STEPS NOVA PARKS HAS TAKEN TO EXAMINE ISSUE WORKED WITH TOOLE DESIGN GROUP TO LOOK AT: E-BIKE TECHNOLOGY FEDERAL AND STATE LAW AND MODEL LEGISLATION REGULAR BIKES vs E-BIKES - BEHAVIOR AND SAFETY REVIEW OF OTHER TRAIL SYSTEMS POLICIES

D POTENTIAL NEXT STEPS



FEDERAL AND STATE LAW & MODEL LEGISLATION

	Model Legislation	Current Virginia Law
Maximum Power	750w	1,000w
Maximum Speed	20mph, Class I & II 28mph Class III	25mph
Regulated as Bicycles?	Yes	Yes
Insurance, Licensing, and Registration Requirements	None	None
Labelling/Identification	Requires Class I, II, or III labeling	None
Restrictions on Tampering and/or Modification?	Yes	No
Consumer Product Safety Commission Compliance	Yes	No
Required Motor Disengagement	Yes – Throttle disengagement required when braking	Νο
Allowed on Shared Use Paths?	Yes, Class I & II	Yes
Minimum Operator Age	Class III - 16	14
Helmet Requirements	No	No
Speedometer Requirement	Yes – Class III	No

USER BEHAVIOR AND SAFETY

- E-BIKE USERS EXHIBIT NEARLY IDENTICAL BEHAVIORS AS REGULAR BIKE USERS
- E-BIKES SPEED WERE OBSERVED TO BE LOWER THAN STANDARD BIKE SPEEDS ON SHARED TRAILS

MOST TRAIL USERS ARE UNAWARE OF THE PRESENCE OF E-BIKES WHEN ASKED

REVIEW OF OTHER TRAIL SYSTEMS POLICIES
MANY HAVE YET TO ADOPT FORMAL POLICIES
LACK OF POLICIES, LEGAL DEFINITIONS = CONFUSION
MOST WHO HAVE POLICIES ARE ALIGNING WITH STATE LAW

□ IS THE STATE LAW BEST FOR THE W&OD?

SOME BASE SOLELY ON SPEED (AKA SPEED LIMITS)

NEXT STEPS FOR NOVA PARKS

AMEND PARK REGULATION TO ADDRESS E-BIKE USAGE ON THE W&OD AND OTHER NOVA PARKS' TRAILS

IMPLEMENT GUIDELINES FOR THE OPERATIONS OF E-BIKES. NOT ENFORCEABLE, ONLY RECOMMENDATIONS