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Title:

Comments: I believe that the Forest Service should change its regulations for e-bikes to allow Type 1 pedal assist bikes on bike-approved, non-motorized trails within our National Forests.

\*They do not adversely impact trails. They ride exactly like conventional bikes; the tires & wheels are the same and their impact on trails is the same. The motors are sized only to assist on grades and, unlike dirt bikes, are not powerful enough to damage trails by spinning the wheels.

\*Their batteries and motors are water & spark-proofed and therefore do not present a fire risk, certainly less risk than a horseshoe on rock

\*They do not produce a lot of noise. Their noise levels are so low that people cannot tell if a bike is an e-bike or not

\*They do not go faster than conventional bikes. Assist is only provided when the bike is moving slowly, usually uphill. The motor assist on Type 1 bikes is capped so that power is not provided as the bike approaches 20 mph, a speed which is easily obtained on a conventional bike. Therefore, in terms of speed, they are no more dangerous than conventional bikes

\*They do provide help to a rider pedaling up a grade. This is obviously a great advantage to the elderly and people of limited physical strength. This benefit allows all of us access to our trails, not just the young and fit I love our forest trails for both hiking and mountain biking and I still volunteer to maintain them but as I get older it gets harder to reach them, an e-bike will allow me to continue to enjoy them. Please do not restrict my access. The Forest Service should not discriminate against physically limited and older folks, please allow e-bikes on non-motorized trails.