

Electric-Assist Bicycles – Paved Trails Pilot Program

Project Overview

On April 19, 2019 the Fort Collins City Council approved a one-year electric assist bicycle pilot program to allow Class 1 and Class 2 e-bikes on paved trails in Fort Collins. This pilot program began May 1, 2019 and continues through the end of April 2020.

E-bike: a bicycle with two or three wheels, fully operable pedals, and an electric motor.

Class 1 E-bike:

- Provides electrical assistance only while the rider is pedaling, **up to 20 mph**

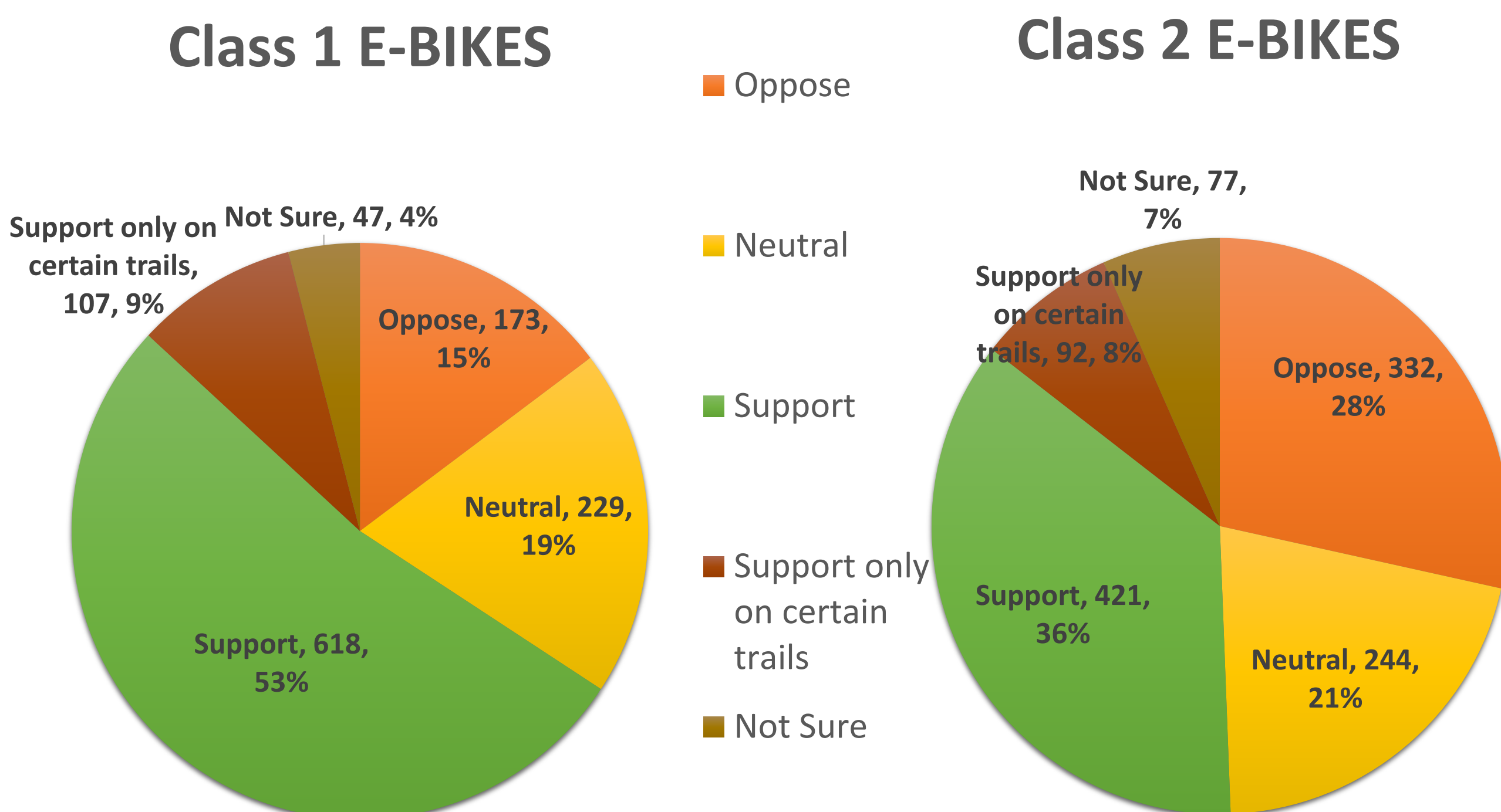
Class 2 E-bike:

- Provides electrical assistance regardless if the rider is pedaling or not, **up to 20 mph**

Between April and December, City staff and volunteers conducted outreach, education and data collection to collect feedback and assess the impacts of allowing e-bikes on paved trails.



What we heard from surveys: Please indicate your level of support for allowing Class 1 and Class 2 e-bikes on paved trails in Fort Collins:



Primary comments

Support

- Supports those needing aid
- Same as a standard bike / no new issues
- Provides alternative transportation

Opposed

- Speed concerns
- Motorized vehicle
- Safety concerns
- Disrupt atmosphere / trail experience

Staff recommendation to City Council: April 7, 2020

Staff will provide a recommendation to City Council on April 7, 2020 to continue allowing e-bikes on paved trails following the pilot program. City Boards and Commissions have weighed in and several support allowing Class 1 and Class 2 e-bikes on paved trails, and some support only allowing Class 1 e-bikes. Both options will be communicated to City Council for their consideration.

Key Takeaways from the Pilot Program

- Pilot program did not result in any major safety issues with e-bikes on paved trails.
- Public feedback indicates more support for allowing e-bikes on paved trails, particularly Class 1 e-bikes.
- Speed snapshots showed an average bicycle speed of just under 12 miles per hour (total of 1,157 bikes). During the speed snapshots, only 16 e-bikes were observed with an average speed of ~15.63 mph.
- E-bike use is increasing though still a relatively small percentage of users on the trails. During September bike counts, volunteers observed 1.2% of bicycle users on e-bikes.
- Most E-bike owners report bicycling more and replacing car trips with their e-bike.
- Need for ongoing monitoring to address concerns with safety and future trail utilization, acknowledging e-bike and trail use in general will continue to increase.
- Need for continued trail user education on etiquette and laws.
- Continue policy discussions around other e-devices, future trail vision and management strategies.

A summary report will be available in March at fcgov.com/ebikes