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Comments: I'm writing for notable needs of USFS's policy related to ebikes and that it appears USFS has taken "literally" the wrong direction on its policy. Federal law states that an electric bike is not a motor vehicle. H.B. 727 <https://www.congress.gov/bill/107th-congress/house-bill/727/text>

a low-speed electric bicycle (as defined in section 38(b) of the Consumer Product Safety Act) shall not be considered a motor vehicle as defined by section 30102(6) of title 49, United States Code.

I do not represent a specific group but I work with several who are monitoring this closely and may consider filing suit if U.S.F.S. enacts a policy that is contrary to H.B. 727. It is not just that the policy is contrary, but that Class 1 pedal assist mountain bikes are in no way shape or form a motor vehicle. They are bicycle with a small auxiliary motor designed to assist the rider when the pedaling. Class one is 98% market share and will always be, likewise. I urge the forest service to come up with smart policy that regulates pedal assist ebikes as something different than a bicycle (this is contrary to the messaging from People For Bikes) but does not claim that a Class 1 eMTB is a motor vehicle, which is simply erroneous. I owned a bicycle retail rental shop for 5 years and sent out thousands of miles. People riding eMTBs do not generally ride them faster than the terrain allows, and seldom faster than advanced riders on traditional bikes. I strongly urge U.S.F.S. to slow down and redo this to get the policy correct. Thank you!