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Comments: As an very active rider of a normal mountain bike, I believe classifying all e-bikes as motorized based on an interpretation of the 1964 Wilderness Act will open up more challenges than it is purported to solve. e-bikes have the same small tire width as normal bikes and the weight with rider is similar. entering into directives that class e-bikes along with high horsepower motorcycles and ATVs will open the the USFS to endless meetings and lobbying from groups that have historically shown little concern to transportation related erosion.

If the USFS is to expand its appeal to a broader and more inclusive slice of America, it should avoid the endless administrative morass and treat e-bikes the way the BLM is approaching the issue. this would vastly reduce the administrative costs to the USFS as well as the benefits to many more potentail users of USFS public lands.

If the Forest Service continues to classify e-bikes as motorized, these directives have the potential to reclassify non-motorized trails as motorized trails to allow eMTB access. This could create funding complications and lead to increased user conflicts.

If the Forest Service were to permit eMTBs on non-motorized trails, those trails would then be reclassified as motorized. To avoid this confusion the Forest Service should align the proposal with the recent Bureau of Land Management (BLM) final rule and create an exemption to allow eMTBs on non-motorized trails. The Forest Service proposed directives do not indicate an exemption is under consideration.

Sincerely,

William Stewart

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