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# Parks and Recreation Committee Agenda

Tuesday, September 10, 2024 12:00 PM  
Harrigan Centennial Hall, 330 Harbor Drive

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Members: Chair – James Poulson, Ben Hughey, Brandon Marx  
Rich Krupa, Katherine Prussian, Steve Black, Candace Rutledge  
Assembly Liaison: Kevin Mosher

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. AGENDA CHANGES**
- IV. APPROVAL OF MINUTES**
  - A. August 13, 2024
- V. REPORTS**

Chair:  
Members:  
City Staff:  
Assembly Liaison:  
Other(s): Sitka Trail Works
- VI. PERSONS TO BE HEARD** (For items OFF the agenda - not to exceed 3 minutes)
- VII. UNFINISHED BUSINESS**
  - B. Work Session Overview on Commercial Land Use Permit and Code Changes
- VIII. NEW BUSINESS**
  - C. Presentation on E-bikes by Assembly Members JJ Carlson and Timothy Pike
- IX. PERSONS TO BE HEARD** (For items ON or OFF the agenda – not to exceed 3 minutes)
- X. ADJOURNMENT**



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# Parks and Recreation Committee Minutes

## Tuesday, August 13, 2024, 12:00 p.m.

### Harrigan Centennial Hall

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Members: Chair – James Poulson, Ben Hughey, Brandon Marx Rich Krupa, Steve Black, Katherine Prussian, Candace Rutledge  
Assembly Liaison: Kevin Mosher

#### **I. CALL TO ORDER**

Chair James Poulson called the meeting to order at approximately 12:00 p.m.

#### **II. ROLL CALL**

Present: James Poulson, Ben Hughey (arrived at 12:02 pm), Rich Krupa, Brandon Marx (arrived at 12:03 pm), Candace Rutledge and Steve Black

Absent: Katherine Prussian (excused)

Assembly Liaison: Kevin Mosher

Staff Present: Jess Earnshaw, Deputy Clerk, Kevin Knox, Parks and Recreation Coordinator, and Connor Dunlap Buildings, Grounds & Parks Supervisor

Others: None.

#### **III. AGENDA CHANGES**

None.

#### **IV. APPROVAL OF MINUTES**

##### **A. June 18, 2024 and July 9, 2024**

**Marx moved to approve the June 18, 2024 and July 9, 2024 minutes as written. Motion passed 6-0 by voice vote.**

#### **V. REPORTS**

Chair: None.

Members: None.

City Staff: Kevin Knox, Parks, and Recreation Coordinator announced plans for a revitalization project at Blatchley Middle School, in partnership with the Sitka Recreation Foundation. The project includes new vinyl sticker designs for the backboards, new rims and nets, and repainting of lines. Krupa acknowledged the contribution of Mr. Tim Pike on installing fabric screens to protect the court from weather.

Assembly Liaison: None.

Other(s): Ben Hughey of Sitka Trail Works provided an update, on the completion of Cove Trail.

**VI. PERSONS TO BE HEARD** (For items OFF the agenda - Not to Exceed 3 Minutes) None.

**VII. UNFINISHED BUSINESS**

None.

**VIII. NEW BUSINESS**

**B. Discussions on Land Use Permit Changes**

Kevin Knox reviewed potential changes to the current code, aiming to clarify definitions and address staff and permit applicant confusion. He highlighted the need for public engagement to manage the use of popular sites and trails to avoid overcrowding and ensure a good experience. He discussed using ongoing data analysis to set appropriate usage limits and carrying capacities. He proposed a permit system with staff reviews and an appeals process, including an annual review of limits and a staggered permit approach. Knox emphasized adaptive management and better enforcement, suggesting a vetting process involving the committee and public. And considered commercial use fees, sales tax improvements, and a permit system for infrastructure revenue. The Parks and Recreation Department welcomed public feedback and stressed the importance of action, even if it isn't perfect. Mosher thanked staff for their work on this item.

**C. Discussions on redesignating the Baranof Warm Springs Board Walk**

Connor Dulap discussed redesignating the Baranoff Boardwalk as a trail due to its deteriorating infrastructure. Planning and Community Development Director, Amy Ainslie suggested focusing on maintenance over redesignation. She raised concerns about safety, liability, and the permitting process for boardwalk use, and questioned applying street design standards to boardwalks, though she was unsure of the regulatory framework. The Committee decided to focus on maintenance and possible improvements or expansions of the boardwalks. John Hershenrider, a Warm Springs Bay property owner, expressed worries about increased commercial activity's environmental impact and suggested limiting permits. He opposed paving the trail, advocating for preserving the existing boardwalk. Jean Stalberg, a homeowner, questioned the effects of transitioning from streets to trails, particularly regarding easements and snow removal. No further issues were raised, and the discussion concluded without objection. Barb Morse thanked Amy Ainslie and the staff for their explanations.

**XI. PERSONS TO BE HEARD** (For items on or off the agenda - (Not to Exceed 3 Minutes)

**VIII. ADJOURNMENT**

The next meeting would be on August 13 , 2024, at noon in Harrigan Centennial Hall. Hearing no objection, Chair Poulson called the meeting adjourned at 12:40 p.m.

Attest: Jess  
Earnshaw, Deputy Clerk

Parks and Recreation Committee

September 2024

Assembly Members Carlson and Pike

# Electric Assisted Bicycles in Sitka, Alaska

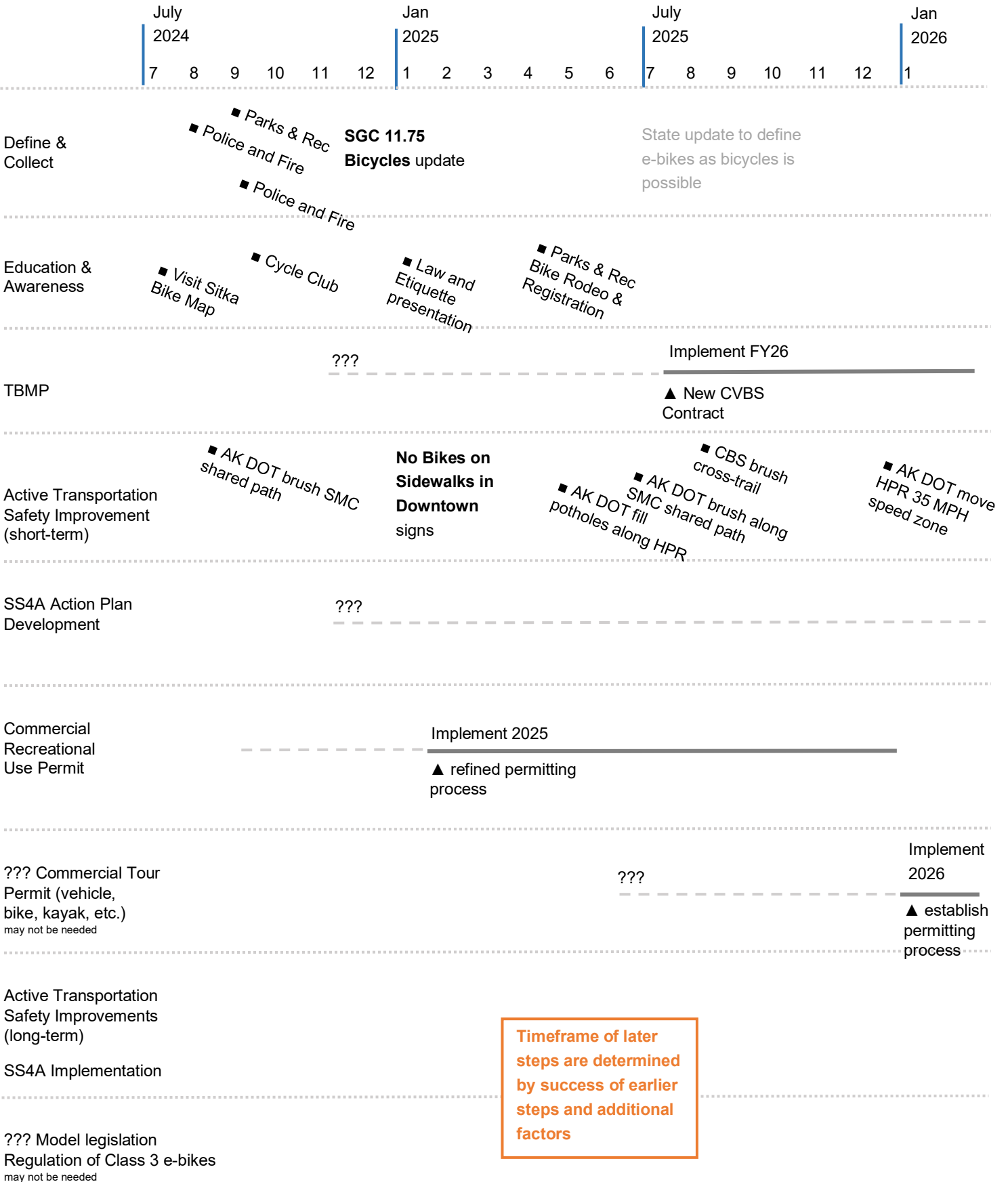
In the spring of 2023, the Sitka Assembly directed the Tourism Task Force (TTF) to facilitate the City and Borough of Sitka's (CBS) transition from short-term management of cruise tourism into a long-term perspective. The TTF worked on directives for 12 months and shared recommendations in May of 2024. E-bike concerns were frequently voiced by Sitkans through independent feedback direct to task force members and at the town halls. TTF members identified early in the process that a multi-faceted approach to addressing safety concerns and etiquette issues is needed. TTF recommendations 15-17 directly address e-bike safety.

Assembly members Carlson and Pike signed up for the e-bike topic at the July 9th assembly meeting where TTF recommendations were turned into an action plan.

Electric bicycles represent an emerging alternative mode of transportation. This technology has the potential to greatly increase access to Sitka's beautiful network of paths and trails for populations that may have previously had difficulty. And, these devices represent a largely unregulated sector of the transportation industry, with models that greatly range in propulsion.

With any new and potentially disruptive technology, electric assisted bicycles have yet to become a uniformly defined and regulated mode of transportation. The nation has made substantial progress moving in that direction. As of July 2023, 41 of the 50 states in United States as well as the District of Columbia have adopted a three-class system of classification for electric assisted bicycles.

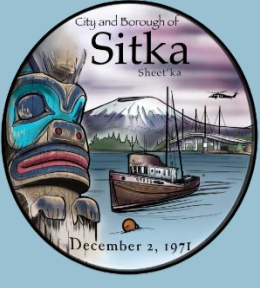
Sitka Rental E-Bike Strategy



Timeframe of later steps are determined by success of earlier steps and additional factors

# Rental E-Bike Strategy

Define and  
Collect



## GENERAL CODE

### Chapter 11.75 BICYCLES



Sections: [Add 11.75.010 Definitions](#)

11.75.020 Licenses.

11.75.030 Fees.

#### 11.75.020 Licenses.



Every owner of a bicycle which is operated on municipal public streets shall, for each bicycle owned, cause to be filed with the chief of police an application for registration of the bicycle. Such application shall be made by the owner or his authorized agent, over the signature of such owner or agent. The application must show:

- A. Name and address of owner;
- B. Trade or manufacturer's name of bicycle;
- C. Factory or serial number;
- D. Type, color and such other information as may be requested by the chief of police. (Ord. 84-597 § 4(B), 1984; Ord. 73-64 § 3, 1973; S.G.C. § 11.68.020.)

**E. Classification of bicycle as defined in 11.75.010**

#### 11.75.030 Fees.



removal of fee was suggestion of Police and Fire Commission discussion on 8/28/24

The chief of police shall provide license plates for all registered bicycles, and shall charge for such plates the sum of \$1.00 for each calendar year or fraction thereof. (Ord. 84-597 § 4(B), 1984; Ord. 73-64 § 3, 1973; S.G.C. § 11.68.030.)

BICYCLE REGISTRATION

PLEASE PRINT ALL INFORMATION CLEARLY AND LEGIBLY



LAST NAME \_\_\_\_\_ FIRST NAME \_\_\_\_\_

PHONE # \_\_\_\_\_ DOB \_\_\_\_\_

RESIDENTIAL ADDRESS \_\_\_\_\_

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

circle one: pedal only e-bike class 1 e-bike class 2 e-bike class 3 electric scooter

COLOR(S) \_\_\_\_\_ SPEED \_\_\_\_\_

SERIAL # \_\_\_\_\_ VALUE \_\_\_\_\_

LICENSE # \_\_\_\_\_

ADDITIONAL DESCRIPTION \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_



# Rental E-Bike Strategy

Education and  
Awareness



# BIKING MAP

## VISIT Sitka

RIDING RECOMMENDATIONS			
	Distance = 1 mile		
	Paved Hwy	Unpaved Road	Trail
Rideable Routes			
Ride With Caution			
Hiking Only			

## Share The Trail



All trails and paths open to bikes in Sitka are shared with pedestrians or traffic.

While enjoying your biking adventure, please take care to yield to pedestrians, watch for traffic, and use bike-designated paths. It's the law!



© Brian Adams 2019,  
Courtesy of Robert Wood  
Johnson Foundation

## RIDING ETIQUETTE

# Rules of the Road

**Sitka is a bike-friendly community**, and the compact road network is ideal for biking. Follow these tips to make the experience safer and more enjoyable for everyone.

### Be Respectful

- **Yield to pedestrians and traffic:** All trails open to bikes are shared with people walking, and occasionally vehicles. Slowing down keeps everyone safe. Failure to yield is illegal under Alaska State Law.
- **Use recommended riding routes:** Riding on sidewalks in downtown Sitka is prohibited. Walk your bike in heavy foot traffic and pedestrian-only areas.

### Be Predictable

- Ride on the right side of the road, single-file, with traffic flow.
- Ride as if you were in a car; yield, follow traffic signals, use turn-lanes when applicable, and signal your intentions clearly.
- Watch out for people walking, driving, and other hazards.

### Be Bear-Aware

Bear activity is highest between spring and fall, but bears are present year-round. If you encounter a bear, **DO NOT RUN**. Back away slowly while facing the bear. Make noise and try to look large. Use bear spray if necessary.

## Sitka Biking Trails



Scan the QR code for more maps and hiking trail information.



Shared with  
Vehicles



Shared with  
ATVs/UTVs







Hilly  
Terrain

*Distance + miles/kilometers one way*



### Rideable Routes







Enjoy your ride on these bike-friendly routes, but make sure you're familiar with the rules of the road!

- 2 **Bayside Loop/Starrigavan Campground**  600 ft/.18 km
- 5 **Halibut Point Road**  7.3 mi/11.7 km
- 7 **Sitka Cross Trail**  7.8 mi/12.5 km
- 10 **Sawmill Creek Road/Shared-Use Path** 5.6 mi/8.8 km
- 16 **Green Lake Road**  8.2 mi/13.1 km



### Ride With Caution

Routes may include unpaved paths, steep terrain, or unprotected roadways.

- 3 **Starrigavan Multi-Use Trails** 
- 7 **Halibut Point Road**  7.3 mi/11.7 km
- 10 **Sitka Cross Trail**  7.8 mi/12.5 km
- 8 **Downtown Sitka** 
- 14 **Blue Lake Road**   2.2 mi/3.5 km



### Hiking-Only Trails

Park your bike at the trailhead and enjoy the scenery!

- 1 **Mosquito Cove Loop**
- 4 6 **Harbor Mountain & Gavan Hill Trails**
- 9 **Indian River Trail**
- 11 **Sitka National Historical Park**
- 12 **Mt. Verstovia Trail**
- 13 **Thimbleberry/Heart Lake Trail**
- 15 **Beaver Lake/Herring Cove Trail**

Rental E-Bike Strategy

Sitka Tourism Best  
Management Practices  
(TBMP)

# Sitka Tourism Best Management Practices (TBMP)

DRAFT handbook is 11 pages



1



2



3



4



5



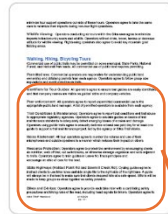
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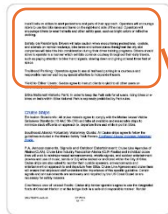
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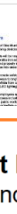
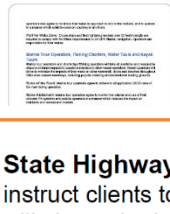
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9



10



Bottom of page 8 and top of page 9  
talk about bicycle and e-bike  
specific best management  
practices in the section:  
“Walking, Hiking, Bicycling Tours”

**State Highways (Halibut Point Rd and Sawmill Creek Rd):** Cycling guides agree to instruct clients to use bike lanes and ride single file to the right side of the right lane. A guide will always be in the lead to make sure that clients descend hills at a safe speed. Efforts will be made to keep groups as close together as safely possible.

**Bikes and E-bikes:** Operators agree to provide each bike rider with a card listing safety precautions and biking rules of the road, including hand signals for bikers. Operators agree to install bells on ebikes to alert pedestrians and pets of their approach. Operators will encourage riders to use the bike lanes and travel on the right-hand side of the road. Operators will encourage bikers to wear helmets and other safety gear, such as bright colors or reflective clothing.

**Safety on Roadways:** Drivers will take caution when encountering pedestrians, cyclists, and animals on narrow roadways, bike lanes and school zones throughout the city and companies will take this into consideration during their driver training programs. Drivers should strive to operate in a manner which exhibits common courtesy throughout their daily travels, such as paying attention to biker hand signals, slowing down and giving at least three feet of space.

**Yield to Other Users:** Guides agree to instruct clients to yield to all other users on commercially used trails.

**Sitka National Historic Park:** In order to keep the Park safe for all users, riding bikes or e-bikes on trails within Sitka National Park is expressly prohibited by Park rules.

Rental E-Bike Strategy

Safe Streets and Roads  
for All (SS4A)

# Safe Streets and Roads for All

## Action Plan Development

The city has received a Safe Streets and Roads for all (SS4A) grant from the federal DOT. This program is intended to identify pedestrian, cyclist, motorist safety concerns and create an action plan for improvements.

This program could:

- ease coordination between the varying land owners
- identify the best no bikes on sidewalks zone
- identify infrastructure improvements
- 
- 
- 

Action plan development is estimated to take 18 months.

Form a local steering committee

Secure a consultant to analyze the Sitka transportation network, strategize needs, prioritize project and draft the action plan document.

The SS4A program also offers implementation grants to actualize action plan items.

This funding source could cover the costs of:

- signage, street markings, and education
- infrastructure improvements on state streets, shared paths, sidewalks etc.
- infrastructure improvements on city streets, shared paths, sidewalks etc.

SS4A implementation grants are more competitive than SS4A action plan grants.

Rental E-Bike Strategy

Active Transportation  
Safety Improvements  
(short-term)



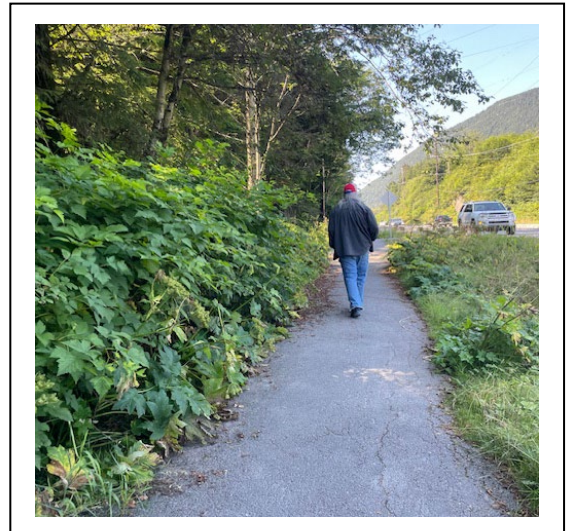
# Active Transportation Safety Improvements

Short-term

AK DOT brush along SMC shared path

The path intended for bicycle and pedestrian two-way traffic has vegetation restricting the width of the path. An eight foot path currently is closer to 4-5 feet wide in a heavily trafficked area.

This area of concern stretches along Sawmill Creek Road from the recycling center to the post office.



# Active Transportation Safety Improvements

Short-term

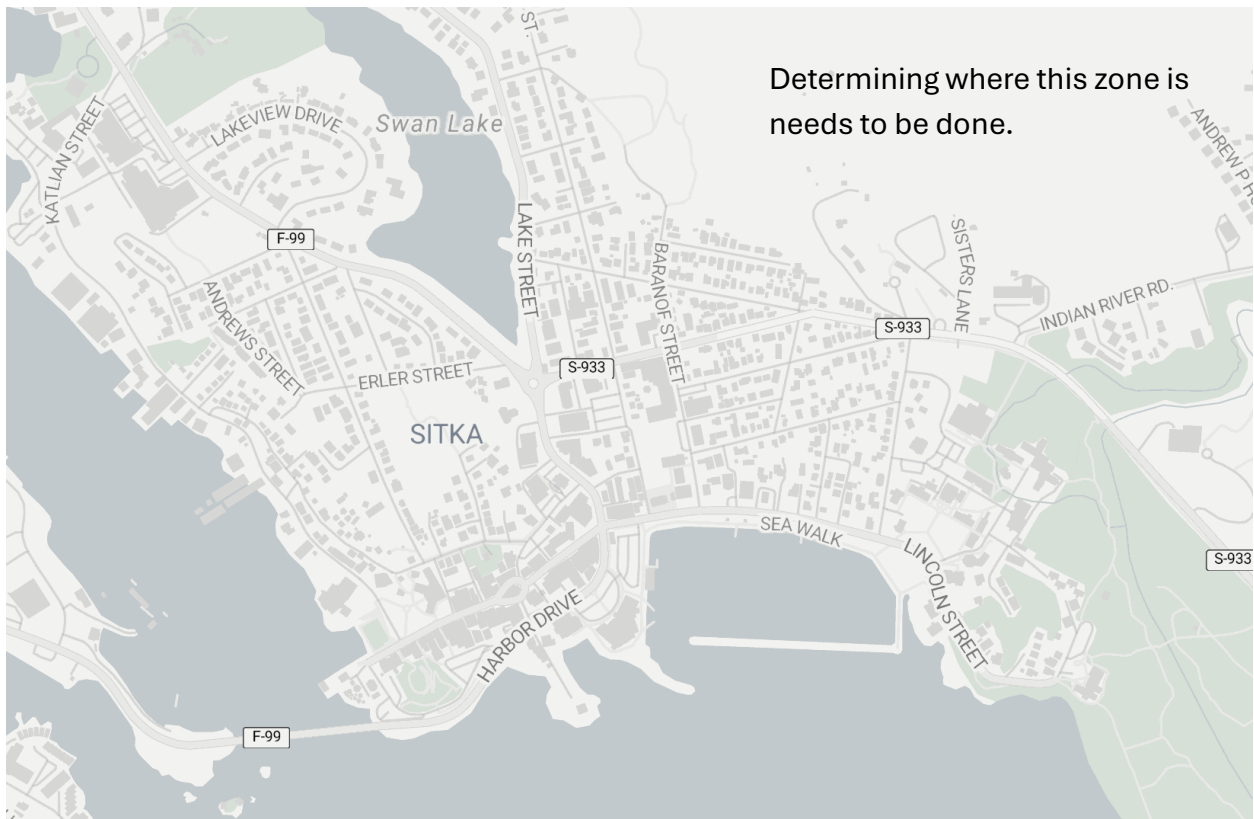
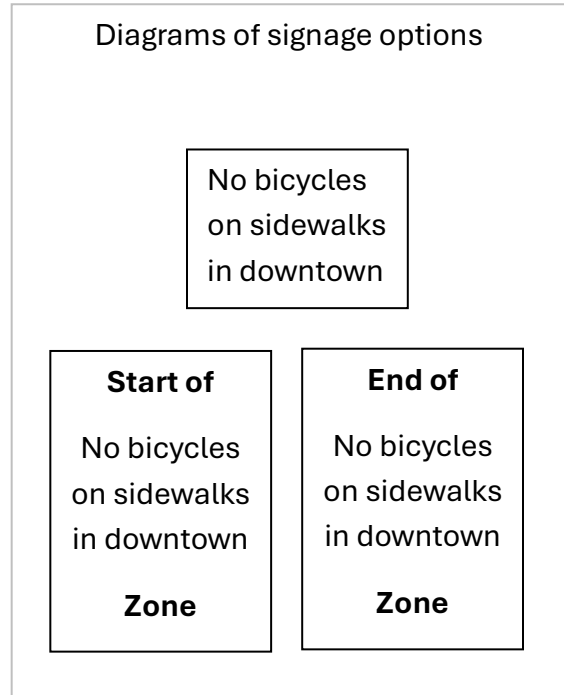
No bikes on sidewalks in downtown signs

The city engineer has abilities to place signage in Sitka to address municipal ordinances or state law. SGC 11.30.010.

The city engineer can delineate where this area is as a short-term measure to help reduce conflicts between pedestrians and bikes.

The SS4A action plan could further articulate this zone for a long-term safety improvement.

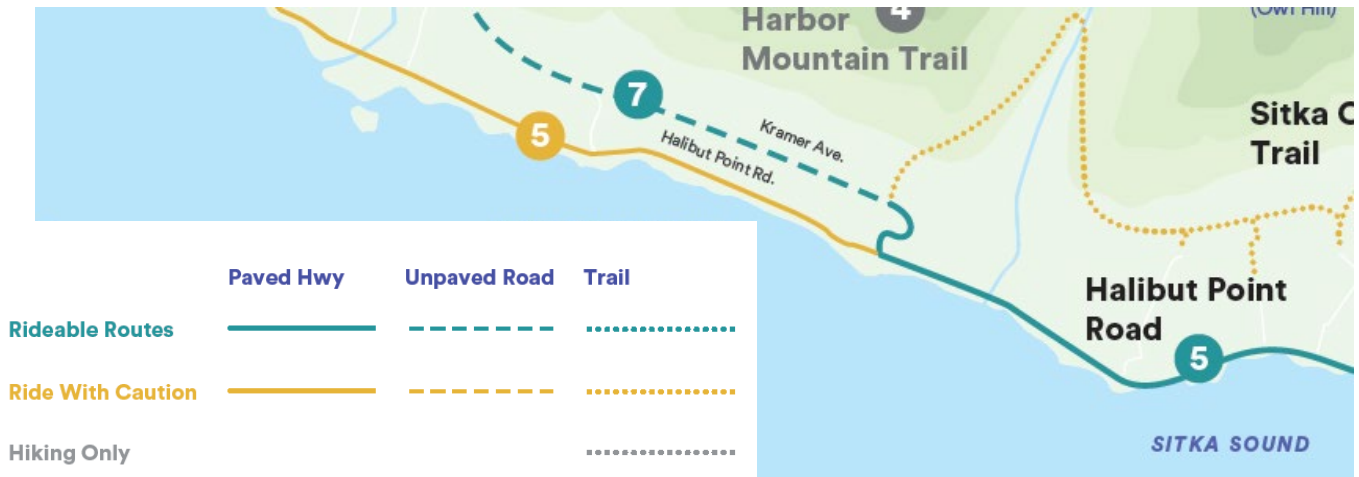
SS4A implementation grants could cover the costs of a more robust signage



# Active Transportation Safety Improvements

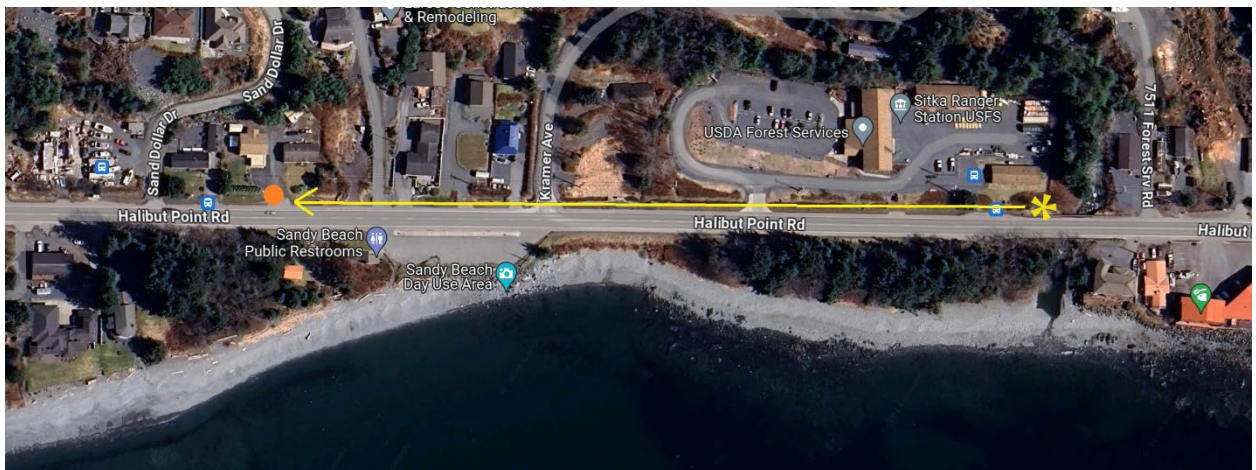
Short-term

35 MPH speed zone



Cyclist and e-bike users are encouraged to use the cross trail for the section of Halibut Point Road without a bike lane. Bike riders are also encouraged to leave the cross trail at Kramer Ave and used the bike lane on HPR to transit to and from town.

Currently the vehicle speed limit reduces from 45 MPH to 35 MPH at the Cascade Creek bridge. Moving that reduced speed zone 300 yards out the road more, to the other side of Sandy Beach, would include the Kramer Avenue outlet.



# Electric Assisted Bicycles

State of AK laws

National model laws

# MOVING ELECTRIC BICYCLE LAWS INTO THE FUTURE

**PEOPLEFORBIKES** is working to update state laws governing the use of electric bicycles across the U.S. In many states, electric bicycles lack a specific vehicle classification and it is unclear how they are regulated. They may be interpreted to fall within terms primarily aimed at combustion engine vehicles such as mopeds or scooters. Our goal is to clearly define electric bicycles and provide sensible roles for their use.

**The objective of this initiative is to ensure that:**

- » Outdated vehicle regulations are updated to reflect technological advances.
- » Low speed electric bicycles are regulated similarly to traditional bicycles.
- » Consumers and retailers are not confused about their state's electric bicycle law.
- » The public is encouraged to take advantage of the benefits that electric bicycles offer.

48 states have incorporated electric bicycles into their traffic codes and regulated them similarly to traditional bicycles. Only two states still have outdated laws that lack a specific classification for electric bicycles.

## ELECTRIC BICYCLE RULES FOR THE ROAD

### MODEL LEGISLATION

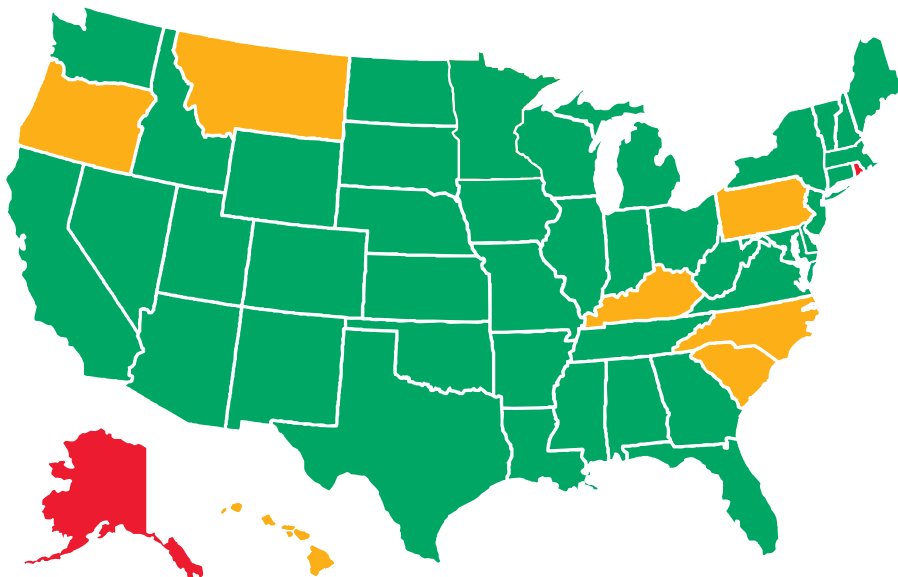
- » States that have enacted PeopleForBikes' model law, which defines and regulates three classes of electric bicycles within states' motor vehicle codes, gives riders similar rights and duties to that of traditional bicycle riders.

### ACCEPTABLE

- » Regulated as a bicycle
- » Passengers allowed
- » No age minimum
- » No licensing or registration required
- » Can use existing bike infrastructure

### PROBLEMATIC

- » Regulated as a moped or motor vehicle
- » Confusing equipment + use requirements
- » Confusing licensing + registration requirements
- » Confusing access to bike infrastructure



### THREE CLASS ELECTRIC BICYCLE MODEL:

- » **CLASS 1:** Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the electric bicycle reaches 20mph.
- » **CLASS 2:** Bicycle equipped with a throttle-actuated motor, that ceases to provide assistance when the electric bicycle reaches 20mph.
- » **CLASS 3:** Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the electric bicycle reaches 28mph.

In the interest of safety, local governments would be allowed to restrict, regulate or prohibit the use of electric bicycles in their parks, on paths and on trails. In the absence of local ordinances, Class 1 and Class 2 electric bicycles would be allowed on paths and trails; while Class 3 electric bicycles would only be allowed on roadways. The electric bicycle class model also allows local agencies to permit electric bicycles on paths or bikeways where they are traditionally not allowed, in the event that the alternative route is considered hazardous. This is a local jurisdictional decision.

**These regulatory updates would also mean that:**

- » Electric bicycles are not subject to the registration, licensing, or insurance requirements that apply to motor vehicles.
- » Helmets are required for riders of Class 3 electric bicycles.
- » Persons under 16 years of age are not be able to ride a Class 3 electric bicycle (unless as a passenger).
- » All electric bicycle manufacturers must apply a standard label to each electric bicycle specifying its type and wattage to help law enforcement agencies determine if an electric bicycle has access to a particular bikeway.
- » The same rules of the road apply to both electric bicycles and human powered bicycles when it comes to speed, proper passing, local traffic laws, speed limits, equipment and other ordinances.

### WITH AN ELECTRIC BICYCLE, BICYCLISTS CAN RIDE MORE OFTEN, FARTHER, AND FOR MORE TRIPS.

Electric bicycles are designed to be as safe as traditional bicycles, do not compromise consumer safety, and benefit bicyclists who may be discouraged from riding a traditional bicycle due to limited physical fitness, age, disability or convenience.

**LEARN MORE: [PEOPLEFORBIKES.ORG/E-BIKES](http://PEOPLEFORBIKES.ORG/E-BIKES)**





# ELECTRIC BICYCLE FAQ

## Why is this legislation needed for electric bicycles?

In many states, electric bicycles lack a specific vehicle classification. In these states it is unclear how they are regulated, or they may be interpreted to fall within terms primarily aimed at combustion engine vehicles such as mopeds or scooters. These classifications that were never intended to apply to electric bicycles. This legal scheme creates significant confusion for consumers and retailers, and hinders the electric bicycle market. In order to clarify state law, and properly regulate electric bicycles like traditional bicycles, it is critical to understand the existing legal rules that govern electric bicycles.

## What other states use the classification system in this bill?

As of August 2023, 48 states that define an e-bike as a bike, 41 of which use the three-class system.

- **41 states** define electric bicycles using the three-class system: Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin and Wyoming.
- **Seven states** do not use the three-class system but define electric bicycles similar to traditional bicycles: Hawaii, Kentucky, Montana, North Carolina, Oregon, Pennsylvania and South Carolina.
- **Two states** still defines electric bicycles as motorized vehicles (and may therefore require license, insurance and registration to ride: Alaska and Rhode Island.

## Why is the top speed for Class 3 electric bicycles 28 MPH?

In Europe, the classification that is equivalent to a class 3 electric bicycle is “speed pedelec.” Under European rules, speed pedelecs are limited to a top assisted speed of 45 KPH, which is equivalent to 28 MPH. Therefore, these rules provide Uniform product standards between the European and U.S. markets.

## I have read the federal definition of an electric bicycle and it says that the top speed is 20MPH. How are class 3 electric bicycles legal given the federal definition?

The federal definition uses very specific language to delineate the top speed of electric bicycles. The 20 MPH threshold applies when the electric bicycle is being operated “solely” under motor power. However, electric bicycles are most commonly ridden under a combination of human and motor power. The federal definition does not provide a top speed for when an electric bicycle is being operated under combined human and motor power. The class 3 definition clarifies this ambiguity by specifying the maximum assisted speed for electric bicycles at 28MPH.

## Can electric bicycles be safely operated on bike paths?

Yes. Researchers who have compared riders of electric bicycles and regular bikes at the University of Tennessee observed that electric bicycle riders exhibit similar safety behavior as riders of traditional bicycles. Perhaps most importantly, electric bicycle riders traveled at similar speeds to riders of human powered bicycles. They rode slightly faster when riding on the road (1.8 mph), but actually slower than regular bike riders when on bicycle paths (1 mph).

## Why not regulate electric bicycles at the federal level?

Electric bicycles have been regulated federally since 2002. However, as with other consumer products, the federal regulations are limited to product safety. They do not specify where electric bicycles may be ridden or what rules of the road govern their use. While the federal government can intervene in these matters in very rare situations, the rules of the road are generally a matter of state law. Other emerging technologies have followed the same path of creating new state traffic laws to address the use of these devices on our streets. This includes segways, autocycles, and commercial quadricycles.

## How can anyone tell what an electric bicycle is?

Electric bicycles are becoming more and more difficult to distinguish from regular bicycles. The labeling requirement in the model bill is a proactive measure on behalf of the industry to ensure that law enforcement or land managers can easily tell that a bicycle is in fact an electric bicycle, and quickly assess which type of electric bicycle it is.

### **Can people tamper with electric bicycles?**

Like other mechanized or motorized devices, it is possible that a user could tamper with an electric bicycle. We have inserted a tampering provision in the model bill that will place the onus on the manufacturer or owner to have a properly labeled bike if that were to occur. If someone was to tamper with an electric bicycle and create a vehicle that can travel faster than any of the specified classifications of electric bicycles, they would presumably be operating an unlicensed and unregistered vehicle, and would be subject to any applicable penalties.

### **Does the bill regulate electric bicycles off-road?**

No, it only amends the traffic laws located in the revised vehicle code, providing for the regulation of electric bicycles on streets and bicycle paths (not on trails).

### **Who is the typical purchaser of an electric bicycle?**

While all types of people purchase and use electric bicycles, the typical demographics are couples and households, urban dwellers, aging bicyclists, and people with physical or cognitive limitations. Electric bicycles make riding a bicycle for fun, commuting or transportation easier and faster and provide an affordable and competitive transportation option. Electric bicycles are also a dependable option for people limited by fitness, age, or disability; as well as for those who traditionally drive to work in the 5-20 mile range.

### **How many electric bicycles are sold each year in the U.S.?**

While our data on this is imperfect, approximately 525,000 electric bicycles are sold annually through U.S. retailers. Electric bicycles are the fastest growing segment of bicycle sales, with 25% more electric bikes sold in 2022 than in 2021. Furthermore, more than 3x electric bicycles were sold in 2021 than in 2019. The average selling price of an electric bicycle dropped about 15% over the last three years (NPD Group).

### **How much do electric bicycles cost?**

The average price of an electric bicycle is \$2,000. Entry-level electric bicycles are about \$1,000. High-end electric bicycles can cost \$6,000 or more.

### **Why distinguish between class 1 and class 2 electric bicycles in the bill if the rules are the same?**

The distinction between these two types of electric bicycles provides for greater local flexibility. Some municipalities have demonstrated an interest in prohibiting throttle-powered electric bicycles from certain types of infrastructure, and this bill provides the flexibility to take those measures if they are desired on a local level.

### **Does the rider have to be pedaling for the electric bicycle's motor to be engaged?**

It depends on the type of electric bicycle. For Class 1 and Class 3 electric bicycles, the rider must be pedaling for the motor to be engaged. For Class 2 electric bicycles, the motor can propel the electric bicycle without the rider pedaling.



## Model Electric Bicycle Law with Classes

### Chapter 1 – Definitions

Definition considered for Sitka

#### Section 101:

(1) “Electric bicycle” shall mean a bicycle equipped with fully operable pedals, a saddle or seat for the rider, and an electric motor of less than 750 watts that meets the requirements of one of the following three classes:

(a) “Class 1 electric bicycle” shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

(b) “Class 2 electric bicycle” shall mean an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

(c) “Class 3 electric bicycle” shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

*\*\*\*Electric bicycles may also need to be excluded from other definitions such as “motor vehicle” or “moped.” These determinations should be made on an individual basis based on the classifications in each state. See also section 202 (providing that electric bicycles are not motor vehicles).*

### Chapter 2 – General rules for electric bicycles

#### Section 201 – rights and duties of electric bicycles:

Except as otherwise provided in this *[insert appropriate designation - article, chapter, etc.]*, an electric bicycle or an operator of an electric bicycle shall be afforded all the rights and privileges, and be subject to all of the duties, of a bicycle or the operator of a bicycle. An electric bicycle is a vehicle to the same extent as a bicycle.

#### Section 202 – insurance, licensing, and registration:

An electric bicycle or a person operating an electric bicycle is not subject to the state level provisions of this code relating to financial responsibility, driver’s licenses, registration, certificates of title, off-highway vehicles and license plates. An electric bicycle is not a motor vehicle.



Section 203 – labeling requirement:

On and after *[insert appropriate date – generally at least one calendar year after the new law takes effect]*, manufacturers and distributors of electric bicycles shall apply a label that is permanently affixed, in a prominent location, to each electric bicycle. The label shall contain the classification number, top assisted speed, and motor wattage of the electric bicycle, and shall be printed in Arial font in at least 9-point type.

Section 204 – tampering restriction:

A person shall not tamper with or modify an electric bicycle so as to change the motor-powered speed capability or engagement of an electric bicycle, the label indicating the classification required in section 203 is replaced after modification.

state level

Section 205 – CPSC compliance:

An electric bicycle shall comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission (16 C.F.R. part 1512).

Section 206 – motor disengagement:

An electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling or when the brakes are applied.

Section 207 – infrastructure use by electric bicycles:

- (a) An electric bicycle may be ridden in places where bicycles are allowed, including but not limited to, streets, highways, roads, bicycle lanes, and bicycle or multi-use paths *[use appropriate state specific language to describe improved bike paths and related infrastructure; omit language that can be interpreted as trails open to mountain bikers]*.
- (b) Following notice and a public hearing, a municipality, local authority or state agency having jurisdiction over a bicycle or multi-use path may prohibit the operation of a class 1 electric bicycle or class 2 electric bicycle on that path, if it finds that such a restriction is needed for safety reasons or compliance with other laws or legal obligations.
- (c) A municipality, local authority or state agency having jurisdiction over a bicycle or multi-use path may prohibit the operation of a class 3 electric bicycle on that path.
- (d) This section shall not apply to 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 the state having jurisdiction over a trail described in this subsection may regulate the use of an electric bicycle on that trail.

### Chapter 3 – Additional regulation of class 3 electric bicycles

Section 301 – age restriction:

No person under the age of sixteen (16) may operate a class 3 electric bicycle. A person under the age of sixteen (16) may ride as a passenger on a class 3 electric bicycle that is designed to accommodate passengers.

SGC 11.080.010  
helmets for kids

Section 302 – helmet requirement:

All operators and passengers of class 3 electric bicycles shall wear a properly fitted and fastened bicycle helmet that meets the standards provided by either the United States Consumer Product Safety Commission or the American Society for Testing and Materials, or standards subsequently established by those entities.

*\*\*\*State-specific analysis should be performed to examine whether any additional provisions are needed to accommodate whether failing to wear a helmet constitutes negligence/assumption of risk or could otherwise limit recovery in the instance of a collision with other road users or motor vehicles.*

Section 303 – speedometer requirement:

All class 3 electric bicycles must be equipped with a speedometer that displays the speed the bicycle is traveling in miles per hour.



# ALASKA BICYCLE LAWS

AUGUST 2003

## RIDING LAWFULLY IN ALASKA

There are a few rules of the road that you should be aware of, especially if you are riding in urban or downtown areas. The State of Alaska, Department of Public Safety is the agency responsible for the Alaska State Bicycle Laws. The following is a compilation of Alaska's bicycle laws:

**13 AAC 02.385. Applicability of Regulations To Bicycles.** a) Every person operating a bicycle upon a roadway has all the rights and is subject to all of the duties applicable to the driver of any other vehicle as set out in this chapter, in addition to special regulations in secs. 385-420 of this chapter, except as to those provisions of this chapter which by their nature have no application.

b) No person may violate the provisions of secs. 385-420 of this chapter. The parent or guardian of a child may not authorize or knowingly permit a child to violate a provision of this chapter.

c) when signs are erected indicating that no right, left, or U-turn is permitted, no person operating a bicycle may disobey the direction of this sign unless first pulling to the extreme right or shoulder of the road, dismounting and making the turn as a pedestrian.

**13 AAC 02.395. Riding On Bicycles And Certain Non-motorized Conveyances.** b) No person operating a bicycle upon a highway may carry a person other than the operator, unless the bicycle is equipped with a seat for the passenger, except that an adult rider may carry a child securely attached to his person in a backpack or sling.

c) No person operating a bicycle or other non-motorized conveyance may attach, hold on by hand or otherwise secure the bicycle or conveyance or himself to another vehicle so as to be towed or pulled.

d) A person operating a bicycle upon a highway shall maintain control of the bicycle and shall at all times keep at least one hand upon the handlebars of the bicycle.

e) No person may operate a unicycle, coaster, roller skates, or similar device on a highway.

f) this section does not apply upon a roadway closed to motorized vehicle traffic.

**13 AAC 02.400. Riding Bicycles On Roadways And Bicycle Paths.** a) A person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, and shall give way to the right as far as practicable to a motor vehicle proceeding in the same direction when the driver of the motor vehicle gives audible signal.



## STATE OF ALASKA BICYCLE LAW SUMMARY

There are several laws that govern how we ride a bicycle on a roadway. Here are a few important points to remember:

- ⇒ Ride on the right side of roadways.
- ⇒ Ride with traffic.
- ⇒ Use signals to turn, slow, and stop.
- ⇒ Obey all traffic signs and signals.
- ⇒ Give pedestrians the right-of-way.

Remember Alaska bicycle laws require you to follow the same traffic laws as a motorized vehicle.

*(Continued on page #2)*



FOR MORE INFORMATION CONTACT:

YOUR LOCAL LEGISLATIVE INFORMATION OFFICE OR THE JUNEAU LEGISLATIVE INFORMATION OFFICE 907-465-4648

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# RIDING LAWFULLY

**13 AAC 02.400. Riding Bicycles On Roadways And Bicycle Paths.** b) Persons riding bicycles on a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding bicycles two abreast may not impede traffic and, in a laned roadway, shall ride within the farthest right lane.

c) When a shoulder of the highway is maintained in good condition, an operator of a bicycle shall use the shoulder of the roadway.

d) A person operating a bicycle on a trail, path, sidewalk, or sidewalk area shall

- 1) exercises care to avoid colliding with other persons or vehicles;
- 2) give an audible signal before overtaking and passing a pedestrian, and
- 3) yield the right-of-way to any pedestrian.

f) A person riding a bicycle intending to turn left shall, unless he dismounts and crosses as a pedestrian, comply with the provision of sec. 200 of this chapter. the operator of a bicycle must give a signal by hand and arm continuously during the last 100 feet traveled unless the hand is needed in the control or operation of the bicycle. When stopped to await an opportunity to turn, a hand and arm signal must be given continuously by the operator.

g) No person may ride a bicycle upon a sidewalk in a business district or where prohibited by an official traffic-control device.

h) No bicycle race may be conducted upon a roadway, except as provided under AS 05.35.

**13 AAC 02.420. Parking Of Bicycles.** a) No person may park a bicycle on a street or sidewalk in a manner which obstructs pedestrian traffic or the parking and driving of motor vehicles.

b) No person may secure a bicycle to any of the following publicly owned facilities:

- 1) fire hydrants;
- 2) police and fire call boxes;
- 3) electric traffic signal poles;
- 4) stanchions or poles located within bus zones or stands;
- 5) stanchions or poles located within 25 feet of an intersection; or
- 6) trees under 10 inches in diameter.

c) A bicycle parked on a highway must comply with the provisions of this chapter regulating the parking of vehicles.

**13 AAC 04.320. Headlights.** c) A bicycle, when ridden at the times when lights are required under 13AAC 04.010(a) (1) & (2), must be equipped with at least one light on the front of the bicycle, emitting white light visible from a distance of at least 500 feet in front of the bicycle under normal atmosphere conditions.

**13 AAC 04.325. Taillights.** a) A bicycle must be equipped with a taillight which displays a red light visible 500 feet to the rear of a bicycle.

**13 AAC 04.335. Reflectors.** b) Every bicycle, when ridden at a time when lights are required under 13AAC 04.010, must be equipped with a red reflector on the rear of the bicycle and reflective material visible from the sides of the bicycle meeting the visibility requirements of 13AAC 04.010 (a) of this chapter. Nothing in this subsection prohibits the use of additional reflectors or reflective materials upon a bicycle.

**13 AAC 04.340. Brakes.** b) Every bicycle must be equipped with a brake system, maintained in good working condition, which will enable its driver to stop the bicycle within 25 feet from a speed of 10 miles per hour on dry, level, clean pavement.

**13 AAC 40.010. Definitions.** 5) "bicycle means a vehicle propelled exclusively by human power upon which a person may ride, having two tandem wheels or three wheels in contact with the ground, except scooters and similar devices;

(Summary provided by the Alaska State Troopers)

# Electric Assisted Bicycles

Background

Tourism Task Force data

# Tourism Task Force

## Town Hall Results

### November 13, 2023

Held at Harrigan Centennial Hall

Participants: Approx. 250

**Select Excerpts from Data**  
Results filtered by Assembly Member Carlson for reference and relevance to health and safety topics. Specific mentions of E-Bikes.

Data summary by: CBS Planning & Community Development Department



# What makes Sitka a great place to live, and why do you choose to live here?

## Top Themes\*:

- Community & Small-Town Feel – 65%

*Sitka being a close-knit community, familiar faces, caring neighbors, safety, and small-town atmosphere*

- Access to Nature/Outdoor Recreation – 60%

*Natural beauty, wilderness, pristine environment, and access to recreation and subsistence activities*

- Pace of Life – 35%

*Slower pace of life, lack of “hustle and bustle”, peaceful, quiet, and relaxed lifestyles*

\*Many comments mentioned multiple ideas or themes



# How does the cruise calendar impact your daily life and routines?

Avoid going downtown or plan downtown visitation around cruise calendar	31%
Traffic, bike, and pedestrian safety concerns impact transportation habits/timing	19%
Avoiding recreation sites or activities	15%
Little to no impact cited, perhaps some minimal planning of commute times/errands	13%
Impacts to commute times, errands, access to services	11%
Noise and/or pollution impacts	9%
Impacts to telecommunication services	7%
Enjoy downtown on busy days, seeing energy/liveliness	4%
General comments on negative impacts	11%
General comments on economic benefits	8%

\*129 total responses – some comments cited multiple impacts

# Please identify locations of challenges or issues related to pollution, noise, or safety hazards:

Top Issues Cited	Description	% of Comments	Top Locations Cited
Safety/Traffic Issues	Congestion, bike and pedestrian safety	38%	HPR: 38% Downtown: 44% General: 22%
Pollution/Environmental Impacts	General pollution, emissions, waste/litter	20%	HPR: 16% Downtown: 22% General: 26%
Noise Complaints	Noise from buses, traffic, cruise dock	11%	HPR: 19% Downtown: 10% General: 13%

## Other notable comments/themes:

- 28% note issues related to buses
- 7% reference the crossing at the Raptor Center and traffic along SMC
- 5% reference accessibility issues, downtown particularly
- 8% cite concerns about E-Bikes, with 44% of those comments focused on trails, and 56% focused on streets/sidewalks
- 8% of comments are about trails

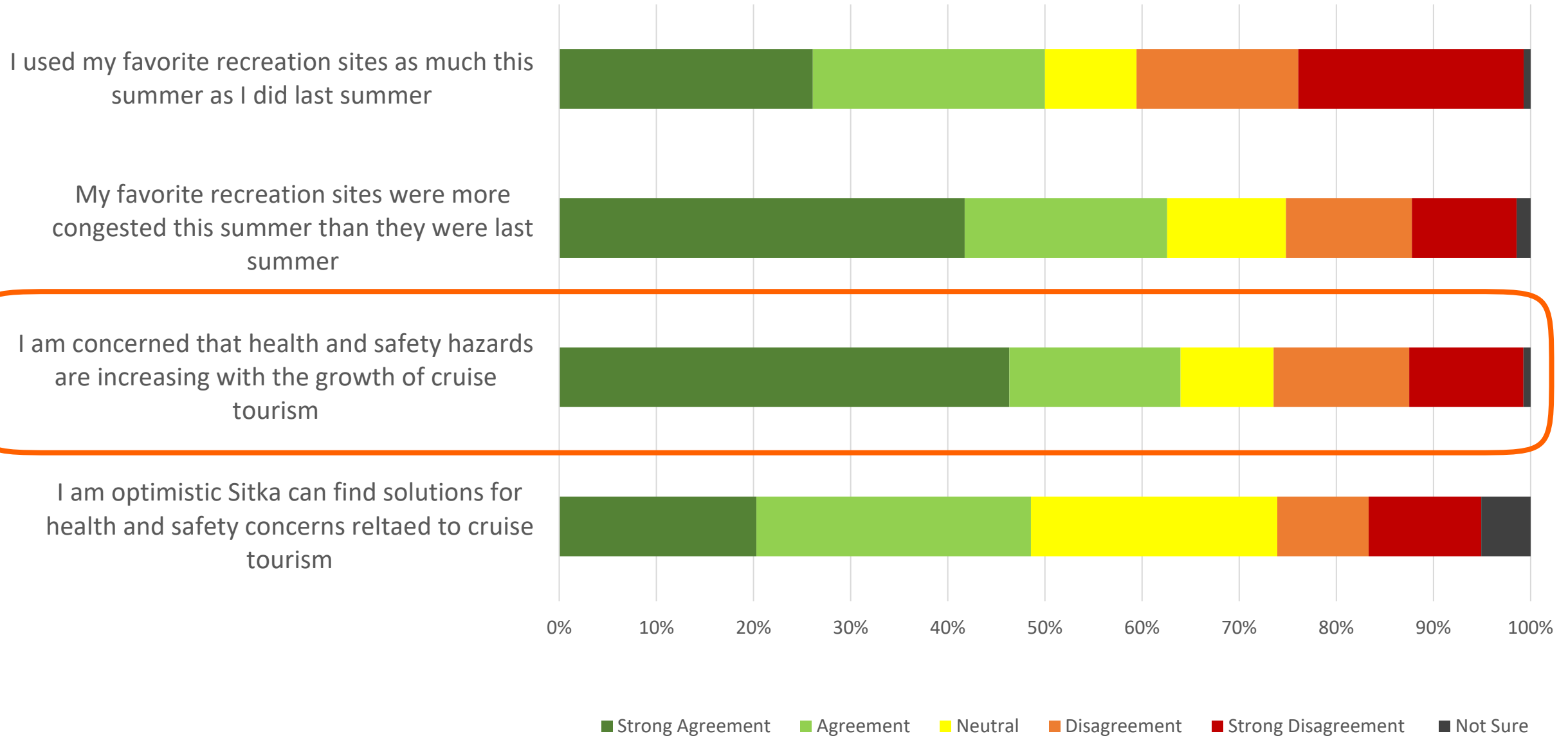
What recreation sites are important to you to access? Where are you experiencing overcrowding or congestion?



# Map anything else that concerns you or is important to you:

Top Issues Cited	Description	% of Comments	Top Locations Cited
Traffic/Congestion	Traffic flow, congestion, ability to get around	24%	Downtown: 50% Lincoln Street: 30% General: 20%
Tourism Infrastructure	Inadequate infrastructure to handle increased tourism, impact/wear & tear on existing infrastructure	17%	General: 55% HPR: 22% SMC: 22%
Safety Issues	Bike and pedestrian safety, e-bikes	15%	General: 58% Harbor Mountain: 17% HPR: 8% Downtown: 8% Trails: 8%
Access/Street Closures	Lincoln Street closures, general accessibility	15%	Lincoln Street: 73% General: 27%
Tourism Etiquette	Sharing trails, training for non-local tour operators	9%	General: 10%

# Recreation, Health, & Safety Questions



# Tourism Task Force Town Hall Results December 7, 2023

Held at Harrigan Centennial Hall

Participants: Approx. 150

Data summary by: CBS Planning & Community Development Department

**Select Excerpts from Data**

Results filtered by Assembly Member Carlson for reference and relevance to health and safety topics. Specific mentions of E-Bikes.

## Quality of Life Impacts

At the first town hall, participants were asked, “What makes Sitka a great place to live? Why do you choose to live here?”. The top three themes that emerged were:

1. Community & Small-Town Feel
2. Access to Nature/Outdoor Recreation
3. Pace of Life

At this town hall, respondents were asked to describe the positive and negative effects of tourism on each theme.

### Community & Small-Town Feel

#### Positives (30)

- Economic Benefits (32%): Job creation, tax revenue, business and income opportunities, supporting local economy.
- Sharing the Town & Culture (31%): Showcasing Sitka’s history, diversity, welcoming visitors, sharing way of life.
- Community Cohesion (25%): Sense of community, busyness of tourism season having positive social effects, small-town feel maintained even with large numbers of visitors.
- Other (12%)

#### Negatives (57)

- Overcrowding (31%): Busyness, congestion, too many tourists diminishing small-town feel.
- Environmental Impacts (28%): Pollution, noise, safety issues related to traffic.
- Loss of Community Identity (25%): Loss of small-town feel and community mindedness, more transactional interactions.
- Other (16%)

### Access to Nature/Outdoor Recreation

#### Positives (26)

- Sharing Natural Beauty (60%): Allowing visitors to experience nature and beauty, sharing access to the outdoors.
- Economic Opportunities (40%): Job/income opportunities, funding to maintain parks/trails

#### Negatives (48)

- Overcrowding (51%): Trails, parks, and sidewalks too crowded and busy.
- Environment & Safety Issues (28%): Pollution, emissions, noise issues, dangers from vehicles and bikes to pedestrians.
- Loss of Access (21%): Inability to access or enjoy usual nature spots and trails, lack of solitude.

## Pace of Life

### Positives (32)

- Vibrancy and Excitement (48%): Lively, vibrant, bustling downtown and community life.
- Economic Opportunities (26%): Income, business opportunities especially for younger Sitkans, disposable income from visitors.
- Sharing the Community (17%): Enjoyment of welcoming visitors and sharing the town.
- Other (9%)

### Negatives (43)

- Overcrowding (51%): Overcrowding on streets, parks/trails, general congestion detracts from sense of peace/serenity.
- Traffic Issues (24%): Frustration from traffic congestion, pedestrian/bike safety concerns, pollution.
- Loss of Usual Pace/Quality of Life (21%): Increased chaos, sense of urgency/franticness, less personal interaction.
- Other (4%)

## **Protecting Sitka's Character**

"Other than changing the number of cruise visitors, what are other things the City can do to protect/enhance Sitka's character?" (132)

- Improve Infrastructure and other Social Supports (37%): Fix roads and sidewalks, improve downtown aesthetics (street scape, outdoor gather spaces, planters, banners, landscaping, painting, St. Michael's repairs, Castle Hill repairs, empty store fronts), signage and integration of Tlingit place names, more maintenance of parks and trails, address housing and childcare shortages, protecting Sitka's rural status.
- Manage Visitor Impacts (20%): More passenger dispersal, staggered ship arrivals, preserve recreation areas for locals.
- Transportation (21%): Address traffic issues, limit/mitigate diesel buses or electrify buses, regulating e-bikes.
- Regulation of Industry (14%): Environmental regulations, regulation of the cruise ship dock, regulation on growth, use zoning regulations to enforce.
- Other (8%)