

E-BIKE POLICY PRESENTATION



12/09/24

Parks, Recreation and Cultural Services

Presentation Topics

- Definition of an E-Bike
- E-Bike Survey
- E-Bike Policy
- Reasons for Decision
- Implementation Steps
- Supplemental Information
- Recommended Motion



What is an E-Bike?



Code of the City of Colorado Springs, Chapter 10.1.202:

ELECTRICAL ASSISTED BICYCLE: A vehicle having two or three wheels, fully operable pedals, and an electric motor **not exceeding seven hundred fifty watts of power**. Electrical assisted bicycles are further required to conform to one of three classes as follows:

- A. CLASS 1 ELECTRICAL ASSISTED BICYCLE: An electrical assisted bicycle equipped with a motor that provides assistance **only when the rider is pedaling** and that ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour.
- B. CLASS 2 ELECTRICAL ASSISTED BICYCLE: An electrical assisted bicycle equipped with a motor that provides assistance **regardless of whether the rider is pedaling** but ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour.
- C. CLASS 3 ELECTRICAL ASSISTED BICYCLE: An electrical assisted bicycle equipped with a motor that provides assistance **only when the rider is pedaling** and that ceases to provide assistance when the bicycle reaches a speed of twenty-eight miles per hour.

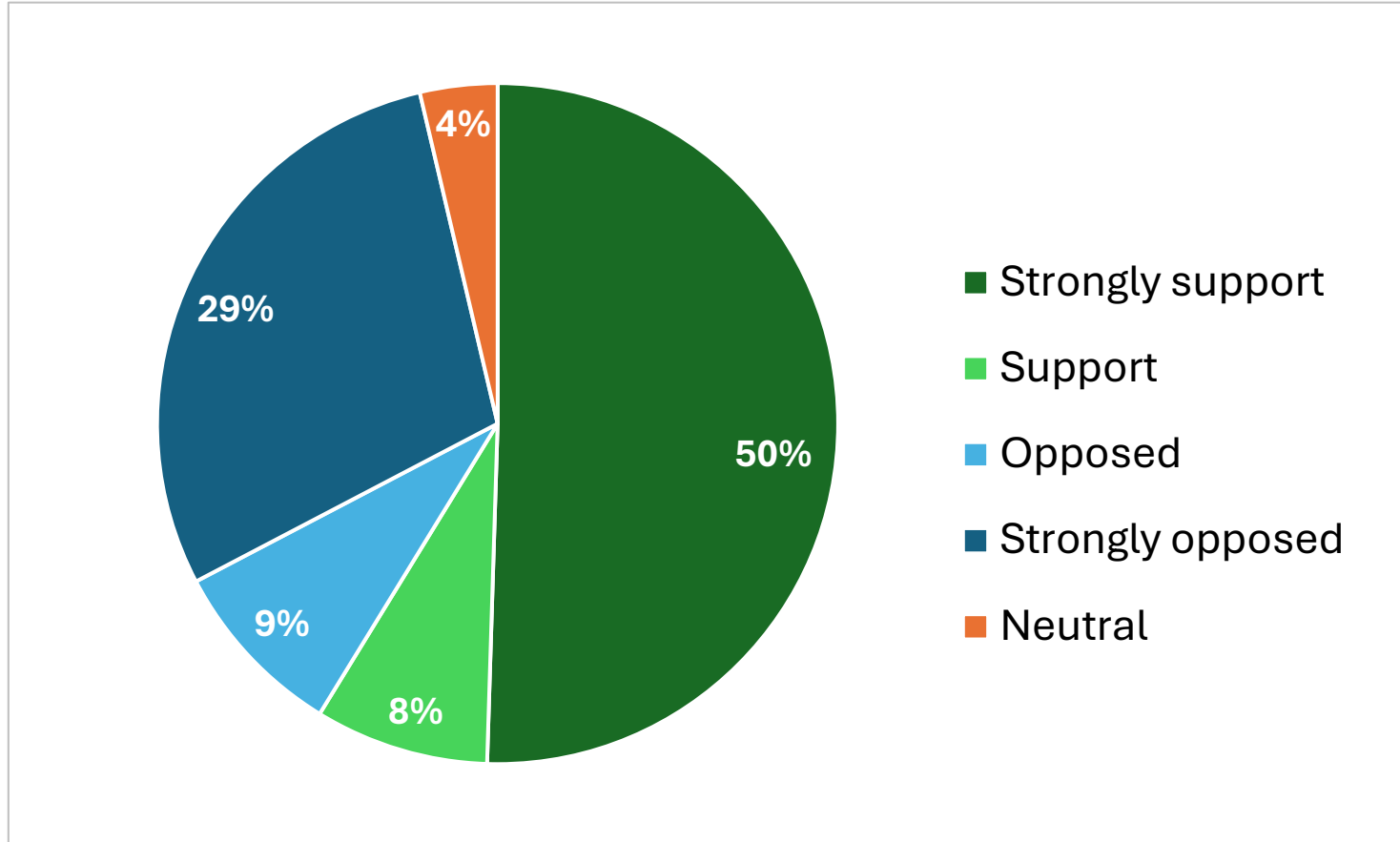
E-Bike Survey



- Available online June 14-August 4, with option to email comments
- Two alternatives provided with a map for each:
 - Allow Class 1 e-bikes on all trails (including regional park and open space trails); allow Class 1 and 2 e-bikes on urban/regional trails.
 - Allow Class 1 and 2 e-bikes on urban trails only
- 3,535 responses received from zip codes in El Paso County exceeding required sample size of 2,394 responses to provide a less than 2% margin of error with 95% confidence level

Survey Results

Alternative 1: 58% (50% strongly support, 8% support).



Alternative 1:

Allow Class 1 e-bikes on all trails (including regional park and open space trails); allow both Class 1 and Class 2 e-bikes on urban/regional trails.

Four Steps to Implement Policy



1 Step One: TOPS WC and PAB Consider E-Bike Policy & Code Updates

2 Step Two: City Council Considers E-Bike Policy & Code Updates

Policy Implementation

Board Recommendation and Council Decision

3 Step Three: PRCS Adopts Rules and Regulations

4 Step Four: Staged Rollout of Policy

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Step One: TOPS WC and PAB
Consider E-Bike Policy &
Code Updates

2

Step Two: City Council
Considers E-Bike Policy
& Code Updates



Recommended Policy:

- Allow Class 1 e-bikes on all trails within our system (including regional park and open space trails)
- Allow Class 1 and 2 e-bikes on urban/regional trails
- Class 3 e-bikes not allowed on any trails

Ordinance to achieve policy:

- A draft ordinance to implement the policy is before City Council
- The ordinance will amend Section 101 (Definitions) of Article 1 (Administration) of Chapter 4 (Parks, Recreation and Cultural Services) of the City Code to enable the creation of rules regarding e-bike use:
 - Definition of e-bikes and e-bike classes
 - Definition of non-motorized use

Reasons for this Approach



- Supported by survey results
- Meets E-Bike Task Force goals:
 - Clear rules for park users
 - Moves toward alignment with County trail rules
 - Complies with the Americans with Disabilities Act
 - Is enforceable
- City policy needs to anticipate rapidly increasing use of e-bikes throughout our system
- Preferred by the Mayor

Why a Code Update Instead of a Ballot Measure?



Destination: PRCS System-Wide E-Bike Policy



Hazard: City Code Chapter 4 (PRCS) contains no definition of e-bikes or nonmotorized use



Construction: Provide Definitions within City Code

1. City Council Approval of Definitions
2. Voter Approval of Definitions

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Step Three: PRCS Adopts Rules and Regulations



- After the ordinance is enacted, the PRCS director would adopt rules and regulations for e-bike use to implement the e-bike policy
- The locations where e-bikes are permitted would be rolled out in phases; limiting factors on some properties would be addressed prior to any introduction of e-bikes in those locations

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Step Four: Staged Rollout of Policy

Possible Safety and Enforcement Approaches:



- Slow zones created with movable barriers
- Speed limits
- Citations for wildlife harassment
- Citations for unsafe behavior (comparable to careless driving)
- Enforcement of motorized vehicle prohibitions (dirt bikes, ATV's, etc.)
- Trail design
- Trail difficulty designations

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Step Four: Staged Rollout of Policy



Possible PRCS Education Campaign Elements:



- Install rules and etiquette signage at trailheads
- Relay rules and etiquette via City website and social media channels
- Conduct education days at trailheads with PRCS staff
- Provide traditional media interviews with PRCS leadership during initial roll out and seasonally as other properties are addressed
- Create an incentive-based training program in conjunction with community organizations
- Work with outdoor advocacy groups to educate their members
- Provide retailers with a tool kit of rules and etiquette available at point of sale

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Step Four: Staged Rollout of Policy



Conservation Easements and Other Considerations:

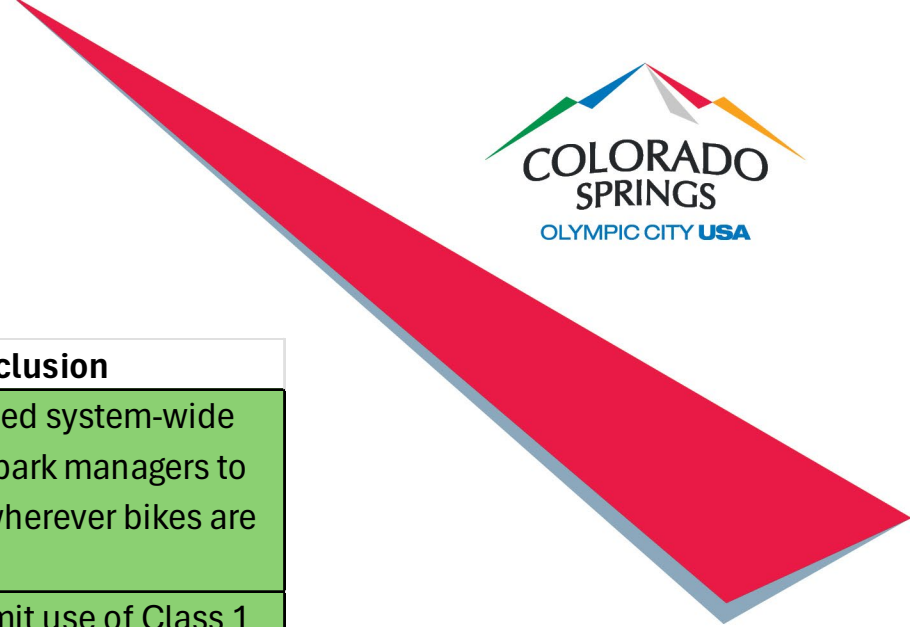
- Conservation easements and other requirements on several properties still need to be reviewed
- Staff to pursue, negotiate and clarify for each property
- Final rules and regulations will reflect resolution of conservation easements language, deed restrictions, etc., before these properties would have e-bikes phased in
- Effective date of ordinance would be July 1, 2025

Environmental Impact Studies








- Studies conducted by several federal agencies show the impact on trails from Class 1 e-bikes is not greater than the impact of traditional bikes
- Studies conducted by various universities and biking organizations also conclude there is no appreciable difference in the impact on trails between traditional mountain bikes and e-mountain bikes
- Studies of the impacts of commuting by e-bike show vastly reduced carbon footprints, improved mental and physical health measurements, and greater perception of rider safety (particularly among women)

Environmental Impact Studies



FONSI:
Finding of No
Significant Impact

Federal Agency	Topic	Time Frame	Conclusion
	Programmatic Environmental Assessment	August 2024	FONSI. Reaffirmed system-wide policy allowing park managers to permit e-bikes wherever bikes are allowed.
	Environmental Assessment for creation of Wears Valley Mountain Bike Trails	September 2021	FONSI. Will permit use of Class 1 and Class 2 e-bikes on new and existing trails wherever bikes are allowed
	Environmental Assessment for Pines to Mines Trail Project in Tahoe National Forest	March 2024	FONSI. Will permit use of Class 1 e-bikes on all new and existing trail segments
	Environmental Assessment of Class 1 E-bikes on Select Trails in Deschutes National Forest	In progress	Currently taking public comment.
	Moab Field Office Considering Class 1 E-Bike Use on Designated Mountain Bike Trails	In progress	Currently taking public comment.

TOPS Working Committee and Parks Advisory Board Recommendations



- The TOPS Working Committee amended the original motion to remove the definition of nonmotorized use, effectively limiting the applicability of the definitions within the ordinance. The vote passed 7-0 with 2 committee members excused.
- The Parks Advisory Board amended the original motion to include Class 3 e-bikes as a nonmotorized use. The vote passed 4-3 with one board member recused and one excused.

Motions



Staff recommendation (includes Class 1 and Class 2):

- A motion to approve an ordinance amending Article 1 of Chapter 4, of the Code of Colorado Springs 2001, as amended, pertaining to electrical assisted bicycles.

Parks Advisory Board recommendation (Includes Class 1, Class 2 and Class 3):

- A motion to approve of an amended Article 1 of Chapter 4, of the Code of Colorado Springs 2001, as amended, pertaining to electrical assisted bicycles, with the amendment to include Class 3 electrical assisted bicycles as non-motorized and remove subsection “c” of the non-motorized use definition.

Questions?

