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Title:

Comments: I strongly support the USDA National Forest Service directive updates to define electric bicycles, and e-bike usage within NFS jurisdiction.

My supporting opinions regard accessibility, which will create a more inclusive environment for a wider spectrum of the public to experience natural areas and the benefits of cycling. I also believe an allowance to grant e-bike usage on designated trails would benefit attention given to the importance of public lands (and public land management), cycling, and alternative transportation machines with less-invasive land usage.

As a traditional and electric-assist cyclist, I believe any assessed differences comparing e-bikes (federally defined class 1-3) to traditional bicycle trail effects will be negligible.

Higher speeds attainable on class 1-3 bicycles are realistically met on open, no-to-low grade, paved/packed roads. In most trail riding environments, assisted bikes will be operated at speeds closely matched by traditional cycling capability.

Weight is less of an issue, with a majority of electric bicycles being in the range of 20-30 lbs heavier than it's traditional motor-less counterparts.

When considering the effects of potential speed and weight, I believe e-bike access on designated trails will have little effect on trail conditions and will have no effect on the NFS's ability to manage the trail for public use.

I also approve of addressing continuity standards across multiple jurisdictions, as this can settle any potential for differential claims and give piece of mind for rider and land managers with well-defined and documented usage in regards to ebike trail access.

Thank you,  
Joe Marchfield