

**PROPOSED CHANGES
SUPERINTENDENT'S COMPENDIUM
2020**

WESTERN ARCTIC NATIONAL PARKLANDS

(Noatak National Preserve, Cape Krusenstern National Monument, Kobuk Valley National Park)

The Superintendent is seeking public comment on the proposed Superintendent's Compendium. The proposed compendium is a written compilation of designations, closures, permit requirements and other restrictions adopted under the Superintendent's discretionary authority.

To return to PEPC to comment on this proposal go to one of the following links:

<https://parkplanning.nps.gov/CAKR-Compendium-2020>

<https://parkplanning.nps.gov/KOVA-Compendium-2020>

<https://parkplanning.nps.gov/NOAT-Compendium-2020>

To return to the Alaska Region Compendium page go to:

<https://www.nps.gov/locations/alaska/proposed-compendiums.htm>

After review and consideration of the need for annual updates, the following substantive changes are proposed:

2.15(a)(3) Conditions for leaving pets unattended and tied to an object

Sled dogs used as transportation may be left unattended for up to 24 hours when afforded adequate shelter, food and water.

Leaving pets unattended or unattended tied to an object or unattended inside a public use cabin for any length of time is prohibited.

The intent of these requirements is to help ensure pets aren't lost or injured, don't harass wildlife, cause predation, endanger people, or damage resources.

2.19(b) The towing of persons on skis, sleds, or other sliding devices by motor vehicle or snowmobile is prohibited, except in designated areas or routes

The towing of persons on sleds by dog team or snowmobile is authorized in all areas of Western Arctic National Parklands.

36 CFR 13.50 Closures and restrictions, National Park System Units in Alaska

The NPS seeks public comment on allowing the use of electric bicycles (e-bikes) in National Park System units in Alaska. The proposal for the 2020 compendium is:

The term "e-bike" means a two- or three-wheeled cycle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.).

E-bikes are allowed in accordance with the provisions of 36 CFR Part 4. E-bikes are allowed on park roads, parking areas, and trails that are open to traditional bicycles.

E-bikes are prohibited where traditional bicycles are prohibited under 36 CFR 4.30.

Except where use of motor vehicles by the public is allowed, using the electric motor to move an e-bike without pedaling is prohibited.

A person operating an e-bike is subject to the following sections of 36 CFR part 4 that apply to the use of traditional bicycles: sections 4.12, 4.13, 4.20, 4.21, 4.22, 4.23, and 4.30(h)(2)-(5).

Except as specified in this Compendium, the use of an e-bike is governed by State law, which is adopted and made a part of this Compendium. Any violation of State law adopted by this paragraph is prohibited.

This provision is approved and will remain in effect until rescinded or superseded.

The reason for this proposed addition is as follows:

On August 30, 2019, the National Park Service published an e-bike policy. A stated goal of the policy is to address e-bikes so that the NPS can exercise clear management authority over them within the National Park System. The policy provides that e-bikes are to be allowed in areas where traditional bicycles are allowed. Under national NPS regulations, traditional bicycles are allowed only on roads, parking areas, and designated trails. 36 CFR 4.30(h).

Under Federal law specific to conservation system units in Alaska, which include national parks, “nonmotorized surface transportation methods for traditional activities ... and for travel to and from villages and homesites” are allowed notwithstanding any other provision of law. 16 USC 3170(a). It has been the position of the Department of the Interior that these methods include the use of traditional bicycles. E-bikes do not fall under this allowance because they have an electric motor and therefore are not “nonmotorized.”

Although ANILCA allows traditional bicycles anywhere within conservation system units in Alaska, NPS Region 11 (Alaska) proposes to allow e-bikes only on roads, parking areas, and designated trails where traditional bicycles are allowed. This will ensure that the NPS manages e-bikes in Alaska in the same way it manages e-bikes outside of Alaska. The nationwide policy intended to achieve a consistent management framework for e-bikes within the National Park System. In addition, the NPS has no data on the level of bicycle use on more than 20 million acres in Alaska that are off-trail and not in designated wilderness. This would make it very difficult to anticipate the impacts of allowing e-bikes in those same, vast locations – impacts that could include concerns about public safety associated with remote, cross-country travel, protection of resources in sensitive biomes such as tundra, and management objectives such as preserving wilderness character in eligible wilderness.

The National Park Service in Alaska is requesting comment on this proposed addition to the 2020 park compendiums.

Superintendent Signature, Date