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Comments: Thanks for inviting public comment on this issue that is very important to a substantial portion of the people who enjoy our public recreational land. I am an avid cyclist, including off-road trail riding, an activity that can only be done safely in a relatively limited number of areas. The rapidly expanding popularity of e-bikes demands practical and coherent guidelines to preserve the ability to safely enjoy our network of off-road cycling trails.

I appreciate the Forest Service's recognition of 3 classes of e-bikes the demand differing attention; limiting places where classes 2 and 3 e-bikes may go is important to all trail users, because wide differences in speed between vehicles increases the chances of collisions and other conflicts, and in most cases class 2 & 3 cycles move faster than class 1 or non-electrified cycles. At the same time it would be important to not classify any e-bikes as motorized, at risk of opening up MTB trails to internal combustion powered "motorized vehicles," which degrade the quality of MTB experience and safety because of their noise, not to mention their much wider speed difference from class 1 and non-powered bicycles.

Thanks for astute and cyclist-friendly guidelines to preserve MTB'ers ability to ride safely on our public lands.

Respectfully submitted,

John Scherpelz