

Linda:

I read the Invitation for Comments E-Bike Use Designation on Select Jackson Area Trails. I offer these comments in response to the invitation and regrettably could not use the on line form as it seems that I timed out some how. Please pass my comments along to whomever is supposed to review them.

I see three potential issues with the potential changes in the designated trail use.

1. Permitting using local vendors. Some of my concerns are both strategic and tactical. Questions about permits: Would vendors get paid for participating in the permit issuance process?

What are the quality controls for vendors who determine e bike's 1, 2, or 3?

Are the permits free? If not, how expensive will they be? How long do the permits last: seasonally? How does the permitting process integrate with the county Pathway system and Grand Teton National Park Pathway system? The national park charges an entrance fee but not an e bike fee. This permit will cause confusion for e bike riders crossing three potential jurisdictions. As an example, an e-bike rider leaves the national park, rides on the Teton County Pathway system, (both don't require a permit, and then comes to the OPR which would require a permit. A permit process will not be intuitive for an e bike rider and inherently builds confusion and potentially mistrust of the forest service.

2. Questions about safety and enforcement: Who would check the permits? Who would issue possible citations? Is a permit process even enforceable? What would be expected of volunteer ambassadors? Right now mountain bike riders at Trail Creek come mostly from 4 states. How would out of state riders get permits? Will they be on line? One might argue that people from out of state as well as in state get fishing licenses but they are different. The permitting process will be unenforceable, create tension with volunteers or trail ambassadors, and create management problems for permit providers. The addition of more bike riders on the OPR going fast will create and court significant safety issues for both the bike riders and walkers plus their pets.

3. Questions about the environment: What happens if a rider drops or loses their bike battery? Do we want lithium ion batteries lying around the forest? What kind of safety hazard do these type of bikes create for our forest. How would the forest service check on the quality of the battery and where it its in its life cycle? There is enough stress now about fire not to add an additional one like missing or overheated lithium ion batteries. The referenced trails are very forested and susceptible to any potential starter product and potential accelerant.

Conclusion: These referenced trails are not good locations for e bikes. The forest service can say no to e bikers on these referenced trails, and use more appropriate areas for e bike use.

Cordially,

Bob Weiss
Trail Creek Ambassador