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Comments: I am all for the opening of Forest Service trails to e-bikes! Owning a bike shop and selling e-bikes, while also telling customers they can't ride their new bike on basically the only local trails is a real tough position to be in. I do think you're making some errors in your approach to e-bikes, though.

Class 3 e-bikes do not belong on trails. Any bike that can be motored up to 28 mph has no place on a dirt trail. They are great for bike paths and paved pedestrian paths, but they are an endangerment on trails because of how fast users can go on them - users that would never reach those speeds under their own power. You won't run into them often, because the bike industry has regulated itself and not installed them on mountain bikes. That doesn't necessarily mean users won't add them to their own equipment, though. Making regulations to keep them off the trails is the best thing you can do.

Class 2 bikes also need to be more closely examined, because they're hardly bikes. They're electric mopeds that can occasionally be pedaled. These bikes are also equipped with hub-driven motors that can spin out on trails, causing much more damage than any other bicycle possibly could in the same conditions. They present just as much danger on the trails as Class 3 bikes, because they can be ridden to the max speeds with the simple press of a throttle. Most Class 2 bikes are also quite heavy, because they're usually cheaply made, putting even more danger and damage with their introduction to the trails, because their allowance is now also putting inexperienced, throttle-using riders on 80 lb. pieces of equipment while their peers power themselves around more slowly on 30 lb. bikes. Lastly, Class 2 bikes are easy to modify and override the governor that limits them to 20 mph, even increasing the likelihood of danger to other users. They do not belong on trails; they also should not belong on pedestrian paths. They are "motorized" in the true sense of the word and should be treated as motorcycles.

Class 1 e-bikes is what you should be giving the nod of approval to. They are built to be ridden like standard bicycles are, but allow their riders to just go a little further and faster than they are otherwise capable of because they are assist only. They typically have mid-drive motors that can't spin out on the trail. Most Class 1 bikes could ride past the untrained eye without even being noticed as an e-bike. They are made to be on trails and should be allowed on all trails. Classifying them as motorized was a mistake in the first place, because they can't be ridden like a motorized vehicle. The motor exists only to assist in the human-powered movement of the bike.

In summary, e-bikes are a great thing for the bicycle and outdoor industry. They allow users to get out and enjoy trails that may otherwise not have the chance. However, you need to take a closer look at what you're allowing on your trails. Allowing anything other than just Class 1 e-bikes on dirt trails is a mistake.