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Comments: The US and the Forest Service should follow the European Parliament and the ECF (European Cycling Federation) convention to officially define low power pedal-assist bicycles i.e. a bicycle with a 250 watt assisted motor which cuts out at 25 kmh (16 MPH) and is only activated if the rider is pedaling to provide a mild boost. These legal bicycles should be allowed on trails. Any other form of conveyance that exceeds 16 mph should not be allowed on trails and is dangerous to other trail users and damaging to the environment. This could easily be enforced by setting, posting and enforcing a speed limit of 16 mph (or 20 MPH if necessary and appropriate) on trails. Other forms of e-bikes (Class 2 and Class 3 in US definition) should definitely NOT be allowed on trails. Quote from ECF about Pedelects: "They are currently 10% of EU bicycle sales, and up to 40% in some countries like the Netherlands). ECF view these bicycles as a motor vehicle substitute with huge potential. It has all the benefits of a conventional bicycle (health, emissions free, congestion busting) but manages to overcome many of the barriers (hills, hot weather, old knees!)"

The Forest Service has the opportunity to assume a lead role in implementing a sensible and sustainable e-bike policy in public lands and should do so.

We are a couple in mid-70s who have ridden e-bikes of the above description for over 7 years, living mostly car-free and replacing thousands of miles of motor vehicle trips and touring thousands of miles in the US and Europe. We are happy to discuss this position with anyone at any time.