

Data Submitted (UTC 11): 10/24/2020 3:48:36 PM

First name: Lynda

Last name: Woodward-Collie

Organization:

Title:

Comments: Thank you for the opportunity to submit comments to your proposed new rules 7700 & 7710. As a mountain biker, it's important to me that we are careful in how we manage electric-assist mountain bikes on trails to protect the user experience of those recreating on non-motorized USFS trails.

I am a 56 year old female and am now able to ride, again, for exercise and fitness and to be back in nature riding these trails safely and respectfully of nature and people. Please let me keep riding. It has changed my life and the lives of many of my friends. Please don't take this away from me. My bike does not have a throttle. I have assist only when I am peddling. It's just what I need and no more. And, I see so many other out riding again... many have not been able to ride in decades. We are responsible and we donate. We want to keep riding. We want to save our forests. We want to be healthy. We want to be in nature. We don't take this away from us!!

I'm extremely concerned about the current approach to classify e-bikes as motorized vehicles.

This solution will jeopardize funding sources to maintain traditionally non-motorized trails and, by not aligning with recent decisions made within the DOI agencies, will cause more confusion amongst e-mountain bikers on where they can and cannot ride. More importantly, this solution will pit mountain bikers against hikers and equestrians once a proposal is made to allow e-bikes on a previously non-motorized trail by changing it to a motorized designation. The current proposals are also cumbersome and require more resources within an already constrained Federal Agency.

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.

Prohibit Class 2 and 3 on non-motorized trails.

By allowing Class 1 on non-motorized trails, 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,

-Lynda