

From: [bob mittel](#)
To: [Board Comment](#)
Subject: September 3 Meeting, Agenda 9b (Pilot programs)
Date: Sunday, September 1, 2024 9:41:43 AM



On behalf of the members of E-Bike Access, we express deep appreciation for the tireless, comprehensive and balanced work by Shaun Horne, Carl Sanders and other members of the Marin Water staff on the pilot programs. Their work -- coupled with our experience on Mt. Tam over the last many years -- have shown that protecting the watershed is entirely compatible with allowing recreational activities.

It has taken a long time to get to this point. The previous Board rejected the e-bike pilot proposed by staff in December 2020. But the staff persevered. They turned to preparing a recreation management plan feasibility study that laid the groundwork for re-proposing the e-bike pilot, and adding a single-track pilot.

We applaud the Board for approving -- unanimously -- the pilot program concept at its February 2024 meeting and reaffirming its approval at subsequent meetings. We encourage the Board to approve the staff's detailed proposal at its September 3 meeting so that the pilots can begin without further delay.

We remain committed to working with all stakeholders to make these pilots a success. We agree with MCL's observation that most hikers and cyclists have learned to "accommodate the . . . differences between their mode of travel" and that continuing education and outreach are important going forward. To that end, we repeat our offer to serve as volunteer monitors to encourage compliance by all with the rules of the road.

We have previously addressed the arguments of those who oppose the pilot programs. See https://link.edgepilot.com/s/bac2e744/9NFICTyj4kKhT5BtANhsRA?u=https://marinwater-ca.municodemeetings.com/sites/marinwater-ca.municodemeetings.com/files/fileattachments/watershed_committee/meeting/4765/06-20-2024_public_comments.pdf.

Our hope is that everyone will now allow the Board to focus its much-needed attention and resources on the pressing issues of water supply resiliency and wildfire management, without the distraction and expense of continual controversy over recreation. The time for divisiveness is over. The time for working together is here.

From: [RANDOLPH KRINGS](#)
To: [Board Comment](#)
Subject: E bikes on MMWD land
Date: Monday, September 2, 2024 10:27:56 PM

I am writing to express my opposition to allowing E bikes on MMWD land as I believe these could present a hazard to pedestrians and other cyclists. Please vote against this proposal.

Sioux Krings
Mill Valley
Sent from my iPhone

From: [Ron Rothbart](#)
To: [Board Comment](#)
Cc: [Ann Adams](#)
Subject: E-Bikes on trails
Date: Monday, September 2, 2024 11:41:18 AM

To the Marin water district Board:

Regarding agenda item 9b for the Board meeting on 9/3/24:

I oppose the proposed trial/pilot of E-bikes on water district lands. This would lead to an increase of bicycles on trails, causing more environmental damage and more accidents. Even if most cyclists obeyed the rules, some would inevitably break the rules, exceed speed limits, and venture out onto single-track trails, endangering hikers. E-bikes on unpaved roads accelerate erosion, threaten wildlife, and drive other trail users out of the area. Increased mechanized activity would also be a burden on the water district, which would have to bear the costs of enforcement, dealing with accidents, and posting signs. The notion that one class of E-bikes can be given access while effectively excluding others seems highly unlikely and difficult to enforce.

Although the watershed is not wilderness, it provides a nature-based refuge from urban life, which has a psychological and spiritual value not to be ignored. Going further down the slippery slope of adding more types of mechanized, and now motorized, vehicles to the mix undermines this value, creating an evermore homogeneous semi-urban environment.

For all these reasons, I urge the Board to step back and reconsider this move, stand by its mission of protecting the watershed, and act to preserve the natural ambience of water district lands.

Sincerely,

Ron Rothbart, Ph.D.

From: [John Boeschen](#)
To: [Board Comment](#)
Subject: Thank you for your work
Date: Monday, September 2, 2024 9:02:59 AM

Board members

Thank you for your detailed proposal on the two-year Singletrack/Multi-use Pilot and the Class - Ebike Pilot programs.

I fully support both programs and encourage the Board to approve both staff proposals.

Cheers
John Boeschen
San Rafael

From: [Diana Perdue](#)
To: [Board Comment](#)
Subject: Bikes in the watershed
Date: Tuesday, September 3, 2024 11:15:49 AM

NO
NEVER

Diana Knight
Fairfax
Sent from my iPhone

Comments to Marin Water Board in re Pilot Programs for Shared Use and E-Bike Access, 9.3.2024

Nona Dennis, speaking in behalf of Marin Conservation League.

In 2018, the Marin Water Board promised a “holistic approach” to managing the growing demand for recreation on the watershed by all visitors, while fulfilling the District’s primary mission to protect sensitive resources and assure clean, reasonably priced drinking water.

To that end, District Staff and Board have committed thousands of hours and consultant funds in a sincere effort to fulfill that promise. We have engaged in endless community conversations; staff and consultants have collected huge amounts of useful data; and together we have generally agreed on a wide range of “Strategic Opportunities,” many of them administrative in nature.

It is unfortunate that the first step involving physical actions – where the rubber meets the path – that is, two Pilot Programs to gain more information over 2 years – is so flawed, in our view, that we can only advise the Board *not to approve the staff recommendation to exempt the programs from CEQA as they are currently configured.*

In CEQA terms, the pilot programs qualify as “projects that have the potential for either a direct or indirect change in the environment.” The projects that remain even after pre-assessment, involve trails that are frequently narrow, steep, highly eroded, rocky, deeply rutted, contain steps, and/or are compromised by side trails into pristine habitat. Some are hazardous to those on foot or horseback, if not to bikers seeking technical challenge.

The staff report offers no explanation – basically a “project description” – as to how these trails might be improved to bring them even close to marginal design standards for safe shared use, for sustainability, or for avoidance of sensitive resources, before opening them to official use by bikes, including e-bikes. Or is it the intention to do “minimal repair . . . such as grading and adjustments needed to maintain trail usability” (CEQA Exemption Class 3) and let trails continue to deteriorate with additional bike traffic for two more years? This seems unconscionable!

Without any further description, the pilot projects are being force-fit into four categories of CEQA exemptions that avoid any further CEQA review: (Existing Facilities, Replacement or Reconstruction, Minor Alteration to Land, and Information Collection). This is not CEQA compliance, and that carries risks!

The staff report carefully parses each of the exemptions to justify how the projects will have little if any impact on the environment. A lawyer for people with serious objections to the Resolutions and Exemption filings will do the same, to justify findings of potential significant impact. Given a 35-day state of limitations (following an exemption filing), the only public recourse is to challenge the filing through the courts. This is not a productive way to work through the problems that the District is trying to resolve. We recommend delaying your decision to Exempt the Pilot Programs from CEQA in favor of more fruitful discussion.

Terrie Gillen

From: Katya McCulloch <katyamcc@gmail.com>
Sent: Tuesday, September 3, 2024 5:50 PM
To: Board Comment
Subject: OPPOSED to e-bikes on watershed trails

Hello MMWD board,

I am extremely concerned about the consideration to allow e-bikes on water shed trails.

As an active hiking senior (age 64) I have had the pleasure and privilege of enjoying the hiking trails. Many times we have been startled, forced aside on trails, and rudely passed without any warning calls. I have already witnessed the damage of erosion, landslides and illegal trails created by mountain bike users. E-BIKES WILL ONLY MAKE SUCH ENCOUNTERS AND HILLSIDE DAMAGE MORE DANGEROUS.

Even knowing that good friends who are senior mountain bikers are relying on e-bikes to help them stay active on the trail rides they love, I am still opposed.

Thank you for considering my opposition.

Respectfully

Katya

Katya McCulloch

<https://link.edgepilot.com/s/944bdee4/WOFXLYIPBoGCDLYIIP-FFw?u=http://www.katyamcculloch.com/>
<https://link.edgepilot.com/s/02cebf95/YsieeRxRYUuMJ8hu8IKh4Q?u=https://marinopenstudios.org/members/katya-mcc/>

IG: @katyaprints

Making stuff with our hands informs our thinking.

~Squeak Carnwath