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Comments: I am not in favor of the E Bike proposal. I have the same concerns as many of the other comments submitted regarding E Bike use on the Bridger Teton National Forest such as negative impacts to the historic user's experience, increased congestion resulting in increased conflicts, impacts to the trail system and wildlife. I think a decision to allow E Bike use, as proposed in the Scoping Statement, will significantly increase the use of the area and lead to an increase in other recreational uses that would change the character of the area very much to the detriment of the historic users, particularly the hikers/walkers. Downhill bikers have 5 exclusive dedicated trails while the hikers and horseback riders have none. You do not have to look too far into the past where a decision was made as a result of illegal trail building that led to the approval to allow dedicated downhill trails in the area. This has significantly impacted the trailheads and the historic recreational users. It has resulted in significant and continued terrain manipulation (there has been an excavator up there for months at a time over the last several years moving a significant amount of soil) with a stated goal of creating a trail system that competes with "the world's best bike parks" the "evolution of Teton Pass is here". This is something that no other users have every needed to do or been allowed to do. As far as I know there was no public input into this decision or assessment of impacts. Now you are putting forward a proposal to add motors to the equation without any discussion about where all this is going. Will the Phillips Ridge Trail be a part of a future downhill bike park? There should be a more comprehensive community discussion about the future of the Teton Pass Area, what is the capacity, what are the impacts to the current facilities with the addition of new recreational use, what future trail building is necessary and how can the various user groups work together to share the area with respect to each other and share in the maintenance. The Community deserves to know where this is going and be a part of the discussion. I have been using the Teton Pass Area for over 45 years and have spent over 1400 days over the last 14 years enjoying and working on the Old Pass Road. I have seen the changes and change is part of the equation, but I am deeply concerned that the trend is going towards the Teton Pass Area becoming a "gravity thrill park" that will draw users from across the region and country stressing the current infrastructure beyond capacity, all at the detriment to the historic users to whom the side country area is more and more important.

I would ask that you stop the current proposal in favor of a more comprehensive community input into E Bike use and where on the Bridger Teton Forest ,if e bikes are allowed, would be the most suitable. I feel that you have circumvented a thorough analysis of the change by leaving the public and the local stakeholders out of the discussion of where E Bikes might be suitable and what are the criteria that would be used in judging an area to be suitable. My understanding is that this proposal evolved out of a series of meetings with a group of E Bike proponents without any consultation with the other stakeholders in the area. To me that is wrong. Have you looked at the alignments of the trails in light of a potential speed differential of 3 to 5 times over the current users. Have you looked at the number of blind corners in relation to the speed differential? Have you looked at the opportunities for passing with these types of speed differentials? Have you looked at the increase in impacts to infrastructure? Have you looked at increased staffing needs and the increase demand to Search and Rescue and Fire EMS? The need for additional improvements and signage? These are all questions that I would have hoped would have been part of any scoping proposal and not a scoping statement justified in part on the basis of national E Bike sales. Violations of the current rules is not a justification for legalization.

There is a lot of planning work that is being done along the Teton Pass Corridor related to the highway and access points to the trail area you have included. I encourage you to build onto that work and initiate a comprehensive recreational plan for the corridor that will help the public understand what the future of the area will look like and hopefully create a set of metrics that will help give the community and the USFS a basis to judge whether the plan is successful or not before allowing a motorized use that erodes decades of USFS policy.

This is a big decision and one that has clearly divided the community based on the comments submitted. I would

encourage you to take a step back and open up the discussion in manner that can work towards building consensus as opposed to rushing to a decision that only contributes to fueling the divisions.

Jim Verdone