

CITY OF ISSAQUAH
City Council
Services, Safety & Parks Committee

6:30 PM
September 30, 2025

MINUTES

Council Chambers, 135 E.
Sunset Way, Issaquah WA

COUNCIL AND ADMINISTRATIVE PERSONNEL PRESENT

Committee Members:
Tola Marts, Chair
Chris Reh
Barbara de Michele

Administration/Staff:
Wally Bobkiewicz, City Administrator
T. Cassidy Mueller, Deputy City Clerk

CALL TO ORDER

Chair Marts called the meeting to order at 6:30 PM.

PUBLIC COMMENT - None

No members of the public spoke.

APPROVAL OF MINUTES

- a) Minutes of July 22, 2025 and August 26, 2025. There being no changes, the minutes were unanimously approved as presented.

AGENDA ITEMS

- a) **COM 0174 - Water Leak Adjustment Policy**

Presented by:
Kristin Garcia, Finance Director

The Committee recommended that the ordinance presented tonight be added to the Consent Calendar of the October 20th City Council meeting.

Other Committee comments included:

- The proposed policy seemed reasonable and fair.
- The proposed policy requires customers to pay for water used and associated infrastructure maintenance costs, just not at the regular water conservation rates.

- b) **COM 0180 - E-Bike Briefing**

Presented by:
Paula Schwan, Police Chief

The Committee recommended adding this item to the October 28th Services, Safety & Parks Committee meeting to review a draft ordinance that staff will prepare and present based on feedback received at tonight's meeting.

Other Committee comments included:

- Police Officers need to be supported and have the tools and training needed for enforcement.
- This is a safety issue.
- Support for public education opportunities.

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- Support to add to legislative priority list and advocate for State legislative action.
- Consideration regarding whether the City should create its own rules or wait for State legislative action.

ANNOUNCEMENTS - None

ADJOURNMENT

There being no further business, the meeting was adjourned at approximately 7:21 PM.

Tola Marts, Chair

T. Cassidy Mueller, Deputy City Clerk



Staff Report

COM # 0182 – E-Motorcycle and E-Bicycle Ordinance

Meeting Date November 18, 2025
Department Police Department
Staff Lead Paula Schwan, Police Chief
 Gillian Straub, Management Analyst

Attachments

- A. Draft New Ordinance and IMC on E-Motorcycles and E-Bikes
- B. Draft Ordinance Revising and Redlines to IMC 10.34
- C. Presentation

Direction Needed from Council

The Administration is seeking feedback on the following questions for e-motorcycles and e-bicycles:

1. Should the penalties for e-bike and e-motorcycle violations of the proposed chapter be the same or different?
2. Does the Committee agree or disagree with the Administration's recommendation to tailor the code to closely match neighboring jurisdictions?

Recommendation

The Administration recommends that the two proposed ordinances be recommended for approval by City Council at the December 1 meeting.

Background

At the September 30th Services, Safety and Parks Committee meeting, the Administration provided an update on the prevalence of dangerous and illegal e-bicycle and e-motorcycle operation, largely by minors. More information on the regional trends and solutions presented can be found in the September 30th [staff report](#) and [video](#).

The Administration proposed to return to the Committee with a new ordinance to better define these vehicles and bicycles, regulate where they can be used and establish guardian responsibility. The Administration also proposed continued monitoring of these issues, support work at the state level to better regulate e-motorcycles in particular, and an eventual education campaign.

The Committee supported better education and clarity on where e-motorcycles and e-bicycles can be used and ensuring Police officers had the tools necessary to make stops as part of education. This proposal in COM 0182 addresses only the ordinance; next steps will include monitoring, advocacy and education. From the previous Committee discussion, the following goals emerged to guide the language and intent of the proposed ordinances:

1. Ensure officers have tools needed to make stops, education, and issue infractions
2. Consistency & clarity on where e-bikes and e-motorcycles can be operated
3. Tailor penalties to better educate guardians and riders

Analysis

The Administration proposes a new chapter 48 in Title 10 – Vehicles and Traffic, addressing e-motorcycles and e-bicycles. The following covers the definitions, prohibited operations, and penalties in the draft code language for both.

The Administration also proposes revisions to Chapter 10.34 - Impoundment of Unauthorized and Junk Vehicles to modernize the code with RCW and allow for impoundment at the station for e-motorcycles and e-bicycles.

Definitions

The proposed definition of e-motorcycles comes from different portions of RCW; key characteristics include the lack of operable foot pedals, maximum wattage, or ability to exceed 28 mph with motor assistance. This definition encompasses e-motorcycles, e-dirtbikes, and modified e-bikes that meet this criteria.

Electric-assisted bicycles (used interchangeably with e-bikes) are well-defined in RCW 46.04.169. The proposed city code language uses the language in RCW to define class 1, 2 and 3 e-bikes, which are largely differentiated by pedal assistance and speed, with class 3 e-bikes reaching the highest speeds (28 mph) before pedal assistance stops.

Definitions of guardian and minor are also included.

Prohibited Operation

Motorcycles, including e-motorcycles, have more requirements for operations in RCW; these provisions are reflected in Issaquah's proposed code, including: age minimums, registration & license plate requirements, licensure and endorsement requirements for the operator, and certain requirements to be used on a public street or road. E-bikes largely do not have similar restrictions, and the Administration does not / cannot propose restricting their use in these ways. RCW does restrict class 3 e-bikes to 16 years or older.

The draft code language proposes restricting e-bicycles and e-motorcycles to the following allowable areas for riding:

	Street	Sidewalk	Pedestrian Path	Shared Use Path	Park Trail	City Park
Class 1 ebike	Allowed	Allowed	Allowed	Allowed	Allowed ₃	Allowed ₃
Class 2 ebike	Allowed	Allowed	Allowed	Allowed	Allowed ₃	Allowed ₃
Class 3 ebike	Allowed	Allowed ₂	Prohibited	Prohibited	Prohibited	Prohibited
emotorcycle	Allowed ₁	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited

1 - to be street legal, motorcycles need to meet requirements in RCW (lights, etc)

2 - Class 3 ebikes can only be on sidewalks when there is no alternative bike path

3 - The Parks director can prohibit ebike use on city park trails, city parks and plazas and will post signs noting prohibition

The Administration developed these recommendations by examining where neighboring jurisdictions allow these vehicles and bikes, including King County Parks and neighboring cities. The proposed language closely matches what is allowable and the definitions used by other jurisdictions to avoid a patchwork of regulation and make it clearer where these vehicles and bikes can be used regionally.

For both portions of code, guardians can be held responsible for minors operating e-bicycles or e-motorcycles if they knowingly permitted or authorized use that is in violation of the proposed code.

Impoundment and Penalties for Violation

This section authorizes Issaquah PD to impound e-motorcycles or e-bicycles operated in violation of city code. The second ordinance, revising Chapter 10.34 – Impoundment of Unauthorized and Junk Vehicles, has revisions proposed to allow IPD officers to remove these vehicles for safekeeping, meaning they can be picked up at the police station shortly after being removed, to avoid large tow and storage fees. Operationally, long-term storage of impounded vehicles is not an option for IPD due to limited storage space. The primary purposes of the changes to Chapter 10.34 are to modernize it and legally authorize towing of e-motorcycles by a towing company.

Beyond impoundment, monetary penalties of \$250 for the first offense, \$500 for the second, and \$750 for the third and subsequent offenses can be applied. Because these fines are separate from impound, storage, or tow fees assessed by a tow company, there is the possibility of stacking fines if an officer issues the monetary penalty and deems it necessary to impound the vehicle or bike. These cases would likely be rare, and if they occurred, likely apply to e-motorcycles rather than e-bicycles.

Options

The Council Committee could recommend:

1. Not adopting the ordinances
2. Modifying the ordinances

The Administration is seeking feedback on whether the monetary penalties for violations of this new code should be the same for e-motorcycles and e-bicycles; this is one kind of modification that the Committee could recommend.

Impacts – Financial, Policy & Community

There are no financial impacts anticipated, as the penalties are low relative to other City revenues, and few penalties will likely be assessed.

There are no anticipated policy impacts at this time; however, the new code language for e-motorcycles and e-bicycles may need to be revised when the Parks chapter of city code is created in 2026. This future revision could include items like speed limits on City trails; this work may necessitate review or re-writing of other portions of code.

The intent of this work is to increase community awareness of where these vehicles and bikes can be used, how to do so safely, and who can use them. However, this cannot be achieved through regulation alone, which is why the City also intends to support changes in definitions at the state level and do additional education work.

Timing & Next Steps

Following Committee deliberation and feedback, the Administration is seeking City Council action on these ordinances on December 1, 2025.

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY OF ISSAQUAH, WASHINGTON, ADOPTING CHAPTER 10.48 OF THE ISSAQUAH MUNICIPAL CODE TO REGULATE THE USE OF ELECTRIC-ASSISTED BICYCLES AND ELECTRIC MOTORCYCLES; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Issaquah has broad authority to manage and regulate public rights-of-way within the City and to take actions in the best interest of the public health and welfare; and

WHEREAS, the City has adopted various regulations relating to vehicles and traffic safety in Chapter 10 of the Issaquah Municipal Code (IMC); and

WHEREAS, the operation of electric-assisted bicycles and electric motorcycles can pose a threat to the public health and safety that can be mitigated by the adoption of reasonable regulations on their use on public rights-of-way and other public spaces; and

WHEREAS, in the interest of the public health and welfare, the City desires to adopt a new Chapter 10.48 IMC regulating the use of electric motorcycles and electric-assisted bicycles; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Chapter 10.48 IMC Adopted. Chapter 10.48 of the Issaquah Municipal Code is hereby adopted as set forth in Exhibit A attached hereto.

Section 2. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such

invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 3. Effective Date. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect and be in full force thirty (30) days after passage.

Passed by the City Council of the City of Issaquah, the ___ day of ___, 2025.

Approved by the Mayor of the City of Issaquah, the ___ day of ___, 2025.

MARY LOU PAULY, MAYOR

ATTEST/AUTHENTICATED:

TISHA GIESER, CITY CLERK

APPROVED AS TO FORM:

RACHEL BENDER TURPIN, CITY ATTORNEY

PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.: / AB

Exhibits:

A. Chapter 10.48 IMC