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Comments: As a longtime resident of Bend and frequent trail user for over 20 years, I'm strongly opposed to the proposal to open 160 miles of Deschutes National Forest trails to Class 1 e-bikes.

I've spent decades riding and maintaining trails across the Central Oregon system. Here's what worries me:

1. Trail Fragility + Increased Mileage = Accelerated Damage

Our soils are dry, dusty, and fragile during most of the riding season. Even if Class 1 e-bikes produce the same impact per tire as a standard bike, they allow riders to cover far more ground-sometimes 3 to 4 times the mileage. We've seen this before: when shuttle access began through Cog Wild, trails like Flagline went from pristine to blown out within days of opening. Increased traffic without increased maintenance equals long-term degradation.

2. No Realistic Enforcement Plan

The proposal assumes users will self-regulate by using only Class 1 bikes, but in practice, this is unlikely. I've personally encountered throttle-powered e-bikes on Wanoga trails this summer-riders who were not only breaking the current rules, but were openly defiant and sometimes aggressive when confronted. Without clear on-trail enforcement or signage, there's no mechanism to keep Class 2 or 3 bikes off these trails.

3. Increased Safety Risk from Up-Traffic

Many trails in this system were never designed for two-way travel-especially not at speed. As more e-bike riders climb up traditionally downhill trails, blind corners and limited sightlines create a recipe for serious collisions. It's only a matter of time before someone gets hurt.

4. Trail Culture and Etiquette Are at Risk

Most e-bike users I encounter on trail are younger riders looking to cover more ground with less effort. That's not inherently bad-but many are unfamiliar with basic trail etiquette. Yielding rules, pack-it-in/pack-it-out ethics, and trail maintenance culture get lost. That loss of stewardship changes the entire experience for everyone.

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I'm not anti-access, and I believe in broadening who gets to enjoy these trails. But this proposal skips critical questions about sustainability, enforcement, and community impact. I urge the Forest Service to pause, gather more input, and run a focused pilot program-not a blanket approval.