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Comments: Class 1 eMTBs should not be classified as motorized vehicles because their low power and pedal-assist features align them much more closely with a bicycle than a motorcycle. They don't use a throttle, they don't wear the trails any more than a standard bicycle or a horse, and they're *not* a motorcycle.

Having ridden my bicycle on motorcycle trails I can say the speed, noise, and power of an off-road motorcycle is a different level than riding an eMTB.

Lets put it this way: when riding my Class 1 eMTB on mountain bike trails, 90% of hikers and other bicyclists don't even notice. 100% would notice if I was on a motorcycle or even a mo-ped, so why classify it in the same "motorized" category.

Class 1 eMTB's should be allowed by default on trails where mountain bikes are allowed and should be exempt from the "motorized" classification.

Class 2 should not be allowed by default.

Class 3 should be a wait and see as the speed puts it well above what a standard mountain bike could do.

I feel like this change is going to be counter-productive, unnecessary, and saddling the FS branches with unneeded bureaucratic busy work.

What problems does this solve, and what problems does it create?

USFS should amend its directive to limit non-motorized trail use to Class 1 e-bikes only.