

E-bike & Multi-Use Path Taskforce

Recommendations to the City Commission

NOTE: Recommendations are from the task force and have not yet been formally evaluated by City Staff for purposes of legality and feasibility.

Taskforce

- The taskforce members include
 - Cary Gottlieb (City Commission)
 - Andrew Tripp (PRAB)
 - Grant Combs (TPAC)
 - Jamie Glenn (PRAB)
 - Lori Hauswirth (PRAB)
 - Barb Owdziej (TPAC)
- We met 14 times between August and December, generally for 2 hours at a time



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E-bike Definitions

- Per state law (MCL 257.13e): An e-bike has a saddle, fully operable pedals, and an electric motor no greater than 750 watts.
 - Class 1: Pedal-assisted, and can go up to 20mph with e-assitance
 - Class 2: Throttle- and pedal-assisted, up to 20mph
 - Class 3: Pedal-assisted, up to 28mph

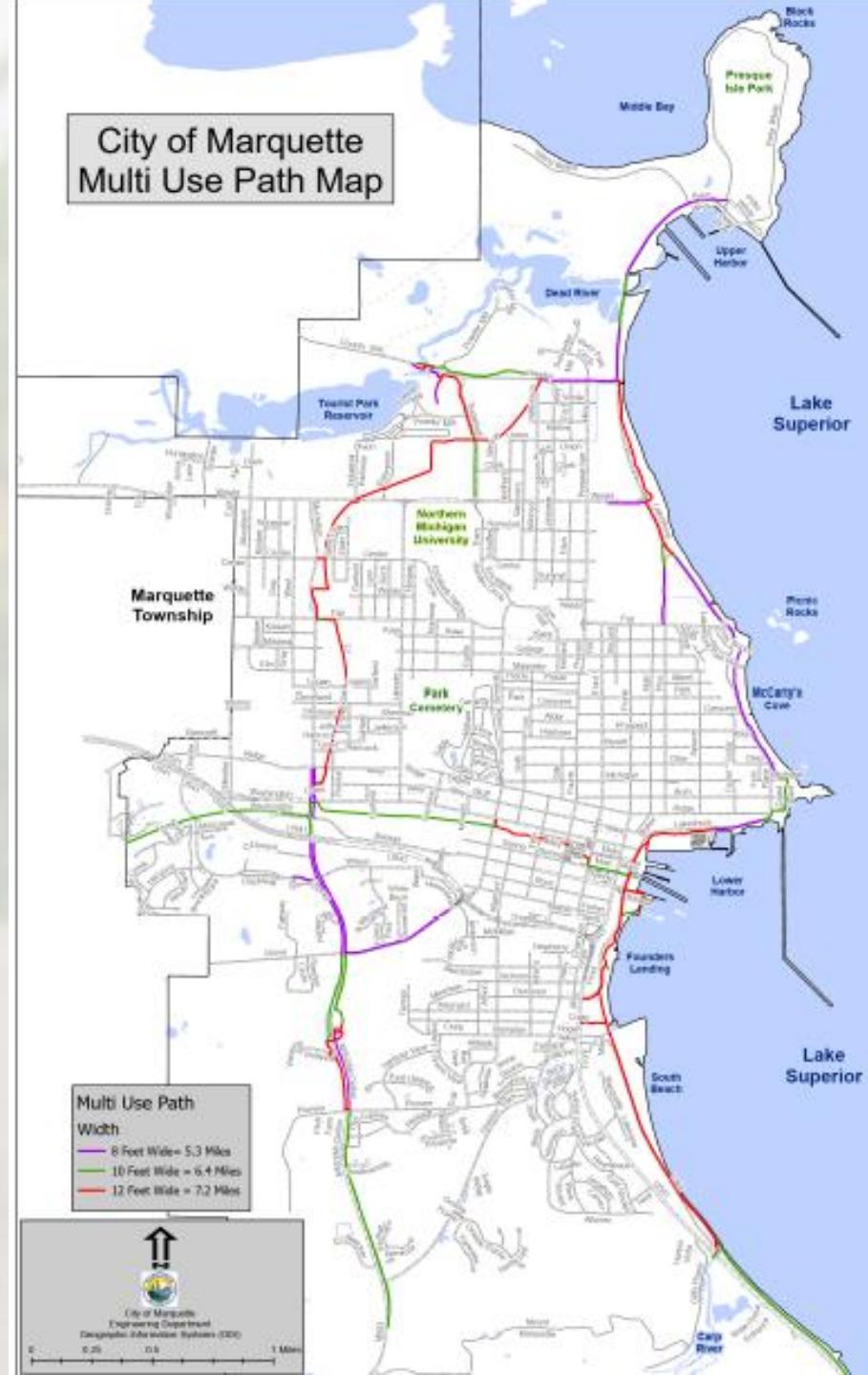
Current Regulations - State

- State law (MCL 257.662a)
 - (8) **An individual may operate a class 1 electric bicycle** on a linear trail that has an asphalt, crushed limestone, or similar surface, or a rail trail. A local authority or agency of this state having jurisdiction over a trail described in this subsection **may regulate or prohibit the operation of a class 1 electric bicycle on that trail.**
 - (9) An individual **may operate a class 2 or class 3 electric bicycle** on a linear trail that has an asphalt, crushed limestone, or similar surface, or a rail trail **if authorized by the local authority** or agency of this state having jurisdiction over the trail.

Current Regulations - Local

- City Code Sec 46-93
 - (a) ... **All motorized vehicles**, including, but not limited to, motorcycles, motor scooters, go-carts, automobiles and all other vehicles powered by other than muscular power, **are prohibited from traveling on such designated non-motorized paths.**
 - (b) **Class 1 electric bicycles**, defined as "equipped with an electric motor that provides assistance only when the rider is pedaling and that disengages or ceases to function when the electric bicycle reaches a speed of 20 miles per hour", as specified by MCL 257.13e(b)(i), **are not considered motorized vehicles for the purpose of this article.**

Multi-Use Path Map



Gathering Feedback

- Public input was gathered from many different community members and groups (7 local traditional and e-bike shops, SAIL, Firefly, NTN, Queen City Running, the Iron Ore Heritage Trail, MSHS Student Council, and Travel Marquette).
- An online survey from the City received over 350 responses. Also, two surveys put out by MAPS received approximately 375 responses.
- We also received feedback from City staff from the Police Department, engineering division, senior center, and the DDA.

Key Issues Raised by the Citizens

- Lack of path etiquette
- Speed concerns
- Signage & markings
- Congestion hotspots
- Safety risks

Citizen Suggestions

- Infrastructure Improvements
 - Put in painted center line
 - Widen the path
 - Designate slow zones in congested areas
 - Have better signage
- Regulation and Enforcement
 - Implement a speed limit
 - Create a reckless riding ordinance
 - **Allow all e-bikes**
 - **Ban all e-bikes**
 - Ban e-bikes from all sidewalks
 - Ban e-motos (e-vehicles with large batteries and no pedals)
 - Mandate safety equipment (i.e. bells, helmets), education, and etiquette training.

What can't be done?

- Based on research of State law and staff recommendations we **don't** believe the City can implement these things:
 - Speed limit (for now)
 - Mandate shops to give riders/renters etiquette information
 - Bike registration
 - Safety equipment requirements

What **can** be done?

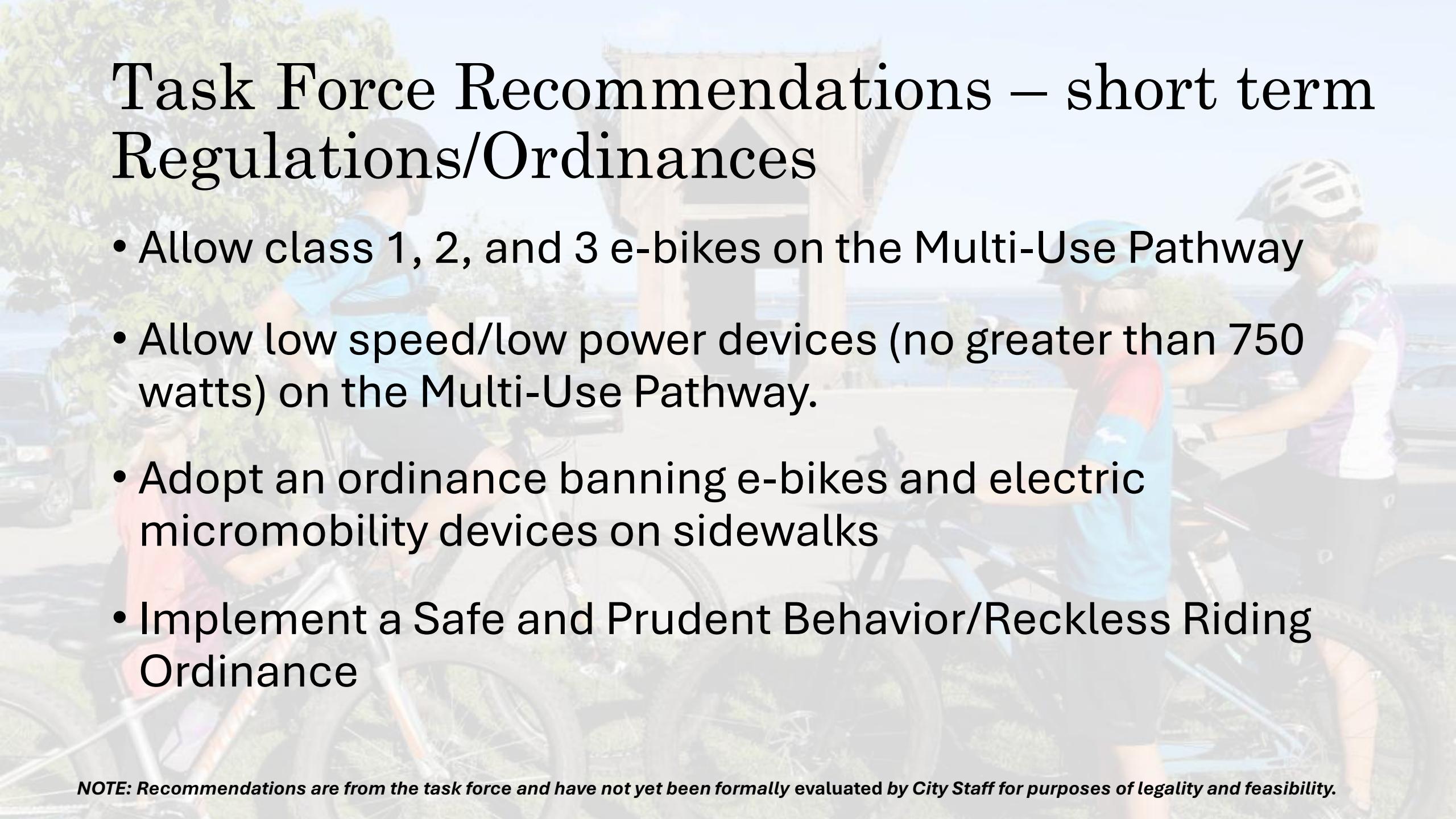
- Based on research of State law and staff recommendations we believe the City **can** implement these things:
 - Open the Multi-Use Pathway to class I, 2, and/or 3 e-bikes
 - Only allow class 2 e-bikes on MUP for those who need physical accommodations
 - Adopt a reckless riding ordinance
 - Restrict e-bikes on sidewalks
 - Adopt ordinance that mandates local shops give list of pertinent ordinances to renters/buyers
 - Enforce a no texting rule (which is already a State law)

A photograph showing a group of people on bicycles in a park-like setting. In the background, there is a building with a distinctive curved roof. The people are wearing helmets and athletic gear, suggesting they are cyclists. The scene is outdoors with trees and a clear sky.

Task Force Recommendations

Guiding principle: The Multi-Use Pathway is for the use of all people. It should be an inclusive and accessible space for all, including people with disabilities.

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A photograph showing a group of people on bicycles and electric scooters on a path. In the foreground, a person in a blue shirt and helmet is riding a bicycle. Behind them, another person in a pink shirt and helmet is riding an electric scooter. The path is lined with trees and buildings in the background.

Task Force Recommendations – short term Regulations/Ordinances

- Allow class 1, 2, and 3 e-bikes on the Multi-Use Pathway
- Allow low speed/low power devices (no greater than 750 watts) on the Multi-Use Pathway.
- Adopt an ordinance banning e-bikes and electric micromobility devices on sidewalks
- Implement a Safe and Prudent Behavior/Reckless Riding Ordinance

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Task Force Recommendations – short term Physical Changes

- Paint a center line on the Multi-Use Pathway throughout its length
- Add signs to the path that can be understood quickly.
- Designate and sign “slow zones” in congested areas.
- Consider additional signage on roadways to alert drivers to bikes on the road (i.e. “Share the Road”)







Shared Pathway



Keep left



Warn when approaching



Move off path when stopped



Control your dog

With great power comes great responsibility

Keep your speed in check



Help us keep the trails safe and welcoming for all!

traversetrails.org

Task Force Recommendations – short term Education

- Consider “Share the Road” education for drivers to go with the signage
- Give ‘rules of the road’/etiquette pamphlets to stores that do bike rental or sale
- Continue work with schools to help educate and increase biker safety

Task Force Recommendations – short term Policy

- Support efforts for the State to codify definitions of micromobility devices, e-motos, and the use of these on Michigan Roadways and Multi-Use Pathways
- Ensure the City allocates the funding for needed tools and capacity to enforce ordinances and educational programs being considered.

Task Force Recommendations – intermediate term

- Replace some stop signs on the Pathway with yield signs
- Trim back brush and trees to ensure better sightlines
- The City should monitor and quantify the use of the Multi-Use Pathway to guide future development

Task Force Recommendations – long term

- Support State efforts to implement an “Idaho Stop” rule.
- Widen the Pathway, develop bike only paths, expand bike lanes on roads, create open-roads, establish bike parking areas
- An “Ambassador program” should be considered

Task Force Final Recommendation

- We recommend the City Commission review the e-bike class use changes, the physical changes, and new ordinances you choose to implement, then assess the impact of those changes **in a year**.

A black and white photograph of a person walking two dogs in a snowy park. The person is wearing a dark jacket, light-colored pants, and yellow boots, and is carrying a backpack. They are walking a black and white dog on a red leash and a larger, dark-colored dog. The ground and trees are covered in snow, and snow is falling from the sky. The scene is slightly overexposed, with bright highlights on the snow.

Questions?