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First name: Chris

Last name: Brule

Organization:

Title:

Comments: Thank you for your consideration of ebike use on the forest. I understand it is a very nuanced decision and I appreciate the time and efforts of Tim and the Jackson District to address the needs, desires, and input of all users in the community.

I am in support of a balanced decision between 'Alternative 1' and the original 'Proposed Action' for this project and recommend the designation and management of Class 1 e-bikes

ONLY on all purpose-built, bike-optimized single track trails. The proposed amount of trail is appreciated in Alt 1, though is not enough to meet the purpose and need outlined in the original proposal. More miles for various users are suggested in Shadow Mountain that can address the needs of a larger spectrum of riding abilities.

Class 2 and 3 e-bikes are not well-suited for the trails on Teton Pass or the trails proposed at Shadow Mountain. The throttles on Class 2 e-bikes and the power output of Class 3 e-bikes create an experience that deviates from mountain biking, potentially compromising the integrity of the trail networks proposed. It is important to consider the intention of these trails and the capabilities of the bikes that will be using them. I believe the inclusion of all classes of e-bikes could create challenges in management, unintentionally inviting unclassified electric vehicles onto these trails. Also, please note that no leading mountain bike manufacturers are currently producing full suspension Class 2 or 3 mountain bikes, further supporting the recommendation that Class 1 eMTBs are the most appropriate choice for the trails considered in this proposal.

Teton Pass Area

-I support:

? allowing Class 1 eMTBs on Old Pass Road.

? allowing Class 1 eMTBs on the designated downhill mountain bike trails, outside of the Palisades Wilderness Study Area and trails.

Shadow Mountain Area

-I support:

? accepting the existing non-system mountain bike trail (2.26 miles) as part of the official NFS trail system, completing trail reconstruction to enhance sustainability and rideability, and adding signage to encourage one-way downhill use.

? constructing 1.94 miles of new trail on the ridge to the south, partially utilizing the existing closed road at the bottom and adding signage to encourage one-way downhill use.

? constructing 1.3 miles of new trail for an uphill climbing route, adopting the existing closed road at the bottom and adding signage to encourage one-way uphill use.

? adding 0.52 miles of new trail as a top connector trail.

? Shadow mountain trails being managed as multiple-use (hiker, mountain bikes, e-bikes, and equestrian)

? Class 1 eMTB access ONLY on these trails (shadow mtn) with motorcycle use on these trails not being permitted.

-I do not support:

? all three classes of e-bikes being managed on proposed shadow mountain trails.

Mosquito Creek Area

I support:

? constructing 2.85 miles of new trail in the area to the west of Mill Creek that connects the Crankshaft Trail to the existing trailhead incorporating e-bike and motorcycle design elements.

? re-routing two sections of the Crankshaft Trail to address erosion and sustainability issues and to improve rideability for e-bike and motorcycle use.

? Mosquito trails being managed as multiple-use with all three classes of e-bikes allowed.

Munger Mountain Area

-I support:

? extending the open season for e-bike use on the lower trail system of Munger. In alignment with the EMTB Coalition, a June 15th - October 31 season for eMTBs in these areas would be an ideal balance to mitigate wildlife conflict while allowing a longer riding season than alternative 1.

? Munger trails being managed as multiple-use with all three classes of e-bikes allowed.