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Organization:

Title:

Comments: I have been Mountain Biking for over 20 years. I am 46 years old and this year, 2020, I purchased my first eMTN Bike. I am a hiker and passionate about trail maintenance & sustainability.

*When you ride an eMTN bike it is almost always 75% human power & 25% motorized assistance. It is NOT a motorcycle or even a horse which entirely moves the rider. It would be a gross generalization to lump eMTN in with other motorsports.

eMTN needs to be classified differently so the conversation and regulations become about the settings a rider uses. Being able to regulate how riders keep a percentage of personal human power and the electric motor use for assistance only.

It allows those of us that helped build this wonderful sport to keep riding and having longer days on the trail. It's about making it more accessible to a wider age range of riders and public lands using tax payers.

**Please look at how the UK and EU countries have worked through this same dilemma as they have already learned much about how to strike the right balance. eMTN bikes are widely used, sharing most trail systems with manual mountain bikes all while protecting their public lands for long term use.

Personally and as an active member of Evergreen Mountain Bike Alliance I strongly advocate for Class 1 eMTB access only!

I recommend the following simpler solutions:

Adopt Class 1 e-bikes as non-motorized transportation.

Adopt Class 2 and 3 e-bikes as motorized transportation.

Allow Class 1 on non-motorized trails upon completion of an environmental review and public, driven by local forests and/or districts.

Prohibit Class 2 and 3 on non-motorized trails.

Encourage programmatic NEPA review of eMTB impact on non-motorized trails, at the District, Forest or Regional level, to ease the review burden on a trail by trail basis.

By allowing Class 1 on non-motorized trails on a case by case basis and upon completion of a review process, the USFS offers flexibility at the local level and preserves maintenance funding sources that can be pursued by hikers, equestrians, and mountain bikers to help maintain thousands of miles of trail throughout the United States. Class 1 e-bike technology is quickly becoming ubiquitous, so the above approach also makes enforcement easier and reduces consumer confusion.

It is my understanding that the above approach is also in line with the wishes of People for Bikes, the International Mountain Bicycling Association, multiple mountain bike manufacturers, as well as my own local mountain bike organization, the Evergreen Mountain Bike Alliance.

Thank you,

William J. Beard