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Comments: Congress who has authority over interstate commerce has defined a class I "low speed electric bicycle" as not a motor vehicle. This puts US Forestry service outside of the law.

EMTB riders should have trails to ride and merging them with OHV dirt roads that USF considers "trails" is not acceptable. If hikers, bikers and equestrians feel that there would be too many issues then a portion of each groups trails should be set aside for ebikes.

Class I, low speed electric bicycles are not self propelled and do not fit the criteria of a motor vehicle. In 2020 the market saw the release of the first ebikes that were LOWER powered and each manufacturing run sold out while the only more powerful motor (the Flyon) did not.

Is a human being with a pacemaker (an assist motor) a motor vehicle? A motor is a motor?

Obviously ebikes will soon explode in growth and for the US Forestry service to continue to regulate these bicycles to OHV roads is in no persons best interest. Continuing to claim 40% of "trails" are open to ebikes is disingenuous. How about posting how many singletracks are open to ebike riders in each state. In North Carolina Kanuga bike park is solving the social problem by allowing all bikes and proving - there is no problem. Class I EMTB's have negligible difference in trail erosion. Put aside peoples feelings, fear of change and allow class I EMTB's on singletracks or divide each group of users equally on the SPECIFIC TYPE of trails they use. EMTB's need singletrack trails.