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Comments: I am writing in regards to the Forest Service's proposed revisions to directives regarding management of electric bicycle use on National Forest System lands (FSM 7700 and 7710 E-bikes #ORMS-2619).

Regarding the recent Forest Service's proposed revisions to directives regarding management of electric bicycle use on National Forest System lands (FSM 7700 and 7710 E-bikes #ORMS-2619).

Electric assist bicycles should definitely NOT be defined as a "motor vehicle." Doing so would create confusion, as so many entities (including the US Consumer Product Protection Agency) currently DO NOT DEFINE these bikes as motor vehicles.

Forest Service has the right to regulate prohibit or allow these bikes as they see fit in keeping with their land management goals. However, altering their definition is counter productive and creates confusion.

Electric-assist bikes are just that. The bike is propelled by a combination of human power and a very small (1 HP) electric motor that is silent, emits no fumes, and does not use any fossil fuels. Prohibit e-bikes that use a throttle if you determine that is needed, but do not classify these bikes as motor vehicles. It makes no sense on many levels.

Class 1 e-bikes should be treated & managed as regular traditional solely-human powered bikes. The higher-powered e-bikes (class 2, 3 etc) could possibly be prohibited more widely.

Note that we are NOT seeing any bad behavior or results from people riding e-bikes. All we are seeing is more people riding bikes.

Please help reduce confusion by choosing these words carefully and only adding restrictions where they are needed.

Thank you.