

AGENDA
CLALLAM COUNTY TRAILS ADVISORY COMMITTEE
Clallam County Courthouse, Room 160
223 East 4th St Port Angeles, WA
November 2, 2022 - 1:30 p.m.

****ATTENTION****

Clallam County Trails Advisory Committee meetings will also be available virtually at:

If you would like to participate in the meeting via Zoom audio only, call 253-215-8782 and use meeting ID: 938 0529 7962 and passcode: 12345

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This meeting can be viewed on a live stream at this link: <http://www.clallam.net/features/meetings.html>

Public comment and questions can be directed to County Public Works-Roads at 360-417-2290 or steve.gray@clallamcountywa.gov

A. WELCOME/CALL TO ORDER/ROLL CALL

B. REQUEST OF MODIFICATIONS/ADDITIONS TO AGENDA

C. APPROVAL OF MEETING MINUTES: September 7 and October 5, 2022

D. ANNOUNCEMENTS/MEMBER UPDATES

Information sharing among members on topics of general interest related to the Olympic Discovery Trail (ODT), Olympic Adventure Trail (OAT), other County trails, or about trails.

E. TRAIL PROJECT AND MAINTENANCE REPORTS

1. ODT improvement/expansion project updates.
2. County Volunteer ODT/OAT Trail Crew Maintenance Project Reports
3. County ODT/OAT Maintenance Project Reports
4. Other ODT/OAT Reports. *Opportunity for sharing among members on highlights of recent trail maintenance and improvement, or new identified maintenance/repair needs.*

F. DISCUSSION AND BUSINESS ITEMS

1. Report on findings and recommendations on the interagency public process for E-Bike Use on non-motorized natural surface trails and closed roads open to bicycles upon Dept. of Natural Resources and Washington Dept. of Fish & Wildlife (WDFW) managed lands.

G. PUBLIC COMMENT

H. ADJOURNMENT

Members: Andy Stevenson (Chair), Gordon Taylor (Vice-Chair), Jennifer Reandeau, Justin Zarzeczny (Dept. of Natural Resources), Gary Gleason, Dick Gritman, Kat Sample, Charlie Commeree, Erik Rohrer, Bill Biery, Richard Bloomer, Jim Mraz, Lorrie Mittmann, Wendy Clark-Getzin (Jamestown S'Klallam Tribe) and Jai Lust (U.S. Forest Service. Ex-officio Members: Steve Gray (Clallam County Public Works/Road Department), and Bill Peach (Clallam County Commissioner)

**Clallam County Trails Advisory Committee (TAC)
September 7, 2022 Meeting Minutes**

WELCOME/INTRODUCTIONS

The meeting was called to order and conducted via video/phone conferencing.

Members Present: Andy Stevenson (Chair), Gordon Taylor (Vice-Chair), Jennifer Reandeau, Justin Zarzezcny, Kat Sample, Charlie Commeree, Erik Rohrer, Bill Biery, Richard Bloomer, Jim Mraz, Lorrie Mittmann, and Wendy Clark-Getzin.

County Representatives: Steve Gray, County Public Works/Road Dept. (Ex-officio TAC member)
Commissioner Bill Peach

MODIFICATIONS/ADDITIONS TO AGENDA: None

APPROVAL OF MINUTES: Member Taylor moved to approve the August 3, 2022 meeting minutes and Member Mraz seconded. The minutes were approved with no objections.

ANNOUNCEMENTS: None

DISCUSSION AND BUSINESS ITEMS:

1. *Discussion with Brian King, Sheriff Department, on Several ODT Topics of Interest.* Brian King, Clallam County Sheriff Office, provided perspectives on considerations and challenges such as enforcement related to adopting a regulatory speed limit on the ODT. He recommended focus on public outreach to promote trail etiquette related to user speeds. Discussion with Mr. King was also had related to the Sheriff Department ODT Volunteer Patrol; homeless encampments and related waste issues, particularly along the Port Angeles waterfront sections; break-ins at trailhead parking areas; hunting along west-end sections of the trail corridor; and other issues of concern. Considerable discussion followed between members and Mr. King on these issue areas.

TRAIL PROJECT UPDATES/REPORTS

Member Gray provided updates on the County's ODT-Forks to La Push project, and the Kugel Creek Culvert Replacement project just west of the ODT Camp Creek Trailhead on Cooper Ranch Road. Member Clark-Getzin provided an update on the Jamestown S' Klallam Tribe (JSKT) project to widen and pave the section of trail between Pierce Road and Old Blyn Highway.

TRAIL MAINTENANCE REPORTS

1. *County Thursday Volunteer Crew Project Reports.* Member Gray acknowledged the recent efforts of the Thursday volunteer trail crew, especially leadership by Tom Mix and Jim Hollatz of the Back Country Horsemen-Peninsula Chapter, to continue the weekly work parties while the County recruits to fill the Trail Maintenance and Volunteer Coordinator position. The Thursday crew efforts were key to completing the repairs of the Adventure Trail section west of Joyce Access Road that allowed it to be reopened to trail users.
2. *Other Reports:* Member Taylor reported PTC volunteer efforts and that PTC is in the process of hiring a part-time, trail maintenance corridor. He also noted PTC is expecting delivery of a power wheelbarrow that will help with trail maintenance especially on the Adventure Trail. Member Biery reported that City of Sequim plans to go out to bid on root bump repairs on ODT City-managed sections.

PUBLIC COMMENTS: No public comments received. Member Biery noted recent Sunset Magazine article on the ODT.

ADJOURNMENT: Meeting was adjourned at approximately 3:50 p.m.

**Clallam County Trails Advisory Committee (TAC)
October 5, 2022 Meeting Minutes**

WELCOME/INTRODUCTIONS

The meeting was called to order and conducted via video/phone conferencing.

Members Present: Gordon Taylor (Vice-Chair), Justin Zarzezcny, Dick Gritman, Donna Holwitz (for Kat Sample), Charlie Commeree, Erik Rohrer, Bill Biery, Jim Mraz, Wendy Clark-Getzin, and Gary Gleason.

County Representatives: Steve Gray, County Public Works/Road Dept. (Ex-officio TAC member)

Guest Speaker: Chad Theismann, County GIS Manager, and Christina Epperson, GIS Specialist

Other Participants: Jeff Bohman, Peninsula Trails Coalition Board President; Kenton Hotsko, PTC Trails Maintenance Coordinator.

MODIFICATIONS/ADDITIONS TO AGENDA: None

APPROVAL OF MINUTES: Approval of the September 7 meeting minutes was tabled.

ANNOUNCEMENTS:

Member Gray reported:

- That the Washington State Parks has scheduled an Open House on October 18 from 6 to 7:30 p.m. at the 7 Cedars Hotel in the Blyn-Bay Event Room on the future for Miller Peninsula State Park Property. Additional information can be found on the State Parks project web page.
- Jeff Bohman, Peninsula Trails Coalition (PTC), presented to the Board of Clallam County Commissioners on September 19 a proposal by three trails advocacy organizations—Peninsula Trails Coalition, North Kitsap Trails Association, Bainbridge Island Parks and Trails Foundation—working in consultation with the Washington DC-based Rails-to-Trails Conservancy (RTC), to prepare a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application, in the \$25-\$45 million range, for a comprehensive, three-county package of projects toward completing the westernmost section of the Great American Rail-Trail (GART), from the ferry terminal on Bainbridge Island to the Pacific Ocean at La Push. The grant application would target projects to address ODT gaps and other improvements. The three trails advocacy organizations plan to hire a consultant to produce the grant application.

Member Taylor introduced Kenton Hotsko as PTC's new part-time, trails maintenance coordinator.

TRAIL PROJECT UPDATES/REPORTS

Updates were given by Member Gray on the ODT Railroad Bridge Project and reopening of the bridge; ODT-Forks to La Push project; and the Kugel Creek Culvert Replacement project just west of the ODT Camp Creek Trailhead on Cooper Ranch Road. Member Clark-Getzin provided an update on the Jamestown S' Klallam Tribe (JSKT) project to widen and pave the section of trail between Pierce Road and Old Blyn Highway. She also updated on JSKT's project to move the trail route off of Old Blyn Highway.

TRAIL MAINTENANCE REPORTS

1. *County Thursday Volunteer Crew Project Reports.* Member Gray reported that the County Volunteer Trail Crew held three work party days on the following Olympic Adventure Trail (OAT) projects:
 - Early September completed final tread and other improvements to reopen the segment west of Joyce Access Road Crossing.
 - Significant repair of tread width and curb log installation around the Milepost 15 segment. [2 work Party Days]

Tomorrow a volunteer work party is scheduled to address tread and drainage issues in the vicinity of M.P. 6 on the OAT.

2. *County Maintenance Reports.* Member Gray reported that County Road Crew conducted trail alder brushing work beginning on the west-side of the ODT US 101 crossing west of Lake Crescent. They also completed asphalt patch work to smooth out dips due to minor slumping west of the ODT—Sol Duc River crossing and removed parts of fencing damaged by past fence thefts. Member Gray also reported on the recruitment status for the County to fill the vacant Trails Maintenance & Volunteer Coordinator open position.
3. *Other Reports:* Member Taylor reported that a PTC volunteer work party completed repairs to a fence and gate and also obscured an unauthorized off-trail access point along the ODT corridor near West Sequim Bay Road. The County provided materials (posts, concrete).

DISCUSSION AND BUSINESS ITEMS:

1. *Olympic Discovery Trail (ODT) layer updates and presentation on upcoming County ODT map and dashboard web application tools.* Chad Theismann, County GIS Manager, and Christina Epperson, GIS Specialist, presented updates to the ODT map layer and County's new web mapping applications for the ODT that will soon be available. Discussion followed.
2. *Draft Six-Year (2023-2028) Transportation Improvement Program provisions related to the ODT.* Member Gray reviewed programmed and planned ODT projects in the draft Six-Year TIP and the upcoming public meeting/hearing schedule on the TIP. Discussion followed.

PUBLIC COMMENTS: None

ADJOURNMENT: Meeting was adjourned at approximately 2:40 p.m.



Current Electric-Assisted Bicycle Rules

E-BIKE CLASS 1

A bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 mph.

E-BIKE CLASS 2

A bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 mph.

E-BIKE CLASS 3

A bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 mph, and is equipped with a speedometer.



DO YOU HAVE AN ADA* PARKING PLACARD?

NO

E-bikes only allowed on motorized trails and forest roads open to motorized public use.

YES

Class 1 and 2 e-bikes allowed on all nonmotorized trails and roads where bicycles are allowed.

Class 3 e-bikes only allowed on motorized trails and forest roads open to motorized public use.

Do I need a Discover Pass?

If you are parking on state-managed public lands then you do need a Discover Pass.



* ADA: Americans with Disabilities Act of 1990. RCW 46.04.169, RCW 46.19.030. Temporary e-bike policies are implemented by WA Bill 5452 (2020) effective July 25, 2021. Violators are subject to civil or criminal prosecution under WAC 332.52 and other applicable law. Fines up to \$99 may be issued if violated.

E-Bike Use on DNR- and WDFW-Managed Lands

A Report to the Legislature in Response to ESSB 5452



September 30, 2022



Acknowledgements and Primary Contacts

Washington Department of Fish and Wildlife

Heide Andersen, Recreation Planner

Joel Sisolak, Lands Planning, Recreation and Outreach Section Manager

Washington Department of Natural Resources

Sam Hensold, Acting Statewide Recreation Manager

Andrea Martin, Statewide Recreation Manager

Sam Jarrett, former Trails Program Manager

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Cover Photo Source: Washington Department of Fish and Wildlife

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For more information, reference [wdfw.wa.gov/accessibility/requests-accommodation](https://www.wdfw.wa.gov/accessibility/requests-accommodation).

Executive Summary

The Washington Department of Natural Resources (DNR) and Washington Department of Fish and Wildlife (WDFW) convened an interagency public process to collect input from tribal governments, the public, and stakeholders on where electric-assist bicycles (e-bikes) should be allowed on DNR- and WDFW- managed lands, including nonmotorized natural surface trails and roads closed to motorized use. The agencies also performed additional research to gather applicable information from external sources, including literature, webpages, pilot projects, and interviews with staff from other public land management agencies.

This report includes findings from the tribal and public processes, conclusions drawn from the findings, and recommendations from DNR and WDFW regarding the use of e-bikes on lands managed by the two agencies. The report is in response to directives in [Engrossed Substitute Senate Bill \(ESSB\) 5452](#).

Processes and Findings

To assist in the implementation of the tribal and public processes directed by ESSB 5452, DNR and WDFW contracted Triangle Associates, a neutral third-party consultant. The process engaged 19 representatives of 30 federally recognized tribes, 7,600 people who responded to the public survey, about 250 people who participated in the public town halls, and 8 organizations that took part in the focus group and/or the individual listening sessions.

Tribal Engagement

DNR and WDFW invited representatives of all federally recognized tribes in Washington to participate in two roundtable discussions on the topic of e-bike use on lands managed by DNR and WDFW. Roundtable attendees shared perspectives and particular concerns about e-bike use on these lands.

Tribal representatives who participated in these two roundtables emphasized that they were “speaking in unison” with respect to e-bike use on state lands. Participants highlighted three important points to be communicated on behalf of participating tribes in the report to the Legislature:

- 1. Increasing access for e-bikes on state lands will enable more and easier access to sensitive backcountry areas and increase the total numbers of recreationists on the land.**
- 2. The broader issues of increased recreational use on state-managed public lands and its impacts on natural, cultural, and tribal resources (including treaty-protected) need to be addressed prior to introducing another use, such as e-bikes.**
- 3. E-bikes should be classified as motor vehicles in the Washington state code and managed as such on state lands.**

Public Engagement

To implement the public process, DNR and WDFW contracted Triangle Associates, a neutral third-party consultant, and conducted a series of stakeholder interviews with representatives from the interest groups and communities identified in ESSB 5452. The goal was to gather input on topics of interest, the design of the public process, and suggestions for who (individuals, organizations, and representatives) specifically to involve.

Informed by these interviews, the project team (consisting of staff from DNR, WDFW and Triangle Associates) outlined a plan to gather information from the interest groups and communities referenced in ESSB 5452 and the broader public. The final process included a public survey, two virtual public town halls, a focus group comprised of stakeholders and representatives from a variety of recreation interest groups, and a series of small group listening sessions for the entities specifically mentioned in the legislation.

Triangle identified the following four themes and key takeaways from the public engagement process, which includes both quantitative and qualitative input from the multiple components of the public process. Because the input was not always quantifiable, when there were points or opinions mentioned in a consistent pattern or percentage across the participants in the public meetings and listening sessions, usually in alignment with a quantifiable majority (or minority) in the survey, terms such as “more”, “common”, “strong”, or “less” are used.

1. There are divergent and polarized opinions on where e-bikes should be allowed and which classes should be allowed.

- The survey showed that approximately the same percentage of participants indicated that 1) e-bikes ***should not be allowed*** on any non-motorized trails, as participants who indicated 2) e-bikes should be ***allowed on all*** non-motorized trails.
- More participants in the survey and public meetings supported allowance for Class 1 e-bikes on non-motorized trails than supported allowance for the other classes.
- There was more support amongst participants for e-bikes on ***roads*** closed to motorized traffic where bicycles are currently allowed than for allowing e-bikes on nonmotorized ***trails***.

2. E-bikes provide recreational opportunities for people with disabilities or those who have other physical limitations.

- Disabled participants in the process expressed support for continued consideration of their ability to use e-bikes for recreational access.
- The majority of participants indicated support for specific e-bike use considerations for riders who qualify as disabled under the Americans with Disability Act (ADA) that would otherwise not be able to access certain recreational opportunities without them.¹
- Participants without disabilities, as defined under ADA, but with other permanent physical limitations, shared that e-bikes enable them to recreate more on public lands.

3. There were common concerns expressed regarding e-bike use.

- The majority of participants in the survey and the public meetings expressed concern about the speed, safety, and user conflicts brought about by e-bike use, especially on multi-use trails.

¹ Both DNR and WDFW have a reasonable accommodation process for those with disabilities under ADA.

- Other common concerns expressed by participants included the likelihood of increased soil erosion from e-bike use, impacts to trail tread, and the agencies' ability to enforce any e-bike policy.

4. Clear public information and education are needed.

A majority of participants in the public process expressed:

- A need for a clear and easy to understand policy that aligns with other land managers' policies.
- A need for easily accessible education regarding trail etiquette, especially for multi-use trails where e-bikes are allowed.
- A need for e-bike manufacturers and retailers to support compliance with and ensure transparency for consumers with respect to e-bike classes and access.

Agency Recommendations

To complement the tribal and public processes, WDFW and DNR staff researched the social benefits of e-bike use, demographics and buying behavior of those who ride e-bikes, technology trends that may affect how e-bikes will be used, environmental impacts, social impacts, policies on public lands managed by other agencies, and general management implications. Information was gathered from scientific research, other written sources, and interviews with staff from local and state agencies across the country. The findings from this research are in [Appendix 6: Additional Research](#) and [Appendix 7: E-bike Policies](#).

DNR and WDFW took information received from tribal governments, the public, and additional research and evaluated it in the context of their agency missions, the diversity of DNR and WDFW-managed lands, and anticipated staff capacity for managing e-bikes. Based upon this evaluation, the agencies present the following recommendations for e-bike use on lands they manage:

Trails and Roads where E-bikes are Appropriate for Use

- Decisions about where e-bikes should be allowed on nonmotorized natural surface trails and roads closed to motorized use should be made by each agency as part of local or regional planning processes (such as wildlife area management plans, recreation plans, travel management plans, or trails plans).
- Local and regional planning processes addressing e-bike use should invite engagement from representatives of affected tribes, local stakeholders and users, and appropriate agency staff. Plans should incorporate an understanding of the local natural, cultural, and tribal resources, trail design, data on demand and use patterns, analysis of potential impacts from e-bike use, and other relevant scientific data and knowledge.
- All natural surface trails and roads closed to motorized use should be closed to e-bike use unless or until signed open to that use.
- E-bikes should continue to be allowed on roads and trails open to motorized use.

E-bike Classes Appropriate for Use

- Any roads or trails open to e-bikes should not be restricted to a specific class or classes, but be open to all three non-motorized classes as defined by the State of Washington ([RCW 46.04.169](#)).
- E-biking (all classes) should be considered a distinct use category separate from traditional biking.

Concluding Remarks

The feedback in response to ESSB 5452 demonstrates that Washingtonians are engaged in how DNR- and WDFW-managed lands are accessed and used by the public. DNR and WDFW are grateful for the participation of the tribal and stakeholder representatives, the public, and agency staff who provided feedback, voiced concerns, highlighted opportunities, and engaged in dialogue with each other and the project team. These diverse perspectives led to insights, conclusions, recommendations, and opportunities for future policy action that would not have emerged otherwise. DNR and WDFW look forward to discussing this report with the Legislature, tribal governments, and members of the public and formulating a path forward.

Chapter 6: Agency Conclusions

The interagency project team evaluated the feedback and information from all sources and presents the following conclusions of their findings. They are organized by bill directive and provide an explanation of the recommendations found in Chapter 7.

Trails and Roads Where E-bikes are Appropriate for Use

The use of e-bikes, as defined by the State of Washington under [RCW 46.04.169](#), could be acceptable on some natural surface trails and roads closed to motorized use, but only where their impacts to tribal rights, the environment, and other users can be mitigated or avoided. This conclusion came out of the following considerations:

- There is no workable one-size-fits-all approach for managing e-bike use on a statewide level for either DNR or WDFW.
 - Each area managed by DNR and WDFW has unique tribal resources, ecology, and recreational use patterns.
 - There may be cases where the additional or unknown tribal, environmental, and social impacts of e-bikes would not be acceptable.
 - There may be cases where the tribal, environmental, and social impacts of e-bikes can be avoided, mitigated, or not exceed those of traditional bikes.
- Involving impacted tribes, resource experts, local staff and local communities in the trail designation process is critical to help the agencies identify trails inappropriate and appropriate for e-bike use.
- Adjacent land ownership/management, trail systems, and allowed uses should be considered by the agencies when determining appropriate trail designations for maximum compliance and clarity.
- Trail design, condition, and maintenance levels of non-motorized trails are important considerations to determine where e-bikes may be appropriate. When done correctly, this can mitigate the negative impacts of e-bikes (and general increased use). For example:
 - Sustainable trail design and adequate maintenance can accommodate increased overall use, including e-bikes.
 - Purpose-built or redesigned trails can mitigate general e-bike concerns regarding safety, user conflicts, user experience, and environmental impacts
 - Deliberate trail designations that separate users can mitigate concerns related to incompatible uses.
 - Trails could be designed and designated to safely accommodate all three classes of e-bikes.
- Local and regional planning processes allow for flexibility and adaptive management based on monitoring, changing conditions, use patterns, or new technology.
- Managing e-bikes on roads closed to motorized use presents unique and different challenges for each agency, requiring deliberate management based on local conditions.
- Under current regulations, all types of bicycles, including e-bikes, are allowed on all motorized trails and roads, unless signed closed for their use. Therefore, there is no need to take additional action for motorized trails and roads.

E-bike Classes Appropriate for Use

Regulating or restricting e-bike use based on class is not the preferred management solution.

Managing all three classes of e-bikes as a single use type is supported by both agencies because:

- It is more enforceable than restricting by class.
- It is most easily communicated to the public.
- It simplifies trail designation and signage.
- It allows for best compatibility with adjacent trail systems where e-bikes are allowed.
- It most easily accommodates evolving e-bike technology and use.
- It accommodates those using e-bikes due to disability, without requiring additional rules or process for class allowance.
- There is currently insufficient research to indicate a difference in impacts (if any) between class types.
- Concerns with the differences in technology between classes can be mitigated by deliberate trail design and designation.
- Concerns with safety and speed are best managed through trail design, designation, and user behavior—rather than by controlling technology.
- The current research does not indicate that there is a need for limiting access by class (see [Appendix 6: Additional Research](#)).
- Managing e-bikes as a nonmotorized use type aligns with Washington state law and also with the majority of other state, local, and federal agencies (as defined by [RCW 46.04.169](#)).

Chapter 7: Determinations

In addition to the tribal and public process, ESSB 5452 requires DNR and WDFW to “determine where such use may occur, and which classes of electric-assisted bicycles are acceptable on such trails and roads under the agencies’ management.”

When determining recommendations, the agencies were guided by the following themes concerning what a future policy must be. These themes were gleaned from feedback received throughout the process.

1. Protect tribal and natural resources
2. Minimize safety concerns and user conflicts
3. Be easily understood by the public
4. Be enforceable
5. Be compatible to the degree possible with trail and road systems managed by other agencies, particularly on lands adjacent to those managed by DNR and WDFW.

Recommendations

Drawing on the conclusions from the tribal and public processes (found in Chapter 6), in addition to the above themes, DNR and WDFW submit the following recommendations for future policy or regulatory action. Any adoption of formal policy changes will undergo the appropriate tribal consultation and public review processes. As with the conclusions, they are organized by bill directive.

Trails and Roads Where E-bikes are Appropriate for Use

- Decisions about where e-bikes should be allowed on trails and roads closed to motorized use should be made by each agency as part of local or regional planning processes (such as wildlife area management plans, recreation plans, travel management plans or trails plans).
- Local and regional planning processes addressing e-bike use should engage representatives from affected tribes, local stakeholders and users, and appropriate agency staff. Plans should incorporate an understanding of the local natural, cultural, and tribal resources, trail design, data on demand and use patterns, analysis of potential impacts from e-bike use, and other relevant scientific data and knowledge.
- All natural surface trails and roads closed to motorized use should be closed to e-bike use unless or until signed open to that use.
- E-bikes should continue to be allowed on roads and trails open to motorized use.

E-bike Classes Appropriate for Use

- Any roads or trails open to e-bikes should not be restricted to a specific class or classes, but be open to all three non-motorized classes as defined by the State of Washington ([RCW 46.04.169](#)).
- E-biking (all classes) should be considered a distinct use category separate from traditional biking.

Proposed Next Steps

Due to the recommended case-by-case, local process for approving e-bikes on nonmotorized natural surface trails and roads closed to motorized use, the development and enactment of changes will be best addressed through each agency's recreational trail policies and planning documents. This includes potential modification to DNR's existing Recreational Trails Policy and is recommended as a near-term priority in the 10-year Recreation Strategy for WDFW-managed Lands. Trail policies and/or planning documents may include criteria by which e-bike use will be considered on trails and roads closed to motorized use. To this end, the following are the proposed next steps that could be taken by the agencies in the near term:

1. Develop materials clarifying which roads and trails are currently open to e-bike use and make this information easily accessible to the public and agency staff.
2. Develop or amend recreational trails policies and procedures that address e-bike use on DNR and WDFW-managed lands to align them with the recommendations herein. Any new or amended policies will incorporate the appropriate tribal consultation and public review processes.
3. Develop or modify trail planning documents to include e-bikes as a nonmotorized use type.
4. Review existing agency policies and processes for "other power-driven mobility devices" (OPDMD) and "electric personal assistive mobility devices" (EPAMD) regarding e-bike access for individuals with disabilities. Consider opportunities for improvement, clarity, and consistency between agencies.
5. Prioritize the development and placement of signage and educational materials related to e-bike use and trail etiquette.
6. Identify priority areas to begin local trail planning processes.
7. Identify costs and potential funding sources required to support e-bike management, monitoring, education, and enforcement.

Concluding Remarks

Overall engagement and thoughtful discussions throughout the tribal and public processes demonstrated e-bikes are a topic of great interest to many Washingtonians. DNR and WDFW appreciate the opportunity to engage tribes, stakeholder groups, the public, and agency personnel to address e-bike use on lands managed by the agencies. DNR and WDFW look forward to further engagement with these groups and the Legislature regarding a future policy process that will guide how the agencies manage e-bike use.