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Comments: I am not in favor of either the Proposed Action or Alternative 1 as currently presented for several reasons, primarily for the inevitable conflict that the introduction of a motorized use will have on the existing recreational users and the safety concerns of mixing motorized use and non-motorized bike and pedestrian uses.

I find that the analysis of user impacts and safety concerns in the draft EA are woefully inadequate. The notion that adding all three types of e bikes on the Old Pass Road will not have a significant impact on the exiting users is hard to understand when this very same group of e bikes are currently creating significant impacts and conflicts on the exiting pathway system. Then to state that the Old Pass Road is like the county pathways except being wider with better sight lines is a complete disconnect from the actual conditions. Furthermore, the Draft EA seems to look at potential e bike users as a group of aging population looking to continue to ride bikes with less effort. But in the case of the Old Pass Road and the adjacent downhill trails you are likely going to see very physically fit riders using e bikes. A physically fit bike rider can reach uphill speeds of 13 mph without assist, with an e bike it's very likely they could reach uphill speeds of 20/mph and more. Contrast that with the normal uphill speed for a bike rider of 4 to 6 mph. That is not an insignificant difference and with uphill walkers, walking in groups and downhill traffic going at speeds of 30 to 40 mph there is a significant increase in risk. Add those kinds of speeds to the fact that most of the Old Pass Road does not have good sightlines and in fact has some very blind curves and switchbacks, creates a very real concern for safety. In some of these areas the new asphalt is only 10 feet wide and with grades of 10% and greater.

The Old Pass Road is not anything like the existing pathway system and meets none of the normal safety considerations and design standards that are typical for public pathways. The recent repair work was not intended to be a completion to acceptable standards but merely a way to preserve the existing asphalt surface before it was too late to repair. It has abrupt edges along its entire length, on both sides, some of which are close to 12 inches high. No shoulders, no markings and no signage or guardrails where there are significant drop-offs. There is no indication that there could be motor vehicles on the road and LVE and BPA crews are often up there with trucks and heavy equipment. I have personally had near collisions with them. Yet there is no discussion about any of this in the Draft EA and frankly it's a bit baffling that a public agency would consider a policy change that would increase usage on something like the Old Pass Road without a thorough design review and improvements to correct the safety concerns with those improvements in place before approving any new uses.