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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).

I respectfully ask that electric bicycles be removed from the definition of a "motor vehicle."

Clear electric bicycle policies and rules will facilitate management and give more Americans opportunities to explore our public lands.

Specifically, E-bikes allow people with disabilities much more intimate access to public lands. Using traditional "motor vehicles" (cars, ATVs, UTVs, motorcycles) remains quite different from the experience of riding an E-bike.

Carving a special niche for E-bikes will acknowledge the differences between full motor propulsion, pedal power that is aided *intermittently*, and motor-free uses.

Furthermore, when considering a consistent definition of E-bikes, please keep in mind that, currently, Class II E-bikes (those with a throttle option) are the only way that some Americans can use a bicycle. For persons with disabilities, a Class II E-bike can open up a whole new realm of outdoor experience- and an experience much, much closer to the pedal-only end of the spectrum.

To write the new policies as if using an e-Bike in the woods were equivalent to riding in/on an ATV/UTV/car/motorcycle makes me wonder if the policies were written without the opportunity to directly compare the various types of propulsion.

These proposed changes could result in a substantial number of non-motorized trails, paths, or roads being converted to motorized in order to allow electric bicycles - an unintended consequence and management strategy for the vast network of non-motorized Forest Service areas.

I do not support the proposed revised directives as written. Instead, electric bicycles should be removed from the definition of "motor vehicle" and considered a non-motorized use.

Electric bicycles are ridden, and should be managed, like traditional bicycles rather than motor vehicles.