

#LRM 060623D



LEGISLATIVE REQUEST MEMORANDUM

This is a scoping document to be prepared with information already known or readily available, without much additional research; inform Council of the options including resource call on staff and budget.

Title: Allow for Electric Foot Scooter, Unicycles, etc. on the Cross Kirkland Corridor (CKC)

Requesting
Councilmember: Councilmember Nixon

Department Assigned:
Author: Julie Underwood, PW Director

Date of Request: June 5, 2023

Due Date: July 18, 2023

REQUEST SUMMARY

A clear, concise description of the issue(s) to be addressed, and why the City should be involved.

In response to requests from members of the public, Councilmember Nixon requested a Legislative Request Memorandum to analyze the potential for the Council to amend KMC 19.40.020(e) to add electric motorized foot scooters, electric motorized unicycles, segways, or similar electric-powered or electric-assisted vehicles to be permitted on the CKC.

KMC 19.40 ("CKC Trail Use Regulations") sets a speed limit on the trail of 15 miles per hour (19.40.020(a)), and prohibits use of all motorized vehicles except electric motorized wheelchairs, electric-assisted bicycles, and city maintenance and emergency vehicles (19.40.020(e)).

BENEFITS

Preliminary potential benefits of the proposal.

Benefits to amending the KMC could include the following:

- Expand the number of users accessing the CKC for commuting, recreating, and traveling.
- Establish parity with electric bicycles – e-scooter users, etc. may assume that e-scooters are allowed if e-bikes are allowed.
- Align the KMC with e-scooter users who may unknowingly be non-compliant with the KMC.

IMPACTS

Preliminary potential impacts of the proposal (including legal/financial).

Potential impacts may include the following:

- More e-scooter users, or more users in general, could increase conflicts, i.e., users crashing into each other.
- Non-compliance with speed limits could make the trail less safe, i.e., if there is a crash, it could result in more severe injuries.
- E-scooters and single wheel devices may be less stable on the CKC gravel path than bicycles increasing the chance of users of these vehicles crashing.

COUNCIL VISION AND GOALS

Check all that apply.

X	Inclusive and Equitable Community		Attainable Housing
	Vibrant Neighborhoods		Financial Stability
	Community Safety		Sustainable Environment
	Supportive Human Services		Thriving Economy
X	Balanced Transportation		Dependable Infrastructure
	Abundant Parks, Open Spaces, and Recreational Services		

EQUITY

Preliminary discussion on how the proposal may impact diversity, equity, and inclusion.

E-bicycles, e-scooters, segways, and other electric transports could be less expensive than an e-bike, which could offer more accessible options for travel.

Additionally, having electric transports replace gas-powered devices could improve air quality and the environment.

Alternatively, more electric vehicles on the CKC may result in more conflicts with those who cannot afford e-equipment and who walk, jog, stroll, roll or have person-powered bicycles.

STAKEHOLDERS / OUTREACH

Preliminary potential stakeholders impacted and outreach to be considered.

Staff would seek input from the Police Department and Fire Department.

Before bringing the amended code to the City Council, staff would seek input from the Transportation Commission and other organized groups.

Moreover, staff would reach out to other trail owners, such as King County, to see if they allow a wider range of electric transports.

RESOURCES AND BUDGET

Preliminary potential staff resources needed and whether current staff and budget authority could accommodate the request.

It is worth noting that Transportation staff already had started to evaluate options for ways the KMC could be changed if the City wanted to allow e-scooters in the right-of-way, which could be viewed as reasonable in bike lanes, especially with speeds over 25 mph. Staff is also updating the Transportation Master Plan. Including this LRM in those efforts would require minimal staff resources. Nevertheless, staff would want to ensure that ample time is devoted to stakeholder outreach.

OPTIONS

Potential options or alternatives that could be evaluated.

Option 1. Include expansion of allowed e-vehicles in current ROW and TMP processes and bring forward any changes as part of those processes.

Option 2. Bring a separate code change to allow e-vehicles on the CKC for Council deliberation in the fall of 2023.

Option 3. Leave the current restrictions in place and take no action.

REVIEWS REQUIRED

Department Director responsible for acquiring Finance and Legal review before submitting to City Manager.

Legal review required	<input checked="" type="checkbox"/> Reviewed by Legal <input type="checkbox"/> Implications requiring further legal analysis	Signature: Stephanie Croll Date: July 7, 2023
Legal Notes: Further legal analysis of possible impacts this change might have on the potential recreational immunity defense per RCW 4.24.210. <input type="checkbox"/> Legislative change <input type="checkbox"/> State/federal change		
Fiscal review required	<input checked="" type="checkbox"/> Reviewed by Finance <input type="checkbox"/> Implications requiring further financial analysis	Signature: Sri Krishnan Date: July 7, 2023
Finance Notes: Small financial impact to replace signage along the CKC. Further fiscal analysis may be required if this change necessitates an increase in resources for maintenance or enforcement.		
Director review required	<input checked="" type="checkbox"/> Reviewed	Signature: Julie Underwood Date: July 6, 2023
City Manager	<input checked="" type="checkbox"/> Approved	Signature: Kurt Triplett Date: July 12, 2023
City Manager Notes:		