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Title:

Comments: Re. FSM 7700 & De-bikes #ORMS-2619

I am in support of allowing e-mtb use on NFS trails and roads that are allowed for non-e-bicycle use. I certainly feel that class-1 e-mtb should be considered much like a non-e-bike. I feel that class 2 & points are many types of e-bikes entering the marketplace - some that may meet a particular class type, but be entirely unsuited for trail use - I feel that a system of designating trail difficulty will be necessary. Just like hiking trails, ski trails, whitewater, etc. are graded on difficulty, the trails and roads within the NFS may require such grading to allow e-bike users to assess the suitability for their equipment and skills against the trail or road. I believe that the consistency of bicycle and e-bicycle policy regarding use on trails and roads should be fact based and similarly applied across all public lands (federal and state).

The opportunity for active bicyclists to further their cycling experiences into later years and the opportunity for others to enter or reenter the bicycling community via e-bicycles offers tremendous opportunity to keep or enhance public use of and interest in bicycle roads and trails. Such use and interest will result in more public support and financial support for public bicycling facilities. The e-bicycle technology will help to keep Americans active, encourage outdoor recreation and enable users to see sights that may previously have been inaccessible to them.

A NFS policy that favorably considers e-bicycles just as non-e-bicycles should enable a broader nationwide network of bicycle routes that will link rail-trails, National Bicycle Routes, Backroad Discovery Routes, etc. together for a more extensive national bicycle network that will benefit Americans and draw international visitors to experience and explore America. All of this will help us to endure and recover from COVID-19 times through fresh air, exercise and economic stimulation of remote/rural areas.