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Comments: First, thank you for using yellow highlights to differentiate the proposed changes to the existing policy. It helped me focus on the material I should be reading rather than reading through the entire policy and trying to pick out the proposed changes.

In general, I am not sure why designating e-bikes separately as a matter of policy is necessary. I acknowledge that the electric motor technically places an e-bike in the group of "motorized vehicles". However, the apparatus is still essentially the same as a standard bicycle: a vehicle with a frame and two wheels, one in front of the other. To mistake an e-bike as representative of a motorcycle is foolish. Plaus, the motorized power between the two vehicles is incomparable. So, given that the use of an e-bike is typically more aligned with a bicycle rather than a motorcycle, are policy changes necessary? I will assume the answer is "yes" since these proposed changes are available for public comment. However, it does not make sense to me.

I understand that designating single-track trails exclusively for motorcycles has made Forest Service line officers hesitant. Aside from the exclusivity argument, the amount of environmental damage that a motorcycle can do can be dramatic (one only needs to look at ATV/UTV trails to see what large, gasoline-powered vehicles can do to a trail system). However, bicycles enjoyed an array of National Forest System opportunities to operate with limited effects to the environment: paved roads, gravel roads, and single-track trails. In each of these opportunities, the impact from bicycle tires tends to be low, with the single-track impacts being limited to the trail tread's width (the road-related impacts are almost negligible). I do not expect e-bike operation to be significantly different from a standard bicycle, especially on paved or gravel roads. For single-track trails, e-bike effects would likely be commensurate with regular bicycles since the trail design limits the speed, thus having an electric motor would be less about going faster and more about assisting the rider through climbs. Specifying a local environmental analysis to reach this conclusion seems a bit of overkill.

Finally, the proposed change FSM 7711.3 to add item 6 (designating trails exclusively to e-bikes) makes sense, if only to separate e-bikes from other motorized vehicles. The rationale being, an e-bike would be allowed to use other routes suitable for motor vehicle use (such as, an ATV trail), but other motor vehicles would not be allowed on e-bike trails (both for trail incompatibility and for potential environmental damage from these larger motor vehicles on single-track trails).

Thank you for the opportunity to comment.