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Comments: I recommend adding the definition of the standard three levels of Ebikes to existing and future USFS travel management plans. I also recommend allowing class 1 and 2 Ebikes on non-motorized Forest Service roads and trails with authority granted to local land managers to restrict them, as the State of Colorado has done. Why? Congestion.

Summit County Off-Road Riders has about 450 members and has partnered with our local USFS and Colorado State OHV department with building new trails in Summit County, CO. These are "Motorized Multi-use" single track trails that are enjoyed by hikers, horseback riders, mountain bikers, and motorcycles. All three classes of e-bikes are welcome, but currently unregulated and unpermitted. We need them to be legally mandated to participate in the Colorado State's OHV \$25.25 sticker program that has mostly funded our new trails and their ongoing maintenance.

Our local non-motorized USFS hiking trails are crowded and non-motorized mountain bikes are currently allowed but mostly unwelcome. They go faster and getting surprised by them while hiking has become old. From my 35 years of experience as a motorized and non-motorized user, a member of a highly successful trail building motorized club, and a partner with local land managers, I find that many trails have to be separated into user groups to avoid conflict and congestion.

Conversely, many USFS trails should be opened to e-bikes. The local land managers have this knowledge and should have the authority to open non-motorized trails to e-bikes or to all motorized vehicles. An example is that our local ski areas have allowed Ebikes on their permitted USFS land.

The three class system is similar to the old moped rules, so to update it, I recommend that the class 2 designation be included with class 1 or eliminated. Why? The throttle comes with most Ebike kits and I use it only when my pedal is in the wrong position when starting from a stand still or in an emergency. This includes that last rotation needed to make a hill, but the pedal has no leverage. I have also used it when my drive train broke and the choice was either push the bike back home or use the throttle. It's a safety feature and in my experience the throttle is not normally used in the backcountry.

Combining Class 1 and 2 Ebikes removes the need for funding the throttle police.

Lastly, I recommend to everyone who has a say in this matter, to ride a class 1 or 2 Ebike on single track trails or dirt roads. The 750 watt/ 1 horse power limit does not allow you to cruise up hills without effort. It has to be balanced with the correct gearing and active pedaling. This ideal balance has allowed me to ride further and more often than I would without that 1 hp boost, resulting in increased health, stamina and the desire to build more trails!