

Data Submitted (UTC 11): 10/21/2020 4:14:34 PM

First name: Shane

Last name: Mcmillen

Organization:

Title:

Comments: I oppose the classification of E-bikes as anything other than a motorized vehicle. I opposed any E-bike access being granted where motorized access is not allowed. I believe it's a slippery slope to grant access on essentially gradations of what type and how powerful an electric motor you have on your bike. This is also ludicrous to expect the USFS and/or trail users to regulate themselves and we've proven human nature can't self-regulate. A cyclist that can pedal their way into and out of a remote forest/mountain setting is far more likely to be able to keep their expectations within their physical and time constraints. The e-bike user is more likely to be newer to remote and strenuous trails in a remote setting and therefore be more of a hazard to themselves, other user groups, wildlife, and the environment in which they've put themselves in. Once you start trying to classify different types of E-bikes the various manufacturers and exponentially increasing technology will quickly outsmart the classifications you've set forth at which point you'll have opened the Pandora's box from which we will not return. I don't see how the USFS will be able to regulated which class of E-bike is operating on the appropriate trails. E-bikes should continue to be classified as motorized vehicles and only be allowed where motorized access is approved. The speeds at which E-bikes travel are a hazard to all other user groups and they rapidly erode and degrade the trails. When non-motorized users enter a motorized permitted area they are aware that other vehicles might travel at higher speeds, where as non motorized users will not expect a bike that looks remarkably similar to their own, to travel at excessive speeds. Thank you for the opportunity to comment.