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Sent: Monday, July 18, 2022 4:42 PM
To: Transportation Policy Board
Subject: Speed policy on Shared Use Paths

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(please distribute to Transportation Policy Board members before tonight's meeting, if possible)

Here are a few thoughts on shared used paths:

FIRST, we need to dispel the notion that paths are primarily for pleasure. Just like with roads, path users have many motivations. The only constant is that paths are for motion and all users must expect to safely pass and be passed.

SECOND, over time, Madison public works should widen popular paths and use trees/grass separating bicycles from pedestrians. The UW's Lakeshore Path along Willow Drive is a great reference.

THIRD, Madison should adopt the same e-bike speed limit of 15mph that the DNR has on state trails. Dane County, Fitchburg, and UW Madison should be encouraged to follow suit.

FOURTH, all sorts of other e-contraptions (skateboards, monowheels, scooters, etc) should be subject to the e-bike speed limit.

FIFTH, etiquette signs would be a good idea so that all path users know what to expect..

Here are a few tidbits about e-bikes:

1. A normal bicycle's speed is largely dictated by the ability and experience of the bicyclist. In contrast, e-bikes can go up to twice as fast with zero dependence on rider ability or experience. Madison BCycle knows this. For liability reasons, BCycles are limited to 17mph, much less than the 20 - 30mph speeds of commercial e-bikes.
2. When considering e-bikes, the TPB should largely ignore the A / B / C e-bike classifications since enforcement along those lines is futile given how many combinations of bike frames, drive systems, throttles, and user modifications there are.
3. E-bikes are heavier and take longer to stop. Many are larger, with some that resemble mopeds or motorcycles barely able to fit on their half of the multi-use path.

Best regards,

-Craig Weinhold
Madison WI