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Title:

Comments: Glad to see that you are adding information regarding the use of E-bikes. I am also part of the aging group and have a E-bike after my latest medical procedure. The documents wording seems to add yet another description in the Class 2 and 3. The used of "propel" is a new term and different than other description common usage, and government documentation at the Federal and State level. Other class description specified the difference related to throttle (twist or thumb) or not. There was also one location that mention "mountain bike like" that should be changed to E-bikes: you cannot assume all E-bike on trails have shocks, and fat tires.

I presently have a class two (twist throttle) based on earlier research or implementations (BLM flow down of memos last hear {{May 2020}}). I had hope to select the configuration that would be useable on different parks and trails. I believe opted to allow all class on approved trails.

I realize that speed maybe a consideration that should not be a factor. If a road or trail is open to off road car/truck/motorcycle, I do not think you limit the decision based upon the max speed the vehicle may be able to go. I can have an accident at their maximum speed or less than 5 mph. The driver making wise decisions controls the impact of their actions. A lot of the E-bike sales are generally for commuters in urban areas, aging adults that have found a new method of getting around like in their younger years and fewer young people.

I saw an interesting comment in a E-bike Facebook Group that I flagged your comment period: "I am 66 years old and cannot walk very far without pain. A power assist E-bike helps me to still enjoy the outdoors and get a moderate amount of exercise., which I wouldn't normally be able to achieve." The justification, using the throttle to get start, was surprising, yet I could see it is a good reason to buy a Class 2 unit.

There some manufactures that may have used a roundup of watts in defining their bikes. The less than 750 vs. the less than or equal to 750. They have attempted to build units under the 1 horsepower configuration (750) and may a have labeling on motors of 750. I am not sure how they are being certified.

In summary, I recommend all E-bikes. I do not see that the +50-year-old are going to do stupid things on trails, but they are not the only users. Since, I am not close to many NFS lands I would not expect to use the trails more the twice a year.