



Agenda

Parks, Art, Recreation & Culture Advisory Commission Regular MeetingRegular Meeting

Thursday, September 18, 2025 at 5:30 PM

City Hall Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall

491 E. Pioneer Avenue
Homer, Alaska 99603
www.cityofhomer-ak.gov

Zoom Webinar ID: 990 6701 0473 Password: 295088

<https://cityofhomer.zoom.us>
Dial: 346-248-7799 or 669-900-6833;
(Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER 5:30 P.M.

AGENDA APPROVAL

PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

VISITORS/PRESENTATIONS (10 minute time limit)

RECONSIDERATION

CONSENT AGENDA All items on the consent agenda are considered routine and non-controversial by the Parks Art Recreation & Culture Advisory Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a Commissioner or someone from the public, in which case the item will be moved to the regular agenda and considered in normal sequence.

- A. Unapproved Meeting Minutes for August 21, 2025

STAFF & COUNCIL REPORT/COMMITTEE REPORTS (5 minute time limit)

- A. Parks Monthly Staff Report - Chad Felice
- B. Community Recreation Monthly Report - Mike Illg, Recreation Manager
- C. Monthly Staff Report - Mike Illg, Recreation Manager

PUBLIC HEARING

PENDING BUSINESS (15 minute time limit)

- A. Recommendation to Form a Homer High Pool & Theatre Task Force

NEW BUSINESS (15-20 minute time limit)

A. E-Bikes

Memorandum from Recreation Manager as backup

B. Scheduling Park Walk Through

INFORMATIONAL MATERIALS

A. 2025 Annual Calendar

B. Sprout Shwop September 2025

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE MAYOR/COUNCIL MEMBER

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **Thursday, October 16, 2025 at 5:30 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Session 25-04, a regular meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order by Chair Lewis at 5:30 p.m. August 21,2025 in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

PRESENT: COMMISSIONERS ARCHIBALD, LEWIS, PARSLEY,ROEDL, KEISER

ABSENT: COMMISSIONERS HARRALD, STEFANO (UNEXCUSED)

STAFF: RECREATION MANAGER ILLG, CITY CLERK KRAUSE, DEPUTY CLERK I LYNN

AGENDA APPROVAL

Chair Lewis introduced the topic and requested a motion.

ARCHIBALD/PARSLEY MOVED TO APPROVE THE AGENDA AS PRESENTED.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

VISITORS/PRESENTATIONS (10 minute time limit)

A. Friends of the Skate Park

Kevin Leahy representing the Friends of the Skatepark presented a laydown regarding their proposed project. Spoke about a proposed new skatepark, asking for the city to donate grass field area next to the old HERC building. They were hoping for funding from the Homer Foundation in the amount of \$250,000 and for the City to match some of that funding.

B. FY27 Capital Improvement Plan Presentation – Jenny Carroll, Special Projects & Communications Coordinator.

Special Project & Communications Coordinator Carroll presented the CIP noting the sections, process and selection of projects to recommend for legislative priority listing. She acknowledged the statement from Commissioner Keiser regarding the benefits of an organization getting their projects included in the plan, commenting on the time frame that projects can be in the plan, making recommendations to Council; actions requested from the Commission tonight and the processes used by the advisory bodies to select those projects as a body. Ms. Carroll noted that the Commission can recommend new projects with the support and input from Public Works and Staff Liaison as well as the Friends of the Skate Park.

Staff are recommending the HAAP project be returned to the CIP for additional funding opportunities as TAP is going through changes, and the Slope Stability & Erosion Mitigation Program

be removed with NOAA & KBNERR support, the Peatlands stay in the CIP as indicated in the laydown revision provided.

RECONSIDERATION

CONSENT AGENDA

- A. Unapproved Meeting Minutes for June 19, 2025

KEISER/ARCHIBALD MOVED TO APPROVE MINUTES FOR JUNE 19, 2025

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried

STAFF & COUNCIL REPORT/COMMITTEE REPORTS (5 minute time limit)

Parks Maintenance Coordinator Felice reviewed the report and noted the following:

- Vandalism on the new portable toilet facilities
- Trail connection from middle school
- Enforcement of non-motorized regulations
- Use of ebikes on local trails is damaging the trails and requires enforcement
 - Signage is required
 - Needs to cover all powered vehicles

- B. Community Recreation Monthly Report – Mike Illg, Recreation Manager

Recreation Manager Illg reported on the following:

- Community Recreation teamed up with SPARC for Pickleball Tournament.
 - Trying to promote at a form of tourism.
- Signed an MOU Agreement on Use of the Facilities with Homer High school and middle school.
- New Youth Programs being rolled out this fall to include fitness, pickleball, basketball.
- Public Works response and amazing job on the HERC sewer line issue while he was out of state.

Commissioner Keiser questioned the Calendar of Activities with pockets of time that could be available for use.

Recreation Manager Illg responded that not all available time is available to the public, prime time is reserved for other activities by KPBSD and other entities.

B. Monthly Staff Report – Mike Illg, Recreation Manager

Recreation Manager Illg reported on the Council actions noting most info contained in the written report in the packet

PUBLIC HEARING

PENDING BUSINESS (15 minute time limit)

A. Review and Recommendation on the Draft 2026-2031 Capital Improvement Plan

Recreation Manager Illg facilitated the Commission discussion and recommendations for the Commissions top three projects.

Chair Lewis requested a motion.

KEISER/PARSLEY MOVED TO RECOMMEND INCLUDE THE MILE 169 175 DRAINAGE IMPROVEMENTS, DIAMOND CREEK TRAILHEAD AND TRAIL SYSTEM, AND THE NEW SKATEBOARD PARK AS THE COMMISSION’S TOP PRIORITIES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

Staff reminded the Commission that a motion to recommend to Council in priority listing was needed.

ROEDL/ARCHIBALD MOVED TO RECOMMEND THE FOLLOWING THREE PROJECTS TO CITY COUNCIL FOR INCLUSION IN THE LEGISLATIVE PRIORITY SECTION OF THE CAPITAL IMPROVEMENT PLAN, AND PRIORITIZE THEM IN THE ORDER STATED:

1. DIAMOND CREEK TRAILHEAD AND TRAIL SYSTEM
2. MULTI USE COMMUNITY RECREATION CENTER
3. NEW SKATEPARK

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

C. Nomar Wall Mural Update – Chad Felice, Parks Maintenance Coordinator

Chad Felice, Parks Maintenance Coordinator provided an update, noting the following:

- City needs a “waiver of artistic rights ownership”
- No age limit for mural artists.

City Clerk Krause provided information on the importance of obtaining the waiver.

NEW BUSINESS (15–20-minute time limit)

A. Proposed Karen Hornaday Park Trail

Public Works Director Kort provided information on the following:

- Public Works has proposed engineered approach to design, then build the trail.
- Steep slope code stating any improvements need to go through an engineer.
- Trail done in a 2-phase approach.
- Safety concerns about the proposal of using game trails to route path because of possible conflict with wildlife.
- Will require legislation to appropriate money to do the design.
- Held up by the impasse of do it for free? Or taking the formalized approach.

KEISER/ROEDL MOVED PARCAC RECOMMEND TO THE CITY COUNCIL THE DEVELOPMENT OF A KAREN HORNADAY TRAIL, AS RECOMMENDED BY THE PUBLIC WORKS DEPARTMENT, USING AN ENGINEERED APPROACH.

Discussion on the time period before the construction of the trail was expected to take in a year to two, good approach to building the trail, design criteria manual was implemented due to the inherited difficulties with many trails in homer. Support expressed for getting survey and professionally built trail. It will gather higher use so needs to be constructed appropriately.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

- B. Consideration of Recommending a Bed Tax for the City of Homer.
- Bed tax to be used as potential source of funding for city projects.
 - This is an included idea the proposed Homer High School Pool Task Force.
 - None of the public have come in support of a bed tax in the past. Only owners of B&Bs and hotels.
 - Letting the new proposed task force handle the subject of the bed tax.

C. Appointment to the Facilities & Equipment Committee

Recreation Manager Illg spoke of the long-standing relationship with the school district, having a signed contract with the Kenai Peninsula School District to use Homer High School and Homer Middle School, but there are some changes. To get more support on coming to this agreement and future

agreements he recommended a commissioner be on the informal facilities and equipment committee that meets once a year and requested a volunteer.

Chair Lewis requested a volunteer.

Commissioner Parsley spoke up stating he would like to serve on the committee.

D. Recommendation to Form a Homer High Pool Task Force

Recreation Manager and Commissioner Keiser spoke to the draft resolution provided in the packet.

Discussion was facilitated by staff and the City Clerk noted that the resolution language provided by Commissioner Keiser was a good start but needed some minor edits. Staff will revise and bring back to the Commission for adoption at the September meeting.

E. Trail Financial Plan Review and Discussion
Memorandum CC-25-152 with attachments

Public Works Director Kort provided an explanation for the topic.

- Make trails ADA accessible

KEISER/PARSLEY MOVE THAT PARCAC FORMALLY ENDORSE THE TRAILS FINANCIAL PLAN AS PRESENTED.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT

Motion carried.

INFORMATIONAL MATERIALS

A. 2025 Annual Calendar

COMMENTS OF THE AUDIENCE (3 minute time limit)

Jordan Dire of Kachemak City expressed comments in support if the skate park and appreciation for the Commission's support.

Chrissy Zubek of Homer expressed comments of appreciation for the Commission's support for the skate board park project.

COMMENTS OF THE CITY STAFF

Public Works Director Kort thanked everyone for an enjoyable meeting and putting up with his long-written memos.

Parks Maintenance Coordinator Felice promised to provide better content in his reports. He further noted that if a trail can be ADA it will be ADA compliant.

City Clerk Krause expressed that it was nice to be with the Commission after such a long absence.

Recreation Manager Illg thanked the Commission for a productive meeting and put out a friendly reminder that when looking at the trails plan the HART fund is up for renewal next fall and to start advocating support.

Deputy City Clerk Lynn had no comments.

COMMENTS OF THE MAYOR/COUNCIL MEMBER (If present)

COMMENTS OF THE COMMISSION

Chair Lewis introduces new Deputy Clerk I Lynn to the commissioners.

Commissioner Keiser expressed thanks for a very productive meeting and to the skateboard “people” noting the kids impressing her using scooters in the skate park.

Commissioner Archibald commented it was a good meeting and that he will be in Cordova during the next meeting so requested excusal.

Commissioner Roedl thanked Chair Lewis for “volunteering” to report to the City Council and appreciated how smooth and quick this meeting was.

Commissioner Parsley thanked the friends of the skate park for showing up in such big numbers and spoke about the great opportunities for our trail systems.

ADJOURNMENT

There being no further business to come before the Commission, Chair Lewis adjourned the meeting at 7:35pm. Next Regular Meeting is **Thursday, September 18, 2025 at 5:30 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Scott Lynn, Deputy City Clerk I

Approved:_____



MEMORANDUM

Item Type: Informational Memorandum Community Recreation
Prepared For: Parks, Arts, Recreation & Culture Advisory Commission
Date: September 9, 2025
From: Mike Illg, Recreation Manager/Staff Liaison

Programming & Special Events: Please view the monthly calendar for reference of the programs, activities and special events provided. Some news and highlights to share:

The new Community Recreation calendar is up and running. Go to link [HERE](#) to view.

We are offering three Jewelry making classes this fall: Introduction to Silversmithing, Lost Wax Casting and Intermediate Silversmithing

Staff is looking into the options and possibilities of resurfacing and repainting of the court lines on the HERC gym floor. We have approved funding for a re-coating of the gym floor but we are thinking we will need to be in the HERC for a few more years and this could be a significant improvement until a future recreation facility is built. More on this as it evolves.

We are teaming up the Homer Elks Club to offer a youth soccer competition and a national hoop shoot competition.

We are partnering with Sprout Family services for toddler clothing/toy swap on Sat. September 20th.

On Sunday September 2, Community Rec is sponsoring the Drew Brown memorial Soccer game. Proceeds go to the Drew Brown memorial scholarship.

While the HERC activity room is still closed at this time, we were able to move the fitness class into the gym. To make this happen public works maintenance staff removed some broken basketball hoops and assisted with installing equipment. We also needed to move our regularly scheduled pickleball times by 15 minutes. We appreciate everyone's help, flexibility and willingness to make the space as multi-use as possible.

Potential new programs in the works: evening drop in ping pong, corn hole league and/or drop-in play, morning youth fitness class.

CITY OF HOMER COMMUNITY REC PRESENTS:



Strength and conditioning Classes

WITH RAFAEL

Training grounded on science, designed for Alaska grit

Monday/Wednesday/Friday
8am-9am
HERC GYM

**Punch Cards, Daily,
Monthly or Yearly Passes
Available**



**FOR MORE INFO
AND TO REGISTER
SCAN HERE**



**Questions? Call or Text
907-299-8954**

Taught by
Art
Koeninger

City of Homer
Community Rec Presents:



FALL 2025

Jewelry Making Classes



Intro to Silversmithing:

Lost Wax Casting:

Intermediate Silversmithing: November 1-2

October 18-19

October 24-26

\$180* OR \$100 FOR RETURNING STUDENTS

***Youth Scholarships Available!**



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907-235-1014





MEMORANDUM

Item Type: Informational Memorandum
Prepared For: Parks, Arts, Recreation & Culture Advisory Commission
Date: September 9, 2025
From: Mike Illg, Recreation Manager/Staff Liaison

The following City Council resolutions and ordinances activity relevant to the Park, Arts, Recreation and Culture Advisory Commission since the last PARCAC regular meeting on August 21, 2025.

August 25, 2025 City Council Regular Meeting

*Ordinance 25-58, An Ordinance of the City Council of Homer, Alaska Amending the FY26 Capital Budget by Appropriating \$20,000 from the Fishing Hole Capital Asset Repair and Maintenance Allowance (CARMA) Fund for the Purpose of Installing a Drywell in Tract 2 of the Fishing Hole Subdivision. City Manager/Port Director. **Introduced.***

September 8, 2025 City Council Regular Meeting

*Ordinance 25-58, An Ordinance of the City Council of Homer, Alaska Amending the FY26 Capital Budget by Appropriating \$20,000 from the Fishing Hole Capital Asset Repair and Maintenance Allowance (CARMA) Fund for the Purpose of Installing a Drywell in Tract 2 of the Fishing Hole Subdivision. City Manager/Port Director. **Approved.***

RECOMMENDATION: Informational Only.

**CITY OF HOMER
HOMER, ALASKA**

Sponsor

RESOLUTION 25-xxx

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
ESTABLISHING THE HOMER POOL AND THEATER TASK FORCE
AND SPECIFYING A SCOPE OF WORK.

WHEREAS, The residents of the Southern Kenai Peninsula depend on the swimming pool at the Kay Kuhns Aquatic Center (Homer Pool) to learn how to swim safely, exercise, training for competitive sports, recreation; and

WHEREAS, The Kenai Peninsula Borough School District (KPBSD) has indicated it may not fund the Homer Pool in the near future; and

WHEREAS, The KPBSD has further indicated that local communities need to fund the operations and maintenance of the swimming pools in their communities if they desire to keep them open; and

WHEREAS, The KPBSD has further indicated that without local funding, they will close the pools; and

WHEREAS, The Parks, Art, Recreation and Culture Advisory Commission (PARCAC) believes that once the KPBSD closes the Homer Pool they will close the Theater as well; and

WHEREAS, PARCAC requests City Council to form a Task Force consisting of three members of the public with no more than two non-residents, two members of PARCAC, and one member of Council and staff as may be appropriate; and

WHEREAS, The scope of work will include the following tasks:

1. Research the consequences resulting from the possible closure of the school pool and theater facilities.
2. Determine and recommend alternative funding sources for operations and maintenance of the Homer Pool and Theater facilities.
3. Recommend alternative options available within the community for pool and theater events if the school facilities are closed.
4. Monthly reports will be provided to the Commission by the Task Force.
5. Seek public comment from interested parties and the general public on the proposed closure of pool and theater facilities by having open house event(s).

WHEREAS, The Task Force shall begin their work as soon as members are appointed and will complete the scope of work as shown no later than April 2026 providing a written

report of their findings to City Council no later than the City Council regular meeting on May11, 2026.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska hereby establishes the Homer Pool and Theater Task Force and specifying the scope of work.

BE IT FURTHER RESOLVED that the Homer Pool and Theater Task Force be dissolved upon delivery of their final report to City Council.

PASSED AND ADOPTED by the Homer City Council this 13th day of October, 2025.

CITY OF HOMER

RACHEL LORD, MAYOR

ATTEST:

RENEE KRAUSE, MMC, ADAC, CITY CLERK

Fiscal information: Clerk Staff overtime and advertising costs.



MEMORANDUM

Item Type: Action Memorandum- E-Bikes
Prepared For: Parks, Arts, Recreation & Culture Advisory Commission
Date: September 11, 2025
From: Mike Illg, Recreation Manager/Staff Liaison

Issue:

The topic and growing popularity of e-bikes (electric assisted bicycles) have been an ongoing issue not only for the local Homer community but also throughout the state, federal land and communities across the United States for several years. While there is no “one size fits all” law or regulation for managing e-bikes in the public, there are resources to refer to if the commission chooses to consider some potential legislation. Based upon previous discussions from commissioners and staff, the primary concerns are addressing safety for all users (walkers, runners, bikers, pets, wildlife, etc) on mixed use trails, understanding and educating rules relating to driving e-bikes on roads and sidewalks, ensuring equitable access to all user groups and acknowledging the challenges of enforcement.

As the commission considers pursuing this new endeavor, staff recommends taking into consideration the following variables:

- How this topic relates to the city’s existing Non-Motorized Transportation Plan and the ongoing wayfinding project.
- Does establishing possible new e-bike regulations align with PARCAC’s strategic plan and if not, what are the justifications for pursuing possible new legislation.
- Consider the anticipated significant and increased amount of time, resources and tasks necessary to achieve this goal, such as: what organizations would be involved (ex. police department, community development department, local trail use organizations, the Independent Living Center) how much staff time would be needed (clerks, public works staff, staff liaison, attorney, etc), and what is the estimated timeline to make a formal recommendation.

Action:

Review the attached current state laws, articles and Municipality of Anchorage's regulation related to e-bikes, decide if the commission would like to send a memorandum to Council requesting direction for the Commission to undertake the effort to develop regulation language for e-bikes within the City of Homer.

ANCHORAGE, ALASKA
AO No. 2024-51

AN ORDINANCE OF THE ANCHORAGE ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE SECTIONS 09.04.010, 9.38.020, AND 25.10.010 TO REFINE THE DEFINITION OF THE “ELECTRIC BICYCLE” AND INCREASE EQUITABLE ACCESS AND IMPROVE USER SAFETY ON TWO-WAY MIXED-USE TRAILS AND SIDEWALKS.

WHEREAS, the Anchorage Assembly passed AO No. 2023-65(S-1), As Amended, defining the term “vulnerable road user” and has worked to increase safety for vulnerable road users on streets and roadways; and

WHEREAS, in the MOA, vulnerable road users share sidewalks and the two-way mixed-use trail system; and

WHEREAS, electric bicycles represent an exciting and emerging alternative mode of transportation with the potential to increase access to Anchorage’s extensive trail system; and

WHEREAS, electric bicycles also have the potential to bring increased mass and velocity to the trails, and with them increased risk to other vulnerable road users and trail users, particularly in areas that previously posed no similar risk; and

WHEREAS, as with any new and potentially disruptive technology, electric bicycles have yet to become a uniformly defined and regulated mode of transportation; and

WHEREAS, the Anchorage Assembly bears the responsibility to both increase equitable access for vulnerable road users to mixed-use trails and sidewalks but to ensure the safety of all its users by establishing nominal power guidelines and speed limitations for bicycles and devices with low-speed electric motors; and

WHEREAS, the entire nation of Canada has limited the maximum output of electric bicycles sold and used within its jurisdiction to no more than 500 watts; and

WHEREAS, a nominal limit of 500 watts complies with Federal statute, 15 USC 2085, which prohibits low-speed electric bicycles from producing 750 watts or more; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code section 09.04.010 is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

09.04.010 Definitions.

Bicycle means an [A LOW-SPEED] electric bicycle and any device propelled solely by human power upon which any person may ride, having at least two tandem wheels either of which is more than 14 inches in diameter. (CAC 9.04.070; AO No. 78-72; AO No. 2011-113(S), § 1, 11-22-11, eff. 12-22-11)

*** *** ***

Electric bicycle means a bicycle equipped with fully operable pedals, a saddle or seat for the rider, and an electric motor of no more than 500 watts; that can safely share a bicycle transportation facility with other users of such facility; and meets the requirements of one of the following classifications:

*** *** ***

[HIGH-SPEED ELECTRIC BICYCLE MEANS ANY BICYCLE OR TRICYCLE WITH FULLY OPERABLE PEDALS, AN ELECTRIC MOTOR OF MORE THAN 750 WATTS (1 H.P.), AND A MAXIMUM SPEED ON A PAVED LEVEL SURFACE, WHEN POWERED SOLELY BY SUCH A MOTOR AND WHEN CARRYING ONE PERSON WEIGHING 170 POUNDS, OF MORE THAN 20 MILES PER HOUR. FOR PURPOSES OF THIS TITLE, HIGH-SPEED ELECTRIC BICYCLES ARE MOTOR-DRIVEN CYCLES. (AO NO. 2016-67, § 1, 6-21-16)]

*** *** ***

Motor-driven cycle means any motorcycle, motor scooter, moped or bicycle with a 50cc or smaller engine displacement motor attached or producing less than five brake horsepower, or any [HIGH-SPEED ELECTRIC] bicycle equipped with an electric motor greater than 500 watts. (CAC 9.04.280; AO No. 78-72; AO No. 89-52; AO No. 2011-113(S), § 1, 12-22-11; AO No. 2016-67, § 1, 6-21-16)

*** *** ***

[LOW-SPEED ELECTRIC BICYCLE MEANS ANY BICYCLE OR TRICYCLE WITH FULLY OPERABLE PEDALS, AN ELECTRIC MOTOR OF NO MORE THAN 750 WATTS (1 H.P.), AND A MAXIMUM SPEED ON A PAVED LEVEL SURFACE, WHEN POWERED SOLELY BY SUCH A MOTOR AND WHEN CARRYING ONE PERSON WEIGHING 170 POUNDS, OF NO MORE THAN 20 MILES PER HOUR. FOR PURPOSES OF THIS TITLE, LOW-SPEED ELECTRIC BICYCLES ARE NOT MOTOR VEHICLES OR MOTOR-DRIVEN CYCLES.]

*** *** ***

(AO No. 2011-113(S), § 1, 12-22-11; AO No. 2016-67, § 1, 6-21-16)

Section 2. Anchorage Municipal Code section 09.38.020 is hereby amended to read as follows:

9.38.020 Applicability of traffic laws to riders.

- 1
- 2 A. Every person operating a bicycle shall be granted all of the rights and
- 3 shall be subject to all of the duties applicable to a person operating a
- 4 vehicle by this title, except as to special regulations in this chapter,
- 5 and except as to those provisions of this title which by their nature
- 6 have no application.
- 7
- 8 B. A person shall not operate a bicycle so as to suddenly leave a curb or
- 9 other place of safety and move into the path of any other vehicle so
- 10 close as to constitute an immediate hazard.
- 11
- 12 C. A person operating a bicycle, electric bicycle, or a device moved solely
- 13 by any combination of human muscular power, wind or gravity, upon
- 14 and along a sidewalk, trail or pathway shall have all the rights and
- 15 duties applicable to a pedestrian under the same circumstances as
- 16 follows:

17 *** **

18 (CAC 9.38.020; AO No. 78-72; AO No. 2005-77, § 2, 11-22-05; AO No. 2011-

19 113(S), § 107, 11-22-11, eff. 12-22-11; AO No. 2016-67, § 3, 6-21-16)

20

21 **Section 3.** Anchorage Municipal Code section 25.10.010 is hereby amended to

22 read as follows:

23

24 **25.10.010 Definitions.**

25

26 The following words, terms and phrases, when used in this title, shall have

27 the meanings ascribed to them in this section, except where the context

28 clearly indicates a different meaning:

29

30 *Agency* means any department, office or subdivision of the municipality.

31

32 *Contract* means an agreement of any kind, including an option, regardless of

33 what it may be called.

34

35 *Motor vehicle* means any vehicle propelled by a force other than electric

36 current, human muscular power, gravity or wind, including, without limitation,

37 automobiles, jet skis, hydroplanes, boats, all-terrain vehicles, three-wheelers,

38 motorcycles, motor-driven cycle[HIGH-SPEED ELECTRIC BICYCLES],

39 snowmachines and model cars and boats, and airplanes. For purposes of

40 this title, [low-speed] electric bicycles as defined in section 9.04.010 are not

41 motor vehicles[, AND THE DEFINITIONS OF HIGH- AND LOW-SPEED

42 ELECTRIC BICYCLES ARE AS PROVIDED IN SECTION 9.04.010].

43

44 *Municipal land* means any real property owned by the municipality, including

45 real property to which the school district has been granted management

46 authority pursuant to section 25.10.050.

47

48 *Real property* means any interest in real property under the law of the state,

49 including but not limited to a fee, easement or leasehold interest, but

50 excluding a revocable license or permit to use real property.

51

(AO No. 79-170; AO No. 86-102; AO No. 2016-67, § 5, 6-21-16)

Section 4. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day
of _____, 2024.

Chair

ATTEST:

Municipal Clerk



MUNICIPALITY OF ANCHORAGE ASSEMBLY MEMORANDUM

No. AM 438-2024

Meeting Date: May 7, 2024

From: Assembly Member Martinez

Subject: AO 2024-51 – AN ORDINANCE OF THE ANCHORAGE ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE SECTIONS 09.04.010, 9.38.020, AND 25.10.010 TO REFINE THE DEFINITION OF THE “ELECTRIC BICYCLE” AND INCREASE EQUITABLE ACCESS AND IMPROVE USER SAFETY ON TWO-WAY MIXED-USE TRAILS AND SIDEWALKS.

The proposed ordinance seeks to both simplify the current language in code and account for the unique nature and growing prevalence of electric bicycles. This technology has the potential to greatly increase access to Anchorage’s vast and beautiful network of trails, particularly for populations that may have previously been unable to access these areas. However, these devices represent a largely unregulated sector of the transportation industry, with models ranging from the pedestrian to the remarkably powerful.

Currently our code classifies e-bikes as either “low-speed” or “high-speed”. This ordinance proposes to do away with this subclassification and instead set a reasonable benchmark of 500W for determining how an e-bike should be regulated. The new standard would treat e-bikes of 500W or less as bicycles, while anything more powerful than 500W would be considered a motor-driven cycle for the purposes of code.

I request your support for the ordinance.

Prepared by: Assembly Counsel’s Office

Respectfully submitted: George Martinez, Assembly Member
District 5 – East Anchorage



ALASKA'S E-BIKE LAW FOR THE ROAD

- » In Alaska, an e-bike is defined as a “motor-driven cycle.” A motor-driven cycle, e-bikes are not subject to the same rules of the road as traditional bicycles.
- » E-bike riders must carry an operator's license. E-bikes are not subject to registration or insurance requirements.

- » Helmets are not required. There is a 14 year age minimum for e-bike use. E-bikes are not allowed on sidewalks and bike paths.

* The following Alaska laws are referenced: Alaska Stat. § 28.90.990.

eMTB GUIDELINES

- » On federal, state, county and local trails, e-mountain bike (eMTB) access varies significantly.
- » Generally, any natural surface trail that is designated as open to both motorized and non-motorized uses is also open to eMTBs.
- » eMTBs may not be allowed on trails managed for non-motorized activities.
- » Do not ride your eMTB in areas where the local rules are unclear. Ride legally and only on authorized trails to show that mountain bikers are responsible trail users.
- » When in doubt, ask your local land manager about access to specific trails. Local land rules change frequently.

ALASKA'S E-BIKE LAW FOR TRAILS

- » LOCAL: Consult your local land management agency.
- » STATE: In Alaska State Parks, bicycles of all kinds are considered vehicles in park regulations. In some parks, bicycles are called out specifically if, where, and when they are allowed on trails, and eMTBs would be as well. Contact the agency or local park rangers for more information. PeopleForBikes is monitoring this policy and will update this document as needed.
- » FEDERAL: On federal lands, eMTBs are considered motorized vehicles and have access to motorized trails. The National Park Service, Fish and Wildlife Service, Forest Service, and Bureau of Land Management manage 60% of Alaska's land, with most recreation on Forest Service lands. Contact the U.S. Forest Service Alaska Regional Office for more information.

CHECK OUT

- » A map of great eMTB rides at peopleforbikes.org/emtb
- » eMTB “Adventures” at peopleforbikes.org/e-bikes

GREAT eMTB RIDES IN ALASKA

- » **White Mountains Winter Tour**
Fairbanks | 100 miles
- » **Yakutat Area Trails**
Yakutat | 13 miles

With an e-bike, 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.

In many states, e-bikes are regulated under antiquated laws primarily aimed at combustion engine vehicles such as mopeds or scooters. PeopleForBikes is clarifying state laws governing the use of e-bikes in the U.S. Every state's law is different, but the objective is to ensure that low-speed e-bikes are regulated similarly to traditional, human-powered bicycles.



Learn more at PeopleForBikes.org/e-bikes

- » Blogs and webinars
- » E-bike laws around the country
- » E-bike statistics and research
- » Buying guide
- » Retailer materials
- » eMTB management resources



**CITY OF HOMER
HOMER, ALASKA**

Aderhold

RESOLUTION 23-028

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
SUPPORTING THE ALASKA STATE LEGISLATURE ADOPTING
DEFINITIONS RELATED TO ELECTRIC BICYCLES AND ALLOWING
MUNICIPALITIES TO REGULATE THEM

WHEREAS, Residents of the City of Homer are interested in increasing the ability to walk and bicycle throughout the City by constructing and connecting sidewalks, paths, and trails; and

WHEREAS, The City of Homer has adopted a “Share the Road” campaign initiated by the Homer Bicycle Club; and

WHEREAS, The City of Homer is taking active measures to increase the ease and convenience of using non-motorized transportation; and

WHEREAS, Electric bicycles have become common in Homer and several vendors sell and maintain bicycles, including electric bicycles; and

WHEREAS, Electric bicycles have not been defined in State Statute; and

WHEREAS, Standardized definitions classifying types of electric bicycles and separating electric bicycles from motor vehicles is necessary for regulating where different modes of transportation are appropriate within municipalities; and

WHEREAS, HB 8 and SB 62 are companion bills of the 33rd Alaska State Legislature that provide industry standard definitions of electric bicycles and classify them as bicycles; and

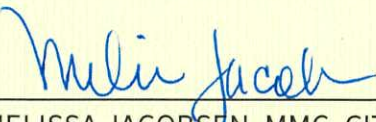
WHEREAS, HB 8 and SB 62 allow municipalities to regulate where and how electric bicycles may be used on sidewalks and paths.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, supports the Alaska State Legislature adopting definitions related to electric bicycles and allowing municipalities to regulate them.

PASSED AND ADOPTED BY THE CITY COUNCIL OF HOMER, ALASKA, 28th day of March, 2023.

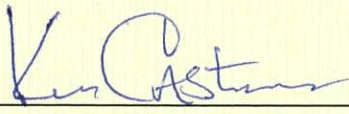
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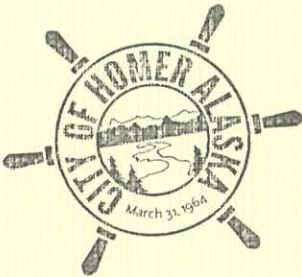
ATTEST:


MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal note: N/A

CITY OF HOMER


KEN CASTNER, MAYOR





AGENDA ITEM REPORT

Resolution 23-028, A Resolution of the City Council of Homer, Alaska Supporting the Alaska Legislature Adopting Definitions Related to Electric Bicycles and Allowing Municipalities to Regulate Them. Aderhold.

Item Type: Resolution
Prepared For: Mayor & City Council
Meeting Date: 28 Mar 2023
From: Melissa Jacobsen, MMC, City Clerk

See attached information for consideration of Resolution 23-028.

Recommendation:

Adopt Resolution 23-028.

Attachments:

Resolution 23-028

Senate Bill 62A & 62B

Sectional Analysis of Version B

House Bill 8

**CITY OF HOMER
HOMER, ALASKA**

Aderhold

RESOLUTION 23-028

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
SUPPORTING THE ALASKA STATE LEGISLATURE ADOPTING
DEFINITIONS RELATED TO ELECTRIC BICYCLES AND ALLOWING
MUNICIPALITIES TO REGULATE THEM

WHEREAS, Residents of the City of Homer are interested in increasing the ability to walk and bicycle throughout the City by constructing and connecting sidewalks, paths, and trails; and

WHEREAS, The City of Homer has adopted a “Share the Road” campaign initiated by the Homer Bicycle Club; and

WHEREAS, The City of Homer is taking active measures to increase the ease and convenience of using non-motorized transportation; and

WHEREAS, Electric bicycles have become common in Homer and several vendors sell and maintain bicycles, including electric bicycles; and

WHEREAS, Electric bicycles have not been defined in State Statute; and

WHEREAS, Standardized definitions classifying types of electric bicycles and separating electric bicycles from motor vehicles is necessary for regulating where different modes of transportation are appropriate within municipalities; and

WHEREAS, HB 8 and SB 62 are companion bills of the 33rd Alaska State Legislature that provide industry standard definitions of electric bicycles and classify them as bicycles; and

WHEREAS, HB 8 and SB 62 allow municipalities to regulate where and how electric bicycles may be used on sidewalks and paths.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, supports the Alaska State Legislature adopting definitions related to electric bicycles and allowing municipalities to regulate them.

PASSED AND ADOPTED BY THE CITY COUNCIL OF HOMER, ALASKA, 28th day of March, 2023.

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CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal note: N/A

SENATE BILL NO. 62

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTY-THIRD LEGISLATURE - FIRST SESSION

BY SENATOR KAWASAKI

Introduced: 2/8/23

Referred: Transportation, State Affairs

A BILL**FOR AN ACT ENTITLED**1 **"An Act relating to electric-assisted bicycles."**2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**3 * **Section 1.** AS 19.10.399(9) is amended to read:4 (9) "motor vehicle" means a vehicle that is self-propelled, except **for** a
5 vehicle moved by human or animal power; **"motor vehicle" does not include an**
6 **electric-assisted bicycle as defined in AS 28.90.990(a);**7 * **Sec. 2.** AS 19.10.399(16) is amended to read:8 (16) "vehicular way or area" means a way, path, or area, other than a
9 highway or private property, that is designated by official traffic control devices or
10 customary usage and that is open to the public for purposes of pedestrian or vehicular
11 travel, and which way or area may be restricted in use to pedestrians, bicycles, or other
12 specific types of vehicles as determined by the Department of Public Safety or other
13 agency having jurisdiction over the way, path, or area; **in this paragraph, "bicycle"**
14 **has the meaning given in AS 28.90.990(a).**15 * **Sec. 3.** AS 28.05.011(a) is amended to read:

(a) The commissioner of public safety shall, unless otherwise provided by statute, adopt regulations in compliance with AS 44.62 (Administrative Procedure Act) necessary to carry out the provisions of this title and other statutes whose administration is vested in the Department of Public Safety. The regulations must include

(1) rules of the road relating to the driving, stopping, standing, parking, and other conduct of vehicles, to pedestrians, and to official traffic control devices; regulations adopted under this paragraph may not prohibit the use of an electric personal motor vehicle or an electric-assisted bicycle on a sidewalk, bike path, or vehicular way or area restricted to the use of pedestrians; limitations on regulation of electric personal motor vehicles or electric-assisted bicycles imposed under this paragraph do not apply to a municipal ordinance regulating electric personal motor vehicles, electric-assisted bicycles, or specific classes of electric-assisted bicycles, enacted to meet local requirements; unless otherwise specified by regulation,

(A) an electric-assisted bicycle is considered a bicycle and may not be regulated as another type of vehicle; and

(B) a user of an electric-assisted bicycle shall be afforded the same rights and be subject to the same duties as a user of a bicycle;

(2) minimum equipment for vehicles, including minimum standards of compliance to be met by manufacturers and vehicle sales and repairs businesses;

(3) inspection of vehicles other than commercial motor vehicles, and the removal of vehicles from areas of public use when they are found to be in a defective or unsafe condition;

(4) abandonment of vehicles;

(5) management of records of the Department of Public Safety required for that department's administration of this title and its regulations adopted under this title, including provisions for ensuring the accuracy of information contained in automated and manual information retrieval systems;

(6) definitions of words and phrases used in this title and in regulations adopted under this title unless otherwise provided by statute;

(7) certification and regulation of junk yards.

1 * **Sec. 4.** AS 28.10.011 is amended to read:

2 **Sec. 28.10.011. Vehicles subject to registration.** Every vehicle driven,
3 moved, or parked on [UPON] a highway or other public parking place in the state
4 shall be registered under this chapter except when the vehicle is

5 (1) driven or moved on a highway only for the purpose of crossing the
6 highway from one private property to another, including an implement of husbandry
7 as defined by regulation;

8 (2) driven or moved on a highway under a dealer's plate or temporary
9 permit as provided for in AS 28.10.031 and 28.10.181(j);

10 (3) special mobile equipment as defined by regulation;

11 (4) owned by the United States;

12 (5) moved by human or animal power;

13 (6) exempt under 50 U.S.C. App. 501-591 (Soldiers' and Sailors' Civil
14 Relief Act);

15 (7) driven or parked only on private property;

16 (8) the vehicle of a nonresident as provided under AS 28.10.121;

17 (9) transported under a special permit under AS 28.10.151;

18 (10) being driven or moved on a highway, vehicular way, or a public
19 parking place in the state that is not connected by a land highway or vehicular way to

20 (A) the land-connected state highway system; or

21 (B) a highway or vehicular way with an average daily traffic
22 volume greater than 499;

23 (11) an implement of husbandry operated in accordance with the
24 provisions of AS 19.10.065;

25 (12) an electric personal motor vehicle;

26 **(13) an electric-assisted bicycle.**

27 * **Sec. 5.** AS 28.90.990(a)(12) is amended to read:

28 (12) "electric personal motor vehicle" means an electric personal
29 assistive mobility device that is a self-balancing vehicle with two nontandem wheels,
30 designed to transport only one person, has an electric propulsion system, and has a
31 maximum speed of not more than 15 miles an hour; **"electric personal motor**

vehicle" does not include an electric-assisted bicycle;

* **Sec. 6.** AS 28.90.990(a)(18) is amended to read:

(18) "motor vehicle" means a vehicle **that** [WHICH] is self-propelled, except **for** a vehicle moved by human or animal power; **"motor vehicle" does not include an electric-assisted bicycle;**

* **Sec. 7.** AS 28.90.990(a)(19) is amended to read:

(19) "motorcycle" means a vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground; **"motorcycle"** [THE TERM] does not include a tractor **or an electric-assisted bicycle;**

* **Sec. 8.** AS 28.90.990(a)(20) is amended to read:

(20) "motor-driven cycle" means a motorcycle, motor scooter, motorized bicycle, or similar conveyance with a motor attached and having an engine with 50 or less cubic centimeters of displacement; **"motor-driven cycle" does not include an electric-assisted bicycle;**

* **Sec. 9.** AS 28.90.990(a) is amended by adding new paragraphs to read:

(33) "bicycle" includes an electric-assisted bicycle;

(34) "class 1 electric-assisted bicycle" means a bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches the speed of 20 miles per hour;

(35) "class 2 electric-assisted bicycle" means a bicycle equipped with an electric motor that may be used exclusively to propel the bicycle and that stops providing assistance when the bicycle reaches the speed of 20 miles per hour;

(36) "class 3 electric-assisted bicycle" means a bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches the speed of 28 miles per hour;

(37) "electric-assisted bicycle" means a bicycle that

(A) is designed to travel with not more than three wheels in contact with the ground;

(B) has fully operative pedals for human propulsion;

(C) has a seat or saddle for use of the rider;

(D) is equipped with an electric motor that has a power output
of not more than 750 watts; and

(E) is a class 1, class 2, or class 3 electric-assisted bicycle.

* **Sec. 10.** AS 41.23 is amended by adding a new section to article 1 to read:

Sec. 41.23.300. Definitions. In AS 41.23.010 - 41.23.300,

(1) "bicycling" includes the operation of an electric-assisted bicycle;

(2) "electric-assisted bicycle" has the meaning given in
AS 28.90.990(a).

CS FOR SENATE BILL NO. 62(TRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTY-THIRD LEGISLATURE - FIRST SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered: 3/8/23

Referred: State Affairs

Sponsor(s): SENATOR KAWASAKI

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to electric-assisted bicycles and nonelectric-assisted bicycles."**

2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

3 * **Section 1.** AS 19.10.399(9) is amended to read:

4 (9) "motor vehicle" means a vehicle that is self-propelled, except for a
5 vehicle moved by human or animal power; **"motor vehicle" does not include an**
6 **electric-assisted bicycle as defined in AS 28.90.990(a);**

7 * **Sec. 2.** AS 19.10.399(16) is amended to read:

8 (16) "vehicular way or area" means a way, path, or area, other than a
9 highway or private property, that is designated by official traffic control devices or
10 customary usage and that is open to the public for purposes of pedestrian or vehicular
11 travel, and which way or area may be restricted in use to pedestrians, bicycles, or other
12 specific types of vehicles as determined by the Department of Public Safety or other
13 agency having jurisdiction over the way, path, or area; **in this paragraph, "bicycle"**
14 **has the meaning given in AS 28.90.990(a).**

15 * **Sec. 3.** AS 28.05.011(a) is amended to read:

(a) The commissioner of public safety shall, unless otherwise provided by statute, adopt regulations in compliance with AS 44.62 (Administrative Procedure Act) necessary to carry out the provisions of this title and other statutes whose administration is vested in the Department of Public Safety. The regulations must include

(1) rules of the road relating to the driving, stopping, standing, parking, and other conduct of vehicles, to pedestrians, and to official traffic control devices; regulations adopted under this paragraph may not prohibit the use of an electric personal motor vehicle or an electric-assisted bicycle on a sidewalk, bike path, or vehicular way or area restricted to the use of pedestrians; limitations on regulation of electric personal motor vehicles or electric-assisted bicycles imposed under this paragraph do not apply to a municipal ordinance regulating electric personal motor vehicles, electric-assisted bicycles, or specific classes of electric-assisted bicycles, enacted to meet local requirements; unless otherwise specified by regulation,

(A) an electric-assisted bicycle is considered a bicycle and may not be regulated as another type of vehicle; and

(B) a user of an electric-assisted bicycle shall be afforded the same rights and be subject to the same duties as a user of a bicycle;

(2) minimum equipment for vehicles, including minimum standards of compliance to be met by manufacturers and vehicle sales and repairs businesses;

(3) inspection of vehicles other than commercial motor vehicles, and the removal of vehicles from areas of public use when they are found to be in a defective or unsafe condition;

(4) abandonment of vehicles;

(5) management of records of the Department of Public Safety required for that department's administration of this title and its regulations adopted under this title, including provisions for ensuring the accuracy of information contained in automated and manual information retrieval systems;

(6) definitions of words and phrases used in this title and in regulations adopted under this title unless otherwise provided by statute;

(7) certification and regulation of junk yards.

1 * **Sec. 4.** AS 28.10.011 is amended to read:

2 **Sec. 28.10.011. Vehicles subject to registration.** Every vehicle driven,
3 moved, or parked on [UPON] a highway or other public parking place in the state
4 shall be registered under this chapter except when the vehicle is

5 (1) driven or moved on a highway only for the purpose of crossing the
6 highway from one private property to another, including an implement of husbandry
7 as defined by regulation;

8 (2) driven or moved on a highway under a dealer's plate or temporary
9 permit as provided for in AS 28.10.031 and 28.10.181(j);

10 (3) special mobile equipment as defined by regulation;

11 (4) owned by the United States;

12 (5) moved by human or animal power;

13 (6) exempt under 50 U.S.C. App. 501-591 (Soldiers' and Sailors' Civil
14 Relief Act);

15 (7) driven or parked only on private property;

16 (8) the vehicle of a nonresident as provided under AS 28.10.121;

17 (9) transported under a special permit under AS 28.10.151;

18 (10) being driven or moved on a highway, vehicular way, or a public
19 parking place in the state that is not connected by a land highway or vehicular way to

20 (A) the land-connected state highway system; or

21 (B) a highway or vehicular way with an average daily traffic
22 volume greater than 499;

23 (11) an implement of husbandry operated in accordance with the
24 provisions of AS 19.10.065;

25 (12) an electric personal motor vehicle;

26 **(13) an electric-assisted bicycle.**

27 * **Sec. 5.** AS 28.90.990(a)(12) is amended to read:

28 (12) "electric personal motor vehicle" means an electric personal
29 assistive mobility device that is a self-balancing vehicle with two nontandem wheels,
30 designed to transport only one person, has an electric propulsion system, and has a
31 maximum speed of not more than 15 miles an hour; **"electric personal motor**

vehicle" does not include an electric-assisted bicycle;

* **Sec. 6.** AS 28.90.990(a)(18) is amended to read:

(18) "motor vehicle" means a vehicle **that** [WHICH] is self-propelled, except **for** a vehicle moved by human or animal power; **"motor vehicle" does not include an electric-assisted bicycle;**

* **Sec. 7.** AS 28.90.990(a)(19) is amended to read:

(19) "motorcycle" means a vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground; **"motorcycle"** [THE TERM] does not include a tractor **or an electric-assisted bicycle;**

* **Sec. 8.** AS 28.90.990(a)(20) is amended to read:

(20) "motor-driven cycle" means a motorcycle, motor scooter, motorized bicycle, or similar conveyance with a motor attached and having an engine with 50 or less cubic centimeters of displacement; **"motor-driven cycle" does not include an electric-assisted bicycle;**

* **Sec. 9.** AS 28.90.990(a) is amended by adding new paragraphs to read:

(33) "bicycle" includes an electric-assisted bicycle;

(34) "class 1 electric-assisted bicycle" means a bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches the speed of 20 miles per hour;

(35) "class 2 electric-assisted bicycle" means a bicycle equipped with an electric motor that may be used exclusively to propel the bicycle and that stops providing assistance when the bicycle reaches the speed of 20 miles per hour;

(36) "class 3 electric-assisted bicycle" means a bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches the speed of 28 miles per hour;

(37) "electric-assisted bicycle" means a bicycle that

(A) is designed to travel with not more than three wheels in contact with the ground;

(B) has fully operative pedals for human propulsion;

(C) has a seat or saddle for use of the rider;

(D) is equipped with an electric motor that has a power output of not more than 750 watts; and

(E) is a class 1, class 2, or class 3 electric-assisted bicycle.

* **Sec. 10.** AS 41.23 is amended by adding new sections to article 1 to read:

Sec. 41.23.295. Electric-assisted bicycles. In a management plan adopted under AS 41.23.010 - 41.23.300, the department may establish different standards for nonelectric-assisted bicycles and for each class of electric-assisted bicycle.

Sec. 41.23.300. Definitions. In AS 41.23.010 - 41.23.300,

(1) "bicycling" includes the operation of an electric-assisted bicycle;

(2) "electric-assisted bicycle" has the meaning given in AS 28.90.990(a).



Senate Bill 62 – Version B

Updated Sectional Analysis

"An act relating to electric bicycles."

Section 1. (Page 1) Amends AS 19.10.399(9) to state that the definition of motor vehicle excludes electric-assisted bicycles.

Section 2. (Page 1) Amends AS 19.10.399(16) to clarify that electric-assisted bicycles are to be regulated as bicycles in regard to operation on a way, path, or area.

Section 3. (Page 1-2) Amends AS 28.05.011(a) to state that electric-assisted bicycles should be regulated as bicycles in regards to the rules of the road. It also includes electric-assisted bicycles under an existing provision allowing municipal ordinances to separately regulate in this area.

Section 4. (Page 3) Amends AS 28.10.011 to state that an electric-assisted bicycle is not required to be registered as a vehicle.

Section 5. (Page 3-4) Amends AS 28.90.990(a)(12) to state that an electric-assisted bicycle does not fall under the definition of an "electric personal motor vehicle."

Section 6. (Page 4) Amends AS 28.90.990(a)(18) to state that an electric-assisted bicycle does not fall under the definition of "motor vehicle."

Section 7 (Page 4) Amends AS 28.90.990(a)(19) to state that an electric assisted bicycle does not fall under the definition of a "motorcycle."

Section 8 (Page 4) Amends AS 28.90.990(a)(20) to state that an electric-assisted bicycle does not fall under the definition of a "motor-driven cycle."

Section 9 (Page 4-5) Amends 28.90.990(a)(33-36) to state the term "bicycle" includes electric-assisted bicycles in the three following classes

(34) Class 1: bicycles that assist only while the rider is pedaling and that stop providing assistance at the speed of 20 miles per hour.

(35) Class 2: bicycles that can propel whether or not the rider is pedaling and that stop providing assistance at the speed of 20 miles per hour

(36) Class 3: bicycles that only assist while the rider is pedaling and that stop providing assistance at the speed of 28 miles per hour.



Senator Scott Jiu Wo Kawasaki

Alaska State Legislature

Senate District P

Section 9 Cont. (Page 4-5) Amends AS 28.90.990(a)(37) to define electric assisted bicycles as a bicycle that is designed to travel with not more than three wheels in contact with the ground, has fully operative pedals for human propulsion, is equipped with an electric motor that has a power output of not more than 750 watts, and includes Class 1, Class 2, and Class 3 electric assisted bicycles.

Section 10 (Page 5):

Amends AS 41.23 by adding section 41.23.295 “Electric Assisted Bicycles,” clarifying that the Department of Natural Resources may establish regulations governing non-electric assisted bicycles and each class of electric-assisted bicycle on land in their management. The same authority to regulate is granted to the Department of Public Safety and municipalities in Section 3.

Amends AS 41.23.300 by adding a new section that states “bicycling” includes the use of electric-assisted bicycles, and that “electric-assisted bicycles” have the meaning provided for in Section 9.

HOUSE BILL NO. 8

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTY-THIRD LEGISLATURE - FIRST SESSION

BY REPRESENTATIVES CARRICK, Mina, Prax, Sumner, Ruffridge, Galvin

Introduced: 1/19/23

Referred: State Affairs, Transportation

A BILL**FOR AN ACT ENTITLED**

1 "An Act relating to electric-assisted bicycles."

2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**3 * **Section 1.** AS 19.10.399(9) is amended to read:4 (9) "motor vehicle" means a vehicle that is self-propelled, except **for** a
5 vehicle moved by human or animal power; **"motor vehicle" does not include an**
6 **electric-assisted bicycle as defined in AS 28.90.990(a);**7 * **Sec. 2.** AS 19.10.399(16) is amended to read:8 (16) "vehicular way or area" means a way, path, or area, other than a
9 highway or private property, that is designated by official traffic control devices or
10 customary usage and that is open to the public for purposes of pedestrian or vehicular
11 travel, and which way or area may be restricted in use to pedestrians, bicycles, or other
12 specific types of vehicles as determined by the Department of Public Safety or other
13 agency having jurisdiction over the way, path, or area; **in this paragraph, "bicycle"**
14 **has the meaning given in AS 28.90.990(a).**15 * **Sec. 3.** AS 28.05.011(a) is amended to read:

(a) The commissioner of public safety shall, unless otherwise provided by statute, adopt regulations in compliance with AS 44.62 (Administrative Procedure Act) necessary to carry out the provisions of this title and other statutes whose administration is vested in the Department of Public Safety. The regulations must include

(1) rules of the road relating to the driving, stopping, standing, parking, and other conduct of vehicles, to pedestrians, and to official traffic control devices; regulations adopted under this paragraph may not prohibit the use of an electric personal motor vehicle or an electric-assisted bicycle on a sidewalk, bike path, or vehicular way or area restricted to the use of pedestrians; limitations on regulation of electric personal motor vehicles or electric-assisted bicycles imposed under this paragraph do not apply to a municipal ordinance regulating electric personal motor vehicles, electric-assisted bicycles, or specific classes of electric-assisted bicycles, enacted to meet local requirements; unless otherwise specified by regulation,

(A) an electric-assisted bicycle is considered a bicycle and may not be regulated as another type of vehicle; and

(B) a user of an electric-assisted bicycle shall be afforded the same rights and be subject to the same duties as a user of a bicycle;

(2) minimum equipment for vehicles, including minimum standards of compliance to be met by manufacturers and vehicle sales and repairs businesses;

(3) inspection of vehicles other than commercial motor vehicles, and the removal of vehicles from areas of public use when they are found to be in a defective or unsafe condition;

(4) abandonment of vehicles;

(5) management of records of the Department of Public Safety required for that department's administration of this title and its regulations adopted under this title, including provisions for ensuring the accuracy of information contained in automated and manual information retrieval systems;

(6) definitions of words and phrases used in this title and in regulations adopted under this title unless otherwise provided by statute;

(7) certification and regulation of junk yards.

1 * **Sec. 4.** AS 28.10.011 is amended to read:

2 **Sec. 28.10.011. Vehicles subject to registration.** Every vehicle driven,
3 moved, or parked **on** [UPON] a highway or other public parking place in the state
4 shall be registered under this chapter except when the vehicle is

5 (1) driven or moved on a highway only for the purpose of crossing the
6 highway from one private property to another, including an implement of husbandry
7 as defined by regulation;

8 (2) driven or moved on a highway under a dealer's plate or temporary
9 permit as provided for in AS 28.10.031 and 28.10.181(j);

10 (3) special mobile equipment as defined by regulation;

11 (4) owned by the United States;

12 (5) moved by human or animal power;

13 (6) exempt under 50 U.S.C. App. 501-591 (Soldiers' and Sailors' Civil
14 Relief Act);

15 (7) driven or parked only on private property;

16 (8) the vehicle of a nonresident as provided under AS 28.10.121;

17 (9) transported under a special permit under AS 28.10.151;

18 (10) being driven or moved on a highway, vehicular way, or a public
19 parking place in the state that is not connected by a land highway or vehicular way to

20 (A) the land-connected state highway system; or

21 (B) a highway or vehicular way with an average daily traffic
22 volume greater than 499;

23 (11) an implement of husbandry operated in accordance with the
24 provisions of AS 19.10.065;

25 (12) an electric personal motor vehicle;

26 **(13) an electric-assisted bicycle.**

27 * **Sec. 5.** AS 28.90.990(a)(12) is amended to read:

28 (12) "electric personal motor vehicle" means an electric personal
29 assistive mobility device that is a self-balancing vehicle with two nontandem wheels,
30 designed to transport only one person, has an electric propulsion system, and has a
31 maximum speed of not more than 15 miles an hour; **"electric personal motor**

vehicle" does not include an electric-assisted bicycle;

* **Sec. 6.** AS 28.90.990(a)(18) is amended to read:

(18) "motor vehicle" means a vehicle **that** [WHICH] is self-propelled, except **for** a vehicle moved by human or animal power; **"motor vehicle" does not include an electric-assisted bicycle;**

* **Sec. 7.** AS 28.90.990(a)(19) is amended to read:

(19) "motorcycle" means a vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground; **"motorcycle"** [THE TERM] does not include a tractor **or an electric-assisted bicycle;**

* **Sec. 8.** AS 28.90.990(a)(20) is amended to read:

(20) "motor-driven cycle" means a motorcycle, motor scooter, motorized bicycle, or similar conveyance with a motor attached and having an engine with 50 or less cubic centimeters of displacement; **"motor-driven cycle" does not include an electric-assisted bicycle;**

* **Sec. 9.** AS 28.90.990(a) is amended by adding new paragraphs to read:

(33) "bicycle" includes an electric-assisted bicycle;

(34) "class 1 electric-assisted bicycle" means a bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches the speed of 20 miles per hour;

(35) "class 2 electric-assisted bicycle" means a bicycle equipped with an electric motor that may be used exclusively to propel the bicycle and that stops providing assistance when the bicycle reaches the speed of 20 miles per hour;

(36) "class 3 electric-assisted bicycle" means a bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches the speed of 28 miles per hour;

(37) "electric-assisted bicycle" means a bicycle that

(A) is designed to travel with not more than three wheels in contact with the ground;

(B) has fully operative pedals for human propulsion;

(C) has a seat or saddle for use of the rider;

(D) is equipped with an electric motor that has a power output
of not more than 750 watts; and

(E) is a class 1, class 2, or class 3 electric-assisted bicycle.

* **Sec. 10.** AS 41.23 is amended by adding a new section to article 1 to read:

Sec. 41.23.300. Definitions. In AS 41.23.010 - 41.23.300,

(1) "bicycling" includes the operation of an electric-assisted bicycle;

(2) "electric-assisted bicycle" has the meaning given in
AS 28.90.990(a).



ALEXA DOBSON
11SC



JUL 27, 2024



3 REACTIONS

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ALL ABOUT EBIKES



Only have time to skim? Here's what you need to know:

Benefits of Ebikes: Ebikes facilitate commuting, carrying loads, and inclusive mobility for underrepresented groups, older adults, and people with disabilities.

Regulatory Framework: Our community needs to adopt the industry-standard three-class system to categorize ebikes for consistent and clear regulation across jurisdictions.

Current Gaps: Alaska lacks a regulatory framework following the veto of HB 8, and Anchorage's outdated ebike definition needs alignment with the three-class system.

Safety and Public Perception: We'll bust common myths about ebike speeds and their impact on trail safety, emphasizing the necessity of data collection on ebike usage and speeds to inform policy.

Infrastructure Recommendations: Expanding and improving trails and on-street bike infrastructure is essential to ensure safe and accessible routes for all cyclists, including ebike users.

INTRODUCTION

Electric bicycles (ebikes) present a tremendous opportunity to enhance Anchorage's transportation network. Bike Anchorage believes that ebikes are a critical component of a sustainable, multimodal transportation future for our community. This publication seeks to summarize the current status of ebikes in Anchorage and Alaska as a whole, provide a one-stop shop for research and data around ebike usage and safety, and recommend sensible regulations to promote safe ridership.



EBIKES ARE USEFUL

Why do people choose to ride ebikes? Because they make it easy to go by bike! Some of the most popular reasons to choose an ebike include:

- **Commuting:** Ebikes can easily replace many car trips, especially for work commutes where people prefer not to arrive sweaty and tired. More than half of people's daily trips are under 3 miles - prime candidates for switching to bike travel.
- **Carrying Loads:** With enhanced power, ebikes facilitate carrying groceries, cargo, and passengers, making biking a viable alternative to driving. The electric boost makes it easy to tackle strenuous hills, even while carrying a heavy load.
- **Inclusive Mobility:** Ebikes enable more people to ride, including underrepresented groups, older adults, and people with injuries or disabilities, and are a very affordable form of transportation.

Research indicates that ebikes encourage more frequent cycling trips, which helps in replacing car journeys with bike rides. This shift is essential for achieving Anchorage's sustainable transportation goals outlined in the [2040 Land Use Plan](#), [2050 MTP](#), [Complete Streets policy](#), [Climate Action Plan](#), [Vision Zero Action Plan](#), and [Non-Motorized Plan](#).

For instance, studies show that:

- ## EBIKES COME IN MANY VARIETIES

ELECTRIC BICYCLE RULES FOR THE ROAD

- **Class 1:** The motor is pedal-assist only, and stops providing assistance at 20 mph.
- **Class 2:** The motor can be operated by pedal-assist or a throttle, and stops providing assistance at 20 mph.
- **Class 3:** The motor is pedal-assist only, and stops providing assistance at 28 mph.

Class 1 ebike: Electra Loft Go! 7D EQ Step-Thru Electric Bike, photo courtesy of REI



Class 2 ebike: Velotric Discover 1 Electric Bike, photo courtesy of Business Insider



Class 3 ebike: Aventon Level Step-Thru, photo courtesy of Outdoor Gear Lab



Not an ebike: Juiced Scorpion. Its 1000W motor and advertised top speed of 30+ mph exceed the legal maximum under both Anchorage's current laws and the proposed 3-class regulatory framework. If you want to ride this in Anchorage, it'll have to be on the roadway, but you'll have no problem keeping pace with traffic!



Concerns about certain ebikes are understandable, but it's important to know that Anchorage already prohibits riding super-powered electric motorcycles like the Juiced Scorpion on multi-

use trails, pathways and bike lanes. Their motor power and top speeds exceed the current legal limit, making them electric motorcycles, not bicycles.

EBIKES NEED REASONABLE REGULATION

Currently, the state of Alaska has no regulatory framework in place for ebikes, as **HB 8 was vetoed by Governor Dunleavy in 2023**. Anchorage code currently classifies ebikes as high- or low-speed, with a cutoff for motors at 750W.

Anchorage and Alaska should adopt the **PeopleForBikes three-class regulatory framework**. Within this framework, we can determine which bicycles are appropriate in different environments. Many jurisdictions use the following outline:

- **Class 1 and 2 Ebikes:** Permitted wherever traditional bikes are allowed.
- **Class 3 Ebikes:** Often limited to roadways and paths directly adjacent to the roadway. (A local example would be the Glenn highway path from Anchorage to Eagle River)

While ebikes do need to be regulated in a consistent and logical way, we must be careful not to become over-reliant on laws and regulations to create a safe culture of active transportation. According to the Municipality of Anchorage's **2024 mayoral transition document**, the Anchorage Police Department is understaffed by 60 officers and staffing continues to decline. Law enforcement resources are limited and must be allocated in a way that maximizes public safety, which does not include posting police officers on multi-use greenbelts to hassle bicyclists over whether their bike is Class 1 or Class 3. Investing in public education and culture-building would be a positive, non-punitive and more effective method of creating a safe environment for all trail users.

EBIKES AREN'T WELL UNDERSTOOD



MYTH: Ebikes are faster than standard bikes.

FACT: Research shows that most people riding ebikes travel at about the same speed as standard bikes.

MYTH: Lower-wattage ebikes don't go as fast.

FACT: Ebike motor wattage does not have a linear relationship with speed, but it does make a difference for hauling cargo, pulling a trailer, or riding with a passenger - all things that will happen more as people use ebikes to replace car trips.

Ebikes are classified by their top "assisted speed," or the speed at which the motor stops providing assistance, but a top assisted speed of 20mph does not mean that a Class 1 ebike often or always travels at that speed. Think about it: Sure, your car can reach 80mph, but you don't actually drive at that speed when you're heading to the grocery store. And it's important to note that almost all bicycles, electric or not, are capable of reaching speeds of 20mph or more.

A 2021 [National Park Service literature review](#) supports the fact that people riding ebikes do not typically travel at faster speeds than those on standard bicycles, except in one situation: Ebikes, understandably, are faster on the uphill. However, on average, the review states: "E-bikes generally travel at similar speeds as traditional bicycles on roadways, off-street paths, as well as natural surface trails."

Anchorage currently does not collect any data on ebike ridership, the types of ebikes used, ebike-related crashes, or any trail user speeds whatsoever. We cannot responsibly legislate if we don't have a baseline understanding of the current environment. To address concerns and make informed policy decisions, we call for a comprehensive study to include:

- **On-trail Surveys:** Understanding user experiences and perceptions.
- **Speed Data Collection:** Directly measuring ebike speeds compared to traditional bikes.
- **Bike Counting:** Quantifying ebike usage to assess impact and demand.

Such studies will provide a clearer picture of how ebikes interact with other trail users, informing future legislation and infrastructure development. In the meantime, we can look to studies performed in other communities, such as a [2019 ebike study in Boulder County](#) that found no basis for the claims that ebikes cause trail conflicts or travel at higher speeds than traditional bikes.

EBIKES CAN MAKE US SAFER AND SAVE US MONEY



According to the Municipality of Anchorage’s **most recent annual traffic report**, there were 3,528 traffic crashes recorded in 2022, causing 1,209 injuries and 22 deaths. These crashes, and the tragedies that result, are preventable. Our city’s Vision Zero plan states, “The only acceptable number of traffic deaths is zero.” The data is clear: We should prioritize initiatives that mitigate the real dangers on our roads - car crashes - and ebikes offer a compelling solution to this issue.

By encouraging more people to replace car trips with bike trips, we diminish the likelihood of car crashes, because a car parked in the driveway can’t be crashed into another car, bicyclist, or pedestrian. E-bikes are accessible, efficient, and environmentally friendly, and restricting their use runs counter to our goals of improving transportation safety and achieving Vision Zero. Instead, we should integrate ebikes into our transportation network by creating abundant space for all bicyclists to safely get where they’re going.

Increasing bike ridership doesn’t just save lives; it’s fiscally responsible. It’s not news that riding a bicycle for transportation costs an individual significantly less money than driving a car. But it may surprise you to learn that biking can also save all of us money, because bicycles cause almost no road damage compared to other types of transportation.

All traffic on a road causes some level of damage to it, and the bigger the vehicles, the faster that damage accumulates - leading to more frequent and expensive repairs that we all pay for through our property and federal taxes. This **chart from Urban Fort Collins** lays it out, starting with bicycles at 1 “unit of roadway damage” compared to other road users:

Vehicle	Approximate vehicle weight in pounds	Comparative level of damage
9 ton big-rig	18,000	6,995,485
Hummer H2	8,600	364,520
Chevy Tahoe	5,500	60,979
Toyota Highlander	4,250	21,741
Average Car	4,000	17,059
RAV 4	3,550	10,583
Prius	3,050	5,767
Smart Car	1,800	700
Fat Man on a Freakishly Heavy Bicycle	350	1

MORE PEOPLE ON BIKES IS A GOOD THING

Anchorage’s planning documents call for greater ridership. Ebikes are an important part of accomplishing that goal. When more people ride bikes, it creates benefits for everyone.

The presence of more people on trails underscores the need for better infrastructure. Our recommendations include:

- **Expanding Trails:** Developing more and wider trails to accommodate growing demand.
- **Improving On-Street Infrastructure:** Enhancing bike lanes and other facilities for safer and more efficient active transportation.

Many roadways are currently unsafe for all cyclists, with already-high speed limits routinely violated by distracted drivers and no dedicated bicycle infrastructure. In the downtown core, it is illegal to ride bicycles on the sidewalks, further restricting riders' access to jobs, shops and restaurants. It is critical to build out comprehensive bike infrastructure that accommodates the growing bicycle and ebike user group, so that everyone can get where they need to go safely.

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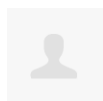
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BEN NEFF COMMENTED 1 YEAR AGO

I agree with Nancy. My experience commuting to work and riding the moose and other recreational trails for years has been that there are many eBike users that do not exercise good bike safety and are either unaware of trail etiquette or ignore it. I know there are responsible users of eBikes. I feel that on bike lanes there is less of an issue. But on narrow wooded trails, 20+MPH eBikes have been a hazard to me and others on the trail.

I feel that there does need to be better education and understanding about what eBikes can do and how to properly use them around others. Just tossing them in with all bikes as trail appropriate will not create a good environment for biking and other multi-users of the trails.

**NANCY FELTON COMMENTED 1 YEAR AGO**

I do not agree with Bike Anchorages view of E Bikes on trails. I am an avid cyclist on our trails and I have been passed numerous times by individuals on E Bikes. I do not agree that they generally travel at the same speed as non motorized bicycles. I do not feel class 2 or 3 E Bikes belong on our trail systems. I believe only pedal assist EBikes should be allowed on our trails. The majority of EBikes on the coastal trail are tourist, some quite young and going at speeds unsafe for the amount of traffic (walkers, runners, non motorized cyclists) on the trails.

**ALEXA DOBSON PUBLISHED THIS PAGE IN NEWS 1 YEAR AGO**[Subscribe with RSS](#)**POWERED BY PEOPLE LIKE YOU**

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PARKS ART RECREATION & CULTURE ADVISORY COMMISSION

2025 Calendar

	AGENDA DEADLINE	MEETING	COMMISSIONER SCHEDULED TO REPORT	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY				No Regular Meeting	
FEBRUARY	Wednesday 2/12 5:00 p.m.	Thursday 2/20 5:30 p.m.		Monday 2/24 6:00 p.m.	<ul style="list-style-type: none"> • Strategic Plans and Goals Review
MARCH	Wednesday 3/12 5:00 p.m.	Thursday 3/20 5:30 p.m.		Tuesday 3/24 6:00 p.m.	
APRIL	Wednesday 4/09 5:00 p.m.	Thursday 4/17 5:30 p.m.		Monday 4/28 6:00 p.m.	<ul style="list-style-type: none"> • Schedule Art Gallery Walkthrough for May • Worksession- Commission Training w/ City Clerk
MAY	Wednesday 5/07 5:00 p.m.	Thursday 5/15 5:30 p.m.		Tuesday 5/27 6:00 p.m.	<ul style="list-style-type: none"> • Museum/Art Gallery Walkthrough •
JUNE	Wednesday 6/11 5:00 p.m.	Thursday 6/19 5:30 p.m.		Monday 6/23 6:00 p.m.	
JULY				No Regular Meeting	
AUGUST	Wednesday 8/13 5:00 p.m.	Thursday 8/21 5:30 p.m.		Monday 8/25 6:00 p.m.	<ul style="list-style-type: none"> • CIP Project Recommendations •
SEPTEMBER	Wednesday 9/10 5:00 p.m.	Thursday 9/18 5:30 p.m.		Monday 9/22 6:00 p.m.	<ul style="list-style-type: none"> • Schedule Park Clean Up Day for October • Reappointment Notices & Applications Issued by Clerk's Office
OCTOBER	Wednesday 10/08 5:00 p.m.	Thursday 10/16 5:30 p.m.		Monday 10/27 6:00 p.m.	<ul style="list-style-type: none"> • Park Clean Up Day • Terms Expire October 31st • Approve 2026 Meeting Schedule • PARC Budget Discussion & Review with Staff
NOVEMBER	Wednesday 11/12 5:00 p.m.	Thursday 11/20 5:30 p.m.		Monday 11/24 6:00 p.m.	<ul style="list-style-type: none"> • Election of Chair & Vice Chair • Worksession Commission Training w/City Clerk
DECEMBER				No Regular Meeting	

*The Commission's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Commission's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports. Reports are the Commission's opportunity to give Council a brief update on their work. Attend via Zoom or in Person. Masks are optional**

Ready, Set, SHWOP!



The Sprout Shwop

Join other families with young children, trade your items and find the right gear for your little ones.



Saturday, September 20th

10am- 1pm

Homer High School Commons



Bring your gently used clothing, toys, gear, and equipment
for children birth-5yrs and get ready to SHWOP
those items for the sizes that best fit your kiddos!

We will also be celebrating National Diaper Awareness Week

If you have unopened diapers you can donate to our Safe Diapering Program
please bring them to the Shwop!

For more information contact Sprout: (907)235-6044 | office@sproutalaska.org