

From: [Pete Sutherland](#)
To: [Board Comment](#)
Subject: E-bikes and Mountain biking -
Date: Wednesday, February 28, 2024 5:57:47 PM

First - thank you for addressing this issue.

I have been mountain biking for more than a decade, coaching high school MTB teams for 9 years, and using the watershed for hiking, picnicking, relaxing and biking since I moved to the area.

I strongly urge you to adopt a policy immediately that welcomes e-bikes on watershed land. I believe that the “trial period” recommended by the commissioned study is just silly at this point. Mountain bikes and e-bikes have been riding on the watershed property for some time with no adverse effects to the environment, trails, fireroads or support infrastructure.

I also believe that this ongoing debate is lacking common sense. What is the difference between a 175 pound person on a 25 pound ebike and a 200 pound person on a non-electric mountain bike? Nothing. In my experience the vast majority of e-bike riders are using the pedal assist to allow them to climb fire roads that might otherwise not be viable due to age, mobility issues, fitness issues, or as coaches to properly oversee young fit riders.

Additionally I urge you to strongly consider allowing mountain bikes on single track. With continued guidance for the public and ongoing conversations all land use communities can enjoy all of our beautiful Marin outdoors together.

Sincerely,

Pete Sutherland
415 676-9941

From: [David Langsam](#)
To: [Board Comment](#)
Subject: E-bikes in the watershed
Date: Wednesday, February 28, 2024 9:47:42 AM

Hi there, I am a 55 year old Marin native and have been riding bicycles in the watershed for 45 years. As a cancer survivor, I can no longer ride like I used to and I have been riding an e-bike for four years. It is pedal-assist and has no throttle. It's just a bike. And it allows me to continue to enjoy our spectacular mountain.

Not knowing if I'm going to be cited for pedaling is stressful. Please, the studies have been done. Let's move forward and continue to share our common resource.

As an aside, look at how well integrated all users are in the MCOSD. Bikers, e-bikers and hikers smile and chat with each other on the single track. My dream is that the same can happen in the watershed.

--

David Langsam
Broadcast engineering and studio design services
415-531-1392

From: [Rick Boyce](#)
To: [Board Comment](#)
Subject: e-Mountain Bike supporter!
Date: Wednesday, February 28, 2024 10:22:05 PM

Dear Marin Water Board:

I'm happy to share my story as an e-mountain bike rider in Marin County and as a supporter for e-mountain bikes earning full and permanent acceptance on Water District land.

I've lived in Ross and San Anselmo for over 30 years and have ridden mountain bikes all over Mt. Tam since moving here. I'm now 61 and plan to ride my mountain bike (now an e-bike) on Mt. Tam for as long as I am able, hopefully into my 70's and beyond. Riding on Tam is definitely one of my favorite and most satisfying hobbies.

I've been riding my e-mountain bike for almost 2 years and there are so many benefits but the single greatest benefit — in my view — is how much safer an e-mountain bike is compared to a non-powered bike. Let me explain.

My favorite go-to ride is to enter at Natalie Coffin Green and summit Tam via Eldridge Grade. The steep climb starts just after Phoenix Lake and it takes about an hour for me to summit from there.

During this one hour summit my #1 priority is to keep my heart rate in my safe zone (130-140 bpm) and not to exceed the high-end of this range. And this is what makes e-bikes so safe! The ability to monitor your heart rate on a climb and to add power when and as needed to avoid over-working your heart is a monumental safety break-through. (BTW, on my summit rides I only add what power I need to maintain a safe heart rate and my top speed on ascent is typically 6-8 mph.)

We've all heard the tragic stories of mountain bikers in Marin that have pushed too hard and suffered cardiac arrest, sometimes fatal. Such stories terrify me. I live for fitness and I work-out almost every day and I can honestly say that my e-mountain bike is the safest bike I've ever owned because that boost of power, when needed, keeps my heart healthy and happy and gets me home safely from my trips to the summit.

Thanks for listening and feel free to reach out to me anytime.

Richard (Rick) Boyce
rickboyce@me.com
415-497-5027

From: [Bob Mittelstaedt](#)
To: [Board Comment](#)
Subject: Feb. 29, Agenda 3 (a)
Date: Wednesday, February 28, 2024 2:56:03 PM

[Ebike.Access.Org](#) is a local Marin non-profit devoted to the safe and environmental-sound riding of e-bikes. As stewards of Mt. Tam, we are dedicated to protecting our natural resources, wildlife and water supply. Our years of cycling on Mt. Tam prove that mountain biking and protecting the environment are not inconsistent.

Three of our founders served on the Community Advisory Committee on E-bikes in 2019-2020. We were among the majority that favored equal access for e-bikes. We formed [Ebike.Access.Org](#) to follow up on that work.

We remember quite well when in December 2020, after years of study and indecision, the Board once again deferred the e-bike issue, this time in favor of considering it as part of an overall recreation plan. As one Board member put it, the idea was to “measure twice, cut once;” left unsaid was why it was taking so long to measure. The recreation management plan process, at a cost of over a quarter of a million dollars not counting staff time, was heralded as the “holistic” way to address e-bike access.

At the same December 2020 meeting, a newly elected Director counseled the Board to make a decision: “We’ve got to get going on this. I can see the long history. The frustration is only going to get worse. . .”. He also observed that the Board had “lots of other things to cover.” Every minute, and word, and dollar spent on this issue over the last five years could have been spent on pressing issues like water supply and wildfire prevention.

We waited patiently during the three years of meetings on scoping and developing the recreation plan, and the postponements in its publication date. When it was silently downgraded from a recreation management plan to its new name of recreation management planning feasibility study, we hoped that its promised mission of addressing the e-bike issue remained intact.

At the December 2023 meeting, new Board members echoed the same sentiment from December 2020 that it was time to decide the e-bike issue once and for all, end the distraction and move on.

After all this time and effort and money, we are very surprised and disappointed to see that the much awaited consultant’s “plan” or “study”— all 424 pages of it — devotes only **nine words** to an e-bike proposal (beyond updating the ADA policy). It simply says (p. 107): “Evaluate e-bike Class 1 pilot program for limited term period” as if e-bikes are not already prevalent and as if last year’s comprehensive survey did not already provide considerable data.

It is long past time to “evaluate;” it is time to implement, and time to acknowledge that e-bikes are entitled to equal access. Please consider the following:

1. E-bikes have been lawful on Mt. Tam ever since 2015. That’s when California law declared that e-bikes were bicycles, not “motorized bicycles,” not “motor vehicles,” and entitled to the same access as other bicycles unless a local agency enacts an ordinance to the contrary. See California Vehicle Code sections 312.5(a), 21207.5(b). The MMWD board did not enact an ordinance banning e-bikes. Its pre-existing 2011 ordinance did not cover e-bikes. That’s why e-bikes have been entitled to equal access, despite the staff’s contrary assumption.
2. We’ve already had over five years of study and experience with e-bikes on Mt. Tam — and indecision by the previous Board. As new Board members recognized at the December 12, 2023 meeting, “decision time is now” and we need to “finalize the ebike component which we’ve been talking about for half decade.” E-bike “policy should reflect reality.”
3. In evaluating whether CEQA requires a “pilot” for data-gathering purposes, the Board and its counsel should consider not only the interpretation in paragraph 1 but also the data that is already available. This includes the recent MMWD survey (recounted in the draft plan, pp. 62-69, 124-418) and the compilation of environmental studies relied on by the National Park Service in defending against MCL’s unsuccessful-to-date attempt to overturn the regulation allowing e-bikes on the GGNRA and other national parks.
4. The consultant’s pilot proposal excludes class 3 “cargo” bikes — the type of e-bike that is popular with parents taking their young children for a ride. The draft plan provides no justification for that exclusion. Class 3 e-bikes differ from class 1 e-bikes only in that their top motor-assisted speed is 28 mph instead of 20 mph. But as anyone familiar with e-bikes knows, no one goes 20 mph uphill, let alone 28 mph, so the difference is no reason to exclude class 3. And no one uses their motor going downhill, so the difference again is irrelevant. The Board should take a close look at this point.

In support of par. 1 and to document the delay and understandable frustration, the following is a history of Marin Water’s consideration of e-bikes.

2011: Board approves proposed ordinance on prohibited “motor vehicles” to include “motorized bicycles.”

The pre-2011 ordinance defined prohibited “motor vehicles” to include “cars, trucks, motorcycles, motorbikes or similar vehicles.”

In 2011, the staff proposed replacing “motorbikes” with “motor-driven cycle, motorized bicycle, motorized scooter and self-balancing motorized personal transportation vehicle.” The intent was to be “consistent with the terminology and definitions in the California Vehicle Code for the various types of motorized vehicles and cycles” and to identify Segways as prohibited on fire roads and trails.”

On January 19, 2011, the Board approved the proposal, 3-0 with two directors absent. According to the recording of the meeting, the discussion of this topic was short, focusing on Segways. No one mentioned e-bikes.

2015: California law determines that “electric bicycles” are not “motorized bicycles” or “motor vehicles” and that Class 1 and Class 2 e-bikes are permitted anywhere other bicycles are, unless the local jurisdiction passes an ordinance prohibiting such use. (Cal. Veh. Code §§ 231, 312.5(a)(1)-(3), 21207.5(b), 24016(b))

[https://link.edgepilot.com/s/33ef568c/2fpXfUp6ZUC0K4mMSk0pA?u=https://law.justia.com/codes/california/2022/code-veh/division-11/chapter-1/article-4/section-21207-5/%23:%27E:text=\(a\)%2520Notwithstanding%2520Sections%252021207%2520and%2Ca%2520roadway%2520or%2520unless%2520the](https://link.edgepilot.com/s/33ef568c/2fpXfUp6ZUC0K4mMSk0pA?u=https://law.justia.com/codes/california/2022/code-veh/division-11/chapter-1/article-4/section-21207-5/%23:%27E:text=(a)%2520Notwithstanding%2520Sections%252021207%2520and%2Ca%2520roadway%2520or%2520unless%2520the)

MMWD does not pass any ordinance prohibiting electric bicycles. The existing ordinance prohibits “motorized bicycles,” not “electric bicycles” which under California law are a separate category.

December 2018: Public Workshop on E-bikes

Attended by 132 members of the public. Nearly 80% of those making public comments supported Class 1 e-bike access the same as other bicycles.

<https://www.marinwater.org/sites/default/files/2020-05/May%202020%20Board%20of%20Directors%20Meeting%20packet.pdf>
p. 25/67

May 14, 2019: Board approves formation of Community Advisory Committee on E-bikes

September 2019-April 2020: Community Advisory Committee on E-Bikes

The 10-person committee holds seven meetings with experts and others over the course of eight months. At the conclusion, a majority of the CAC favors granting Class 1 e-bikes the same access as other bicycles.

“By the end of the process, 6 of 10 members were strongly in favor of allowing E-bike access on natural surface fire roads. . .”

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The majority summarizes the reasons for e-bike access in their Comments on April 10, 2020 Draft Summary Report.

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starting at p. 40 of 69.

May 5, 2020 Board meeting:

Staff provides the Board with a summary of CAC recommendations with several proposed options for Board action. Board takes no action.

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July 21, 2020 Board meeting:

Staff presents the Board with a three-tiered approach in its Ebike Access Assessment:

1. Watershed User Support Framework, with outreach and education to “foster tolerance, understanding and respect between user groups;”
2. Various options for “conditional” ebike access (“staff believes that establishing conditional usage for E-bike access may be a reasonable approach to recommend to the Board”); and
3. Preparing Watershed Sustainable Use Plan that “goes beyond the narrow issue of E-Bikes access and acknowledges that the ecosystem of watershed use needs to be managed in a holistic and integrated manner.”

The Board takes no action.

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September 2020

Staff E-Bike Public Outreach: 19 individual stakeholder meetings

<https://www.marinwater.org/sites/default/files/2020-12/12-15-2020%20E-Bike%20Presentation.pdf>, p. 6.

December 15, 2020 Board meeting

Staff proposes 3-year trial program for e-bike access same as other bicycles. Some Board members argue that it is “cart before horse” and that more study is needed, ignoring the previous two years of study. Board tells staff to bring back to future meeting. Staff does not do so.

May - June 2021: Public meetings for RMP scoping

Outreached to 57 community groups to encourage participation • 227 community members participate in the two public meetings on foundational concepts and to solicit community input on RMP.

<https://www.marinwater.org/sites/default/files/2022-06/GGNPC%20Summary%20Memo%20WRP%20Scoping%20-%20FINAL.pdf>

<https://www.marinwater.org/sites/default/files/2022-06/GGNPC%20Summary%20Memo%20WRP%20Scoping%20-%20FINAL.pdf>

https://www.marinwater.org/sites/default/files/2022-06/6.8.22_Presentation%20-%20Watershed%20Rec%20Planning%20Community%20Workshop_0.pdf

Sept. 2021: Operations Committee approves RFP for consultant for RMP.

Feb. 18, 2022: Operations Committee/Board of Directors approves retaining Alta for RMP.

https://link.edgепilot.com/s/c7bd8af2/qozIREz4WEugMhUUK-Prmw?u=https://marinwater-ca.municodemeetings.com/sites/marinwater-ca.municodemeetings.com/files/fileattachments/operations_committee/meeting/packets/4006/ops_committee_agendapacket_02_18_2022.pdf

“Marin Water will work with the consultant to develop a holistic visitor management framework to guide watershed operations to support the different visitor goals while protecting water quality and biodiversity. The consultant contract will include a literature review of relevant management plans, a community engagement plan, visitor use survey and data collection effort, a facilities assessment, partnership and outreach analysis, and **development of recreation management actions.** “

Scope of work which is Attach A to the contract says:

“Alta will develop a Watershed Recreation Management Plan based on an industry-standard visitor use management framework. The plan will identify management goals and objectives. It will also clearly state what issues are being addressed, what issues are beyond the scope of the plan, and the organizational constraints that limit the scope of the plan. Based on the efforts over the past year to collect stakeholder input, the plan should also be grounded with data that will allow for an objective and quantifiable measurement of benefits and impacts. The plan should include a robust public engagement process by stakeholders and the public that allows for meaningful feedback, natural resource protection and stewardship of the watershed, and inclusive and effective visitor management strategies based on the realities of limited resources. Adaptive visitor management techniques will allow Marin Water to fine tune public access and recreation opportunities in order to arrive at an optimal solution.”

December 16, 2021

Staff proposes ADA policy for e-bikes as mobility devices. Board defers to RMP.

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March 1, 2022

Board approves RFP for consultant for Recreation Management Plan

https://link.edgепilot.com/s/b53bba9a/RluZtS_z206q6SM3VnzOYg?u=https://marinwater-ca.municodemeetings.com/sites/marinwater-ca.municodemeetings.com/files/fileattachments/board_of_directors/meeting/4004/boardofdirectors_regularmeeting_agenda_03_01_2022.pdf

June 2022 - April 2023

Six community workshops and two watershed site visits on RMP

https://www.marinwater.org/sites/default/files/2022-06/6.8.22_Presentation%20-%20Watershed%20Rec%20Planning%20Community%20Workshop_0.pdf
<https://www.marinwater.org/WatershedRecPlan>

August - October 2022: Watershed Survey, results announced June 15, 2023

Survey results (hikers outnumbered cyclists 3 to 1, probably because they stopped for survey more readily):

Trail Conditions rated as “great” or “good” by the majority (87%) of respondents

Majority of respondents reported feeling safe when visiting • 1% of respondents reported feeling unsafe in both 2012 and 2022 surveys (for reasons ranging from coyotes and dirty porta-potties to dogs off leash and reckless cyclists)

Interactions with other visitors remain rated as “good” and “great” by the majority of survey respondents. And 63% favored allowing e-bikes on the watershed (no permit, permit, or paid permit)

<https://www.marinwater.org/sites/default/files/2023-02/02-08-2023%20Watershed%20Recreation%20Managemant%20Planning%20Communiity%20Workshop%20V.pdf>

<https://www.marinwater.org/sites/default/files/2023-06/06-15-2023%20Agenda%20Item%202%20-%20WRMP%20Update.pdf>

November 27, 2023. Special Board meeting for staff to present 5 year objectives on watershed management. First time that RMP is referred to as Watershed Recreation Management Planning Feasibility study.

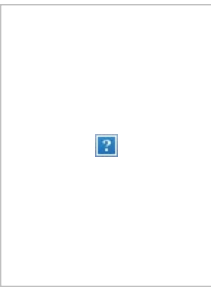
<https://link.edgепilot.com/s/b32358f0/eB--HJAn00Kibraqpz3VTg?u=https://mccmeetingspublic.blob.core.usgovcloudapi.net/marinwtrca-meet-f0dd5ed17d544bf3bb8b2e4ce1422593/JTEM-Attachment-001-675ba5f41cb14fb99e8cf775e0aac3e0.pdf>

December 12, 2023

Board members express the view that, after over five years of study and indecision, "decision time is now" and we need to "finalize the ebike component which we've been talking about for half decade."

February 26, 2023

Alta Consulting’s draft Recreation Management Planning Feasibility Study is posted. Out of 424 pages, nine words are devoted to a substantive e-bike proposal (beyond an ADA policy update): “Evaluate e-bike Class I pilot program for limited term period” with a proposed timetable of 6-12 months.” P. 107. Note that this proposal is simply to “evaluate,” not implement, and excludes class 3 cargo bikes for no stated reason.



<https://link.edgepilot.com/s/fla3446a/-S4WxgbJrki-f6j9cC2uzA?u=https://www.ebikeaccess.org/>

From: [Anita Hansen](#)
To: [Board Comment](#)
Subject: Feb. 29, Agenda 3a
Date: Wednesday, February 28, 2024 2:47:16 PM

I am a longtime resident of Marin County and ratepayer of Marin Water. As an avid hiker and sometime mountain biker on Mt. Tam, I fully support the right and desire of some community members to ride pedal-assist e-bikes on the mountain.

I've been following the controversy over the years, and want to take a minute to respond to the arguments of those who oppose bicycles including e-bikes.

Some point out that water quality is the top priority. I'm glad that is the case. But to me, it's not a binary choice. As history has shown, we can have excellent water quality and a variety of recreation.

Others say hiking and biking can't co-exist. We hikers already have some 60 miles of trails to ourselves. And on the fire roads, I find that most cyclists are polite, just like the vast majority of hikers. Cyclists call out when they want to pass and are watchful of hikers as they come down the mountain. I read that only 1% of those surveyed felt unsafe, mostly for reasons unrelated to ebikes. I can't see banning something based on a fraction of 1%.

I encourage the Board to do whatever is necessary for ebikes to have equal access with other bicycles. This issue has lingered for too long. Thank you.

Anita Hansen

From: Garry.Lawler@morganstanley.com
To: [Board Comment](#)
Subject: Full Access for all Ebikes for Tam
Date: Wednesday, February 28, 2024 9:18:03 AM

Living at the base of Tam, we ride gravel, mountain, road and MTB Ebikes.

Tam is used by many groups and +99% get along fine, we ring our bells and slow for horses, we hike to the left of trail and not down the middle and now, we get to explore and enjoy even more of the mountain at 66 and 62 years old with our Turbo Levo Ebikes.

They are FUN, they are part of the landscape and will continue to grow for so many reasons.

Reality, as you know, is a ban is unenforceable and cruel to so many folks that for the 1st time in their lives out enjoying riding.

To single out one class of Ebike (CARGO) is unfair to older riders, families and people with disabilities.

Keep Tam free for all Ebikes, regardless of purpose.

Kiind regards,

Garry F. Lawler

Global Wealth Management-Investments

Vice President

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[https://link.edgepilot.com/s/e7ecf7c1/nweC5Msd0kmYmNcc2NQYbA?
u=http://fa.morganstanleyindividual.com/garry.lawler/index.htm](https://link.edgepilot.com/s/e7ecf7c1/nweC5Msd0kmYmNcc2NQYbA?u=http://fa.morganstanleyindividual.com/garry.lawler/index.htm)

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From: [Boyd Fellows](#)
To: [Board Comment](#)
Subject: I am 63 years old and love to safely explore Mt Tam on my e-bike
Date: Wednesday, February 28, 2024 12:42:47 PM

I believe everyone, and I do sincerely mean everyone, has the right to safely enjoy our beautiful Mt Tam.

The people who want to restrict e bikes want to selfishly hoard the beauty of Mt Tam for themselves.

Boyd Fellows
415 308 3200

From: [RICHARD SCHNEIDER](#)
To: [Board Comment](#)
Subject: Mountain Bikes
Date: Wednesday, February 28, 2024 6:51:08 PM

Dear Board Members

As a senior citizen hiker, who regularly hikes Mt. Tams single track trail, my safety is a primary concern. Bikers and hikers on these trails do not mix. Please look out for the safety of hikers. Thank you.

Richard Schneider

From: [Joseph Garcia](#)
To: [Board Comment](#)
Subject: Mountain e- bike
Date: Wednesday, February 28, 2024 1:47:46 PM

To the Board, I'm 75 years old and slowing down in many of my activities. My class 1 e-bike has thankfully kept one of my outdoor activities alive and well. It's simply allows me to enjoy the environment in which I live . I've lived in Larkspur 40 years and come to know the magnificent hills that surround us through hiking. Now with knee problems, I can only enjoy them on my e-mountain bike. My experience with other bikers in general has been safe and friendly. There's always an outlier who disregards rules but few if any in my experience have been e-bike riders. I hope you'll agree that e-mountain bikes have and will continue to have a supportive role in helping us enjoy our lands responsibly. I would greatly miss my rides.

Thank you

, Joe Garcia

147 Elm Ave Larkspur

From: [Birkie, Wolfe](#)
To: [Board Comment](#)
Subject: My thoughts on Class 1 E-bikes on Mt Tam
Date: Wednesday, February 28, 2024 1:40:37 PM

Hello,

I am in favor of Class 1 E-bikes having equal access to fire roads and trails. Some of the benefits include:

1. Allows an ageing population to continue to access our Watershed Area.
2. Less parking congestion at trailheads as people can ride to trailhead instead of driving a car.
3. Less congestion/conflict on trails near access points as the e-bike will allow people to expand their range within the watershed.

Thank you for your time.

Wolfe Birkie
177 Morningside Drive, San Anselmo
(p) 415.385.6913

K-C Internal Only

From: [E-bike Expert](#)
To: [Board Comment](#)
Subject: pedal assist electric bike
Date: Thursday, February 29, 2024 12:18:40 AM

Hi,

We trust this message finds you in good spirits. As a pioneering eBike factory. We are excited to unveil our latest innovation in electric biking technology, designed to revolutionize your riding adventures.

We have the following 100 pcs e-bikes in stock of our Germany warehouse currently. If you would like to purchase one or more of our e-bikes. Please let us know your address for shipment, we will get it ready for you. We can ship our e-bikes to all Europe countries within 3-5 days.

Details of our e-bike:

Unleash the Power with a 500W Motor and Removable Battery:

Prepare for exhilarating rides with our electric bike, equipped with a formidable 500W brushless motor capable of reaching speeds of up to 19.9MPH.

Conquer challenging terrain with ease, thanks to a maximum slope capability of 15 degree.

Our bike's 48V 10Ah lithium-ion battery ensures an extensive range of 50-60 miles in pure pedal assist mode per charge. Plus, the removable and lockable feature allows for effortless charging on/off the bike, requiring only 5-6 hours for a full charge.

Experience Ultimate Comfort and Safety with Dual Shock Absorbers and Disc Brakes:

Indulge in a smooth and secure journey with our bike's dual shock absorbers, expertly engineered to absorb bumps and uneven surfaces.

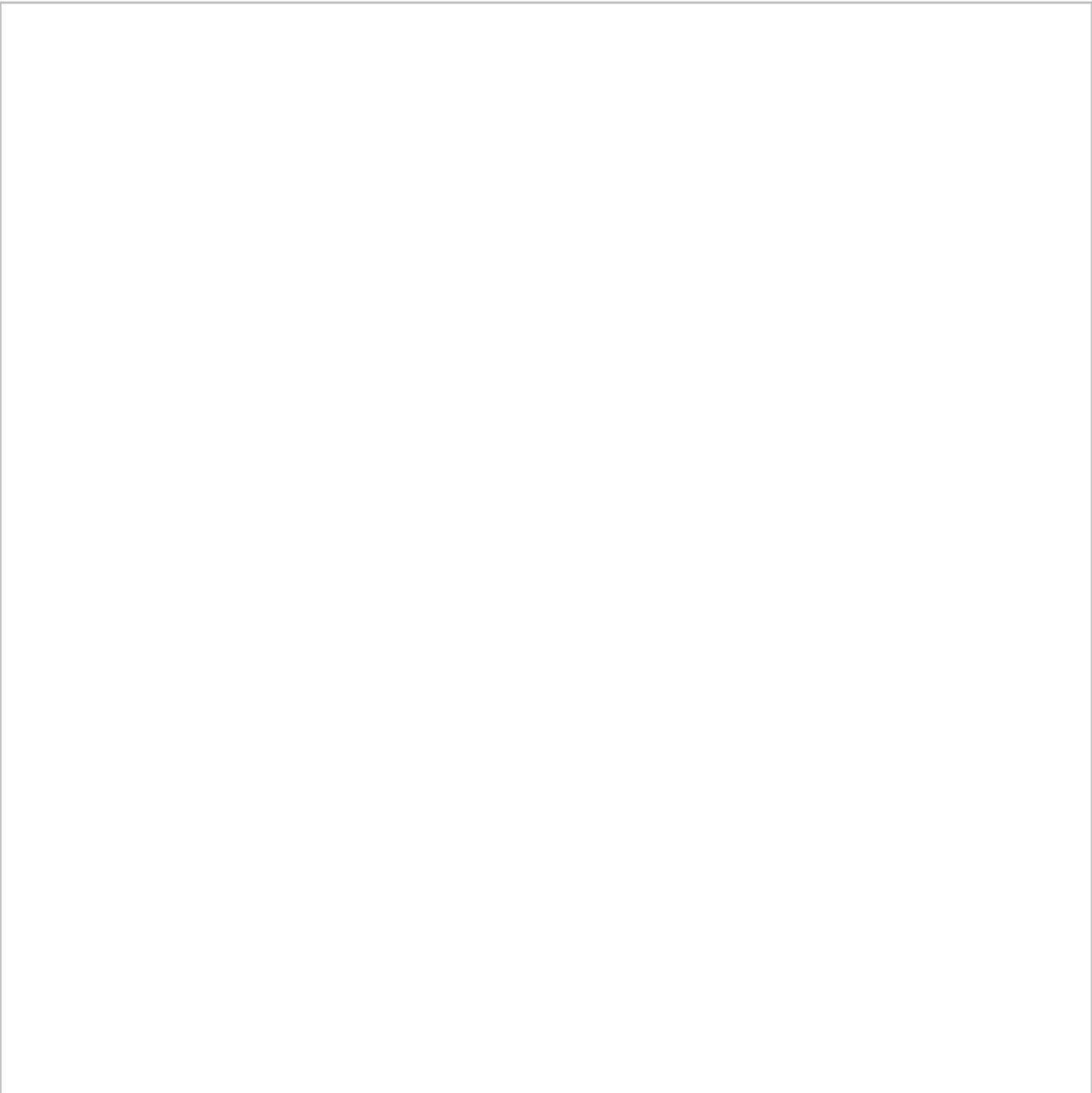
With responsive dual disc brakes, you can confidently navigate your way with immediate stopping distances when needed, ensuring optimal safety and comfort throughout your ride.

Reliable Companion for Every Journey:

Stay informed and in control with our bike's LCD display, providing real-time updates on battery levels, power assist settings, speed, mileage, and more. Engineered with reliability in mind, our bike boasts 20 inch x4.0 puncture-resistant fat tires, adjustable handlebar, saddle and kickstand, reflectors, headlight, and horn – offering a secure and seamless ride across diverse terrain.

If you would like to purchase one or more of our e-bikes. Please let us know your address for shipment, we will get it ready for you.

Our warehouse is located in Germany and can ship our e-bikes to all Europe countries within 3-5 days.



Optimized Riding Performance for Maximum Enjoyment:

Enhance your riding experience with Shimano 7-speed gears and 4 riding modes, including Throttle eBike, Pedal Assist Bike, Regular Bicycle, and Booster Mode. Navigate uphill effortlessly with a speed of 3.73 miles/h, depending on road conditions, ensuring a delightful journey through neighborhoods, park trails, city streets, mountains, and beaches.

Foldable and Adjustable Design for Unmatched Convenience:

Our bike's sturdy aluminum alloy frame, coupled with its foldable and adjustable mechanism, provides unparalleled portability. Promising endless miles of joy on your trips and adventures.

Seamless Assembly and Dedicated Support:

Enjoy a stress-easy assembly process with our electric mountain bike, which comes 85 percent pre-assembled. Access the assembly video and user manual on the product page for added convenience. With a weight of 62 lbs and a maximum load capacity of 150kg, our bike is recommended for riders with a height of 5.4-6.4ft. Rest assured with our 1-year warranty for bike parts and lifetime technical support,

ensuring peace of mind throughout your ownership experience.

If you would like to purchase one or more of our e-bikes. Please let us know your address for shipment, we will get it ready for you.

Our warehouse is located in Germany and can ship our e-bikes to all Europe countries within 3-5 days.

Warm Regards,
Jim Ryan
The E-bike Expert

E-bike

From: [Hannah Ake](#)
To: [Board of Directors](#)
Subject: Please no e bikes in MMWD
Date: Wednesday, February 28, 2024 2:20:05 PM

Hello,

I am a resident of Fairfax, CA. Ahead of the board meeting tomorrow, I am writing to strongly discourage the allowance of class 2 and 3 e bikes in MMWD recreational areas. These bikes have documented research describing their safety concerns, especially with live animals and hikers present. Please do not allow e bikes in MMWD areas.

Key Concerns:

- **Safety:** The introduction of Class 2 & 3 ebikes, resembling electric motorcycles, raises significant safety concerns for equestrians, hikers, and traditional bikers.
- **Environmental Impact:** The potential for increased accidents, as evidenced by recent data showing 22% of emergency calls related to ebike accidents.
- **Trail Congestion:** Adding another user group without addressing existing conflicts and safety measures could exacerbate current issues.
- **Trial Period Oversight:** What measures will be in place to monitor and potentially halt the trial if it proves detrimental?

Thank you,

Hannah

From: [Maggie Courtney](#)
To: [Board Comment](#)
Subject: Support for continued e-bike us
Date: Wednesday, February 28, 2024 12:08:14 PM

Dear Members of the Board of Directors:

I write to add my voice to the Marin residents in support of continuing to **allow** e-bike access to Mt Tam. I have lived in Marin County for nearly 30 years during which time I have been a user of the trails and roads on Mt. Tam as a hiker, mountain biker and now an e-bike rider. My e-bike allows me to continue to ride many of the trails I have been riding for years, adding greatly to the quality of my life. But most importantly, it allows me to continue to enjoy mountain bike riding along side my daughter, World Champion & Olympian Kate Courtney, though only on her easy/rest days!

My husband and I know first hand the power of mountain biking to build strong, confident and healthy kids. It also provides the opportunity to build strong, lifetime bonds between kids and their mountain bike riding parents. Hours spent together riding mountain bikes means hours of talking and enjoying physical activity together. That is treasured time we do not want to give up. E-bikes allow us to continue to enjoy our favorite sport, individually, as a couple and as a family. Not very many activities can span such wide fitness and age gaps and right in our own backyard.

I urge you to support continued access to Mt. Tam for e-bikes.

Respectfully,

Maggie Courtney

From: [Miranda Abrams](#)
To: [Board Comment](#)
Subject: E-bikes on Mt Tam/ meeting today
Date: Thursday, February 29, 2024 7:06:44 AM

Members of the Board,

I am writing to you to express how riding an E-bike on Mt Tam has impacted my life and the life of my family in a very positive way.

I am a 55 year old very active woman- but didn't start truly mountain biking until Covid shut down spin classes and yoga studios. I discovered regular mountain biking during that time but couldn't venture all that far.

Once I tried an e-bike - I was able to bike far beyond and discovered incredible routes and views, my favorite being biking to Alpine Dam from Fairfax then up to the ridge to enjoy the gorgeous views from the Seven Sister, on to Pantoll Rd and down to Mill Valley and then back to Fairfax.

I have been able to share these beautiful places to my teenage and adult children by renting them e-bikes for the day. These destinations are not possible for many of us unless we get help from an e-bike.

What a wonderful, healthy active way to spend an afternoon or day, and what a gift to be able to enjoy the beauty of where we live.

I hope you will support keeping e-bikes legal on the mountain.

Best Regards,
Miranda Abrams

1405 San Anselmo Avenue,
San Anselmo, CA 94960
(917) 378-8204

From: [Edward Clapp](#)
To: [Board Comment](#)
Subject: Re: 02/29/2024 Watershed Committee Meeting ./ Special Meeting - advance comment - Addendum
Date: Thursday, February 29, 2024 6:00:48 AM

Here's a second attempt at a letter to the IJ:

Marin bikers are a well organized group and the IJ seems to publish a letter by them demanding Tam trail access, fire roads being insufficient - about every other day while they're a minority of visitors.

It is amusing to see letters asserting the situation dangerous. It is, to hikers. Not just being hit by speeding bikers - a friend had over 30 stitches in her leg courtesy of an out-of-control biker - but also by angry ones - a sheriff's deputy once told me it was dangerous to confront them just a few weeks before one threw an older woman off a trail into a ravine. I was the first person on that scene as she was climbing back up.

They're also hard on trails with sections of the Coast View trail so rutted I saw a biker go over trying to navigate it.

To be crystal clear, as a long time hiker I wish to see bikes obeying the speeding laws for my protection and not on trails.

Here's a question to put that into sharp relief: would the biking coalition agree to increased access provided the trails and fire roads were actively patrolled by rangers with radar detectors to catch speeding bikers?

Edward

On Monday, February 26, 2024 at 06:23:56 PM PST, Edward Clapp <edwardc_2001@yahoo.com> wrote:

Here's a letter I submitted to the IJ that didn't get printed:

Vernon Huffman, the executive director of Access4Bikes, has a letter to the editor in the 02/20/2024 MarinIJ in which she writes, "The effort to limit their access to steep fire roads is not only unfair, it is unsafe." She's mistaken in her implication that many of the fire roads on Tam are steep, but as a hiker I agree she's quite right about safety. Just last Sunday as I was about to cross Railroad Grade on the Miller Trail I had to wait while 15-20 bikers zoomed downhill at speeds in excess of 20 mph.

The 5 mph speed limit downhill, around corners, and while passing is something I simply don't recall seeing.

The biking community may be vocal and organized but are a fraction of those of us who

hike on it. As described above, it already feels unsafe to hike on fire roads on weekends if only because bikers in the aggregate do not obey the law.

Given that and the fact that bikes are far more damaging to trails than hikers are, please do not open more trails than those already available to them.

Edward Clapp
Corte Madera

From: [Jeff R](#)
To: [Board Comment](#)
Subject: Watershed Recreation Plan Review - public comment
Date: Thursday, February 29, 2024 10:44:29 AM

Hello -

I just wanted to make a comment in the leadup to the Feb. 29 District meeting to review the proposed Watershed Recreation Plan. I have been following the progress of this effort closely and am struck by the professional manner in which it has been executed. I have hiked Marin trails for years but with my advancing age it is harder for me to reach the beautiful areas I love so I have been gradually shifting to using a mountain bike to reach these destinations.

Providing equitable access to our trails for all user groups and leveraging the enthusiasm of these groups to respect and help maintain these trails is tantamount to a healthy system. I ask that the board wholeheartedly support this recreation plan.

Thank you for your service and dedication.
Jeff Royal

From: [Rob Rowlands](#)
To: [Board Comment](#)
Subject: Two bullet points for tonight's eBike meeting
Date: Thursday, February 29, 2024 3:40:03 PM

Hi,

I'm 76 and have been riding eBikes on Tam and Marin Headlands since 2020. Two points I would like to make for tonight's meeting if I may?

1. Federal lands , eg National Park Service, don't differentiate eBikes from other bikes, why should MMWD?
2. There's more in common between Class 1 eBikes and regular mountain bikes than there is between class 1 and classes 2 and 3 in terms of their effect on the trails, and other trail users.

If I make it to tonight's meeting I will try to express these points in person.

Sincerely,

Rob Rowlands
415 849 5667