



Bicycle Advisory Board

Tuesday July 20, 2021 – 6:00 PM to 7:30 PM



TELECONFERENCE

Staff Liaisons: Colin Quinn-Hurst (509) 625-6804 cquinnhurst@spokanecity.org
Inga Note (509) 625-6331 inote@spokanecity.org

Board Briefing Session:

6:00 – 6:20

- 1) Approve [June 2021 Minutes](#)
- 2) Liaison Reports
- 3) Chair Report
- 4) Staff Report – BAB vacancies, Bike corral update, Code updates

Workshops:

6:20 – 7:30

- 1) [E-bike Update – WA State Parks and Friends of the Centennial Trail](#)
- 2) [Sidewalk Safety Code Update – Staff](#)
- 3) Annual Mobile Meeting Scheduling and Route Planning – All

Next BAB meeting is scheduled for Tuesday August 17, 2021

Microsoft Teams meeting

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Bicycle Advisory Board - Minutes

June 15, 2021

City Council Briefing Center

Meeting Minutes: Meeting called to order at 6:00 PM by Grant Shipley

Attendance:

- *Board Members Present:* Board Members Present: Grant Shipley (Chair), Jessica Engelman (Vice-Chair), Harrison Husting, Charlie Greenwood, Pablo Monsivais, Rhonda Young, Mike Bjordahl, Taylor Stevens
- *Board Members Not Present:*
- *Quorum Present:* yes
- *Staff Members Present:* Colin Quinn-Hurst

Public Comment: None

Briefing Session:

Minutes from the May 18, 2021 meeting approved unanimously.

1. Liaison Report -

- Grant Shipley reported that the Citizen Advisory Board (CTAB) discussed that the North River Drive sidewalk as well as one along Alberta and Cochran will be constructed later this summer. CTAB also changed their charter to include the Bicycle Master Plan when considering which projects to fund.
- Rhonda Young reported that the Plan Commission Transportation Subcommittee did not meet in the month of June.
- Jessica Engelman reported that SPOKAT has resumed weekly bike rides.

2. Chair Report -

- Grant Shipley reported that there are multiple surveys that can be taken: one about Transit Oriented Development, Illinois Bike way and one for the Freya-Ray Alternatives

3. Staff Report -

- Colin Quinn-Hurst reported that the Illinois Avenue Bikeway design options survey is posted on the City Website and there has already been some good feedback.
- He also reported that the Bicycle Advisory Board had a table at the Bike Swap which was held on June 12.
- He reported that Spokane County is also updating their Bicycle Master Plan.

Workshops:

1. Transit Oriented Development Framework Study - Walk/Bike Access

- Presentation provided by Colin Quinn-Hurst
- Questions asked and answered
- Discussion ensued

2. Ben Burr Trail Detour / Detours Update

- Presentation provided by Colin Quinn-Hurst
- Questions asked and answered
- Discussion ensued

Meeting Adjourned at 7:31 PM

Next Bicycle Advisory Board Meeting scheduled for Tuesday, July 20, 2021

Note: Minutes are summarized by staff. A recording of the meeting is on file with Planning Services.

RCW 46.04.169

Electric-assisted bicycle—Class 1 electric-assisted bicycle—Class 2 electric-assisted bicycle—Class 3 electric-assisted bicycle.

"Electric-assisted bicycle" means a bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. The electric-assisted bicycle's electric motor must have a power output of no more than seven hundred fifty watts. The electric-assisted bicycle must meet the requirements of one of the following three classifications:

(1) "Class 1 electric-assisted bicycle" means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour;

(2) "Class 2 electric-assisted bicycle" means an electric-assisted bicycle in which the motor may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour; or

(3) "Class 3 electric-assisted bicycle" means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour and is equipped with a speedometer.

[2018 c 60 § 1; 1997 c 328 § 1.]



Spokane Municipal Code

[Home](#)[Title 16A](#)[Chapter 16A.62](#)[Section 16A.62.010](#)

[Title 16A Transportation](#)

[Chapter 16A.62 Motorized Personal Transportation Devices](#)

[Section 16A.62.010 Definitions](#)

- A. "Application-based rental of electronically activated personal transportation devices" means a method of renting a personal transportation device solely by means of a smartphone-enabled software application.
- B. "Approved bicycle helmet" means a head covering designed for safety that shall meet or exceed the requirements safety standards adopted by the U.S. Consumer Product Safety Commission (CPSC) 15 USCS 6004, or Z-00.4 set by the American National Standards Institute (ANSI), the Snell Foundation, the ASTM (American Society for Testing and Materials), or other subsequent nationally recognized standard for helmet performance as the county may adopt. The helmet must be equipped with either a neck or chinstrap that shall be fastened securely while the wheeled-vehicle is in motion.
- C. "Retail zone of the congested district" means, for purposes of this definition, and area bounded:
- On the north by the north line of Spokane Falls Boulevard;
 - On the west by the west line of Madison Street;
 - On the south by the south line of BNSF railroad viaduct corridor from Madison Street to Washington Street, the south line of 1st Avenue from Washington Street to Bernard Street and the South line of Sprague Avenue from Bernard Street to Division Street;
 - On the east by the east line of Division Street.
- The retail zone of the congested district as defined in this section shall also include both sides of Post Street from Spokane Falls Boulevard north to the north landing of the Post Street Bridge.
- D. "Modified or enhanced" means to alter the settings, displacement/horsepower or muffler effect to achieve greater power and/or performance than provided when the unit was delivered from the factory for sale.

- E. "Motorized foot scooter" means a device with no more than two twelve-inch or smaller diameter wheels that has handlebars, is designed to be stood upon, but may have a seat, and is powered by an internal combustion engine or electric motor that is capable of propelling the device with or without human propulsion.
- F. "Motorized personal transportation device" shall mean motorized foot scooters, motorized skateboards, electronic personal assistive transportation devices, and all other similar devices, but shall be deemed to exclude motorized wheel chairs, motor driven cycles, mopeds, motorcycles.
- G. "Motorized skateboard" means every device with a platform having one or more sets of wheels beneath it, which the rider balances on top of, and which is either propelled by an attached or auxiliary, electric or gasoline motor.
- H. "Personal transportation device" means bicycles, electric-assist bicycles, foot scooters, motorized foot scooters, skateboards, motorized skateboards, electronic personal assistive transportation devices, and all other similar devices, but excluding motorized wheel chairs, motor driven cycles, mopeds, and motorcycles.
- I. "Street," for the purposes of chapter 16A.62 SMC only, means the entire width between the curb boundary lines, including the shoulder, of every way publicly maintained in the City of Spokane when any part thereof is open to the use of the public for purposes of vehicular travel or parking.

Date Passed: Monday, March 25, 2019

Effective Date: Monday, April 29, 2019

ORC C35749 Section 5

Chapter 9.20

MOTORIZED PERSONAL TRANSPORTATION DEVICES

Sections:

9.20.010 Purpose.

9.20.020 Definitions.

9.20.030 Duty to obey rules of the road.

9.20.040 Requirements for operating motorized personal transportation devices.

9.20.050 Prohibited areas.

9.20.060 Applicability of other traffic laws.

9.20.070 Dealer notice required.

9.20.080 Violation – Penalty.

9.20.010 Purpose.

The purpose and intent of Chapter [9.20](#) SVMC is to implement local regulations governing the use of motorized personal transportation devices on city streets, sidewalks, trails, bike paths, and other public property. (Ord. 20-011 § 1, 2020).

9.20.020 Definitions.

The following definitions are applicable in Chapter [9.20](#) SVMC unless the context otherwise requires:

A. “Approved bicycle helmet” means a head covering designed for safety that meets or exceeds the required safety standards adopted by the U.S. Consumer Product Safety Commission (CPSC) 15 USCS 6004, or Z-00.4 set by the American National Standards Institute (ANSI), the Snell Foundation, the American Society for Testing and Materials (ASTM), or such subsequent nationally recognized standard for helmet performance as may be adopted by the City of Spokane Valley. The helmet shall be equipped with a neck or chin strap that shall be securely fastened while the motorized personal transportation device is in motion.

B. “Approved motorcycle helmet” means a protective covering for the head consisting of a hard outer shell, padding adjacent to and inside the outer shell, and a neck or chin strap type retention system,

with a label required by the Federal Consumer Product Safety Commission as adopted by the Code of Federal Regulations, [16 CFR Section 1203](#).

C. “Electric-assisted bicycle,” “class 1 electric-assisted bicycle,” “class 2 electric-assisted bicycle,” and “class 3 electric-assisted bicycle” shall have the meanings as set forth in RCW [46.04.169](#) as now adopted or hereafter amended.

D. “Modified or enhanced” means that any of the settings or equipment of the motorized personal transportation device, including but not limited to those settings or equipment that affect displacement, horsepower, or muffler effect, have been altered to achieve greater power, higher speed, and/or better performance than possible when the unit was delivered from the factory for sale.

E. “Motorized foot scooter” is defined as set forth in RCW [46.04.336](#), as now adopted or hereafter amended.

F. “Motorized personal transportation device” shall be a motorized device for personal transportation deemed to include motorized foot scooters, motorized skateboards, pocket motorcycles, [class 1, class 2, and class 3 electric-assisted bicycles](#), and all other similar devices, but shall exclude motorized wheelchairs, motor driven cycles, mopeds, motorcycles, and electronic personal assistive mobility devices.

G. “Motorized skateboard” means every device with a platform on which the rider or operator balances, the platform having two or more sets of wheels beneath it, propelled by an attached or auxiliary electric or gasoline motor.

H. “Scooter share program” and “bike share program” mean a person offering shared motorized foot scooters or electric-assisted bicycles for hire.

I. “Sidewalk” for purposes of Chapter [9.20](#) SVMC only is defined as set forth in RCW [46.04.540](#) as now adopted or hereafter amended.

J. “Street,” for the purposes of Chapter [9.20](#) SVMC only, means the entire width between the curb boundary lines, including any designated bike lanes and the shoulder, of every way publicly maintained in the City of Spokane Valley when any part thereof is open to the use of the public for purposes of vehicular travel or parking. (Ord. 20-011 § 1, 2020; Ord. 07-005 § 1, 2007; Ord. 04-048 § 2, 2004. Formerly 9.20.010).

9.20.030 Duty to obey rules of the road.

Any person operating a motorized personal transportation device on a street shall obey all rules of the road applicable to motor vehicles, as well as the commands of official traffic control signals, signs, and other control devices applicable to motor vehicles, unless otherwise directed by a law enforcement official or their designee. Every person operating a motorized personal transportation device on a street is granted all of the rights and is subject to all of the duties and responsibilities applicable to the driver of a motor vehicle pursuant to Chapter [308-330](#) WAC, except WAC [308-330-500](#) through [308-330-540](#) relating to bicycle licensing, as adopted or hereafter amended, a copy of which will be kept on file in the city clerk's office, and pursuant to Chapter [9.05](#) SVMC except as to those provisions thereof which by their very nature can have no application. (Ord. 20-011 § 1, 2020; Ord. 07-005 § 1, 2007; Ord. 04-048 § 2, 2004. Formerly 9.20.020).

9.20.040 Requirements for operating motorized personal transportation devices.

- A. Minimum Age. No person shall operate a motorized personal transportation device on a street, alley, or other public area unless such person is 16 years of age or older.
- B. Passengers – Towing. Only one person shall occupy a motorized personal transportation device at one time. An operator of a motorized personal transportation device shall not transport passengers or tow other devices or persons behind a motorized personal transportation device.
- C. Helmet Required. Any person operating a motorized personal transportation device propelled by an internal combustion engine upon any street, alley or other public place in the City shall wear an approved motorcycle helmet designed for safety on his or her head and shall have the neck or chin strap of the helmet fastened securely while the motorized personal transportation device is in motion or operation.
- D. Lighting Required.
1. All motorized personal transportation devices, when in use on any street, alley, or other public area, shall be equipped with a functioning lamp on the front that shall emit a white light visible from a distance of at least 500 feet to the front.
 2. All motorized personal transportation devices, when in use on any street, alley or other public area, shall be equipped with a functioning red reflector on the rear of the motorized personal transportation device, of a type approved by the Washington State Patrol, that is visible from all distances up to 600 feet to the rear when directly in front of lawful lower beams of the head lamps on a motor vehicle. A lamp that emits a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector. A light-emitting diode (LED) flashing tail light that is visible from a distance of 500 feet to the rear may likewise be used in addition to the red reflector.

3. All motorized personal transportation devices in operation on a street shall be equipped with a stop lamp or lamps on the rear of the motorized personal transportation device which shall display a red or amber light, or any shade of color between red and amber, visible from a distance of not less than 300 feet to the rear in normal sunlight, and which shall be actuated upon application of a service brake.

E. Muffler Required. Motorized personal transportation devices powered by an internal combustion engine shall have a properly functioning engine muffler attached and constantly operational during use of the motorized personal transportation device to prevent a noise nuisance as prohibited by SVMC [7.05.040\(K\)](#). The use of a cutout, bypass, or similar muffler elimination device is prohibited on all motorized personal transportation devices that are powered by an internal combustion engine.

F. Brake Required. Motorized personal transportation devices shall be equipped with a rear brake which, when applied, enables the operator to make the braked wheel(s) skid on dry, level, clean pavement.

G. Modifications Prohibited. Motorized personal transportation devices operated within the City of Spokane Valley shall not be modified or enhanced in design or construction from the specifications as provided by the manufacturer or as otherwise required by Spokane Valley Municipal Code provisions or the Revised Code of Washington. (Ord. 20-011 § 1, 2020; Ord. 07-005 § 1, 2007; Ord. 04-048 § 2, 2004. Formerly 9.20.030).

9.20.050 Prohibited areas.

A. Parks. All prohibitions and regulations applicable to motorized vehicles in City parks as set forth in Chapter [6.05](#) SVMC shall apply to motorized personal transportation devices and, without limitation, motorized personal transportation devices are prohibited from all City parks, except (1) in public streets, parking areas, parking lots or such designated areas where motorized vehicular use is allowed, and (2) as otherwise provided in SVMC [9.20.050\(C\)](#). Use within such areas shall be subject to all applicable state and local laws, including, but not limited to, RCW Title [46](#) and Chapter [6.05](#) SVMC.

B. Sidewalks. It is unlawful for any person to operate or ride a motorized personal transportation device on any sidewalk within the City of Spokane Valley City limits, except motorized personal transportation devices equipped with an electric motor when a street has no bike lane; provided, that pedestrians shall have the right-of-way; and provided further, that the device does not exceed a speed greater than 10 miles per hour while on the sidewalk.

C. Public Trails. Unless otherwise specified in SVMC [9.20.050\(C\)](#), it is unlawful for any person to operate or ride a motorized personal transportation device on any public trails. A person may operate

or ride a personal transportation device equipped with an electric motor at a speed no greater than 15 miles per hour on the Appleway Trail and the Centennial Trail. In the event of any conflict between SVMC [9.20.050](#)(C) and any provision of Chapter [6.05](#) SVMC, SVMC [9.20.050](#) (C) shall control.

D. Certain Streets. It is unlawful for any person to operate or ride a motorized personal transportation device on any street with a speed limit greater than 25 miles per hour, except within designated bike lanes on such streets.

E. Parking – Generally. Parking of motorized personal transportation devices is prohibited on all public sidewalks when such parking interferes, impairs, obstructs, blocks, or impedes the free and full use of the sidewalk. Any motorized personal transportation device parked illegally shall be subject to removal by the City or its contractor.

F. Parking – Scooter or Bike Share. Any scooter or bike share company responsible for or owning a motorized personal transportation device parked illegally pursuant to SVMC [9.20.050](#) shall be deemed to have committed a traffic infraction subject to the penalties set forth in Chapter [9.20](#) SVMC. (Ord. 20-011 § 1, 2020; Ord. 07-005 § 1, 2007; Ord. 04-048 § 2, 2004. Formerly 9.20.040).

9.20.060 Applicability of other traffic laws.

The following criminal traffic laws shall apply to the operation of motorized personal transportation devices within the City of Spokane Valley:

A. Negligent Driving – First Degree – RCW [46.61.5249](#), as adopted by reference in WAC [308-330-425](#), as adopted or hereafter amended, and kept on file in the city clerk's office, and pursuant to Chapter [9.05](#) SVMC.

B. Negligent Driving – Second Degree – RCW [46.61.525](#), as adopted by reference in WAC [308-330-425](#), as adopted or hereafter amended, and kept on file in the city clerk's office, and pursuant to Chapter [9.05](#) SVMC.

C. Reckless Driving – RCW [46.61.500](#), as adopted by reference in WAC [308-330-425](#), as adopted or hereafter amended, and kept on file in the city clerk's office, and pursuant to Chapter [9.05](#) SVMC.

D. Driving Under the Influence – RCW [46.61.502](#), as adopted by reference in WAC [308-330-425](#), as adopted or hereafter amended, and kept on file in the city clerk's office, and pursuant to Chapter [9.05](#) SVMC.

E. Driver Under 21 Consuming Alcohol – RCW [46.61.503](#), as adopted by reference in WAC [308-330-425](#), as adopted or hereafter amended, and kept on file in the city clerk's office, and pursuant to

Chapter [9.05](#) SVMC. (Ord. 20-011 § 1, 2020; Ord. 07-005 § 1, 2007; Ord. 04-048 § 2, 2004. Formerly 9.20.050).

9.20.070 Dealer notice required.

All persons and/or establishments in the City of Spokane Valley involved in the retail sale, lease, rental, or “sharing” of motorized personal transportation devices shall provide to each purchaser, renter, or user of said motorized personal transportation device written notice of the regulations, restrictions, and requirements of Chapter [9.20](#) SVMC prior to completing the sale, lease, rental, or “sharing” of said motorized personal transportation device. (Ord. 20-011 § 1, 2020; Ord. 07-005 § 1, 2007; Ord. 04-048 § 2, 2004. Formerly 9.20.060).

9.20.080 Violation – Penalty.

Except as otherwise provided herein, any person violating any provision of Chapter [9.20](#) SVMC shall be deemed to have committed a traffic infraction and shall be subject to a penalty of \$50.00. However, conduct that constitutes a violation of a rule of the road, or constitutes a criminal traffic offense, may also be charged as such and is subject to the maximum penalties allowed for such an offense or offenses.

A violation of Chapter [9.20](#) SVMC for a minor under the age of 16 shall result in a referral to the Spokane County juvenile justice system for resolution. (Ord. 20-011 § 1, 2020; Ord. 07-005 § 1, 2007; Ord. 04-048 § 2, 2004. Formerly 9.20.070).

The Spokane Valley Municipal Code is current through Ordinance No. 21-006, passed May 18, 2021.

Disclaimer: The city clerk’s office has the official version of the Spokane Valley Municipal Code. Users should contact the city clerk’s office for ordinances passed subsequent to the ordinance cited above.

City Website: <http://www.spokanevalley.org/>

City Telephone: (509) 720-5102

[Code Publishing Company](#)

Spokane County Parks E-Bike Advisory Survey

Survey Results Presentation & Staff Recommendation



Class 2 E-Bike Example



Class 1 E-Bike Example

What is an Electric-Assisted Bicycle?

E-bikes are defined by Washington State Law (RCW 46.04.169) under three categories:

Class 1 - an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of twenty (20) miles per hour. ***Class 1 e-bikes provide pedal assistance only when a rider pedals.***

Class 2 - an electric-assisted bicycle in which the motor may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of twenty (20) miles per hour. ***Class 2 e-bikes can provide forward motion without pedaling.***

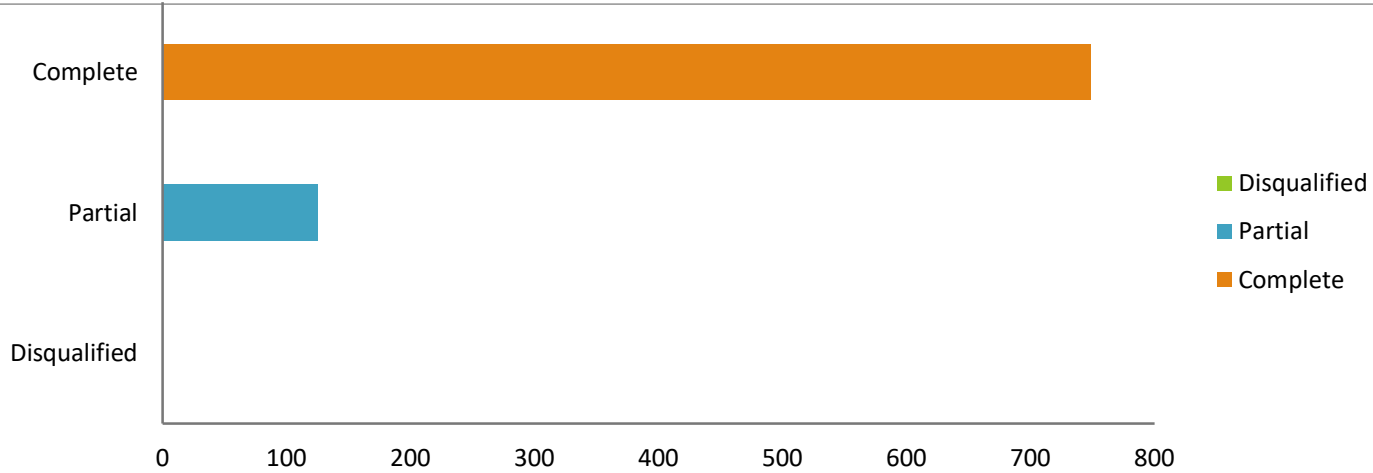
Class 3 - an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of twenty-eight (28) miles per hour and is equipped with a speedometer. ***Class 3 e-bikes are similar to Class 1, but allow for a higher speed (28 mph vs 20 mph).***

What is an Electric-Assisted Bicycle?



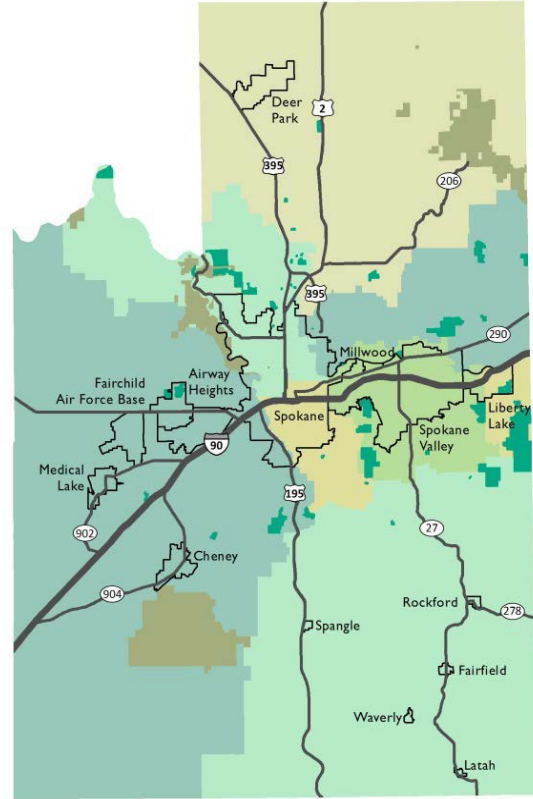
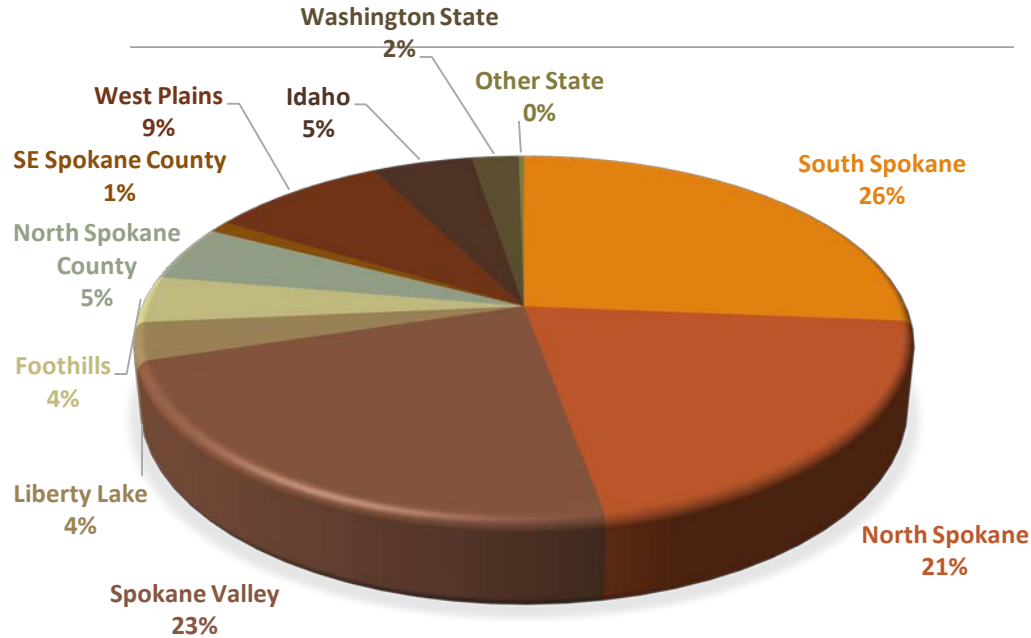
Spokane County E-Bike Advisory Survey

Respondents

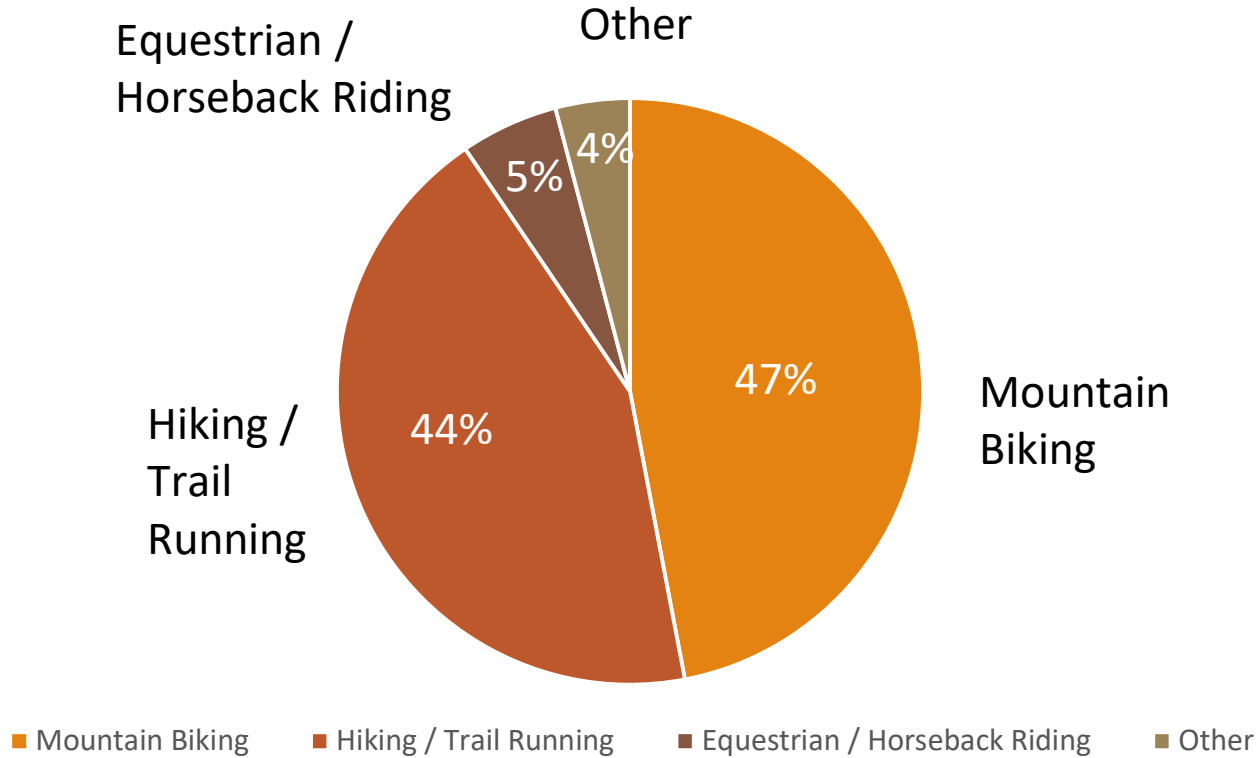


	Count	Percent
Complete	749	85.7
Partial	125	14.3
Disqualified	0	0
Totals	874	

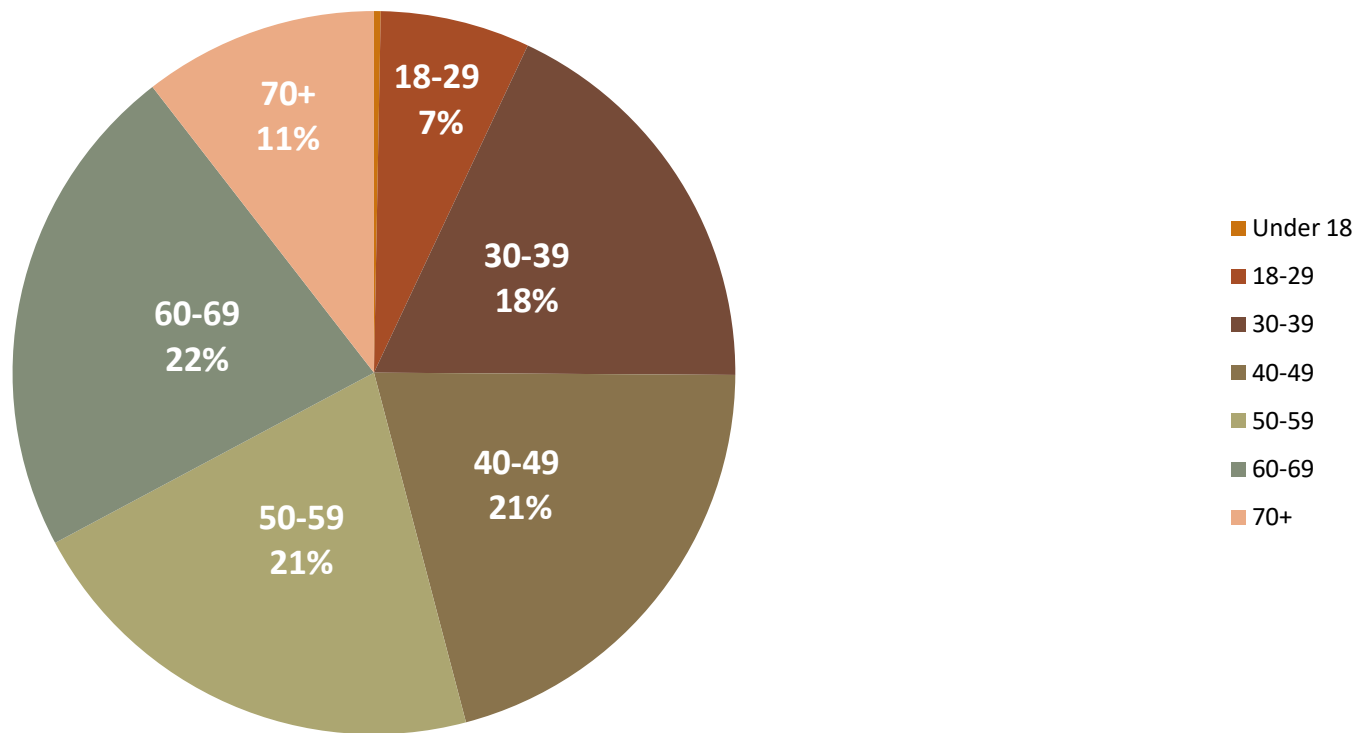
Please enter your zip code



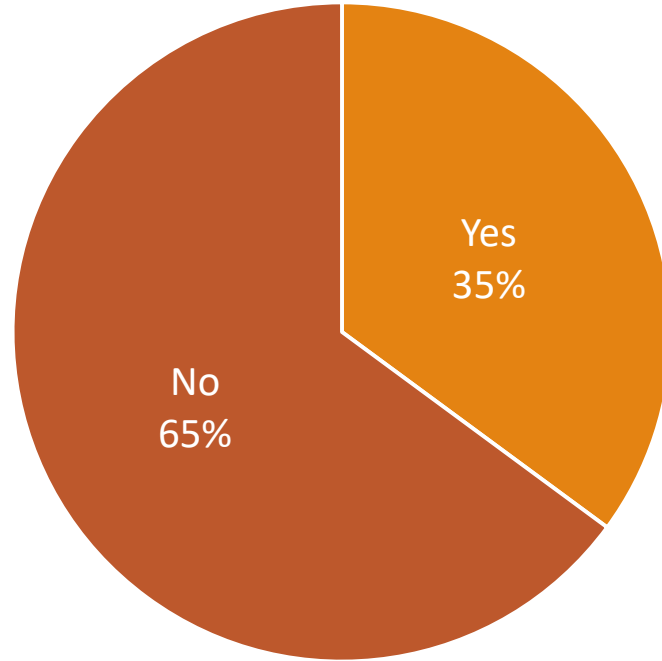
What is your primary trail-based recreational activity?



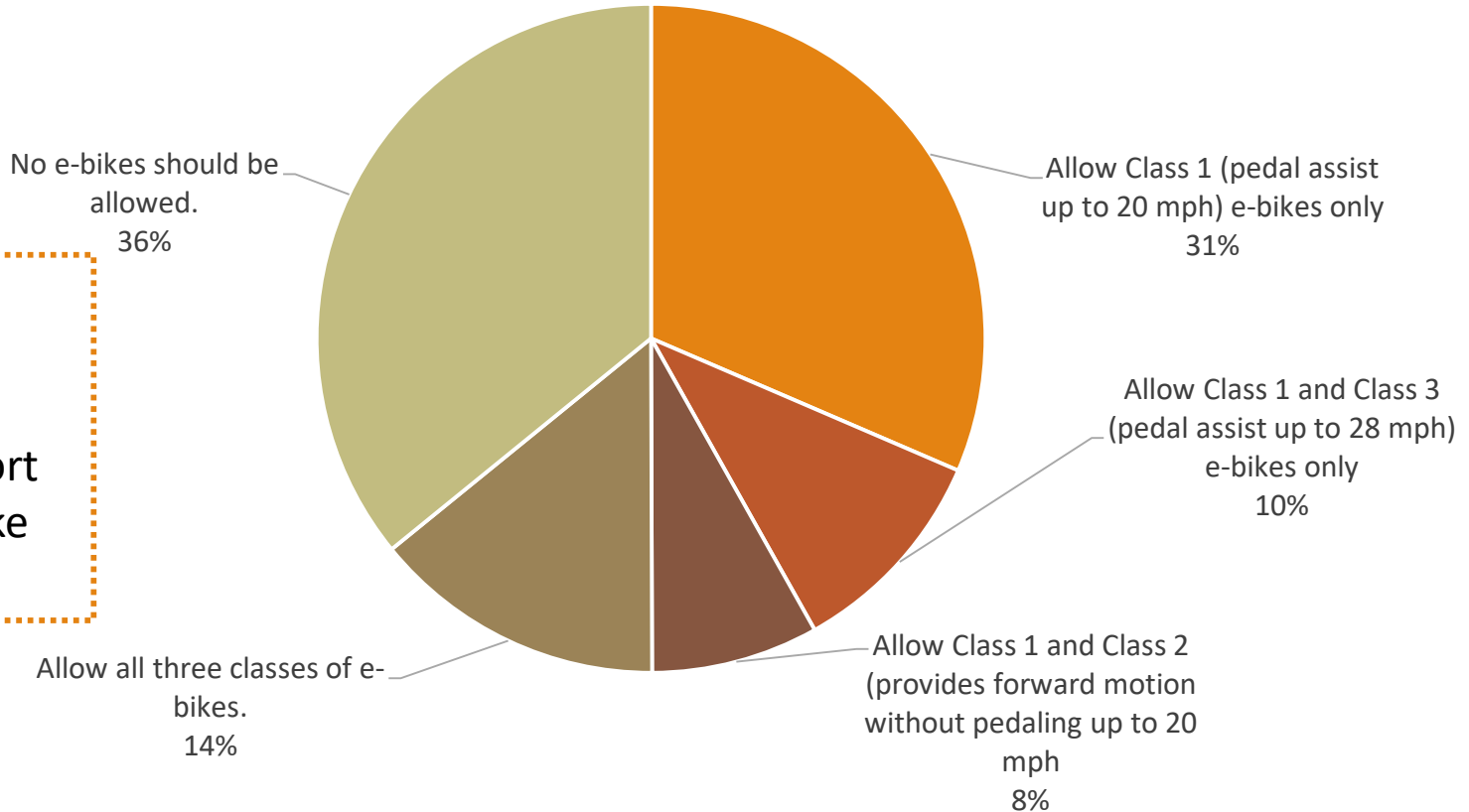
Please select the age range you fall into



Are you an e-bike owner or plan to purchase an e-bike in the near future?



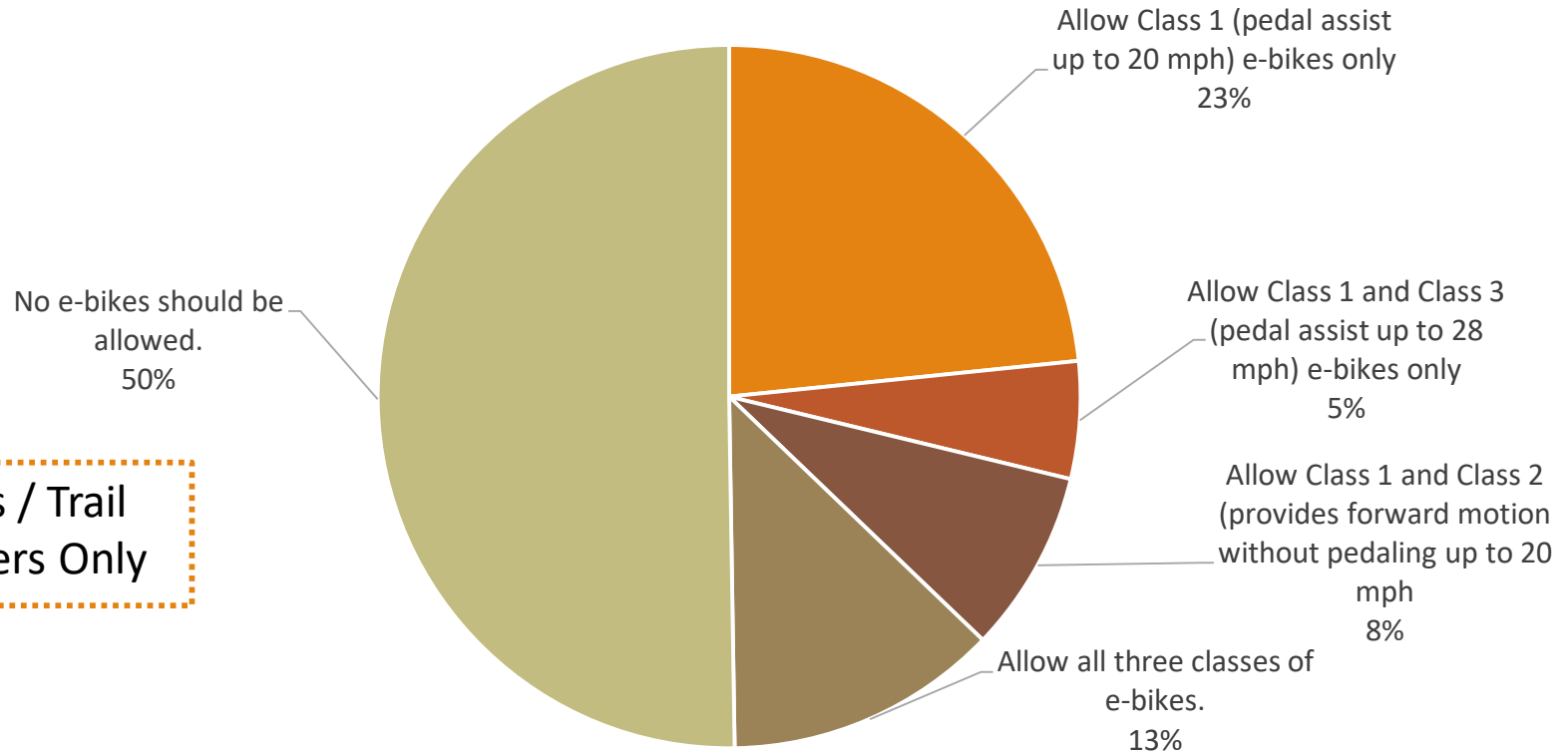
Which types of e-bikes should Spokane County allow on natural surface trails?



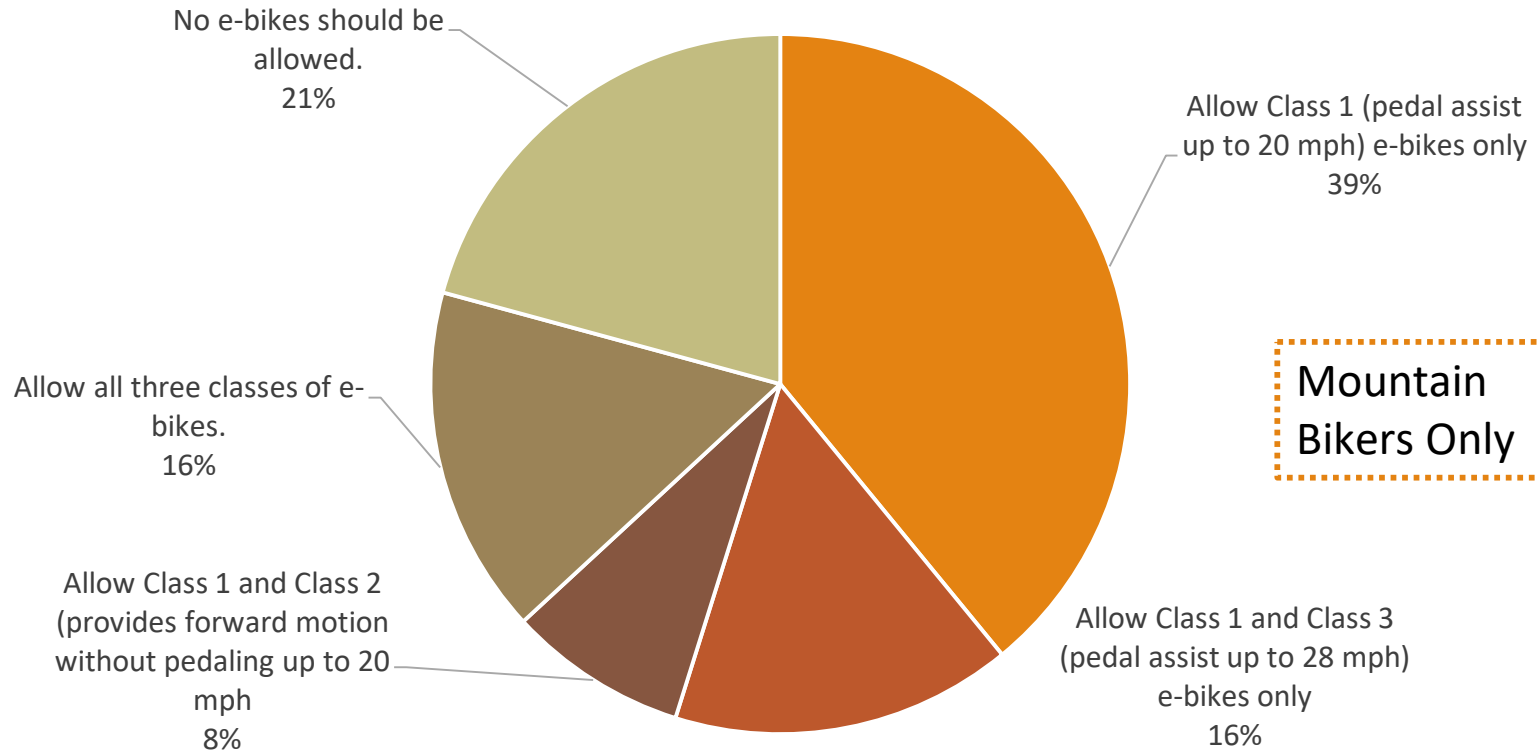
All Survey
Takers.

64% support
some e-bike
use.

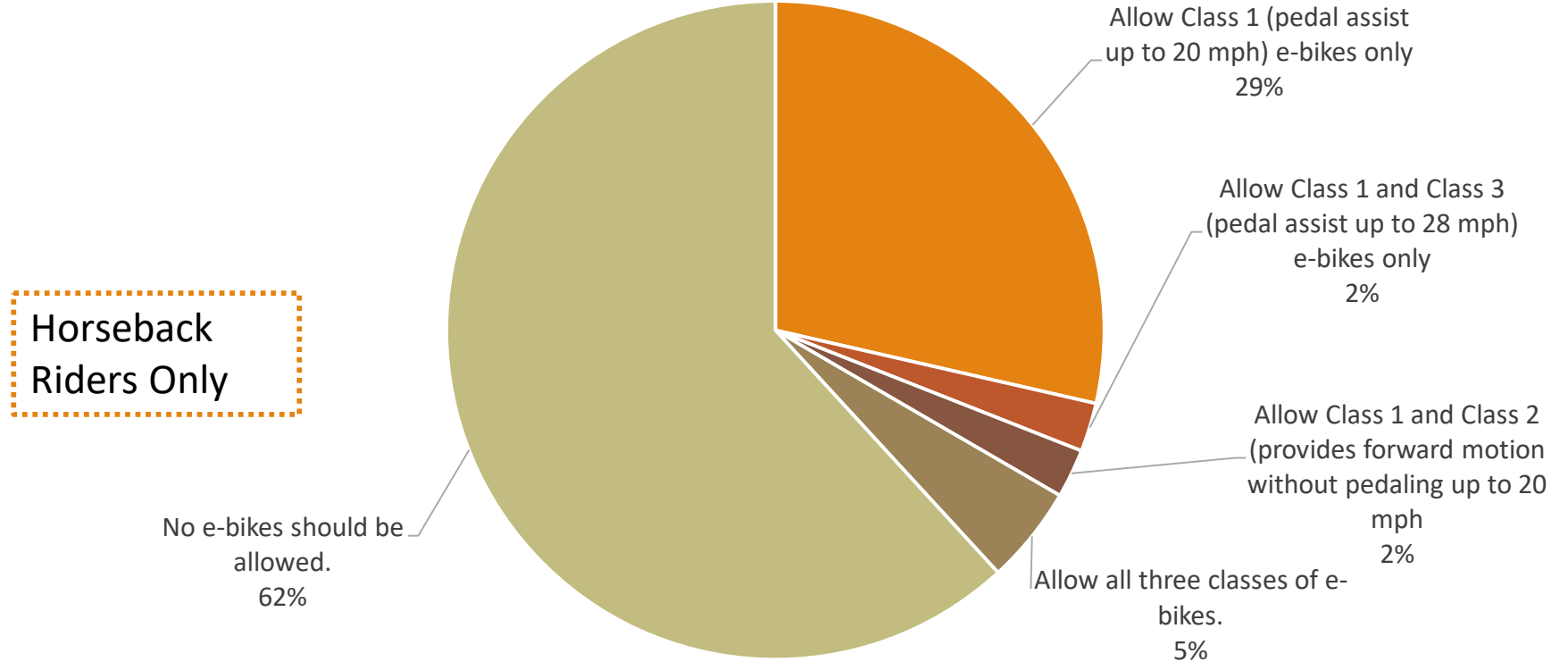
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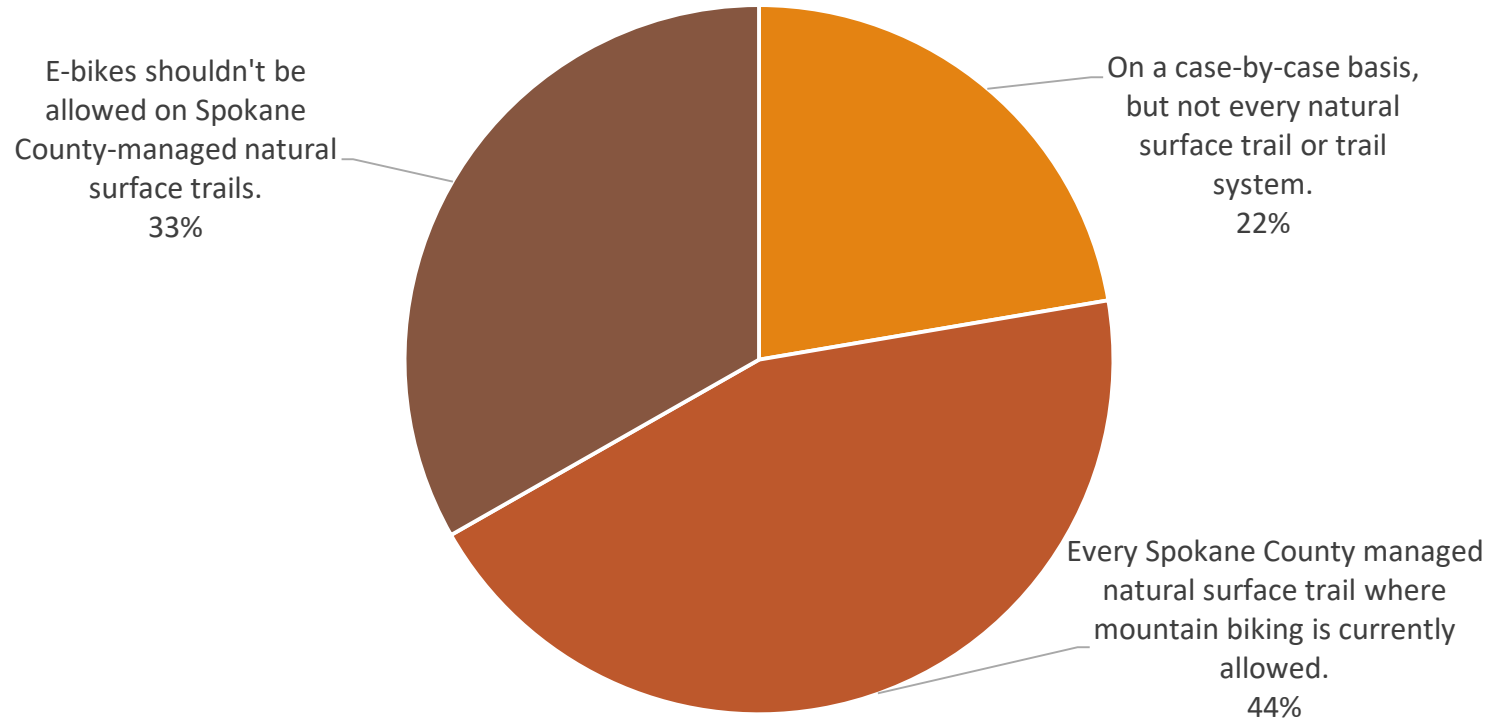
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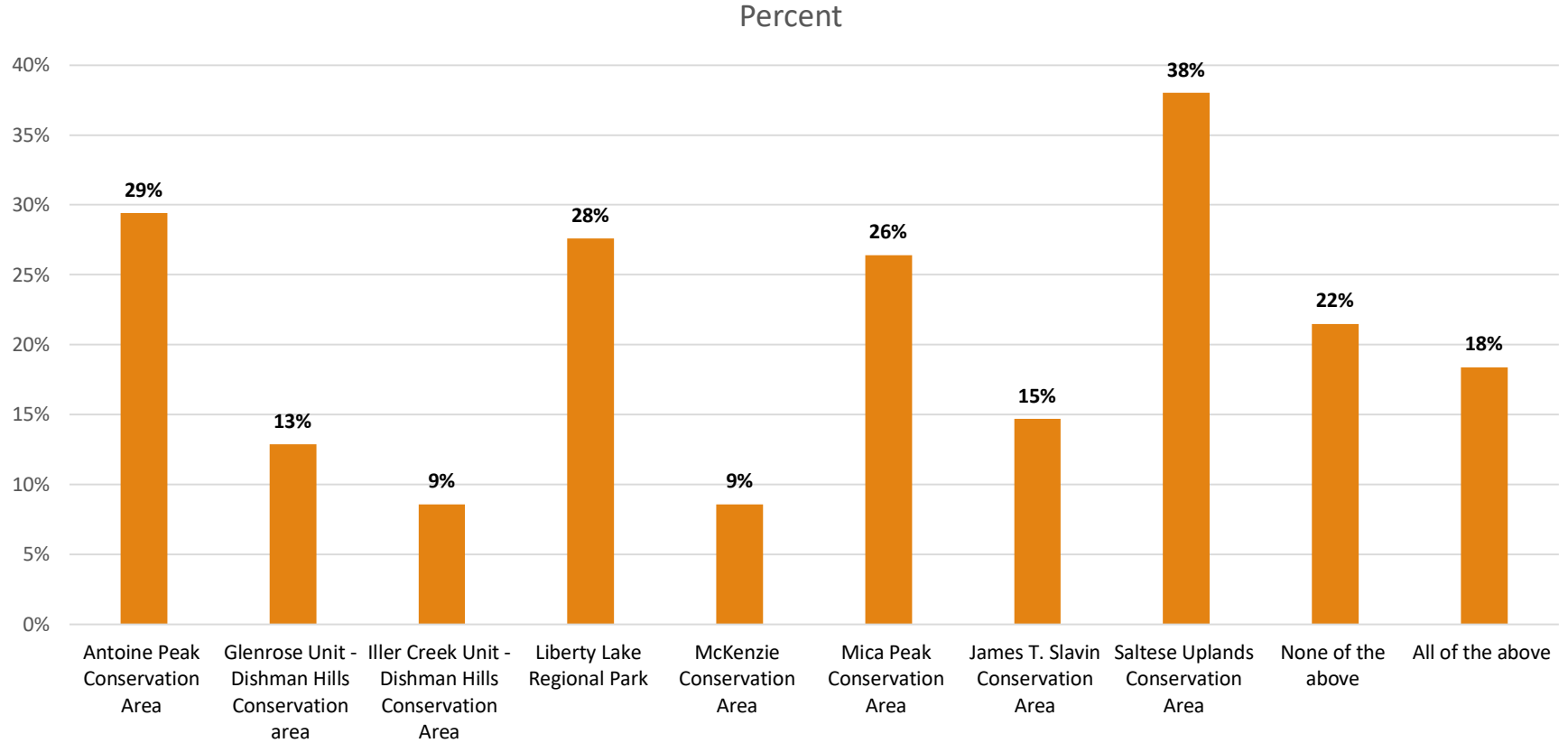
Which types of e-bikes should Spokane County allow on natural surface trails?



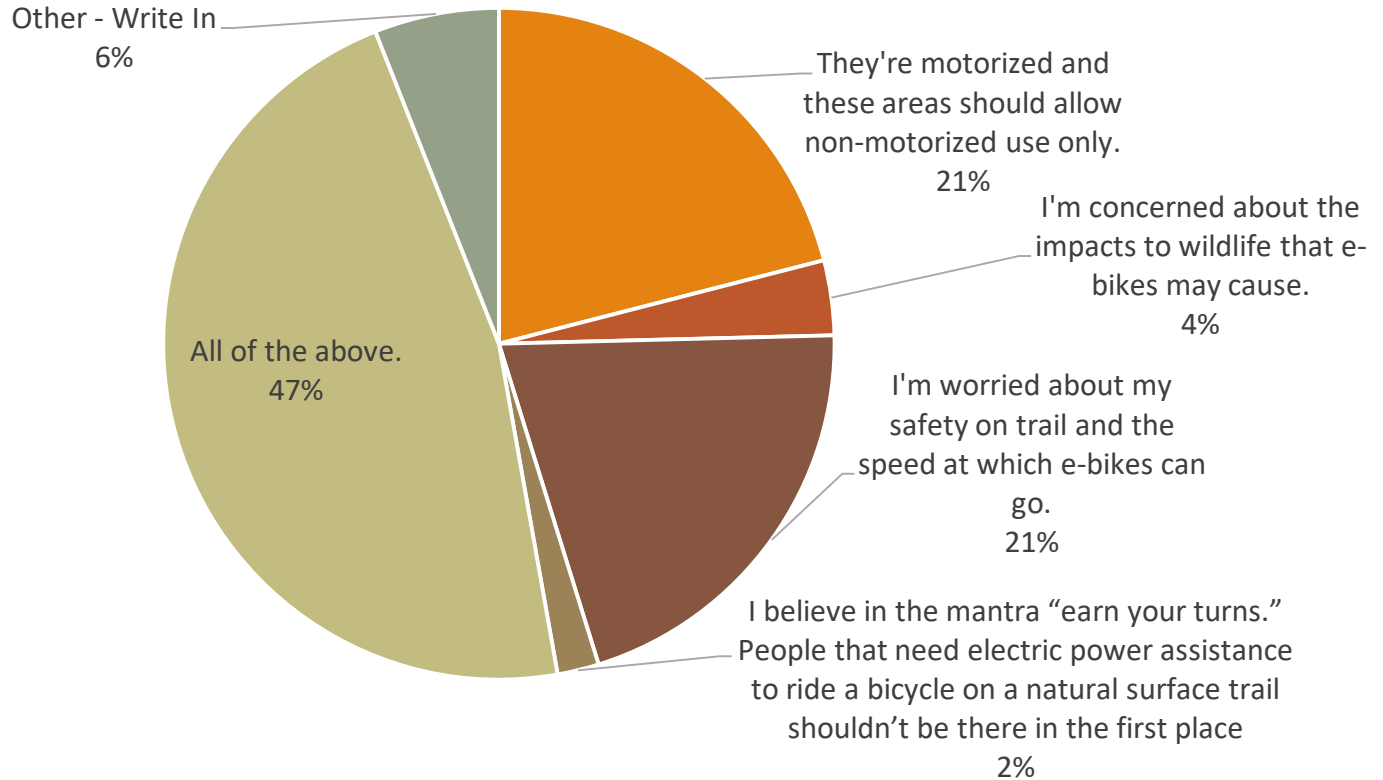
Where should e-bikes be allowed on Spokane County-managed natural surface trails?



Which Spokane County-managed natural surface trail systems do you believe are most suitable for e-bikes use?



In Question 6, you selected that Spokane County should not allow any class of e-bikes anywhere. Why shouldn't they be allowed on Spokane County-managed trail systems?




Do you have additional comments you'd like to share? Please do so here!



“I use my class 1 emtb to reach areas that I can no longer access due to age and disabilities. I have ridden non emtbs for 30 years. My class 1 emtb has no larger impact than a regular mt bike. I actually ride slower and more carefully due to the weight. However, my class 1 emtb allows me to do more trail maintenance since I can ride further in less time. Thank you for your consideration of class 1 ebikes.” – Respondent 93


Do you have any additional comments you'd like to share? Please do so here!

-  “I only travel to Spokane to ride and drink beer/eat food. I understand the need for e bike trails, but would start by saying no to all then decide slowly which individual trails you are fine with allowing motorized vehicles on. Honestly I probably would go to Spokane less and spend less money if all or most trails allow ebikes.” – Respondent 119

Do you have any additional comments you'd like to share? Please do so here!

■ “Please do not allow e-bikes on any natural surface trails! There are lots of little old ladies like me (age 68) who want to walk and hike safely outdoors without having to worry about being slammed into by some 250-pound guy going 20 mph on some electric bike! Seriously, the two are incompatible. I’ve been a hiker for many years and have seen many of my favorite places taken over by mountain bikers and Frisbee golf. I don’t want to lose the natural surface trails as well!” –Respondent 140

Do you have any additional comments you'd like to share? Please do so here!

 “I love to climb (100k+ Mtb biking and 100k+ trail running this year) and otherwise enjoy our amazing trails! I bought my wife a Levo SL (class 1) and now we ride together often. It has been incredible!! Our riding is comparable, almost equal, thanks to her pedal assist. She wouldn't join me otherwise. It has been an almost unbelievable blessing! ❤️” – Respondent 153

Do you have any additional comments you'd like to share? Please do so here!

- “Like not allowing motors/gas powered boat on all lakes, the idea of managed ebike access to select areas is a really good one! Preserves the bike experience and opportunities, one way and/or the other for everyone.” – Respondent 180

Do you have any additional comments you'd like to share? Please do so here!

- “E-Bikes are giving physically un-fit people access to areas that they would not be able to safely exit without the aid of a motor. Our public lands should be open to human powered means only. E-bikers are increasingly defying known trail etiquette.” – Respondent 220

Additional Information / Public Input

“... I am writing to encourage... allow[ing] Class 1 electric bicycle access...wherever bikes are allowed. The results from your recent electric bicycle survey demonstrate local support for Class 1 electric bicycle access on natural surface trails. The adoption of this policy would be a fair and sensible decision, as Class 1 electric bicycles are similar to traditional bicycles.”

– Morgan Lommele, Director of State + Local Policy



peopleforbikes

P.O. BOX 2359 BOULDER, CO 80306

PeopleForBikes.org | 303.449.4893

Additional Information / Public Input

- Bike shops in this area are almost exclusively selling Class 1 E-Bikes.
- For electric mountain bikes, manufacturers are only manufacturing Class 1.
- No one but the motorized community supports Class 2.

– Chris Conley, President of East Chapter EMBA



Additional Information / Public Input

- Washington State Parks allows Class 1 and Class 3 e-bikes on single track non-motorized trails that allow conventional bicycles.
- Class 2 e-bikes are prohibited.
- E-bikes are not allowed on single-track, hiking-only trails.

– Randy Kline, Trails Program



So, Why Create E-Bike Regulations?

- Back in 2018, the Washington State Legislature passed a series of laws that legalized e-bike use on paved trails. For local jurisdictions such as Spokane County, the new law allows land managers to establish their own rules with regards to e-bikes on natural surface trails.
- E-bike use is prohibited on all Spokane County owned and managed natural surface trails because e-bikes were not a thing when the rules were written to safely manage natural surface trail use.
- E-bike use has grown significantly on Spokane County owned and managed parkland where mountain biking is popular.
- Greater potential for user conflict if left unregulated.

Proposed E-Bike Regulations for Spokane County's Natural Surface Trails

For Discussion Purposes

Spokane County Code 6.14 ("Park Code")

- Add all three classes (and all unclassified) electric-assisted bicycles to the definitions.
- Add a new section 6.14.110 – Regulation of Bicycles and Electric-Assisted Bicycles
 - Prohibit Class 2 and Class 3 e-bikes
 - Allow Class 1 e-bikes where approved by the Parks Director and posted at a trailhead
 - 10 MPH speed limit
- Penalty for violating this section: \$200.00 fine (civil infraction)

Let the discussion begin!





Sarah Fitzgerald
Recreation Program Manager
Spokane County Parks, Recreation & Golf
404 N Havana Street
Spokane, WA 99202

Dear Recreation Program Manager Sarah Fitzgerald,

In response to your department's recent solicitation of public input on electric bicycle management on natural surface trails, I am writing to encourage the definition of the three classes of electric bicycles within Section 6.14.030 of Spokane County Parks' regulations, and allow Class 1 electric bicycle access on non-motorized and natural surface trails wherever bikes are allowed.¹ We would like to offer our resources to you as you consider such changes to your current policy.

PeopleForBikes is the national bicycling advocacy group that works for better policies and infrastructure for bike riding. We strive to make bike riding a safer and more inclusive activity for everyone, including our 40,000 individual supporters in Washington. We engage with land managers across the country to help develop electric bicycle policies that reflect the needs of their local communities.

The results from your recent electric bicycle survey demonstrate local support for Class 1 electric bicycle access on natural surface trails.² The adoption of this policy would be a fair and sensible decision, as Class 1 electric bicycles are similar to traditional bicycles and simply give riders – regardless of age, or physical, or cognitive ability – an extra boost when riding. The three-class system of electric bicycles has already been defined in 28 states' motor vehicle codes (including Washington³) and six states' park codes (Colorado, Florida, Idaho, Utah, Virginia and Wyoming) due to the clarity it provides when regulating the use of electric bicycles.

Electric bicycle use is rapidly growing. No studies or instances have shown that this modern outdoor experience decreases public safety or causes increased trail impacts as compared to bicycles. Additionally, when electric bicycles are introduced on shared-use paths, there are minimal conflicts between trail users, no observed crashes and generally safe passing. For additional information on these studies, please see page two of this letter.

For six years, PeopleForBikes has worked with agencies across the country to provide assistance as they transition their regulations to be more inclusive of electric bicycles. We strongly believe that successful electric bicycle policies are ones that are deployed with educational materials on trail etiquette. The resources that we have developed to assist with this transition include:

- A draft electric bicycle regulation for non-motorized and natural surface trails.
- An informational guide in understanding and conducting an electric bicycle pilot program.
- An electric bicycle trail etiquette guide.
- An overview of U.S. state park electric bicycle policies for non-motorized and natural surface trails.
- A land manager handbook, a resource for the planning and management of electric mountain bike trails.

We would be happy to share any of these materials with you via mail, and you can also find them at peopleforbikes.org/ebikes.

I welcome the opportunity to provide any further information and appreciate your time and service.

Sincerely,

Morgan Lommele
Director of State + Local Policy
PeopleForBikes
720-470-2981
morgan@peopleforbikes.org

¹ [Spokane County Parks Regulations](#)

² [Spokane County Parks, Recreation & Golf Electric Bicycle Survey Results \(2020\)](#)

³ [Washington's Electric Bicycle Law](#)

Additional Information on Electric Bicycle Speed, Safety and Studies

Electric bicycle travel at bike-like speeds.

- a. Public sentiment that electric bicycles jeopardize safety and someone's enjoyment on a pathway, travel on average 20 – 28 mph or will cause accidents, is anecdotal, subjective and unsubstantiated.
- b. Class 1 electric bicycles have a motor that cuts off after the rider reaches 20mph. This is not the average speed. On flat and uphill surfaces, electric bicycles travel on average 2-3 mph faster than traditional bicycles (i.e. around 13-14 mph). Five studies exist that show that electric bicycles do not travel significantly faster than regular bicycles and in some instances, are slower, depending on the location and the rider.
- c. Electric bicycle users are like most people and choose to respect the law of the road and be kind to others with whom they share public resources, and would respond more favorably to restrictions on use rather than an outright ban.
- d. The typical rider is 45 – 65 years old and generally uninterested in reaching high speeds or passing other trail users without proper warning or slowing down.
- e. Recreational or competitive cyclists frequently pass electric bicycle riders.

An electric bicycle ban will not decrease ridership, only complicate enforcement.

- a. In 2019, electric bicycles sales grew by 75%. Ridership and engagement is increasing, and people are using electric bicycles to replace vehicle trips and augment existing bicycle trips.
- b. Electric bicycles will be increasingly difficult to distinguish from traditional bikes. Manufacturers label the bikes by class.
- c. As with any vehicle or consumer product, responsible use and riding rests on the user. If public safety is a concern, proper education and enforcement should be implemented.

There are two examples of progressive electric bicycle laws and ordinances that could inform your department's management of electric bicycles.

Jefferson County Study (2017)

- a. *Overview:* Jefferson County, Colo. is currently conducting two studies at multiple parks to gain a better understanding of visitors' knowledge, perceptions and concerns related to the use of electric bicycles on urban pathways and natural surface trails. Through 'Test Ride Surveys,' visitors are asked four questions before and after riding an electric bicycle to determine familiarity with electric bicycles and any changes in perception and/or acceptance after riding one. Through 'Visitor Intercept Surveys,' random park visitors are asked about their perceptions, acceptance, and concerns related to electric bicycles on trails, as well as their ability to detect an electric bicycle sharing the pathway with them.
- b. *Rationale:* Jefferson County realizes that electric bicycles are already in use on its pathways and trails, and that usage will not significantly decrease with a wholesale ban. It has opted to study the issue and engage park visitors to determine whether to allow or prohibit this technology on the transportation and recreation corridors under its jurisdiction.
- c. *Results:* Results show that 67% of park visitors changed their perception of electric bicycles after a test ride (toward acceptance), and 71% of park visitors did not detect the presence of a class 1 electric bicycle on the trail with them. In other words, trying out an electric bicycle increased a person's acceptance and reduced their uncertainty around electric bicycles, and potential concerns around speed and safety are hypothetical, as most users do not realize they are sharing the trail with an electric bicycle.

Boulder Pilot Project (2014)

- a. *Overview:* In 2014 in Boulder, Colo., local ordinance 7491 excluded electric bicycles from the definition of a motor vehicle and authorized their use on city bikeways after a year-long pilot project on multi-use paths. The pilot project evaluated both electric bicycles and non-motorized bicyclists; speed, volume, and gender of electric bicycle riders; and interactions between multi-use path users. Evaluation methods included observing modal traffic volume, vehicle speeds, and collision experience; making field observations; conducting intercept surveys, bike and walk audits and focus groups; and hosting a community feedback panel.
- b. *Rationale:* The Boulder City Council approved this pilot project and later on the ordinance because it believed that it would help reach Boulder's goal of at least 15% of all trips being made by bicycle, and that allowing electric bicycles on bikeways (in addition to on-street bicycle lanes) would encourage more people – especially those with physical limitations – to get out of their cars.
- c. *Results:* On Boulder bikeways, the observational study reported minimal "conflicts" between trail users, no observed crashes, no negative verbal interactions, most users passing with 1' - 2' of buffer space, and less than 1% of users experiencing "hard breaking" interactions. Looking specifically at electric bicycles, less than 1% of all cyclists were riding an electric bicycle, they were only seen on the Boulder Creek Path on weekends, riders were wearing casual clothing and not riding in a group, and their recorded speed was below the 15mph speed limit.

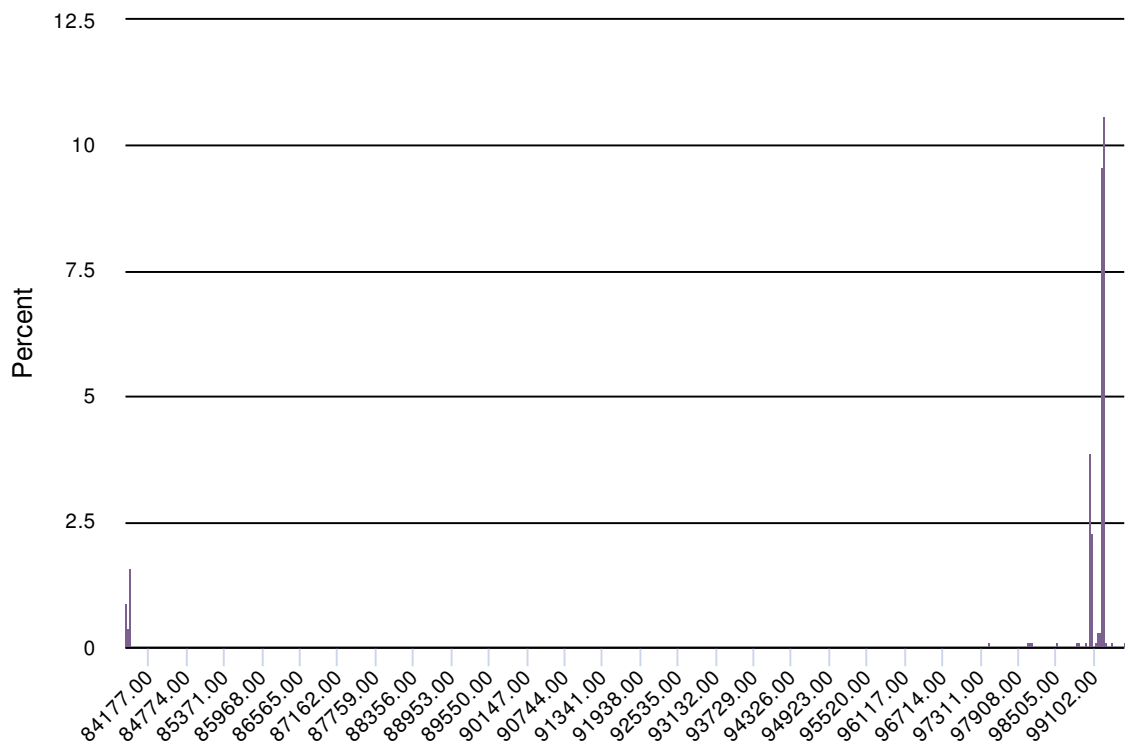
Report for Spokane County Parks E-Bike Advisory Survey

Response Counts

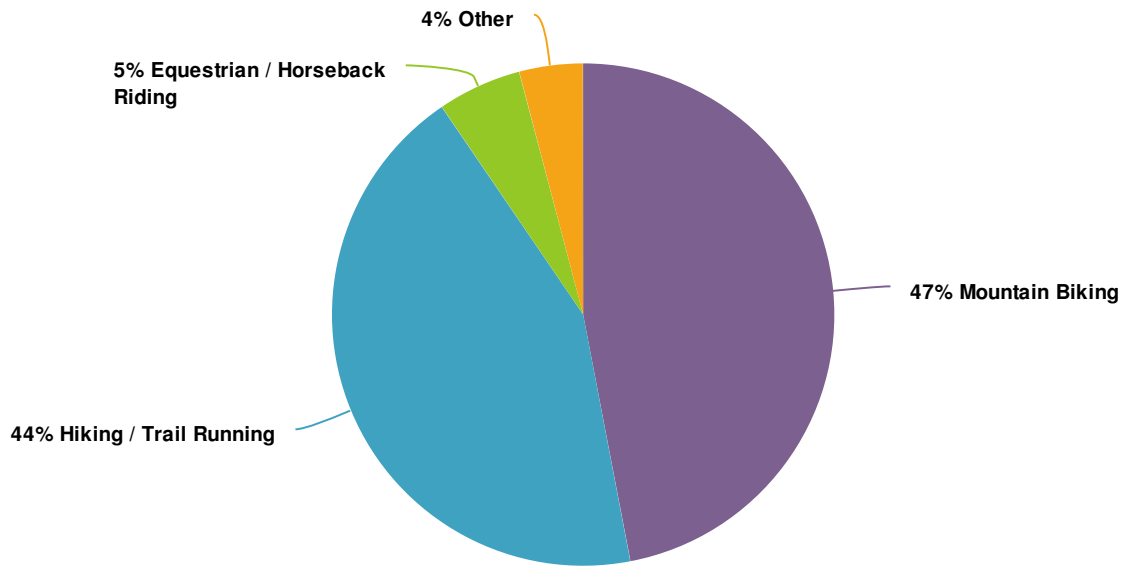






Totals: 874

1. Please enter your zipcode.



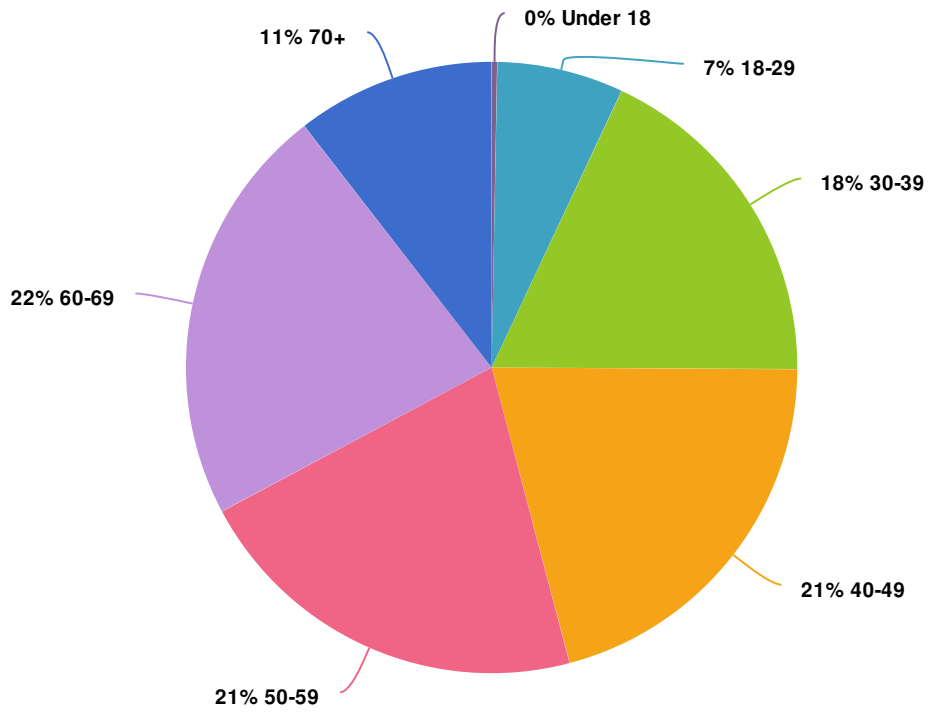
2. What is your primary trail-based recreational activity?



Value		Percent	Responses
Mountain Biking		47.0%	363
Hiking / Trail Running		43.5%	336
Equestrian / Horseback Riding		5.4%	42
Other		4.1%	32

Totals: 773

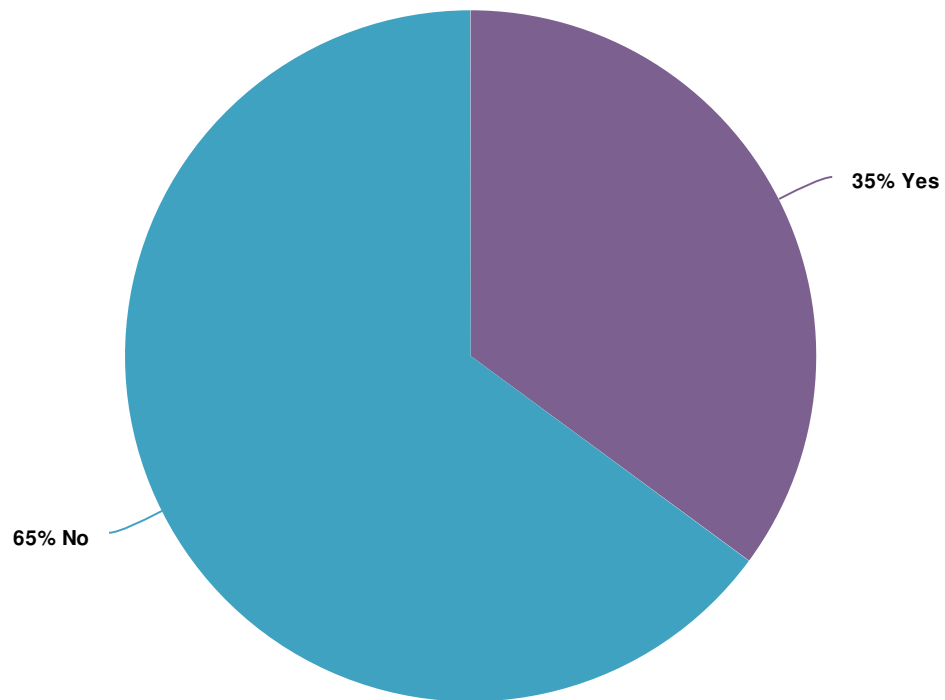
3. Please select the age range you fall into.





Value	Percent	Responses
Under 18	0.3%	2
18-29	6.7%	52
30-39	18.1%	140
40-49	20.8%	161
50-59	21.3%	165
60-69	22.3%	172
70+	10.5%	81

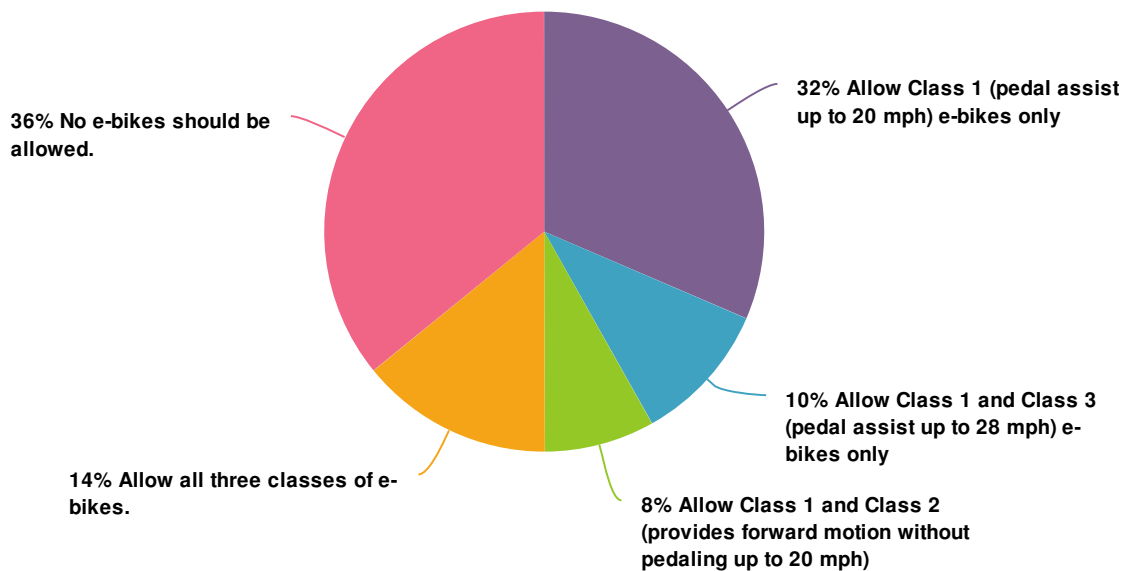
Totals: 773

4. Are you an e-bike owner or plan to purchase an e-bike in the near future?



Value		Percent	Responses
Yes		35.1%	271
No		64.9%	500
			Totals: 771

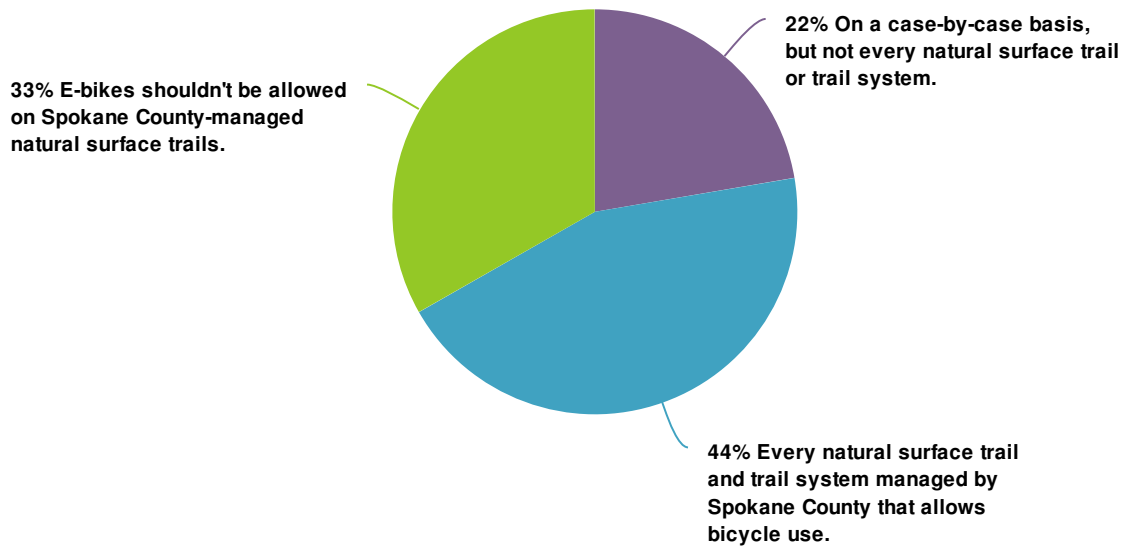
5. Which types of e-bikes should Spokane County allow on natural surface trails?



Value	Percent	Responses
Allow Class 1 (pedal assist up to 20 mph) e-bikes only	31.5%	242
Allow Class 1 and Class 3 (pedal assist up to 28 mph) e-bikes only	10.4%	80
Allow Class 1 and Class 2 (provides forward motion without pedaling up to 20 mph)	8.1%	62
Allow all three classes of e-bikes.	14.2%	109
No e-bikes should be allowed.	35.9%	276

Totals: 769

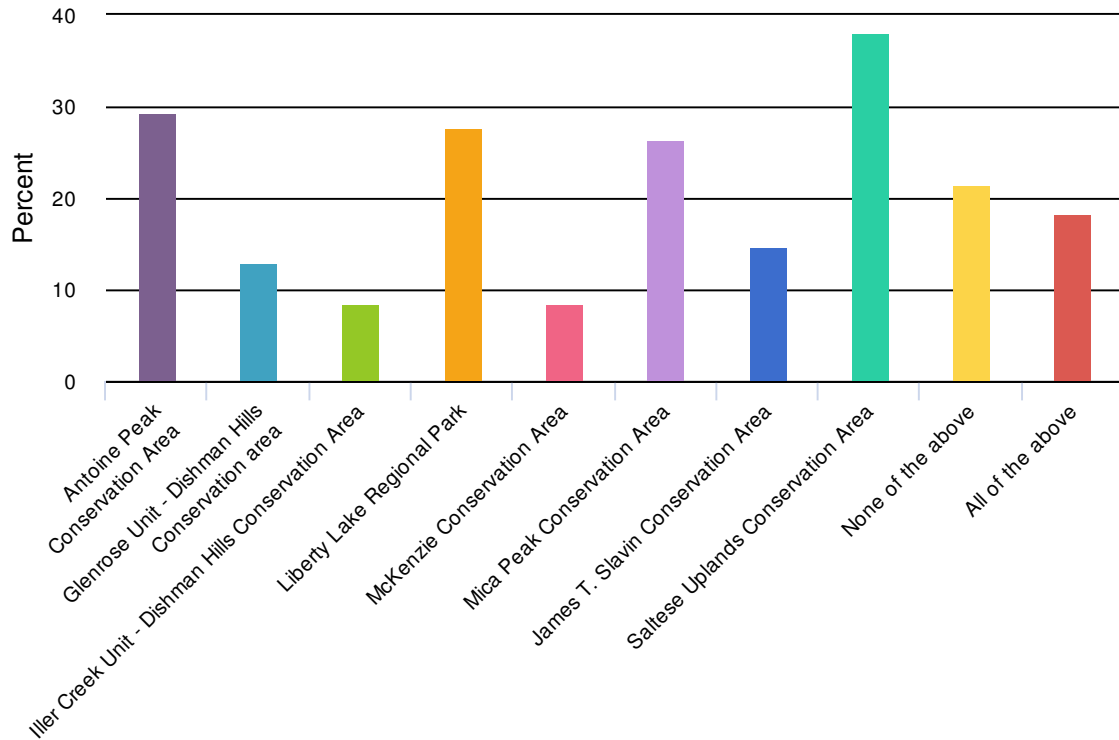
6. Where should e-bikes be allowed on Spokane County-managed natural surface trails?



Value		Percent	Responses
On a case-by-case basis, but not every natural surface trail or trail system.		22.3%	170
Every natural surface trail and trail system managed by Spokane County that allows bicycle use.		44.4%	338
E-bikes shouldn't be allowed on Spokane County-managed natural surface trails.		33.2%	253

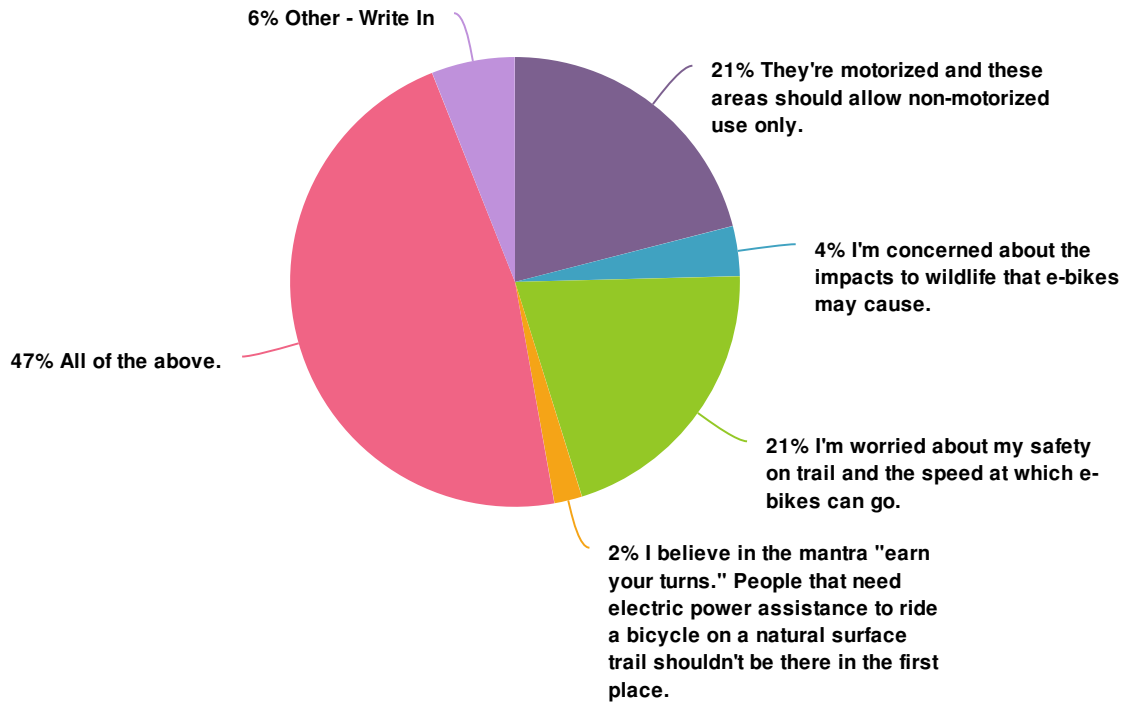
Totals: 761

7. Which Spokane County-managed natural surface trail systems do you believe are most suitable for e-bikes use?



Value	Percent	Responses
Antoine Peak Conservation Area	29.4%	48
Glenrose Unit - Dishman Hills Conservation area	12.9%	21
Iller Creek Unit - Dishman Hills Conservation Area	8.6%	14
Liberty Lake Regional Park	27.6%	45
McKenzie Conservation Area	8.6%	14
Mica Peak Conservation Area	26.4%	43
James T. Slavin Conservation Area	14.7%	24
Saltese Uplands Conservation Area	38.0%	62
None of the above	21.5%	35
All of the above	18.4%	30

8. In Question 6, you selected that Spokane County should not allow any class of e-bikes anywhere. Why shouldn't they be allowed on Spokane County-managed trail systems?



Value	Percent	Responses
They're motorized and these areas should allow non-motorized use only.	21.0%	53
I'm concerned about the impacts to wildlife that e-bikes may cause.	3.6%	9
I'm worried about my safety on trail and the speed at which e-bikes can go.	20.6%	52
I believe in the mantra "earn your turns." People that need electric power assistance to ride a bicycle on a natural surface trail shouldn't be there in the first place.	2.0%	5
All of the above.	46.8%	118
Other - Write In	6.0%	15

Totals: 252

Other - Write In	Count
1 & 3 from above	1
Totals	15



January 28, 2021

TO: Wildlife Committee, Fish and Wildlife Commission
FR: Joel Sisolak, Planning and Recreation Manager, Lands Division
CC: Cynthia Wilkerson, Lands Division Manager Wildlife Program
Eric Gardner, Wildlife Program Director
RE: Electric Bicycles (E-Bikes) Background Information

There is increasing demand for riding e-bikes on State lands. WDFW currently limits the use of e-bikes to roads and trails open to motorized vehicles. WDFW has authority under Federal and State law to limit e-bike use, but the increasing popularity of e-bikes, plus emergent regulation of e-bikes on other public lands in Washington, have led WDFW to review its current practices to determine where and when e-bike use might be compatible with WDFW's fish, wildlife and ecosystem conservation mission.

This memo provides background information about e-bikes, current approaches to regulating e-bikes in Washington on other public lands, and some steps we plan to take in reviewing our current management of e-bikes on WDFW-managed lands.

Background

An electric bicycle or "e-bike" is a bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. If the wattage exceeds 750, it is no longer classified as a bicycle, but instead as a motor vehicle for the purposes of consumer protection.

E-bikes are generally considered as safe and sturdy as traditional bicycles and move at comparable speeds. E-bikes vary in size and shape with different types closely aligned with those of regular bicycles. Most of the e-bikes used on WDFW-managed lands are electrified mountain bikes (e-MTBs).

An e-MTB is an e-bike that can be pedaled under human power alone, pedaled with assistance from an electric motor, or propelled via a throttle-engaged motor. e-MTBs are capable and primarily designed for off-road use, with wider, lugged tires, a sturdier frame, and front or dual suspension systems.

Use of mountain bikes and e-MTBs has become increasingly popular for traveling into and through WLAs, including off road, for the purposes of recreation and/or hunting. Currently, mountain bikes are allowed on non-motorized multi-use trails, and e-MTBs are treated as motorized vehicles and restricted to roads and trails where motorized vehicles are allowed. Some WLA managers report the use of mountain bikes and e-MTBs in closed and sensitive areas and express concerns about impacts on wildlife

and habitat in areas previously inaccessible to most recreationists. The growing popularity of mountain bikes and especially e-MTBs heighten these concerns.

The ability to ride in previously inaccessible areas is part of the appeal of e-MTBs to users. “Long, slow climbs become quicker. Lunchtime rides become more interesting because you can ride farther and see trails that otherwise wouldn’t have been possible in such a short time. And whole new trails systems are accessible as the assist opens up terrain that would be too steep, loose, rocky, or brutal on a standard pedal bike.”¹

Advocates for e-bikes argue that e-bikes should be allowed wherever traditional bicycles are allowed on public lands, including non-motorized trails that allow mountain bikes. Electric bicycles benefit riders who may be discouraged from riding a traditional bicycle due to limited physical fitness, age, disability or convenience.

This ability to go farther, higher and faster is what concerns conservation groups. “One of the problems with the mechanical improvements of mountain bikes (including the addition of electric motors) over the years has been a greater ecological footprint. The distance one can travel, and the places one can access has increased tremendously. This means mountain bikers ‘chew up’ trails and landscapes and the potential for displacement of wildlife is vastly amplified.”²

Regulation of E-bikes on Federal Lands

The US Department of Interior (DOI), as well as twenty-six state governments, including Washington, have adopted an industry-designed three-tiered classification system to differentiate among models with varying capacities.

Class 1	A bicycle equipped with a motor that assists only when the rider pedals, and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
Class 2	A bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that stops assisting when the bicycle reaches the speed of 20 miles per hour.
Class 3	A bicycle equipped with a motor that assists only when the rider pedals, ceases to assist when the bicycle reaches the speed of 28 miles per hour, and is equipped with a speedometer.

In August 2019, the Secretary of the DOI issued [Order 3376: Increasing Recreational Opportunities through the use of Electric Bikes](#) authorizing the use of low-speed e-bikes (less than 750 watts and less than 20 miles/hour) on trails and paths where traditional bicycles are allowed. The order effectively classified e-bikes as non-motorized and directed the heads of Fish and Wildlife Service (FWS), National

¹ Gulley, A. “The Rise of the Electric Mountain Bike,” *Outside Online*, Jan 7, 2019, <https://www.outsideonline.com/2379031/rise-electric-mountain-bike>

² “Impacts of Mountain Biking,” *The Wildlife News*, June 18, 2019, <http://www.thewildlifeneeds.com/2019/06/18/impacts-of-mountain-biking/>

Park Service (NPS), Bureau of Land Management (BLM) and Bureau of Reclamation (BOR) to develop a proposed rule update to be consistent with the order.

Order 3376 did not change much for NPS and lands managed by FWS, which already largely restrict bikes to paved trails. However, according to reporting in the *Colorado Sun*, the order posed complicated issues for BLM, which manages tens of thousands of miles of trails designated as non-motorized trails.³ BLM published its [Final Rule](#) in October 2020, which amends its off-road vehicle regulations at 43 CFR Part 8340 to add a definition for e-bikes and, “where certain criteria are met and an authorized officer expressly determines through a formal decision that e-bikes should be treated the same as non-motorized bicycles, expressly exempt those e-bikes from the definition of ORV at 43 CFR 8340.0-5(a).” The BLM rule is not self-executing, meaning it doesn’t change existing allowances or exclusions of e-bikes on BLM-managed lands. It gives local managers in each BLM field office authority to determine where to allow e-bikes following an environmental review (NEPA) of potential impacts.

BOR issued a [notice of proposed rulemaking](#)⁴ on 4/13/20 with a comment period through 6/12/20. BOR also proposed to adopt the definition of e-bikes laid out by Secretarial Order 3376, including the 750-watt maximum and three classes of electric bicycle. The notice states that this proposed rule is excluded from NEPA analysis under DOI categorical exclusion, 43 CFR 46.210(i). However, BOR would address site-specific issues “in accordance with applicable legal requirements, including the National Environmental Policy Act of 1969 (NEPA).”

BOR’s proposed rule excludes e-bikes from its definition of motorized vehicles and amends its current procedure for designating areas for off-road vehicle use to read:

The appropriate regional director should generally allow E-bikes whose mechanical features are being used as an assist to human propulsion on roads and trails upon which mechanized, non-motorized use is allowed, in compliance with the requirements of this section, unless the authorized officer determines that E-bike use would be inappropriate on such roads and trails. If the appropriate regional director allows E-bikes in accordance with this paragraph, an E-bike user shall be afforded the rights and privileges, and be subject to all the duties, or non-motorized bicycles.

In September 2020, the USDA Forest Service issued proposed guidance for managing e-bikes on national forests and grasslands that is similar to BLM’s. The Forest Service also adopts the standard definition for an e-bike and a three-tiered classification for e-bikes and align with BLM’s proposed e-bike rules in requiring site-specific decision-making and environmental analysis at the local level to allow e-bike use.⁵ The Forest Service diverges from BLM by defining e-bikes as a class of motor vehicle.

In a January 20, 2021 email, Acting Assistant Director for Recreation, WWSR, Heritage and Trails for the Pacific NW Region Bryan Mulligan writes, “These changes should align with and support the agency as we engage in future travel management planning efforts as we consider emerging technologies (such as

³ Blevins, J. “E-Bike rules for BLM, Forest Service trails both thrill and rile backcountry users,” *The Colorado Sun*, Oct 29, 2020, <https://coloradosun.com/2020/10/29/ebike-rules-blm-forest-service-thrill-rile-backcountry-users/>

⁴ <https://www.federalregister.gov/documents/2020/04/13/2020-07213/off-road-vehicle-use>

⁵ <https://www.federalregister.gov/documents/2020/09/24/2020-21128/forest-service-manual-7700-travel-management-chapter-7700-zero-code-chapter-7710-travel-planning>

e-bikes) that are changing the way people access and recreate on NFS lands.” Mulligan anticipates the Forest Service directives to be finalized in spring of 2021.

E-bikes on Washington State Lands

In 2018, the Washington State legislature passed SB 6434 pertaining to the category and use of electric assist bicycles (e-bikes) within the state. SB 6434 amended RCW 46.04.169, 46.04.071, 46.20.500, and 46.61.710; and added a new section to chapter 46.37. The law expanded the definition of bicycles to include e-bikes, defines three classes of e-bike and updates rules around use of e-bikes. Where a local jurisdiction doesn’t have specific laws on the books, the default under the law is that Class 1 and 2 e-bikes can go where traditional bikes can go. However, the law clarifies that e-bikes cannot be ridden on a trail that is designated as non-motorized and that has a natural surface made by clearing and grading the native soil with no added surfacing materials. Exceptions may be made by a local authority or agency of this state that has jurisdiction over a particular trail. Manufacturers and retailers are required to permanently affix a label that contains the classification number, top assisted speed and motor wattage.

On Department of Natural Resources (DNR) managed lands, “E-bikes or electronic bikes are considered motorized vehicles and are therefore allowed only on DNR trails that allow off-road vehicles.”⁶ However, DNR is exploring greater access for e-MTBs in some locations. Currently, DNR is collaborating with EMBA on a 1-year pilot that allows e-MTBs onto a new trail network in Darrington, Washington called the North Mountain Bike Trail System.⁷

In addition to allowing e-bikes on State Park long-distance trails and Park roads, Washington State Parks and Recreation Commission (Parks) allows pedal-assist e-MTBs (Class 1 and 3) on natural surface trails. Parks’ interpretation of existing Washington Administrative Code (WAC) led them to conclude that Parks law enforcement could not issue citations for the use of Class 1 or 3 e-bikes on trails that allow non-motorized bicycles. Parks did not consider impacts on habitat or wildlife in its determination.

Americans with Disabilities Act (ADA) Title II § 35.137 Mobility devices.

Some e-bike advocates have recommended allowance of e-bikes as a mobility device for individuals with a disability. Under Title II, § 35.137 (b)(1), “A public entity shall make reasonable modifications in its policies, practices, or procedures to permit the use of other power-driven mobility devices by individuals with mobility disabilities, unless the public entity can demonstrate that the class of other power-driven mobility devices cannot be operated in accordance with legitimate safety requirements that the public entity has adopted pursuant to § 35.130(h).”

§ 35.137 (b)(2) provides “assessment factors” for “determining whether a particular other power-driven mobility device can be allowed in a specific facility as a reasonable modification under paragraph (b)(1) of this section.” The assessment factors include the following:

(i) The type, size, weight, dimensions, and speed of the device;

⁶ <https://www.dnr.wa.gov/test#mountain-biking>

⁷ <https://www.evergreenmtb.org/darrington-north-mtn>

(ii) The facility's volume of pedestrian traffic (which may vary at different times of the day, week, month, or year);

(iii) The facility's design and operational characteristics (*e.g.*, whether its service, program, or activity is conducted indoors, its square footage, the density and placement of stationary devices, and the availability of storage for the device, if requested by the user);

(iv) Whether legitimate safety requirements can be established to permit the safe operation of the other power-driven mobility device in the specific facility; and

(v) Whether the use of the other power-driven mobility device creates a substantial risk of serious harm to the immediate environment or natural or cultural resources, or poses a conflict with Federal land management laws and regulations.

Currently, riders with a disability can be considered for a special use permit on case-by-case basis to allow them to ride e-bikes where it is otherwise not allowed at this time.

Other Considerations:

The 69-page document⁸ issued by BLM with its final rule includes a response to comments in support and opposed to the BLM rule. These responses could be useful for informing WDFW's own position on allowing or restricting e-bikes on WDFW-managed lands.

Spokane County is also reviewing its rules on e-bikes. Currently, e-bike use is prohibited on all Spokane County owned and managed natural surface trails. The county [conducted a survey in October 2020](#) with 874 respondents that also could provide some insight into how the public views the use of e-bikes on public land.

WDFW needs to have its own process to consider the use of e-bikes on WDFW-managed lands. The topic will be added to the list of topics discussed during consultations with Tribes about recreation on state lands. Beginning in February 2021, EMBA plans to convene a working group of stakeholders and land managers on the subject of e-MTBs on single track natural surface trails and has invited WDFW to participate.

Because the technology is relatively new, there is limited research on the impacts of e-bikes on wildlife, habitat and other recreationists, *e.g.* equestrians and hikers. Any future process by WDFW to change its management of e-bikes should fully consider the compatibility of e-bike use with WDFW conservation goals and existing uses of trails and have a robust engagement process to ensure transparency and thoroughness in the agency's deliberations.

Next Steps

In the near-term, WDFW will continue to manage e-bikes as motorized vehicles. With very limited exceptions and consistent with SB 6434, e-bikes will be allowed on trails and roads where motorized

8

https://www.blm.gov/sites/blm.gov/files/BLM%20E%20Bike%20Final%20Rule%20Clean%209.22.20_Revised%20to%20Sec%20Signature%20Block_10.1.20.pdf

vehicles are allowed, but not on non-motorized trails with natural surfaces. WDFW will clarify its current policy via publication on the WDFW website and outreach to partners and stakeholders.

In the longer-term, WDFW will:

- Complete a scan of Washington State local jurisdictions for local regulations and processes to address the use of e-bikes on natural surface single track trails
- Gather input from across WDFW programs, including Enforcement, on potential challenges and opportunities associated with managing e-bikes on WDFW-managed lands
- Discuss the potential impacts and benefits of e-bikes with Tribal, state and federal government partners in Washington.
- Gather input from stakeholders, including motorized and non-motorized trail users and hunting groups, to gauge their level of interest and/or position on e-bikes.
- Develop e-bike policy and rules (statewide and/or site-based), if needed.

Section 16A.61.787 Sidewalk Riding and Parking

A. Sidewalk Riding Defined

1. "Sidewalk Riding" refers to the operation of one of the following vehicles upon a sidewalk or other pedestrian thoroughfare:
 - a. motorized and non-motorized personal transportation devices,
 - b. bicycles,
 - c. electric-assist bicycles,
 - d. motorized or non-motorized skateboards,
 - e. roller skates and in-line roller blades,
 - f. coasters,
 - g. motorized and non-motorized foot scooters, and
 - h. application-based electronically activated personal transportation devices.
2. Vehicles excluded from the regulations of this section include:
 - a. wagons,
 - b. strollers,
 - c. wheelchairs
 - d. electronic personal assistive transportation devices.
 - e. bicycles operated by law enforcement officers for routine patrol

B. Prohibition on Sidewalk Riding in the Retail Zone of the Congested District

No person may ride upon a sidewalk or other pedestrian thoroughfare within the Retail Zone of the Congested District as defined by [SMC 16A.04.020](#). This prohibition does not apply within the geographical boundaries of Riverfront Park or portions of the Centennial Trail within the Retail Zone of the Congested District.

C. Safety Regulations for Sidewalk Riding In All Other Areas

A person riding upon a sidewalk or other pedestrian thoroughfare shall abide by the following requirements:

1. Yield the right-of-way to all pedestrians;
2. Give an audible signal before overtaking and passing any pedestrian;
3. At all times operate in a careful and prudent manner, exercising care to avoid colliding with pedestrians;
4. Operate at a rate of speed no greater than is reasonable and proper under the conditions existing at the point of operation, taking into account the amount and condition of surface; and

5. Stop and dismount from the vehicle if the width of the sidewalk or other pedestrian way, or the amount of pedestrian traffic thereon, would endanger or unreasonably inconvenience pedestrians.

D. Parking Regulations

No person shall place any of the vehicles enumerated in subsection A(1) upon a sidewalk or other pedestrian thoroughfare in a manner as to obstruct reasonable pedestrian traffic and/or vehicular traffic emerging from alleys or driveways.

E. Penalty

Any violation of this section is a class 3 civil infraction, except for violations of parking regulations by application-based electronically activated personal transportation devices, which shall be subject to penalties imposed on the provider.