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Comments: While I am happy to see the growth of e-bikes as alternative transportation on roads and bike pathways, and our family owns one, I am very much against the opening of non-motorized trails to their use. All classes of e-bikes move at very different speeds than hikers, runners, horses, and non-motorized cyclists. This speed difference will almost certainly lead to user conflicts and detract from the natural state of our national forests. I support e-bikes in national forests on trails that already allow motorized use and not on trails that were built for hikers, horses, and mountain bikers. There are e-bikers already poaching mountain biking trails in the Bridger-Teton National Forest and the three times I have encountered these twice while I was running and once while I was mountain biking on my non-e-bike, I had to hustle to get out of their way because they were traveling so much faster than the user groups allowed on the trail.

My boyfriend is really into dirtbiking (on a street legal, motorized dirt-specific motorcycle) and I feel there is a place for him and his buddies to get their dirt riding on in national forests, but not on trails designated for non-motorized use. I think it is more appropriate for e-bikes to share trails with other motorized users like these than with user groups not using motorized transport.

The argument that allowing e-bikes on traditionally non-motorized trails will allow users who, without the assistance of e-bikes, would not be able to enjoy these trails does not resonate with me. I am a very mediocre mountain biker and there are many trails that are way above my skill level that I would love to be able to ride, but can't. Should the USFS then make these trails easier so more people can enjoy them? I firmly believe the answer to this is "no."

Finally, attempting to distinguish between different classes of e-bikes and enforce policies based on those is naive, at best. The USFS is underfunded, understaffed and lacks the ability to monitor and enforce compliance with tiered e-bike regulation. Right now, e-bikes are not allowed on trails in the Bridger-Teton, yet I've seen several of them. If the USFS cannot police the presence of e-bikes on trails when their presence is as cut-and-dry as it now is - they are not allowed - expecting USFS staff to monitor classes of e-bikes on trails is not realistic. Once e-bikes of any type are allowed on non-motorized trails, all types of e-bikes will certainly be present.

Trails were designated as non-motorized for a reason. Why should the type of motor matter? On many trails, an e-bike will be able to effectively travel as fast as motorcycles or ATVs. The same arguments for allowing access can be made for any motorized vehicle. I understand there are many who would love to gain access to motorized offroad activities on all USFS trails but it would, in my opinion, be a mistake that would create conflict and damage that cannot be undone in the future.

Thank you.