

April 19, 2023

Dear Forest Advisory Board Members,

Thank you all for serving our community as Board members. As you are aware, I represent the Motorcycle community out on the trails. This year, as we head into the Plan review, with intent to make changes, I feel it imperative to pass on to you a few of the prominent desires of the Moto community, then make one immediate request.

Over the years, as I've crossed paths with other riders, we end up discussing our access and the wonderful privilege we have to be able to ride in our ACFL. One of the repeated questions is: Why can't we ride our two-stroke motorcycles on the trails? I tell a story of past indiscretions and the necessary change made to the rules, at the time, to exclude this user group. However, time has passed, things have changed, and the rider group, as a whole, rides responsibly and carefully.

Modern two-stroke engine-powered motorcycles are fuel efficient, lighter, and much more quiet than the bikes from days of old (1996 and prior). Many of the members of our community are opting to purchase and ride these modern motorcycles because they are superior to similar sized four-stroke powered machines. Yet, they are currently excluded from accessing the trails under ACFL rules. I've been asked to seek change.

In an effort to support the Motorcycle community's request for inclusion, I reached out to the Northwest Motorcycle Association (NMA) for some guidance, and ended up talking to Lori Taylor, one of the NMA's representatives for trail access concerns in our area. According to Lori, the biggest problems motorcycles present to other user groups are noise and speed, not engine type (two-stroke vs four-stroke).

I now have two motorcycles, one four-stroke, one two-stroke. My older (2009) four-stroke is approaching retirement age and I decided to purchase a new 2023 two-stroke this year to see why so many riders are making the change to this type of motorcycle. The claims are true, these new bikes are amazing and I understand why riders are making the change.

Additionally, I've been asked by our motorcycle community members if there is any way to connect the three trail networks via existing trails, and I've always answered "no," because of surrounding private land and current trail use rules. To that, I would like to address opening up Trail 21 from Heart Lake Rd to aid riders in the transition to the Whistle Lake trail network. Opening Trail 21 will give some aid to the group, make access safer than riding on the road all the way around, and mitigate some impact from all riders starting at the Whistle Lake parking lot. There are access issues that will have to be addressed at the State level, but bringing in this change will be beneficial to the community.

There are a few other things I'll address as the Plan Review unfolds, with respect to instituting a noise limit, and possibly group size limits that fall in line with what the NMA recommends. I'll brief you all later in the season with these positive changes to the rules. I'll also have the remainder of the season to talk to more riders about ideas for changes they would like me to bring to you all.

Here's my request for your immediate approval: I'd like to ask for permission, as a Beta test, like the eBike test currently in process, for me to operate my new 2023 two stroke in the ACFL, no more than three times per week, as a test run to see what feed-back, if any, is returned to you all via Steve Phillips, or phone calls from the public. I believe most folks will not be able to tell the difference, and it will allow me to interact with the public, as I always do, and educate them about modern two-stroke motorcycles. I'll do this by asking questions about how my bike sounds versus other bikes they've heard in the ACFL. I'll report back to Bob Vaux with the data so he can pass it on to you all.

Thank you for your time and consideration,



John Meehan
ACFL Motorcycle Community Representative