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Comments: I'm glad to see that the impact of vehicles is being reviewed. I have long felt that the impact of bicycles has been an issue that needs to be considered. Conflicts with low-impact trail-users has been apparent considering the speed of these vehicles (safety issues) and the extreme erosion that is caused.

My comment is that these new management measures should apply to all "mechanized", not "motor" vehicles. Bicycle trails should be separated from low-impact trails for hikers and equestrians. As is stated in the text below (FSM 7715.5 Criteria), bicycles are the same as e-bikes in many ways. Mechanized instead of motorized vehicles would cover bicycles, too.

7715.5 - Criteria

4. Specific Criteria and Guidance for Designating E-Bike Use on Trails. In addition to the general and specific criteria in FSM 7715.5, paragraphs 1 through 3, when designating trails for e-bike use (FSM 7705), consider and document the following:

- a. Whether and the extent to which the trails are managed for bicycle use or bicycle use is allowed (FSM 7705) under the applicable TMOs.
- b. For trails that are managed for bicycle use or where bicycle use is allowed, the extent to which effects from e-bike use are comparable to effects from existing bicycle use, accounting for, as appropriate, differences in speed; potential effects from increased or concentrated use; and any site-specific considerations.
- c. Whether a programmatic environmental analysis may be feasible and more efficient due to similarities in effects of bicycle use and e-bike use.

Consider designating a class or classes of e-bike use, as appropriate, on NFS trails managed for bicycle use or where bicycle use is allowed, where effects from e-bike use would be comparable to effects from bicycle use.