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Comments: Thank you for the invitation to share my thoughts and experiences. This really isn't as big a deal as it's being laid out to be. Class 1, Class 2 and Class 3 electric motorized bicycles are all the same, no need for the different distinctions. What they ALL have in common is they all have 'motors' and therefore shall not be allowed in NON-MOTORIZED corridors, period. A motor is a motor is a motor!!! It makes no difference if it runs on dead dinosaur juice, a small squirrel cage full of mice or in this case, electricity..... These are just fuel sources that are hooked up to 'motors' and are not allowed in anyway on NON-MOTORIZED trails. Pretty simple to make a ruling on, eh?

Allow me to suggest that from this point forward the U.S. Forest Service refer to this form of travel as 'Electric motorized bicycles'....This will clear up any confusion to the term 'e-bikes', a term put forth by the industry that is producing them and therefore trying to make them sound like they are not propelled by a motor. Please always refer to them as I stated, Electric MOTOREZED Bicycles, thank you.

Now just to let you folks know that I am not some kind of 'anti-electric motorized bicycle' activist and out to shame those that are using them, I'm here to say.... "this form of travel and recreation is wonderful in all sorts of aspects and configurations. It can make such a difference to a wide variety of age groups (young and older) with or without gender challenges." Nope, no problem with the em-bikes as long as they are being used correctly in the places that are open to motorized travel and recreation.

Quickly here, my name is Donnie Cook. I have been riding Klunkers, now called mtn bikes, for 44 years. Of all the accolades that have been bestowed on me thru mtn biking and my accomplishments, my fondest is that I am considered the father of trail advocacy and purpose trail building. I built my first mtn bike trail in 1979 and by 1983 had started the worlds first and still oldest mtn bike club. So successful were we that our club has been emulated and copied across this great country and into every corner of the globe. I worked closely with our local Forest Service Office in Gunnison Colorado, which is the Taylor River District of the larger GMUG, for 31 years on many different issues and topics. Building trails, working with ranchers on grazing and trespassing issues, private property easements, etc, etc. Over this time I sat on my back side through countless meetings and endless hours that ultimately corrected and rectified many problems that had arrived with the advent of mtn bikes. Probably the most important lessons I learned were from the 75 or more easements that we negotiated connecting or passing through private property to join public Forest Service land. I can't recall a single one of the easements that came to be usable that weren't NON-MOTORIZED. Not one owner of private property was ever willing to agree to any easement if it was motorized. Many a mile of trail can be taken away if the current policy is changed to allow electric motorized bikes across the public lands that are corridor-ed as Non-Motorized.

Here in lies the issue at hand. The U.S. Forest Service is now thinking of changing the rules that are historic and can be Congressionally challenged to allow em-bikes on all these easements. This is a slap in the face to hours and hours of volunteer time, like from myself, that has been used to secure miles and miles of quality NON-MOTORIZED trails in our country. Think about it!!!

Where I live and ride there are over 700 miles of single track, 92% of which is 'motorized'...leaving only 8% of those trails NON-MOTORIZED. As far as the percentages the same can be true for almost anywhere you can think of, so its pretty obvious that there are already plenty of places for these em-bikes to be taken and ridden by their owners and very little of the human powered (non-motorized) trails left for the pedestrians, equestrians and cyclestrians. This should be what the U.S Forest Service sticks to.

Oh please, I could go on and on but here is a chance for the U.S. Forest Service to set policy for decades to

come that many municipalities across the country can use as a template for all human powered recreation paths that are in place or that will be built. This is a very important decision and many will use and follow this precedence. Don't blow it.....the line in the sand was drawn in 1964 with the policy that was used by the Wilderness Act, that line being the words "MOTORIZED // NON-MOTORIZED. Stick to this policy and save yourselves some serious headaches in the near and long future.