

Data Submitted (UTC 11): 2/25/2025 3:40:57 AM

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Comments: It is a strange time to be commenting on the Draft EA regarding E-Bike Use Designation on Jackson area trails given the chaos our federal friends, neighbors, and partners are being put through. However as it is necessary to comment within this timeframe in order to move the process forward, I would like to emphasize a few points.

But before addressing those points, I want to emphasize that I fully support treating E-Bikes as Bikes; they are simply that. The technology is rapidly advancing, the use is increasing, and E-Bikes will continue to be used across many and all land-management jurisdictions. E-Bikes are simply Bikes and "Bikes Belong". E-Bikes should simply be made a designated use where Bikes are a designated use. Particularly Class 1 E-Bikes where there must be active user input to the pedals, where there is no throttle, where there is a "governor" or limit to 20mph, and where the "assist" is only activated when the user provides input to the pedals.

Given that stance, I wish to emphasize my support for the original proposal in its entirety, along with some of the improvements and accesses addressed in Alternative 1. As stated previously, I support moving toward designating E-Bikes as an allowed use on all trails where Bikes are a designated use. Nothing in my support of certain components of Alternative 1 should be construed to mean that I would support any restrictions where Bikes are already allowed - I do not.

The additional trail construction proposed in Alternative 1 is welcome and recognized as an improvement, but it does not meet the Purpose and need in the original proposal - simple as that.

I support an expanded June 15th to October 31st season for E-Bikes in the Munger Mountain and Horsetail areas.

I support the original proposal for E-Bike use on Teton Pass trails. The exclusion of the Arrow Trail, Philips Ridge, and Phillips Canyon in Alternative 1 lacks a scientific, social, or fact-based reasoning.

I support the addition of a new climbing trail and the adoption of the existing downhill trail at Shadow Mountain, and recognize that this is an appropriate location for new trail development. However, again, this expansion is not enough to meet the Purpose and Need statement in the original proposal. Shadow Mountain offers the opportunity as a "destination" location but will require vehicle trips in order to access the trail. Allowing E-Bike use on existing trail systems connected to existing neighborhoods, pathways, transit stops, etc is a far more beneficial proposal. The ability to "ride to your ride" meets community goals of reduction of vehicle trips, environmental stewardship, etc.

I understand the desire of land managers to do what they can to make enforcement easier, but I support simply designating Class 1 E-Bikes as Bikes (as so many other agencies have done), as this would be the most simple approach.

The development of an "app" to enable "reporting" of "illegal use" is very concerning - I do not support this in any way.

The USFS has great partners in local advocacy groups - I would encourage a "re-engagement" of these local stakeholders and a close consideration of the comments from AMPL, Mountain Bike the Tetons, and The Hub Bicycles.

Thank you.