

New Comments Received as of February 2, 2022:

“I am writing in support of granting Class-1, pedal assisted eMTB’s equal access to the ACFL trails as is currently provided to Mt Bikes. I find the opposing arguments to be those of people who are simply uneducated on the topic.

As a local bike shop employee for the past 10 years, and new shop owner in Anacortes, I have seen the growth of eMTB sales and use firsthand. Initially, I was not very supportive of selling these bikes, but once I saw what they can do for people who need them I was all in. They can give people their youth, health, and love of mountain biking back again.

One of the most important facts to note is that the vast majority of people who purchase eMTB's are near, or over 60 years of age and are no longer able to ride regular bicycles due to injuries or other health issues. I can count on one hand the amount of eMTB purchases made by people with no pre-existing conditions requiring them to make the switch.

I believe that Class-1 eMTB's should essentially be viewed as a mobility aid and should absolutely be granted equal access to all the trails that are available for standard bicycles. I plan on living and recreating in this town for the rest of my life and hope to be able to access the amazing trail system we have here even if and when I require help to do so.

~Jake Hardenbergh

“I want to ask you to allow Class 1 E-Bikes, with no hesitation, in the ACFL.

1. We need to remember that we have a COMMUNITY FOREST LAND, It’s not for only walking.
2. Mountain bikes and Class 1 E-Bikes are silent, they make no noises.
3. Wildlife isn’t harmed by Class 1-E-Bikes. We have deer, racoons and squirrels living in our commercial and residential parts of our island where there is traffic, more noise and more food.
4. The largest eroding factors to our trail systems is nature, not Class 1 E-Bikes.

I, personally, have helped build and maintain our forest land trails for 40 years. I’ve had to re-route running rain waters; re-route the trails, due to water; build bridges over the waters and fill in the eroded trails with gravel and dirt. I have cut out fallen limbs and trees to preserve the enjoyment of using our trails. I value what we have built and would no way think of harming our trail systems.

A Class 1 E-Bike is a pedal assist bike. It weighs only 10-20 pounds more than a regular bike. It has more weight on the trail that gives it more traction on the ground so the wheel doesn’t damage the trail at all.

There will always be a very small contingent of mountain bikers who are discourteous. The MUCH greater percent of riders are thoughtful and are always respectful of our forest lands and other people who use the trails.

The Youth biking club teaches biking manners for the trails.

The one or two ‘*bad apples*’ should not ruin the privilege for the *majority* of us who value our ACFL!”

~Bruce Rustad

“In Voree Smith's letter, below my remarks (*italics*), he eloquently shared that he just wants to keep his family using trails together. That seems reasonable, the technology exists, and there are protections for the rights of the disabled and elderly. Everyone I know (myself included) that rides a Class-1 "e-assistance mountain bike" (eMTB) has a physical need. It seems moot (whether our deficit is driven by age, injury, health or some combination), our bottom line is that we just want to keep riding.

A number of years ago, due to age and injuries, it needed to start using a hiking pole. In the hundreds of miles that I have hiked since, not a single person has complained about the poke holes I leave on the trail. *Why is my need for assistance as I hike any different from my need for the same when I ride?*

In a growing number of states, ours included, the definition of non motorized is evolving. Class-1 eMTB's are lightweight, no more impactful than a standard mountain bike, and extremely quiet - almost silent. They are not motorcycles, regardless of what opponents suggest. The truth is that this e-bike category is no more powerful than a young and fit rider.

The aforementioned realities led me to wonder if there was a "best practices" document to provide some guidance. What I found, and attached, is "Model Law" entitled, **THE PROTECTION OF THE ELDERLY** dated 2012 from the Johns Hopkins University School of Advanced International Studies International Human Rights Clinic. Also attached is a one page summary that explains the model law document - which should be read first.

- The summary link: <https://www.anacorteswa.gov/DocumentCenter/View/21911/Johns-Hopkins-SAIS-Project-Summary>
- The model law link: <https://www.anacorteswa.gov/DocumentCenter/View/21912/John-Hopkins-Univ-Model-Law-highlighted>

Since the model law document is lengthy, twenty-five (25) pages, a detailed list of key elements follows. The section titles and page numbers are noted. In the attached document, each area of significance **has been highlighted**:

- **Right to Freedom from Discrimination** (page 4)
- **Right to Participation in Society** (page 5)
- **Duty of the State** (page 6)
- **Appendix: Article 14 - The Right to Participation in Society** (page 16)
- **Appendix: Article 18 - The Duty of the State** (pages 20 and 22)

Hopefully putting this information on the record is possible. This level of detail while tedious is probably necessary. In the appendix of the model law document it gives examples from different countries. This shows, in my view, that the idea of elder rights should not be considered a fringe or radical idea.

Beyond "best practices," helping people (with needs) "stay active" seems like the right thing to do."

'I am writing in support of allowing Class 1 e-bikes to roam the Anacortes forestland bicycle trails. I enjoy the ACFL with my wife and kids and my 80 year old father, both while hiking and while riding bicycles. The split is currently about 90/10 respectively. Part of the reason for minimizing the cycling component is that if I want to have 3 generations of Smiths out on the trail at the same time, the 80 year old has to A) Ride an E-bike without permission or B) Ride, push, and drag his regular bike - without battery assistance. A) creates an internal dilemma of transgressing against rules that exist despite the American with Disabilities Act (ADA). You can imagine how someone born in 1941 feels about this conundrum. If he was born 15 years later, he might have considered this type of civil disobedience acceptable. B) creates a sufferfest not many 80 year olds can tolerate. Although my father can ride an analog (no battery) bike with our group, the physical toll it takes makes it difficult to return within a few days to do it all over again. Falling behind and arriving at the group out of breath and not being able to socialize (90% of the reason to attend group rides with other like minded grayhairs), makes the experience less enjoyable. He used to be on the pointy end of this group. An ebike simply allows him to maintain a place within the group.

I think the best method for evaluating the terrors of allowing class 1 ebikes into the ACFL would be to go for a ride with one. Or a jog for that matter. Trail runners are often faster, wear headphones and are sometimes as oblivious to their surroundings as your average California transplant. Shall we penalize them for using too much technology on the trails and for ruining your experience during said 7 second interaction? Follow my old man, or any number of responsible citizens that require some type of pedal assistance while they attempt to continue to recreate as they have all of their lives. Listen to the bikes, watch the tires on the dirt, see if you can tell what makes them different. In the parking lot, a studied eye may see something that is different, which may trigger an immediate affront to your preconceived notion of good versus evil. Known vs. unknown. Regular bike versus pedal assist bike. Different doesn't make them inappropriate, unacceptable or result in the end of the ACFL as we know it. A class 1 ebike can't make you do anything you didn't used to be able to do. if you used to be a slow unskilled rider, you still will be. My father still has difficulty riding downhill and across technical challenges with momentum. He certainly doesn't ride them at the same speed as his good old days of pure pedal power when he was only 65. And this is with 40 years of experience, having the trails memorized and the individual roots named by those who fell before him, or in front of him. He can't go faster uphill than your average climber.

I work as an outpatient physical therapist In Burlington and specialize in anything that gets people active and outdoors. I am a Bikefit professional bicycle fitter and ergonomics expert. I have hiked, biked and raced my way through life to this point. I see future iterations of this as being the eventual mechanism by which I can sustain an active outdoor lifestyle into my geriatric years.'

~Jim Taylor

"I'm writing to support the proposal allowing class 1 e-bikes in the ACFL.

For the past 25 years, I have been an avid user of the ACFL trails as a walker, runner, horseback rider, and mountain biker. I have several cycling friends that are now senior citizens and want

to continue riding. They have health challenges, and a class 1 e-bike enables them to complete the ride at an average pace. It would be disgraceful to deny them the physical and mental health benefits of continuing to ride with their friends.

Trail etiquette is a legitimate concern, but all user groups are capable of bad behavior, which should be addressed through education and enforcement, not a ban that effectively prevents access to people with physical challenges. In fact, these senior riders are excellent mentors and role models that can and do teach the younger riders to be conscientious and respectful trail users.

Thank you for providing and maintaining the ACFL. They are a fantastic resource and a significant factor in my family's decision to live in Anacortes."

~Tabb Stringer