



SITKA POLICE AND FIRE COMMISSION

Wednesday, August 28, 2024
Harrigan Centennial Hall – 5:30 PM



AGENDA

- A. CALL TO ORDER & ROLL CALL**
- B. AGENDA CHANGES/CORRESPONDENCE**
- C. APPROVAL OF MINUTES**
July 24, 2024
- D. PUBLIC PARTICIPATION FOR ITEMS NOT ON THE AGENDA**
- E. PARKING CITATION HEARING BOARD**
 - 1. Alec Cunningham
 - 2. Taylor Scott-Moelder
- F. REPORTS**
 - 1. Chair
 - 2. Vice Chair
 - 3. Liaison Report
 - 4. Police Representative
 - 5. Fire Representative
- H. UNFINISHED BUSINESS**
- I. NEW BUSINESS**
 - 1. Presentation from Assemblymembers Carlson and Pike regarding E-Bikes
- J. COMMISSIONER COMMENTS**
- K. SET NEXT MEETING DATE AND AGENDA ITEMS**
Next meeting date: **Wednesday – September 25, 2024 @ Centennial Hall**
- L. ADJOURNMENT**



SITKA POLICE AND FIRE COMMISSION

Wednesday, July 24, 2024
Centennial Hall – 5:30 PM



Regular Meeting Minutes

A. CALL TO ORDER

Chair called the meeting to order at 5:30 PM.

Present: Leslie Young, Gail Roderick, and Gregg Olson

City Staff: Chief Warren, Chief Baty, Assemblymember Pike and Exc. Assistant Serena Wild

B. AGENDA CHANGES/CORRESPONDENCE

C. APPROVAL OF MINUTES – June 26, 2024

Motion: Motion by Young to approve the June 26, 2024 minutes.

Action: Motion passed by unanimous consent.

D. PUBLIC PARTICIPATION FOR ITEMS NOT ON THE AGENDA

E. PARKING CITATION HEARING BOARD

1. Daniel Gunn – failed to appear, appeal was denied
2. Donna Russell – came forward, appeal was denied
3. Taylor Scott-Moelder – had been called out of town for work, continued to next month
4. Jonnathon Stroebele – submitted a written appeal, appeal was denied

F. REPORTS

1. Liaison – shared that the review of harbor parking needs more time and will come to the Commission at a later date. He and Assemblymember Carlson are currently working on an Ebike conversation and will bring it before the Commission soon.
2. Chief Baty – the three recruits in the Academy had all dropped out but hopeful for a lateral in August. National Night Out will be August 24th.
3. Chief Warren – have added three new FTE's to the FD and have noticed a difference already, on scene time is down. SAR ropes course and fire officer class coming up. FD Super Saturday will be July 27th.

G. UNFINISHED BUSINESS

H. NEW BUSINESS

I. COMMISSIONER COMMENTS

J. NEXT MEETING DATE AND AGENDA ITEMS

Next meeting: **Wednesday, August 28, 2024 @ Harrigan Centennial Hall**

Agenda items:

K. ADJOURNMENT

Chair adjourned the meeting at 6:07 PM.

Public Safety Event Reports



Event Activity Analysis by Time

Date Reported: 01/01/2024 - 08/22/2024



SITKA POLICE DEPARTMENT
 304 LAKE ST # 102
 SITKA, AK 99835
 PH: (907) 747-3245

Classification	HOUR																							Total	
	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22		23
ABANDONED	0	0	0	0	0	0	0	1	10	4	10	8	4	1	6	8	5	0	2	2	0	0	0	0	61
Abandon Vehicle	0	0	0	0	0	0	0	1	10	4	10	8	4	1	6	8	5	0	2	2	0	0	0	0	61
AGENCY ASSIST	0	0	0	0	0	0	0	1	0	0	0	2	0	0	2	0	1	2	0	0	0	1	0	0	9
Assist Other Agency	0	0	0	0	0	0	0	1	0	0	0	2	0	0	2	0	1	2	0	0	0	1	0	0	9
ANIMAL PROBLEM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	1	0	1	0	0	0	0	0	6
Animal Attack	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Animal Ordinance Violation	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4
ARSON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Arson, Motor Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
ASSAULT	3	4	4	1	1	4	0	1	0	2	2	1	0	1	1	3	0	4	3	2	1	5	4	3	50
Aggravated Assault, Family, Knife/Cut Instr	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Aggravated Assault, Family, Oth Weapon	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Aggravated Assault, Gun	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Aggravated Assault, Nonfamily, Oth Weapon	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Intimidation (Includes Stalking)	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0	1	0	5
Simple Assault	3	2	4	1	1	3	0	1	0	1	1	0	0	1	1	1	0	4	3	1	1	5	3	3	40
BURGLARY	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Burglary, Unforced Entry Nonresidence	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Burglary, Unforced Entry Residence	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
CIVIL PROBLEM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
Civil Dispute	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Civil Problem	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
CONTROLLED SUBSTANCE	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Hallucinogen, Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Other Controlled Substances	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
DAMAGED PROPERTY	1	0	0	0	0	0	0	2	1	1	0	0	0	1	2	0	2	1	0	0	4	0	0	0	15
Criminal Mischief	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	4
Damaged Property, Business	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Damaged Property, Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Damaged Property, Private	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	4
Damaged Property, Vehicle	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	0	5
DEATH	0	1	0	1	0	1	0	1	0	1	2	1	0	0	1	0	1	0	0	1	0	0	0	0	11
Suicide	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Unattended Death	0	1	0	0	0	1	0	0	0	1	1	1	0	0	1	0	1	0	0	1	0	0	0	0	8
DOMESTIC PROBLEM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Contributing To Delinquency Of Minor	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cruelty Toward Child	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
DUI	5	0	4	1	0	2	0	0	0	0	0	0	0	1	0	1	1	1	2	1	0	5	0	1	25
Alcohol	5	0	4	1	0	2	0	0	0	0	0	0	0	1	0	1	1	1	2	1	0	4	0	1	24
Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1

PUBLIC PEACE	1	0	1	0	1	0	0	0	1	0	1	1	0	0	0	0	0	2	0	0	1	0	0	0	9
Disorderly Conduct	1	0	1	0	1	0	0	0	1	0	1	1	0	0	0	0	0	2	0	0	1	0	0	0	9
PUBLIC SERVICE	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Assist Public	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Other Public Service	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
SEXUAL ASSAULT	0	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0	2	2	0	0	0	0	0	0	8
Fondling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
Sexual Assault, Carnal Abuse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Statutory Rape	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
STOLEN PROPERTY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Conceal Stolen Property	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
STOLEN VEHICLE	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Vehicle Theft, Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
SUSPICIOUS	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Suspicious Activity	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
THEFT	1	0	2	0	0	0	1	5	1	2	4	4	0	7	4	1	0	0	0	0	3	0	0	35	
Larceny On US Government Reservation	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
Larceny, Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	
Larceny, From Building	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Larceny, From Mails	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Larceny, Parts From Vehicle	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Shoplifting	0	0	0	0	0	0	0	0	1	1	2	2	0	1	1	0	0	0	0	0	0	2	0	10	
Theft Other	0	0	2	0	0	0	1	4	0	0	2	2	0	4	2	0	0	0	0	0	0	1	0	18	
TRAFFIC (CRIMINAL VIOLATION)	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	1	0	0	1	8	
Criminal Traffic Violation	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	1	0	0	1	8	
TRAFFIC ACCIDENT	1	0	1	0	1	0	1	3	7	5	2	5	7	8	8	2	5	2	2	2	4	1	0	67	
Hit/Run, Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
Hit/Run, Private Prop Damg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
Hit/Run, Vehicle Damg	1	0	0	0	0	0	0	0	2	2	0	1	3	0	2	0	2	0	0	0	1	0	0	14	
Traffic Accident, Injury	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	0	1	0	0	2	0	1	0	9	
Traffic Accident, Private Prop Damg	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
Traffic Accident, Vehicle Damage	0	0	0	0	1	0	0	3	1	1	1	2	2	5	2	2	1	1	2	0	1	0	0	25	
Traffic Accident. Public Property Damg	0	0	1	0	0	0	0	0	3	2	0	1	2	2	1	0	0	1	0	0	2	0	0	15	
TRAFFIC PROBLEM	1	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	1	1	0	1	0	0	8	
Reckless Driver	1	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	1	0	1	0	0	7	
Traffic, Other	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
TRESPASSING	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	6	
Trespassing, Government Property	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Trespassing, Private Property	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	5	
VIOLATE CONDITIONS OF RELEASE	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4	
VIOLATE CONDITIONS OF RELEASE	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4	
WEAPONS OFFENSE	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Threat To Bomb	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total Events	21	8	15	5	4	11	3	6	26	24	34	28	24	18	31	36	20	28	19	21	11	26	13	10	442
Total Citation Violations:	8	5	0	0	0	1	0	1	0	1	3	6	3	5	5	4	0	2	0	8	0	1	5	5	63
Total Citations:	8	6	1	0	0	1	0	1	0	1	3	7	4	5	5	4	0	4	2	8	0	1	5	5	71

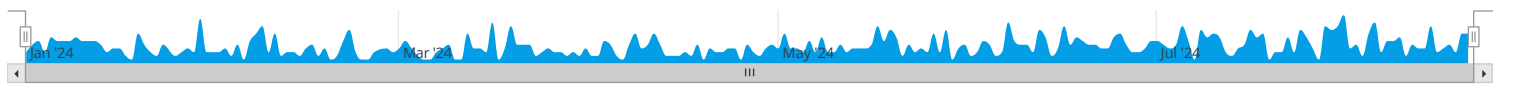
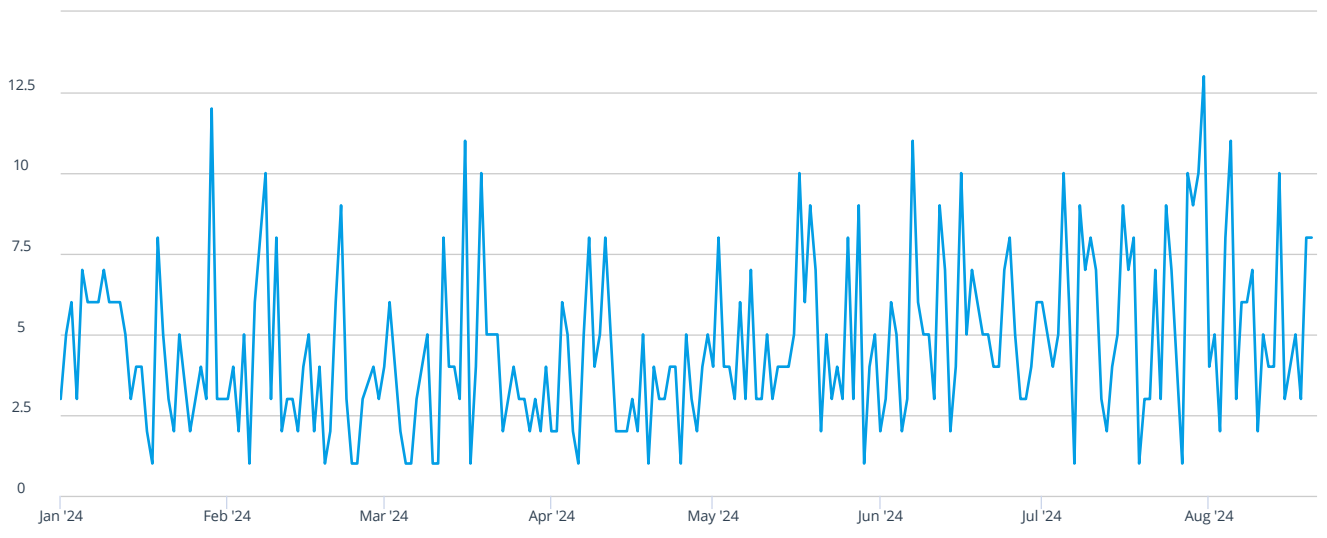
Current Year ▾ Jan 1, 2024 - Aug 21, 2024 ▾

15%
FIRE
 Percentage of Total Incidents

85%
EMS
 Percentage of Total Incidents

1,065
INCIDENTS
 In Selected Time Slice

234
DAYS
 In Selected Time Slice

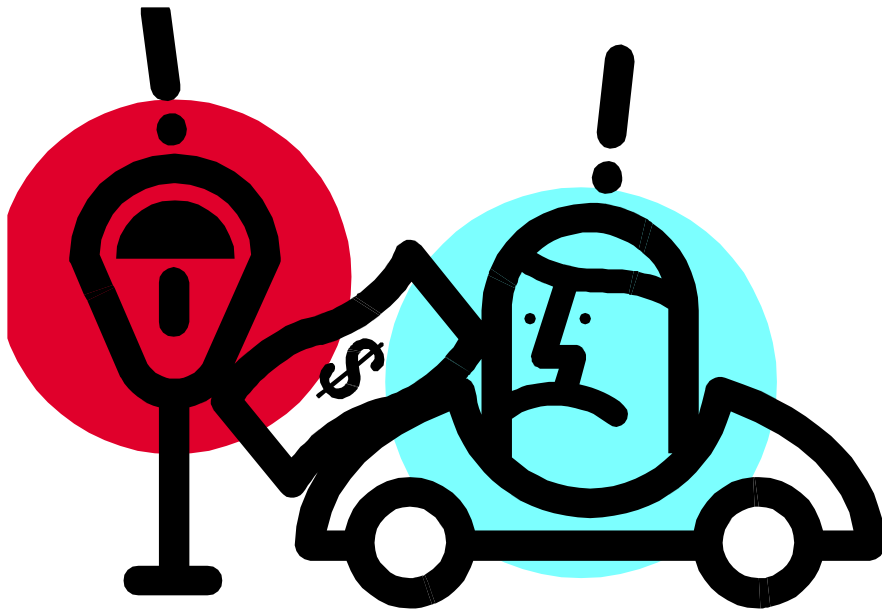


Counts | % Rows | % Columns | % All

	Jan '24	Feb '24	Mar '24	Apr '24	May '24	Jun '24	Jul '24	Aug '24	Sep '24	Oct '24	Nov '24	Dec '24	Jan '25	Total
(10) Fire, other				1	1									2
(11) Structure Fire		1		1	1			1						4
(13) Mobile property (vehicle) fire			1					2						3
(14) Natural vegetation fire				1										1
(15) Outside rubbish fire		2		1	1	2		1						7
(16) Special outside fire	1													1
(21) Overpressure rupture from steam (no ensuing fire)	1													1
(25) Excessive heat, scorch burns with no ignition			1											1
(30) Rescue, emergency medical call (EMS), other						1								1
(31) Medical assist							1							1
(32) Emergency medical service (EMS) incident	114	92	102	91	126	134	162	82						903
(34) Search for lost person				2					2					4
(36) Water or ice-related rescue	2				2									4
(38) Rescue or EMS standby					2		2							4

	Jan '24	Feb '24	Mar '24	Apr '24	May '24	Jun '24	Jul '24	Aug '24	Sep '24	Oct '24	Nov '24	Dec '24	Jan '25	Total
(41) Combustible/f... spills & leaks	1		2											3
(44) Electrical wiring/equipm.. problem	1	1												2
(46) Accident, potential accident				1										1
(50) Service call, other	1	2		1	2	1	1	1						9
(51) Person in distress		1		2										3
(53) Smoke, odor problem				1	1									2
(55) Public service assistance	2	2	1	1	1	3	3							13
(56) Unauthorized burning			1			1	1	1						4
(57) Cover assignment, standby at fire station, move-up							1							1
(60) Good intent call, other		1			2									3
(61) Dispatched and canceled en route	1	2	1	2	2	4	2	4						18
(62) Wrong location, no emergency found					1									1
(63) Controlled burning				1		3	1	2						7
(64) Vicinity alarm								2						2
(65) Steam, other gas mistaken for smoke			1				1							2
(67) HazMat release investigation w/no HazMat			1											1
(70) False alarm and false call, other	1	1	3	1				1						7
(71) Malicious, mischievous false alarm							1							1
(73) System or detector malfunction	3	1			1	1	4	2						12
(74) Unintentional system/detect... operation (no fire)	3	1	3	1	6	5	5	7						31
(91) Citizen complaint		1	1				1							3
UNK	1													1
UNK	1													1
Total	133	108	118	108	149	155	186	108						1,065

Parking Citation Hearing Board



I move to convene as the Parking Citation
Hearing Board

13.35.170 Gear/cargo loading float.

Unless other arrangements have been made with the harbormaster, for activity other than loading or unloading, the following rules apply to the gear/cargo loading float:

- A. The time limit on the loading float is two hours;
- B. Vehicle access shall be for vessels tied to the gear/cargo loading float only, when there is actual loading between vessel and vehicle; and
- C. Parking is not for casual access to vessels tied in the harbor. Improper use of the gear/cargo loading float is unlawful and subject to penalties in Chapter [13.10](#) SGC. (Ord. 14-07 § 4, 2014; S.G.C. § 13.10.170.)

The Sitka General Code is current through Ordinance 24-14, passed June 11, 2024.

Disclaimer: The city and borough clerk's office has the official version of the Sitka General Code. Users should contact the city and borough clerk's office for ordinances passed subsequent to the ordinance cited above.

[City and Borough Website: www.cityofsitka.com](http://www.cityofsitka.com)

[Hosted by General Code.](#)

VIOLATION

Nº 66025

Date 6/30/24 Time 1135 M.

License No. EDD 142 State AK

Make of Vehicle Ford ranger Officer HZ

Location EH Load zone

- Overtime Parking
- Handicap Parking Only
- Yellow Zone
- No Parking
- No Parking 4 A.M. to 7 A.M.
- Over 12" From Curb
- Active Load/Unloading Unattended Vehicle
- Facing Traffic
- Over 72 Hours
- Unattended Vehicle
- No Overnight Parking
- Bus Parking Only
- Other
- Expired Registration Or Failure To Display
- Over 10 Day Parking
- Expired Parking Permit

BAIL AMOUNT: \$ 25.00

NOTES:

SITKA, ALASKA

**CITY AND BOROUGH OF SITKA
APPEAL HEARING ON NOTICE OF VIOLATION
SGC 11.45.177**

Hearing Officer's Script

1. CALL TO ORDER

This is the time for the re-hearing on the appeal of Alec Cunningham. I am Gregg Olson Chair of the Police and Fire Commission, for the City and Borough of Sitka. The Police and Fire Commission is the Hearing Officer as authorized under SGC 11.40.176 for this appeal. Also present is the Police and Fire Commission Secretary, who will make a recording of the hearing.

I have before me a copy of the Request for Administrative Appeal, dated July 20, 2024, requesting a hearing by the Appellant.

2. PRESENTATION OF EVIDENCE

Will the parties attending the hearing please come forward and identify themselves for the record?

The purpose of this hearing is to determine whether the issuance of Citation Number _66025_, alleging the violation of Unattended Vehicle in Active Loading/Unloading Zone did in fact occur. The Appellant will first present their case for issuance of the citation and present evidence on their behalf. The Sitka Police Department will then have an opportunity to respond.

Appellant, please come forward and present your evidence in opposition to the alleged violation.

PD Representative, please come forward and present your evidence in support of the alleged violation.

Does either party have anything further to present at this time?

3. VOTING

The Police and Fire Commission shall now discuss the findings.

Police and Fire Commission find that the:

Appeal is granted and citation is dismissed

Appeal is not granted and the parking violation stands.

The appellant is to pay the fine in the amount of \$25.00, by September 6, 2024.

4. ADJOURNMENT

This concludes the hearing of Alec Cunningham.

City of Sitka
Administrative Appeal

REQUEST FOR ADMINISTRATIVE APPEAL – PARKING CITATION

Citation No. 66025 Citation Issue Date: 6/30/24 Issuing Officer: HZ
Vehicle License # EDD 142 Vehicle Make: Ford Ranger Reason for Citation: Active loading/ unloading prohibited
Print Defendant's Name: Alec Cunningham Date: 7-20-2024
Defendant's Signature: Alec Cunningham Daytime Phone: [REDACTED]
Mailing Address: [REDACTED] Email Address: [REDACTED]

Your appeal has been scheduled for August 28 at 5:30 PM before the Police & Fire Commission
Location: 330 Harbor Drive (Harrigan Centennial Hall)

I will appear in person to for my appeal I will only be submitting a written appeal

Before the appeal hearing a written explanation, with any legal justification cited, must be submitted for why the parking violation occurred. Failure to provide a written explanation before the appeal shall act as a waiver of the right to a hearing.
If you fail to appear and/or do not submit a written explanation, the following will happen – a default judgment will be entered against you for the maximum penalty permitted by law plus \$15 collection cost.

Office Use Only

Facts & Findings for Administrative Appeal

- Appeal is granted and citation is dismissed
- Appeal is not granted and the parking violation stands

The appellant is to pay a fine in the amount of \$ _____, by _____, 20____ payable to City and Borough of Sitka and may be paid at the Utilities Office at 100 Lincoln Street, Sitka, Alaska 99835 or Sitka Police Department, 304 Lake Street, Sitka, Alaska 99835. If not paid by the above date, a \$15 collection fee shall be applied.

Any questions on the ruling of the Police & Fire Commission, please contact Executive Assistant Serena Wild at 966-5705.



SITKA POLICE DEPARTMENT
STATEMENT FORM



Name: Alec Cunningham Date: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Location of Incident: EH drive down ramp

Person(s) Involved: Alec Cunningham

Acknowledgement Pursuant to Alaska Statute 11.56.800 – Class A Misdemeanor

I hereby attest that the following statements written by me are true to the best of my knowledge and understanding. I understand that my written statement may be presented to a magistrate or judge in lieu of my sworn testimony at a preliminary examination. I am aware that any false statement that I make may subject me to criminal punishment as a Class A Misdemeanor.

Signature: Alec Cunningham Date: 7-20-2024

I am the relief skipper of the F/V Sea Lion. On 6/30/2024 I parked on the drive down so my crew could unload gear and reload the truck with items headed for storage. Harbor Master Mark notified my crew that I had not made adequate contact with the Harbor Department as to my intentions and would receive a warning. My crew notified me of this. I then made contact with Harbor Master Mark of how much loger I would need. He informed me that it was ok, but when I arrived 30 mins later there was a ticket on the vehicle. With this I was under the impression that I had been given my verbal warning & permission to finish my operation without receiving a ticket. Thank you for your time.

Chapter 11.40
STOPPING, STANDING AND PARKING

11.40.165 Parking vehicles with suspended, revoked, or expired registration on streets, highways, or roadways, or in public parking lots......

No vehicle shall be parked on any street, highway, or roadway or in any public parking lot while displaying a suspended, revoked, or expired registration. (Ord. 04-46 § 4(A), 2004.)

VIOLATION

№ 69069

Date 6/7/24 Time 10:50 AM.

License No. KED170 State AK

Make of Vehicle Subaru Officer AR4

Location Crescent Hq

- Overtime Parking
 - Handicap Parking Only
 - Yellow Zone
 - No Parking 3-2024
 - No Parking 4 A.M. to 7 A.M.
 - Over 12" From Curb
 - Active Load/Unloading Unattended Vehicle
 - Facing Traffic
 - Over 72 Hours
 - Unattended Vehicle
 - No Overnight Parking
 - Bus Parking Only
 - Other _____
- Expired Registration Or Failure To Display
- Over 10 Day Parking
- Expired Parking Permit

BAIL AMOUNT: \$ 50-

NOTES:

SITKA, ALASKA

**CITY AND BOROUGH OF SITKA
APPEAL HEARING ON NOTICE OF VIOLATION
SGC 11.45.177**

Hearing Officer's Script

1. CALL TO ORDER

This is the time for the hearing on the appeal of Taylor Scott-Moelder.

I have before me a copy of the Request for Administrative Appeal, dated June 21, 2024, requesting a hearing by the Appellant.

2. PRESENTATION OF EVIDENCE

Will the parties attending the hearing please come forward and identify themselves for the record?

The purpose of this hearing is to determine whether the issuance of Citation Number 69069, alleging the violation of Expired Registration or Failure To Display Valid Registration did in fact occur. The Appellant will first present their case for issuance of the citation and present evidence on their behalf. The Sitka Police Department will then have an opportunity to respond.

Appellant, please come forward and present your evidence in opposition to the alleged violation.

PD Representative, please come forward and present your evidence in support of the alleged violation.

Does either party have anything further to present at this time?

3. VOTING

The Police and Fire Commission shall now discuss the findings.

Police and Fire Commission find that the:

Appeal is granted and citation is dismissed

Appeal is not granted and the parking violation stands.

The appellant is to pay the fine in the amount of \$50.00, by September 6, 2024.

4. ADJOURNMENT

This concludes the hearing of Taylor Scott-Moelder. I move to adjourn the Parking Citation Hearing Board.

City of Sitka
Administrative Appeal

REQUEST FOR ADMINISTRATIVE APPEAL – PARKING CITATION

Citation No. 69069 Citation Issue Date: 6/17/2024 Issuing Officer: A184
Vehicle License # KFD170 Vehicle Make: Subaru Outback Reason for Citation: Expired registration
Print Defendant's Name: Taylor Scott-Moelder Date: 6/21/2024
Defendant's Signature: Taylor Scott-Moelder Daytime Phone: [REDACTED]
Mailing Address: [REDACTED] Email Address: [REDACTED]

Your appeal has been scheduled for 7/29/24 at 5:30 PM before the Police & Fire Commission
Location: 330 Harbor Drive (Harrigan Centennial Hall)

Before the appeal hearing a written explanation, with any legal justification cited, must be submitted for why the parking violation occurred. Failure to provide a written explanation before the appeal shall act as a waiver of the right to a hearing.

If you fail to appear and/or do not submit a written explanation, the following will happen – a default judgment will be entered against you for the maximum penalty permitted by law plus \$15 collection cost.

Facts & Findings for Administrative Appeal

- Appeal is granted and citation is dismissed
- Appeal is not granted and the parking violation stands

The appellant is to pay a fine in the amount of \$ _____, by _____, 20 _____ payable to City and Borough of Sitka and may be paid at the Utilities Office at 100 Lincoln Street, Sitka, Alaska 99835 or Sitka Police Department, 304 Lake Street, Sitka, Alaska 99835. If not paid by the above date, a \$15 collection fee shall be applied.

Any questions on the ruling of the Police & Fire Commission, please contact Executive Assistant Serena Wild at 966-5705.



SITKA POLICE DEPARTMENT
STATEMENT FORM



Name: Taylor Scott-Moelder Date of Birth: [REDACTED]

Address: [REDACTED]

Location of incident: Crescent Harbor Long-term parking lot.

Person(s) involved: None.

Acknowledgement Pursuant to Alaska Statute 11.56.800 – Class A Misdemeanor

I hereby attest that the following statements written by me are true to the best of my knowledge and understanding. I understand that my written statement may be presented to a magistrate or judge in lieu of my sworn testimony at a preliminary examination. I am aware that any false statement that I make may subject me to criminal punishment as a Class A Misdemeanor.

Signature: Taylor Scott-Moelder Date: 6/21/2024

I was parked at the Long-term parking lot of Crescent Harbor when I was issued a citation for expired registration tabs. I have not received a renewal reminder from the DMV; my address has not changed. I went to the DMV; renewed my tabs right away. I believe leniency should be granted given the state failing to issue reminders, that I took immediate action to rectify the situation. The registration was expired for less than 90 days.

CUSTOMER COPY

STATE OF ALASKA

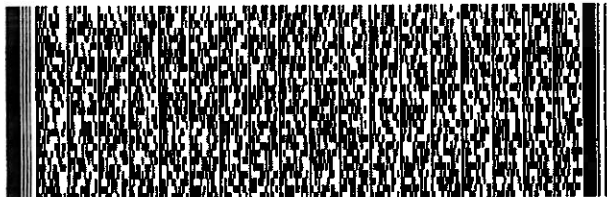
VEHICLE REGISTRATION

DIVISION OF MOTOR VEHICLES

EXPIRES LAST DAY OF: **LICENSE NO.** **TAB NO.** **CLASS** **DATE** **VEHICLE IDENTIFICATION NO.**
 PERM REG **KFD170** **Z597105** **11** **06/12/2024** **4S4BSADC9F3290318**

VEHICLE DESCRIPTION

MAKE **SUBA**
MODEL **OUT**
YEAR **2015**
BODY **4H**
COLOR **RED**
WEIGHT **3700**
UNIT



FEES

REGISTRATION \$125.00
TITLE \$0.00
LIEN \$0.00
MVRT \$16.00
INSPECTION \$0.00
TP/MISC \$10.00
TOTAL \$151.00

OWNER/REGISTRANT
TAYLOR LEIGH SCOTT-MOELDER

LIENHOLDER
JPMORGAN CHASE BANK

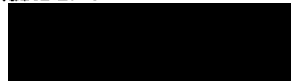
MAILING ADDRESS



NO ALASKA TITLE

Z
577 2819 06 12 2024 1534

RESIDENCE ADDRESS



WARNING

It is illegal to display incorrect license plates or month/year tabs on a vehicle. Make certain that this registration agrees with the license number on the vehicle. Failure to display the proper license plates and month/year tabs could result in a citation and/or impoundment of the vehicle. You must notify DMV in writing of name and address changes within 30 days of the change.

ORGAN AND TISSUE DONATION

A person who is 18 or more years of age may make an anatomical gift by designating a 'Yes' response at your local DMV office on any DMV form that asks the question or by signing up on the registry website at www.AlaskaDonorRegistry.org

MANDATORY INSURANCE AND FINANCIAL RESPONSIBILITY

The Alaska Mandatory Insurance law (AS 28.22) requires the owner or operator of a vehicle to have liability insurance in the amount of not less than \$50,000/\$100,000 for bodily injury or death and \$25,000 for property damage. The law requires you to carry proof of insurance in the vehicle.

Failure to have the required insurance may result in a suspension of your driving privileges for up to one year. Vehicle owners or drivers who are at fault in a collision are required by the Financial Responsibility law (AS 28.20) to pay for any property damage or injury caused to another person. If there is a reasonable possibility that you may be found liable in a civil court, your privilege to drive will be suspended for up to three years.

Police and Fire Commission

August 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, at the town halls, and through the online survey. 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.

Tasking List for Tourism Task Force Recommendations

Action #	Synopsis	Action Needed	Priority Level	Need for Expenditure?	Direction Provided 7/9:
1A	Negotiated agreement for visitor numbers	Assembly direction	High	No	
3A	TBMP administration	Assembly direction	High	Yes	
1B	Additional surveys/studies	Assembly direction	Medium	Yes	
4G	Zoning for future cruise docks	Assembly direction	Medium	No	
4H	Zoning for Katlian Bay	Assembly direction	Medium	No	
4M	Smoking in the downtown area	Assembly direction	Medium	Yes	
5B	AML Port Communities working group	Assembly direction	Medium	Yes	
4F	Traffic at GPIP	Assembly direction	Medium	No	

Action #	Synopsis	Action Needed	Priority Level	Need for Expenditure?	Sponsors Identified 7/9:
2A	Establishing a Tourism Commission	Assembly sponsors	High	No	
4A	E-bike regulations	Assembly sponsors	High	Potentially	Pike and Carlson
4D	Food cart permits	Assembly sponsors	Medium	No	
4L	Addressing downtown vacancy	Assembly sponsors	Medium	Potentially	

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

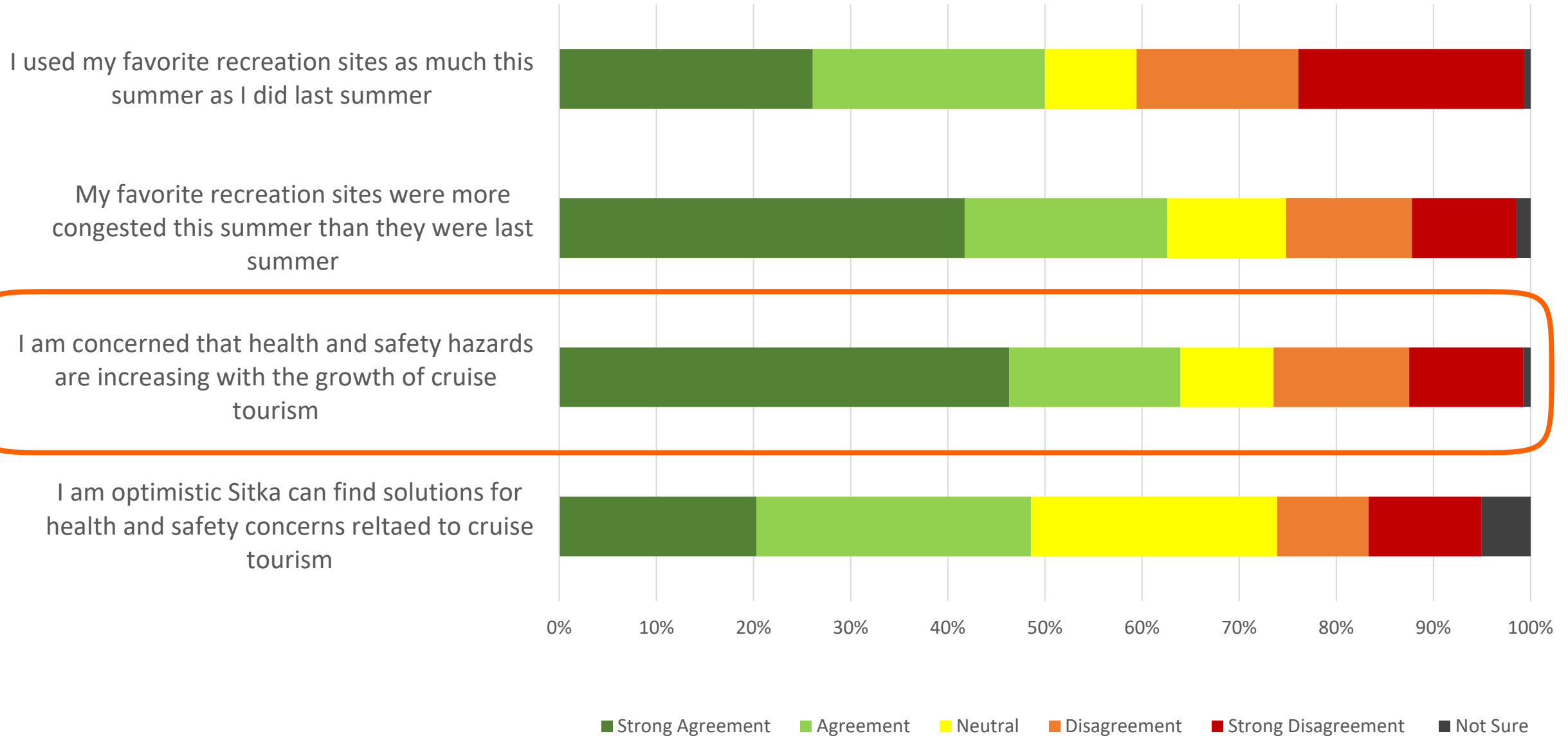
What recreation sites are important to you to access? Where are you experiencing overcrowding or congestion?



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%)



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

Page Title

Page Title

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 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.



GENERAL CODE

Chapter 11.75 BICYCLES



Sections:

[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.)

11.75.030 Fees.



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.)

The Sitka General Code is current through Ordinance 24-14, passed June 11, 2024.

Disclaimer: The city and borough clerk's office has the official version of the Sitka General Code. Users should contact the city and borough clerk's office for ordinances passed subsequent to the ordinance cited above.

City and Borough Website: www.cityofsitka.com

[Hosted by General Code.](#)

[Privacy Policy](#) | [Terms of Use](#) | [Cookie Preferences](#)

BICYCLE REGISTRATION

PLEASE PRINT ALL INFORMATION CLEARLY AND LEGIBLY



LAST NAME _____ FIRST NAME _____

PHONE # _____ DOB _____

RESIDENTIAL ADDRESS _____

MAKE _____ MODEL _____ YEAR _____

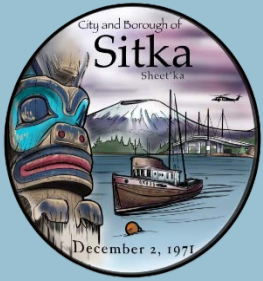
COLOR(S) _____ SPEED _____

SERIAL # _____ VALUE _____

LICENSE # _____

ADDITIONAL DESCRIPTION _____

SIGNATURE _____ DATE _____



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.



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 _____