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Comments: Please allow the use of Class 1 and class 2 e-bikes on all forest service trails where bicycles are otherwise allowed.

These pedal assist and low power electronic bicycles present no risk for damage to trails, but they do create the opportunity for aging populations and people not in top physical condition to get out and enjoy the outdoors while getting healthy exercise. Trail usage will go up, which is a good thing, and will help gain support for creating even more trails in the future.

I strongly suggest that all individuals involved with influencing the final decision on e-bike use for the USFS get out and personally ride an e-Mountain Bike on a single track trail before providing their input for this matter so you will know, first hand, the value that these bikes provide and so you can personally attest that they will cause no damage to the existing trails networks. Please embrace this technology. E-bikes will open up the sport of mountain biking to aging generations of people that simply want to enjoy the outdoors, get valuable exercise and utilize their national forests.

If you need further information, I'd point you to Jefferson County, Colorado, where after extensively studying this topic, they have opened up all of their single track trails that allow bikes to also allow class 1 e-bikes, (and many of these trails connect with USFS trails). This has caused no problems related to trail erosion or safety on the Jefferson County trail systems.

And, finally, virtually all other branches of the US government have defined class 1 and 2 e-bikes as non-motorized vehicles. The USFS is a laggard in adoption of this technology and it would be consistent with all other government agencies if they were to adopt the same definition as other agencies by allowing the use of e-bikes on single track trails that otherwise allow the use of bicycles.