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Organization:

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I formally submit my objections to the Grand Targhee FEIS/ROD.

According to Appendix C - "Prior to initiating construction activities on NFS lands, GTR shall develop a comprehensive Construction Implementation Plan (CIP) for projects they intend to construct (as included in this EIS each construction season. The CIP shall detail how the project(s) planned for construction are consistent with, and will comply with, the Record of Decision". There is no information on what kind of lift will be installed in South Bowl. We have not been allowed to comment on what type of chair lift will be built. We do not know how many old-growth trees will be removed because we don't know what kind of chair lift is going to be installed until GTR is ready to build it. Is the public allowed to comment on the Supplemental Information Report (SIR) for the chair? The public was not allowed to comment on the updated/revised 2017 SIR used to approve the Colter lift upgrade from a downsize quad to a six-pack chair. Scaring from construction of the 6-pack lift is still visible today.

Coulter's power line ditch scar. Photo taken on Cedron and 7000s. That is 16.67 miles away as the crow flies. From this point, you could see a road, cut runs, and a chairlift on South Bowl.

South Bowl Avalanche Control Work:

"South Bowl operations would also require the installation and use of avalaunchers to mitigate user risk. Avalaunchers launch explosives into areas prone to avalanches and would create temporary disturbances to the soundscape similar to the noise levels of thunder. There are currently no avalaunchers within the existing SUP boundary. Upon implementation of the Proposed Action and construction of lift-served skiing in this area, the soundscape would resemble a range from noise levels of a quiet rural area (25 to 30 dBA) to thunder (120 dBA). Operations in South Bowl would likely be heard by recreators elsewhere in Teton Canyon and in other areas within the SUP boundary. While activities within the GTR SUP boundary would not measurably alter the soundscape of the area, the use of avalanche mitigation infrastructure in the South Bowl area would have a greater impact on the JSW soundscape than existing activities. The existing soundscape in the JSW ranges from a quiet rural area (25 to 30 dBA) to a snowmobile at a distance of 100 feet (100 dBA). Conditions under the Proposed Action would create a soundscape that ranges from a quiet rural area to thunder (120 dBA) as associated with"

There is not a published plan for the control work in South Bowl. What we know is they will use two avalaunchers and an unknown amount of hand charges varying in size. According to the FEIS, "conditions under the Proposed Action would create a soundscape that ranges from a quiet rural area to thunder (120 dBA) as associated with." I have heard plenty of bombs detonated by Grand Targhee Ski Patrol (GTSP) on Peaked. An avalanche bomb does not feel or sound like thunder. An avalanche bomb is more equivalent to a mortar firework. "Fireworks can reach maximum sound output levels in the 130 to 150 dB SPL range." This is a much higher decibel rating than thunder. It is going to sound like the 4th of July every time it snows at GTR. Animals do not get used to bombs used for avalanche mitigation. We all know the effects the 4th of July has on animals.

GTR will follow the same rules for South Bowl as they do Peaked. The public is not allowed to ski the Peaked

ridge until GTSP bombs it and skis it. They take multiple laps in this area before they open it to the public. By the time GTSP opens Peaked it is skied out. South Bowl area will be treated in the same way. South Bowl will need to be bombed, and it will be skied out by GTSP before the public is allowed. South Bowl is already skied out by GTSP.. They tow up from the patrol shack and do laps all day long.

SUP boundary fence looking up towards the top of Peaked. GTR Ski patrol being towed via snowmobile to the top of Peaked before they all skied South Bowl.

In GTR's comment letter to the USFS says, "Project opponents mistakenly believe that the proposed boundary adjustments in South Bowl and Mono Trees that will add about 694 acres to GTR's special use permit will "privatize" public lands". Putting a rope line up around the South Bowl; regulating when the public is allowed to ski/snowboard in the area; conducting avalanche mitigation for paying customers to ski/snowboard; building roads, chairlifts, bathrooms, ski patrol snacks, bomb-cashing; having to purchase a lift ticket to ski in an area that was free and already open to all is privatizing our public lands!!!!

Big Horn Sheep, Grizzly Bears, Black Bears, Wolverines, Cougars, Canadian Lynx, , Great Gray Owls, Boreal Owls, Flammulated Owl, American Goshawk, Peregrine Falcon, Moose, Mule Deer, Pine Martins, Squirrels, Clark Nut Crackers, Yellow Stone Cutthroat trout and every other creature big to small will all be affected by the expansion of GTR's SUP boundary line.

There are huge old-growth firs that will be cut down to install the chair lift, and the South Bowl gut will be filled in to build a road. Any expansion of the SUP boundary will forever change the landscape. Cut runs and a chairlift in the Mono Trees Pod will be highly visible from the vast majority of Teton Valley, Idaho. In South Bowl, a road, cut runs, and a chairlift will be highly visible from the Jedidiah Wilderness. From the Table Mountain parking lot, you can already see the fence posts marking the SUP boundary line and the backcountry gate at the top of Peaked. Cutting of trees for ski runs, roads, and chairlifts cannot be reversed. See attached photos. Table Mountain trailhead parking lot. A bright, shiny object at the top of Peaked is the Noodle backcountry gate. The posts on the left side of the photo are the posts for the current SUP boundary rope line. This view could have a chairlift and a patrol shack in it.

Photo taken at Targhee Town and State Line. Mono Trees would show cut runs and a chairlift

The socioeconomic effects are already being felt in Teton Valley, Idaho. Teton Valley, Idaho, does not get any revenue from GTR. Our roads are in bad shape, and many need to be rebuilt. The roads are also becoming overcrowded. Our EMS services are being spread out thin, and it is only a matter of time before an ambulance being sent to GTR and a medical emergency somewhere else in the valley leaves our EMS services without an ambulance to respond to another emergency in Idaho. GTR needs to have its own EMS to respond to medical/safety emergencies at the resort. Socioeconomics needs to be considered in the FEIS, not ignored because of a recent Supreme Court decision.

Wildland Fire

With only one way in and one way out, GTR is a fire trap. With climate change and wind-driven fires, this could be a catastrophic scenario like the Paradise Valley Fire in California. There is no fire evacuation plan for wildland fires. This is a problem that needs to be addressed in the FEIS and ROD. This is a bigger safety issue than people ducking the rope to ski South Bowl.

Traffic and Parking

There is not enough parking up at GTR. When the private inholding is fully built out, GTR will provide 636 day skier parking spaces. Folks who are riding the shuttle up to the resort on busy days are stuck in the stalled-out in a line of traffic. There is no incentive to ride the shuttle. There are no plans for a park and ride anywhere in Alta, Wyoming. Why should this park and ride be located in Idaho when Idaho gets no monetary compensation from GTR?