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Comments: By restricting eBike access to National Forest lands you unnecessarily deny access to a great many people who's physical limitations due to age or disability preclude them using strictly mechanical bicycles.

eBikes are, at their core, simply mechanical bicycles with electric assist. Many people need that assist to traverse more than very short distances or to manage difficult terrain. A prohibitive approach to their access is unnecessary when simply limiting access to electric assist mechanical bikes would suffice. eBikes are already categorized for your convenience. Class I and class II eBikes are electric assist mechanical bikes and are limited by their manufacturers to 20 mph. They would be fully compatible with mixed use paths and trails. Many public areas of mixed use already do prohibit class III eBikes because their higher potential speed does create concern. On the other hand, the lower limits of the class I and II bikes are not so much different from those experienced by mechanical only mountain type bikes. Such a policy here would be very consistent with state and local regulations all over our country.

I implore you consider the implications of policies that so obviously pander to those selfish persons who, because they happen to enjoy youth and/or sufficient health, wish to keep National Forest trails, paths and even roadways for their own use. These public lands belong to all of us and it is important to develop management policies that allow the greatest number as much access as possible.

I firmly believe that National Forest roadways and broader paths could, and should, be open to pedestrians and mechanical bicycles as well as to class I and II eBicycles. Where needed, speed limits could be established that would apply to both types of bicycles though broader paths, and certainly roadways, can safely and easily support the maximum speed of those two classes of eBikes.

Please do not prohibit electric assist bicycles from use in our National Forests.