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Comments: I write to you as an avid mountain biker who's seen his share of cycling incidents over a span of over 3 decades. I oppose the Forest Service's proposed rule to open up my National Forest lands to additional e-bike use for the following reasons:

- E-bikes must continue to be treated as motor vehicles, not bicycles.

- New e-bikes are being developed that will drive up to 55 mph, which should clearly suggest potential safety/health and search/rescue issues for the people who would ride them and for the multitudes of other people and livestock who must quickly scatter to make way for them.

- If e-bikes must be allowed in our National Forests, then they must travel only where motor vehicles are allowed.

This proposed rule also suggests likely environmental impacts that should be fully evaluated through an environmental impact statement (EIS) under the National Environmental Policy Act (NEPA).

The proposed rule appears to set up conflicts with the Forest Service's Travel Management Rule (36 CFR 212 et seq).

Because of their speed and quiet nature, e-bikes can travel much farther into the backcountry, and startle and disturb wildlife over far greater distances. And again, e-bikes do and will conflict with other nonmotorized trail users like hikers, horseback riders, and bicyclists.

Because there is almost no enforcement now for trespass, illegal off-trail riding, and illegal trail development by some bikers, e-bikes will increasingly trespass into Wilderness and other protected areas with no consequences. This illegal use will degrade the wild character of these lands and should not be encouraged, as this rule would do.

The Forest Service must withdraw this ill-considered proposal.