

Log #	Received From	Question	Staff Response
1	Cohen	Is there a listing or map of some sort that indicates where in the City's various parks and open spaces e-bikes would be allowed under the staff proposal, or if not, could one be prepared, so the PRC, OSCT, Council, and the public can better understand the impacts of the proposal?	<p>Staff does not currently have a map that would indicate where class 1 and 2 e-bikes would be allowed in parks and open spaces.</p> <p>If desired, the Commission could recommend to the City Council, via the transition memo, that this work be done.</p>
2	Cohen	Is "paved" defined anywhere? I couldn't off hand find a definition. For example, does "paved" include a crushed rock surface? There are, as we know, a number of trails in whole or part surfaced with crushed rock. Minimizing ambiguity seems sensible.	<p>'Paved' is not currently defined as part of this policy or elsewhere in the City Code. Staff utilized Miriam Webster's definition for paved, meaning (of a piece of ground) covered with concrete, asphalt, stones, or bricks.</p> <p>Loose material, such as crushed rock, wood chips, or compacted dirt are not considered paved.</p> <p>If desired, the Commission could recommend adding other suitable trail surfaces as exemptions, such as crushed rock or cinder (which is what the trail around the Luther Burbank meadow is), to the policy.</p>
3	Cohen	I see that "trail" can include boardwalks under MICC 19.16.010 and wondered if e-bikes would be allowed on the wetlands boardwalk in Luther Burbank Park, assuming they could permissibly access it from Calkins Point or the north parking lot.	A boardwalk is not considered a paved surface in this policy and thus, e-bikes would not be permitted.
4	Reynolds	Do Bellevue and / or Seattle rules address class 3 e-bikes on the I-90 trail? (I know WSDOT does not allow them)	In Seattle, class 3 e-bikes are not allowed on any park trail, meaning they would not be allowed on the Mountains to Sound Greenway/I-90 trail (Bicycle Use Policy). In Bellevue, class 3 e-bikes are not permitted on Bellevue's trails, sidewalks, or any paths; must be walked in those areas (Bellevue E-Bike Safety Webpage).

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5	Reynolds	I think you may have misrepresented RCW 46.61.710 . Specifically, it says “An individual shall not operate an electric-assisted bicycle or motorized foot scooter on a trail that is specifically designated as nonmotorized <u>and</u> that has a natural surface”. Note that is an “and” not an “or”. I think this means the trail has to be designated AND natural surface for the ban to apply. Do you agree?	Staff agree with your interpretation. Staff updated this section of the Agenda Bill to clarify that RCW 46.61.710 prohibits e-bikes and e-scooters on trails designated as non-motorized and that have a natural surface. *The AB was updated to replicate the RCW language.
5	Reynolds	The policy statement seems to ban bikes / scooters (of certain types in certain locations) from even being IN a park, as opposed to being banned from being RIDDEN in the park. This would seem to me to ban someone from walking their bike through the park. Is that the intent?	Staff support revising (if desired) to say: “e-bikes are not allowed <u>to be operated</u> within open spaces or parks except on paved trails, or as otherwise posted.” Staff’s intent is to prevent conflicts with other park users, which would be significantly decreased by someone walking or parking their e-bike. Additionally, staff would support a motion to amend the policy to read “Class 3 e-bikes are not allowed <u>to be operated</u> in open spaces or parks, <u>except along and upon the public roads, streets or other designated areas therein.</u> ”
6	Becker	Is the currently-unpaved trail adjacent to Island Crest Park and ICW counted as a “Park”, for the purpose of disallowing e-bikes in the recommended proposal? If so, what is the preferred route from mid-island to the south end QFC or IMS?	This trail is part of the right-way and not within park boundaries. As such, the proposed policy would not apply to this trail as it is outside of the park property.
7	Becker	Are trails outside of park zones counted as either a “Park” or “Open Space”? I’m reading the definition in MICC 9.30.030 and it does not say “trail” so I am unclear. For example the gravel trail that continues south of Island Crest Park; or the gravel trail on First Hill connecting 73 rd to WMW at SE 38 th St; or the gravel trail (also first hill) along 27 th	The defining factor of a park in this policy isn’t based on how it’s zoned, but rather the Park definition “...recreation grounds under the management and control of the parks and recreation department.” This policy applies only to park properties; these properties are shown in the PROS Plan on page 33.

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		going down towards Mio Posto. This last trail is adjacent to Mercedale Hillside but I believe it's zoned R-9.6.	Trails outside of park property are typically on private property, easements, or considered Right-of-Way, and would not be subject to this policy.
8	Struck	Please provide a definition of "paved trails" to clarify exactly which trails would be exempted from the proposed policy. Said definition may include trail surfaces and/or trail width specifications.	<p>Staff utilized Miriam Webster's definition for paved, meaning (of a piece of ground) covered with concrete, asphalt, stones (pavers), or bricks.</p> <p>If the Commission desires including a definition of paved in the policy, staff recommend: "Paved: a piece of ground covered with concrete, asphalt, bricks, or stone pavers."</p>
9	Struck	Please confirm that the proposed policy, if codified, would be consistent with, or not violate, applicable state or federal regulations.	<p>The proposed policy is consistent with state law. Under RCW 46.61.710, local jurisdictions or state agencies may regulate the use of class 1, class 2, and class 3 electric-assisted bicycles and motorized foot scooters on facilities, properties, and rights-of-way under their jurisdiction and control.</p> <p>Once recommended and before adoption by the City Council, this policy will receive a full legal review.</p>
10	Struck	Does MIPD propose proactive or passive enforcement? Passive meaning only responding to complaints vs. active implying a more committed approach such as patrolling.	For violations of park rules, MIPD will respond to complaints of violations. MIPD does not have capacity for consistent proactive enforcement (i.e.. Dedicated staff regularly in park areas).
11	Struck	On p.3 of the staff memo, it mentions under MICC 9.30.220 the PR Director has the authority to adopt rules and regulations to address specific situations regarding trail user conflicts. Have there been any examples, to date, of the Director invoking such authority? Or more broadly, has there been a need to discuss such conflicts?	This is provision of the code is often utilized to address site specific circumstances. The most recent implemented trail rules have been site specific in the Island Crest Park trail system. To mitigate conflicts and safety concerns, "dismount signs" and "share the trail rules" were added. This was in coordination with our insurance authority and under the authority of the Director pursuant to MICC 9.30.220. More broadly, under this authority the Director regularly issues rules for athletic fields, the skate park, the bike skills area, pickleball courts, and park specific rules

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			for use of park spaces such as swimming beaches and picnic shelters.
12	Brettmann	<p>Given the lack of safe alternatives for bike commuting and the hills on our island, would it be feasible to designate additional trails in parks as e-bike-friendly trails (based on current usage/lack of alternative safe routes) and set a speed limit?</p> <p>If so:</p> <ol style="list-style-type: none"> Are there enough funds for increased and easy-to-read signage on e-bike friendly trails, reminding both walkers and cyclists how to utilize the trail? I thought the attached sign was especially effective because people would actually read it. Would it be better to allow e-bikes on some trails (i.e. Designate trails that are open to bikes while all other trails are closed) or to create walk-only trails (i.e. Designate all trails as open to bikes unless they are walk-only?) How would enforcement work? Those designations would be up to the Parks Director, correct? 	<p>Designating specific trails as 'e-bike friendly' (or similar) would be feasible.</p> <ol style="list-style-type: none"> Yes, signage would be part of our implementation process and education regardless of the policy. If exceptions for certain trails are desired by the Commission, staff recommend including that in the memo to City Council and recommending resources be established to support a workplan item to identify additional trails in the park system that would permit e-bike access to enhance safe commuting. <p>Staff would seek Commission input on the balance of trails being open to e-bikes and if there is a desire for walker-only trails.</p> <p>Please note: the PRC is currently tasked with E-bike/E-scooter regulation in parks, addressing bicycles or walkers would be a separate workplan item. This may be best served as part of the re-evaluation and updating of MICC 9.30 Park Rules, which staff hopes to begin later this year.</p> <ol style="list-style-type: none"> For violations of park rules, MIPD will address as witnessed and respond to complaints of violations as available. Yes, the Parks Director would be responsible for designating the appropriate trails or differing rules for those locations, if not specified within the policy.

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13	Brettmann	I noticed the staff did not recommend instituting a speed limit for trails where e-bikes are used and I'd love to understand the rationale and if it would make sense to institute a speed limit?	<p>Based on previous input from the PRC and OSCT, staff developed the recommendation to utilize trail surfacing as the criteria for where e-bikes are permitted.</p> <p>If trail speed limits are desired by the Commission separate of this policy, staff recommend that they be included in the memo to City Council as a recommendation for an additional workplan item.</p>
14	Hay	Can the suggested policy be enforced? Why or why not? Some community members suggest that we focus on speed limits rather than location, trail surface or type of bike ... again, how can a speed limit be enforced?	<p>Yes, this policy as written provides simple criteria for enforcement (and education). Enforcing a speed limit would be extremely challenging and may require additional equipment and prioritization of police resources to have the intended impact.</p> <p>If the Commission desires to use speed limits to establish how e-bikes may be operated in parks, the Commission can put forward that policy recommendation. Based on previous input from the PRC and OSCT, staff developed the recommendation to utilize trail surfacing as the criteria for where e-bikes are permitted.</p> <p>If trail speed limits are desired by the Commission separate of this policy, staff recommend that they be included in the memo to City Council as a recommendation for an additional workplan item.</p>
15	Hay	Are we limiting connectivity or safe routes by requiring e-bikes to be on paved paths? Do we have a map of the paths/trails these bikes are currently using, or might wish to use in the future, to understand the impact of this policy?	<p>Restricting e-bikes to paved surfaces in the park system is a limiting factor. As written, the policy could affect some connectivity if being used as a pass-through a park, however this policy does not apply to right-of-way trails or other trails outside of parks which is where the majority of connectivity occurs. For example, the trail next to Island Crest Park along Island Crest Way is not in the park, thus not impacted by this policy.</p>

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			We do not currently have a map of trails. If desired, the Commission could recommend to the City Council, via the transition memo, that this work be done. Staff will also try independently to do this ahead of the February meeting.
16	Westberg	<p>Just so I understand what is being proposed in terms of the policy, let's take three cyclists arriving at the north entrance to Luther Burbank Park—one on C3 e-bike, on a C1 e-bike, and one on a regular non-motorized mountain bike. All three riders can go down the entrance road to the north parking lot. The C3 e-bike rider would then have to park his bike. The C1 e-bike rider could ride his bike past the dog park down to Calkins Point on the paved, multi-use trail, or down to the Boiler Building on the paved asphalt trail. The rider on the regular mountain bike could ride on any paved trail but also on any gravel trail and soft surface trail throughout the park, not because it's specifically authorized anywhere, but because it is not specifically prohibited. Did I get that right?</p> <p>Current park code (MICC 9.30.150) as written, seems to prohibit even regular bicycles from using park trails unless bicycling has been designated as an authorized use. Is that the case with Luther Burbank and other parks and open space areas where bicycle use is common (excluding Pioneer Park and Engstrom Open space where the issue has been addressed through specific trail use guidelines)?</p>	<ol style="list-style-type: none"> 1. Yes, staff agree with your interpretation of the proposed scenario with the three different riders. 2. In relation to MICC 9.30.150, the current practice has been that bicycles are permitted unless the area is posted otherwise.
17	Brettmann	One person pointed the following out to me, as an unintended consequence of the policy. I'm wondering if that is indeed the case?	Staff support revising to say: "e-bikes are not allowed <u>to be operated</u> within open spaces or parks except on paved trails, or as otherwise posted." Staff's intent is to prevent conflicts with

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		"Also, my understanding of the staff recommendation that was put forth would be the bikes are not allowed except for unpaved surfaces. I think that will have a lot of negative consequences, for example, a kid rides their bike to the park and walks it to the play area, this would not be allowed under the proposed policy and seems ridiculous. Even a kid riding their bike to the play area, parking it and playing should never be banned!"	<p>other park users, which would be significantly decreased by someone walking or parking their e-bike.</p> <p>Additionally, staff would support a motion to amend the policy to read "Class 3 e-bikes are not allowed <u>to be operated</u> in open spaces or parks, <u>except along and upon the public roads, streets or other designated areas therein.</u>"</p>

This matrix will be published to the packet following the meeting.