

Data Submitted (UTC 11): 10/23/2020 7:01:52 PM

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Comments: I oppose the Forest Service's proposed rule to open up my National Forest lands to additional e-bike use for the following reasons:

I use the wilderness for hiking and ask that E-bikes continue to be treated as motor vehicles, not bicycles. It is known that new e-bikes being designed are projected to achieve speeds up to 55 mph. E-bikes must travel only where motor vehicles are allowed. They must NOT be allowed on trails.

The proposed rule for opening up the National Forests to e-bikes needs to be validated first by conducting a thorough scientific investigation of the likely environmental impacts. Consequently, I ask the Forest Service to publish a comprehensive environmental impact statement (EIS) under the National Environmental Policy Act (NEPA).

In my opinion, the proposed rule appears to set up conflicts with the Forest Service's Travel Management Rule (36 CFR 212 et seq).

Additionally, below are some suggestions of the likely impacts that e-bikes would have in our national forests:

(1) Due to their speed and quiet motors, e-bikes can travel much farther into the backcountry. This will lead to negative impacts on wildlife and other human trail users like hikers, horseback riders, and bicyclists operating non-motorized bikes.

(2) The shortage of resources to enforce trespass rules in our national forests will negatively impact the protected and wilderness areas. Non-enforcement means that there will be absolutely no consequences to curtail trespassing by bikers, including their activities of illegal off-trail riding and illegal trail development. This illegal use will degrade the wild character of these lands.

The Forest Service should withdraw this proposal because it would allow degradation of our national forests (as discussed above) and will ruin the outdoor experiences of responsible hikers, horseback riders and riders on non-motorized trail bikes.