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Comments: All e-bikes are motorized vehicles and should be managed as such.

Only Class 1 E-bikes should be considered for potential use on non-motorized routes, and only on a route by route basis.

Class 2 and Class 3 e-bikes should be restricted to motorized routes as depicted by local motor vehicle use maps.

There are numerous ways that e-bike use will conflict with existing uses and values of NFS lands (both non-motorized and motorized), as well as for wildlife and other natural resources.

Environmental analysis pursuant to NEPA, travel planning regulations, "Forest Plans" must be followed if e-bike use is to be considered for a given route.

Non-motorized trails have been designed, and maintained, for non-motorized uses. Allowing e-bikes will increase the existing levels of use anywhere they are allowed. Since they are motorized, e-bikes have the ability to travel further and for longer durations into areas where they would not otherwise occur. Crowding will increase in areas that are already experiencing very high level of use, and levels of use will also increase in what are currently quieter corners of NFS lands that provide outstanding opportunities for solitude and primitive recreation, as well as having additional effects to fish and wildlife habitat.

A comparison of e-bike use in more rural and remote middle-country and back-country areas typical of NFS lands, to more urban and front-country County and State open spaces and parks lands, is incongruous.

National Forests are managed for multiple values, including recreation. However, allowing motorized bicycles on non-motorized routes should be carefully considered, and on a route by route basis only. Not all non-motorized trails or areas are suitable for e-bike use.