

Data Submitted (UTC 11): 10/27/2020 1:11:29 AM

First name: Linda

Last name: George

Organization:

Title:

Comments: Thank you for your work on this substantial emerging question in public land management.

We support having definitions for three classes of e-bikes as held by various U.S. governmental entities and other land managers, with all classes categorized as motorized vehicles. It also seems possible that additional classes might emerge at some point in the future.

Except for disability considerations, we support e-bike use only on dirt roads and trails that are already designated for motor vehicle use.

- The proposed amendment to FSM 7700 appears to support trails that are only open to e-bikes, not other types of motorized vehicles or human-powered mobility. In section 7711.3 item 6g, we wondered where these trails would come from: existing ORV inventory, or trails purpose-built for e-bikes only.

- The proposed amendment in Section 7715.5 item 4 appears to consider e-bikes use as an extension of bicycle use on NFS trails already managed for bicycle use. This is a big concern for us. The trail impacts of slower forms of e-bikes might be comparable to effects from bicycle use, but the addition of e-bikes would add another user group onto trails that may be already congested with hikers and bicyclists (as noted in 7710, "effects from increased/concentrated use"). And, e-bikes are becoming more and more capable of venturing up and out farther. You've probably seen e-bike advertisements to "shred farther and harder" (see attached images); this is happening already, on and off authorized trails. We would \*much\* rather see e-bikes treated as motorized vehicles--which they are--and kept away from all or most trails that are used for human-powered recreation.

The amendments seem designed for guidance to local USFS areas--we hope this is the case. It would be important for local areas to assess viability of e-bike use in their own, familiar areas, and go through their their own public/approval process, with consideration of the vastly different character and human use patterns (motorized and not) from district to district.