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Comments: I think it's wonderful that after years of inaction we're finally willing to even talk about E-mtb access in a constructive way. Let's be real, we're YEARS behind the program when it comes to access regulation compared to other areas of the country with mountain bike trails. Heck, it's hard to see why the Tetons are even called a mountain bike destination with such a backwards approach to trailbuilding, access, and regulation, but that's a different discussion entirely.

In a more constructive tone, I think we should allow e-mtb access on all gravity trails like proposed on Teton Pass and Munger. It's literally the PERFECT venue for these kinds of bikes. Let's get people to stop drunk driving shuttle trucks all weekend long on highway 22 and get them pedaling up OPR. It's better for the environment, better for public safety, and better for everyone's health to get a few extra pedalstrokes in before dropping into lithium, fuzzy, or either of the canyons. As the BTNF has pointed out in the official letter, it's pretty clear that emtbs don't damage or erode trails any further than a 14-year-old kid schralping berms on their acoustic bike does. It's 2023, let's stop falling for the same old trope that emtbs are motorcycles. That's just simply NOT true. It's literally physically impossible for them to be ridden the same way and do the same amount of damage.

I think that, while it comes from a logical place, a permit program presents a pretty clear logistical issue of enforcement. Are we going to have more rangers patrolling trails and inspecting permits? What about visiting emtb riders passing through for a quick lap? Let's be real, they're not going to stop by an LBS with inconsistent hours to pick up a sticker that they likely don't even know about.