

Data Submitted (UTC 11): 10/26/2020 3:13:02 AM

First name: Scott

Last name: Smith

Organization:

Title:

Comments: Hello, I submitted general comments in favor of increased access for class-1 eBikes previously. After reviewing the proposed USFS policy more closely and considering Evergreen Mountain Bike Alliances, and Whatcom Mountain Bike Coalitions stances, I would like to submit additional comments. I am not in favor of Labeling class-1 eBikes as motorized vehicles, since the motors on class-1 eBikes effectively cut out when riders are descending, or at speeds over 20mph. In reality, the motor on a class 1 eBike primarily offers a climbing assist only. So many mountain bikers are currently shuttling (driving) uphill to access USFS trails, or pedaling slowly up service roads, which are already open to motorized use. It seems to me that more sensible policy would be to consider class-1 eBikes as non-motorized. If the desire is to reduce use on climbing trails, class-1 eBikes could be regulated, but that will push that EMTB traffic onto service roads along with cars. I would rather see them simply grouped as mountain bikes, which is really what they are. Class 2, 3 etc are different scenarios, and aren't really appropriate for trail use anyways.