



MINUTES

Richland Parks and Recreation Commission Meeting

Thursday, May 13, 2021 ~ 6:00 p.m.

Remote Meeting via Zoom

CALL TO ORDER:

Vice Chair Buelt called the remote meeting to order at 6:00 p.m.

ATTENDANCE:

Vice Chair Buelt and Commissioners Andrews, Aldous, Arnquist, Mason, Slougher and Brooks were present.

Chair Gutierrez and Commissioner Henry were absent.

Also, in attendance were Parks and Public Facilities Director Schiessl, Parks and Recreation Manager Jackson and Council Liaison Kent.

APPROVAL OF THE MAY 13, 2021 AGENDA:

Commissioner Andrews moved to approve the May 13, 2021 Parks and Recreation Commission meeting agenda. Commissioner Mason seconded the motion. The motion carried 7-0.

APPROVAL OF THE MARCH 11, 2021 MEETING MINUTES:

Commissioner Andrews moved to approve the March 11, 2021 Parks and Recreation Commission meeting minutes. Commissioner Slougher seconded the motion. The motion carried 7-0.

PUBLIC COMMENTS:

None

UNFINISHED BUSINESS:

None

NEW BUSINESS:

1. Trail Speeds and E-Bikes

Joe Schiessl, Parks and Public Facilities Director

Over the past year the City of Richland Parks and Recreation Commission has been considering the growing use of electric bicycles and scooters on Richland's streets, sidewalks, paved and unpaved pathways. The Commission is considering a recommendation for maximum speed limits (15 mph) on all paved, shared-use pathways (such as Keene Road Pathway, Riverfront Trail, Bypass Shelterbelt Trail, Urban Greenbelt Trail, Sacagawea Trail, and the Vantage Highway Trail) in addition to additional reduced speed limits (5 mph) along congested portions of paved, shared-use pathways such as in Howard Amon and Leslie Groves Parks. The Commission is also considering the use of electric assist bicycles on unpaved, soft-surface trails in the parks system including WE Johnson Park, Bateman Island, Amon Natural Preserve, Columbia Point South, Yakima Delta, and other locations.

The State of Washington currently prohibits electric assist bicycles on unpaved "natural tread surfaces" (in Richland's case meaning dirt or sand trails in various locations) and allows electric assist bicycles on other unpaved soft surface trails improved with improved "tread surfaces" (in Richland's case meaning trails improved with gravel or wood chips in various locations). The State permits local governments to allow for electric assist bicycles on all unpaved trails, and without such an affirmative action, the RCW prohibits electric assist bicycles on "natural tread surfaces." The Parks and Recreation Commission is considering a recommendation to prohibit electric assist bicycles on unpaved soft surface trails.

There are three defined categories of electric assist bicycles and the State of Washington currently prohibits the most powerful Class 3 electric assist bicycles on "shared use paths." The Parks and Recreation Commission is considering allowing all classes of electric assist bicycles, including Class 3, on shared use paths subject to speed limits.

This is an opportunity for the Parks and Recreation Commission to hear from interested persons and groups regarding the pros and cons of trail speed limits, and the appropriateness of electric assist bicycles on natural surface trails and other soft surface trails in Richland. Staff will overview the various issues and share images, aerial photography, and maps as an introduction to the subject. Each member of the public will have an opportunity to provide up to a three-minute comment on the issues, and the Parks and Recreation Commission will discuss the matter in a workshop setting and consider the feedback received. The Parks and Recreation Commission will not be making a formal recommendation on this subject at the meeting but will engage in dialogue and conversation on the issue.

The State Legislature recently took up this matter and directed the Washington State Department of Fish and Wildlife and the Department of Natural Resources to undertake studies and to receive public input for lands managed by these State departments. Benton

County has also begun a process to hear from area stakeholders on this issue related to County park land. While not necessary, it could be beneficial to develop a consistent approach on this subject throughout the Tri-Cities.

Discussion only, no recommended motion.

PUBLIC COMMENT - TRAIL SPEEDS AND E-BIKES

William Bennett, 712 Riverside Drive, West Richland

W. Bennett expressed his concerns with safety on allowing E-Bikes on soft surface trails and would like the commission to consider E-Bikes as motorized vehicles.

Mary Bennett, 712 Riverside Drive, West Richland

M. Bennett expressed her concerns with E-Bikes on soft surface trails and explained the challenges of allowing motorized vehicles the soft surface trails. Mrs. Bennett would like for the commission to consider not approving E-Bikes on soft surface trails.

Dori Luzzo Gilmour, 2051 Howell Avenue, Richland

Luzzo Gilmour provided her support of E-Bikes on all trails including soft surface trails. Ms. Luzzo Gilmore believes there will not be conflict with E-Bikes on soft surface trails and also that there would be no way to enforce speed limits.

Nancy Doran, 1516 Johnston Avenue, Richland

Doran commented on E-Bike and E-Scooter use on mixed-use trails and strongly suggests speed limitations on the trails. Doran considers E-Bikes an electric vehicle and would also suggest keeping E-Bikes off soft surface trails and would like to see police officers on bikes assist with patrolling and educating those that the trails.

David Beach, 8107 West Imnaha Avenue, Kennewick

Beach, Board of Directors representative for Bike Tri-Cities organization voiced the organizations interest in assisting the city and other jurisdictions with developing fair, workable, uniform, and consistent policies for E-Bike users. Beach stated that generally Bike Tri-Cities suggests that most bicyclist be treated the same, whether human powered or E-assisted on shared-use trails. *Beach also objected to having speed limits posted when there are no people present on the trails and that it would negatively impact bicycle commuters. Posting speed limits wouldn't just impact E-Bike users but also bicyclists in general.*

Michelle Ellis, 901 Birch Avenue, Richland

Ellis owner of an e-bike spoke on behalf of her family and their use of all the local trails including soft surface trails to commute. Ellis believes that pedal assist is comparable to a regular bike. Ms. Ellis believes that limiting e-bikes and imposing a speed limit is short-sided and not the approach that should be considered for the city on becoming a "bike-friendly" community.

The following individuals submitted comments to be read aloud by staff liaison:
(Comments attached)

Francesca Maier, 2146 Hudson Avenue, Richland

Doug Wedsworth, 1935 Hetrick Street, Richland

Cindy Faith, 25206 South Finley Road, Kennewick

Carl Berkowitz, 554 Franklin Street, Richland

Laila Krowiak, 1523 Haines Avenue, Richland

Dana Ward, 10112 Maple Drive, Pasco

Margaret Shearer, 218 West Kennewick Avenue, Kennewick

Maggie Vincent, 2512 West Klamath Avenue, Kennewick

Dirk Peterson, 2107 Rainer Avenue, Richland

Amy Smull, 200 West 43rd Place, Kennewick

Kurt Maier, 2146 Hudson Avenue, Richland

ADJOURNMENT:

Meeting adjourned at 7:50 p.m.

Reviewed by: Joe Schiessl, Parks and Public Facilities Director

Prepared by: _____

Patty Roe, Administrative Assistant II

Approved by: _____

Chair Maria Gutierrez, Richland Parks and Recreation Commission



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 10, 2021 5:31pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Call-in Option - a Staff liaison will follow-up with contact information on how to attend the meeting.
Call-in Public Comments - Please share the topic to which you would like to provide comment on:	Inappropriate land use in Columbia Park - Homeless Encampments Harassing local Businesses
Full Name	Joel Kruse
Address:	214 Ottawa Court, Richland, WA, USA
Email	joel@westernfoodequipment.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 6, 2021 7:08am

America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Call-in Option - a Staff liaison will follow-up with contact information on how to attend the meeting.
Call-in Public Comments - Please share the topic to which you would like to provide comment on:	E-bikes on soft surface trails
Full Name	william bennett
Address:	712 Riverside Drive, West Richland, WA, USA
Email	kq6ly@hotmail.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 8, 2021 4:16pm

America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Call-in Option - a Staff liaison will follow-up with contact information on how to attend the meeting.
Call-in Public Comments - Please share the topic to which you would like to provide comment on:	Motorized vehicles on soft surface trails (E-bikes)
Full Name	Mary Bennett
Address:	712 Riverside Drive, West Richland, WA, USA
Email	mbennett.777@gmail.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 10, 2021 4:15pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Call-in Option - a Staff liaison will follow-up with contact information on how to attend the meeting.
Call-in Public Comments - Please share the topic to which you would like to provide comment on:	E-bikes
Full Name	Dori Luzzo Gilmour
Address:	2051 Howell Avenue, Richland, WA, USA
Email	dluzzogilmour@gmail.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 10, 2021 4:17pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	I oppose setting speed limits on shared use trails. Most people, especially children, do not have speedometers on their bicycles. When I talked with a Richland police officer, he felt it was impossible to enforce a speed limit on a trail. Such code will not achieve the intended outcome, which is: shared use paths that are safe and pleasant for all to use! Our code should be enforceable and easy for people, especially children, to comply with, e.g. yielding to pedestrians, passing distances. The RPD officer suggested instead that we install better trail etiquette signage. Shared electric scooters like Lime or Bird have speed-limiting technology that can limit speeds within a geofence. This is used in places like Santa Monica, CA. I fully support good trail etiquette, but do not believe speed limits to be a useful tool to achieve that outcome.
Full Name	Francesca Maier
Address:	2146 Hudson Avenue, Richland, WA, USA
Email	francesca.maier@gmail.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 12, 2021 1:47pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	My name is Doug Wadsworth, I am a middle-aged North Richland Resident. I would comment verbally, but I am required to work late this evening. I commute daily on my bicycle from North Richland, along the paved pathways that follow along the river, and then up through South Kennewick to my workplace. I am opposed to a 15 mph cycling speed limit along these paved paths. Obviously, anytime there is any congestion or slow-moving cyclists or pedestrians on the pathway, I slow down drastically to ensure maximum safety for everyone. However, many of these paved pathways are dedicated for cycling, and are completely empty of any other users 95% of the time. A 15 mph speed limit is much too low to be consistent with a time-effective cycling work commute for me. In addition, it is uncommon for cyclists to have speedometers, and it would be distracting to try to read the tiny numbers on the ones that do exist, without contributing to distracted cycling accidents, not to mention the problem with the enforceability of cycling speed limits. I request that a 15 mph cycling speed limit is not enacted on Richland's paved pathways. Thank you.
Full Name	Doug Wadsworth
Address:	1935 Hetrick Street, Richland, WA, USA
Email	doug@tri-cu.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 12, 2021 9:22pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	1. All e-bikes should be recognized as Motorized Vehicles (E means electric Motors) 2. Everyone should have a place to ride, play, walk, without pushing existing users off the trails. How will the City of Richland work to accomplish, this.... including looking at data? ? Wait? What data? Who will collect it? Data on accidents/Injuries/deaths? 3.What about a family with young children, kids running ahead on a trail that has poor sight lines. Bikes at if there is a speed coming downhill could cause a bad incident; especially if it is a soft surface trail. 4.Education and awareness of other users on trail, signage, etc. is critical. Why can't we push back and make the ebike manufacturers help with that too. The technology is changing rapidly and in Washington state the category of bike is not immediately recognizable. How will enforcement be accomplished if Class 1 is allowed, but 2 is not, and 3 can go up to 28 mph?
Full Name	Cindy Faith
Address:	25206 South Finley Road, Kennewick, WA, USA
Email	Trailrider4958@gmail.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 13, 2021 6:56am
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Call-in Option - a Staff liaison will follow-up with contact information on how to attend the meeting.
Call-in Public Comments - Please share the topic to which you would like to provide comment on:	Bicycles
Full Name	Nancy Doran
Address:	1516 Johnston Avenue, Richland, WA, USA
Email	nhdoran@charter.net



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 9:28am
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	I would like to offer the following comments for your consideration as you recommend policies for the use of electric bicycles and scooters on Richland’s paved shared-use pathways and unpaved soft-surface trails. I will argue that these motorized bikes are not compatible with pedestrian and other non-motorized activities on our paved and unpaved trails. E-bike enthusiasts have many reasons for their support of mechanical assist. Many of their arguments are reasonable for the elderly, disabled or those who, for legitimate reasons, cannot ride for any distance or keep up with their fellow riders. However, these arguments overlook the impact of e-bikes on pedestrians and other non-motorized users of both our paved and soft trails. I’ve observed that a characteristic speed for a non-assisted bicycle is of the order of 10 miles per hour, with a range typically of +/- 5 mph. I think it reasonable to say that with e- bikes, the average speed will increase by at least 5 mph, pushing it to ~15mph, with a range of +/-5mph. While this may work well for the e-bike riders, it bodes very poorly for pedestrians (including the disabled) and slower non-assisted cyclists. One solution proposed to resolve the conflict between the faster moving e-bikes and pedestrian/non-motorized vehicles is posting speed limits. I question the efficacy of this approach for either paved or soft trails. Joe SchiessI may recall discussions he and I had with our local police chiefs in which they made clear that policing the trails for speed infractions was not considered a wise use of their resources. Unless this situation has changed, it seems naïve to post speed limits on the trails and expect compliance with such rules. Many bikes don’t have cyclometers so riders wouldn’t even know if they’re exceeding a posted speed limit. Alternatively, if posted signs are there to limit liability to the city for accidents associated with exceeding posted speed limits, then their intent is clearly other than facilitating use and enjoyment of the paths. As motorized bicycles/scooters are encouraged, I anticipate they will have a growing negative impact on pedestrians and other non-motorized users. As an alternative, I propose that the Parks and Recreation Commission recommend policy that encourages, where possible, all motorized bicycles/scooters to use side streets adjacent to our paved paths and to preclude their use altogether on unpaved soft-surface trails (both natural tread and improved). This would allow pedestrians, disabled individuals, joggers, photographers and other passive users to continue enjoying scenery and natural features without the additional worry of being struck by a vehicle moving faster than those already on the trails. Thank you for considering this alternative perspective regarding motorized bikes and scooters on a system of trails designed for the use of non-motorized users. Carl Berkowitz Richland, WA
Full Name	Carl

	Berkowitz
Address:	544 Franklin Street, Richland, WA , USA
Email	cdberkowitz@charter.net



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 13, 2021 9:30am
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Call-in Option - a Staff liaison will follow-up with contact information on how to attend the meeting.
Call-in Public Comments - Please share the topic to which you would like to provide comment on:	E-bike policies
Full Name	David Beach
Address:	8107 West Imnaha Avenue, Kennewick, WA, USA
Email	davidbeach47@gmail.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 13, 2021 11:40am
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Call-in Option - a Staff liaison will follow-up with contact information on how to attend the meeting.
Call-in Public Comments - Please share the topic to which you would like to provide comment on:	E-bike Regulation
Full Name	Michelle Ellis
Address:	901 Birch Avenue, Richland, WA, USA
Email	cheleed@yahoo.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 1:20pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	Thank you for the opportunity to comment on the proposed bicycle regulations. Please consider accessibility and inclusivity of users of all ages and abilities in your policy. I am a middle aged mother with a toddler and a bad knee. My family enjoys living in downtown Richland because of its relative connectivity by foot and bicycle. We rarely have a need to drive our car. My bad knee limits my ability to walk and bicycle long distances or carry extra weight. Having a class I electric assist bicycle makes running errands and getting around with a 2yr old possible for me. Class I ebikes are pedal assist bicycles that top out at 20mph, effortlessly riding at 10-15mph, as a good road bike does. I hope to continue bicycling as a form of transportation and recreation as my son grows. This spring I discovered the joy of bicycling from our home through Columbia Point and Chamna, regularly patronizing the Amethyst Creamery along our route. The gravel and soft trails allow us access to the natural beauty of these open spaces. Having an electric assist bicycle makes it possible for us to bicycle the three miles there. The weight and design of my bicycle is heavier and less maneuverable than an analog mountain bike, limiting my trail speed considerably. We get around town on low stress back roads and separated paths, adjusting our speeds appropriately to route conditions. Unfortunately there are many places where sharing streets with vehicles is unsafe. Sharing congested multiuse paths with pedestrians becomes our only safe option. I suggest that instead of discouraging and restricting bicyclists, the city look to encourage bicycling by providing more alternative safe bicycle routes. Providing bicyclists with attractive and safe options encourages bicycling for users of all ages and abilities. Data from the 20th century has made it abundantly clear that auto traffic speeds greater than 20mph are inappropriate and unsafe in urban and residential areas. I encourage the city to focus on making walking and bicycling safer instead of discouraging it through restrictive policy.
Full Name	Laila Krowiak
Address:	1523 Hains Avenue, Richland, WA, USA
Email	lailaheather@hotmail.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 13, 2021 2:07pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	LOWER COLUMBIA BASIN AUDBON SOCIETY PO BOX 1900, RICHLAND, WA 99352 The Lower Columbia Basin Audubon Society (LCBAS) appreciates the opportunity to provide comments about e-bikes and e-scooters on unpaved soft trails, both natural tread and improved. Many of the City’s soft trails are in areas that are Preserves or natural areas, e.g., Amon, Bateman, Chamna, Columbia Point South, Little Badger, WE Johnson, and the Yakima Delta. According to the City’s Parks & Rec Master Plan 2019-2025, trails in these areas are “designed to reduce impacts to the natural environment.” Like many in the community, LCBAS members use the City’s unpaved trails for walking/strolling and for birding or generally enjoying nature. These areas and uses are incompatible with e-bikes and e-scooters which allow and encourage the riders to travel at higher speeds. As a result, they are inappropriate on trails already well used by pedestrians (adults and children) and other non-motorized users. They also have a negative impact on wildlife in these natural areas. Some non-motorized bicyclists already ride at dangerous and inconsiderate speeds on both paved shared-use paths and soft trails. We anticipate it will become worse if e-bikes/e-scooters are permitted, thereby encouraging people to go even faster. And since these bikes are heavier than traditional bikes, we expect they will have a greater impact on both people and trails. Speed limits are unnecessary for considerate bike riders and, while they might remind some to slow down, unenforced and unenforceable speed limits on the trails are worthless for safety purposes. We strongly support use of e-bikes for transportation and encourage the City to improve the safety of our streets for both non-motorized and motorized bicyclists/scooter riders. Sincerely, Dana Carl Ward Conservation Chair, LCBAS
Full Name	Dana WARD
Address:	10112 Maple Drive, Pasco, WA, USA
Email	dcarlward@gmail.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 13, 2021 3:21pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	Wheelhouse Bike Community, 501(c)3 A Washington Non-Profit Bicycle Advocacy Organization 218 West Kennewick Avenue, Kennewick, WA 99336 (509) 820 - 3047 Dear Richland Parks and Recreation Commission, We at Wheelhouse Bike Community commend you on your efforts to make accessibility and safety of those using active transportation a priority. We have continued to enjoy Richland’s robust support for safe, equitable, and diverse options for transportation options throughout the City. As a community of over 300 bicycle enthusiasts, we have concerns about the process used to propose the E-Bike and Bicycle Speed Limit policies as recently contemplated by the City. In cases of multi-use public facilities, the issues are complex. Bringing experts and representatives from the key stakeholders together to collaborate would provide solutions based on facts, creativity, and investment of the users, thereby providing for a more equitable and well assessed solution. As the contemplated proposals are being looked at as a template for other governmental organizations in our community we feel that it is imperative that the City lead by example in soliciting robust fact-based public input and explore all impacts, positive and negative, prior to making these policy decisions. While we as a bicycle advocacy organization are not even familiar with all of the recommendations or solutions, we believe some of the comments and contemporaneous concerns shared thus far about these policies are based in emotional, situational, and experiential bias. We believe some of this bias has been extrapolated into policymaking, and may unintentionally prohibit, limit, or deny access to underrepresented and financially insecure members of our community. Below we’ve catalogued a few of the misconceptions or situational biases we’ve heard from this process and our brief, albeit incomplete, response we feel you should consider before moving forward. Bias: “E-Bikes Destroy Trails.” Response: E-Bikes, like other modes of transportation have impacts on trail resiliency and degradation. However, motorized or non-motorized, a majority of bicycles can be ridden at the same speeds, have the same weight, tire size, tire tread regardless of their propulsion and

	have little variation in their ability to ‘degrade’ a surface. Propulsion of electric motor bicycles Bias: “E-Bikes are noisy.” Response: An e-bike, by virtue of the ‘e’ are electric motors, which are virtually silent electromagnetic motors. Other single and dual track vehicles with customized internal combustion engines are noisy due to movement of internal components and exhaust, but that isn’t what is being contemplated by these policies. Bias: “E-Bikes go too fast.” Response: The highest class (3) of e-bikes can go 28 miles-per-hour; however, this is with throttle assist. Most Class 1 and Class 2 e-bikes are limited below 20 miles-per-hour or less to conserve available energy from limited size on-board batteries. While it is possible to limit speeds, this is not practical in practice. Most Class 1 e-bikes do not come with a speedometer, and requiring one adds too great a cost to someone that may already have barriers to access affordable and efficient transportation. Bias: “Bicyclists go too fast in congested areas.” Response: Again, many self-propelled bicycles can achieve the top speed or more of an e-bike or e-assist bicycle depending on the user, and this is an ineffective measure to derive policy from. Bicyclists should be required to adhere to common sense traffic flow and density requirements and cycling behavior should be reinforced through education and trail etiquette. Deriving policy from automobile enforcement practices is not an apples-to-apples comparison and the equipment required by an operator is not an equitable expense considering there is no proof that accurate measurement of compliance is achievable. Further, we ask you to consider these practical applications that extend and expand usage of public facilities with equity and diversity in mind: National Parks allow all classes of e-bikes on trails; “...those e-bikes must be pedaled like standard Class 1 e-bikes while on national park trails.” https://electrek.co/2019/09/02/electric-bicycles-allowed-in-national-parks/ American with Disabilities Act revised to permit electric bicycles, by including reasonable use or power-driven “mobility devices” upon public facilities to improve access of physically disabled. https://electricbikereport.com/americans-with-disabilities-act-revisions-open-bike-paths-and-rails-to-trails-to-cyclists-with-disabilities/ The accessibility and safety of vulnerable users is in question as we look at enforcement of these proposals. Please convene a collaborative group to explore these very complex issues and consider methods that work for all user groups and assess the true impact to trail integrity throughout the area. Sincerely, Wheelhouse Board of Directors Margaret Shearer, President
Full Name	Margaret Shearer
Address:	218 West Kennewick Avenue, Kennewick, WA, USA

Email	Info@wheelhouse.bike
-------	----------------------



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 13, 2021 3:25pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	Dear Richland Parks and Recreation Commission, I am coming to you about the E-Bike and Bicycle Speed Limit proposals. As a certified bicycle safety educator, I am concerned about the ambiguity created for bicycle riders by these proposals. It is difficult for new riders to understand bicycle safety based on national, state, and local rules. Adding rulings that are ambiguous and difficult for bicycle riders to understand and comply with adds to non-compliance. Trying to determine which trails are "soft trails" is very confusing, particularly since many of the favored riding spaces include both types. To determine speed on conveyances that have do not come with a speedometer ensures confusion and sacrifices safety for riders. It is inequitable to expect that all riders on Parks and Recreation facilities must upgrade their bicycle with a speedometer/computer in order to comply. This puts riders at risk of non-compliance without intent. Please consider the impacts. complexity, cost, and enforceability of these proposed rules before you chose to implement them. There are better ways to ensure all users of facilities are comfortable and safe. Sincerely, Margaret Shearer Vincent, LCI
Full Name	Maggie Vincent
Address:	2512 West Klamath Avenue, Kennewick, WA, USA
Email	trainwithmaggie@gmail.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 13, 2021 3:45pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	
Call-in Public Comments - Please share the topic to which you would like to provide comment on:	
Full Name	Dirk Peterson
Address:	2107 Rainier Avenue, Richland, WA, USA
Email	taptealgreenway@gmail.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 3:54pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	My name is Amy Smull and I have been a resident of Tri cities for the last 8 years. I wanted to provide comment on the use of electric bikes on shared pathways and soft unpaved areas as myself and my family are users of these areas and are owners of both class 1 and class 3 electric bicycles. I ask that you please permit the use of class 3 (and all electric) bicycles on the shared use paths that are currently banned by the state. While the class 3 ebikes are capable of a higher speed limit they are still a pedal assist and this requires the rider to be the primary source of power with the bicycle only “assisting” up to what the rider is exerting with a max at 28mph. My bicycle is a class 3 and was purchased from a local store here in Tri cities, I commute from south Kennewick weekly for work via Bob Olson and I can honestly attest to the only time I have ever hit the 28mph is when I was trying to keep up with a good pace while traffic was passing at a rate of 45mph or more. Having a bicycle that can go that fast does not mean that the cyclist will constantly take it to its max abilities, just as a driver will rarely take their car to its max MPH. I want to point out that a common misconception of electric bicycles is that they will perform like a dirt bike or scooter. I ask that you please understand that there is a major difference between pedal assist (class 1&3) and a throttle powered vehicle like a scooter and that it’s important not to group them together in a blanket statement. I do understand that class 2 electric bikes have a throttle but I cannot provide any comment or reference as I haven’t used one. Both class 1 and 3 are pedal assist, key word being “assist” where the user has to provide the force to move the bike with the motor assisting force after. As a person growing up with dirt bikes and ATVs I assumed that electric bikes would be more like the dirt bike I knew, but I was completely wrong once I actually rode and tested them out. I ended up with an ebike because of an injury limiting my mobility in one leg and it allows me to still exercise and get assistance when my handicap prevents full range of motion. I ask that you please do not ban the use of electric bicycles on the soft paths like Bateman, Chamna, and other such soft surfaces. I ride these paths with my toddler in her bike seat and don’t take any ridiculous burnouts or do any more damage than a regular bike does on the paths. My more powerful motor on my class 3 does not mean I fly around corners or skid to stops. I mostly keep it turned off and turn it on for assist up hills and such. I understand the concern that ebike use can erode the surfaces more than regular bikes but it comes down to the user not vehicle, I’ve been passed countless times by people on regular bikes going off path or being incredibly more damaging to the trail than we are. In closing I ask again for you to allow all 3 classes of electric bicycles on the shared paths in your public network. That you allow the use of electric bikes on soft paths in your region, and to not classify electric bikes as something more powerful like a scooter when they are something that are completely different. I love being a resident of the Tri Cities but by no stretch of the imagination would I ever consider the Tri cities to be a pedestrian friendly area near the major roadways for commuting but rather an area that is rather dangerous to be a pedestrian in either very small bike lanes and sometimes none at all. The shared pathways that are paved and soft are areas where people like myself and my family can safely not ride next to traffic and the electric assist helps people with mobility issues like myself to be on a bicycle and enjoying our

	amazing areas. I am happy to provide further comment and get involved with anything to help educate the community to allow more people to enjoy bicycling with an electric or non electric bike. Thank you
Full Name	Amy Smull
Address:	2000 West 43rd Place, Kennewick, WA, USA
Email	amysmull@outlook.com



2021 PRC Meeting Comment Card

City of Richland

Submitted On:
May 13, 2021 3:58pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	To the Parks and Recreation Commission, greetings: I am a Richland resident, father of two children, and veteran of the United States Army. I am living with certain disabilities which arose from previous injuries. For people like me, electric-assist bicycles can be the difference between being able to make use of "off-road" bicycles trails (referred to in the packet as "natural" and "improved" tread surfaces") and not being able to ride on them at all. Class 1 and 2 electric-assist bicycles do not make a rider faster; they merely reduce the effort required to ride at normal speeds. The bikes are no louder than regular bicycles and no heavier than the typical range of different weights among adults. For example, my wife riding the heaviest electric-assist bicycle is lighter than I am on the sveltest of manual-powered high-tech racing bike. Thus, these e-bikes are no more damaging to the terrain than regular adult cycling. Part of the fun of these trails is the hills and variation of the terrain; some of us could never make it up some of those steeper grades without a little help from the bike. When riding on unpaved surfaces it has been my experience that I rarely even approach the 'cut-off speed' for the electric assist; younger, fitter cyclists without battery power frequently leave me in the dust. Cycling with my family is something I enjoy, and barring these bikes from these trails would close the door on a whole class of riding together for our family. Speaking of riding with families, I do not support the idea of a 15mph speed limit on the paved trails. 15mph in a non-congested area is almost comedically low; my nine-year-old child has a higher 'cruising speed' than this. As most bikes are not equipped with speedometers, it would be difficult for a rider to know whether they are in violation at any given moment. Enforcement of the limit would then fall entirely upon our already-overburdened police department; I urge the Commission to consult with RPD to find out if the police officers consider patrolling our extensive trail network with radar guns to be the best use of their time. The congested-area speed limit might be more appropriate, but enhanced, targeted enforcement of existing rules may go a long way toward alleviating any anxiety parkgoers may feel concerning bicyclists. Thank you for your attention, Kurt H Maier
Full Name	Kurt Maier
Address:	2146 Hudson Ave, Richland, WA, USA
Email	khm@sciops.net



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 10, 2021 4:17pm

America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	I oppose setting speed limits on shared use trails. Most people, especially children, do not have speedometers on their bicycles. When I talked with a Richland police officer, he felt it was impossible to enforce a speed limit on a trail. Such code will not achieve the intended outcome, which is: shared use paths that are safe and pleasant for all to use! Our code should be enforceable and easy for people, especially children, to comply with, e.g. yielding to pedestrians, passing distances. The RPD officer suggested instead that we install better trail etiquette signage. Shared electric scooters like Lime or Bird have speed-limiting technology that can limit speeds within a geofence. This is used in places like Santa Monica, CA. I fully support good trail etiquette, but do not believe speed limits to be a useful tool to achieve that outcome.
Full Name	Francesca Maier
Address:	2146 Hudson Avenue, Richland, WA, USA
Email	



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 12, 2021 1:47pm

America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	My name is Doug Wadsworth, I am a middle-aged North Richland Resident. I would comment verbally, but I am required to work late this evening. I commute daily on my bicycle from North Richland, along the paved pathways that follow along the river, and then up through South Kennewick to my workplace. I am opposed to a 15 mph cycling speed limit along these paved paths. Obviously, anytime there is any congestion or slow-moving cyclists or pedestrians on the pathway, I slow down drastically to ensure maximum safety for everyone. However, many of these paved pathways are dedicated for cycling, and are completely empty of any other users 95% of the time. A 15 mph speed limit is much too low to be consistent with a time-effective cycling work commute for me. In addition, it is uncommon for cyclists to have speedometers, and it would be distracting to try to read the tiny numbers on the ones that do exist, without contributing to distracted cycling accidents, not to mention the problem with the enforceability of cycling speed limits. I request that a 15 mph cycling speed limit is not enacted on Richland's paved pathways. Thank you.
Full Name	Doug Wadsworth
Address:	1935 Hetrick Street, Richland, WA, USA
Email	



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 12, 2021 9:22pm

America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	1. All e-bikes should be recognized as Motorized Vehicles (E means electric Motors) 2. Everyone should have a place to ride, play, walk, without pushing existing users off the trails. How will the City of Richland work to accomplish, this.... including looking at data? ? Wait? What data? Who will collect it? Data on accidents/Injuries/deaths? 3.What about a family with young children, kids running ahead on a trail that has poor sight lines. Bikes at if there is a speed coming downhill could cause a bad incident; especially if it is a soft surface trail. 4.Education and awareness of other users on trail, signage, etc. is critical. Why can't we push back and make the ebike manufacturers help with that too. The technology is changing rapidly and in Washington state the category of bike is not immediately recognizable. How will enforcement be accomplished if Class 1 is allowed, but 2 is not, and 3 can go up to 28 mph?
Full Name	Cindy Faith
Address:	25206 South Finley Road, Kennewick, WA, USA
Email	



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 9:28am

America/Los_Angeles

2021 Meeting Dates

May 13, 2021

I wish to comment using the

Online Form - comments to be read aloud by staff during the public comments portion of the meeting

**Public Comments to be read aloud
by staff at the meeting:**

I would like to offer the following comments for your consideration as you recommend policies for the use of electric bicycles and scooters on Richland's paved shared-use pathways and unpaved soft-surface trails. I will argue that these motorized bikes are not compatible with pedestrian and other non-motorized activities on our paved and unpaved trails.

E-bike enthusiasts have many reasons for their support of mechanical assist. Many of their arguments are reasonable for the elderly, disabled or those who, for legitimate reasons, cannot ride for any distance or keep up with their fellow riders. However, these arguments overlook the impact of e-bikes on pedestrians and other non-motorized users of both our paved and soft trails.

I've observed that a characteristic speed for a non-assisted bicycle is of the order of 10 miles per hour, with a range typically of +/- 5 mph. I think it reasonable to say that with e-bikes, the average speed will increase by at least 5 mph, pushing it to ~15mph, with a range of +/-5mph. While this may work well for the e-bike riders, it bodes very poorly for pedestrians (including the disabled) and slower non-assisted cyclists.

One solution proposed to resolve the conflict between the faster moving e-bikes and pedestrian/non-motorized vehicles is posting speed limits. I question the efficacy of this approach for either paved or soft trails. Joe Schiessl may recall discussions he and I had with our local police chiefs in which they made clear that policing the trails for speed infractions was not considered a wise use of their resources. Unless this situation has changed, it seems naïve to post speed limits on the trails and expect compliance with such rules. Many bikes don't have cyclometers so riders wouldn't even know if they're exceeding a posted speed limit. Alternatively, if posted signs are there to limit liability to the city for accidents associated with exceeding posted speed limits, then their intent is clearly other than facilitating use and enjoyment of the paths.

As motorized bicycles/scooters are encouraged, I anticipate they will have a growing negative impact on pedestrians and other non-motorized users. As an alternative, I propose that the Parks and Recreation Commission recommend policy that encourages, where possible, all motorized bicycles/scooters to use side streets adjacent to our paved paths and to preclude their use altogether on unpaved soft-surface trails (both natural tread and improved). This would allow pedestrians, disabled individuals, joggers, photographers and other passive users to continue enjoying scenery and natural features without the additional worry of being struck by a vehicle moving faster than those already on the trails.

Thank you for considering this alternative perspective regarding motorized bikes and scooters on a system of trails designed for the use of non-motorized users.

Carl Berkowitz
Richland, WA

Full Name

Carl

	Berkowitz
Address:	544 Franklin Street, Richland, WA, USA
Email	



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 1:20pm

America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	Thank you for the opportunity to comment on the proposed bicycle regulations. Please consider accessibility and inclusivity of users of all ages and abilities in your policy. I am a middle aged mother with a toddler and a bad knee. My family enjoys living in downtown Richland because of its relative connectivity by foot and bicycle. We rarely have a need to drive our car. My bad knee limits my ability to walk and bicycle long distances or carry extra weight. Having a class 1 electric assist bicycle makes running errands and getting around with a 2yr old possible for me. Class 1 ebikes are pedal assist bicycles that top out at 20mph, effortlessly riding at 10-15mph, as a good road bike does. I hope to continue bicycling as a form of transportation and recreation as my son grows. This spring I discovered the joy of bicycling from our home through Columbia Point and Chamna, regularly patronizing the Amethyst Creamery along our route. The gravel and soft trails allow us access to the natural beauty of these open spaces. Having an electric assist bicycle makes it possible for us to bicycle the three miles there. The weight and design of my bicycle is heavier and less maneuverable than an analog mountain bike, limiting my trail speed considerably. We get around town on low stress back roads and separated paths, adjusting our speeds appropriately to route conditions. Unfortunately there are many places where sharing streets with vehicles is unsafe. Sharing congested multiuse paths with pedestrians becomes our only safe option. I suggest that instead of discouraging and restricting bicyclists, the city look to encourage bicycling by providing more alternative safe bicycle routes. Providing bicyclists with attractive and safe options encourages bicycling for users of all ages and abilities. Data from the 20th century has made it abundantly clear that auto traffic speeds greater than 20mph are inappropriate and unsafe in urban and residential areas. I encourage the city to focus on making walking and bicycling safer instead of discouraging it through restrictive policy.
Full Name	Laila Krowiak
Address:	1523 Hains Avenue, Richland, WA, USA
Email	



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 2:07pm

America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	LOWER COLUMBIA BASIN AUDUBON SOCIETY PO BOX 1900, RICHLAND, WA 99352 The Lower Columbia Basin Audubon Society (LCBAS) appreciates the opportunity to provide comments about e-bikes and e-scooters on unpaved soft trails, both natural tread and improved. Many of the City's soft trails are in areas that are Preserves or natural areas, e.g., Amon, Bateman, Chamna, Columbia Point South, Little Badger, WE Johnson, and the Yakima Delta. According to the City's Parks & Rec Master Plan 2019-2025, trails in these areas are "designed to reduce impacts to the natural environment." Like many in the community, LCBAS members use the City's unpaved trails for walking/strolling and for birding or generally enjoying nature. These areas and uses are incompatible with e-bikes and e-scooters which allow and encourage the riders to travel at higher speeds. As a result, they are inappropriate on trails already well used by pedestrians (adults and children) and other non-motorized users. They also have a negative impact on wildlife in these natural areas. Some non-motorized bicyclists already ride at dangerous and inconsiderate speeds on both paved shared-use paths and soft trails. We anticipate it will become worse if e-bikes/e-scooters are permitted, thereby encouraging people to go even faster. And since these bikes are heavier than traditional bikes, we expect they will have a greater impact on both people and trails. Speed limits are unnecessary for considerate bike riders and, while they might remind some to slow down, unenforced and unenforceable speed limits on the trails are worthless for safety purposes. We strongly support use of e-bikes for transportation and encourage the City to improve the safety of our streets for both non-motorized and motorized bicyclists/scooter riders. Sincerely, Dana Carl Ward Conservation Chair, LCBAS
Full Name	Dana WARD
Address:	10112 Maple Drive, Pasco, WA, USA
Email	c



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 3:21pm

America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	Wheelhouse Bike Community, 501(c)3 A Washington Non-Profit Bicycle Advocacy Organization 218 West Kennewick Avenue, Kennewick, WA 99336 (509) 820 - 3047 Dear Richland Parks and Recreation Commission, We at Wheelhouse Bike Community commend you on your efforts to make accessibility and safety of those using active transportation a priority. We have continued to enjoy Richland's robust support for safe, equitable, and diverse options for transportation options throughout the City. As a community of over 300 bicycle enthusiasts, we have concerns about the process used to propose the E-Bike and Bicycle Speed Limit policies as recently contemplated by the City. In cases of multi-use public facilities, the issues are complex. Bringing experts and representatives from the key stakeholders together to collaborate would provide solutions based on facts, creativity, and investment of the users, thereby providing for a more equitable and well assessed solution. As the contemplated proposals are being looked at as a template for other governmental organizations in our community we feel that it is imperative that the City lead by example in soliciting robust fact-based public input and explore all impacts, positive and negative, prior to making these policy decisions. While we as a bicycle advocacy organization are not even familiar with all of the recommendations or solutions, we believe some of the comments and contemporaneous concerns shared thus far about these policies are based in emotional, situational, and experiential bias. We believe some of this bias has been extrapolated into policymaking, and may unintentionally prohibit, limit, or deny access to underrepresented and financially insecure members of our community. Below we've catalogued a few of the misconceptions or situational biases we've heard from this process and our brief, albeit incomplete, response we feel you should consider before moving forward. Bias: "E-Bikes Destroy Trails." Response: E-Bikes, like other modes of transportation have impacts on trail resiliency and degradation. However, motorized or non-motorized, a majority of bicycles can be ridden at the same speeds, have the same weight, tire size, tire tread regardless of their propulsion and

have little variation in their ability to 'degrade' a surface. Propulsion of electric motor bicycles

Bias: "E-Bikes are noisy."

Response: An e-bike, by virtue of the 'e' are electric motors, which are virtually silent electromagnetic motors. Other single and dual track vehicles with customized internal combustion engines are noisy due to movement of internal components and exhaust, but that isn't what is being contemplated by these policies.

Bias: "E-Bikes go too fast."

Response: The highest class (3) of e-bikes can go 28 miles-per-hour; however, this is with throttle assist. Most Class 1 and Class 2 e-bikes are limited below 20 miles-per-hour or less to conserve available energy from limited size on-board batteries. While it is possible to limit speeds, this is not practical in practice. Most Class 1 e-bikes do not come with a speedometer, and requiring one adds too great a cost to someone that may already have barriers to access affordable and efficient transportation.

Bias: "Bicyclists go too fast in congested areas."

Response: Again, many self-propelled bicycles can achieve the top speed or more of an e-bike or e-assist bicycle depending on the user, and this is an ineffective measure to derive policy from. Bicyclists should be required to adhere to common sense traffic flow and density requirements and cycling behavior should be reinforced through education and trail etiquette. Deriving policy from automobile enforcement practices is not an apples-to-apples comparison and the equipment required by an operator is not an equitable expense considering there is no proof that accurate measurement of compliance is achievable.

Further, we ask you to consider these practical applications that extend and expand usage of public facilities with equity and diversity in mind:

National Parks allow all classes of e-bikes on trails; "...those e-bikes must be pedaled like standard Class 1 e-bikes while on national park trails." <https://electrek.co/2019/09/02/electric-bicycles-allowed-in-national-parks/>

American with Disabilities Act revised to permit electric bicycles, by including reasonable use or power-driven "mobility devices" upon public facilities to improve access of physically disabled. <https://electricbikereport.com/americans-with-disabilities-act-revisions-open-bike-paths-and-rails-to-trails-to-cyclists-with-disabilities/>

The accessibility and safety of vulnerable users is in question as we look at enforcement of these proposals. Please convene a collaborative group to explore these very complex issues and consider methods that work for all user groups and assess the true impact to trail integrity throughout the area.

Sincerely,

Wheelhouse Board of Directors
Margaret Shearer, President

Full Name

Margaret
Shearer

Address:

218 West Kennewick Avenue, Kennewick, WA, USA



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 3:25pm

America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	Dear Richland Parks and Recreation Commission, I am coming to you about the E-Bike and Bicycle Speed Limit proposals. As a certified bicycle safety educator, I am concerned about the ambiguity created for bicycle riders by these proposals. It is difficult for new riders to understand bicycle safety based on national, state, and local rules. Adding rulings that are ambiguous and difficult for bicycle riders to understand and comply with adds to non-compliance. Trying to determine which trails are "soft trails" is very confusing, particularly since many of the favored riding spaces include both types. To determine speed on conveyances that have do not come with a speedometer ensures confusion and sacrifices safety for riders. It is inequitable to expect that all riders on Parks and Recreation facilities must upgrade their bicycle with a speedometer/computer in order to comply. This puts riders at risk of non-compliance without intent. Please consider the impacts. complexity, cost, and enforceability of these proposed rules before you chose to implement them. There are better ways to ensure all users of facilities are comfortable and safe. Sincerely, Margaret Shearer Vincent, LCI
Full Name	Maggie Vincent
Address:	2512 West Klamath Avenue, Kennewick, WA, USA
Email	



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 3:45pm

America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	
Call-in Public Comments - Please share the topic to which you would like to provide comment on:	
Full Name	Dirk Peterson
Address:	2107 Rainier Avenue, Richland, WA, USA
Email	



PO Box 2002
Richland, WA 99352
www.tapteal.org

May 13, 2021

Tapteal Greenway believes that E-bikes should not be allowed on soft surface trails. Soft surface trails by our definition include any trail not composed of concrete or asphalt, such as gravel and dirt trails. We are fortunate to have numerous soft surface trails in our area. It should be noted that these trails are mostly found in parks and preserves designated as natural open space with a primary function of preserving the natural habitat. These venues allow visitors to experience and enjoy the natural setting while engaging in low impact forms of recreation.

We recognize the value of e-bikes as an alternative mode of urban transportation. E-bikes are bicycles with an added motor. We consider them to be essentially motorized vehicles, which are already prohibited on most soft surface trails in our parks and natural areas. They are heavier than traditional bikes and can attain higher speeds. This makes them both more of a safety hazard to other trail users as well as potentially more destructive to the trails themselves.

The safety issues with E-bikes are of particular concern. These vehicles can go as fast as 28 mph. Many of the trails in our area such as in Chamna and WE Johnson have sections that are curvy and brushy with limited lines of sight. E-bikes could come upon pedestrians and equestrians very suddenly and cause accidents such as collisions or spooking in the case of horses which could result with the rider being bucked off. We believe this issue by itself should preclude allowing E-bikes on our soft surface trails.

As mentioned, we are also concerned about E-bikes having a negative effect on the trails themselves. Tapteal Greenway spends a lot of time and money maintaining many of the local trails, which is already a challenge with pedestrians, equestrians, and mountain bikes all using the same trails. Adding a more destructive vehicle to the mix will make it even harder.

Finally, we question whether E-bikes are really compatible with the spirit of why we have these trails. Our nature trails are intended to be for quiet, slower recreation to appreciate the amazing outdoors experience that our area has to offer. E-bikes racing up and down these trails would destroy the ambiance of the trail experience.

We strongly recommend that E-bikes be banned on soft surfaced trails.

Sincerely,

Dirk Peterson
President, Tapteal Greenway



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 3:54pm

America/Los_Angeles

2021 Meeting Dates

May 13, 2021

I wish to comment using the

Online Form - comments to be read aloud by staff during the public comments portion of the meeting

Public Comments to be read aloud by staff at the meeting:

My name is Amy Smull and I have been a resident of Tri cities for the last 8 years. I wanted to provide comment on the use of electric bikes on shared pathways and soft unpaved areas as myself and my family are users of these areas and are owners of both class 1 and class 3 electric bicycles.

I ask that you please permit the use of class 3 (and all electric) bicycles on the shared use paths that are currently banned by the state. While the class 3 ebikes are capable of a higher speed limit they are still a pedal assist and this requires the rider to be the primary source of power with the bicycle only "assisting" up to what the rider is exerting with a max at 28mph. My bicycle is a class 3 and was purchased from a local store here in Tri cities, I commute from south Kennewick weekly for work via Bob Olson and I can honestly attest to the only time I have ever hit the 28mph is when I was trying to keep up with a good pace while traffic was passing at a rate of 45mph or more. Having a bicycle that can go that fast does not mean that the cyclist will constantly take it to its max abilities, just as a driver will rarely take their car to its max MPH.

I want to point out that a common misconception of electric bicycles is that they will perform like a dirt bike or scooter. I ask that you please understand that there is a major difference between pedal assist (class 1&3) and a throttle powered vehicle like a scooter and that it's important not to group them together in a blanket statement. I do understand that class 2 electric bikes have a throttle but I cannot provide any comment or reference as I haven't used one. Both class 1 and 3 are pedal assist, key word being "assist" where the user has to provide the force to move the bike with the motor assisting force after. As a person growing up with dirt bikes and ATVs I assumed that electric bikes would be more like the dirt bike I knew, but I was completely wrong once I actually rode and tested them out. I ended up with an ebike because of an injury limiting my mobility in one leg and it allows me to still exercise and get assistance when my handicap prevents full range of motion.

I ask that you please do not ban the use of electric bicycles on the soft paths like Bateman, Chamna, and other such soft surfaces. I ride these paths with my toddler in her bike seat and don't take any ridiculous burnouts or do any more damage than a regular bike does on the paths. My more powerful motor on my class 3 does not mean I fly around corners or skid to stops. I mostly keep it turned off and turn it on for assist up hills and such. I understand the concern that ebike use can erode the surfaces more than regular bikes but it comes down to the user not vehicle, I've been passed countless times by people on regular bikes going off path or being incredibly more damaging to the trail than we are.

In closing I ask again for you to allow all 3 classes of electric bicycles on the shared paths in your public network. That you allow the use of electric bikes on soft paths in your region, and to not classify electric bikes as something more powerful like a scooter when they are something that are completely different. I love being a resident of the Tri Cities but by no stretch of the imagination would I ever consider the Tri cities to be a pedestrian friendly area near the major roadways for commuting but rather an area that is rather dangerous to be a pedestrian in either very small bike lanes and sometimes none at all. The shared pathways that are paved and soft are areas where people like myself and my family can safely not ride next to traffic and the electric assist helps people with mobility issues like myself to be on a bicycle and enjoying our

amazing areas.

I am happy to provide further comment and get involved with anything to help educate the community to allow more people to enjoy bicycling with an electric or non electric bike.

Thank you

Full Name	Amy Smull
Address:	2000 West 43rd Place, Kennewick, WA, USA
Email	



2021 PRC Meeting Comment Card

City of Richland

Submitted On:

May 13, 2021 3:58pm
America/Los_Angeles

2021 Meeting Dates	May 13, 2021
I wish to comment using the	Online Form - comments to be read aloud by staff during the public comments portion of the meeting
Public Comments to be read aloud by staff at the meeting:	To the Parks and Recreation Commission, greetings: I am a Richland resident, father of two children, and veteran of the United States Army. I am living with certain disabilities which arose from previous injuries. For people like me, electric-assist bicycles can be the difference between being able to make use of "off-road" bicycles trails (referred to in the packet as "natural" and "improved" tread surfaces") and not being able to ride on them at all. Class 1 and 2 electric-assist bicycles do not make a rider faster; they merely reduce the effort required to ride at normal speeds. The bikes are no louder than regular bicycles and no heavier than the typical range of different weights among adults. For example, my wife riding the heaviest electric-assist bicycle is lighter than I am on the sveltest of manual-powered high-tech racing bike. Thus, these e-bikes are no more damaging to the terrain than regular adult cycling. Part of the fun of these trails is the hills and variation of the terrain; some of us could never make it up some of those steeper grades without a little help from the bike. When riding on unpaved surfaces it has been my experience that I rarely even approach the 'cut-off speed' for the electric assist; younger, fitter cyclists without battery power frequently leave me in the dust. Cycling with my family is something I enjoy, and barring these bikes from these trails would close the door on a whole class of riding together for our family. Speaking of riding with families, I do not support the idea of a 15mph speed limit on the paved trails. 15mph in a non-congested area is almost comedically low; my nine-year-old child has a higher 'cruising speed' than this. As most bikes are not equipped with speedometers, it would be difficult for a rider to know whether they are in violation at any given moment. Enforcement of the limit would then fall entirely upon our already-overburdened police department; I urge the Commission to consult with RPD to find out if the police officers consider patrolling our extensive trail network with radar guns to be the best use of their time. The congested-area speed limit might be more appropriate, but enhanced, targeted enforcement of existing rules may go a long way toward alleviating any anxiety parkgoers may feel concerning bicyclists. Thank you for your attention, Kurt H Maier
Full Name	Kurt Maier
Address:	2146 Hudson Ave, Richland, WA, USA
Email	