

Shared-Use Paths

E-bike Usage Path Speeds & Etiquette



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Who uses a Shared-Use Path?

People who are:

- All ages
- All abilities
- Biking to a destination
- Biking for health and/or recreation
- Riding triathlon bikes, road bikes, gravel bikes, city bikes, mountain bikes, unicycles, singlespeed bikes, recumbants bikes, adaptive bikes, cargo bikes, trikes, bikes with trailers, (some traditional & some electric)
- Biking alone or with friends or children or animals

People who are:

- Walking to a destination
- Walking for health and/or recreation
- People walking alone, with children or with friends
- People walking with dogs (or cats or other animals)
- People running alone or with others (going slow, medium & fast)
- People rollerskiing (striding or skating) or rollerblading or rollerskating
- People on skateboards (might be electric)
- People on scooters (might be electric)
- People on one-wheels or segways
- People using another mobility device like a wheelchair or mobility scooter
- And more!

Path Typical Concerns

- People going too fast/too aggressive:
 - E-bike riders
 - Inexperienced e-bike riders
 - “Racers” or people in lycra
 - Bike riders generally
- This should be a “pleasure path” not for racing/high speed commuting – enforce a speed limit
- Bikers pass into oncoming traffic when they shouldn’t
- Walkers in groups make it very hard to pass
- People walking should expect that there will be people biking on the path who pass them

Audible Warnings

- People too assertive in using bell or saying “on your left” – should only be done in rural areas
- People who don’t give audible warnings should be given tickets
- People wearing earbuds who can’t hear audible warnings
- If you say “on your left” people move left into your path

Path Typical Concerns

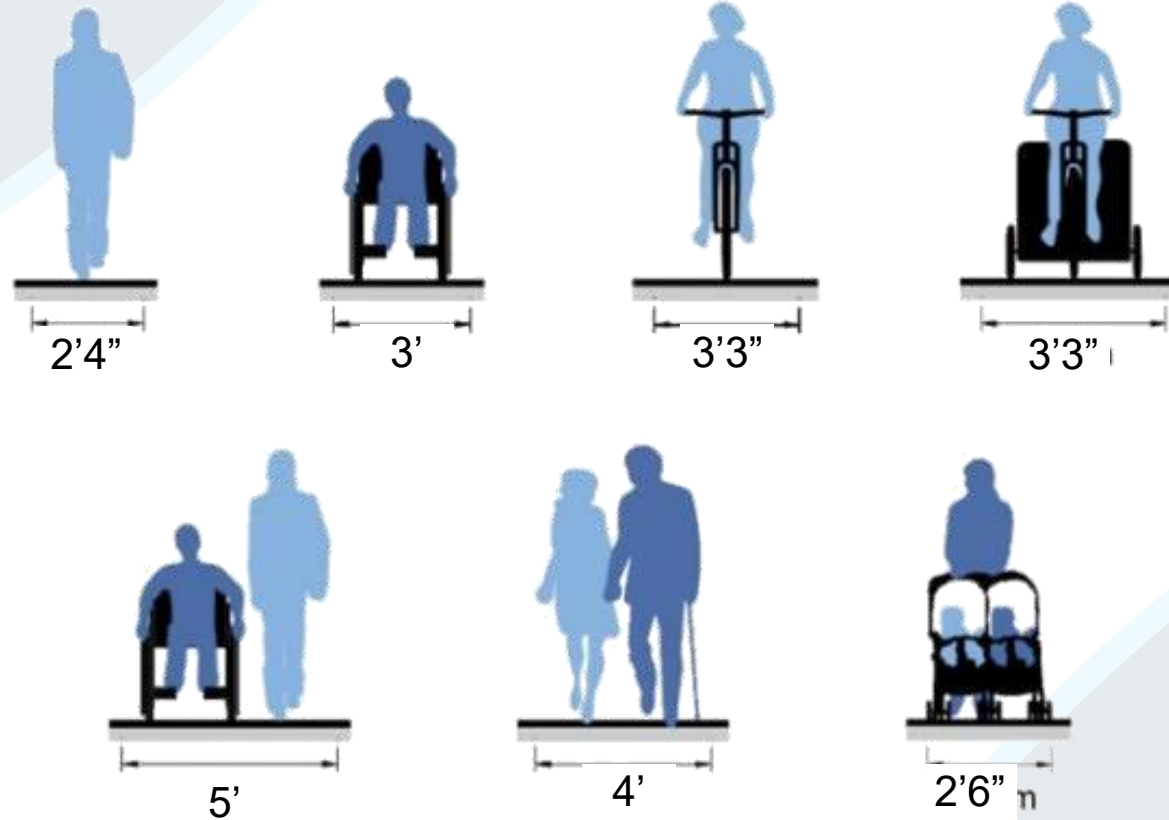
Other

- Rollerskiers take up too much space (also rollerbladers)
- Too many new devices people are using on the path (e-skateboards, mono wheels, e-bikes that don't look like bikes, etc.)
- What is and isn't really allowed – what is a motor bike vs electric bike?

Other

- People biking for exercise should have other locations designated for that use other than the paths
- People biking should not be in heavy pedestrian use areas
- People commuting should not be expected to constantly be going so slowly they can't get to work on time
- People can easily go walk on the streets with sidewalks if they want to walk in a group

User Space Needs

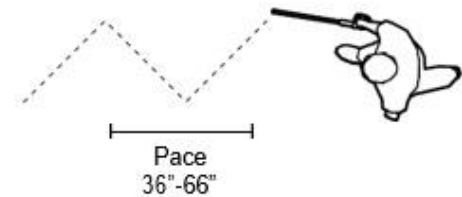
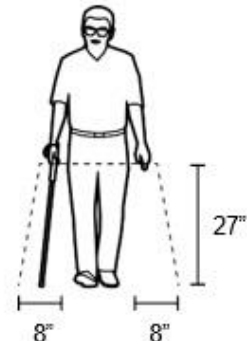
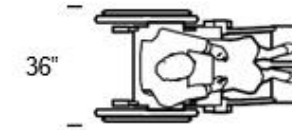
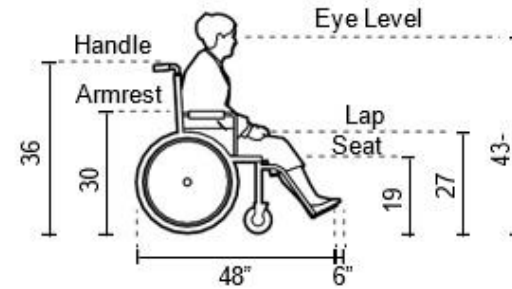
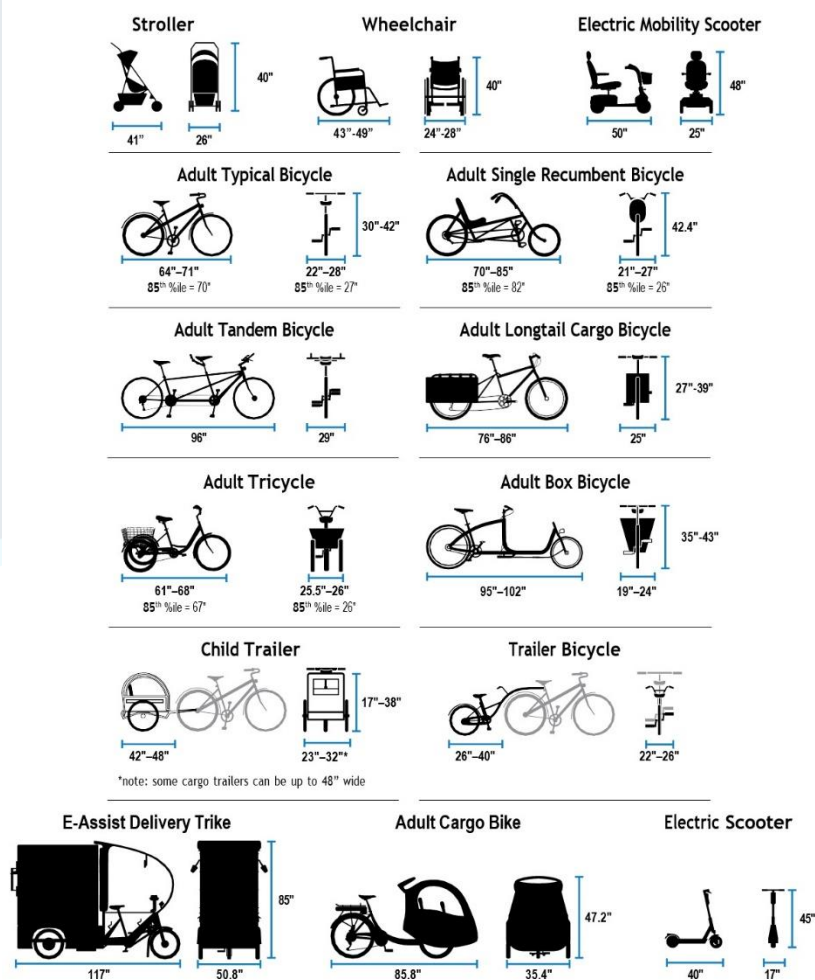


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Additional Spatial Dimensions



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City of Madison Shared-Use Path Widths

- **Typical – 10 feet wide**
- **Typical Constrained Space – 8 feet wide**
- **Widened Path – 12 feet wide**
- **Path with separate ped/bike – typical 10' bike, 5' walk, 2' buffer**

Relevant Legislation – Electric Bicycles

State of Wisconsin Statute 340.01

Definition – Electric Bicycle

“Electric bicycle” means a bicycle that is equipped with fully operative pedals for propulsion by human power and an electric motor of 750 watts or less and that meets the requirements of any of the following classifications:

- (a) Class 1 electric bicycle is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
- (b) Class 2 electric bicycle is an electric bicycle that may be powered solely by the motor and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
- (c) Class 3 electric bicycle is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

What does a legal e-bike look like?



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Relevant Legislation – Electric Bicycles

State of Wisconsin Statute 347.489

Lamps and other equipment on bicycles and other vehicles and devices

3m (a)

1. After January 1, 2018, a manufacturer or distributor of electric bicycles shall permanently affix to the electric bicycle a label containing all of the following information in Arial font of a minimum size of 9 point:

- a. The classification number of the electric bicycle.
- b. The speed at which the motor will cease to provide assistance or power.
- c. The wattage of the motor equipped to the electric bicycle.

2. If a person modifies an electric bicycle so as to change the classification of the electric bicycle, the person shall prepare and affix to the electric bicycle a revised label satisfying the requirements of subd. 1.

(b) An electric bicycle shall meet the requirements of [16 CFR Part 1512](#), as if the electric bicycle were a bicycle as defined under [16 CFR 1512.2](#) (a).

(c) An electric bicycle shall operate so that the motor ceases to provide assistance or power when the brakes are applied or the motor ceases to provide assistance or power when the rider stops pedaling.

(d) No person may operate a class 3 electric bicycle unless the electric bicycle is equipped with a speedometer that with reasonable accuracy registers the speed of the electric bicycle in miles per hour.

Relevant Legislation – Electric Bicycles

State of Wisconsin Statute 349.18

Additional traffic-control authority of counties and municipalities.

(4) (a) The governing body of a municipality or county may by ordinance prohibit the operation, with the power unit in operation, of electric bicycles on bikeways, as defined under s. [84.60 \(1\) \(a\)](#), under its jurisdiction.

Other Relevant Statutes

- A bike path is a “highway” under Sec. [340.01\(22\)](#)
- A bicycle is a “vehicle” under Sec. [340.01\(74\)](#)
- Thus the default speed limits of Sec. [346.57](#) (with a general minimum speed limit of 25 mph) apply to paths
- Setting an official default speed limit would have to follow [349.11\(1\)\(a\)](#)
 - Could mean people ticketed also lost points on their driver’s license for bike related speeding violations
- Could potentially do a “safe speed” ordinance with language around an upper limit for safety instead of an official path speed limit

Community Example – Fort Collins

2019-2020 pilot program

- Class 1 & 2 e-bikes only on paved trails (Colorado law different than WI)

2020 approved paved trails allowing Class 1 and 2 e-bikes

2021 began an e-bike & e-scooter share program

- E-bike share bikes allowed to max of 15mph on paved trails
- E-scooters not allowed on most paved trails

Trails have a courtesy speed limit of 15mph when passing or congested

- Trails are under jurisdiction of the Parks Department

Report a Problem allows for reporting trail conflicts



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Fort Collins 2022 Speed Assessment

Assessed speed of 1,032 bikes

- Avg e-bike speed was 11.86 mph
- Avg traditional bike speed was 11.78 mph
- The most frequent e-bike speed was 11 mph
- The most frequent traditional bike speed was 12 mph
- Range of e-bike speeds was 7 – 20 mph
- Range of traditional bike speeds was 7 – 22 mph

Fort Collins 2022 Observations

- **Observation included 728 traditional bikes and 78 e-bikes**
- **24% of traditional bike riders gave an audible signal when passing another trail user & 44% gave 3 feet of space when passing**
- **33% of e-bike riders gave an audible signal when passing another trail user and 50% gave 3 feet of space when passing**
- **9 conflicts were observed all were traditional bike riders (5 reckless riding, 4 near miss)**

[2022 Fort Collins Report](#)

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Community Examples

Harris County - Houston

Had 10 mph speed limit on 2 park paths but it was rescinded

- There was a \$300 fine for exceeding 10mph
- Put up etiquette signage when removed speed limit signs

E-bikes allowed except if posted otherwise



Bicycle Speed Limits & Racial Equity

From the Report: [Arrested Mobility: Barriers to Walking, Biking and E-Scooter Use in Black Communities in the United States](#)

- Policy Scan Item 10. Speed.
 - Phoenix, Arizona, defines this law as follows: “No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.”
 - This law was noted as meeting the following criterion: “Almost impossible to enforce equitably”

Path Etiquette Promotion

- **Permanent signage**
- **Pop up signage & events on paths**
- **Share the Path handout at events**
- **Be Bright at Night light giveaway**
- **Bike bell giveaways**

Permanent Signage



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Pop Up Signage



Baje la
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Handout



**VISION
ZERO
MADISON**

Please be safe and courteous. There's a lot riding on it.



For questions, comments or feedback, contact the Madison Traffic Engineering Division
(608) 266-4761
CityofMadison.com/bikeMadison





Share the Path

Guidelines for Madison's Shared-Use Paths



Guidelines



Be respectful and courteous with all, regardless of their mode, speed, or skill level.

Keep right if possible



Control your speed.

If you need to stop, move to the side or off the path.



Give an audible warning and wait for a reaction



Single-up when path is crowded.

Pass others on the left when safe.



Always look behind you before changing position on the path.



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Giveaways: Lights and bells



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2024 Planned Activities

Path Etiquette Art

- Atwood Ave project



Etiquette Signage Additions

Light & bell giveaways

Reinforce etiquette during education & engagement events

Better website information

- Path Etiquette
- E-bike specific tips and safety
- Get Share the Path handout in more places

Transportation Policy & Planning Board

July 2022 Path Speed Limit Discussion

Path congestion

- Plan for expanded space when meets criteria for “overcrowded:

Support for education campaign and signage. Ideas:

- Funny video campaign
- Rotate etiquette signs during season
- Signs with few words, more symbols
- Keep signs simple

Alternate Routes

- Sign routes that are low-stress that offer an alternative to the path
- Creation of more low-stress routes (protected bike lanes, for example)