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Comments: *Consistency of rules across agencies (i.e., DOI, USDA, USACE, etc.) will be important for public understanding and acceptance.

*First and foremost E-bikes are "Bicycles" and belong on bicycle infrastructure. The general public perceives E-bikes as "bicycles" (a bike is a bike) and will use them accordingly. I understand the whole quandary with the definition of "motorized vehicles" but I do not support encouraging, endorsing or pushing E-bikes toward motorized trails. They can go there anyways, anytime! The bottomline is E-bikes (not e-motos) are bicycles despite the definition of a "motorized vehicle" and they will go and should go where bicycles ride.

*Pushing E-bikes onto motorized trails to coexist with motorcycles and other forms of motorized vehicles is misguided policy.

*Current classification of e-bikes needs revision and updating:

oClass 1 - any bicycle with a motor that is pedal-assist only (no throttle) that can go up to 20 mph with assistance (you can pedal faster, but you'll only get assistance from the motor up to 20 mph)

oClass 2- any bike that is pedal-assist or throttle at up to 20 mph

oClass 3- any bike that is throttle- assist up to 20 mph and pedal assist up to 28 mph.

*Although these three classes of e-bikes are proliferating and becoming a de facto standard, they have no real basis in fact or science. Since e-bikes are typically heavier and bulkier than non-electric bikes, some riders actually need and require minor assistance from a throttle to just get the bike rolling or begin riding, especially on uneven terrain or inclines. Restricting an e-bike from use on any route or trail only because it merely has a throttle is simply arbitrary and impractical. Similarly a question must be posed as to why the difference between a Class 1 and Class 3 is based solely upon an arbitrary value in the speed differential of 8 mph? Traditional bicycles without any type of assistance other than human power can easily exceed speeds of 28 mph yet there is no restriction. It would seem that a more practical method to regulate and differentiate assisted bicycles would be to use an appropriate measure of power output, total weight of the bicycle or power to weight ratio than to continue the current methods of throttle or no throttle and an arbitrary speed.

*When on a trail or a route riding e-bikes and or conventional bicycles, it is essentially impossible to discern with visual observation one class of e-bike from another class. The current classification of e-bikes is just not practical or enforceable without significant effort and education of both users and enforcers.

*E-bikes use should be encouraged to provide opportunities for people to get back into (rediscover) the recreational activity of biking, to help overcome or recover from injuries, allow two or more people to ride easily together (an equalizer) despite difference in riding abilities.