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Comments: Class 1 EMTBs have no greater impact on trail surfaces than traditional mountain bikes.

Currently, there are only 3 single-track trails open to EMTBs on the Jackson District and the season dates on 2 of the trails are too restrictive.

The majority of trails on the pass proposed for e-bike access are designated as downhill trails so bike trail speeds should remain consistent with existing use.

Allowing EMTBs on Teton Pass will alleviate vehicular traffic on Teton Pass and parking congestion at popular trailheads on the Pass.

Old Pass Road is a perfect artery for EMTBs to access trails starting from both the top and mid-way up Teton Pass. It's wide, paved, and can accommodate the additional use. AMPL suggests signage for both uphill and downhill traffic reminding users to stay on the right side of the path and to ride at reasonable, safe speeds.

Teton Pass is a great place for this proposed expansion of EMTB access. It offers a variety of trail types from cross country to downhill with jumps and features. The fact that Teton Pass is already a popular mountain bike location should make the integration of EMTBs onto the landscape easier.

Extending the season dates on Munger Mountain and Horsetail to allow EMTBs to access these trails for more months out of the year. These dates were set for motorized vehicles due to noise pollution conflicting with hunting seasons. EMTBs are virtually silent and should be allowed on these trails during the same seasons mountain bikes are allowed.

EMTBs give a more diverse user group access to their public lands. Pedal assist technology makes it possible for physically impaired, or disabled users to ride single track trails. EMTBs still provide riders with quality exercise while making the sport of mountain biking less intimidating.

As technology advances, outdoor recreation changes. This is true across the board, no matter what sport(s) we chose to enjoy. The fact is that EMTBs have an equal impact on our landscape and trail systems as traditional mountain bikes. They should be allowed on the same trails as mountain bikes.

We support the implementation of a sticker system to ensure ONLY class 1 EMTBs are being used on our trail systems. Local bike shops or other trained experts should be the ones to issue these stickers upon inspection of an EMTB. This should be an annual process and be modeled off of existing OHV sticker programs.