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Comments: First of all, thanks for you work on this important issue.

I favor any and all efforts that expand the use of e-bikes on our trail systems.

The three classes of e-bikes listed match other agencies designations. However, the vast majority of ebikes sold in this country are class I and trail access to all ebikes should not in any way be limited by the higher speeds of class III ebikes.

Studies, including the one by IMBA a few years back have shown that ebikes have the same impact on trails as mountain bikes do. Just as important and often mischaracterized is that class I&II ebikes DO NOT GO FASTER than regular mountain bikes. The maximum effective uphill speed of a class I ebike before assist cuts out dramatically is 18mph. The most fit riders are still capable of faster uphill travel than any rider on an ebike. Both ebikes and regular mountain bikes can easily travel in excess of 35mph downhill. Effectively, there is no difference in speed or impact to trails and other users between regular mountain bikes and ebike mountain bikes. Class III bikes can go significantly faster and are made for speed whereas class I & II ebikes are made for accessibility.

Again, while I would support all additional access for ebikes, I believe all users and the Forest Service would be best served by a policy that treats a class I & II ebikes as a mountain bike with the same trail access privileges.

There are so few class III ebikes in this country and their power and speed are different enough that they should probably be lumped in with motorcycles for now. As low-power electric cycles (relative to motorcycles) increase in popularity, they could be created into a category that has access to some trails that motorcycles would not be appropriate for.

As a 55 year old man that has been riding mountain bikes for 35 years and can no longer ride at the level I my mind is capable of riding at with my body, the ebike is a break through. I really hope to see action on this issue soon. I also pledge to significantly increase my donations to trail maintenance when the access is provided to ebikes! And I think ebike users would be happy to pay for a sticker like motorcycle users do.