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Comments: I am corresponding today to provide public input pertaining to FSM 7700 and 7710, which would revise Forest Service directives to update and clarify guidance on management of electric bicycle (e-bike) use on National Forest System lands.

In the Tahoe National Forest and surrounding Public lands, our regional Tahoe Area Mountain Bike Assoc.(TAMBA) along with the mountain bike community are largely responsible for building and maintaining most of the natural surface trail infrastructure that exists today on our federal, state and local public lands. Our organization, along with the Tahoe Rim Trail Assoc.(TRT) locally, contribute volunteers and grant funding to work closely with land managers on trail development, trail maintenance, and trail education for all users. Much of this work relies on funding sources specific to non-motorized trail projects.

The proposed directives of the Bill could jeopardize this funding if non-motorized trails were to become reclassified as motorized to allow for eMTBs. Instead, the final directive must reconsider how to allow class 1 eMTBs on select non-motorized trails while retaining a trail's non-motorized status, similar to the recent Department of Interior final rule. The final directive can be further improved by following the International Mountain Bicycling Association's management recommendations: managing the three classes of e-bikes separately from one another, and prohibiting class 2 and class 3 eMTBs on natural surface, non-motorized trails. Class 1 Emtb usage is proving to be compatible with all existing user groups, including hikers, conventional Mtb users and equestrians. There is mounting evidence that Emtb's are able to co-exist with all existing user groups without any user conflict or increase impacts to the environment or other issues.

Mountain bikers appreciate the access opportunities presented by eMTBs. These proposed directives rightfully plan separate management for bicycles and electric bicycles. The local and regional Tahoe National Forest Land Managers have recognized this compatible use and advocate and support managed access for Class 1 Emtb's. I too advocate, along with national organizations such as IMBA that this bill be passed and that these industry guidelines be implemented to allow trail access for Emtb's going forward as matter of policy and law.

Thank you for considering constructive public input supporting findings of trail user compatibility and no significant environmental impact associated with Class 1 Emtb usage on public trail networks otherwise open to Mountain Bike use.

Sincerely,

Ken Arnett, Incline Village, Nevada