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Comments: In reference to the proposal to allow ebikes on forest trails, I would hope that the following will be taken into consideration.

1. I am concerned that enacting this proposal will increase the overall use of trails that are already seeing wear from constant bike use - rutting, trail widening, v-shaped profiles developing, etc. - and result in increased conflicts with other uses due to an increase in number and possibly increased speeds.
2. I worry that doing this will open the door to more trails being designated, as there never seem to be enough to satisfy those who want a dense and extensive trail system. It seems unlikely that ebikes will be restricted to the trails shown in this scoping letter for long.
3. I also am concerned that limiting ebike use to class 1 bikes only will be hard to implement. As electric vehicles of all kinds increase in diversity and type, what will prevent class 2 bikes and some of the hybrid ebike/motorcycle vehicles I have seen from using these trails?
4. How does the FS propose to enforce and patrol the trails with insufficient law enforcement funding?

Overall, I think that the distinction the FS has long made between motorized and non-motorized trails should not be blurred, as doing so runs the risk of converting currently non-motorized trails to defacto motorized. There are plenty of motor-friendly trails and class 4 roads around to accommodate ebike use without converting non-motorized trails to ebike trails.