

Data Submitted (UTC 11): 10/9/2020 1:12:30 AM

First name: Peter

Last name: Turner

Organization:

Title:

Comments: Class 1 e-bikes are usually classified the same as motorcycles and other throttle based gas motorized vehicles in terms of trail use in National Forests. I don't think this reflects the reality of the e-bicycle, their operation, and their impact on trails. I think they should be allowed anywhere that a bicycle is allowed. I want you to introduce legislation or whatever it takes to get class 1 e-bikes allowed on our public forest service bicycle trails.

An e-bike is truly a bicycle in terms of its operation. It MUST BE pedaled by the operator to move under power. The electric assist motor only provides an assist, when desired by the operator, based on pedal motion and pedal effort. There is no throttle and all motor power assist stops as soon as the operator stops pedaling. The motor is limited to 250 watts which is more like the power of the starter motor on a motorcycle. E-bikes do not go faster than a bicycle. In fact the pedal driven motor stops delivering power once the bicycle speeds reached about 18-20 mph. An e-bike does not develop enough extra power to spin the tire to damage a trail any more than a conventional bicycle. In fact the smoother, more even power of the motor assist can actually help reduce wheel spin.

I am 67 years old and a pedal assist e-bike has allowed me to ride like I was in my 30's again. It has opened up fun, adventure, and health benefiting opportunities to me that I was losing because of my age. I still want to enjoy my public lands. This new technology allows me to more easily do that without doing any more harm to the environment than a regular non-assisted bicycle.

Please change USFS policy so class 1 e-bikes are allowed anywhere that a bicycle is allowed.