment and be physically active.
787.	Ebikes are good for the trails network and the community at large. It is more inclusive, gets people who are partially physically limited to enjoy the outdoors which helps promote conservation.
788.	This helps us as we are the aging of America
789.	This is to help the aging of America be able to enjoy the outdoors where they wouldn't be able to walk as far
790.	E-bikes allow access to our natural resources to a larger, more diverse population than traditional pedal bikes, while having no more impact to the environment or trail surfaces. Some of us are no longer able to pedal long distances due to health, age, or fitness reasons. I used to be a super fit individual who could pedal for hours and miles. That is no longer the case. Since I started riding an e-bike, I've realized that others would enjoy the outdoors if they had easier access to the fun places I have been. Many riders that I

<p>know are stubbornly holding on to the reasoning that you need to earn your enjoyment of the outdoors by being fit and motivated just like them. They don't realize that they will not always be young and fit and able to ride all day. I think that the more people that are able to utilize our trails will result in greater involvement and advocacy for our trail systems.</p>
<p>791. E-bikes should be allowed where other bikes are allowed imho. Accessibility for those with limited mobility is important. Overall impact of all bikes should be evaluated carefully before allowing bikes on any trail.</p>
<p>792. I personally have a physical impairment and using an ebike let's me enjoy a lot more nature than I could ever see walking. My parents are getting older and while they don't have any impairments they love being able to see 20 miles of the trail rather than 2 miles walking.</p>
<p>793. E bikes are a way to get out of shape people on the trails. Celebrate exercise outside regardless of type of bike!</p>
<p>794. An electric-assist bike traveling at 20+ mph, might be a hazard to hikers of any age on the trails.</p>
<p>795. Allowing E bikes on non motorized use trails will put children, hearing impaired and folks who just move a little slower than some at risk. This is a terrible idea.</p>
<p>796. Environmentally, I don't see any difference between and ebike and a regular bike. Both can be pedaled and the ebike allows users with ambulatory issues to still be more active in nature.</p>
<p>797. My retired father and I both have 750watt ebikes that we use on roads that allow motorized vehicles. We do not ever go "off-road" and keep safety and laws our priority while riding. I wish you could see the joy in my fathers face when he is able to travel in the woods he loves that he wouldn't be able to get to simply by walking or bicycling. Please don't ban these bikes. I think ebikes give people opportunity to get to places they couldn't with out them. As long as Safety and the Law followed strictly by all riders, I am for them being allowed.</p>
<p>798. Riding an ebike had made significant improvements to my life. The argument that we are too fast is crazy, I'm passed all the time but the fast spandex clad bike riders who without a speedometer probably don't even know how fast beyond the limit they are going. It's not fair because I need help to ride I won't be able to use these trails, but that person can. I pay just as much taxes as he does right?</p>
<p>799. Ebikes do not have motors.</p>
<p>800. I am a senior and would like to ride on trails to access scenic areas that others on non ebikes can access. Not interested in rough terrain mountain type biking."</p>
<p>801. The use of class 2 ebikes allow users of all ages and fitness levels get out and enjoy the outdoors. Not limiting the trails to those that are in really fit condition. It is amazing how many people I have seen enjoying the outdoors in the last year on an ebike!! Please allow them to continue.</p>
<p>802. Should be allowed for 50 and older.</p>
<p>803. Primary objective is only allowing a low-torque machine that will not SPIN OUT, damaging trail. Priority should be allowing access to an aging rider who is still able to pedal, but will go slowly.</p>
<p>804. Please allow ebikes on Wdfw land. They do not give unfair advantage but help us 60 and older still get into areas we would otherwise not be able to.</p>

805. There are a lot of people like myself who have an ebike due to limited mobility or fitness level. Having them helps open the world again and they ride to enjoy nature. It seems silly to try to make a rule between ebikes because most people don't know the difference between classes, and who is going to enforce it. Make rules that protect the land/resource so riders can help preserve the areas they love to explore.
806. It is incompatible for any vehicle capable of traveling at speeds beyond 4 MPH belong in a nonmotorized trail where normal walking speeds for all other users are 2.5-4MPH...especially those ridden by someone who has additional physical impairments. Plus, these bikes make little appreciable sound to warn game or other trail users of their approach from either front or rear. My experience is that bicyclists have very little regard for proper trail protocol, especially regarding horses & mules...they cling to the uphill side of the trail instead of taking the downhill side position when meeting & passing & often refuse to engage verbally with riders to put equine at ease while passing on the trails. I vote NO to ANY motorized bikes on nonmotorized trails. No one can enjoy the scenery or sounds or game or fellow trail users at any bike speeds whether electrically assisted or not. Please, No bikes on nonmotorized designated trails, ever!!! Catherine Christie, 253-579-2893, CathieChristie@Windermere.com
807. Special accommodations should be available for anyone 65 and older
808. I am 67 years old, retired after 32 years with the California Highway Patrol, and recently moved to the beautiful state of Washington. My wife and I both own Rad E-bikes in order to maintain my health. We have approximately 3,000 miles on our bikes, riding mainly paved bike trails. I think that the majority of the people I see riding E-bikes are responsible and would follow the rules if allowed to ride on all trails. I appreciate this the opportunity to respond to this survey.
809. many people ride pedal assist bikes to CONTINUE to ride due to health and or physical deterioration Personally not a fan of Class 2 as they are not Pedal Assist and controlled with a throttle.
810. My primary mode of travel on trails is by horse/mule because I, and other equine users, may have mobility issues that prevent hiking. Traditional, peddle only bikes are very quiet. This would, most likely be the situation with e-bikes. Startling a horse on a trail has the potential to cause serious injury and/or death to people using both equines and e-bikes for transportation. It may also create a situation where the horse has serious injuries that would result in the need to kill the horse or horses involved. This situation results in many undesirable outcomes. Obviously, injury/death of human users is unacceptable. In the case of the need to kill the horse(s)/mule(s) this will make the trail unusable for a possible lengthy period of time since it now has a dead animal on it. I understand the desire for a person with mobility issues to experience the trails, I question the number of those users would actually use the e-bikes in such areas. In addition, if one user is allowed to use an e-bike on a trail, the more it will be questioned by all e-bike users. (i.e., Why can (s)he use an e-bike and I cannot?) This is already an issue of concern on multiuse trails. I propose a rule that only allows e-bikes on certain trails and equines on others. The determination of which would be allowed on each trail could be determined in a number of ways such as public announcement followed by public comment periods. I suspect that trails used heavily by equines and those used heavily by disabled people will not have much overlap. The trails used by both parties should be limited to equine or human powered modes of transportation and that these trails are so marked. Instruction for right-of-way being needs to be obvious and available giving all user groups advance knowledge of other user groups in the area.
811. I support opening up the non motorized trail systems toe bike users and allow less physically fit individuals the opportunity to enjoy many of the spaces that ultra fit people get to enjoy.

812.	One of my additional concerns, especially as older riders use e-bikes is the handling of a much heavier bike at speed. These bikes are 2-2.5 times heavier than pedal-only bikes. Can create handling problems on certain terrain depending on upper body strength, reflexes, riding experience, etc. And regarding bikes in general- faster is not always better.
813.	Our population has increasingly high obesity and health issues. The majority of ebikes are owned by older, less aggressive riders. An ebike allows families with traditional bikes to ride together, however the current trail rules severely limit riding options.
814.	Hiking trails not open to bicycles should stay closed to bicycles. Non green dot roads should be open to electric bicycles since they're quiet and allows those with walking issues to explore areas they otherwise couldn't hike into.
815.	People also Fail to Understand there is a "Natural Terrain Implied Speed Restrictions" ... You can only safely travel as fast as the trail terrain permits ... usually about 5 - 10mph on steep/rugged & winding terrain uphill and slower downhill ... if you're lucky maybe 15mph on a flat straight-away ... point being ... it's almost a "moot point" whether your using a Class 1 or 2 or even Class 3 e-bike because the natural terrain dictates the proper speed ... unless a person enjoys wiping out alot! It's only the flat straight-aways that are of concern where people tend to ratchet-up the speed. i.e. the Klickitat Trail for Example if e-bikes were permitted... you're really trying to manage for two demographic groups ... Young and Older People ... The Youth have "No Fear" "Invincible" ... I certainly was ... and will take Risks ... Older Demographics tend to Self-Regulate Better and Only Go As Fast as they Feel Comfortable with and Allows them to Go Further and Enjoy Places they Never Could Before ... and That is What it is All About! Accessibility!
816.	The lower-speed ebikes provide accessibility to seniors like myself with ongoing arthritis and recovering from knee replacement. We would not get to enjoy the outdoors otherwise unless from a gas-powered vehicle, since we cannot walk very far. I prefer to reduce my carbon footprint as well as stay healthy into my old age.
817.	our wild places should not limit access to only those young and healthy enough to get there without assist
818.	I think e bike are great for getting older and injured people out on bikes to enjoy the trails. Class 1(20 mph) is fast enough, any faster than that and you will risk having collisions at intersections which the DNR would be liable for. But please allow class 1 e bikes, the BLM has legalized them without any issues I am aware of.
819.	E bikes should not be allowed on any nonmotorized WDFW roads or trails or any DNR nonmotorized routes where there is good hunting. I am a passionate bird hunter AND e-bike rider(old with heart failure). Hunting and game must be protected. It is okay to allow bikes on land where game and hunting will not impacted.
820.	"Class 1 eBikes are not particularly fast uphill and no faster on the downhills than a normal mountain bike. Their advantage is in increasing accessibility; allowing more people to do ""epic"" rides without the high bar for age/fitness or free time to train or spend hours pushing up the longest climbs. A factor to be considered is the high cost- people buying eBikes are generally aware of trail etiquette & safety, and are self sufficient.
821.	My experience with other eBike owners has proven this out. I see no downsides to allowing class-1 eBikes on mountain bike trails."
822.	Not sure if 1 is top priority but that is what I meant. I understand some trails are not suitable for bicycles. However, for trails that currently allow bicycles, then pedal assist bicycles should be allowed for us old folks.
823.	An e-bike has kept my pre-diabetic diagnosis from turning into diabetes. My 45 year old knees can no long do climbs so without an ebike I'd be out of cycling. Please allow class 1 ebikes on all trails bikes are allowed. Thank you!

824.	Although I do not own an ebike yet, I have ridden several and find that they enable me greater access to the outdoors as I have asthma and an ebike lets me ride even when I am not breathing very well, which is good for my overall mental and physical health. These should be allowed because they allow a greater range of people to access and enjoy our public resources. Banning ebikes means that only people in the best physical condition can enjoy trails for biking and strikes me as discriminatory. Our state should take pride in allowing ebikes on our trails to be more inclusive of the needs of our broader population.
825.	Put a speed limit on ebikes suitable for that trail, but allow all use. Don't let the "hot roders" ruin the access for us elderly who ride for the pleasure of the ride.
826.	The Department needs to not lump all trails into one category please. The Burke Gillman trail is definitely not the same type of trail or has the the same type of traffic as Forest Service Rd 9020 in Eastern Washington. The Burke Gillman trail has problems with sanctioned riding clubs riding way too fast with their \$5,000 dollar bikes. People that own E-bikes aren't in it for the speed. They want and need assistance to enjoy the experience or the memories of the past when they had youth or pre injury abilities.
827.	Class 1 has the same impact as a regular mtn bike but my wife who has lung issues can ride one
828.	i think that this could benefit the elderly in alot of ways, my mom for example has health issues and cant hike or bike, however she uses her E bike to get herself around. the disabled should get the opportunity to go out and explore nature just as much as the rest of us.
829.	Senior citizens, over 65 years old, should be exempt from ebike prohibitions due to aging health. We need all the exercise we can get. Ebikes facilitate old folks exerciseing.
830.	I am 72 and need the help from my ebike to use most trails. If you have peddle only, you can't start on a hill. I use my throttle to get going and then start peddling. When the going gets rough and I need to put my feet down to avoid falling, I use the throttle. Not allowing a throttle for older people isn't fair. We need it to start and for safety. I have a 1500 watt, 2 wheel drive fat tire bike. I should be allowed legally to ride it anywhere I want. The laws against motorized on trails was to protect trails from erosion caused by motor cycles. An ebike is nothing like a motorcycle. The motors aren't strong enough to spin the wheels and tear up the trail. Ever though they are electric assist, they are still hard work for older people and good exercise. If they are restricted for some reason, I think anyone over 65 should be allowed to ride anywhere, at least anywhere a younger able bodied ride can ride a none electric bike.
831.	I am 67 and want to be able to keep riding where non motorized bikes are already allowed. I want the assist of the ebike so that I can manage some tougher hills and always get back to my starting point. I don't see the need for class 2 or 3 bikes on trails and worry that those can cause speeding problems.
832.	Please disregard my public input (you already have, given your current rules). Please follow your emotions, not multiple beneficial use scenarios. Please continue to restrict and close opportunities for anyone who isn't a subaru-driving, WTA-whiner, hypocritical, close-minded, inconsiderate, 20-something with no joint issues who rarely goes to the forest, adds little or nothing to your monetary base, and continue to make open areas fewer and fewer under the false premise of protecting anything. Keep up the good work by destroying what is otherwise a no-impact recreational scenario because it isn't fair to level the playing field for someone who can't pedal like a 20-year old Ned Overend.

833.	I am retired and have had ACL and MCL injuries. The use of e-bikes has helped me stay active. I usually only ride on paved bike trails. Riding on roads is NOT something I will do since friends have died riding their bikes on roads with cars.
834.	All E-bike should be allowed, they allow older people to be able to get out and enjoy things they have given up on.
835.	"E bikes should be allowed with no exceptions.
836.	Everyone wants to be ""green"" so all E bikes should be ok.
837.	Besides a lot of us are at the age where we can no longer hike the steep trails. E bikes let us continue to enjoy our woods."
838.	E-bikes make it possible for me to hunt at my age
839.	E-bikes increase access for those of us previously limited by age and health conditions.
840.	I'm older and want to explore more terrain and the bike allows me to do that. I don't ride any faster than younger riders on non-ebikes, and frequently get passed by them on trails.
841.	I am a senior citizen that loves the outdoors. Allowing the use of Ebikes would allow me to stay active in the activities I have enjoyed all my life. Please allow.
842.	Some of us Seniors are unable to enjoy the trails on a standard bike. My E bike has enabled me once again to enjoy the great outdoors.
843.	E-Bikes should be allowed on all roads that allows bicycles. Elderly people that like to hunt or fish or just enjoy the woods cannot do it on a bicycle. I have an elderly friend that likes to borrow my e-bike because he can no longer hike safely or ride his mountain bike.
844.	Electric assist bikes enable older riders and people with physical impairments to be able to bike on trails
845.	As a trail hiker, I am willing to share the trail with quiet, not-too-fast e-bikes and courteous riders. I hope to be one of those riders soon. I am a healthy 74 year old and will appreciate the locations and destinations that will become available to me.
846.	Some things should be merit based and trails are exclusively that. If I want to access places I have to physically work for that level of fitness. Knowing that I only can do so while physically able to makes it a fixed constraint.
847.	I'm 62-year-old man I recently got hit by a car on San Diego and I'm using my e-bike to rehab my leg and my body
848.	ebikes are a game changer for those of us who are getting older and still want to ride and are not in the best of shape anymore. I still like to ride single and double black trails at 56 but getting to the higher elevations with out a ebike would talk those trails out of my reach.
849.	Ebike provides a form of low impact, tunable, healthy and active lifestyle, that was previously not available to many affected by health and age related restrictions. We should embrace this change and enable our environment to be enjoyed by more people.
850.	I think E bike usage should be allowed as currently described, AND anyone over age 65. This is done in Park City - see their rules.
851.	From my experience, Class 1 riders do do not ride any faster that non-ebikes when riding down hill. They might ride slightly faster up hill, but not in an unsafe manner. I'm 55 and am in not as good of shape as I used to be. The e-bike allows me to get out, get exercise, and have fun with younger fit mountain bikers. I always ride in eco-mode to save the battery, unless I'm exhausted. In that case I'm not going for speed, just assist.

852.	There are a tremendous number of roads that exist on state lands that should allow ebikes. Ebikes allow older people like me with compromised health issues to continue to recreate on public lands . My wife's and my ebike make very little sound and are not capable of eroding and tearing up roads or trails - as motorcycles are capable of doing. They do no harm, and should be allowed. Thank you.
853.	At age 78 with a replaced knee and spinal fusion, I am pretty much limited to a class 2 e bike for outdoor woodland experiences. It does make a significant difference in mobility.
854.	"There are differences in abilities that cannot be avoided. I cannot swim, but I don't expect lakes, oceans and rivers be changed to make them ""accessible"" to me. I cannot carry heavy packs for long backpacking trips, but I don't expect that every trail be changed to allow motorized transportation. There are thousands of trails of all different skill and ability levels, and I choose activities that I can do.
855.	Trying to make all trails equally ""accessible"" would lessen the experience of many of the trails. It's perfectly OK to have different kinds of trails. "
856.	Class 1 ebikes do not erode the trail or disturb other riders. Older people, like myself, are unable to climb significant elevation as far as when I was younger. Class 1 ebikes are great for uphill access.
857.	"Ebikes allow older people who love biking and want to bike with family to continue to ride even with age related joint problems. It is difficult to find off road trails where ebikes are allowed. In many communities there are no safe bicycle roads/highways for any kind of bike.
858.	I'm concerned that there is only an assumption of physical ability to be able to go up the hills. Downhill is equally as demanding on the body. Therefore it is my belief that unassisted motoring anywhere on the hills are just encouraging serious injury in remote locations to people who wouldn't otherwise have been able to get themselves into trouble. I believe the % of pedal assist should be capped in addition to mph. I'm a fat (5'8" 235) 50 yo dude with a laundry list of injuries (top 3 are right knee rebuild, right shoulder rebuild and a T11 to L2 fusion due to being crushed) I own a 21 Ripmo AF, a 20 SC Bronson Carbon and an 02 FSR Sworks. Also I'm the father of a 26 yo Autistic daughter who does well to keep both wheels down on her 3 wheel bike. Im not some elitist purist that thinks only a select few should be allowed to cross into nature. But I do think we need to have the overwhelming amount of skin in the game when it comes to nonmotorized sports. The existing recreational communities should be encouraged to help guide them through legitimizing an organization to advocate for and build use specific trails. The electric motor off road vehicles are here to stay, but just because they REALLY look like a bicycle doesn't mean they are. They're motorcycles by form, fit and function. This includes the electric unicycle in all its evolving forms.
859.	Allowing class 1 bikes on trails that allow traditional mountain bikes increases access to those who otherwise may not have the physical ability to bike those trails and I think that's super important to consider when creating these policies.
860.	My ebike has changed my life. I went from not being able to walk around the block at age 43 to riding places I thought I'd never see again.
861.	I have asthma. I ride a class 1 bike. I'm always respectful around others on the trail, no matter how they're getting around on it. Please don't gatekeep me out of my ability to enjoy mountain biking.

862.	"There is no evidence class 1 ebikes cause trail erosion than other bikes. Class 1 e-Bikes only marginally increase the weight of a similarly capable bike, while some weight less than a highly capable full suspension DH 'acoustic' bike. Considering full weight (bike, rider, gear) and ebikes are virtually equal.
863.	Downhill speed is no greater than other bikes and represents no additional risk.
864.	Increased access and use of bike trails should be encouraged as it is for all rider groups, increasing diversity of age, sex, and ability."
865.	Class 1 E-Bikes should be allowed on all mountain bike trails. They are safe and allow us older folks the ability to enjoy the trails locally
866.	People 55 plus should have access. Trails that are shuttle rides should be Ebikes rides
867.	E-bikes allow this 63yr old to continue to enjoy our beautiful forests, which I have been doing all my life. It's a quality of life issue for me.
868.	There should be a speed limit posted. Many ebikers are old and go slow. I have been passed by many non ebikers.
869.	Pedal assist bikes should be allowed on all trails. It gives people that are older or less fit the opportunities to enjoy areas they otherwise would not be able to.
870.	E bikes should be allowed anywhere peddle bicycles are allowed. It has given me such joy as a person with a chronic illness to be able to be out in nature exploring in my ebike. I follow rules and don't go on trails not open for ebikes.
871.	Please expanded permitted use of at least class 1 ebikes. They enable me to continue to enjoy the outdoors in spite of increasing limitations as I age
872.	I have multiple sclerosis and work very hard to stay in shape, but I can't control my MS and an ebike would be great for days when I need an assist.
873.	Class 1 ebike really same as pedal bikes. Just is more inclusive and allows older, less fit citizens same enjoyment as younger folks
874.	Class 1 evokes just helps us be able to bike when are fitness isn't as good as when we were younger.
875.	I am a 32 year old sportsman. At 19 I hurt my back really bad and doctors wanted to fuse my spine then. I chose not to and went more natural routes of healing I recovered fully and remained very active until my late 20's when another back injury flared up the old one's damages. My spinals specialist have told me that my staying active kept my spine in good health until the disc just couldnt do it anymore. I have a herniated disc protruding into my spinal cord. It causing chronic nerve pain in my legs and back. I've come to live with this and my ebike is my way to keep me riding/hiking/walking and strong. Without it, I cannot access the mountains I live in like others. Laws that prevent me from utilizing this equipment are discriminatory against the lesser abled.
876.	Senior citizens should be encouraged to get outdoors on the trails for exercise. Ebikes facilitate their participation.
877.	I believe class 1 bikes can be managed on all current mtb trail systems as they are only assisting while peddling up hill primarily. As an active person getting older I truly appreciate the ability to continue the opportunity to continue to ride on trail systems I have supported and maintained in my younger years. Class 1 is an appreciated technology. Thx
878.	Think of older people who want to enjoy our recreational opportunities that might not be able to walk as an able-bodied person.

879.	While there is risk e-bikes could pose a greater threat to collisions, I feel that with pedal assisted bikes this shouldn't be increased enough to warrant prohibiting them from using fun trails. I do see the risk getting worse with increasing class of ebike and pedal assist is going to be marketed more to those people who aren't in shape or don't like climbing up inclines without assistance from a motor.
880.	I have a class two because I have knee pain that makes starting from a stop painful. It reduces the pressure on my knees when starting off.
881.	E-bikes are no more intrusive than standard bicycles, and should be allowed anywhere a bicycle is. They also allow people in less than ideal physical shape to access places they otherwise couldn't go.
882.	I just want to say having an E bike has help me because I am getting up there in age where writing normally is too complicated and this allows me to enjoy the outdoors still and feel comfortable with riding my bike and when I need assistance it sure helps to have that assistance and I can feel like I can go back out on the trails even at my age
883.	I find that e-bikes with there larger tires have less impact than traditional mountain bikes. The throttle is a life saver in some of the deep ruts and switch backs where my parents have a hard time muscling the bikes around.
884.	The people who I see on ebikes are older (like me) and just can't ride very far anymore, or can't manage hills. Most don't go very fast for safety reasons. We just want to go places!
885.	E bikes allow segments of the population to enjoy to outdoors. An example is a grandparent able to join a grandchild on a ride. As long as the rules and respect for hikers is promoted and encouraged I see no problem.
886.	I mountain bike exclusively and have for the past 15 years. There are a lot of people who feel very strongly against e-bikes. The only issue I've ever seen with ebikes is that those riders are enjoying themselves even on steep uphill while I'm miserable and jealous of them. On the downhills, I've never been able to tell an ebike from regular bike. Out on the flat trails, I've never really been able to tell a Class 1 ebike from a regular bike. Class 2 and 3 bikes are a bit different, people tend to zip around on them like they're motorcycles and endanger people but Class 1 bikes always seem like people who just want to enjoy biking but may not have been in the physical condition to get into it and this has let them. I love mountain biking and I fully support access for everybody including Class 1 ebikes!
887.	Riding an E-bike allows me to get out and get exercise and explore. I would not be able to do the same on a regular bicycle.
888.	We senior citizens need to be allowed to carefully and politely use our e-bikes on trails that are DESIGNED for bicycle use. I am not talking about mountain biking with that statement.
889.	Everyone should be able to enjoy public land. Not everyone can hike or ride mountain bikes all day. I know many people who would love to see the areas that they used to see when they was younger.
890.	"E-bikes open the trails to many that could not otherwise enjoy it. Also, e-bikes do not cause accelerated deterioration of the trails.
891.	What good are the trails to the public when it is not accessible to everyone.
892.	I do not believe a class 3 e-bike should be allowed anywhere and if they are, children should not be allowed to ride them on trails. I have seen them put older adults in jeopardy.

893.	All e-bikes should be allowed on non motorized trails as long as they are not exceeding speed and are courteous to others. I believe most riders are careful and are usually a little older.
894.	"We only use the class 2 throttle to get going with from a stand still. They both have fat tires for stability. Class 3 bikes are for the younger generation whom usually display no respect to others.
895.	"Im 81 Yrs old. I couldn't be out if not for my E Bike. I think a Speed limit would be more equatable. Thanks.
896.	I strongly agree with ebike usage. I have spent my whole life being healthy type 1 diabetes should not stop me from doing what I love. I was and always have been an avid bike rider now I suffer with an afib and unfortunately utilizing the bike assistance is the only way I am able to ride some days
897.	Many people that could not get out and enjoy the out doors are getting out on ebikes. Please, no restrictions on them. Health and fitness should be prioritized for all in WA.
898.	I hike, I ride. I sometimes hike on bike trails but would NEVER bike on a hiking trail. They are not made for that. I do go on mountain bike trails using pedal assist (I'm 76). You can always add more access in the future but taking away access in the future should you find problems with the arrangement will be nearly impossible. Slow steps.
899.	E bikes are dangerous for folks with young kids, older dogs, and those with difficulty hearing (partially deaf myself). Allowing access to these types of bikes would limit access to many more and create dangerous conditions. I love my e bike and use it daily but they belong on roads.
900.	Any change in the current rules will simply increase the trail usage and the negative impact to the environment. I support ebikes for accessibility and utility only. It's a safety risk additionally with riders of different spreads and abilities on the same trail system(s).
901.	Thanks for making a well thought out policy that takes seniors into account.
902.	If you can keep from hitting objects and people. I am willing to share . If when I get older I need help to get up the hills I should ot have a law to restrict me from doing so .
903.	My eBike allows me to enjoy the outdoors despite advanced age and musculoskeletal problems.
904.	"Allow us older generation opportunities to
905.	Ride with pedal
906.	Assist ebikes same
907.	As regular pedal
908.	Bikes"
909.	"If there is a need to look at (whatever type of motorized assist) vehicles (bikes, wheelchairs etc) for those who need assistance, then lets look at that. But e-bikes are just bikes motorized by battery rather than gas. Why should they be treated differently.
910.	And those who just want to walk, should have a place for that too. Without having to shuck and dive all the motorized (electric or gas) stuff. "
911.	They help increase accessibility to all fitness levels
912.	Ebike's make it easier for many of us that are getting up in age to still use the same bike trails that others use. We are not any faster and do not damage the trails any more than traditional mountain bikes do.

913.	Have seen e bikes allow folks that have physical limitations enjoy trails. Strongly encourage outdoor experiences for all
914.	E-bikes get the older citizens the ability to get and see more areas of our wonderful state
915.	Please understand that these etrikes are my only way to get in to enjoy these areas. I can no longer walk the distances. If something needs to be limited, do it by a speed limit
916.	I am 72 and hike a lot. Many peers cannot. E-bikes open the outdoors to many people who lack the physical ability to enjoy those resources. That is important.
917.	I love going out and enjoying picnics with my kids and my children are too young to get far on their own. I love the safety of being able to put them on the back of my Rad bike and pedal them out into the woods. I hope that reasonable ebikes continue to be allowed.
918.	I'm coming to learn some people need the throttle
919.	Gravel trails should be differentiated from single track. Pedal assist class 3 should be allowed for bikes with under 290KWh. These tend to be gravel bikes, narrower tires without full suspension and have similar capabilities as I peered road bikes and cross country bikes. No reasonable biker will be doing more than 12-15mph on a multituse trail. But I do see unpowered road and XC bikes being irresponsibly ridden on some trails. Basically, the difference between a class 1 and Class 3 bike is the rider because even 20 on such trails is crazy. Personal point: I'm 73, enjoy long distance rides on road and gravel. My gravel ebike class 3 allows me to ride with them my son and daughters on the road and on gravel 50 milers. It became my link to the outdoors that I love and have shared with them since they were out of the womb.
920.	When I e-bike 80% of the other e-bike riders are all eligible for AARP and are respectful of other users of the trails. They are getting exercise that they would not otherwise get as well as enjoying our trails. Personally I am 74 years old and would not be able to enjoy most of the trails without some assistance.
921.	I used to bike the trails alot, due to injuries sustained in the military I no longer can. I would love to be able to use the trails seeing as I fought and gave up my good health for them.
922.	I see no reason to restrict e-bike usage when ridden in a safe responsible manner. Many mature people who are in poor cardiovascular health can improve their ability to get out and enjoy nature and get needed exercise that otherwise couldn't get out on regular bikes.
923.	I do not rent or own an e-bike yet. My next bike will be an e-bike. I am over 60 and could use the help going up hill. I can't imagine an e-bike on Little Mountain Park trails but I can see having them on many other trails without difficulty.I love the rails to trails paths. I will still use my bike for exercise but when tired some assist is great. By allowing e-bikes, you are helping people get outside and exercise!
924.	No ebikes please. They are very heavy and often the user is inexperienced or is older with slower reflexes. It's an accident waiting to happen
925.	"We have class1 Ebikes and use them as an enjoyable way to get exercise and get out. Many trails have speed limits, very helpful. Limiting our ability to use trails will also reduce the our ability to enjoyably exercise which will long term increase the possibility of needing a handicap sticker. Isn't exercise an over all health boost and preventative for many ailments of aging?

926.	If the trail is open to mountain bikes let ebikes on those trails. This just allows people whom are older or people with some physical limitations on those trails.
927.	Class 2 bikes generally are used by older people (like us) who otherwise would not be able to bike.
928.	Most of us in our 60s use e-assist to get up steep and technical hills. Yes, I can climb a bit faster but it's a difference between 3-5mph and 5-7mph. I work hard.
929.	Class 1 bikes seem ok, to allow a less fit person to keep up with friend riding and open the trails to another set of users, but beyond user like that, it seems dangerous. What if someone's Class 2 bike breaks down and they can't walk out? More trail rescues needed which is dangerous for everyone. Also, sensitive areas need to be protected.
930.	E-Bikes should only be allowed on paved surfaces or on surface roads capable of supporting vehicle traffic. They should not be allowed on hiking trails including those that support mountain biking. I assume that people using e-bikes have strength or physical issues that necessitate the assistance offered by an e-bike. Broadening the trail usage creates addition physical risk to riders and increases trail damage. (The definition of bicycle should be clarified to recognize the distinction between mountain bikes and road bikes. Mountain bikes are now allowed on trails that neither road bikes nor e-bikes can safely use.)
931.	I think class 1 e-bikes can be useful for people with injuries, older people who maybe don't have the same power anymore, and people who are out of shape who are looking for a little assistance while they are new to the sport (mountain biking).
932.	Many people who cannot ride a trail or distance can now do so with pedal assist. This opens up this activity to many more people. It doesn't have to be a "pureist" sport.
933.	Some cyclists can ride faster than 20 mph on non-bikes. Ebikes generally recreationally used by older people who need a bit of support. In an aging population this helps keep people enjoying nature.
934.	I got a class 2 ebike for wife because of health issues so she can still ride
935.	My hiking capabilities are somewhat limited (age 76, pacemaker), still I wouldn't expect to use any sort of e-bike on a trail limited to nonmotorized use. In fact even traditional bikes seem incompatible with foot trails.
936.	ebikes are as fine as normal mountain bikes ... they make no more noise and create no more trail damage ... AND they give access to a much larger group of the public currently less able to access our great outdoors
937.	Some people do not have he strength and energy for a normal pedal bike. I am 70 yrs old and recently diagnosed with lumber stenosis. This makes hiking and trail riding on a pedal bike difficult. I would love to still go out on the trails where pedal bikes are allowed. I didn't see why e-bikes are not allowed on nonmotorized trails. Mountain bikers get going pretty good and can tear up the trail I wouldn't think that would be a huge issue with a E-bike.
938.	Class 1 e-bikes make trails accessible for mountain biking that i would not be able to travel on with a normal mountain bike as age comes into play.
939.	Due to age and joint problems e biking is the only way I can bike. I do not have enough stamina for hills and I have a bad knee. If I obey the speed limit I can't see what difference this makes to others vs a regular bike. Why are they firbidden at all. Should be the same as a regular bike.

940.	E-bikes allow the out of shape, older, broken riders to get out and enjoy the trails. Don't penalize a few bad eggs when most just use throttle to start and a little pedal assist, unless big hill then I up the assist, but turn down as soon as possible. Traditional bikes fly by me.
941.	Ebikes are allowing older, injured and handicap people the ability to get out and enjoy nature, be physical ,help the environment and enjoy time with family.
942.	Without my ebike I would not be able to ride trails and due to rheumatoid arthritis I can't hike like I used to. I bought the ebike thinking that it would allow me to enjoy the forest again only to find irrational prejudice and restrictions. I don't ride faster than regular bikes and there is no real evidence that ebikes cause more wear on the trails vs a heavy rider on a conventional bike.
943.	Wife and I actually ride slower on or E-bikes slower than most bikes. If e-bikes are outlawed from nonmotorized trails we will be forced to bike only roads. At our age we are only fit enough to ride e-bikes
944.	Everyone should be allowed Class 1. Disabled folk should be allowed also Class 2.
945.	Many e-bikes offer fat tires for enhanced safety along trails. This opens up a whole new area of access for those looking to improve their health. I strongly support class 1 and 2 e-bike access on trail systems and roadways. This is a critical health issue, particularly for adults 40+ who may not have the ability for all trails, distances, or hills. If we want to encourage the use and appreciation of our natural resources, this is an essential way to support a new class of growing outdoor enthusiasts.
946.	Due to health issues I need an Ebike to enjoy the trails.
947.	It's ridiculous that we have to go through this. I think anyone over 40 years of age should be able to ride all pedal assist in every location in the United States without being harassed or looked down upon. Younger kids are not going to ride them anyway that you need money and most of us are well educated and good people who own them.
948.	Use of an e-bike has been valuable in my rehab and physical fitness and gives me as an older person access to nature.
949.	I have injured my knee and can't ride technical anymore without an e-bike - California got it right - ALL trails should be open to e-bikes, this is better for everyone at all levels of fitness and increases the use of our great outdoors in WA state.
950.	I am old now and comfortable with walking and hiking and not allowing any bikes at all. Speed on the trail can cause injuries.
951.	Do not yet own an ebike but current health allows me to walk flat so an ebike is likely my only future trail access
952.	I'm 72 some of the roads closed to motorized traffic (or significantly un-maintained roads require pushing a bike up and over ledges and across streams, have a throttle to assist getting the bike over the obstacle is a big help
953.	I like the parks where there are separate trails for people on bicycles. I am in a hiking group of adults ages 60-92. We deserve to hike where it's safe.
954.	considering ebike purchase. in addition to ADA there should be an exemption. category for senior citizens too! we need the extra help!
955.	Many elderly have e-bikes and they are not that different than regular bikes as far as trails go.
956.	Class 3 Ebike have made recreating much easier for a lot of older folks and should be allowed everywhere
957.	My opinion is e-bikes absolutely need to have access on trails the same as pedal power. I have heard too many selfish arguments over the years and it's high time we allow people access for whatever station in life they are at. Of course everybody needs to respect the trail. In the early days of mountain biking there was discussion about basic access and I think we've been able to resolve

that issue. I know people that require E bikes and believe it is a quality of life issue that needs addressing. Thank you for sending this out
958. My class one ebike has allowed me to continue riding trails as I get older. I'm back to riding my favorite trails and enjoying an active life again.
959. Use of ebikes has increased accessibility to trails for people that couldn't before. I had brain tumor but don't qualify for a handicap placard. I can't ride a normal bike but with my ebike I can enjoy the trails again!
960. There shouldn't be any restrictions on taking a pedal-assisted e-bike on any trails that allow mountain bikes. The pedal assist allows people who don't qualify for a handicap sticker (e.g., the elderly) to also enjoy the trails.
961. We are not getting any younger and while my husband and I are very active, I see the value of some help!
962. Physical exercise is an overlooked and under appreciated necessity in today's world. Anyone making an attempt to workout, regardless of the location, should be enabled in order to lessen the burden on society to provide care for sick individuals, made sick by preventable disease. Riding on a hiking trail isn't a very viable solution, which to most logical humans will be recognized, but perhaps some confidence will be recognized in one's ability to reach the outdoors and explore. Hopefully after that small success, those will then step even further beyond their comfort zones and strike out on foot and continue their fitness journey. Allowing e-bikes is essential to opening alternative avenues to a fitter lifestyle and is more valuable than short term annoyance at an interruption while on a trail.
963. I have a bad knee. Some days it's worse than others. I should have a right to get out and enjoy what time I have left. Horses don't have any set speed so why should e-bikes. They don't pollute the environment or do they make any noise to disturb nature.
964. Class 1 & 2 would enable my two bow hunting partners who are 82 years old to continue to hunt the areas of the clockum. It's amazing that they still enjoy hunting!
965. I am 67 years old, and I have been mountain biking for about three decades, using only a human-powered bike. I purchased a Class 1 E-mountain bike one year ago so that I could keep up with my friends who are in their 30's and 40's. My riding "style" (speed, terrain, trail steepness, trail difficulty) has not changed since purchasing the E-bike, nor will it change.
966. I literally ride, run or walk trail a minimum of 5 days a week. E-Bikes are not dirt bikes roosting up the trails or terrorizing other users. They have opened up a lot of folks, who otherwise would not be outside, to enjoying the great outdoors. I see a lot of users older than me, and I'm 62, who are able to keep up/pace with friends and family they would previously have been left out of. The more people outside, the better.
967. I'm a 65-year-old long time mountain biker who wants to continue using trails. I strongly favor allowing e mountain bikes where other mountain bikes are currently allowed
968. Many ebike users like me have recently switched or supplemented their bike collections from nonmotorized to motorized class 1 ebikes. Why? We're getting older and want to continue to ride up hills with younger companions. Using an ebike rather than my nonmotorized bike has made NO difference in my use of soft-surface trails, nor does a single trip on my ebike impact the environment any differently than a single trip on my nonmotorized bike. I'm not adding to or changing noise levels, numbers of trips, or any other uses on WDFW and DNR- managed lands. I could argue that restricting use of my ebike on public lands amounts to age-related discrimination for many ebike users. If the concern is increasing numbers of trips to Washington public lands, you

need to document that allowing ebike use would actually contribute to this potential problem. If this assumption proves correct, then consider implementing a policy that limits total numbers of trips on these lands without discriminating against Class 1 and 2 ebikes.
969. We own class 1 e bikes, are in our 70's, and pose no threat to standard bike users. E-bikes allow us to continue to use public lands and resources.
970. I am over 65 and the ebike has provided me the opportunity to remain acitve, ride farther and enjoy our beautiful State. I would not be able to do this on a regular bike.
971. I am over 65 and ebikes are the only way I can get out into the country and get exercize. Having the slightly more power of a class 3 bike allows people of greater weight to ride also.
972. For my husband who is 80, it has allowed him to stay active and outside.
973. I've been riding trails for years. Now that I'm getting older, a class 1 ebike allows me to keep riding and ride terrain I wouldn't otherwise be able to ride plus keeping me fit
974. E bikes are great for the more senior population (Baby Boomers). I use the throttle (Class 2) to help me start riding and seldom use it after that using Pedal assist instead . My wife and I are 73
975. My class 1 ebike doesn't go unless I peddle. Im older, and I would not be able to keep up with family without my ebike. It's sad when the grandkids want to show me a new trail, but I can't because my bike is not allowed.

E-bikes allowed on a case-by-case basis:

Comments
Restrict use to seniors and the disabled.
Only in cases of handicap or disabled
For those who cannot ride regular bicycles.
Only for ppl with disabilities
Users with disabilities should have more liberal uses.
Only to allow access to the outdoors for disabled persons.
Only a class 1 ridden by a disabled person
Only if disabled
Bike allowed only trails for physically handicapped people
Only for people who qualify under ADA
Valid handicapped placard holders
ADA accessibility

People requiring ebikes due to a disability. Trail by trail based on impacts ebikes have on the trails, no ebikes on natural trails where they tear them apart
Official ADA placards required,
ADA use where bikes are permitted
Accessing THs when roads are closed.
As ADA
For people who say this oa the only way the can gwt outside. I.E. electric wheelchairs!
For ADA folks only on regular bike trails. I like the rules as they currently are.
Only for ADA persons.
If the user has a valid disability or health issue
Only by handicapped persons.
For all ADA mobility patrons.

Appendix 5: Focus Group

Assessment of E-Bike Use Situations

In meetings two and three, Focus Group members participated in a Strengths, Weaknesses, Opportunities and Challenges (SWOC) analysis of nine different elements of e-bike use. The summary below captures key discussion points.

E-bike Use	Strengths and Opportunities	Weaknesses and Challenges:
Class 1 e-bikes only on nonmotorized trails	<ul style="list-style-type: none"> • Class 1 e-bikes are the primary current use on trails • Offers a clear rule for users and manufacturers • Class 1 use is most like analog mountain bicycle use • Most traditional mountain bike manufactures only make class 1 e-bikes • Provides an opportunity to understand the impacts of e-bikes • Facilitates trail use for less able recreationists 	<ul style="list-style-type: none"> • Does not address fast-changing technology or direct-to-consumer sales of Class 2 or Class 3 e-bikes • Splitting class use makes public education and enforcement difficult • Could result in conflicts between user groups as Class 1 represents the largest volume of e-bikers • Requires clear signage and enforcement • Does not meet the needs of all user groups
Class 1 & 2 e-bikes on nonmotorized trails	<ul style="list-style-type: none"> • Throttle further facilitates trail-use for less able recreationists relative to Class 1 only • Benefits hunters and anglers who are a primary user of Class 2 e-bikes • Responsive to speed concerns with Class 3 e-bikes 	<ul style="list-style-type: none"> • Class 1 (pedal assist only) and Class 2 (pedal assist and throttle) are technologically distinct • Creates uncertainty around technology allowed on trails as Class 2 e-bikes have a throttle and are not full-time pedal assist; line between Class 2 and e-motorcycles becomes less clear • Splitting class use makes public education and enforcement difficult • Hardest class combination to enforce because Class 1 and Class 2 are technology distinct
Class 1 & 3 e-bikes on nonmotorized trails	<ul style="list-style-type: none"> • Benefits users who want to ride at higher speeds • Benefits the gravel bike community • Benefits hunters and anglers who may ride Class 3 e-bikes 	<ul style="list-style-type: none"> • Significant difference between Class 1 and Class 3 pedal assist speeds • e-bike speed is a concern of many trail users • Limited support for Class 3 in the mountain bike community

	<ul style="list-style-type: none"> Easier to enforce than Class 1 and Class 2 combined as Class 1 and Class 3 do not have a throttle 	<ul style="list-style-type: none"> Splitting class use makes public education and enforcement difficult
All classes of e-bikes allowed on nonmotorized trails	<ul style="list-style-type: none"> Enforcement would not be an issue Users can self-select e-bike class type based on terrain 	<ul style="list-style-type: none"> Lacks widespread public support Does not consider impacts on different wildlife or landscapes Ignores different user group concerns with e-bike speeds/safety
All classes of e-bikes allowed on roads closed to vehicles and motorized traffic	<ul style="list-style-type: none"> Provides recreation opportunities to more people including riders looking for alternatives to riding on roads without traffic Less likely to create user conflict than e-bikes on nonmotorized trails Model that is used in Europe 	<ul style="list-style-type: none"> Not responsive to Tribes and stakeholder who consider all classes of e-bikes to be motorized Creates funding concerns Could enable riders to access trails that are not open to e-bikes, enable trespassing, or increase poaching Could result in increased access and use further into the backcountry
Create a new motorized use designation for e-bikes (results in motorized trails for e-bikes only)	<ul style="list-style-type: none"> Aligns with the U.S. Forest Service policy Expands pool of motorized use advocates Ensures separate management of e-bikes and analog bikes and protects the traditional mountain bike experience Creates potential for new motorized trail system class for e-bikes only Responsive to concern of many Tribes and horseback riders that e-bikes be managed as motorized recreation 	<ul style="list-style-type: none"> Deviates from the three-class system that is standardized across 32 states and was enacted in state law with bicycle user group support Impacts e-bike access for commuting and on all types of roads/trails across the state Could cause user and public confusion Difficult to implement and manage separate trail classifications Could increase competition for trail maintenance funding; potential to pit e-bike riders against traditional biker riders, horseback riders, and hikers if trails are redesignated motorized for e-bike only
Create a new nonmotorized use designation for e-bikes separate from bicycles	<ul style="list-style-type: none"> Regulation for programmable e-bikes would not be an issue Pragmatic from an enforcement perspective Terrain would help users self-select the appropriate class type, which would reflect on density and recreation on the landscape 	<ul style="list-style-type: none"> Labels on e-bikes may not be consistent, which makes enforcement a challenge Lacks widespread support Does not have the nuance to address specific wildlife impacts or concern Does not address specific user group concerns

<p>Statewide e-bike approach for all DNR/WDFW lands and trails</p>	<ul style="list-style-type: none"> • Provides clarity for retailers • Provides clarify for the public and users; simpler than a case-by-case approach • More enforceable than a case-by-case or trail-by-trail approach 	<ul style="list-style-type: none"> • Does not address the nuances of recreation impacts on different ecosystems, habitats, or critical areas • Increase access complexity for users • Introduces more recreation use in already overcrowded areas.
<p>Statewide e-bike approach with case-by-case allowance for DNR/WDFW lands:</p>	<ul style="list-style-type: none"> • Emphasizes the importance of the local process • Provides incentive for local agencies to act • Creates an opportunity to include programmatic environmental review for trail systems or specific areas 	<ul style="list-style-type: none"> • Slow to implement resulting in more years of inaction when land management policies are already lagging behind recreation growth and advancing technology • Could result in conflicting local policies between agencies; challenging to enforce relative to a statewide approach.

Appendix 6. Additional Research

To supplement opinions gleaned from the tribal and public engagement processes, WDFW and DNR conducted research to gather applicable information from other external sources, including literature (scientific studies, surveys, and newspaper and magazine articles), webpages, interviews with staff from other public land management agencies, and pilot projects.

The research focused on the following topics related to e-bikes:

1. Social benefits of riding e-bikes
2. Demographics and buying behaviors of those who ride e-bikes
3. Technology trends that may affect how e-bikes will be used
4. Environmental impacts
5. Social impacts
6. Policies on public lands managed by other agencies
7. General themes with respect to management implications

Social benefits of riding e-bikes

E-bikes offer riders both physical and mental health benefits. One study found that the average heart rate with pedal-assist e-bike use was 94% of the average heart rate with traditional mountain bike use, indicating that even with the assistance of a motor, riders are reaching and exceeding thresholds for aerobic fitness even though their perceived exertion was lower (Hall et al. 2019; Fyhri and Sundfør 2020). Another study found that even though riding e-bikes requires less muscular effort and aerobic input than riding traditional mountain bikes, it still increases the metabolism of a rider (Nielsen et al 2019). Because e-bikers tend to ride twice as often and four times farther than they would on traditional bikes, most users are gaining physical fitness overall (Fyhri and Sundfør 2020; Surico 2021).

E-bikes offer social and emotional benefits as well as physical. They offer opportunities for some riders to ride with their family or friends who would not otherwise be able to do so and give some with physical restrictions, such as mobility limitations, cardiovascular conditions, or a lack of fitness, an opportunity to exercise and experience the landscape (Perry and Casey; Nielsen et al. 2019).

Besides the health benefits, e-bikes are also proving to be very useful utility vehicles for trail maintenance (Veach 2020) and law enforcement (Recon Power Bikes 2022).

Demographics and buying behaviors of those who ride e-bikes

E-bikes are a rapidly growing segment of the bicycle market in the United States. Between 2019 and 2020, the sale of e-bikes increased by 145% (Surico 2021), more than double the increase in traditional bike sales at 63% (WDFW 2022).

The surveys that were reviewed for this report showed that e-mountain bike riders tend to be older than traditional mountain bikers. One study reported that the average age of an e-mountain biker is 58, compared to the average age of a traditional mountain biker, which is 32. Most e-bikers are Caucasian and have had a full college education. More tend to be male and their median income is approximately \$100,000. Over 90% buy e-bikes with the intent of riding on public lands and have ridden traditional bikes on public lands on average 18 years prior to purchasing an e-bike. Over

70% of e-bikers still own a traditional bike. The majority consider themselves to have been skilled riders while riding traditional bikes. In general, people purchase e-bikes to use as they did their mountain bikes but with the goal of extending their riding as they age or after they have developed a physical limitation (Perry and Casey 2021).

Technology Trends

Technology is rapidly changing with respect to e-bikes. Advancements include lighter and more maneuverable e-bikes that have more subtle assistance and more closely approximate traditional mountain bikes (Walker 2022), programmable e-bikes (can switch between and beyond the 3 classes), e-bikes that are more powerful and faster (often exceeding the limits to qualify as a bicycle in many states) (Yobbi 2022), and e-bikes that cater to non-traditional customers (including hunters and fishers).

Adaptive e-bikes are being designed and produced to provide opportunities for those with disabilities such as multiple sclerosis, ALS, paraplegia, quadriplegia, hemiplegia, or those who have had strokes or single or multiple limb amputations to continue their outdoor biking pursuits (RAD Innovations 2021; Outrider 2022). Adaptive equipment might include handcycles, recumbent leg-cycles, bucket bikes and tandem bikes. (Kootenai Adaptive Sports Association 2022).

Environmental Impacts

Before addressing the specific impacts of mountain bikes and e-bikes specifically, it is important to understand some general impacts that recreationists have on the natural environment.

The existence of roads and trails alone affects the amount, quality, and connectivity of wildlife habitat. Natural surface, low-density trails are not typically associated with habitat fragmentation for mid- to large-sized species. However, trails can fragment habitat for small species and habitat specialists (e.g., amphibians, reptiles, and small mammals), especially when trail density is high (Miller et al. 2020). The condition of some roads and trails, particularly those that were not intentionally designed, poorly designed, poorly constructed, or inappropriately located can alter soil characteristics, spread invasive plant species, and degrade water quality through sedimentation due to erosion (Hammitt et al. 2015; Marion et al. 2016). Cumulatively, these impacts degrade wildlife habitat, changing the availability of important resources such as quality food, shelter, and water (Miller et al. 2020).

In general, negative responses that wildlife may have from human presence or recreational use can include flight response or avoidance of trail corridors; fragmentation or loss of habitat; modification of habitat use patterns; reduced fitness of some or all individuals within a population; alteration of population demographic processes (e.g., reproduction, survival, immigration and emigration rates); and habituation (Miller et al. 2010; Nelson and Bailey 2021). The effects of these responses can result in reduced population size as well as an increased likelihood of extirpation (local extinction) or changes in geographic distribution.

The direct impact of recreation on wildlife differs significantly given the multitude of variables. Generally, wildlife reacts more strongly to the presence of humans that is unpredictable or feels predatory, so in some cases animals will respond more negatively to non-motorized use than to motorized (Miller et al. 2020; Nelson and Bailey 2021). Different sexes and even different

individuals within a species may react differently to the same threat. Most studies related to the interaction between recreational use and wildlife do not compare effects across multiple spatial scales, however. Recreational use that expands over a larger area, such as that with motorized vehicles, will have more impact on a greater number of wildlife individuals and species (Harris 2013; Larson et al. 2016), particularly with associated noise (Larson et al. 2016; Miller et al. 2020). Impacts such as soil loss and vegetation disturbance can also happen more quickly and over a greater expanse with motor vehicles than with non-motorized use. This variability emphasizes the need to look at the specific wildlife species and recreation uses in a particular area when planning to minimize impact or disturbance (Larson et al. 2016; Nelson and Bailey 2021).

Research on the environmental impacts of e-bikes is limited likely because e-bikes are still an emerging use. Nielsen et al. (2019) suggested that environmental impacts (such as erosion, noise, pollution, and effects on wildlife) of e-bikes are no greater than traditional mountain bikes. One study evaluated soil displacement caused by a class 1 e-bike compared to displacement by a traditional mountain bike or a motorcycle. The study concludes that there is little difference between the soil displacement of a class 1 e-bike and a traditional mountain bike, but that there is significant difference between the impacts of both traditional mountain bikes and Class 1 e-mountain bikes and those of a motorcycle with a combustion engine (IMBA 2015).

Some land managers express concern that differences in how e-bikes are *used* could translate into increased environmental impacts. One study concluded that e-bike riders can ride faster, farther, and up steeper terrain than they would be able to on a traditional mountain bike. They are also more likely to choose single-track trails and reach higher altitudes with less physical exertion (Mitterwallner et al. 2021).

Whenever a recreationist can cover a larger area or greater distance per unit time, they will have more impact on a greater number of wildlife individuals and species (Miller et al. 2020; Mitterwallner et al. 2021; Nelson et al. 2021). With ever increasing numbers of people e-biking, and with e-bikers riding more often (see Demographics section) and faster, higher, steeper, and farther into protected areas, managers anticipate the environmental impacts of mountain biking becoming magnified by this growing subset of trail users.

Research has been done on the relative environmental impacts of traditional mountain bike use compared to other common trail uses. In 2021 the U.S. Department of Transportation studied bicycling impacts on National Wildlife Refuges, looking at the 200 of 560 total that allow bikes. This study concluded that there was little difference between the wildlife impacts of hikers and mountain bikers (USDOT 2021).

Another study showed that elk reactions (higher movement rates and flight responses) were higher in response to ATV or mountain bike riders than hikers or equestrians. The same study found that mule deer didn't show a significant response to any of these uses but were slightly less responsive to the ATV use than the others (Wisdom et al. 2004). Eagles were shown to be less alerted when mountain bikers passed by than when slower moving recreationists passed or stopped (Mitterwallner et al. 2021).

The speed and direction of approach can influence wildlife response to an activity. With many species, a faster and more direct approach, such as on a mountain bike, will elicit a longer flight response and from a greater distance than a slower response, such as by a hiker. If the fast approach is also quiet, as typically the case with e-bike use, it may be even more disturbing to animals (Miller et al. 2020). At the same time, recreationists that move especially slowly through the landscape and off-trail, like photographers and wildlife viewers who actively seek out and approach wildlife, can feel predatory and particularly threatening (Miller et al. 2020). It is also true

that the animals of the same species may react differently to the same recreational use at different times of day, in different seasons, or in different areas. Research for this report concludes that impacts from mountain biking varies among species and that it is hard to predict or explain the differences or even extrapolate to other species or other contexts.

Soil displacement, vegetation loss and impacts on water quality from traditional mountain bike use were shown to be similar to hiking and significantly less damaging than from horses or motorized use (Marion and Wimpey 2007).

Emerging research indicates that it is not the type of user that is the critical issue in resource protection, but more importantly the behavior of the users and the way that the trail (or trail system) is designed, constructed, and maintained (Marion and Wimpey 2007; USDOT 2021).

Social Impacts

In many parts of the US, other trail users have been surveyed about their perception of e-bikes and tolerance for sharing trails with e-bikes. These surveys show a wide array of perceptions and beliefs about e-bikes and those that ride them, but there is limited empirical data on negative social impacts specific to e-bike use (such as safety, speed, and user conflicts). Perceptions shared in these surveys include:

- E-bikers are inappropriately equipped and/or skilled or are unsafe to ride with based on perceived behaviors in overtaking (with higher speeds, and/or carried out with too less distance or without paying attention to oncoming traffic), a failure in adapting to turns or downhill sections, and riding up steep hills and therefore against their natural direction (and direction of other riders or users) (Chaney et al. 2019; Schachinger 2020)
- E-bikers will cause crowding on the trails (Nielsen et al. 2019; Schachinger 2020)
- E-bikers would require higher rates of rescue (PeopleForBikes 2017)
- E-bikers will be associated with motorized use that would result in limited trail access for both types of mountain bikes (Chaney et al. 2019)
- E-bikes will cause trail damage, diminishing the experience for other users (Nielson et al. 2019).

Some survey data indicate that other trail users often don't even recognize when they are sharing a trail with an e-bike and some indicate that they become more tolerant of the presence of e-bikes following greater exposure to them. A few studies indicate that after riding an e-bike, traditional mountain bikers will develop a more favorable view of e-bikes (Hall et al. 2019). For other trail users, however, exposure is not enough and of the user groups, equestrians are the least tolerant and most likely to disapprove of sharing a trail with e-bikers (Baechle and Kressler 2020).

To study a public response to e-bikes, DNR included them as a use on a new mountain bike trail system the department opened in 2021 at North Mountain in Darrington, WA. The survey responses regarding e-bikers were very different from those in areas where e-bikes were previously not used or not allowed. Even though 75% of the riders surveyed at North Mountain did not own an e-bike and 71% had ridden one fewer than 5 times, 75% disagreed that e-bikes would cause more damage to a trail than a traditional bike; 65% thought that even with the ability to ride farther, e-bikes would not cause more damage than traditional bikes; and 60% did not believe that e-bikes were more likely to create conflict with other traditional trail users than traditional bikes. In addition, 76% didn't believe that they were less safe than traditional bikes and the same percentage did not think they crowded the trails. Over 72% felt that e-bikes would encourage new

people to start mountain biking, 83% did not feel like e-bikes negatively affected their experience and 88% thought e-bikes should be allowed on the trails (Jarrett 2021).

Other Policies

DNR and WDFW staff interviewed several land managers within Washington and many across the country, read surveys done of land managers, and read materials provided on agency websites to better understand e-bike policies in other jurisdictions, their efficacy, and opportunities for improvement. Entities interviewed included land trusts and state, county, and local-level land managers in Washington, Arkansas, California, Colorado, Wyoming, and Montana. These places were chosen because of their similarity to Washington in being places with popular destination areas for traditional mountain biking, and in some cases, e-biking (see [Appendix 7: E-Bike Policies](#)).

Federal

Many DNR- and WDFW-managed lands are adjacent to United States Forest Service (USFS) lands, so it is important to understand the Forest Service policy for managing e-bike use. In March of 2022, the Forest Service finalized their guidance for managing e-bike use on USFS-managed forest lands. The USFS will manage them as motorized vehicles, but still use the three-class system (recognizing all three classes). There will be local processes, including environmental analyses, that determine whether to recategorize some trails from non-motorized to motorized to allow for e-bike access. The USFS also will create a new motorized trail designation that allows e-bikes but no other motorized vehicles.

The general guidance of the U.S. Department of Interior is that e-bikes should be allowed where other bicycles are allowed (although with Class 2 e-bikes there is a caveat that riders may only use the throttle while in public motor vehicle traffic and not on bike trails or paths). National Park Service superintendents and local wildlife refuge and land managers have authority to limit, restrict, or impose conditions on bicycle use and e-bike use where necessary to manage possible conflicts and ensure visitor safety and resource protection.

The Bureau of Land Management manages many areas in the west popular for mountain biking. The BLM allows authorized officers to allow, through land-use planning or implementation-level decisions, the use of Class 1, 2, and 3 e-bikes on non-motorized roads and trails where certain criteria are met. A recent example of how this has been implemented is in Fruita, CO, a popular mountain bike destination area on BLM-managed land in Colorado. A recent North Fruita Desert Trails Master Plan allows for Class 1 e-bikes on a specific trail system (the 18 Road Trail System), while all other non-motorized trails in the general area will remain closed to that use.

The U.S. Fish and Wildlife Service (also under the Department of Interior) National Wildlife Refuges empower each station manager to determine whether bicycling in general is in line with the refuge's statutory purpose and would be a compatible use. They are therefore able to make decisions based on their own experience and understanding of the local wildlife population needs and behavior. More on the National Wildlife Refuges and their management of bicycles and e-bikes can be found in the study done by the U.S. Department of Transportation in 2021.

A general theme coming out of guidance and policies being implemented by federal agencies is that they are deferring to local land managers to use information relevant to their area, local use patterns and knowledge of regional resources as part of a planning process to determine where e-bikes will be allowed.

State and Local

Many of the states studied for this report are currently reviewing their e-bike policies and evaluating the need to revise them. Besides Washington, there are 11 other states where state parks allow e-bikes (at least Class 1 e-bikes) on non-motorized trails.

Jefferson County and Boulder County in Colorado have been evaluating and actively managing e-bike use. In Jefferson County, Class 1 e-bikes are allowed on all natural surface trails open to bicycles and Class 1 and 2 e-bikes are allowed on all improved surface trails (those trails that have a surface “improved” with materials such as concrete, road base or crusher fines). The land managers interviewed note that even with a substantial enforcement team (29 rangers for around 260 miles of trail), the lack of user education has been a hurdle in compliance. Conflicts among user groups occur but mostly in response to bike use in general and not specifically with e-bikers. One point emphasized by these interviews was that policy enacted without enforcement capacity creates consternation from members of the public and inhibits systemic change.

In Boulder County, e-bike policy for natural surface trails is specific to the trail types (and the areas that have them) on their multiuse systems. On their “plains trails” (generally non-forested with wider and more consistent tread and longer sight lines.), Class 1 and 2 e-bikes are allowed. Except for those with a mobility disability, no e-bikes are allowed on “mountain trails” (those with more fragile tread, tighter sight lines, and more purpose-built design). There is, however, a pilot project under development to test e-bike usage on mountain trails where there is high demand for e-bike access.

Some of the land managers interviewed (see [Appendix 7: E-bike Policies](#)) commented that as overall awareness of e-bike usage increased (through education, signage etc.), conflicts decreased. They also noted that consistency of e-bike policy on interconnected trail networks is key for enforcement efficacy. Some hesitations around e-bike usage were related to the preservation of a desired experience by traditional bicycle users as well as enforcement complications with changing technologies.

Management Implications

Tribal considerations

Tribes should be involved early in the planning and development of new, enhanced or expanded existing recreation infrastructure to encourage protection of treaty rights and the resources upon which tribes and tribal members are dependent.

Environmental considerations

The design of trail systems, particularly when incorporating a new use such as e-bikes should include:

- A consideration of spatial restrictions (such as creating buffer areas) and spatial zonation in conjunction with temporal restrictions, particularly in high use recreation areas during critical times for wildlife.
- Areas of connected disturbance-free habitat.
- Involvement of both resource and recreation professionals in designing and approving trail alignments and locations of trail systems, which should translate into:
 - In-depth knowledge of the local species (particularly of their habitats, life cycle and reactions to different types of recreation) so managers can assess existing or potential impacts.

- o Trails designed to give cyclists the experience they seek to prevent off-trail travel or user-created trails, and located to avoid riparian habitat, wetlands, rare plants and animals, and critical habitat (Marion and Wimpey 2007).
- o Trails built on durable soils and along sidehills for drainage purposes, and to reduce the likelihood of trail widening or further trampling of vegetation.
- o Trails located and managed to create predictability of recreational use, which decreases stress on many wildlife species.
- Recognition that there is no good “one size fits all” approach to managing biking together with wildlife. Each area will have its own unique array of species that will have varying responses and tolerances for human disturbance. For this reason, it was suggested that management strategies will need to be developed to fit the place and circumstances, and it might be wise for certain watersheds to provide opportunities for some recreational uses while other areas might be better locations for other uses.

Social considerations

To minimize safety, crowding, and user conflict issues, the following should be utilized when allowing for e-bike use on a trail or in a trail system:

- Designation of directional trails, especially for descending (Nielsen et al. 2019)
- Trails that allow only pedestrian or equestrian travel.
- Management targeted at increased annual visitation rather than the restriction of use for a select group of users, as crowding will likely occur regardless of whether e-bikes are allowed in select areas (Nielsen et al. 2019)
- Utilization of wider trails when there are multiple uses allowed (Baechle and Kressler 2020)

Limitations and Gaps

The limited literature and empirical data on the use and impacts of e-bikes recommends caution for land managers considering the compatibility of e-bikes as a use on public lands. E-bikes remain a relatively new trail use compared to traditional bicycles, hiking, and equestrian use, and there is limited agency experience in managing them, and limited e-bike-specific research.

The following are limitations or gaps in research, surveys, or pilot projects related to e-bikes and their impacts and management:

- Limited empirical research on the impacts of e-bikes specifically on environmental, tribal or cultural resources.
- Limited empirical research on the safety or user conflict related to e-bikes, particularly on natural surface trails.
- Limited studies that differentiate between classes of e-bikes when investigating impacts.
- Limited information on the compliance with e-bike regulations in natural settings or successful methods for enforcing e-bike policies, especially related to class restrictions.
- Limited tests that have been conducted in a range of environmental, trail and user contexts.
- Limited information on successful educational materials or campaigns around safety and trail etiquette related to e-bike use

Opportunities for DNR and WDFW

It was clear through the additional research that DNR and WDFW conducted that many agencies are still in the process of determining the best ways to incorporate and manage e-bike use on their lands. It was also clear that there is not very much scientific data that has been collected related to the opportunities or the impacts of e-bikes specifically. To better be able to make management decisions based in science, there are opportunities that DNR and WDFW could take to further understand this use and its implications. Some of these include incorporating test trails or pilot projects on lands managed by either of the agencies where environmental impacts or other trail user perceptions and experience could be measured before and after the introduction of e-bikes. Either agency could conduct or sponsor recreational impact studies that evaluate environmental, cultural, and tribal impacts directly related to e-bikes. Lastly, DNR and WDFW could develop creative and effective signage programs to encourage appropriate user behavior and trail etiquette to improve safety, minimize environmental impacts and maximize the experience of other users on trail systems with e-bike use. Information gathered through these efforts could better inform future decisions about where e-bike use is most appropriate.

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Appendix 7: E-bike Policies

	Agency	Classes allowed on Motorized Trails and Roads	Classes Allowed on Nonmotorized Natural Surface Trails	Classes allowed on Nonmotorized Improved Surface Roads Trails	Notes
Local Agencies and Parks	Washington State Parks	1, 2, 3	1, 3	1, 3	Class 2 motorized based on their WAC. WSP has not experienced much conflict or seen negative impacts and there are no issues with managing under their policy.
	Olympic National Park	1, 2, 3	None allowed	Some trails signed open	
	Mount Rainier National Park	1, 2, 3	No biking trails available	1, 2, 3	
Federal Agencies	USDA Forest Service	1, 2, 3	None allowed	None allowed	Local process to designate trails as motorized e-bike (e-bikes are distinct motorized use type).
	Bureau of Land Management	1, 2, 3	All classes can be designated	All classes can be designated	Closed unless signed open. BLM land managers can designate use.
	National Parks Service	1 and 2 can be designated	1 and 2 can be designated	1 and 2 can be designated	
	Fish and Wildlife Service	All classes can be designated	All classes can be designated	All classes can be designated	Closed unless signed open. Refuge managers determine if ebikes are consistent with statutory purpose.

	Agency	Classes allowed on Motorized Trails and Roads	Classes Allowed on Nonmotorized Natural Surface Trails	Classes allowed on Nonmotorized Improved Surface Roads Trails	Notes
State Agencies	Arkansas State Parks	1, 2, 3	1	1	
	California State Parks	1, 2, 3	1 can be designated	1 can be designated	
	California Department of Fish and Wildlife	1,2,3			Beyond road, e-bikes are prohibited with a few exceptions (such as for transportation on certain wildlife areas between parking lots and hunting areas)
	Colorado Department of Wildlife (state wildlife areas)	1,2,3			Allowed on designated roads and within designated camping areas (campgrounds) that are open to nonmotorized biking. Visitors (including cyclists) are required to possess a proper and valid hunting or fishing license
	Colorado Parks and Wildlife	1,2,3	1,2		Class 1 and 2 have the same access as road and mountain bikes, Class 3 allowed only on roadways and designated bike lanes
	Idaho Fish and Game	1,2,3			E-bikes only allowed on roads that are built, maintained, approved, and designated for the purpose of transportation by a full-size vehicle.
	Idaho State Parks		1, 2	1, 2	

	Agency	Classes allowed on Motorized Trails and Roads	Classes Allowed on Nonmotorized Natural Surface Trails	Classes allowed on Nonmotorized Improved Surface Roads Trails	Notes
	Montana Fish, Wildlife and Parks	1,2		1,2	Only class 1 and 2 and on roadways and bicycle paths.
	Oregon State Parks	1, 2, 3	None allowed	None allowed	Classified as motorized. Policy under review.
	Wyoming State Parks	1, 2, 3	1	1	Little to no enforcement.
Other Agencies	City of Mammoth Lakes	1, 2, 3	1, 2	1, 2	State of California allows local jurisdictions to write their own ordinances. Mammoth Lakes follows the state norms, though many trails overlap with USFS land where ebikes are not permitted.
	Gallatin Valley Land Trust	N/A	None allowed	None allowed	Classified as motorized. There is no enforcement, so unofficially allowed.
	Boulder County, Colorado	1, 2, 3	1 and 2 on "plains" trails (wider, improved surface trails); exceptions signed closed	1, 2	Currently not allowed on non-motorized, natural surface trails in the mountains, but plan to go through public process soon.
	Jefferson County, Colorado	1, 2, 3	1 (with exceptions signed closed)	1, 2	
	Saskatchewan Ministry of the Environment	Wherever ATVs allowed	Wherever ATV's allowed	Wherever ATV's allowed	E-bikes treated same as ATV's, which are restricted in sensitive areas such as wildlife lands. There is an interest amongst

Agency	Classes allowed on Motorized Trails and Roads	Classes Allowed on Nonmotorized Natural Surface Trails	Classes allowed on Nonmotorized Improved Surface Roads Trails	Notes
				stakeholders for more widespread use for hunting purposes, but changes not contemplated at this time
Province of British Columbia	All	None	None	E-bikes not allowed in areas closed to motor vehicles as of 2020. E-bikes considered to be motorized.
North Dakota Game and Fish	All	None	None	E-bikes are considered motorized. There is an allowance for disabled to get a permit.
Idaho Fish & Game	All	None	None	E-bikes are classified as motorized. They are therefore allowed only on designated roads and trails where motorized vehicles are allowed. The agency is working on a policy to address motorized use as it pertains to ADA access.
Nevada Department of Wildlife	All	None	None	The only regulation in place deals with motorized vehicles staying on designated roads or trails on Wildlife Management Areas.

	Utah Division of Wildlife Resources		Class 1	Class 1	Division has authority to restrict access and use on our properties as they see fit. The agency allows disabled people to use electric mobility devices, but they can't be Class 2 or 3 e-bikes. Currently restrictions only on waterfowl management areas, but soon to be across all Utah Div of Wildlife properties.
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