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Organization:

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Comments: I have enjoyed walking or skiing Teton Pass and Phillips Canyon for most of my seventy plus years. Opening this area to E-bikes will certainly limit my use of a favorite place.

Is it the obligation of the Forest Service to respond to increased sales of mountain E-bikes and open the door to motorized use where previously it was prohibited? Responding to the "increase of unauthorized e-bike use" by proposing to change the rules is bad policy. It rewards those who flout the rules.

Sharing the trail with bicycles can be awkward as some riders are polite and some are not. Since E-bikes are much faster and not easily moved off the trail, hikers' safety is at risk.

The argument that e-bikes provide access for users who are limited due to physical reasons is a specious one. If that is a priority, limit use of E-bikes to the users who qualify.

The threat of wildland fire caused by Lithium Ion batteries is a hazard that cannot be ignored. "As the ubiquity of e-bikes has grown, so has the frequency of fires and deaths blamed on the batteries. Lithium-ion battery explosions are now the third leading cause of fires in the city...."

New York City Fire Commissioner Laura Kavanaugh AP News 7.27.23

Identifying which bikes are Class I (or not) is problematic, which means that Class II and III bikes are likely. Since Bridger Teton presently relies on non-profit organizations for assisted staffing, who will enforce the rules? What will the consequences be for a violation?

By allowing E-bikes on some trails but not others, violations are certain. How can you assure the public there will be consistent oversight and supervision, that rules will be enforced? Regardless of kiosks and education, It is likely that we will see E-bikes on all of the bike trails.

Opening areas of forest lands to motorized use sets a precedent to allow motorized use where it was previously restricted. This opens the door to Snow E-bikes.

Forest users are welcome to walk, ride a horse, and (where permitted) ride a traditional bike. For those wanting to ride an E-bike, there are many miles of back roads on public lands in Teton County. With these alternatives, why do we have to create new problems, risk wildfire, undermine enjoyment, and compromise public safety on Teton Pass?

I implore you to say no. Thank you for your consideration.

10.24.23 Zaidee Fuller