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Organization:

Title:

Comments: I am a 78 year cyclist that before my heart issues arose used to ride 4000-5000 miles a year. Mostly road bikes until about 18 years ago when we started spending summers in Idaho. At this time I took up Mtn biking at 60 years old. Five years later I had a cardiac arrest, followed by a 4-way by pass followed by 13 stents when the bypass failed. As I aged my ability to mtn/gravel ride diminished until e bikes became the only way I could continue to ride. Without the peddle assist bikes I could not enjoy the wonderful trails and fire roads of Idaho.

My recommendations are

Electric bikes (Class 2) should not be allowed on the Forest service or BLM trails or roads. In my opinion they are battery powered motor vehicles.

Class 1 and Class 3 should be allowed as they have to be peddled. What most people do not know is that the pedal assist bikes matches the riders wattage out put. i.e. if the rider dogs it the battery dogs it. To explain assume the level 1 assist gives a 30% boost and the rider puts out 100 watts the assist adds 30 watts however, if the rider only puts out 25 watts of power the battery assists adds only 7.5 watts of assist. Like so many things in life one benefits from the effort you put into it.

As to the 20 mph vs 28 mph, when riding the trails, seldom if at all does anyone do 20 mph let alone 28 mph. I do not feel that the speed of the class 1 or 3 should alter the decision.

Again without my e-mountain bike I would not be able to ride any of the trails or fire roads in the Ketchum, Stanley areas of Idaho.

Thank you for your time and consideration.