

Trail Mix Committee Agenda

Tuesday, October 13 2020

11:00 AM via conference call

Per Executive Order 2020-5 issued by Governor Gary R. Herbert on March 18, 2020, this meeting will be conducted electronically. An anchor location will not be provided.

conference call: 435-259-4138 : select Line 1 : password is "123456"

1. Introductions

2. Approval of Minutes

Minutes from: July 14, August 11, September 8

3. Trail Mix business

- US Forest Service plan revision - vote to submit comments
- US Forest Service e-bike regulations - vote to submit comments (due Oct 26)
- E-bike vandalism on trails
- E-bike misinformation in the media - there has been NO change in local trail status
- NICA race - post-race report and multiple issues
- UTV sighting on paved path (north of Arches entrance)
- Spanish Valley Drive non-motorized path - online survey - vote on car parking vs. multi-use pathway at <http://bit.ly/HotspotParking-SVPath-TransitSurvey>

4. County Report – Mila Dunbar-Irwin, Evan Clapper

5. City Report – Cory Shurtleff

6. BLM Report – Katie Stevens, Jennifer Jones

7. Forest Service Report – Brian Murdock, Zachary Lowe

8. Trail Report – Maddie Logowitz, Tyson Swasey

- Groff Park construction update
- Raptor Route construction update

9. Biking Report

10. Climbing/Canyoneering Report – Brett Sutteer

11. Equestrian Report – Stephen Schultz

- Old Spanish Trail figures - status update
- Figures - Letter of recommendation (via County Council) to UMTRA

12. Hiking Report – Marc Thomas

- Pinto Arch trail - open and in use (with temporary signage)

13. Trail Running Report – Justin Ricks

14. Ski Report – Kirstin Peterson

15. Citizens to be heard

To have your comments considered for the Citizens to Be Heard portion of the electronic meeting, please email your comments to: MoabTrailMix@gmail.com

Comments must be received by 9:00 AM September 8. Please limit them to 400 words.

FSM 7700 and 7710 E-bikes #ORMS-2619

<https://cara.ecosystem-management.org/Public/CommentInput?project=ORMS-2619>

Grand County Trail Mix is the official entity authorized by Grand County, Utah to plan, design, build, and maintain non-motorized trails in and around Moab, Utah. This area includes such world-famous trails as Slickrock - one of the first mountain bike destinations in the country - which has now become a popular e-bike trail. Locally there are already well over 1,000 miles of dirt roads and trails open to e-bikes; only roughly 150 miles are closed to motorized travel.

As a part of our work, we have significant experience with e-bikes, and with the multiple issues arising from their use on non-motorized trails. We are opposed to some of the provisions in the proposed revision of FSM 7700 Chapters 7700 and 7710. We believe that these changes will cause significant negative impact to many existing trails, leading to increased taxpayer costs for maintenance and repairs, and a decreased overall user experience. Outlined below are the reasons behind this, based directly on our first-hand experience with e-bikes on our trails.

7702 - OBJECTIVES

The revision here states that e-bikes are good "for individuals who might otherwise be **prevented** from experiencing an NFS trail". With a class 1 or class 3 pedal-assist e-bike that is clearly not true - the rider still needs to be pedaling for the bike to move. The electric assist merely allows them to ride faster. A rider who goes out for one hour on a regular bike might cover six miles; the same rider in one hour on an e-bike might cover twelve - but the rider would have put in the same effort and received the same exercise benefit in both cases.

The revision also does not address the use of e-bikes by perfectly fit individuals who will only use an e-bike in order to travel faster and further than they could otherwise.

We would substitute wording saying that e-bikes make it *easier* for individuals to experience NFS trails.

7705 - DEFINITIONS

Bicycle - the definition here is technically accurate. However, many disabled people use three-wheeled hand cycles (where the pedalling is done by the arms, and not the legs). We would either broaden the definition of "bicycle" to include such vehicles; or to add a definition of "adaptive hand cycle".

Class 2 E-Bike - we do not feel that Class 2 e-bikes are compatible with regular bicycles on trails. Class 2 e-bikes can be operated without pedalling at all; in fact they can be operated with the pedals removed, solely by using the throttle. As such they are really small electric motorcycles, and not bicycles at all. We would encourage the removal of Class 2 e-bikes from consideration on any NFS trail.

Class 3 E-Bike - a class 1 e-bike can maintain a speed of 20 MPH. The top professional riders in the world, on a world championship race course, can maintain a speed of roughly 12 MPH. A

typical rider in average shape will be slower. A rider on the same trail going 20 MPH will be a danger to others; the excess speed of a Class 3 e-bike - 28 MPH - is simply not needed. We would encourage the removal of Class 3 e-bikes from consideration on any NFS trail.

7715.03 - Policy

See comments above under section 7702 on the term "prevented".

We would encourage the addition of wording setting a policy that all trails are closed and off-limits to e-bikes until they are individually evaluated under the listed criteria. In other words, maintain the current status quo of every trail until it has been explicitly approved for e-bike use.

7715.5 - Criteria

Speed differences are listed in section 4 b as one criteria for evaluation, which we agree with. We would also add criteria such as the higher weight of e-bikes; and the lower overall experience and skill level of e-bikers. Individuals that use e-bikes often have lower fitness levels than traditional bikers, hence their use of an electric motor; but there is no electric assist for handling, or braking, or obstacle avoidance. This leads to more frequent off-trail damage when the rider is unable to stay on the designated trail, especially at the higher speeds of e-bikes.

It is not clear from the document changes whether an Environmental Assessment (EA) is required to allow e-bike use, either as a change to an existing trail, or as a part of the required EA in construction of a new trail. We would encourage the addition of wording that explicitly states that an EA is required before allowing e-bike use on any trail.

We would also recommend the addition of adjoining trail systems as a criteria for evaluation. This is mentioned in 7715.72 section 8; but it should be listed as a specific criteria. In our area, the Whole Enchilada gets tens of thousands of riders every year, from all around the world; it is a downhill trail that starts in the Manti-La Sal National Forest on Forest Service land, but ends on BLM land. The use of e-bikes on the BLM portion is prohibited; allowing e-bikes on the Forest Service section will only lead to multiple people breaking the law by continuing on the trail.



Grand County Trail Mix
P.O.Box 373
Moab, Utah 84532

United States Forest Service
Manti-La Sal National Forest
599 West Price River Drive
Price, Utah 84501

October 13, 2020

Re: Revised Land Management Plan for the Manti-La Sal National Forest

Grand County Trail Mix is the official advisory committee for non-motorized trails in Grand County, Utah. One of our functions is to work with the Forest Service to build and maintain non-motorized trails within the La Sal Mountains, including the world-famous Whole Enchilada bike route. We very much appreciate our cooperative agreements with the Forest Service, and hope to continue to work closely together in the future.

We feel that the proposed Manti-La Sal National Forest Plan revision correctly balances the needs of all user groups, and we support the updated plan as written.