I oppose any effort that would allow any class of vehicle with a motor – including all classes of e-bikes, which by definition have a motor – to be allowed on non-motorized trails. A contrary interpretation would create an unmanageable slippery slope and threaten future management of all non-motorized trails and areas on public lands. Federal land managers do not have the resources to enforce the various classifications of e-bikes on trails, and furthermore, it is very difficult to visually distinguish between classes of e-bikes, making any potential enforcement effort of e-bike 'rules' even more difficult.

Where I live and recreate, we have access to a patchwork quilt of public and private lands under the jurisdiction of the BLM, NFS, various conservancies, and private land owner easements. Allowing motorized e-bike vehicle access will make these cross-jurisdictional situations extremely problematic, and could very ***well result in loss of access across the public/private easements that we currently enjoy.***

I am a hiker, mountain biker, and back packer. I understand very well the existing tension among user groups including horsemen, that the disparity in speeds among non-motorized users presents. Most mountain bikers riding on trails we ride here in central Colorado would have a difficult time averaging more than 10 mph cross country. I have observed/been passed by class 1 e-bikes travelling uphill on non-motorized trails at speeds exceeding 15 mph. This increase in overall speed will only further exacerbate the tension among non-motorized trail users if e-bikes are allowed.

Here in central Colorado, the miles of motorized trails far outnumber the miles of non-motorized, non-Wilderness Area trails, thus, the motorized community, including any class of e-bike user, currently has access to greater recreational opportunities relative to the non-motorized user group. Any reduction in non-motorized access in favor of motorized access should be rejected without very serious contemplation of the social impacts.

I recognize that e-bikes have a place on public lands and generally should be allowed where motorized vehicles are permitted. The existing motorized trail system provides plentiful opportunities for e-bike use with miles and miles of trails currently open to their use.