

**From:** [Brian Sagar](#)  
**Subject:** Increasing water reserves- idea  
**Date:** Wednesday, December 15, 2021 11:50:57 PM

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I would like to suggest an idea for adding additional water reserves.

Can Marin Water look into adding a second dam up the valley on Kent lake towards Alpine Dam. Look into positioning where it makes most sense, perhaps just up valley from the Pine Mountain tunnel. (Or dam to protect).  
With steep and long valley walls, this could increase our reserves.

Kent lake is best option as increasing capacity does not flood developed lands. Is the lowest lake. Gets water from Mt Tam. Fire roads could be repositioned if Marin Water brings dam down valley further for more capacity.

If Kent lake overflows, this is water we could be saving for droughts. Spillway water should be measured.

Story:  
About eleven years ago in Virginia...

[https://www.cvilletomorrow.org/articles/earthen\\_dam\\_proposed](https://www.cvilletomorrow.org/articles/earthen_dam_proposed)

35 million to raise a dam...  
This would be "our water" to piped in, not bought. A reserve for years to come.

Apparently we need to plan for more water use, not current (normal) use and capacity. We should not rely on outside sources for water. We must plan for dry years, by increasing capacity.

More water needed in future... Marin County is being forced by the state to build 14,000 additional homes between 2023 and 2031.  
Marin Water (MMWD) told Fairfax they can handle the 490 new homes proposed for Fairfax. I'm guessing the same message to other cities?

We should have enough reserves to meet demands even in a drought.

In our last drought there were building moratoriums, a pipeline was installed.

Brian Sagar  
Fairfax



Sent from my iPhone

**From:** [ROBERT CASPER](#)  
**To:** [bobleedy@yahoo.com](mailto:bobleedy@yahoo.com); [opinion@marinij.com](mailto:opinion@marinij.com); [fiegger@gmail.com](mailto:fiegger@gmail.com); [Larry Bragman](#); [Jack Gibson](#); [Monty Schmitt](#); [chair@maringop.org](mailto:chair@maringop.org)  
**Subject:** Desalination  
**Date:** Thursday, December 16, 2021 9:46:07 AM

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Steve McConnell of San Rafael said we should capture the runoff rain and store it for our use. I was with him until he said it would limit rising seas. Imagine that. But he could apply that "logic" by saying we should drink sea water through desalination. Problem solved, enough water and we keep the ocean level down. But writer Bob Leedy had an idea to build a desalination plant in Richmond and pipe the water to Marin. Would we be pay twice. For the plant then pipe. Not a good idea.

We should de fund the Smart train which is sucking us dry money wise and put the money into the desalination plant. But present day technology is trumped by climate phoebes. The ocean is a god to the environmentalists and the water board are filled with climate phoebes. One water director wants water to be "resilient", what ever that is. He recluse himself when alternative water sources are discussed. Then we have Frank Egger who sued to stop the pipeline to save fish. How many water users think that's a good idea.

Marin has easy fix technology to end the water shortage. We can desalinate in Marin like Tampa Bay and most of the Middle East and have enough water for our kids. Maybe if we convince the water climate phoebes that using ocean water will lower the rising seas, they will approve. That's it. Hea, boys stop rising seas by letting us drink the rising portion. Do you think they will go for it. Who knows with that gang.

But if Egger sued us by suing the water district, can't we sue him for the cost of our water bill overage. Can't we sue the water district for nonfeasance in failure to do their job. Can't we sue them personally and not as an entity. But in Marin the tail wags the dog. We are the dog and the small gang of environmentalists are the tail. We are held hostage by their paranoia and love of fish while they hate cows. Nothing will change until we change the tail.

Robert A. Casper, SR  
San Rafael, CA

**From:** [Kathleen Buckley](#)  
**To:** [Cynthia Koehler](#)  
**Subject:** Moratorium on landscaping projects!  
**Date:** Thursday, December 16, 2021 11:29:59 AM

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Sent from [Mail](#) for Windows

Hello,

Isn't it time to put a moratorium on landscaping projects?

My neighbor, for example, just put in 15 very large and thirsty podocarpus trees!

You should see the new landscaping at 1 Upper Road in Ross. The amount of new plantings could fill a small park.

How about it?

Thank you,  
Kathleen

**From:** [jpburke@aol.com](mailto:jpburke@aol.com)  
**To:** [Larry Russell](#)  
**Subject:** We Need a Dependable Water Supply  
**Date:** Thursday, December 16, 2021 12:18:38 PM

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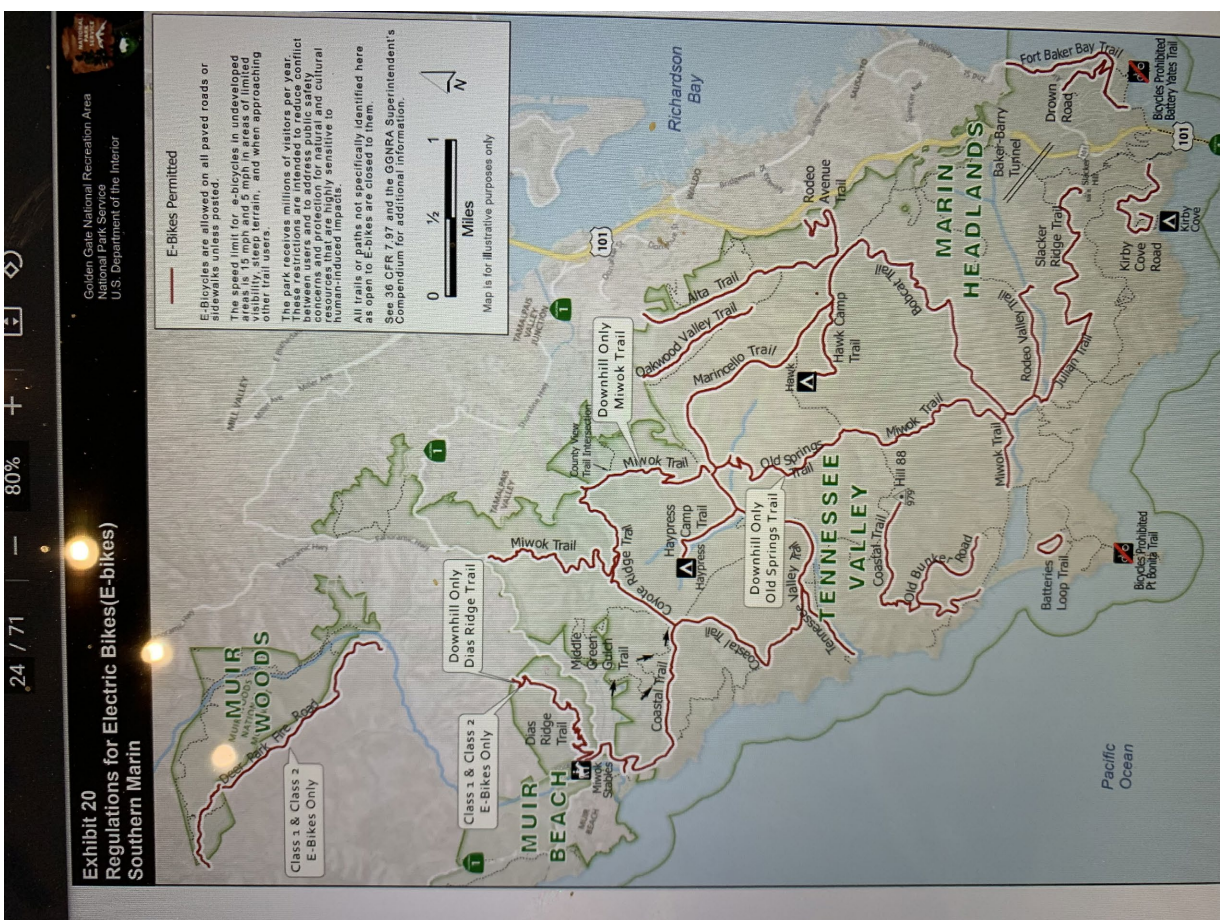
Dear Director Russell,

Now that we have about average storage for this date I hope that the Board of MMWD will lift water use restrictions and penalties.

We will sometimes have scary shortages, so I hope you don't relax on the pipeline project. It would be irresponsible to let the disruption of possible water shortages happen again when we have a solution at hand. An unreliable water supply is damaging to the community.

Pat  
J. Patrick Burke  
61 Laurel Grove Avenue  
Kentfield, CA 94904  
415-456-3412

**From:** [Robert Mittelstaedt](#)  
**To:** [Board Comment](#)  
**Subject:** Agenda 5. Exhibit to my previous comment  
**Date:** Thursday, December 16, 2021 11:27:20 AM



**From:** [GREG RYAN](#)  
**To:** [Board Comment](#)  
**Subject:** Comment for 12/15/2021 7:30 PM Meeting on E Bikes  
**Date:** Wednesday, December 15, 2021 8:49:52 AM

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I would like this email posted wherever possible and/or mentioned during the meeting today.

- E-bikes are motorcycles.
- Motorcycles don't belong on hiking or biking trails - period.
- There are thousands of blind corners on Mt. Tam fire roads. With combined speeds of 50mph (motorcycles going up and mountain bikers coming down) this is an accident waiting to happen for both hikers and mountain bikers and a lawsuit against Marin County.
- E-motorcycles are becoming more prevalent (bolstered by future lower prices) and there will be a plethora of E-bikes
- Like any motorized product evolution, E-motorcycles will have faster speeds in the future
- The E-motorcycle supporters will bring up ADA issues, however, we all know in California this will just encourage exploitation similar to the abuse now of handicap placards for cars.
- Current E-motorcyclists have already demonstrated abuses in the bay area (e.g. going where they are not allowed, speeding up hill and safety issues)
- E-motorcycles are not allowed on the peninsula - for good reasons
- Lawsuits will become inevitable and put Marin Public Servants at risk. Also lawsuits from public entities:  
[https://link.edgepilot.com/s/245cd7cf/o3uu\\_TeM0UKeSd2jCoJ2Eg?u=https://www.pinkbike.com/news/us-forest-service-sued-over-ebikes-in-tahoe-national-forest.html](https://link.edgepilot.com/s/245cd7cf/o3uu_TeM0UKeSd2jCoJ2Eg?u=https://www.pinkbike.com/news/us-forest-service-sued-over-ebikes-in-tahoe-national-forest.html)

Greg Ryan

**From:** [John Boesch](#)  
**To:** [Board Comment](#)  
**Subject:** Proposed policy on ebike procedures of use  
**Date:** Wednesday, December 15, 2021 7:30:04 PM

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Board of Directors

I have read the proposed policy on ebike procedures of use.

I find the policy harsh. It does not reflect the public consensus of MMWD's 3-year effort to address ebike access in the watershed.

In particular, the public committee that met from 2019 to 2020 favored a more inclusive policy for ebike access on the watershed's fire roads, certainly nothing as restrictive as this proposal.

I'm disappointed that the consensus of the public is not reflected in this proposal.

Sincerely,  
JohnBoesch  
San Rafael

Sent from my iPad, adrift in the ether or . . .



**From:** [Robert Mittelstaedt](#)  
**To:** [Board Comment](#)  
**Subject:** Agenda Item No. 5: ebike ADA  
**Date:** Thursday, December 16, 2021 10:49:41 AM

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I offer four initial comments on the staff's ADA recommendation:

**1. If e-bikes were allowed generally, an ADA accommodation would not be needed.**

To put the ADA proposal in context, the real solution is to treat ebikes the same as other bicycles for all users. This is what the majority of the Community Advisory Committee recommended based on its extensive study in 2019 and 2020. This is basically what the MMWD staff recommended on a trial basis in 2021. And it would be consistent with what the neighboring GGNRA has done on most of its fire roads over the last several years. (I will send the GGNRA website map showing where ebikes are allowed, by separate email.)

Allowing ebikes is not putting the cart before the horse—this matter has been thoroughly studied over the past several years, and the experience of the GGNRA shows ebikes are not a problem and that “user conflicts” can be managed without banning ebikes. A long-term recreation plan is a good idea but should not serve as an excuse to continue the ebike ban in the interim, much less to switch gears and begin enforcing it.

I know some are concerned about opening the floodgates and what the next generation of bicycles might look like. But that is no reason to ban ebikes for now. The Board is fully capable of dealing with any problems that might arise in future years.

Given where we are, it is understandable that the staff would feel a need for an ADA compliance proposal. If dogs were banned, you would need an ADA accommodation for guide dogs for some. But if dogs are allowed for all, an ADA exception for some is not needed. The same for ebikes: if ebikes are permitted generally, an ADA exception for some is not needed.

**2. The ADA proposal is no substitute for allowing ebikes generally and should not be used as a basis for a change in enforcement policy.**

Two aspects of the staff's recommendation should be clarified:

- *Is it intended to be the last word on ebikes and a reason to extend the general ban on ebikes?* I hope not.
- *Is it intended to signal a change in the enforcement policy with respect to ebikes?* Again, I hope not.

Rather than devoting ratepayers' money to an attempt to enforce the outdated,

unnecessary and arbitrary ban on ebikes, the Board should expedite its consideration of removing that ban and not use the ADA policy to launch an aggressive enforcement. It would be terribly unfair to use the delay caused by the Board's approach to date as a basis for a change in enforcement.

### **3. Community input on the proposed registration procedure would be useful.**

As a process matter, if there is to be an ADA policy, it would benefit from more community input. I am one of the founders of [ebikeaccess.org](http://ebikeaccess.org), and the short notice of this proposal has not afforded sufficient time to gather the views of our members. In particular, I want to consider more fully the burdens and practicalities of a DMV-like registration program as opposed to simply relying on the appropriate ADA "verbal representations" if and when a ranger has reason to inquire. How will this work for visitors? Or those who ride in from GGNRA roads where no registration is required? Note again that if ebikes are allowed generally (as previously recommended by the Community Advisory Committee and the MMWD staff) it would not be necessary to impose this burden on those with disabilities or at least not to single them out.

### **4. Adding a senior citizen exception.**

Finally, please consider allowing senior citizens to qualify for the exemption, on an interim basis until ebikes are allowed more broadly.

Most if not all of the e-bike riders on Mt. Tam are senior citizens (and ratepayers). Over our decades of riding on Mt. Tam, we have "earned our elevation." We are safe, courteous riders who obey the rules. We would prefer to ride regular bikes if we were physically able to continue enjoying our favorite routes. But the years have caught up with us and whether you consider the extent of our muscle deterioration a disability, the fact is that ebikes are the only alternative for us.

For those of you who are not cyclists, it may be hard to understand our passion for continue riding on Mt. Tam despite our age. For those of you who are cyclists and can still ride regular bikes, please note that you too will eventually want and need an ebike to continue riding.

The good news is that we ride slower than most regular bike riders, not only out of politeness but because our muscles are not as strong as they used to be and to avoid injuries to ourselves (it takes a lot longer to heal at this age!). Many of us are also hikers, married to hikers or parents to hikers—which is an added reason we are courteous riders.

The standard proposed in the draft ordinance — "mobility disability pursuant to Title II of the ADA" — is not particularly clear to most people. Lawyers and courts debate the

meaning of that term. Many of the seniors who ride ebikes no doubt meet that standard.

But rather than put us and the MMWD to the test of figuring out its contours (and threatening four years in prison), a better approach is to add “senior citizen” status as another way to qualify, in addition to the state issued proof of disability and verbal representation of mobility disability. This would conform to current practice under which seniors have been allowed to ride on the fire roads. And it would be in keeping with the practice of many other government entities and businesses that make allowances for senior citizens in a wide variety of ways.

As always, I appreciate the efforts of the MMWD staff to deal with these issues, and I look forward to the day when we can put this unnecessarily contentious issue behind us -- and the Board and its staff can focus on the pressing issues that face it.

**From:** [Erika Lovejoy](#)  
**To:** [Board Comment](#)  
**Subject:** Comments on Agenda Item #5 today  
**Date:** Thursday, December 16, 2021 9:09:10 AM

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12/16/21

Dear Watershed Committee/Board Members,

Thank you for the considering the following comments on the proposed new E Bike ordinance and permitting program (agenda item #5 on 12/16/21 Watershed Committee Meeting). My family resides in Marin and we are active users of MMWD and other County lands.

We urge you not to move forward with this problematic proposal. Creating a new ordinance and regulatory permitting process for E bikes creates more complexity for people with existing ADA legal status and does not meet the needs of older individuals or those with physical issues that aren't in the legal ADA spectrum. It also creates another bureaucratic program requiring funding by local taxpayers and takes county staff time away from the true safety needs on County lands. We understand a Recreation Management Planning process is also underway, which would make this action entirely premature and potentially waste more stakeholder/agency time and financial resources.

Individuals with existing legal ADA status/placards should not have to get a new permit and go through extra hoops to justify their means of mobility. The existing law protects them and MMWD should honor that without creating more rules or burdensome processes for differently abled people.

The limitation would also completely ignore the needs of the aging community in Marin, as well as many people with 'non-visible' issues or not qualifying under ADA or the ordinance requirements (e.g., weight/fitness/past injury/autoimmune or other health issues others can't see) that make riding an E bike more feasible and enjoyable than a regular bike. An E bike has changed my life and enabled me to do the activity I love the most and increased my health and well-being. Given the pedal assist on my Class 1 bike, I now do not have to recreate by myself so I feel safer and have more fun. I'm also able to ride to trails and drive less, which is something that should be actively encouraged by County agencies to fight climate change.

The qualifying language for those without an ADA placard is extremely vague and would require explaining one's health issues to County staff and fighting any decisions administratively, which would be a further invasion of privacy and demoralizing at best. People should not have to explain medical issues to anyone but their doctor.

Our family is also concerned about having to pay for administration of a new permitting program and creation of a new requirement for permits for cycling. This proposed new rule

and permit would take additional time from staff to implement and utilize more resources that could be put to better use. There is also a strong concern from cyclists about excessive enforcement for what is a relatively benign activity that supports public health. Will cyclists face additional scrutiny with this policy in place? Please help to ensure that we can enjoy our public spaces without fear of being harassed because we are on a bicycle.

There are deep misconceptions about the capability of Class 1 E bikes and how they are typically utilized. Boulder County in Colorado (<https://link.edgepilot.com/s/f6a3697f/YIDnSIBZV0OZygrGJCQGzA?u=https://assets.bouldercounty.org/wp-content/uploads/2019/11/e-bikes-recommendation-bocc-11-13-2019.pdf>) did a study that showed downhill speeds on E bikes were approximately 5 miles an hour slower than regular bikes. The study authors stated that the demographic of E bike users are likely to be more cautious because most are using these bikes as assistive devices and/or are individuals who are more risk-averse.

In summary, it is understood that rules are necessary for recreational activities on public lands. However, Marin County agencies should not create excessive rules for one group based on misinformation or lobbying from a small set of vocal advocates while ignoring the needs of a large user group of Marin taxpayers and voters. Rules should be set for E bikes just like any for any other bike, with the addition of limiting access to Class 1 pedal assist bikes that can't go more than 20mph. We urge you not to create another program that requires taxpayers to pay for a new, burdensome permitting system or further discourages public access and cycling.

Thank you for your consideration and public service.

Sincerely,

Erika Lovejoy

**From:** [Shaun Horne](#)  
**To:** [Terrie Gillen](#)  
**Cc:** [Jerrad Mills](#); [Ben Horenstein](#); [Molly MacLean](#)  
**Subject:** FW: Proposed Reg to Register E-bikes of People with Disabilities  
**Date:** Thursday, December 16, 2021 8:32:50 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Terrie,

Forwarding below comment email relating to the Watershed Agenda Item 5.

**Shaun Horne**

**Watershed Resources Manager**

office: 415.945.1190

[shorne@MarinWater.org](mailto:shorne@MarinWater.org)

220 Nellen Avenue, Corte Madera, CA 94925



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**From:** Dr. Jonathan Frieman, JD <jonathan.frieman@gmail.com>  
**Sent:** Thursday, December 16, 2021 12:21 AM  
**To:** Jack Gibson <jgibson@marinwater.org>; Monty Schmitt <mschmitt@marinwater.org>; Larry Bragman <lbragman@marinwater.org>; Cynthia Koehler <ckoehler@marinwater.org>; Larry Russell <lrussell@marinwater.org>; Shaun Horne <shorne@marinwater.org>  
**Cc:** Daniel Cressman <dan.cressman@gmail.com>; Al BAUMANN <alb6@mac.com>; Robert Mittelstaedt <ramittelstaedt1010@gmail.com>; Bill Abright <billabright1@comcast.net>; Lucy Dilworth <lucy.dilworth@gmail.com>; Mark Breimhorst <mark@breimhorst.net>; Art Silberman <artathome06@comcast.net>  
**Subject:** Re: Proposed Reg to Register E-bikes of People with Disabilities

The recommendation from staff to register only bikes of individuals with ADA issues is far less than a weak culmination of more than 3 years of effort. It effectively renders as feckless and desultory the time the E-bike advisory committee members spent from 2019 to 2020. It's discriminatory. It's short-sighted. Another way of describing the reg is that only us folks with disabilities get to ride e-bikes, but now we have to register them. And, only IF we register them.

As noted, penalizing us disabled by making us register our machines could be argued as being discriminatory. My brief research doesn't uncover anything which says that a govt entity can demand that people with wheelchairs must register their chair in order to come onto gov't property. By extension I would assume that the same applies to e-bikes on MMWD land.

And, feckless, isn't it: the ADA is precious because public entities may not require documentation that a dog is a service dog. A dog and a wheelchair and an e-bike are all equally reasonable accommodations. But with this proposed reg, might we assume that MMWD asserts that dogs have more rights than bikes? An ironic analogy is that the same happened when corporations basically gained personhood in 1819 (Dartmouth v. Woodward, 1819) 100 years before women gained personhood through their right to vote (19th Amdt., 1919).

One more point: anyone stopped by a ranger—if they are EVER stopped--can just say their bike is a reasonable accommodation, and be on their way. It's highly unlikely a ranger will follow that person for hours trying to catch them doing something which indicates the ranger could well misinterpret as that person not having a disability. What a waste of time.

Which raises just one MORE point: I'm yet again most glad to assert that catching folks on e-bikes is not an issue of enforceability, simply because the odds are so far against 7 rangers patrolling 20,000 acres. It's like sending the Little Children of the Poor flag football team into the Super Bowl against the Tampa Bay Bucs. See [thecarpoolaneguy.com](http://thecarpoolaneguy.com), where it took the defendant the years to get caught in the carpool lane with corporate papers sitting in, so to speak, as his required "person."

And one final, ending, and lastly a really delicious point: The ADA say that "Where legitimate safety requirements bar accommodation for a particular type of device, the covered entity must provide the service it offers in alternate ways if possible."

1) Is the regulation of e-bikes a legitimate safety concern? And get ready for #2:  
2) If I have the "wrong" bike, would MMWD have to provide the service to me in alternate ways? How? Virtually? Or would I get to ride on a palanquin borne by 4 rangers?

I fret so, because I have a Class 3 bike I got before all this foofaraw. If MMWD disallows my bike, would MMWD provide me a "regulation" e-bike?

Instead of discriminating against a segment of the disabled crowd, MMWD should reverse their tack and make ALL bike riders who are NOT persons with disabilities who ride regular bikes register THEIR bikes. Making them pay would get a lot more money, too.

That begs the following question, on bended knee if not complete prostration: what is the purpose of such a feckless, inane, pathetic, discriminatory and practically unenforceable regulation?

1) I will immediately file a complaint form from your current offerings, alleging discrimination. It'll mention a future possible occurrence, much like predicting when it's going to rain.  
2) I know of others who find this proposal savory enough so lawsuit is more than a glint in their eye.

Very Sincerely,

Jonathan Frieman  
Member, E-bike Advisory Committee

80 Bay Way  
San Rafael, CA 94901  
text: 415-845-1371  
CalRelay: 415-231-3890  
Pronouns: ho/hum

[https://link.edgepilot.com/s/3aa9e1ec/Svny7m2OiEarGy-vYmi6nw?  
u=http://www.thecarpoolaneguy.com/](https://link.edgepilot.com/s/3aa9e1ec/Svny7m2OiEarGy-vYmi6nw?u=http://www.thecarpoolaneguy.com/)

Twitter: @yogistein

"Truth is what you get other people to believe."  
--Tommy Smothers



**From:** [Rodger Jacobsen](#)  
**To:** [Cynthia Koehler](#)  
**Subject:** No ebikes?  
**Date:** Thursday, December 16, 2021 11:13:00 AM

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Old people would be able to ride ebikes on the watershed without all the red tape you are currently proposing, I'm 82 and I don't have a state endorsed official

cripple designation, I shouldn't need one.

Get reasonable!

Rodger Jacobsen

**From:** [William Abright](#)  
**To:** [Board Comment](#)  
**Subject:** Proposed ADA OPMD requirements  
**Date:** Thursday, December 16, 2021 10:40:53 AM

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To the Board of Directors, MMWD

In a response to today's Watershed Committee meeting, I am appalled that the MMWD would pursue such a strict requirement to qualify for an ADA OPMD e-bike waiver. What about elder E- Mtn. bikers that do not technically qualify for ADA handicapped status?

My wife and I have been running, hiking, and riding Mtn. bikes on Mt Tam for over 4 decades. We are 77 and 71 years old and have health conditions that are age related. We consider ourselves in good shape for our age, yet between us we have spinal damage, compressed discs, hip replacements, knee replacements, arthritis and heart disease. We ride our E-bikes together several times a week and keep an eye on our beloved watershed. But according to the new proposal to create ADA OPMD requirements for class 1 e-bikes, we would not qualify for for an ADA waiver.

There are hundreds of E-bike riders in Marin in our situation who use E-bikes to continue a lifelong passion of recreation on Mt. Tam. Having been a member of the MMWD's 2019 Citizen Advisory committee on E-bikes for over 7 months of meetings, I know that MMWD has no real evidence that E-bikes have any more impact on fireroads than regular bikes, and that a majority of our committee recommended that E-bikes be allowed where regular bikes are allowed.

After years of study, the GGNRA has adopted a policy that allows E-bikes on almost all of the fireroads in the headlands that continue on MMWD lands. There must be some consistency in the adjoining agencies policies. If this unusually restrictive proposal for ADA compliance is approved, I hope that MMWD will propose and approve an alternative senior waiver that will allow E-bike riders like us to continue to legally ride our E-bikes in our beloved watershed.

Thank you for your consideration.

Bill Abright and Claudia Tarantino

190 Oak Ave.

San Anselmo

**From:** [r.peltzman](#)  
**To:** [Board Comment](#)  
**Subject:** Pro ebikes  
**Date:** Monday, December 13, 2021 7:28:10 PM

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The idea that an electrical assist is somehow more damaging to the environment than ordinary bikes is wrong.

To date the opposition to eBikes has been based on a cherry picked, worst case scenario – – not facts.

My position is that if you are going to take away the recreational and healthy lifestyle opportunities from an entire class of people then there should be firm evidence that their activities actually cause a problem.

Richard Peltzman  
1.415.297.5772

**From:** [Shaun Horne](#)  
**To:** [Terrie Gillen](#)  
**Subject:** FW: December 16th Watershed Committee Meeting  
**Date:** Wednesday, December 15, 2021 12:39:40 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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See email below regarding comments for the Watershed Committee.

Thank you,

**Shaun Horne**

**Watershed Resources Manager**

office: 415.945.1190

[shorne@MarinWater.org](mailto:shorne@MarinWater.org)

220 Nellen Avenue, Corte Madera, CA 94925



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**From:** John Palmer <[jp@montgomerypartners.net](mailto:jp@montgomerypartners.net)>  
**Sent:** Wednesday, December 15, 2021 12:38 PM  
**To:** Shaun Horne <[shorne@marinwater.org](mailto:shorne@marinwater.org)>  
**Cc:** Francine Millman ([prompt@promptconsulting.com](mailto:prompt@promptconsulting.com)) <[prompt@promptconsulting.com](mailto:prompt@promptconsulting.com)>; Dennis Rodoni ([djrodoni4@gmail.com](mailto:djrodoni4@gmail.com)) <[djrodoni4@gmail.com](mailto:djrodoni4@gmail.com)>; Stephanie Moulton-Peters ([smoultonpeters@aol.com](mailto:smoultonpeters@aol.com)) <[smoultonpeters@aol.com](mailto:smoultonpeters@aol.com)>  
**Subject:** RE: December 16th Watershed Committee Meeting

Mr Horne:

Thank you for this message.

If, as I understand the new regs, only those with legitimate disabilities and registered E bikes would be allowed to use E bikes on MMWD trails, then I am in agreement with the new policy. If I've read it wrong, please let me know, otherwise please submit my comments to the Watershed Committee. Thank you.

John Palmer  
100 Shoreline Highway Suite 160B  
Mill Valley, CA 94941

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**From:** Shaun Horne <[shorne@marinwater.org](mailto:shorne@marinwater.org)>  
**Sent:** Wednesday, December 15, 2021 10:22 AM  
**Subject:** December 16th Watershed Committee Meeting

Dear Community Members,

I'm reaching out to provide you with Marin Water's December 16, 2021, Watershed Committee Agenda due to your previous interest in Marin Water's E-Bike review process. Item 5 on the Agenda relates to the development of Marin Water's Other Power Driven Mobility Device Ordinance for watershed lands.

[https://www.marinwater.org/sites/default/files/2021-12/12-16-2021%20Agenda%20Packet%20-%20Watershed%20Committee\\_1.pdf](https://www.marinwater.org/sites/default/files/2021-12/12-16-2021%20Agenda%20Packet%20-%20Watershed%20Committee_1.pdf)

Regards,

**Shaun Horne**

**Watershed Resources Manager**

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