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Comments: 1. Current eMTB use 250 watt motors. Regulations should change the limit from 750 watt to 250 watt. I just saw a bike called the Rambo Krusader. It has a 500 watt motor on each wheel. The average hiker would not know the difference between a 250 watt bike versus this 500 watt X 2 = 1000 watt version. The Rambo Krusader would be able to go up a steep hill very fast hauling a heavy hunter and his gun causing a lot of trail wear. Plus hunters are going to use the bike in wet and snowy weather. Can you imagine the damage that will do to a trail?

2. eMTB go faster than MTB. (see https://www.pedalchile.com/blog/mtb-speed) In the proposal the main guidance for designating eMTB is to compare them with existing bicycle use. I have done literature searches several times and come up with no statistical information on mountain trail bicycle (MTB) use in the mountains. The forest service needs to commission studies on MTB as well as eMTB. If the Forest Service has in-house information, it should be made public so the public can make informed decisions on proposals such as the current one. On a side note, there also needs to be more open studies on motorcycle trail damage. eMTB may be as damaging as motorcycles.

3. It is it time for speed limits in the mountains The Forest Service speed limit on roads is 35mph. This proposal limits the motor in that it should only provide assistance up to 20 mph for class 1 and 2, and 28 mph for class 3. The maximum speed limit on any single-track trail should not be greater than 15 mph. If any bike, electric or not, wants to go faster, the trail should be classified as "downhill bike only." See the attached file of how Bridger Teton NF has designated a trail network on Teton Pass Wyoming.