

Data Submitted (UTC 11): 10/22/2020 3:20:20 PM

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Title:

Comments: I strongly object to the use of e-bikes on NFS trails in any designation that is less than an equivalence to motorcycles. E-bikes are "motorized" vehicles capable of speeds up to 30 mph and are incompatible with the hiking public who are on the trails. The objections to ordinary bicycles is already intense on some heavily used trails of the NFS, and the addition of even more powerful and faster bicycles (e-bikes) will significantly impact the experience of those who wish to hike in safety, quiet, and comfort.

E-bikes, being motorized, will bring further erosion to trails that even ordinary bicycles cannot accomplish. Given its limited capacity to maintain its current network of trails and roads, it is disconcerting that the NFS is considering allowing a higher level of damage to trails through the authorization of e-bikes.

Under "7705 - Definitions", I believe that the separation into class 1, 2, and 3 for e-bikes will likely be unenforceable and will simply lead to widespread disregard of the rules. Owners of e-bikes will often be ignorant of what class their e-bike is. The addition of signage to regulate these classes will be costly.

Lastly and most importantly, e-bikes are a form of recreation available to only higher-income people. E-bikes on the market today start at nearly \$1,000 and go over \$10,000. These are not something ordinarily attainable by low-income people. A check on the demographics of e-bike users would undoubtedly reveal a very narrow slice of American ethnic groups and income levels. Allowing more motorized vehicle usage on NFS trails amounts to more low-income injustice as NFS alters its rules to accommodate the wishes of a select and privileged set of Americans.

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