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First name: Aaron

Last name: Wilkinson

Organization:

Title:

Comments: To Whom It May Concern,

I am an avid user of our National Forest lands. I recreate on these lands in many ways, including hiking, bicycling, and motorized ORV use. When electric mountain bikes (eMTBs) started to become popular and use started to increase, I was adamantly against their use on non-motorized trails. After seeing first hand how eMTBs can improve accessibility to trails and areas for a broad range of individuals, including those who are disabled or suffering from a disease such as lung cancer, I have come to the realization that eMTBs are inherently valuable to our communities and our public lands. This is why I am concerned about the current proposal on the classification of eMTBs. While I cannot argue that an eMTB contains a motor, there are distinct differences between the types of eMTBs and therefore, how they should be authorized on trails. The three class system for eMTBs is quickly being adopted across the US and it is important that US Forest Service adopt this same methodology rather than create a new system. This is important for a few key reasons:

- 1) consistency - for all agencies, manufacturers, and users. I have seen the conflict that inconsistent definitions and classifications can cause. There needs to be a standard recognized.
- 2) safety - a class 1 eMTB does not increase speeds or noise and would not adversely impact the user experience on non-motorized trails but changing the trail classification to motorized would do just that.
- 3) funding - changing a trail classification from non-motorized to motorized adversely impacts the broad range of funding options for maintenance.

Thank you for taking the time to consider my comments. I hope that you will consider this feedback in your decisions for the future of eMTBs and non-motorized trails.

Sincerely,

Aaron Wilkinson