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Comments: Hello,

I think this directive is misguided in that it classifies anything with an assist as motorized vehicles. I have to disagree with this position as a mountain biker. When I think about sharing the trails with class I eMTBs, I have no problem with that. If I think about sharing trails with 500cc dirt bikes, that terrifies me. I know of two recent local incidents where a dirt bike collided with a regular mountain bike. One resulted in a broken hand on the part of the mountain biker and the other resulted in the destruction of the mountain biker's bicycle. When I think of a Class I eMTBs, it does not conjure up ideas of this same level of conflict.

With that said, I know it's hard to enforce class I eMTBs only. The authorities are taxed with trying to enforce the statutes that are already on the books.

The bottom line is that I don't think Class 1 eMTBs should be classified as motorized vehicles. Have you actually ridden one? If so, you were probably not that impressed with the level of assistance. Yes they provide assistance, but they are also limited by how much they can assist, not just limited in the top speed in which they have to cut out. It's not like as long as the rider is pedaling it'll output an additional 1000W and ride like a dirt bike with trail shredding power. It's a much less dramatic experience and rides much closer to a mountain bike than a dirt bike.

For this reason, I'd like the forest service to reconsider categorizing ALL eMTBs as motorized vehicles. I think doing so is just a lazy way out of dealing with this new user group.