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Comments: I want to share my thoughts on the use of e-bikes on public lands, i.e., National Forest lands. I have been biking for a number of years. Now, at 68, I find it more difficult to travel on trails and roads that have steep changes of incline/decline. I just recently purchased and e-bike and I'm enjoying biking the way I used to. My wife and I, in the same age range, both are getting out again on a regular basis. When purchasing an e-bike, we made sure that we got a Class 1 e-bike, that is always pedal assisted. There are different uses for different classes of bikes. In my opinion, a Class 2 bike more resembles a moped, since a throttle is at the center of its design. A Class 3 bike is better for commuting and city use, with its 28 mph allocation. Neither Class 2 or 3 is appropriate on Forest Service land. The throttle of the #2 and the speed of the #3 seem overkill and perhaps dangerous to other riders. A Class 1 e-bike, however, as in our case, simply provides assistance as we pedal up hills and opens up the opportunity to get back out in nature. Although not always the case, most Class 1 e-bike purchases are made by older adults who long to stay active and to enjoy the beauty of our forests. I see no more damage or destruction to trails than if I were on my normal mountain bike. As an e-bike owner, we are even more careful to follow the rules, to stay on designated trails or roads, and not go into areas that could cause damage. I strongly urge the rules to reflect Class 1 e-bikes in the same category as any other bicycle, and that they be allowed fully to navigate those trails and roads. Class 2 and 3 bikes should be allowed on approved motorized trails, and to normal road and commuter purposes. Thanks for giving me the opportunity to share my opinion.