

October 11, 2023,

Todd Styles
BTNF District Ranger

I am addressing this letter to you as the author of "Invitation for Comments E-Bike Use Designations on Select Jackson Area Trails".

Having spent 15 years of my life designing, scoping, and working to construct the 10 trails mentioned in your proposed action, I believe that is why I was given an opportunity to comment.

Please understand that I first and foremost believe that a huge amount of disrespect has been shown by EMTB users. As a matter of history, I have been involved with the past LEO in a case that involved EMTB use in the Greater Snow King Area. I spent hours writing letters, contacting the LEO, giving away my personal information to the federal government, all to bring about justice to a person that didn't follow the rules, didn't care for the rules, didn't care about anything but themselves. This person is/was not alone. Those folks spit in my face! The USFS dropped the case, I am still upset. Now I read how you are going to invite the same person/people to the table tonight. "Respect gets respect". Seems the same people that are breaking the rules are making the rules!

I have no doubt that any regs, rule suggestions, registrations will NOT be followed. See above. Class 1, 750 watts is a joke, modifications can happen to increase speed and wattage right out of the box. Is your staff going to be out there with a watt meter and an OR code reader to check licenses? One would hope so, but that is not reality.

It is a fact that the USFS has very little resources to enforce these rules. The main reason that Greater Snow King and Teton Pass Area are not overrun by EMTB's is because people on HPB's and hikers using the trail, "self enforce" the rules. I have seen it, been part of it! They better not get near some HPB's users I know, it's going to mean sharp wire cutters, sharp tongues and full combat! Right now it is anarchy. Same with TPA, recent sighting of a shop owner (who will help push through this proposal) on TPA trail system on an EMTB, really?

Of course the lobby will be strong from the shop owners, and nonprofits, as they see the EMTB as a way to expand growth and/or make more money, and as we all know this community is based on money and growth, that is just the way it is. And here is the interesting part, shop owners may bitch and moan, but now they can sell two bikes, one HPE and a EMTB.

I believe that the majority of people do not understand what these EMTB are capable of. Unlike a HPB, they now have a range that is expanded twice to three fold. Not only do they now have the range, but now they have the capability to go places where a HPE doesn't have the power or range to go. EMTB's are going WAY into the BTNF, to places that have never seen a bicycle before! So.....they now have expanded their use many times over the HPB. And that is going

to change as technology allows the bikes to go further, faster and on more difficult trails. This is huge! Plus, you have little or no control over where this people go

Here are some examples as to where the EMTB's are now going. EMTB's are riding North and South Fall Creek. This trail system (Jungle Love, Refrigerator Trail, Bulldozer Pass, Mark Ames Trail) are being built, used and maintained by EMTB's, but technically they are closed to EMTB's? No one seems to care. Deep into Willow Creek, bagging major peaks, across the pass into Targhee NF (anyone bother to talk to the Targhee NF?, you may be surprised at their stance), all across the Palisades WSA. The trail system that the USFS put in at Mosquito Creek So, the EMTB's have WAY more access, more everyday as they discover new places to go. I don't buy the "poor me, I have nowhere to ride my EMTB". Basically they have the whole BTNF, minus GSKA, TPA and the wilderness.

My experience when riding an acoustic bike in an "open to EMTB's" is greatly diminished. Getting butt rammed from the rear, having to pull over, I just think, I'll go to where there are no EMTB's. When traveling with my EMTB (understand that I do own a EMTB), I don't want to butt ram a HPE, they EARNED, the trail, I just paid for wattage, and a beer can holder. I look for areas that are closed to EMTB's. It makes my experience so much better. Very unique! I have plenty of opportunity to ride my EMTB and with your proposal, will have less opportunity to ride my HPE. Is having something difficult and hard earned a bad thing?

I have built trails for 20 years of my life and I know that the EMTB's change the trail, unlike the hypothesis that they do nothing to the trail. Added speed and power result (you aren't going to like my observation), a marked increase in the width of the trail. The radius of the turn increases, especially uphill, and so does the trail width. This along with the increased traffic DOES have an effect, e.g. Munger Mountain.

I am also a bit confused by your stance "no more new trails", when I look at JHMR. Correct me if I'm wrong, but it appears the USFS/BTNF is just about to approve a bunch of new trails for EMTB's at the village, your proposal makes no reference to this. That's money and growth looking right at you. More is better.

My first desire is for no change and better enforcement.

If indeed change is going to happen, which I have no doubt will happen, start small and slow and see the results. The South Side of TPA would be a start, allowing EMTB's on Old Pass Road, Crater, and Blacks, Lithium, Fuzzy Bunny, Parallel. As the power and range increase with technology, there will be a time when the Old Pass Road over a completed pathway system into Idaho will become a transportation corridor, since it is only a matter of time that the growth will bring the traffic to a standstill.

Draw the line, leave the north side of TPA alone until you figure out what works and what does not.

I am also confused that Blacks Canyon was not proposed trail, and I think I know the answer the USFS is giving, it is WSA. This confuses me since EMTB's are riding all over the WSA, and just recently land managers approved an extensive bit of trail work on the Black Canyon Trail, for the benefit of bikes. As you stated in your proposal, EMTB's and HPE's are not different. This is simply illogical reasoning.

There is NO way that EMTB's are going to ride up the OPR, and stop there, they are going right out to Mt Elly and away they go, to points WAY south, into WSA, Targhee NF.

Here is what is now available to EMTB's, and old people, and handicapped.

- South Teton Trails which include all the area open to motors near Swinging Bridge, (this trail system is a mess and it could be a model project for clean up and trail work)
- JHMR-miles of trails, soon to be more, plus lift service!
- Munger, expanded season? Better remember ~~way~~ you limited the season (clue, wildlife)
- South Fork/North Fork Fall Creek and beyond.
- Mosquito Creek system
- Willow to Pickle Pass and on.

I believe that your figures about percentages and usage by different groups are off, I don't think you realize where and how far these ETMB's are penetrating into the trail system. 50 miles is no problem!

Respectfully yours
Chris Peck

PS-I am closing out this letter and I will not be attending tonight's meeting. I went to the first meeting and I was shown disrespect of the rules and I just can't deal with this attitude which is sure to bring about unhappiness in my life.