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Comments: We applaud the USFS for getting it right. Ebikes, whether Class 1, 2, or 3, have motors and are, therefore, motorized vehicles. This does not mean that their access limitations should be the same as other motorized vehicles, but, nonetheless, they are motorized.

The cycling industry and certain cycling advocacy groups have been playing "Jedi Mind Tricks" with land managers, cyclists and the general public to convince them that a vehicle using a motor for propulsion is not motorized. It is a ridiculous argument based on prima facie evidence.

There has been a long-standing separation of many nonmotorized and motorized trails based on experiential ethos of the user groups. Calling a motorized vehicle "nonmotorized" stands to shatter this long-standing separation.

The fact is, that even a Class 1 ebike will boost the average speed of a cyclist by at least several miles per hour. On many nonmotorized (and especially singletrack) trails, giving all riders this kind of speed boost simple creates unnecessary opportunity for social conflicts.

USFS proposed updates to directives would allow inclusion of ebike use on trails where appropriate, and categorize them properly as motorized. We see no issues with such policy.