



JOINT PARKS & RECREATION COMMISSION & OPEN SPACE CONSERVANCY TRUST SPECIAL HYBRID MEETING AGENDA Thursday, January 08, 2026 at 5:00 PM

PARKS & RECREATION COMMISSIONERS

Chair: Ashley Hay

Vice Chair: Rory Westberg

Commissioners: Peter Struck, Jodi McCarthy,
Don Cohen, Sara Marxen, and Mar Brettmann

OPEN SPACE CONSERVANCY TRUST MEMBERS

Chair: Hillary Ethe

Vice Chair: Carol Lynn Berseth **Secretary:** Marie Bender

Trustees: Daniel Becker, Geraldine Poor,
and Thomas Hildebrandt

LOCATION

MICEC – Slater Room Council Chambers
Mercer Island Community & Event Center | Slater Room | Zoom
8236 SE 24th Street | Mercer Island, WA 98040
(206) 275-7609 | www.mercerisland.gov

We strive to create an inclusive and accessible experience. Those requiring accommodation for meetings should notify the PRC Staff Liaison's Office 3 days prior to the meeting at 206.275.7870 or by emailing ryan.daly@mercerisland.gov.

The virtual meeting will be broadcast live on Zoom and recorded and saved on the City Council's [YouTube Channel](#)

Registering to Speak: Individuals wishing to speak live during Appearances will need to register their request with staff at **206.275.7861** and leave a message or [email](#) before 4 PM on the day of the Commission meeting. Each speaker will be allowed three (3) minutes to speak.

Join by Telephone at 5:00 PM: Call **253.215.8782** and enter Webinar ID **842 3095 9020** and Password **622068**.

Join by Internet at 5:00 PM:

- 1) Click [this link](#)
- 2) If the Zoom app is not installed on your computer, you will be prompted to download it.
- 3) If prompted for Webinar ID, enter **842 3095 9020** and Password **622068**.

Join in person at 5:00 PM: Mercer Island Community & Event Center - 8236 SE 24th Street, Mercer Island

CALL MEETING TO ORDER & ROLL CALL, 5 PM

APPEARANCES

This is the opportunity for anyone to speak to the Commissioners and Trustees about issues of concern.

REGULAR BUSINESS

1. PRC 26-01: E-Bikes in Parks

Recommendation: Approve policy statement, as written in Exhibit 1, and direct staff to work with the Parks and Recreation Commission's Chair and Vice Chair to develop handoff memo to the Mercer Island City Council.

ADJOURNMENT



PARKS & RECREATION COMMISSION CITY OF MERCER ISLAND

PRC 26-01
January 8, 2026
Regular Business

Item 1.

AGENDA BILL INFORMATION

TITLE:	PRC 26-01: E-Bikes in Parks	<input type="checkbox"/> Discussion Only
RECOMMENDED ACTION:	Approve policy statement, as written in Exhibit 1, and direct staff to work with the Parks and Recreation Commission's Chair and Vice Chair to develop handoff memo to the Mercer Island City Council.	<input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Recommendation
STAFF:	Amelia Tjaden, Management Analyst Ryan Daly, Recreation Manager Sam Harb, Parks Operation Manager	
EXHIBITS:	1. E-Bikes and E-Scooters in Parks & Open Spaces Policy 2. E-Bike Public Comment Submissions	

EXECUTIVE SUMMARY

The purpose of this agenda item is to seek approval from the Parks and Recreation Commission (PRC) and the Open Space Conservancy Trust (OSCT) on Exhibit 1, the proposed policy for e-bikes and e-scooters in parks and open spaces.

- Mercer Island has seen an increase in usage of e-bikes, electric scooters (e-scooters), and electric motorcycles/electric dirt bikes (e-motorcycles/e-dirt bikes) over the past two years.
- E-bikes are bicycles that are assisted by an electric motor. There are three classes of e-bikes, distinguished by the e-bike's maximum assisted speed and how electric assistance is provided.
- E-motorcycles are distinct from e-bikes because they are larger and heavier, have a motor with a higher power output and can reach much greater speeds. In September 2025, the Mercer Island City Council adopted Ordinance No. 25C-24 establishing regulations for e-motorcycles ([AB 6772](#)).
- In November 2025, staff conducted a study session with the PRC and the OSCT to discuss regulations for e-bikes and e-scooters in parks and open spaces on the Island ([PRC 25-17](#)).
- Following the input received at the November 2025 meeting, staff proposes the adoption of a policy that prohibits class 1 and class 2 e-bikes, and e-scooters within open spaces or parks except on paved trails; and prohibits all class 3 e-bikes in open spaces or parks.

BACKGROUND

Mercer Island has seen an increase in usage of electric bikes (e-bikes), electric scooters (e-scooters), and electric motorcycles/electric dirt bikes (e-motorcycles/e-dirt bikes) over the past two years. Many of the riders are 12-15 years of age and often demonstrate unsafe riding behaviors, creating a danger to themselves and others.

On May 2025, the City Council amended the 2025-2026 Work Plan to include the development of an ordinance regulating the operation of e-bikes and e-motorcycles on the Island ([AB 6688](#)).

In September 2025, the Mercer Island City Council adopted Ordinance No. 25C-24 establishing regulations for e-motorcycles ([AB 6772](#)).

In November 2025, staff conducted a study session with the PRC and the OSCT to discuss regulations for e-bikes and e-scooters in parks and open spaces on the Island ([PRC 25-17](#)). Notice of the meeting and a request

for community input on the topic was posted on social media and included in the MI weekly. Two community members spoke during the public comment period during the meeting and the City received a number of public comments, which have been included as Exhibit 2. (Exhibit 2 contains comments received up until publishing this agenda bill, comments received after publishing will be added and the packet will be updated following the meeting.)

Currently, RCW [46.61.710](#) prohibits e-bikes and e-scooters on trails marked as non-motorized and trails with a natural dirt surface. In effect, this means e-bikes and e-scooters cannot be ridden in Pioneer Park, Upper Luther Burbank Park, Island Crest Park ravine, or anywhere where posted signs prohibit motorized vehicles. The City has other specialized facilities, like the Skate Park and Bike Skills Area, that have rules developed specifically for these locations.

E-Bikes

Under [RCW 46.04.169](#), e-bikes are bicycles that are assisted by an electric motor. There are three classes of e-bikes, distinguished by the e-bike's maximum assisted speed and how electric assistance is provided.

- Class 1 e-bikes assist up to 20 mph and only provide electric assistance when the rider is pedaling.
- Class 2 e-bikes assist up to 20 mph but can propel the bike without pedaling using a throttle.
- Class 3 e-bikes assist up to 28 mph using a pedal assist and/or a throttle. These e-bikes have additional rules, including a minimum age of 16.

Currently, class 1 and class 2 e-bikes can be ridden anywhere traditional bikes are permitted – including mixed-use trails, bike lanes, and roads – unless otherwise noted. Class 3 e-bikes can be ridden on roads and paved trails that allow motorized vehicles but are not allowed on soft surface trails. Class 3 e-bikes are also prohibited on sidewalks and on shared-use paths.

E-Scooters

Under RCW [46.04.336](#), e-scooters are scooters powered by an electric motor that have a maximum speed of 20mph. E-scooters are subject to many of the same laws as e-bikes, however, e-scooters cannot be ridden on sidewalks or soft-surface trails, an operator must be 16 years old to ride an e-scooter, and the speed limit for e-scooters is 15 mph on any roadway or bicycle lane.

E-Motorcycles

Under MICC 10.53, an e-motorcycle means a motorcycle, as defined by [RCW 46.04.330](#), which is powered by an electric motor and:

- Is not equipped with fully operable pedals capable of propelling it. Foot pegs are not considered pedals; or
- Has a motor with a power output that exceeds 750 watts; or
- Has a motor that continues to provide assistance when the vehicle reaches the speed of twenty-eight miles per hour.

E-motorcycles, like other motorized vehicles, are only allowed in parks on roads and in parking lots if they are properly licensed. Violations of these regulations are civil infractions, subject to impound and financial penalties.

ISSUE/DISCUSSION

Staff recommend the PRC and the OSCT approve the proposed policy for e-bikes and e-scooters in parks and open spaces, as shown in Exhibit 1. In the summary, the policy proposes the following regulations:

- Class 1 and class 2 e-bikes, and e-scooters, are not allowed within open spaces or parks except on paved trails, or as otherwise posted.

- Class 3 e-bikes are not allowed in open spaces or parks.

This policy largely follows the approach that King County adopted, allowing class 1 and class 2 e-bikes are on regional trails and paved pathways within park areas, and prohibiting class 3 e-bikes are from any trails or pathways within park areas ([KCC 7.12.315](#)).

Additionally, [MICC 9.30.220](#) gives the Parks and Recreation Director the authority to adopt rules and regulations pertaining to the operation, management and use of the parks. In other words, staff will be able to address areas that may have conflicts between trail users not covered under this policy. For example, the Parks and Recreation Director could establish site specific rules to address specific situations.

Aubrey Davis Park & I-90 Trail

While the City manages Aubrey Davis Park and the Mercer Island segment of the I-90 trail, this area is owned by WSDOT. Under [RCW 46.61.710](#), class 1 and class 2 e-bikes are allowed on shared-use paths; however, class 3 e-bikes are not allowed on shared-use paths meaning WSDOT already does not allow class 3 e-bikes on the I-90 trail. Moreover, under the RCW, local regulation of class 3 e-bikes on a shared use path that crosses jurisdictional boundaries of two or more local jurisdictions, must be consistent for the entire shared use path for the local regulation to be enforceable. The policy proposed in Exhibit 1 maintains consistency of existing regulations.

If the City were to adopt regulations that were inconsistent with WSDOT policy and the RCW, the City would need to seek approval from WSDOT.

South Mercer Playfields & MISD

While the City manages the South Mercer Playfields, the Mercer Island School District (MISD) has the authority and responsibility to establish the regulations for their properties. MISD has expressed that it is supportive of the staff recommended policy and their intent to adopt the same policy for e-bikes and e-scooters at South Mercer Playfields as the policy for these vehicles for City park facilities.

Enforcement

Staff developed the proposed policy for e-bikes and e-scooters in parks and open spaces, as shown in Exhibit 1 in coordination with the Mercer Island Police Department. MIPD supports this policy direction and will be at the meeting provide input and answer questions. That said, direction on enforcement mechanisms or penalties for violations will come from the City Council. Input toward enforcement or penalties may be included in hand off memo.

NEXT STEPS

Should the policy be adopted, staff will work with the PRC's Chair and Vice Chair to develop handoff memo to the Mercer Island City Council. Staff will return to the PRC and OSCT at their regularly scheduled meetings to approve the hand off memo. Staff will then use this memo to prepare an ordinance establishing regulations for e-bikes for City Council consideration.

Finally, following the adoption of regulations by the City Council, staff will coordinate with the MISD to develop signage and educate users of the South Mercer Playfields.

RECOMMENDED ACTION

Parks and Recreation Commission

- Approve the policy statement, as written in Exhibit 1, and direct staff to work with the Parks and Recreation Commission's Chair and Vice Chair to develop handoff memo to the Mercer Island City Council for approval by the Parks and Recreation Commission at a future meeting.

Open Space Conservancy Trust

- Adopt the same standards for e-bikes and e-scooters as the Parks and Recreation Commission.

EXHIBIT 1

E-Bikes and E-Scooters in Parks & Open Spaces Policy

Definitions:

The following state statutes are adopted by reference.

- [RCW 46.04.169](#) Electric-assisted bicycle—Class 1 electric-assisted bicycle—Class 2 electric-assisted bicycle— Class 3 electric-assisted bicycle.
- [RCW 46.04.336](#) Motorized foot scooter.

“Park,” is defined in [MICC 09.30.030](#).

“Open Space lands” is defined in [MICC 19.16.010](#).

“Trail” is defined in [MICC 19.16.010](#).

Policy:

Class 1 and class 2 electric assisted bicycles, and motorized foot scooters, are not allowed within open spaces or parks except on paved trails, or as otherwise posted.

Class 3 electric assisted bicycles are not allowed in open spaces or parks.

Log #	Category	Location	Comment/Question
1	E-Bikes	PRC Inbox	<p>No, e-bikes are motorized vehicles driven by unlicensed and uninsured persons and pose a hazard to walkers. They need to be on roads, not on sidewalks, trails or elsewhere where they would create pedestrian/e-bike conflict. E-bike users need to be licensed and insured. Same with non-motorized bikes on MI.</p>
2	E-Bikes	PRC Inbox	<p>Thank you for inviting comments before introducing this new form of vehicle in our community of pedestrians and elderly, lack of sidewalks, constant construction blocked roads, etc:</p> <p>Electronic bicycles (e-bikes) have a potential impact on public safety. I would like to respectfully share some considerations regarding:</p> <ul style="list-style-type: none"> • biker's liability (insurance to cover victims and other vehicular damage) • biker's accountability/restitution (regardless of age) to the victims • biker's mandatory requirements as required for auto vehicles: education (responsibility, other's safety, speed limits, vehicular regulations) and pass e-bike driving test to obtain e-bike driving license, • effective, enforceable laws for violators regardless of age • require biker helmet(s), limit number of riders on one bike each with helmet • require biker to secure ebike from being stolen by irresponsible theft • illegal to modify the e-bike to exceed speed <p>While e-bikes offer many benefits, national data indicates a significant increase in e-bike-related injuries, which are often more severe than standard bicycle accidents. Several key factors contribute to these risks:</p> <p><u>Speed and Classifications:</u> E-bikes (Class 3 models (which would likely change to push sales; circumventing existing laws) capable of speeds up to 28 mph. Can be significantly faster than traditional bicycles. Even traditional bikers do not abide vehicle right of way laws at intersections and blocking roads biking side by side. Many e-bikes are easily modified to exceed legal speed limits, posing a danger on shared pathways and crowded areas. Countries in Europe and Asia often treat high-speed versions as mopeds, requiring licenses, registration, and insurance.</p> <p><u>Lack of Licensing and Age Restrictions:</u> Most e-bike classes do not require a driver's license, insurance, or a passing of a skills test. Nationally, a high percentage of injuries involve adolescents and riders with limited experience. While state law may set some parameters, relying solely on state-level rules may be insufficient to address local safety concerns. Liability and Public Space: In the event of an accident involving an e-bike, determining liability can be complex and may involve the rider, a manufacturer, or the municipality itself, especially if inadequate infrastructure or enforcement is a factor. Clear local rules help mitigate the town's potential liability and ensure all parties are aware of their responsibilities. To address these issues proactively,</p>

Log #	Category	Location	Comment/Question
			<p>I urge the Council to consider adopting specific local regulations and enforceable regulations to protect the public. Some potential measures include:</p> <p>Designated Riding Areas: Restrict higher-speed e-bikes to roadways and prohibit them from shared-use paths, trails, and sidewalks, parking lots as some cities and states have already done.</p> <p>Enforceable Speed Limits: Empower law enforcement to issue citations for e-bike speeding in areas with lower speed limits, particularly near parks, schools, parking lots, and on shared pathways.</p> <p>Mandatory Age and Equipment: Require that riders of all classes of e-bikes be a minimum of 16 years old. Additionally, consider mandating helmet (bikers and riders) use for all e-bike classes, not just the higher-speed ones, as head injuries are common.</p> <p>By implementing thoughtful and effective regulations, our town can embrace the benefits of e-bikes while safeguarding the well-being of all residents, including pedestrians, children, automobiles, and other cyclists. Thank you for your time and for your consideration of this important community safety matter for all citizens and visitors.</p>
3	E-Bikes	PRC Inbox	<p>I'm a MI resident. I'm not an e-biker - however it seems clear that e-bikes are becoming a standard issue. I support keeping class 1 and class 2 e-bikes on trails and in parks on Mercer Island and aligns to regional regulations.</p> <p>These e-bikes are used by a wide range of users, and it would be an unfortunate to see them not allowed on Mercer Island trails and parks. E-bikes can keep aging bikers going so let's not tell folks to stay home or worse yet force them to contend with auto traffic.</p> <p>I'm an avid cyclist biking over 5000 miles per year and my contention is rarely an e-biker, but more often conflicts with cars or other trail users who are tuned out to other users. I often ride trails on our island and would be very disappointed to see e-bikes get excluded.</p>
4	E-Bikes	PRC Inbox	<p>I won't be able to attend this meeting due the schedule conflict. I would like to express my concern about a couple of young teens riding E bikes and racing with each other on First Hill where I live.</p> <p>They rode without helmet, were oblivious about cars on the road, cut in front of me, did not slow down for pedestrians around First Hill Park, specially children and adults pushing strollers.</p> <p>I haven't seen these young E bike riders since school started last month but I hope the City is able to come up with rules to deter parents for allowing their children to use the streets for their E-bike playground.</p>

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5	E-Bikes / E-Motos	PRC Inbox	<p>Regrettably, I cannot attend the meeting but appreciate the opportunity to submit comments.</p> <p>I am an Island resident who owns multiple ebikes and uses them almost daily on the roads, paths, and trails of the Island. I also walk, run, and drive; so certainly appreciate the various conflicts that arise. I believe ebikes offer an excellent and necessary mode of transportation, given the suburban, hilly nature of our community. They should be supported and encouraged preferentially to larger motor vehicles, as they contribute far less to the congestion and parking challenges faced by the island. I don't think we should ban ebikes from parks/paths generally, especially as such a ban would not be followed or enforced in practice. Parks, and the paths through them, provide key safe connectivity - and ebikes should be allowed.</p> <p>However, many of the things people lump into "ebike" are better described as electric motorcycles or electric dirt bikes. There is no place on Mercer Island where these things should be legal to ride. The canonical example is Surron, which sells something it calls an "electric bike" that is "everything an Ebike should be". Many people would not be able to distinguish this from something that truly is a statutory Class 1/2/3 ebike. A Surron-like "electric bike" is for all intents and purposes a motorcycle; it should require a driver's license. Riding one on paths, trails, sidewalks, etc should be a crime, just as if someone drove a gas-powered motorcycle. And as these aren't in fact regulated or registered motorcycles either, they should also be banned from our roads.</p> <p>https://sur-ronusa.com/</p> <p>Banning these outright from operation anywhere on the Island, including parks and paths, is the best option. Enforcement will be more practical; with a total ban, there is no room for misunderstandings about which path or trail this is allowed on. If it has wheels assisted by a motor, goes more than 15 mph, and not a statutory motor vehicle or class 1/2/3 ebike - it is illegal to ride anywhere - fullstop.</p> <p>I hate to undercut other emobility devices - such as eletric scooters, skateboards, unicycles, etc - but I think a conservative speed limitation is a good compromise until there is a regulatory framework for these sorts of devices that at higher speeds.</p>
6	E-Bikes	PRC Inbox	<p>I think allowing e-bikes to use our parks is wonderful and appropriate. Just like with any bike I think there should be rules about using them responsibly, but let's not punish those who use them responsibly for the few that don't as there will always be people that break the rules. As someone that rides an ebike almost everyday with my daughters we follow the rules. We ride safely and slowly through the parks and share the spaces respectfully. Just like dogs being allowed in our parks we don't ban all dogs because of a few bad apples. We need to have open spaces for all to enjoy. I know there are people that complain about e-bikes,</p>

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			but to be honest it seems like the same people that always are finding a reason to complain on nextdoor and facebook. I love that our kids (and adults) are outside being active. Let's do our best to keep that the case as so many are just hiding behind screens nowadays. Ebikes can be used responsibly. Bikes can use our parks and can get going just as fast as my ebike in certain cases. It is all about using them responsibly so let's push that rather than just banning them.
7	E-Bikes	PRC Inbox	<p>I understand there will be a joint meeting on November 12, 2025 that will include a discussion regarding whether e-bikes should be allowed in City parks and on trails, and additional considerations for their use.</p> <p>These bikes are very dangerous and should not be allowed in city parks, on trails or on sidewalks. They should be likened to motorbikes or motorcycles. They move too fast and are heavier than a bicycle. When approaching from behind, the riders rarely let you know in a timely fashion when and which side they are approaching (if at all). And e-bike collisions with pedestrians and dogs can cause serious injuries.</p> <p>Please keep parks safe for people and pets. Do not allow e-bikes in City parks or on trails. And please exclude them from sidewalks as well.</p>
8	E-Bikes	PRC Inbox	<p>I am unable to attend the open meeting this evening, so I wanted to submit my comments over email. I'm grateful that the Parks Department is evaluating the use of e-bikes in our parks. This has been an issue for our family since moving to Mercer Island about 1.5 years ago.</p> <p>I would like to strongly encourage the Parks Department to explicitly ban the use of all e-bikes in the Mercerdale Skatepark. The skatepark should be for small wheels only (skateboards, scooters, skates). There are so few skateparks for our kids who want to develop their skills as skaters. Mercer Island only has one skatepark, for example. If it is being improperly or unsafely used by others, then skaters have to leave. The only other option is to travel outside our city to use a different skatepark - to Seattle or east to Bellevue, Issaquah or further.</p> <p>It simply isn't safe to have big and heavy electric bikes in the Mercerdale Skatepark. The area is compact, which means that if one, let alone multiple, e-bikes are on the pavement, it is hard for others to also use the space. If an e-bike crashes into a skater, the skater is going to get hurt!</p> <p>I have asked teen e-bikers to leave the skatepark previously, when their use of the space prevented other kids from skating. They refused because, though the signage explicitly says "skateboards, skates, and scooters" (or something similar), it does not explicitly ban the use of bikes or e-bikes. We have had to leave the skatepark on multiple occasions because of the e-bike teens, which is always really disappointing to the skater in our family.</p>

Log #	Category	Location	Comment/Question
			<p>I want to clarify that I fully support the safe use of e-bikes in our city and on appropriately designated trails. For example, e-bikes are a great option for those traveling on the I-90 trail. I simply want to keep e-bikes off of the skatepark and playgrounds.</p> <p>If the City wants to create a space for e-bikes to practice jumps and tricks, I'm not against that. In fact, I would be happy to support it. It just doesn't make sense to have e-bikes share that space with small wheels. Thank you for your consideration!</p>
9	E-Bikes	PRC Inbox (After 11/12 Meeting)	<p>Thank you for hosting tonight's special session on e-bike regulations. While I was able to speak during the public comment period, I did not have the opportunity to contribute during the live discussion. I'm writing to share additional input for your consideration:</p> <ol style="list-style-type: none"> 1. Education and Messaging for Youth The topic of outreach to middle schoolers was raised. While I understand the police spoke about e-bikes during a school assembly, effective communication requires repetition and diverse channels. Students and parents need to hear consistent messaging multiple times—in person, through newsletters, posters, and other mediums. Moreover, the rules were not clearly communicated during the initial training, as they were not yet finalized. I urge you to conduct additional outreach once regulations are in place. 2. Speed-Based Enforcement Is Impractical Enforcing e-bike rules based on speed is not feasible. The average citizen cannot accurately gauge how fast someone is going—we don't carry radar detectors. Enforcement should be based on location: e-bikes should either be allowed or prohibited in specific areas. Similarly, regulating by e-bike class is ineffective, as most people cannot distinguish between Class 1, 2, or 3 e-bikes. 3. Clarify the Rules Current messaging is ambiguous. For example, the presentation slide on Pioneer Park stated that motorized vehicles are prohibited, while bicycles are allowed on soft-surface trails. Where does that leave e-bikes? Are they considered motorized? The lack of clarity invites confusion and debate. Clear, simple rules and signage are essential. 4. Modified E-Bikes Pose Safety Risks It's worth noting that a modified Class 3 e-bike can exceed 40 MPH. This presents serious safety concerns, especially in shared public spaces 5. Class 1 E-Bikes Are Not Equivalent to Regular Bikes Class 1 e-bikes accelerate differently and pose greater risks to pedestrians and pets. Again, most people cannot identify an e-bike's class by sight; this underscores the need for thoughtful regulation.

Log #	Category	Location	Comment/Question
			<p>6. Access Rules Should Be Simple E-bikes should not be allowed on grass. Period. They should also not be permitted on dirt trails, particularly narrow ones that are just for pedestrians and dogs. Sidewalk access should be clearly communicated and clearly marked—either permitted or prohibited—without ambiguity. Upon doing additional research this evening, I found other communities that do not allow e-bikes on sidewalks unless the motor is <i>*not*</i> engaged. I think that's a reasonable request and a good solution for the dilemma that was discussed this evening.</p> <p>7. Beyond King County Regulations We are part of King County and are therefore required to adopt its regulations. Therefore, I'm not even sure why adopting those regulations were being debated or discussed. As a small, close-knit community, we have the opportunity to be more agile and proactive (like Medina, which has outlawed e-bikes from all of their parks). Having rules that go beyond those of King County and that are pertinent to our community should be what's on the table.</p> <p>8. Key Priorities We shouldn't wait for unfortunate incidents to prompt action. Let's lead with clear, common sense rules that reflect our local needs and protect our residents now. To summarize, I urge the Trust Board, Commission, and City Council to focus on three pillars:</p> <ol style="list-style-type: none"> 1. Clear, enforceable rules 2. Robust communication, education, and signage 3. Practical enforcement mechanisms <p>Thank you for your time and consideration. I appreciate your efforts to keep our community safe for all.</p>
10	E-Bikes	PRC Inbox (After 11/12 Meeting)	<p>I was unable to attend the Nov 12 meeting about E-bikes in parks and trails, but I would like to share my comments.</p> <p>E-bikes should NOT be allowed in Mercer Island parks nor on trails. Multiple factors make E-bikes dangerous in parks and on trails: (1) they are near-silent, (2) they can travel at high rates of speed, (3) pedestrians do not expect to encounter anything like a fast E-bike in parks or on trails, and (4) E-bike drivers typically do not have much driving experience.</p> <p>Please prohibit E-bikes in parks and on trails. Thank you.</p>
11	E-Bikes	PRC Inbox (After 11/12 Meeting)	<p>We are writing on behalf of Neighbors in Motion (NIM) a Mercer Island non-profit dedicated to encouraging bicycle and pedestrian transportation and safety on the Island. We have approximately 100 members and have advised on bike related projects sponsored by the City including the Aubrey Davis Master Plan, shoulder</p>

Log #	Category	Location	Comment/Question
			<p>widening on the Mercers and the current effort to build a bike trail connecting the South and North commercial centers. We were unaware of the Parks Department meeting on Nov. 12 and have only recently reviewed the staff materials and video. Our interest relates primarily to rule changes that would impact the “I-90 Trail (also known as the Aubrey Davis Trail, the Lid Park Trail, the Mountains to Sound Trail), (hereafter, the “Trail”) but we also have thoughts on other elements of the study session. The following are our comments.</p> <ol style="list-style-type: none"> 1. We should exercise great care before adopting changes to the use of the Trail across the Island. The I-90 Trail is a regional transportation corridor used by cyclists for commuting and essential travel, not solely for recreation. In addition, Mercer Island Station's design directly connects trails in Aubrey Davis Park (Mountains to Sound Greenway Trail) making it an integral part of the I-90 transportation corridor. 2. The Trail was initially built in 1992 and has served as a bicycle and pedestrian transportation corridor for over 30 years. According to WSDOT's tracking device, between 500 and 700 bicycles per day use the Trail for commuting or recreational purposes. This usage will grow with the opening of the light rail station. Any effort to restrict E-Bikes use of the Trail would have a profound negative effect on the transportation choices of cyclists throughout the region but especially those in Seattle, Bellevue and Mercer Island. Additionally: <ol style="list-style-type: none"> a. WSDOT would need to approve any changes to the Trail under the City and WSDOT operating agreement. Although we don't speak for WSDOT, we think it unlikely that WSDOT would approve of the changes given the impact it would have on Trail use flowing to both Seattle and Bellevue. b. It would be confusing to users of the Trail because regular bikes would not be impacted by the new rules, and c. It would be inconsistent with the City's commitment to environmental goals. After years of waiting for light rail and bike infrastructure (cages and lockers) to come to the Island we would now be telling E-Bike commuters that the most efficient way to get to the light rail station (the Trail) is no longer open to them. 3. <u>Washington Law</u>. E-Bike rule changes that would limit E-Bike access to the Trail would likely violate the Washington E-Bike statute. According to RCW 46.61.710, towns and cities may restrict Class 1 and 2 bike access to its shared used trails, however if the regulation is of a shared use path that “crosses jurisdictional boundaries of two or more local jurisdictions, [it] must be consistent for the entire shared use path in order for the local regulation to be enforceable.” Our reading of the law is that

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			<p>Mercer Island may not limit or deny Class 1 and 2 E-Bike access to the Trail because it would be inconsistent with the preexisting Class 1 and 2 bike use on the Mountains to Sound trail on either side of Mercer Island.</p> <p><u>Other Comments Relating to the Meeting</u></p> <ol style="list-style-type: none"> 1. <u>E-Bike Rules</u>. The E-Bike rules adopted by Washington State arise from model legislation drafted by state legislatures and the Consumer Product Safety Commission (CPSC) following years of study. It has in turn been adopted by 40 states and is the de-facto standard for E-Bike classifications and usage in America. 2. <u>Class 1 and 2 Trail Use</u>. Our reading of RCW 46.61.710 is that Class 1 and Class 2 bikes may ride shared use trails (e.g. the “Trail”) by default. The City may restrict or limit this access unless the restriction or limitation is inconsistent with the rules for connecting trails. Class 3 E-Bikes are treated the opposite and are denied access to shared use trails by default, although the City can vote to grant them access. 3. <u>Class 2 Throttle</u>. To correct a point made in the meeting, Class 3 E-Bikes do not have throttles (in Washington). They are like Class 1 E-Bikes except that Class 1 E-Bikes top out at 20 mph while Class 3 E-Bikes top out at 28 mph. <u>See</u> RCW 46.04.169. Class 2 E-Bikes are the only category that have a throttle. 4. <u>Speed Limits</u>. Seattle, Bellevue, King County (and other cities near Seattle) have adopted a 15 mile per hour speed limit on trails under their control. Mercer Island has not adopted a speed limit. It is our understanding that even though a portion of the Trail crossing Mercer Island is within King County, the County 15 mph speed limit does not apply to the Mercer Island Trails. If we were to adopt a speed limit, RCW 46.61.710 would require consistency across jurisdictional boundaries, meaning we would need to adopt limits that are the same as Seattle and Bellevue. Speed limits would also need to be approved by WSDOT. 5. <u>Recommendations</u> <ol style="list-style-type: none"> a. E-Bikes on Mercer Island should be regulated in the same manner as they are currently regulated:

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			<ul style="list-style-type: none"> i. Descriptions and related definitions of Class 1,2 and 3 bikes as stated in RCW 46.61.710 would remain the same. ii. There would be continued default access to shared use trails and sidewalks for Class 1 and Class 2 E-Bikes iii. There would be continued default denial of access to shared use trails for Class 3 E-Bikes unless otherwise allowed by the City. iv. E-Bike and E-motorcycle rules should not be legally grouped together. E-motorcycles are not a super-set or a sub-set of E-Bikes and should be treated differently under the law. <p>b. The City should consider the establishment of a 15 mph speed limit on the Trails consistent with that adopted by neighboring cities.</p>
12	E-Bikes	PRC Inbox (After 11/12 Meeting)	<p>I am writing to urge you not to ban Class 1 and Class 2 e-bikes in Mercer Island parks. I understand this topic is on the agenda for your upcoming Joint Meeting on January 8, and I am deeply concerned that a broad ban would be a reactionary step that harms responsible families rather than solving the specific safety issues at hand.</p> <p>As a parent whose children have safely operated legal e-bikes for five years, I believe preserving access to our parks is essential for the safety and mobility of Mercer Island youth.</p> <p>Here are the key reasons why I believe e-bikes should remain allowed in our public parks:</p> <p>1. The "E-Motorcycle" Issue Has Already Been Addressed</p> <p>The recent community concern regarding "e-bikes" has largely been rooted in the illegal operation of high-speed electric motorcycles (often Sur-Ron or Talaria style bikes) by minors. These vehicles are dangerous and have no place on our trails. Fortunately, the City Council recently passed Ordinance No. 25C-24, which explicitly bans these e-motorcycles from parks and requires licenses for their operation. This ordinance addresses the root cause of the complaints—speeding, reckless behavior, and wheelies. We should allow time for this new law to take effect and for enforcement to work before punishing responsible users of legal, pedal-assist e-bikes.</p> <p>2. Parks Provide the Only Safe Routes for Kids</p> <p>Mercer Island lacks adequate shoulders or sidewalks on a majority of its roads. For many children, riding through parks is not just recreational; it is a necessary safety measure to avoid riding in traffic on narrow, winding streets. Banning e-bikes in parks forces children onto dangerous roadways, significantly increasing the risk of vehicle-related accidents. My own children use parks to get to school safely—a ban would make their safe commute illegal.</p> <p>3. Topography Makes E-Bikes Essential</p>

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			<p>Mercer Island is incredibly hilly. For many children and families, "regular" bikes are simply not practical for transportation. My kids operate their e-bikes daily, whereas they rarely used traditional bikes. E-bikes open up our community and parks to people who otherwise wouldn't be able to enjoy them. Banning them effectively restricts access to our public spaces for a large portion of the community for whom parks are primarily intended, designed for and utilized by.</p> <p>4. Policy Should Not Be Based on Outliers</p> <p>To my knowledge, proponents of a ban often cite a single incident involving a dog as justification. While any accident is regrettable, it is unclear if that incident involved a legal pedal-assist e-bike or an illegal e-motorcycle. Furthermore, a single ambiguous incident that took place on a roadway (and not a park) should not dictate policy for thousands of residents who use these paths safely every day without issue.</p> <p>5. Alignment with State Law</p> <p>Banning low-speed e-bikes puts Mercer Island at odds with Washington State Law, which generally classifies Class 1 and Class 2 e-bikes as bicycles. These devices are quiet, speed-limited, and compatible with mixed-use trails.</p> <p>6. Unintended Consequences</p> <p>A ban will likely increase tension in our parks. It turns responsible children into rule-breakers and gives citizens cause to police one another, creating negative confrontations. It is far better to enforce speed limits and reckless riding rules for all users than to issue a blanket ban on the technology itself.</p> <p>Please vote to preserve access for Class 1 and Class 2 e-bikes in our parks. Let the new e-motorcycle ordinance do its work, and keep our kids off the busy roads and responsibly enjoying our parks.</p>
13	E-Bikes	PRC Inbox (After 11/12 Meeting)	<p>My son in law and daughter asked me to write in on this.</p> <p>I have lived on MI 46 years and learned from them about banning bikes and e-bikes in the parks. I agree with Ben's statements below and would encourage you all to oppose any banning of bikes in parks.</p> <p>(See Log #12)</p>
14	E-Bikes	Parks Inbox (After 11/12 Meeting)	<p>I am sorry to have missed the meeting on Nov, 12th regarding the e-bike issue. I became aware of the meet as a result of reading an article in the MI Reporter. The article mentions the issue of signage to help make everyone more aware.</p> <p>I would like to point out that there is a sign posted on the entrance to the West end of the lid park. That sign says, "No Motorized Vehicles". There are no other signs anywhere that I am aware of. That sign makes it illegal to ride any e- bike or e-motor cycle or even e-scooter in the park according to the published statutes.</p>

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			<p>Without more and better signage people are not aware of the rules and restriction. This lack of signage leads to conflict.</p> <p>I have personally been involved in a situation where the MI police were called as a result of confusion over the rules. The incident involved kids riding their e-bikes on the fields and trails. Parents were called and they insisted that the kid’s activity was legal.</p> <p>It seems like something simple that could be done immediately to post more signs where there are already existing rules in place.</p>

*The above comments were received ahead of 2pm on Dec. 30, 2025. Comments received after this point will be shared with the OSCT and PRC immediately, and this matrix will be updated to include those comments and re-published following the Jan. 8 Special Meeting.