

Data Submitted (UTC 11): 10/19/2020 3:29:50 AM

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Comments: I have been using an bike for 4 years at this time, full time commuting and constant recreation. This technology has allowed my family to reduce to a single car for the first time in 33 years. I have also ridden on a variety of backroad and offload trips and feel quite familiar with most of the issues any policy might produce.

There are some issues raised on this subject concerning the class of bikes to be allowed that I find often are misinformed or misrepresented. Class 1 and 3 bikes are exactly the same bike except for the limit on top assisted speed; from 20mph to 28mph. There is essentially no trail or even dirt road situation where no matter the class of bike a rider can ride above 20mph due to motor assist. Any dirt trail situation where a bike can reach above 20mph it won't matter whether it is assisted or not. It's not rational to limit anymore access of class 3 than class 1 ebikes. My car can go 85mph+ but that doesn't mean I can't drive it in a school zone.

Class 2 bikes with throttles present another set of issues. If a bike can be ridden without pedaling it's even more difficult to determine it's not a motorized vehicle. Other trail users often react badly to someone riding a trial on a throttle. The big problem with limiting class 2 bikes will come in the realm of the ADA. That is going to be a sticky wicket requiring legal advice that is above my abilities.

In summation I heartedly recommend that Ebikes without throttles be allowed on any road/trail that traditional bikes are allowed. It makes sense and I maintain that ultimately we will end up there at some time, so it might as well be now and get more people out on public lands without cars and trucks.

Thank You