



Eastrail Regional Advisory Council
Wednesday, April 17, 2024 3:00PM – 5:00PM

- 3:00 PM – 3:05 PM **Introductions and Agenda Review**
 - RAC Co-Chair King County Councilmember Sarah Perry
- 3:05 PM – 3:10 PM **Approval of January 25, 2024 RAC Meeting Summary**
 - RAC Co-Chair King County Councilmember Sarah Perry
- 3:10 PM – 3:20 PM **Public Comment**
 - RAC Co-Chair King County Councilmember Sarah Perry
- 3:20 PM - 3:50 PM **King County Parks Levy Renewal Planning (Information and Discussion Item)**
 - Warren Jimenez, Director, King County Parks and Recreation Division
- 3:50 PM – 4:20 PM **Micromobility Devices: Considerations for Eastrail (Information and Discussion Item)**
 - Barb Chamberlain, Active Transportation Division Director, Washington State Department of Transportation
- 4:20 PM – 4:35 PM **Update on Implementation of 2024 RAC Activities (Information and Discussion Item)**
 - David St. John, King County Department of Natural Resources and Parks
- 4:35 PM – 4:45 PM **Federal and State Funding Update – (Information Item)**
 - Eastrail Partners
 - Principals’ Staff Team
- 4:45 PM – 5:00 PM **Progress and Success Updates (Information Item)**
 - RAC members
 - Eastrail Partners

Adjourn



EASTRAIL REGIONAL ADVISORY COUNCIL

DRAFT MEETING SUMMARY

January 25, 2023 | 1 – 3 PM

Zoom Meeting

Regional Advisory Council (RAC) Members Present: Jay Arnold, Kirkland Deputy Mayor (Co-Chair); Sarah Perry, King County Councilmember (Co-Chair); Michael Ingram (alternate for Councilmember Stokes), Bellevue; Christie True, King County Department of Natural Resources and Parks; Jessica Forsythe, Redmond Council Vice-President; Tom Teigen, Snohomish County; Matt Larsen, Puget Sound Energy; Ariel Taylor (alternate for Don Billen), Sound Transit; Michelle Evans, Woodinville Councilmember

Welcome and Introductions

Deputy Mayor Arnold called the meeting to order at 1:04 pm, welcomed all in attendance to the first RAC meeting of 2024, and reviewed the agenda.

Approval of October 19, 2023 RAC meeting summary

Councilmember Jessica Forsythe moved to approve the October 19 meeting summary and Director Tom Teigen seconded. **Members unanimously voted to approve the October 19 meeting summary.**

Major Capital Project 2024 Look Ahead (Information Item)

Joe Inslee and Curt Warber of King County, Jared Hill of Woodinville, and Kim Scrivener of Kirkland provided updates on capital projects along the Eastrail. Slides were included in the meeting packet.

- Totem Lake Connector, Woodinville rail removal, and Northup Connector were completed in 2023.
- Redmond Central Connector connection to East Lake Sammamish Trail: construction is underway, expected to open in 2025.
- RCCIII: final phase of Redmond Central Connector is expected to open in 2025.
- 202 Trestle in Woodinville: construction is expected to begin in 2025 and be completed in 2026.
- Sammamish River Trail connection: Woodinville is working with a consultant on design.
- Slater/132nd HAWK crossing: Kirkland has designed and is seeking funding for this crossing.
- NE 8th St. Bridge connection to Wilburton light rail station: opening this summer.
- Central Wilburton Segment: gravel trail to connect NE 8th St. Bridge and Wilburton Trestle, expected to begin construction and be completed in 2025.
- Wilburton Trestle: currently out to bid, construction will begin in the spring and is expected to be completed in 2025.
- Eastrail to Spring Blvd. Connector: in final design, construction expected to begin in 2025.
- I-405 Bridge (Wilburton gap): under construction, will be completed in 2025.
- I-90 Bridge Trail Segment: King County is seeking additional federal funding and beginning design.
- ST 2 line segment from south Bellevue to the Redmond Technology Center will open this spring.

2024 RAC and PST Work Plan (Information and Consensus Item)

David St. John of King County Department of Natural Resources and Parks provided an overview of the proposed 2024 RAC work plan and requested RAC consensus on moving forward. Slides were included in the meeting packet.

- In 2023, the RAC completed development of Arts Coordination Guiding Principles and made progress on several other items.
- Elements carried forward from the 2023 work plan have been updated to reflect progress and new developments and are included in the 2024 work plan:
 - Plan and implement 2024 RAC-sponsored Eastrail activities.
 - Engage federal and state leaders to support priority projects.
 - Compile, synthesize, and share demographic information describing diversity of Eastrail communities.
 - Share information/coordination about key cross-cutting corridor management issues.
 - Implement 2021 Eastrail trail use information system plan.
 - Develop and implement a Coordinated Strategic Communications Framework.
 - Communicate about major capital project progress and milestones.
 - Continue co-creation efforts to connect to and involve the diverse Eastrail community.
 - Activate open segments.
 - Plan, coordinate, and implement quarterly RAC meetings and twice-monthly PST meetings.
 - Support development and implementation of wayfinding measures to support trail use.
- New element in proposed 2024 work plan: explore/create a more efficient and effective mechanism for ongoing cost-sharing for shared corridor development priorities.
- Renton has proposed adding an element focused on tracking federal and state funding awards and legislator engagement and advocacy.

Discussion & Next Steps

- Members are interested in continuing to discuss the new cost-share element and proactively planning for requests in their jurisdiction/organizational budgets.
- There was consensus that the 2024 work plan should move forward as proposed, including Renton's proposed addition.

Scope and Resource Commitments for 2024 RAC Events (Information and Discussion Item)

David St. John reviewed 2024 RAC activities and resource commitments and solicited RAC guidance and direction on scope refinement and next steps. Slides were included in the meeting packet.

- **Video(s)** to communicate about completed and future collaborative trail development.
 - Commitments: \$20-30K for consultant support, project management, staff support, and RAC member availability for interviews, etc.
 - Primary need is the funding commitment within the next few weeks. For efficiency, prefer to have one entity pay (which would go toward the entity's cost-share agreed to in October 2022) and another provide project management.
- **Tours** to bring key people to important corridor locations to hear the Eastrail story and learn about progress, successes, and upcoming opportunities and challenges.
 - Commitments: RAC entities to initiate, organize, and implement tours, invite people and spread the word, and provide staff time to plan and attend tours. No financial requirements anticipated.
- **Celebration/activation event** to get people out on the corridor for a memorable summer experience to build sustained interest. Also want to coordinate with other events (e.g., Wilburton Trestle groundbreaking, Sound Transit 2 Line opening, NE 8th St. Bridge opening, etc.)
 - Commitments: coordination with Eastrail Partners, some limited funding for

implementation support for event elements (TBD based on scope).

- **Leadership summit** to build energy and support for goals among public, private, and community leaders through a half-day event in September.
 - Commitments: coordination with Eastrail Partners, finalizing event scope and commitments by April, and funding for consultant support (amount and services TBD based on scope) as well as event costs.
- The total \$80K cost-share estimate is anticipated to remain about the same (pending element scope refinements) and includes the \$20-30K for the video and the remaining amount predominantly going toward the leadership summit. Tours and activation events are expected to rely mostly on staff time and in-kind donations.
- Immediate next steps are to secure funding for video implementation, procure consultant support, and refine scopes for activation event and leadership summit.

Discussion & Next Steps

- Members expressed support for these elements, including moving forward on the immediate next steps, and requested presentation slides and any other supporting documentation from staff to support budget conversations.

Federal and State Funding Update (Information Item)

David St. John and Katherine Hollis of Eastrail Partners provided updates on federal and state funding.

Federal

- Bellevue and King County were not awarded a Safe Streets for All grant for Eastrail trail development along the corridor between SE 5th and 1st. However, Bellevue was awarded funding for a different part of the proposed scope in other portions of the City's bike/ped or mobility network (not involving the Eastrail)
- Snohomish County is still waiting to hear about their Reconnecting Communities grant.
- Woodinville is applying for a RAISE grant (due Feb. 28) for planning and design for the entire length of their Eastrail ownership.
- King County is also applying for a RAISE grant for I-90 steel bridge construction.

State

- Seeking reprogramming of Move Ahead WA funding into the next biennium so as not to lose federal funding for Woodinville's SR202 project and Bellevue's Mountains to Sound Trail project.
- Seeking reprogramming of capital budget funding for Kirkland's Eastrail HAWK crossing (appropriated in State's 2025-2027 and 2027-2029 transportation biennial budgets for HAWK crossing and 132nd intersection improvements).

Sound Transit 2 Line Opening Planning (Information Item)

Ariel Taylor of Sound Transit provided updates on the opening of the 2 Line. Eight new East Link/2 Line stations will open this spring (dates are TBD). The 2 Line will eventually include ten stations over 14 miles on the east side and will be fully open in 2025. Sound Transit will announce grand opening dates as soon as they are set and will host community activation events.

Appreciation for Service

Councilmember Sarah Perry and RAC members recognized and thanked Christie True, Director of the King County Department of Natural Resources and Parks, for her decades of service to King County, the RAC, and the region, and congratulated her on her retirement.

Public Comment

- Daniel requested more information about the I-405 bridge design to share with the Wilburton Community Association. Staff will follow up to provide information.
- Craig S. expressed excitement about progress being made and collaboration on the Eastrail. He frequently rides on the Renton section of Eastrail and sees Eastrail as a linear park and community asset. He requested more information about vehicular lines of sight at the intersection of NE 4th and SE 1st and also about the unpaved section of Eastrail in Renton before the stadium. Staff will follow up to provide more information.

The meeting recording is [available here](#). Interested parties should send comments to eastrail@kingcounty.gov. Joe Inslee will compile any additional comments received.

Next Steps and Adjournment

The next RAC meeting will be April 17, 2024. Staff will send out the schedule for 2024 quarterly meetings soon, as well as meeting registration information in advance. The meeting adjourned at 3:01 pm.

DRAFT

King County Parks Levy

April 17, 2024

 King County

PARKS

Your Big Backyard

WHAT IS THE KING COUNTY PARKS LEVY?



The King County Parks Levy is a voter-approved property tax that keeps regional and city parks, trails, and open spaces available for everyone.

No matter where you are in King County, the Parks Levy goes to support your local parks and trails.

In the current 2020-2025 levy cycle, the levy totals ~\$845 million and provides ~80% of the operating budget for King County Parks.



King County

PARKS

Parks Levy Goals



Existing Park & Trails

Take care of King County's existing system of parks and trails, providing a system that remains clean, safe and open.



Increase Access

Make parks and recreation opportunities more accessible for all King County residents to enjoy.



Regional Trails

Improve regional trail connectivity and mobility by completing essential connections and maintaining existing trails.

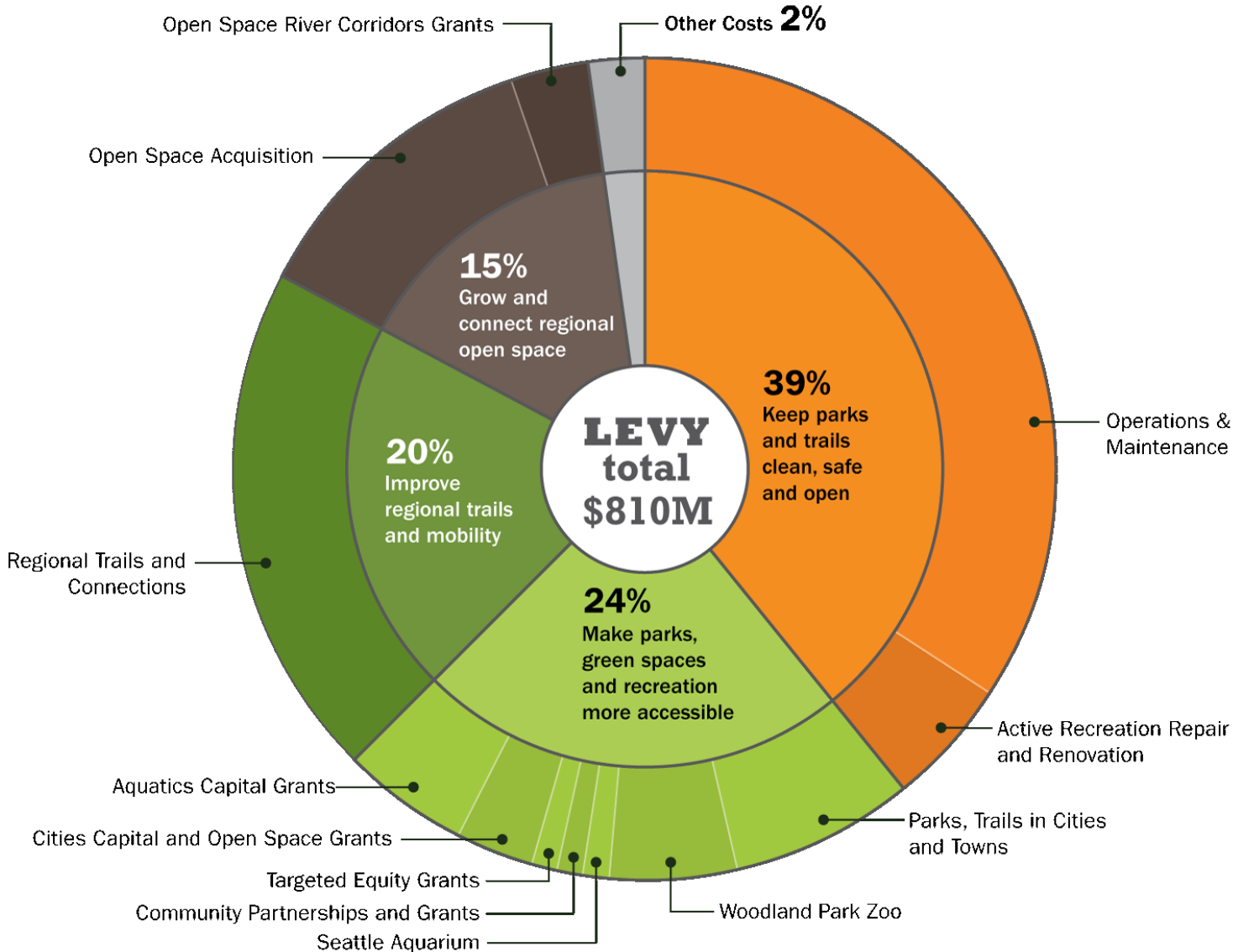


Open Space

Grow and connect regional open space and natural lands, protecting habitat important for fish and wildlife and providing recreation opportunities.

2020-2025 Parks, Recreation, Trails, and Open Space

LEVY Measure



Investments Summary

Existing Parks & Trails: Keep parks and trails clean, safe and open	\$318.5 M
Operations & Maintenance	\$277 M
Active Recreation Repair	\$41.5 M
Increase Access: Make parks, green spaces & recreation more accessible	\$192.6 M
Aquatics Facilities	\$44 M
Parks Capital and Open Space	\$25 M
Healthy Communities and Parks Fund (Targeted Equity Grants)	\$10 M
Community Partnerships and Grants	\$9.6 M
Parks in Cities/Towns (pass thru)	\$60 M
Woodland Park Zoo	\$36 M
Seattle Aquarium	\$8 M
Regional Trails: Improve regional trails & mobility	\$165.6 M
Open Space: Grow and connect regional open space	\$120.5 M
Open Space Acquisition	\$98.5 M
Open Space - River Corridors	\$22 M
Other costs	\$13 M
TOTAL	\$810.2 M

KING COUNTY PARKS LEVY EASTRAIL SUMMARY

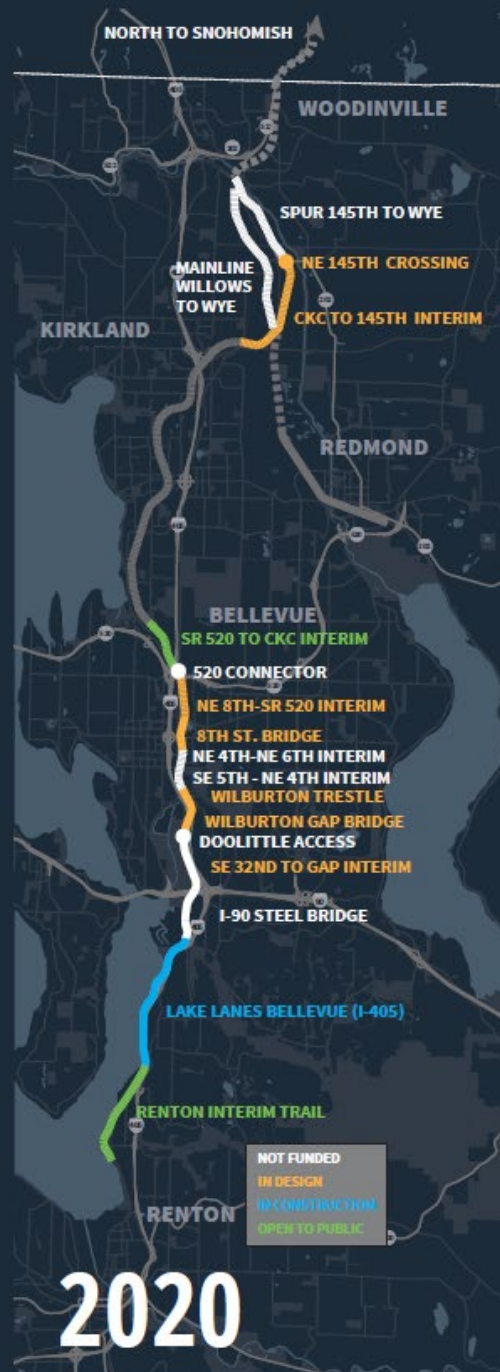
2008-2013 Levy
\$0.1M
• *Planning*

2014-2019 Levy
\$18.9M
Example Projects

- *Eastrail Master Plan*
- *Renton & Bellevue Interim Trail*
- *WSDOT I-405 Partnership*

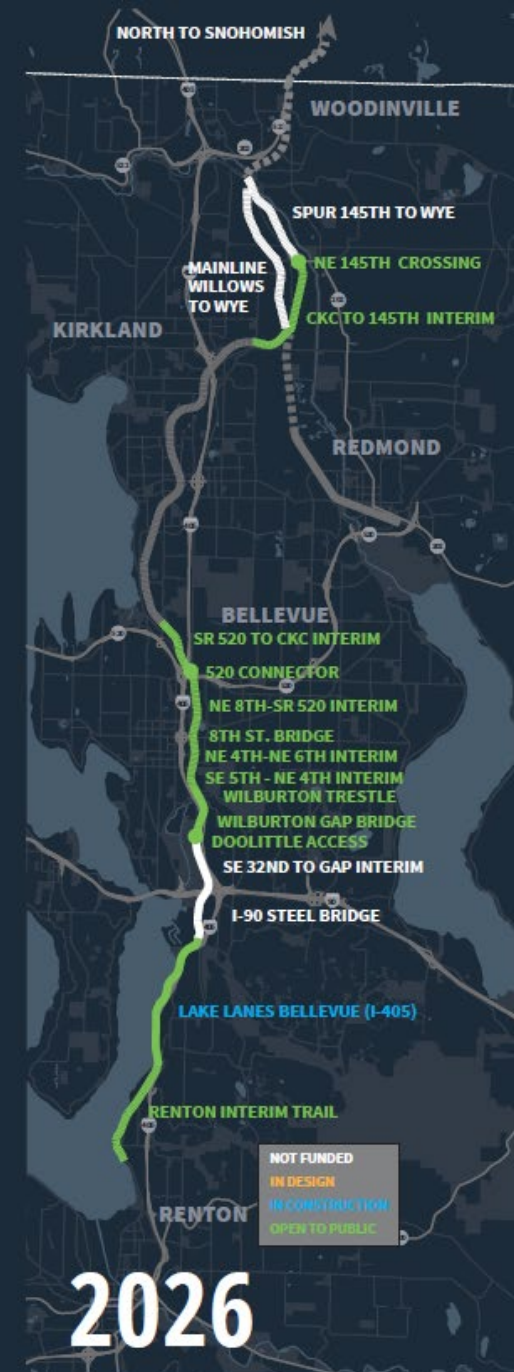
2020-2025 Levy
\$57.8M
Example Projects

- *NE 8th Overcrossing*
- *Wilburton Trestle*
- *Northup Connector*
- *Kirkland & Woodinville Interim Trail*



2020

Levy Funded Eastrail Projects 2014-2019



2026

Levy Funded Eastrail Projects 2020-2025

Partnerships



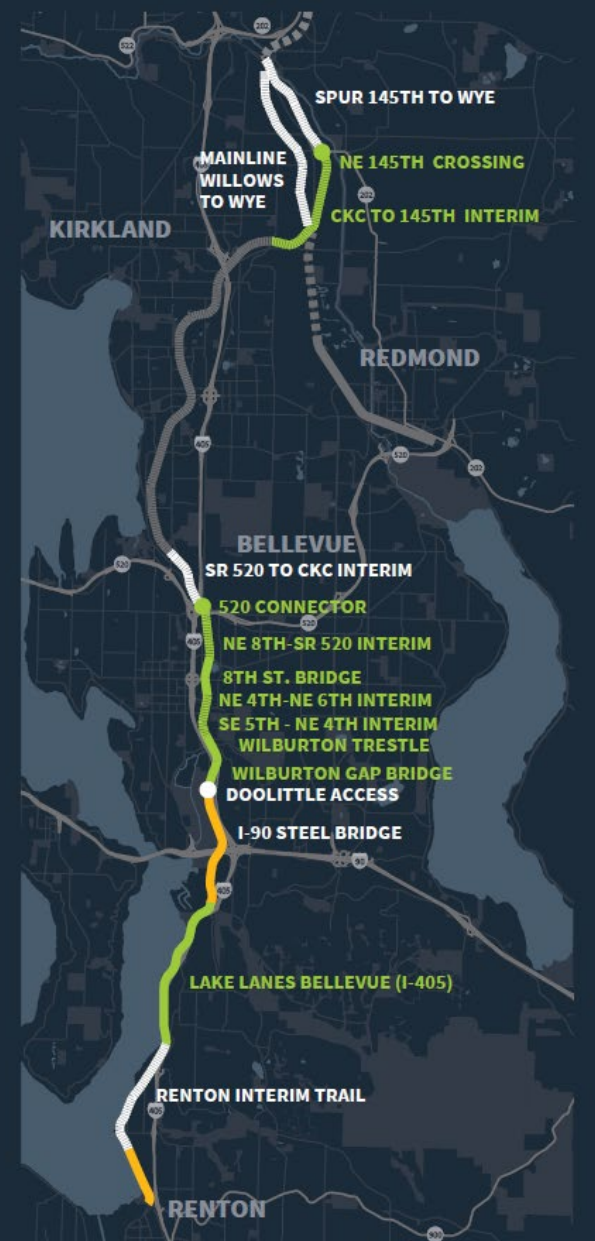
∞ Meta

Partnerships

EASTRAIL PARTNERSHIP FUNDING *(King County Segments)*

WASHINGTON STATE	\$46.2M
PARTNER CITIES	\$4.1M
AGENCIES	\$3M
PRIVATE	\$10M

-  CURRENT & COMPLETED SEGMENTS
-  FUTURE PROJECTS



Levy Development Timeline

NOW – MAY 2024

Input from Tribes, the public, cities/towns, and others

SUMMER 2024

Summary report from community feedback

Draft levy proposal will be created based on public, tribal, partner, and King County leadership feedback

FALL 2024

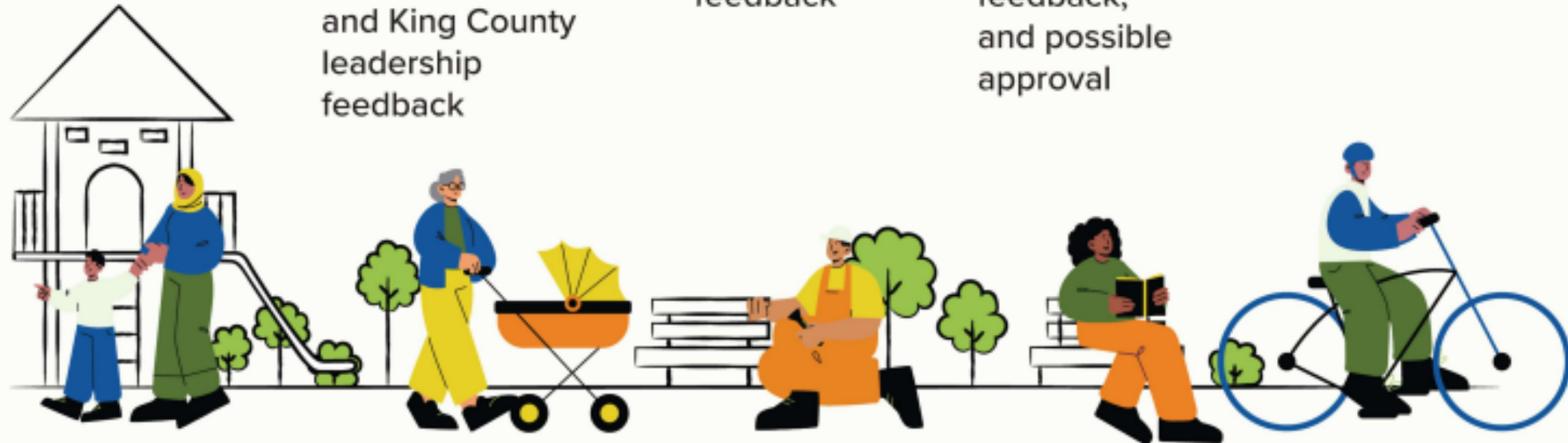
Draft proposal shared with the King County Executive for review and feedback

EARLY 2025

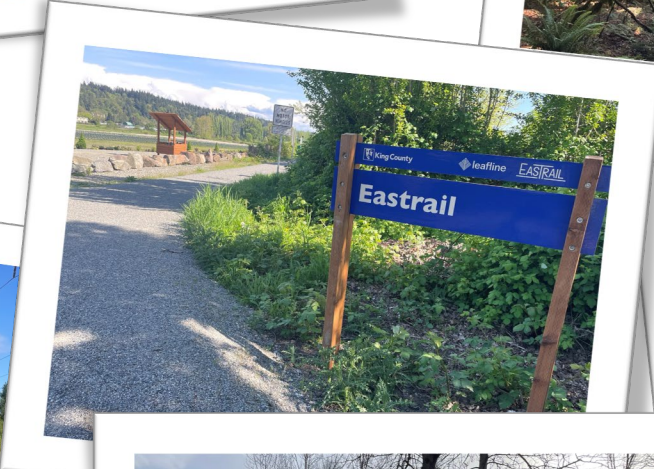
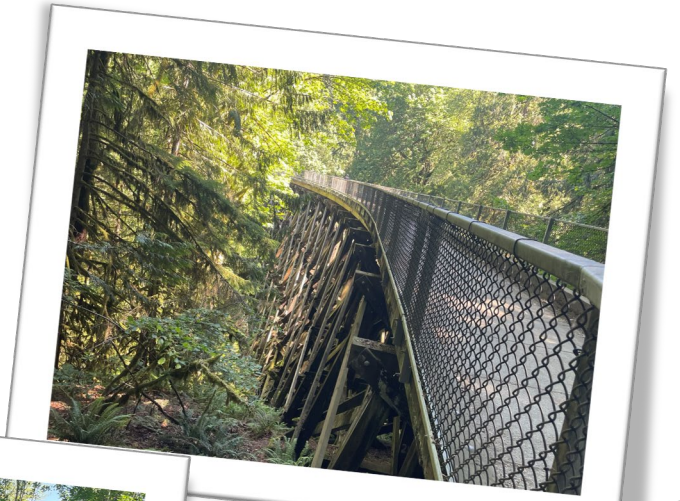
King County Executive brings levy proposal to King County Council for review, feedback, and possible approval

SUMMER/ FALL 2025

Finalized 2026-2031 King County Parks Levy proposal on ballot for King County voter approval



Regional Trails and Connections



Drivers – Regional Trails and Connections

How do we determine which trails to build?

Policies, Plans, Partnerships

- Regional Trails Needs Report (RTNR)
- Other King County Initiatives
- Levy Goals and External Commitments
- Leafline Trails Coalition
- Current, ongoing projects

Considerations for Next Levy

Evaluation Criteria for Future Levy Projects

- **Equity** – are people within an Opportunity Area within biking or walking distance?
- **Connectivity** – does it fill a gap in the network, extend an existing trail, or make a new connection?
- **Community Support** – has the community demonstrated support in Community Needs Report or other documentation?
- **Complexity/Readiness** – is it a feasible trail to build at this time?
- **Use** – This is estimated using population density within biking/walking distance of trail corridor

INPUT PATHS



Community engagement through online survey, virtual forums and in-person community events

- Online community meeting 4/23
- Public survey – closes 4/29



Partner organizations and affinity groups

- Partner survey - closes 4/29



Levy Community Advisory Committee



Direct outreach to cities and parks districts



Questions?

 King County

PARKS

Your Big Backyard

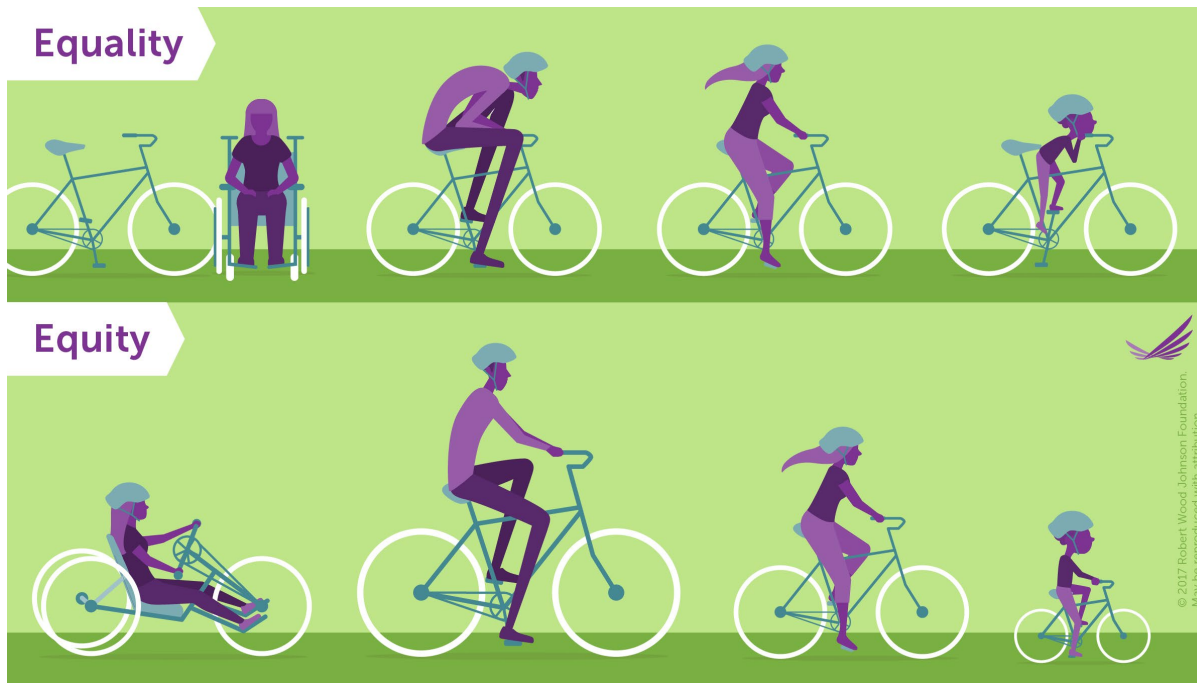


E-Bikes and Micromobility: Food for Thought

BARB CHAMBERLAIN, DIRECTOR, ACTIVE TRANSPORTATION DIVISION
Eastrail Regional Advisory Council
April 17, 2024
barb.chamberlain@wsdot.wa.gov

On the menu

- Trail use takes place inside larger **community, societal, and biological systems**
- Technology, language and regulation are **evolving**
- Essentials: Transportation **equity, safety, accessibility**
- **Safe System Approach:** Grounding for Target Zero, in federal rulemaking



Safe System Approach



- Safer **Roads**, Safer **Speeds**, Safer **Vehicles**, Safer **Road Users**, **Post-Crash Care**
 - Trails often left out of first responder plans, 9-1-1 systems, which affects post-crash response time and outcomes
 - DC a good example of collaboration to address this
- [Target Zero/Strategic Highway Safety Plan](#) update this year will be grounded in SSA, which governs how HSIP funds may be used
- **Federal funding sources** are building this into requirements for competitive grants

Context that comes to the trail

TRAFFIC SAFETY CULTURE

- Trail isn't used in isolation; it's within your **systems and local cultures**
 - **Speed management** on streets: Is speeding without consequences common? Do you design for the speed you want?
 - Does your street system support **the community you want**?
 - Is every type of road user **expected, invited**, treated with **dignity, provided with space** to move and park safely?
 - **What are you teaching people to expect and do?**



Context that comes to the trail

HUMAN FACTORS

- Human brain/body processing time
- We're **hardwired for human interaction; active transportation has a big advantage** over driving for negotiating shared spaces
- **Design cues set expectations**
- Line of sight and information: A **“self-enforcing trail”** makes trailheads, intersections and slow zones obvious
- **Maintenance matters**; people may speed through a section that feels unsafe with overgrown vegetation or lack of lighting



Figure 3-37: Enhanced crossing serving transit stops. This crossing of SR 11 in Bellingham provides a safe crossing opportunity for people accessing the transit stops on either side or other destinations nearby.

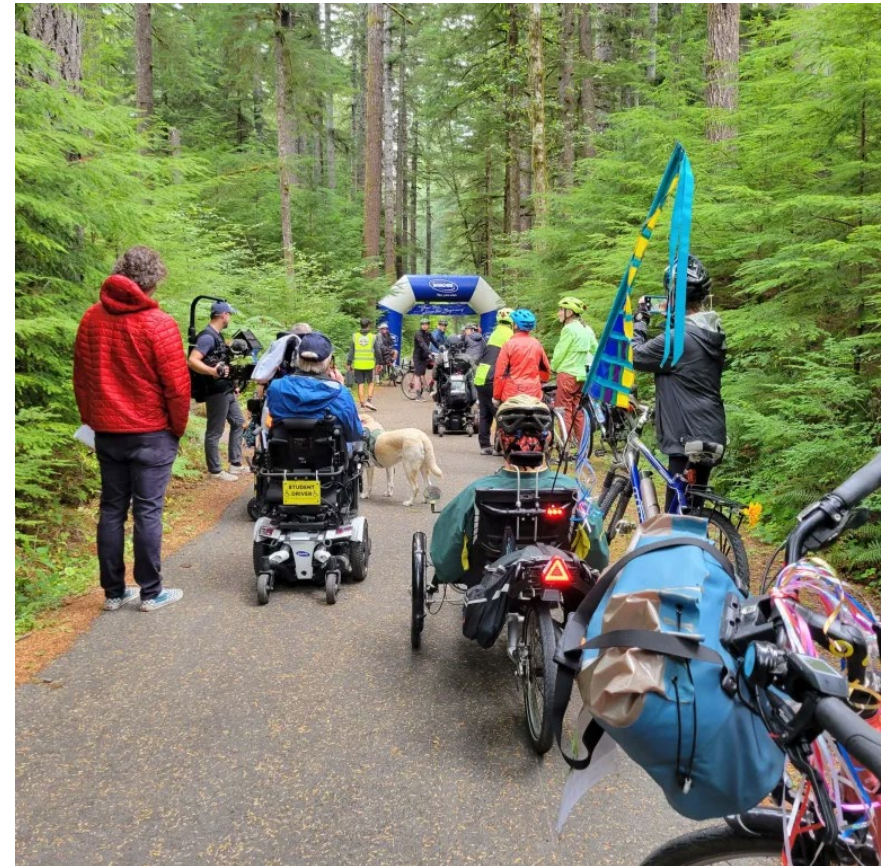


Credit: Adam Copolla Photography

Context that comes to the trail

DEMOGRAPHICS AND DISPARITIES

- **25% or more** of Washingtonians don't, can't, shouldn't drive
- The group we may all join: People with permanent or temporary disabilities
- **Bike or scooter may serve as assistive device**
- Rates of walking, cycling and transit use highest among the poorest households
- Serious/fatal walk/bike crashes highest in those neighborhoods



Context that comes to the trail

TRANSPORTATION INDEPENDENCE AT ANY AGE

- **Seniors will double** 2000 to 2030; > 20% of Washingtonians will be over age 65
- **Seniors outlive their driving ability:** Men by 7 years, women by 10 (AAA stat)



MULTIMODAL MULTIPLIER

- **Space-efficient modes** are complementary: first/last miles and long miles
- Good for transportation independence over the life span
- Studies have been finding higher trips for bikeshare and scootershare associated with **transit access** since earliest days of shared systems
- **Land use matters** for ease of access and multimodal connectivity; invite the mode shift that supports the geometric reality of your community

What are we talking about?

- **People!** All shapes, sizes, ages, abilities, incomes, languages
- **People** moving themselves, **people** using devices to help them move
- Bicycles, tricycles, adaptive cycles
 - Adaptive equipment may include hand or foot pedaling, leg support, shoulder steering, tandem or duet, handcycles, four-wheeled dual recumbent, three-wheeled recumbent (2 wheels front or back), quadcycle, trishaw....
- E-bikes: Class I, II, III
- Personal mobility devices
 - People with a **temporary or “invisible” disability** may be using a bike or scooter as an “unofficial” assistive device









What are we talking about?

- **Micromobility devices:** Motorized or not, low speed, small size, fits in a bike lane or on a trail
 - May be personally owned or part of a shared fleet
- Some of the labels:
 - Personal Transportation Devices
 - Low Impact Mobility
 - Micromobility (coined by Horace Dedieu): the ability of movement through minimalistic means
 - Microvehicle
- All of these are **active transportation**
- **We don't use "nonmotorized":** It isn't true of all devices that fit appropriately into pedestrian and bicyclist infrastructure



The little wheeled things

TYPES OF POWERED MICROMOBILITY VEHICLES¹

	Powered Bicycle	Powered Standing Scooter	Powered Seated Scooter	Powered Self-Balancing Board	Powered Non-Self-Balancing Board	Powered Skates
						
Center column	Y	Y	Y	Possible	N	N
Seat	Y	N	Y	N	N	N
Operable pedals	Y	N	N	N	N	N
Floorboard / foot pegs	Possible	Y	Y	Y	Y	Y
Self-balancing ²	N	N	N	Y	N	Possible

¹All vehicles typically designed for one person, except for those specifically designed to accommodate additional passenger(s)

²Self-balancing refers to dynamic stabilization achieved via a combination of sensors and gyroscopes contained in/on the vehicle

Bikes and trikes galore



Common questions, partial answers: Safety

- Still early in data collection; **“anecdotal” making headlines**
- Traffic safety crash data only recorded when a motorist is involved and Police Traffic Collision Report filed, so **we don’t have much trail data**
- **Mass and speed** are major variables in outcomes; **these aren’t SUVs or race cars**
- Scooter users mostly injure themselves, often on first trip
- Geofencing scooters can create unexpected stops; don’t surprise riders
- Unfounded assumption of higher speeds for e-bike riders; research found most ride for **utility** or to make it possible to ride at all, not to raise their heart rate; they’re going farther, not necessarily faster
- You’re probably thinking about device user behavior; rider is thinking about dogs on leashes, unexpected toddlers, surprise change of direction by someone walking who “turns without signalling”, much more—and **you can’t regulate it all**



Common questions, partial answers: Education, Equity

- **Education**
 - Most effective when something is **new** and you can give people **actionable information**; couple opportunities to practice a new device with trail user etiquette info
 - Signage that's **accessible, meaningful** for all users, **consistent**
- **Equity**
 - Are you establishing higher standards for trail use than you apply on city streets? Higher standards for active transportation use than for driving, or for one device type compared with another?
 - Do your regulations factor in needs and device uses of disabled people?



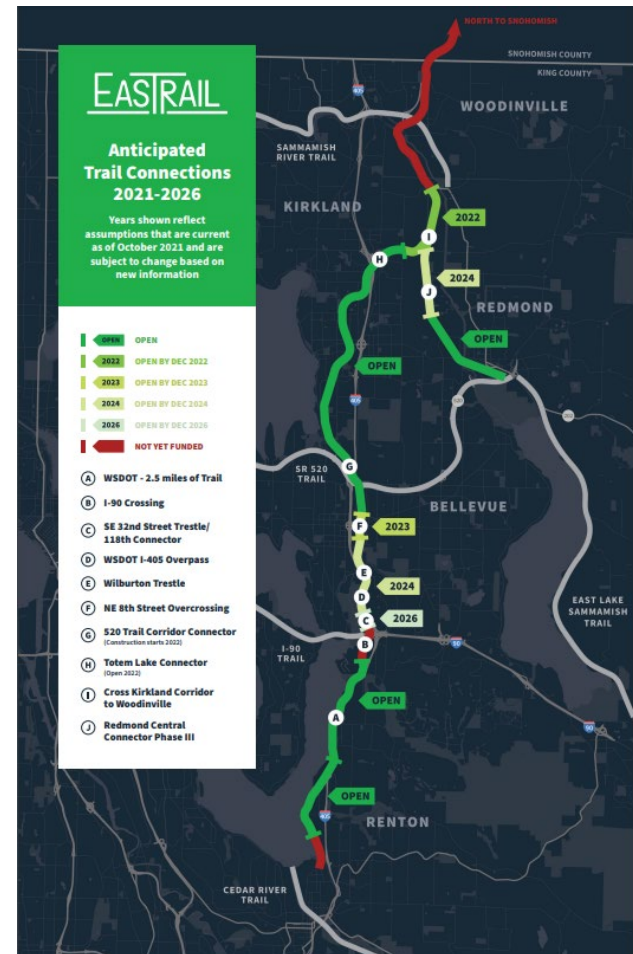
Common questions, partial answers: Regulation

- **Regulatory framework:** There is no “normal” or “usual” approach across states or cities
 - Definitions: Specific or general
 - Riding on sidewalks: Required, permitted, prohibited, or ignored (often with no signage so you wouldn’t know anyway)
- **Enforcement**
 - You don’t have capacity for this
 - Count on humans to work together
 - Behaviors of concern already covered by existing ordinances and statutes
 - Inconsistent regulations across jurisdictional boundaries: How will people even know the rules?
 - Decouple **behavior** from **device**



Takeout tips for multijurisdictional trails

- **Celebrate!** You created something fantastic and it's part of something even bigger (a future statewide bikeways and trails network)
- Agree on **speed**
- **Decouple behavior from device**
 - Treat other devices like bicycles—most similar in speed, mass, and movement
 - Treat as a class, not device by device
- Provide **consistent signage and messages**
- Reinforce **positive community safety culture**



Get active!

- Subscribe to Walk & Roll E-News for grants, trainings, ATD updates:
<http://bit.ly/WSDOTactive-eneews>
- [Safe Routes to School](#) and [Pedestrian/Bicyclist Programs](#) open for applications; **safety + equity** most important
- Sept. 12-13, [Bike Walk Roll Summit](#) in Tacoma: WSDOT is a sponsor and will deliver trainings on policy and design.



Resources

E-Bike research

[Large collection at Portland State University](#)

[Comparison of motor vehicle-involved e-scooter and bicycle crashes using standardized crash typology](#) (Journal of Safety Research 2021)

Trail etiquette, education

[How and Where Should I Ride this Thing? “Rules of the Road” for Personal Transportation Devices](#)
(Mineta Transportation Institute)

[Micromobility Devices on Multiuse Trails](#) (Rails to Trails Conservancy)

[DC Trail Rangers Program](#) (Washington Area Bicycle Association)

Device types

[Info Brief: The basics of micromobility and related motorized devices for personal transport](#)
(Pedestrian and Bicycle Information Center)

Resources

Adaptive Equipment

[Adaptive Bicycles Pave the Way for Riders with Disabilities](#) (AmeriDisability.com)

[Cycling Without Age](#)

[Wheels for Wellbeing—Types of Equipment](#) (UK organization)

Mode Shift

[VMT Reduction Report](#) (WSDOT)

Design

[Local Projects Design Guide](#) (WSDOT Active Transportation Division, produced to inform potential grant applicants)

[Trail Conflicts and User Speeds](#) (Rails to Trails Conservancy)

[Best Practices for Busy Shared-Use Paths](#) (Oregon Metro)

Summary of Current Policies and Other Guidance re: Micromobility Devices For the Eastrail Regional Advisory Council

NOTE: This summary captures the results of an informal, cursory effort by the Eastrail Principals' Staff Team to identify and compile existing code language or operational policy guidance primarily at Eastrail trail owning and/or operating entities that may be relevant to considerations of micromobility device use on the Eastrail. Information on this topic from relevant State of Washington and City of Seattle code is provided only for illustrative purposes. This summary was created specifically for reference by the Regional Advisory Council (RAC) in relationship to the micromobility agenda item at the April 17, 2024 RAC meeting and no other intended use.

City of Redmond

Redmond Municipal Code section 9.31.130:

- A. No person shall travel on a trail at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event, speed shall be so controlled as may be necessary to avoid colliding with persons or property. No person shall travel at speeds in excess of 15 miles per hour on a City of Redmond trail.
- B. No person shall travel on a trail in a negligent manner.
- C. For the purposes of this section "travel" shall be construed to include all forms of movement or transportation on a trail, including but not limited to foot, bicycle, horse, skateboard, and roller skates.
- D. Every person traveling on a trail shall obey the instructions of any official traffic control device applicable thereto placed in accordance with applicable laws unless otherwise directed by a police officer.
- E. No motorized vehicles shall be allowed on City of Redmond trails except wheelchairs powered by electric motors, electric-assisted bicycles and motorized foot scooters or authorized maintenance, police or emergency vehicles.
- F. Regional trails, local trail corridors, and paved pathways are open to all nonmotorized users unless otherwise designated and posted. Pedestrians, bicyclists and equestrians are permitted on all maintained soft surface trails unless otherwise posted and designated. Trail restrictions may be posted at park entrances, trailheads or, in some cases, on individual trails. Trail use designations will be based on the park master plan, resource conservation, trail user conflicts, maintenance issues, and safety hazards. (Ord. 2912 § 3 (part), 2018).

City of Woodinville

Woodinville Municipal Code 12.50.020 Definitions:

Unless clearly inconsistent with the context in which used, the following definitions shall apply under this chapter:

...

(6) "Nonmotorized cycle or similar device" means any wheeled, operator-propelled equipment which transports the operator on land, except wheelchairs. Nonmotorized cycle or similar device includes, but is not limited to, unicycles, skates, skateboards, bicycles, tricycles, quadcycles and scooters. *[NOTE: The City considers eBikes as this type of device.]*

12.50.350 Use of nonmotorized vehicles – Prohibited in certain areas.

It is unlawful for any person to ride a bicycle or other similar device in any area which is posted as closed to such vehicles. (Ord. [345](#) § 1, 2003; Ord. [181](#) § 1, 1997)

12.50.050 Trail use.

(1) No person shall travel on a trail at a speed greater than is posted or than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event, speed shall be so controlled as may be necessary to avoid colliding with others who are complying with the law and using reasonable care. Travel at speeds in excess of 15 miles per hour shall constitute in evidence a prima facie presumption that the person violated this section.

[NOTE: subsequent sections/subsections may also be relevant for management]

Snohomish County

“Here is an overview of our e-bike policy. If I find it in code, I will pass along an update.

- *Class 1 and Class 2 electric-assist bicycles can operate on a shared-use regional trail path (Centennial Regional Trail, Interurban Regional Trail, and Whitehorse Regional Trail or any part of a highway designated for the use of bicycles). Class 3 e-bikes are not permitted on a shared use path.*
- *Our regional trails have a 15-mph max speed limit. Slow speeds around blind corners where you might encounter another trail user.”*

Snohomish County Code: Title 11, Vehicles and Traffic

Chapter 11.40 MOTORIZED FOOT SCOOTERS

11.40.010 Definition.

"Motorized foot scooter" means a device with no more than two ten-inch or smaller diameter wheels that has handlebars, is designed to be stood or sat upon by the operator, and is powered by an internal combustion engine or electric motor that is capable of propelling the device with or without human propulsion. (Added by Ord. 04-129, Dec. 1, 2004, Eff date Dec. 12, 2004).

11.40.020 Operation of motorized foot scooters.

- (1) It is unlawful for any person to do any of the following:
- (a) Operate a motorized foot scooter while under the age of sixteen years;
 - (b) Operate a motorized foot scooter on a public roadway having a speed limit greater than twenty-five miles per hour;
 - (c) Operate a motorized foot scooter outside of a marked bicycle lane upon the roadway if one exists;
 - (d) Operate a motorized foot scooter on county owned property, including a county park;
 - (e) Operate a motorized foot scooter on a sidewalk, except as may be necessary to enter or leave property adjacent to the sidewalk;

- (f) Operate a motorized foot scooter on any public bicycle path or trail or on any public equestrian, hiking, or recreational trail;
 - (g) Operate a motorized foot scooter at any time from one-half hour after sunset to one-half hour before sunrise;
 - (h) Operate a motorized foot scooter with a passenger in addition to the operator;
 - (i) Operate a motorized foot scooter in such a manner as to endanger or be likely to endanger any person or property; operation of a motorized foot scooter in excess of a posted speed limit shall be prima facie evidence of operation in a manner likely to endanger any person or property;
 - (j) Operate a motorized foot scooter that is not equipped so that the drive motor is engaged through a switch, lever, or other mechanism that, when released, will cause the drive motor to disengage or cease to function;
 - (k) Operate a motorized foot scooter powered by an internal combustion engine that is not at all times equipped with a muffler in good working order; or
 - (l) Operate a motorized foot scooter without wearing a protective helmet that meets or exceeds the safety standards set by the United States Consumer Product Safety Commission (CPSC). The helmet must be worn over the head and equipped with either a neck or chinstrap that must be fastened securely while the motorized foot scooter is in motion.
- (2) Any person operating a motorized foot scooter upon a public way shall obey all rules of the road as adopted by Title 11 SCC. (Added by Ord. 04-129, Dec. 1, 2004, Eff date Dec. 12, 2004).

11.40.030 Parent Responsibility.

The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this chapter. (Added by Ord. 04-129, Dec. 1, 2004, Eff date Dec. 12, 2004).

11.40.040 Violation Penalty.

Any person violating any provisions of this chapter shall be deemed to have committed a traffic infraction and shall be punished by the imposition of a monetary penalty not to exceed \$250.00, exclusive of statutory assessments; provided, conduct that constitutes a criminal traffic offense may be charged as such and subject to the maximum penalties allowed for such offenses. (Added by Ord. 04-129, Dec. 1, 2004, Eff date Dec. 12, 2004).

11.40.050 Severability.

If any provision of this chapter or its application to any person or circumstance is held invalid, the remainder of the chapter or the application of the provision to other persons or circumstances is not affected. (Added by Ord. 04-129, Dec. 1, 2004, Eff date Dec. 12, 2004).

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City of Kirkland

City of Kirkland Municipal Code

Section 19.40.010 Definitions

“Bicycle” means every device propelled solely by human power upon which a person or persons may ride, having two tandem wheels, either of which is sixteen inches or more in diameter, or three wheels, any one of which is more than twenty inches in diameter.

“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.

“Trail,” as used in this chapter, means the entire width of the Cross Kirkland Corridor (“CKC”), whether or not a particular portion of the CKC contains trail improvements. (Ord. 4682 § 1, 2019; Ord. 4427 § 1 (part), 2013)

Section 19.40.015 RCW 46.04.169 adopted by reference

The following RCW section, as currently enacted or as hereafter amended or recodified from time to time, is hereby adopted by reference and shall be given the same force and effect as if set forth herein in full:

RCW

[46.04.169](#) Electric-assisted bicycle—Class 1 electric-assisted bicycle—Class 2 electric-assisted bicycle—
Class 3 electric-assisted bicycle.

(Ord. 4682 § 2, 2019)

Section 19.40.020 CKC Trail Use

(a) No person shall travel on the trail at a speed greater than what is reasonable and prudent under the conditions and having regard for actual and potential hazards. In every event, speed shall be controlled as may be necessary to avoid colliding with others who are complying with the law and using reasonable care. Travel at speeds in excess of fifteen miles per hour shall result in a prima facie presumption that the person violated this section.

(b) No person shall travel on the trail in a negligent manner. For the purposes of this section, “travel on the trail in a negligent manner” shall be construed to mean any form of travel on the trail in a manner likely to endanger any persons or property.

(c) For the purposes of this section “travel” shall be construed to include all forms of movement or transportation on the trail, including but not limited to foot, bicycle, skateboard and roller skates.

(d) Every person traveling on the trail shall obey the instructions of any official traffic control device applicable thereto unless otherwise directed by a police officer.

(e) No motorized vehicles shall be allowed on Kirkland trails. For the purpose of this section, “motorized vehicles” means any form of transportation powered by an internal combustion or electric motor.

This includes but is not limited to automobiles, golf carts, mopeds, motor-driven cycles, motorized foot scooters, and motorcycles. This section shall not apply to wheelchairs powered by electric motors, electric-assisted bicycles or authorized maintenance, police, fire or emergency vehicles.

(f) Trails on the CKC are open to all nonmotorized users unless otherwise designated and posted. Pedestrians and bicyclists are permitted on all maintained soft surface trails unless otherwise posted and designated. Horseback riding and equestrians are prohibited. Trail restrictions may be posted at appropriate locations along the CKC. Trail use designations and restrictions may be based on the CKC master plan, resource conservation, trail user conflicts, maintenance issues, and safety hazards.

- (g) Every person who shall use or travel on the trail shall obey the trail user code of conduct.
- (h) Trail User Code of Conduct.
- (1) Using the Trail. Every person using the trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.
 - (2) Regard for Other Trail Users. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.
 - (3) Groups on Trail. No group of trail users, including their animal(s), shall occupy more than one-half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.
 - (4) Audible Signal When Passing. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.
 - (5) Overtaking Trail Users on the Left. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.
 - (6) Entering and Crossing Trail. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.
 - (7) Lights on Trail Users. All bicyclists using the trail from one-half hour before sunset to one-half hour after sunrise shall equip their bicycles with a headlight visible five hundred feet to the front, and a red or amber light visible five hundred feet to the rear.
 - (8) Regard for Adjacent Property Owners. Trail users should respect private lands adjacent to the trails and should stay on trails to avoid trespassing on or interfering with adjacent private property.
 - (9) Pets on Leash. All pets on trails shall be kept on leash and under the control of the pet's owner or caretaker. The pet's owner or caretaker shall remove and properly dispose of all animal droppings left by the pet.

(10) Hours of Use. Trail use shall be limited to five a.m. to eleven p.m. (Ord. 4793 § 1, 2022; Ord. 4682 § 3, 2019; Ord. 4427 § 1 (part), 2013)

Section 19.4.030 Penalties for Violations

Unless otherwise provided, violations of this chapter constitute a civil infraction, punishable by a fine of seventy-five dollars. (Ord. 4427 § 1 (part), 2013)

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City of Bellevue

Bellevue City Code

11.48.210 Motorized Foot Scooters

A. Definitions.

1. "Motorized foot scooter" means a device with no more than two 10-inch or smaller diameter wheels that has handlebars, is designed to be stood or sat upon by the operator, and is powered by an internal combustion engine or electric motor that is capable of propelling the device with or without human propulsion.

B. Regulations and Restrictions.

1. In addition to any regulations or restrictions imposed under state law, the use of motorized foot scooters within the city of Bellevue must comply with the following regulations and restrictions:
 - a. Motorized foot scooters may not be used on sidewalks or within city parks or unauthorized trail systems.
 - b. Motorized foot scooters may not be used on public rights-of-way with speed limits greater than 25 miles per hour.
 - c. No motorized foot scooter shall be operated between the hours of one-half hour after sunset and one-half hour before sunrise.
 - d. The operator of a motorized foot scooter must be at least 14 years old to use a motorized foot scooter upon allowed public rights-of-way.
 - e. Any person operating a motorized foot scooter upon any public area in the city of Bellevue shall wear an approved helmet designed for safety and shall have either a neck or chin strap of the helmet fastened securely while the motorized foot scooter is in motion.
 - f. Operation of a scooter shall be limited to one rider.
2. Any person operating a motorized foot scooter shall obey all rules of the road applicable to vehicle traffic, as well as the instructions of official traffic control signals, signs and other control devices applicable to vehicles, unless otherwise directed by a police officer.
3. No motorized foot scooter shall be ridden in a negligent or unsafe manner but shall be operated with reasonable regard for the safety of the operator and other persons.

- ##### *C. Penalty for Violation.*
- A violation of any provision of this chapter is a traffic infraction punishable by the imposition of a monetary penalty of not more than \$250.00, exclusive of statutory assessments; provided, that conduct that constitutes a criminal

traffic offense may be charged as such and is subject to the maximum penalties allowed for such offenses. Community service hours may be imposed in lieu of a monetary penalty.

- D. If any one or more sections, subsections or sentences of this section are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this section and the same shall remain in full force and effect. (Ord. 5758 § 1, 2007.)
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3.43.160 Motor vehicles.

It is unlawful to ride, propel, drive or direct any motorized vehicle over or through any park (except along and upon designated park streets, drives and parkways), or on any street, drive or parkway which is designated as being closed to vehicular traffic. (Ord. 4071 § 1, 1989.)

3.43.170 Speed limit.

It is unlawful to ride, propel, drive or direct any motorized vehicle over any street, drive or parkway in any park in excess of 15 miles per hour when no speed limit is posted, or in excess of any posted speed limit. (Ord. 4071 § 1, 1989.)

City of Renton

Renton Municipal Code 2-9-8

- Section C.4 – **Motorized Vehicles on Trails:** Operate any motorized vehicle on City of Renton trails, except those vehicles used by City employees or other authorized personnel in the performance of their assigned duties or authorized projects.
- Section C.6 – **Speeding on Trails:** Travel on a trail at a speed in excess of posted speed limits or greater than is reasonable and prudent under the existing conditions or in disregard for actual and potential hazards (such as pedestrians or poor visibility). In every event, speed shall be so controlled as is necessary to avoid colliding with others using the trail.
 - Travel at speeds in excess of **fifteen (15) miles per hour** on any trail shall constitute in evidence a prima facie presumption that the person violated this Section.
 - Travel on the Cedar River Trail, (i) between 149th Avenue S.E. and I-405 Termination Point, or (ii) between the NW side of Logan Avenue to North 6th Street at speeds in excess of **ten (10) miles per hour** shall constitute in evidence a prima facie presumption that the person violated this Section.
- Section F – **Trail Etiquette:**
 1. ALL USERS:
 - a. Obey all trail signs and regulations.
 - b. Show courtesy for other trail users at all times; bicyclists yield to pedestrians.
 - c. Keep dogs on leash, maximum length 6 feet (dogs are not allowed in Gene Coulon Memorial Beach Park, Kenndydale Beach Park, or the beach at Cedar River Park).
 - d. When entering or crossing a trail at an uncontrolled point, yield to traffic already on the trail.
 - e. No group of trail users shall occupy more than half of the trail nor impede the normal movement of trail users.
 - f. Stay to the right except to pass.
 - g. Pass others, going your direction, on the left. Pass with ample separation and do not move back to the right until safely past.
 - h. Use lights at night.
 2. Pedestrians: Listen for audible signals and allow faster trail users to pass safely. When possible walk to the right.
 3. Bicyclists:
 - a. Cyclists are required recommended to wear safety helmets on all trails in King County.

b. Yield to slower and oncoming users. Always give an early audible (voice, bell, horn) warning before passing another trail user, allowing them adequate time to react.

c. When possible, pass on the left. (Ord. 5687, 5-13-13; Ord. 5694, 10-7-13; Ord. 5762, 7-13-15)

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King County

Regarding motorized foot scooters:

Sections:

- 14A.40.010 General provisions.
- 14A.40.020 Duties of parents or guardians.
- 14A.40.030 Penalty.

14A.40.010 General provisions.

A. A person operating a motorized foot scooter shall ensure that the scooter is equipped with a brake that enables the operator to make the braked wheels skid on dry, level, clean pavement.

B. A person shall not use a motorized foot scooter at any time from one half hour before sunset to one half hour after sunrise.

C. A person shall not operate a motorized foot scooter on county roads, alleys, county recreational trails and park property unless the operator is at least thirteen years old.

D. A person operating a motorized foot scooter or riding as a passenger on a motorized foot scooter upon any county road, alley, recreational trail or park property shall comply with all laws related to the use of bicycle helmets, including wearing a protective helmet designed for bicycle safety that meets or exceeds the safety standards adopted by the United States Consumer Product Safety Commission or set by the American National Standards Institute in effect on the effective date of this ordinance, or such subsequent nationally recognized standard for bicycle helmet performance as the county may adopt by ordinance. The helmet must be equipped with either a neck strap or chinstrap that shall be fastened securely while the motorized foot scooter is in motion.

E. A person operating a motorized foot scooter has the same rights and duties applicable to bicycles when on a county road, except when traveling upon a crosswalk or in a pedestrian zone, and shall follow the instructions of traffic control signals, signs and other control devices applicable to vehicles and pedestrians, unless otherwise directed by a deputy.

F. A person shall not operate a motorized foot scooter on a sidewalk.

G. A person shall not operate a motorized foot scooter on:

1. A county road with a posted maximum speed limit greater than twenty-five miles per hour; or

2. County parks facilities, including parks, recreational trails, open space or other property, under the jurisdiction of the parks and recreation division of the department of natural resources and parks, unless the facility has been specifically designated and posted for that use in accordance with K.C.C. chapter 7.12. (Ord. 18743 § 14, 2018).

14A.40.020 Duties of parents or guardians. The parent of a child or the guardian of a ward shall not authorize or knowingly permit the child or ward to violate K.C.C. 14A.40.010. (Ord. 18743 § 15, 2018).

14A.40.030 Penalty. A person violating this chapter commits a traffic infraction and is subject to a monetary penalty of forty-eight dollars. (Ord. 18743 § 16, 2018).

Regarding Trail Use:

7.12.295 Trail use.

A. No person shall travel on a trail at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event, speed shall be so controlled as may be necessary to avoid colliding with others who are complying with the law and using reasonable care. Travel at speeds in excess of 15 miles per hour shall constitute in evidence a prima facie presumption that the person violated this section.

B. No person shall travel on a trail in a negligent manner. For the purposes of this section "travel on a trail in a negligent manner" shall be construed to mean any form of travel on a trail in such a manner as to endanger or be likely to endanger any persons or property.

C. For the purposes of this section "travel" shall be construed to include all forms of movement or transportation on a trail, including but not limited to foot, bicycle, horse, skateboard, and roller skates.

D. Every person traveling on a trail shall obey the instructions of any official traffic control device applicable thereto placed in accordance with applicable laws unless otherwise directed by a police officer.

E. No motorized vehicles shall be allowed on King County trails. For the purposes of this section "motorized vehicles" means any form of transportation powered by an internal combustion or electric motor. This includes but is not limited to automobiles, golf carts, mopeds, motor scooters, and motorcycles. This section shall not apply to wheelchairs powered by electric motors, or authorized maintenance, police or emergency vehicles.

F. Regional trails, local trail corridors, and paved pathways are open to all non-motorized users unless otherwise designated and posted. Pedestrians, bicyclists and equestrians are permitted on all maintained soft surface trails unless otherwise posted and designated. Trail restrictions may be posted at park entrances, trailheads or, in some cases, on individual trails. Trail use designations will be based on the park master plan, resource conservation, trail user conflicts, maintenance issues, and safety hazards.

G. Every person who shall use or travel on a trail shall obey the Model Trail User Code of Conduct.

H. Model Trail User Code of Conduct

1. **USING A TRAIL.** Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.

2. **REGARD FOR OTHER TRAIL USERS.** Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.

3. **GROUPS ON TRAIL.** No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.

4. **AUDIBLE SIGNAL WHEN PASSING.** Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.

5. **OVERTAKING TRAIL USERS ON THE LEFT.** Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.

6. **ENTERING AND CROSSING TRAIL.** Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.

7. **LIGHTS ON TRAIL USERS.** All bicyclists using the trail from one-half hour before sunset to one-half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.

8. **REGARD FOR EQUESTRIAN USERS ON TRAIL.** Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.

9. **REGARD FOR ADJACENT PROPERTY OWNERS.** Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. (Ord. 12003 § 8, 1995: Ord. 8518 § 1, 1988).

King County Parks Guideline on Other Power-Driven Mobility Devices (OPDMD), Americans with Disabilities Act (ADA), Title II [May be relevant to add]

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City of Seattle

Seattle Parks and Recreation Multi-Use Trail Policy (approved August 1, 2020)

[Six sections, sections 5 and 6 included below]

5. POLICY

5.1 Multi-use trails will be managed for the recreational use of all allowed users, with an emphasis on creating a safe and enjoyable experience for all.

5.2 All human-powered personal mobility devices, pedestrians, and leashed pets are allowed on multi-use trails under the following conditions:

- (a) personal mobility devices are less than or equal to 30-inches in width;
- (b) if ridden at night, devices have lights on the front and back; and
- (c) pets are on a leash that is six feet or less in length, under control at all times, and on the right side of the trail.

5.3 Micro-mobility devices are allowed on multi-use trails under the following considerations:

- (a) they have electric motors that are 750 watts or less and have a motor governor that limits electric assistance at or below 20 miles per hour;
- (b) they have braking mechanisms, a way to measure speed, and lights; and
- (c) their systems have not been modified to increase speed or remove restrictions.

5.4 No vehicles or devices powered by internal combustion engines are allowed on multi-use trails.

5.5 The Multi-Use Trail Code of Conduct* is required of all users.

- Show courtesy to other trail users at all times.
- Use the right side of the trail except when otherwise designated.
- Always pass on the left and use bell or voice to signal before passing.
- Wheeled users yield to pedestrians.
- Wheeled users should ride at a safe speed and slow down and form a single file in congested conditions, reduced visibility and other hazardous conditions.

Adapted from "How to Use Multi-use Trails"

<http://www.seattle.gov/transportation/projects-andprograms/programs/bike-program/how-to-use-multi-use-trails>)

5.6 All users will operate at a safe speed for the conditions and in a responsible manner. Travel at speeds in excess of 15 miles per hour, or any lower speed that may be posted,

shall constitute in evidence a prima facie presumption that the person violated this section.

5.7 Pedestrians shall have the right-of-way at all times.

5.8 The Superintendent has the discretion to designate specific trails as either limited to pedestrian or bicycle use only, or allowed for pedestrian and bicycle use, or allowed only for non-motorized devices. The Superintendent may also establish lower speed limits or other limitations where appropriate to facilitate safe and enjoyable use of the trail, including in areas of congestion.

5.9 The Superintendent shall implement this policy in compliance with the American Disabilities Act (ADA), Washington Law Against Discrimination, and related implementing regulations. Accordingly, this policy does not and shall not be interpreted to restrict the use of wheelchairs (electric-assisted or manual), mobility aids, or Other Power Driven Mobility Devices (OPDMDs) or any other assistive device reasonably necessary to enjoy parks and recreation facilities or to access government programs. The Superintendent may, however, impose Policy 7.11.3 Page 3 reasonable limits on OPDMD use to facilitate safe and healthy use of multi-use trails.

6. DEFINITIONS

6.1 Multi-Use Trail: A recreational trail managed for the use of pedestrians, bicyclists, and other users in a shared space. Multi-use trails are at least 60-inches in width and may be either paved or gravel. For the purposes of this policy, multi-use trails are those that transcend jurisdictional boundaries.

6.2 Personal Mobility Device : Any wheeled, non-motorized device which is operator-propelled and transports the operator on land. Examples include, but are not limited to, bicycles, tricycles, quadcycles, scooters, and skateboards.

6.3 Micro-Mobility Device: As defined by SDOT, micro-mobility devices are personal vehicles meant to carry one or two passengers that have an electric motor. They may include electric-assisted bikes, motorized foot scooters, electric skateboards, and other relatively small and lightweight electric devices.

- (a) Electric-assisted bicycle: As defined by the Seattle Municipal Code [SMC 11.14.055] and Washington State [RCW 46.04.169], an electric-assisted bicycle is 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 750 watts. The electric-assisted bicycle must meet the requirements of one of the following three classifications:

- (i) "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 20 miles per hour;
- (ii) "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 20 miles per hour; or
- (iii) "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 28 miles per hour and is equipped with a speedometer.
- (b) Motorized foot scooter: As defined by the Seattle Municipal Code [SMC 11.14.333] and Washington State [RCW 46.04.336], a motorized foot scooter is a device with two or three wheels that has handlebars, a floorboard that can be stood upon while riding, and is powered by an electric motor that has a maximum speed of no greater than 20 miles per hour on level ground. For purposes of this policy, internal combustion engines, motor-driven cycles, mopeds, electric-assisted bicycles, or motorcycles are not considered motorized foot scooters.
- (c) Electric personal assistive mobility devices (EPAMDs): As defined by Seattle Municipal Code [SMC 11.14.186] and Washington State [RCW 46.04.1695], an EPAMD is (1) a self-balancing device with two wheels not in tandem, designed to transport only one person by an electric propulsion system with an average power of 750 watts (one horsepower) having a maximum speed on a paved level surface, when powered solely by such a propulsion system while ridden by an operator weighing 170 pounds, of less than 20 miles per hour or (2) a self-balancing device with one wheel designed to transport only one person by an electric propulsion system with an average power of 2,000 watts (two and two-thirds horsepower) having a maximum speed on a paved level surface, when powered solely by such a propulsion system, of less than 20 miles per hour.
- (d) Other Power-Driven Mobility Devices (OPDMDs): The U.S. Department of Justice defines OPDMDs as any mobility device powered by batteries, fuel, or other engines . . . that is used by individuals with mobility disabilities for the purpose of locomotion, including golf cars, electronic personal assistance mobility devices... such as Segway PT, or any mobility device designed to operate in areas without defined pedestrian routes, but that is not a wheelchair. [Per ADA regulations, January 2014, <https://www.ada.gov/opdmd.htm>]

State of Washington

RCW sections reflecting recently (2019/2020) approved state legislation regarding e-bikes:

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.]

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RCW 46.04.071 Bicycle. "Bicycle" means every device propelled solely by human power, or an electric-assisted bicycle as defined in RCW 46.04.169, upon which a person or persons may ride, having two tandem wheels either of which is sixteen inches or more in diameter, or three wheels, any one of which is twenty inches or more in diameter. [2019 c 403 § 2; 2018 c 60 § 2; 1982 c 55 § 4; 1965 ex.s. c 155 § 86.]

Finding—Intent—2019 c 403: "The legislature finds that a number of the collision types that have resulted in a high number of serious injuries and deaths of vulnerable roadway users can be associated with certain types of traffic infractions. To address the heightened risk to vulnerable roadway users when violations of these traffic infractions occur, the legislature intends to: (1) Introduce an additional fine as a penalty for drivers who commit these violations against a vulnerable roadway user; (2) modify when certain vulnerable roadway users may be passed by motor vehicles; and (3) clarify when and how pedestrians and bicyclists may use the roadway. To increase enforcement of all traffic infractions and offenses committed against vulnerable roadway users, the legislature intends for revenue that is collected from the new fine to be dedicated to the education of law enforcement officers, prosecutors, and judges about opportunities for the enforcement of traffic violations committed against vulnerable roadway users, with any remaining funds to be used to increase awareness by the public of the risks and penalties associated with these traffic violations. The goals of this act are to achieve a reduction in the frequency with which drivers violate traffic laws that endanger vulnerable roadway users and to encourage safe sharing of the roadway by drivers, bicyclists, pedestrians, and other vulnerable roadway users." [2019 c 403 § 1.]

Effective date—2019 c 403: "This act takes effect January 1, 2020." [2019 c 403 § 15.]

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RCW 46.20.500 Special endorsement—Penalties—Exceptions. (1) No person may drive either a two-wheeled or a three-wheeled motorcycle, or a motor-driven cycle unless such person has a valid driver's license specially endorsed by the director to enable the holder to drive such vehicles. A person who violates this section commits a traffic infraction and is subject to: (a) The base penalty provided under RCW 46.63.110; and (b) an additional monetary penalty of two hundred fifty dollars, which must be deposited in the motorcycle safety education account under RCW 46.68.065.

(2) However, a person sixteen years of age or older, holding a valid driver's license of any class issued by the state of the person's residence, may operate a moped without taking any special examination for the operation of a moped.

(3) No driver's license is required for operation of an electric-assisted bicycle. Persons under sixteen years of age may not operate a class 3 electric-assisted bicycle.

(4) No driver's license is required to operate an electric personal assistive mobility device or a power wheelchair.

(5) No driver's license is required to operate a motorized foot scooter. Motorized foot scooters may not be operated at any time from a half hour after sunset to a half hour before sunrise without reflectors of a type approved by the state patrol. Persons under sixteen years of age may not operate a motorized foot scooter unless provided otherwise by a local jurisdiction. A motorized foot scooter may be operated at a speed of up to fifteen miles per hour on a roadway or bicycle lane, and may be operated on a sidewalk or on pedestrian or bicycle trails if authorized by a local jurisdiction, which shall specify the maximum speed of such sidewalk operation.

(6) A person holding a valid driver's license may operate a motorcycle as defined under RCW 46.04.330(2) without a motorcycle endorsement.

(7) A person operating a motorcycle with a stabilizing conversion kit must have a valid driver's license specially endorsed by the director for a three-wheeled motorcycle to enable the holder to operate such a motorcycle. [2019 c 170 § 4; 2019 c 65 § 4; 2018 c 60 § 4; 2013 c 174 § 2; 2009 c 275 § 4. Prior: 2003 c 353 § 9; 2003 c 141 § 7; 2003 c 41 § 1; 2002 c 247 § 6; 1999 c 274 § 8; 1997 c 328 § 3; 1982 c 77 § 1; 1979 ex.s. c 213 § 6; 1967 c 232 § 1.]



RCW 46.37.690 Electric-assisted bicycles—Label—Compliance with equipment and manufacturing requirements—No tampering unless label is replaced—Bicycle and bicycle rider provisions apply.

(1) A manufacturer or distributor of new electric-assisted bicycles, where electric-assisted bicycles are defined in RCW 46.04.169, offered for sale or distribution in Washington state must:

(a) Beginning July 1, 2018, permanently affix, in a prominent location, a label printed in arial font and at least nine-point type that contains the classification number, top assisted speed, and motor wattage;

(b) Comply with the equipment and manufacturing requirements for bicycles adopted by the United States consumer product safety commission.

(2) A person shall not tamper with or modify an electric-assisted bicycle, as defined in RCW 46.04.169, so as to change the speed capability of the electric-assisted bicycle, unless the label in subsection (1)(a) of this section is appropriately replaced.

(3) Except as otherwise provided, an electric-assisted bicycle or a rider of an electric-assisted bicycle is subject to the same provisions of this title as a bicycle or the rider of a bicycle.
[2018 c 60 § 3.]

DRAFT

RCW 46.61.710 Mopeds, EPAMDs, motorized foot scooters, personal delivery devices, electric-assisted bicycles, class 1 electric-assisted bicycles, class 2 electric-assisted bicycles, class 3 electric-assisted bicycles—General requirements and operation. (1)

No person shall operate a moped upon the highways of this state unless the moped has been assigned a moped registration number and displays a moped permit in accordance with RCW 46.16A.405(2).

(2) Notwithstanding any other provision of law, a moped may not be operated on a bicycle path or trail, bikeway, equestrian trail, or hiking or recreational trail.

(3) Operation of a moped, electric personal assistive mobility device, or motorized foot scooter on a fully controlled limited access highway is unlawful. Operation of a personal delivery device on any part of a highway other than a sidewalk or crosswalk is unlawful, except as provided in RCW 46.61.240(2) and 46.61.250(2). Operation of a moped on a sidewalk is unlawful. Operation of a motorized foot scooter or class 3 electric-assisted bicycle on a sidewalk is unlawful, unless there is no alternative for a motorized foot scooter or a class 3 electric-assisted bicycle to travel over a sidewalk as part of a bicycle or pedestrian path, or if authorized by local ordinance, as provided in RCW 46.61.715.

(4) Removal of any muffling device or pollution control device from a moped is unlawful.

(5) Subsections (1), (2), and (4) of this section do not apply to electric-assisted bicycles.

(6) Electric-assisted bicycles and motorized foot scooters may have access to highways of the state and may be parked to the same extent as bicycles, subject to RCW 46.61.160.

(7) Subject to subsection (10) of this section, class 1 and class 2 electric-assisted bicycles and motorized foot scooters may be operated on a shared-use path or any part of a highway designated for the use of bicycles, but local jurisdictions or state agencies may restrict or otherwise limit the access of electric-assisted bicycles and motorized foot scooters, and local jurisdictions or state agencies may regulate the use of class 1 and class 2 electric-assisted bicycles and motorized foot scooters on facilities, properties, and rights-of-way under their jurisdiction and control. Local regulation of the operation of class 1 or class 2 electric-assisted bicycles, upon a shared use path designated for the use of bicycles that crosses jurisdictional boundaries of two or more local jurisdictions, must be consistent for the entire shared use path in order for the local regulation to be enforceable; however, this does not apply to local regulations of a shared use path in effect as of January 1, 2018.

(8) Class 3 electric-assisted bicycles may be operated on facilities that are within or adjacent to a highway. Class 3 electric-assisted bicycles may not be operated on a shared-use path, except where local jurisdictions may allow the use of class 3 electric-assisted bicycles. State agencies or local jurisdictions may regulate the use of class 3 electric-assisted bicycles on facilities and properties under their jurisdiction and control. Local regulation of the operation of class 3 electric-assisted bicycles, upon a shared use path designated for the use of bicycles that crosses jurisdictional boundaries of two or more local jurisdictions, must be consistent for the entire shared use path in order for the local regulation to be enforceable; however, this does not apply to local regulations of a shared use path in effect as of January 1, 2018.

(9) Except as otherwise provided in this section, an individual shall not operate an electric-assisted bicycle or motorized foot scooter on a trail that is specifically designated as nonmotorized and that has a natural surface tread that is made by clearing and grading the native soil with no added surfacing materials. A local authority or agency of this state having jurisdiction over a trail described in this subsection may allow the operation of an electric-assisted bicycle or motorized foot scooter on that trail.

(10) Subsections (1) and (4) of this section do not apply to motorized foot scooters. Subsection (2) of this section applies to motorized foot scooters when the bicycle path, trail, bikeway, equestrian trail, or hiking or recreational trail was built or is maintained with federal highway transportation funds. Additionally, any new trail or bicycle path or readily identifiable existing trail or bicycle path not built or maintained with federal highway transportation funds may be used by persons operating motorized foot scooters only when signed to allow motorized foot scooter use.

(11) A person operating an electric personal assistive mobility device (EPAMD) shall obey all speed limits and shall yield the right-of-way to pedestrians and human-powered devices at all times. An operator must also give an audible signal before overtaking and passing a pedestrian. Except for the limitations of this subsection, persons operating an EPAMD have all the rights and duties of a pedestrian.

(12) The use of an EPAMD may be regulated in the following circumstances:

(a) A municipality and the department of transportation may prohibit the operation of an EPAMD on public highways within their respective jurisdictions where the speed limit is greater than twenty-five miles per hour;

(b) A municipality may restrict the speed of an EPAMD in locations with congested pedestrian or nonmotorized traffic and where there is significant speed differential between pedestrians or nonmotorized traffic and EPAMD operators. The areas in this subsection must be designated by the city engineer or designee of the municipality. Municipalities shall not restrict the speed of an EPAMD in the entire community or in areas in which there is infrequent pedestrian traffic;

(c) A state agency or local government may regulate the operation of an EPAMD within the boundaries of any area used for recreation, open space, habitat, trails, or conservation purposes. [2019 c 214 § 19; 2019 c 170 § 3; 2018 c 60 § 5; 2011 c 171 § 81; 2009 c 275 § 9; 2003 c 353 § 10; 2002 c 247 § 7; 1997 c 328 § 5; 1979 ex.s. c 213 § 8.]





Let's Connect

2024 RAC Activities

Implementation and Resources Update

for the Eastrail Regional Advisory Council

April 17, 2024

2024 RAC Activities Scope and Resource Commitments Update

Today's Focus:

- Update on status of planning and implementation in follow-up from January RAC meeting
- Review status of funding and staff time commitments needed from RAC entities to meet objectives
- Identify next steps



2024 RAC Activities Scope and Resource Commitments Update

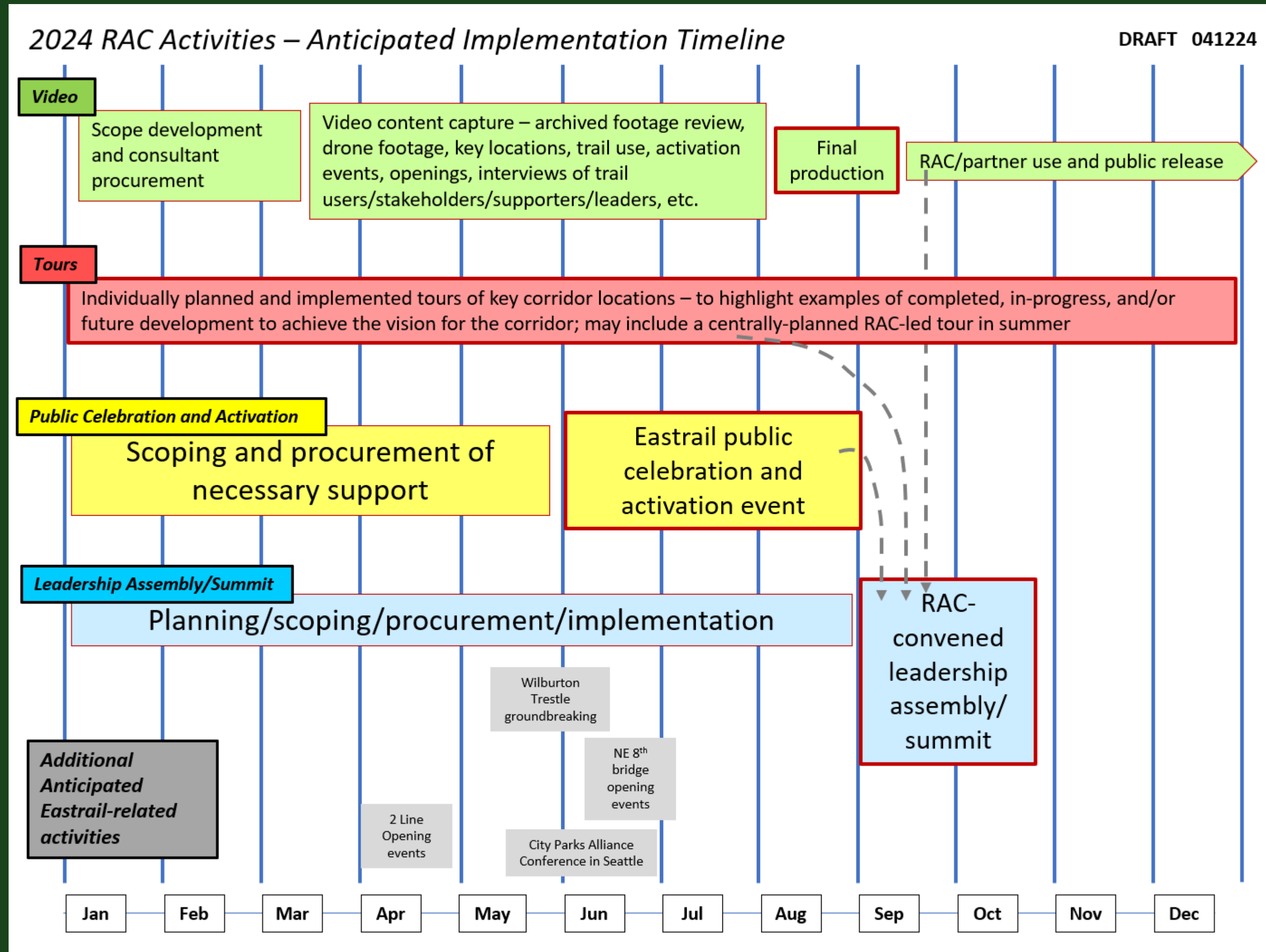
Purpose and Objectives of the Activities:

- **Highlight successes and progress** achieved by the RAC/Eastrail community toward the multi-purpose (trail, transit, and utilities) vision for the corridor
- **Welcome the community** to enjoy Eastrail and support future progress
- **Thank and recognize** key contributors from the community
- **Build focus and support** for tackling major near- and long-term corridor development challenges



2024 RAC Activities Scope and Resource Commitments Update

Anticipated Implementation Timeline:



2024 RAC Activities Scope and Resource Commitments Update

Video:

- Goal: Communicate about completed and future collaborative development of the corridor and the community that has undertaken, supports, and is welcome to enjoy the benefits of this effort
- Main Deliverables: Video-based products that meet objectives, e.g., short social media videos, a one minute “Welcome to Eastrail” video, and/or a longer-format deeper storytelling video
- Implementation Status:
 - City of Bellevue has volunteered to cover main costs - @20K
 - King County has volunteered to cover project management costs - @\$3K
 - Eastrail Partners is managing the project
 - City of Bellevue is in final negotiations with the videographer vendor that will do the work
 - ST’s 2 Line celebration on the corridor will be the first event captured
 - More engagement with RAC entities will be happen once videographer is on board



2024 RAC Activities Scope and Resource Commitments Update

Tours:

- Goal: Bring key people (decision-makers, leaders, community members, electeds, ...) out to important corridor locations to hear the Eastrail story and learn about our partnership, progress, success, and upcoming opportunities/challenges
- Main Deliverable: On-the-ground Eastrail experience shared with people who support Eastrail and can help us make more progress
- Implementation status:
 - These tours would happen at the discretion and lead of individual RAC entities
 - RAC entities to initiate, organize, and implement tours
 - Identify needs for staff time from PST and other support staff
 - Secure availability of RAC members to attend tours
 - Secure RAC member support to invite and welcome tour participants



2024 RAC Activities Scope and Resource Commitments Update

Celebration/Activation Event:

- Goal: Get people out on the corridor for a fun, memorable experience!
- Main Deliverable: A summer event on the corridor that welcomes the community and helps build their sustained interest
- Implementation status:
 - Close coordination with Eastrail Partners, esp. in relation to the service agreement scope
 - RAC/PST and EP finalize event scope by end of May, including necessary resource commitments
 - Explore/secure funding for implementation support from third parties and event elements (TBD based on scope)



2024 RAC Activities Scope and Resource Commitments Update

Leadership Assembly/Summit:

- Goal: Build energy and support for our goals and next big opportunities among public, private and community sector leaders and decision-makers
- Main Deliverable: A half-day, invitation event in September for awareness, strategic discussion, and collaboration among key supporters



2024 RAC Activities Scope and Resource Commitments Update

Leadership Assembly/Summit:

Illustrative event agenda, for discussion purposes only:

Set the foundation:

- Refresh and affirm the multiple purpose vision for the corridor
- Highlight specific transformative actions that have moved us toward achieving the vision for the corridor

Inspire:

- Keynote speaker to share their perspective and wisdom, encourage new thinking, and motivate new action

Engage:

- Envision what we should be accomplishing together over the next ten years - e.g., facilitated breakout groups
- Strategize how get that work done – e.g., facilitated panel of leaders to discuss funding, community participation, and leadership to carry the work forward

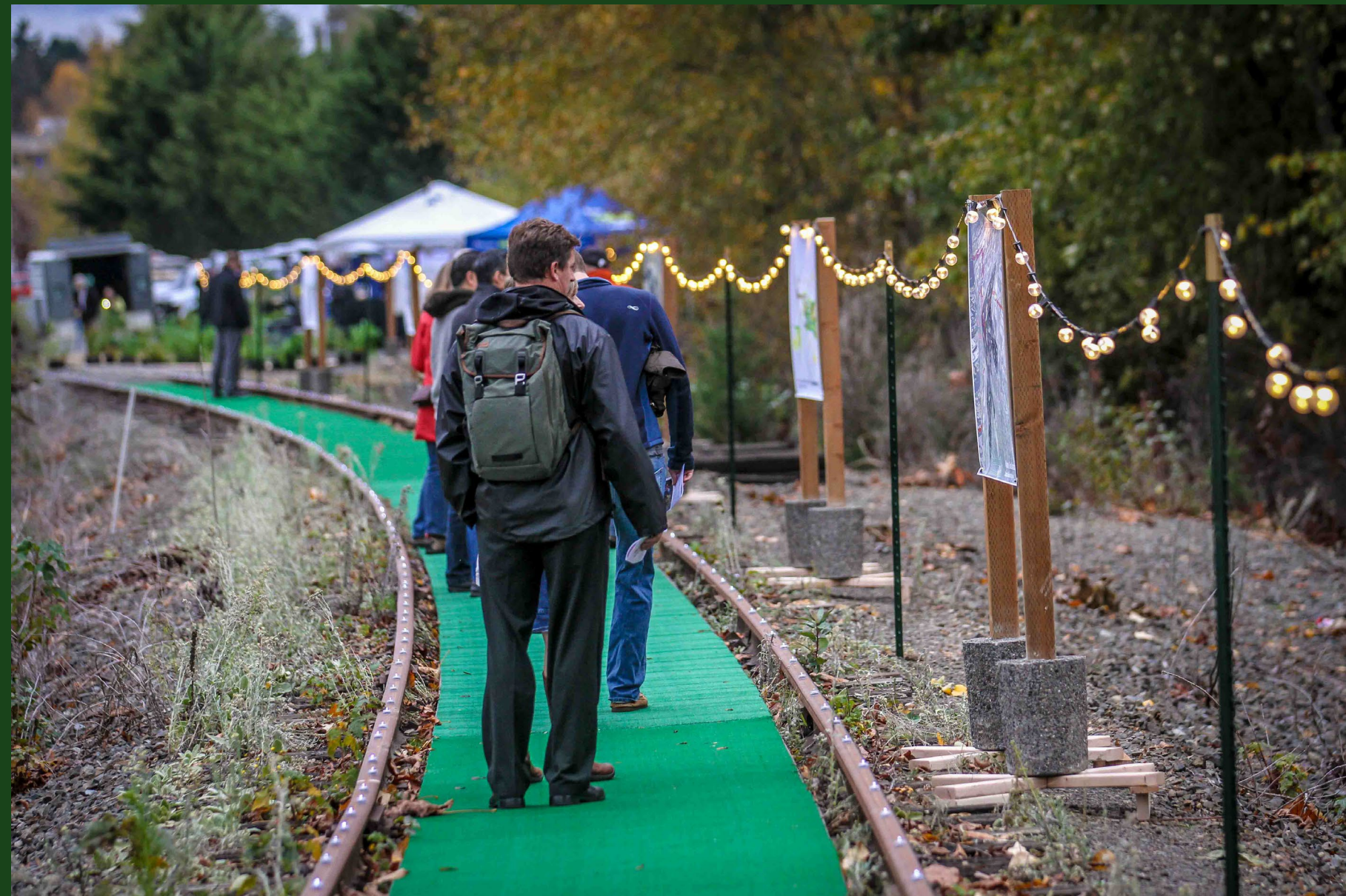
Experience the Eastrail:

- Move out to a location on the corridor to see progress and opportunities

2024 RAC Activities Scope and Resource Commitments Update

Leadership Assembly/Summit:

- Implementation status:
 - King County has volunteered to fund the initial increment of event development and implementation work through a consultant contract
 - King County is developing the procurement strategy for securing the consultant
 - Target: finalize event scope and identify additional required resource needs by early June
 - “Save the Date” notice circulated by the end of June
 - Secure all additional resource commitments from RAC entities and others by the end of July



2024 RAC Activities Scope and Resource Commitments Update

Next Steps:

- Close coordination with Eastrail Partners on all activities
- Begin video and imagery capture at ST 2 Line grand opening
- Complete procurement of consultant support for Leadership Assembly/Summit
- Begin scope refinement and finalization for Celebration/Activation and Assembly/Summit activities
- Evaluate the need, opportunities, and capacity for tours
- Monitor ongoing staff capacity to support delivery of all of the activities



RAC discussion



2025-26 Service Agreement

- Service Agreement 2023-24
- 150k for Eastrail Partners, focused on Community Co-creation, Communications





2023 – 2026 Strategic Plan

Vision

Making the Eastrail for everyone, every day.

Mission

Create a thriving trail that reflects the diversity of the Puget Sound by collaborating with government, business, and communities to raise awareness, secure trail funding, and connect people to each other and the trail.

Strategic Goals

Advanced Trail Funding for Eastrail in King County

A fully-developed and transparent funding and advocacy plan for remaining trail gaps for a connected Eastrail through King County is implemented.

Activated, Inspirational Community-Oriented Design

Increase community awareness and engagement in Eastrail through community-driven infrastructure and programming. Establish the Eastrail-Oriented Development program.

Integrated, Holistic Marketing & Comms Plan

Continue to raise awareness, understanding, and support of the Eastrail and its potential for Puget Sound communities.

Expanded & Implemented Fundraising Plan for EP

Ensure Eastrail Partners as an organization has diverse revenue sources for sustainable, long-term funding.

The Eastrail Partnership



2025-26 Service Agreement

- Continued Community Co-Creation (arts, trail work parties, event series)
- Shared Communications (Eastrail.org, newsletter)
- Private Sector Support and Engagement

