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Comments: As a long time trail user for hiking and mountain biking, and being familiar with eBikes, I would like to state a few opinions on the Updates to Directives that Clarify Management of Electric Bikes Guidance:

1. The proposed update fails to recognize the differences inherent to the 3-class system of eBikes. Notably, lumping ALL of the classes as "motorized vehicles" is flawed. Class I eBikes (pedal assist up to 20mph) ARE compatible in use and comparable in impact with a standard mountain bike. As such, Class I eBikes should be allowed trail access and be managed independently from Class II & III eBikes, which should still be considered motorized. These Class I eBikes extend access to a sport and locations that is, for the most part, in harmony with standard mountain biking.

2. The proposed re-classification of non-motorized trails to moto-approved trails (in order to allow for eBikes) would have disastrous consequences on the quality of forest experiences and further degrade those resources via overuse and additional impact (think trail widening) by allowing true motorbikes onto trails not designed for such use. The best course of action would be to either not allow ANY eBikes on non-motorized trails (as is presently the case) by not re-classifying those trails to allow for motorized use, OR provide an exemption to allow Class I eBikes only on non-motorized trails...akin to the stance of the BLM. A wholesale reclassification of trails will lead to considerable user conflict. An "all or nothing" approach is short-sighted. Middle ground exists wherein Class I eBikes could be allowed, but not Class II (throttle = motor) or Class III (28mph = too fast for trail use = danger/degradation).

Thank you for your attention to this important decision.