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Comments: Section 4 Item B in FSM 7100 there are a few myths: "differences in speed;" The speed difference is immaterial due to the fact many mountain bikers exceed 20mph going down hill. Also, considering no assistance is provided after 20mph e-bikes are slower above that threshold. I've attached the Boulder County CO study that shows e-bikers average speed being slower. Also, many national forest trails are not directional, meaning the point of increased speed is moot when one can travel downhill and exceed 20mph on a traditional bike. E-mtbs do not go 20mph up hill. They merely add 2 to 3 mph to your uphill speed. "potential effects from increased or concentrated use;" Ebikes still cost over \$4,000 at the entry level, which provides a filter from increased use. Those who own ebikes are already mountain bikers, so they are already using the trails. The whole notion that allowing ebikes on trails will create an explosion of new bikers on the trails is grossly false. COVID-19 caused a boom in the mountain bike industry at the LOWER END, meaning bikes that are under \$1000, ALL of which are not ebikes. "the extent to which effects from e-bike use are comparable to effects from existing bicycle use...and any site-specific considerations." is actually good. We have data, and common sense pointing to the fact that emtbs, bikes that are on average 20lbs heavier, don't harm trails any more than traditional bikes and equestrians, however it would be a tremendous opportunity to have huge swaths of land to study this issue on. The thing you policymakers need to keep in mind when hearing myths like "increased speed is a safety concern" (more concerning than a horse potentially kicking me?) is the fact that many people (who are mountain bikers, who would be utilizing the trails anyway) are already riding ebikes on national forest trails with ZERO problems, and many other trail users not even privy to the fact it is electric. As technology advances, this will become more the case.