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Comments: Issues with e -bike as we see them.

They are pushing boundaries of the wildlife in hunting areas. E-bike's on a closed road in NFS lands violates fair chase. It is unethical.

E-bikes are allowed on motorized trails and roads and these are typically maintained to a degree that facilitates a safe use in case of accident, terrain, and portability if batteries die out.

Battery packs on e-bikes are still in the beginning stages much as Tesla cars which continue to evolve and have tendencies to catch fire, during use, after impacts, during charging. Also battery packs are not standardized across the cycling world, if a tinkerer can build a e-bike by building his own battery system, that itself is a huge risk to the National Forest lands due to lack of safety controls or approval by the UL . Batteries can be bought anywhere and not checked by manufacturer of bikes. Invalidating warranty and posing risk to users, lands, and equipment.

E-bikes speeds and users will spook horses and the relative speed which can be maintained uphill can close the distance on unaware riders of both equine and horses. Most pro riders average 15-20 mph on uphill for short distances - a e-bike can easily with certain program selection exceed the speed of pro rider uphill. Speeds downhill with a 50 lbs bike will be high and maybe limited by bike manufacturers, more weight less control. Especially with townie/commuter bikes being used in on trails not designed for such use.

The majority of people pursuing e-bike purchase are looking to get into cycling or elderly and the skill sets to manage these heavier bikes while riding in technical terrain - in some user groups could be unsafe. It is not uncommon as well to see riders pulling riders with tow ropes uphill, much like getting lift ride to come back downhill. This a dangerous impediment for any mtn biker/walkers coming towards them.

These bikes on average are 40-50lbs - if battery's fail or poorly charges the rider will have difficulty in using the e-bike - .fatigue will set in. Which could cause crashes and have injury or cause injury to others, damage batteries, causing leaks or causing fire within pack itself.

If e-bikes are allowed in National Forest lands it should be by designated by each district or restricted by district with input from public comments, NEPA, etc. There are areas throughout the National Forest lands they could be used effectively and with minimum impact and some other areas which are technically challenging to expert riders and pose risks to novice or elderly, or National Forest land and not allowed.

Many outdoor groups are opposed too E-bike use National Forest lands. Rocky Mountain Elk Foundation etc.. A e-bike or e- single wheels pack wheels assist can hunting. But the use of e-bikes again push game boundaries further away from walk-in hunters and limits the abilities of other hunters.

E bikes are not recognized by many non cycling Leo or Forest Protection officers as to design types or classes- and this lack of education will permit different classes to be on NFS lands in violation of non- motorized trails. Be it Class 1 or Class 2 - or a combo of both. We have built a a E-bike trike from a manufacturer that utilizes pedal assist and throttle as a book bike for the local library. It is both or just be used as motorcycle with no pedaling. How will this be regulated on the trails for 2 wheel bikes. It cannot.

Many motorcycle manufacturers are making small child e-motorcycle which can be used or changed as defined

to fit each class.

There are many more miles of road, gravel roads and rails to trail that facilitate safe travel and use.

Manufacturing /companies are marketing their products to be all three by flip of switch for example : ONYX and MXS sports have electric bikes that can be a moped, a electric motorcycle or e-bikes all in one bike. This is not good and will automatically make any rule or guideline null and void.

<https://onyxmotorbikes.com/>

<https://sondors.com/products/sondors-mxs-september-shipping>

See Mythbuster Jr. battery blast episode - punctures, water or heat will make lithium batteries ignite/explode.

<https://youtu.be/wGYX9mkGLF8>

We know that they are popular, but speeds even on streets, walk paths, and sidewalks make them danger to everyone when not used properly. We know many users will or can abide by rules. But we are seeing more and more not being used correctly and our local agency is not enforcing the standards set by the Forest Service.