

Which Wheels Go Where?

Project update and exploration of rule changes

Council Work Session

*Cortney Geary, Active Modes Manager
Dave "DK" Kemp, Senior Trails Planner
Rachel Ruhlen, Transportation Planner*



Which Wheels Go Where?



STRATEGIC TRAILS PLAN



Council Priorities

- Advance a 15-minute City by accelerating a shift to Active Modes
- Modernize and update the City Charter

Strategic Plan Alignment

- T&M 1: Make significant progress toward the City's Vision Zero goal to have no serious injury or fatal crashes for people walking, biking, rolling or driving in Fort Collins.

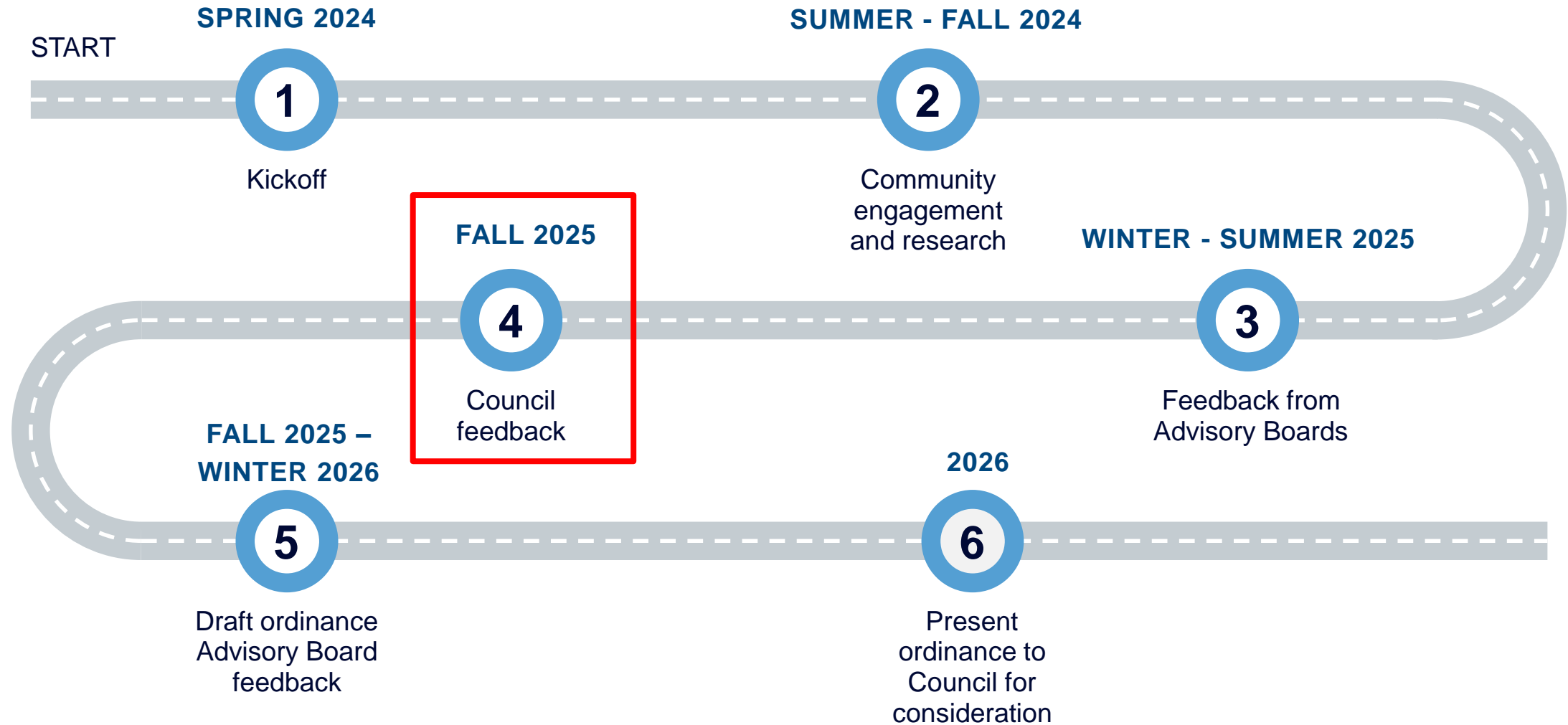
Plan Alignment

- Active Modes Plan
- Our Climate Future
- Strategic Trails Plan
- Vision Zero Action Plan



1. Does Council have feedback on new definitions: human powered vehicles and lightweight electric vehicles?
2. Does Council have any concerns with expanding behavior rules to riders of additional human powered and lightweight electric vehicles?
3. Does Council have feedback on options staff are exploring regarding the operation of human powered and lightweight electric vehicles on city facilities, including streets, bike lanes, sidewalks, and paved trails?

Timeline



Potential New Definitions



Skateboard



Kick scooter



Bicycle



E-bike

Human Powered Vehicles



E-scooter



One-wheel



E-skateboard



E-unicycle

Lightweight Electric Vehicles

≤20 mph

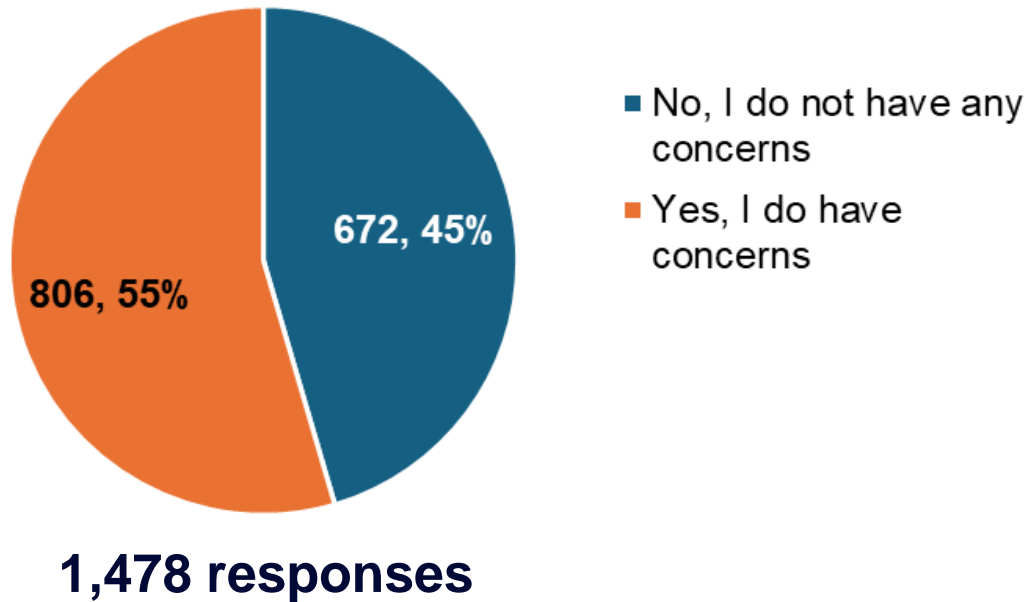
**Not a lightweight
electric vehicle**



Low Power Scooter
>20 mph top speed,
>750W motor

Community engagement

Do you have any concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets?



Focused engagement

- Staff
- External partners
- Advisory boards

Research


- Crash analysis
- FC & CSU Police, Rangers
- Other communities


Existing rules for people riding bicycles, e-bikes or e-scooters on streets, sidewalks and paved trails include:


- Obey traffic laws
- Yield to pedestrians on sidewalks and paved trails
- No reckless and careless riding
- Shall not leave a curb into the path of a moving vehicle
- Wide lanes: Ride far enough to the right/left as is reasonably prudent
- Shall not impede the normal and reasonable movement of traffic when riding two abreast
- Vehicles must be equipped with lights, brakes

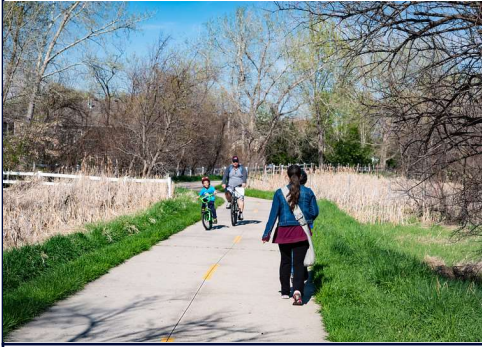


Exploring options

Sidewalks				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes and e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Allowed (except dismount zones)		Require code refinement	Allowed (except dismount zones)
Staff is exploring	Allowed (except dismount zones)			

Crosswalks				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes, e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Ride (except dismount zones)	Dismount		
Staff is exploring	Ride (except dismount zones)			

Streets with or without bike lanes				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes and e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Allowed	Not allowed	Allowed	Not allowed
Staff is exploring	Allowed			

Paved trails				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes, e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Allowed (except Class 3 e-bikes)		Not allowed (except on Mason Trail)	
Staff is exploring	Allowed (except Class 3 e-bikes)			

Paved trail considerations

- People walking, people with disabilities, older adults, and families perceive a lack of safety on paved trails.
- Some lightweight electric vehicle users feel safer using paved trails than streets, with or without bike lanes.
- Lightweight electric vehicle users currently account for a small percentage of overall self-reported paved trail users.
- Concerns center more around the use of e-bike and illegal e-motorcycles and speed differentials.



A Potential Revised & Simplified Micromobility Chart

	Human powered vehicles	Lightweight electric vehicles	Low power scooter
Street	Allowed	Allowed	Allowed
Bike lane	Allowed	Allowed	Prohibited
Sidewalk	Allowed	Allowed	Prohibited
Paved Trail	Allowed	Allowed	Prohibited
Crosswalk	Ride	Ride	Dismount
Dismount zone	Dismount	Dismount	Dismount

Resources

- Enforcement
- Outreach

Safety

- Speed differentials
- Safety equipment

Definitions

- Consistency with neighboring communities
- Reconcile municipal and state code

Managing issues

- Continued safety education



1. Does Council have feedback on new definitions: human powered vehicles and lightweight electric vehicles?
2. Does Council have any concerns with expanding behavior rules to riders of additional human powered and lightweight electric vehicles?
3. Does Council have feedback on options staff are exploring regarding the operation of human powered and lightweight electric vehicles on city facilities, including streets, bike lanes, sidewalks, and paved trails?



Thank you!

Cortney Geary, cgeary@fcgov.com

Dave "DK" Kemp, dkemp@fcgov.com

Rachel Ruhlen, rruhlen@fcgov.com



Supplemental slides

Currently a Complex and Confusing Chart

					Toy vehicles		
	Bicycles	E-bikes, Class 1 & 2	E-bikes, Class 3	E-scooters	Human powered vehicle	Lightweight electric vehicle	Low-power scooter
Street	Allowed	Allowed	Allowed	Allowed	Prohibited	Prohibited	Allowed
Bike lane	Allowed	Allowed	Allowed	Allowed	Prohibited	Prohibited	Prohibited
Sidewalk	Allowed	Allowed	???	???	Allowed	Allowed	Prohibited
Sidewalk – Dismount zone	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited
Paved Trails (except Mason Trail)	Allowed	Allowed	Prohibited	Prohibited	Allowed	Prohibited	Prohibited
Mason Trail	Allowed	Allowed	Prohibited	Allowed	Allowed	Allowed	Prohibited
Crosswalk	Ride	Ride	Ride	Dismount	Ride	Ride	Dismount
Crosswalk – Dismount zone	Dismount	Dismount	Dismount	Dismount	Dismount	Dismount	Dismount

Outreach Efforts:

- English and Spanish questionnaire
- Incentives for questionnaire
- Flyers, yard signs, social media, postcards, press release, email
- Events
- Partners engaged members

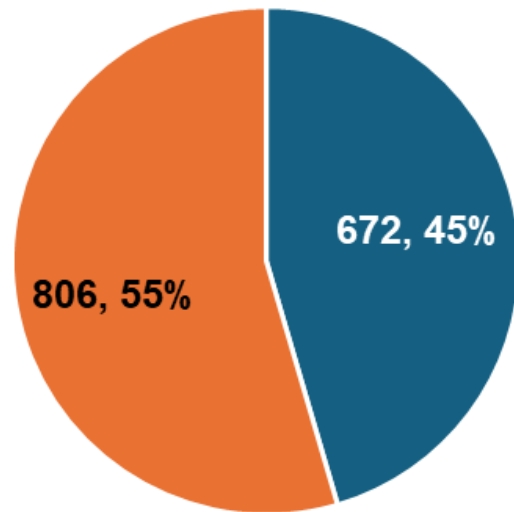


Questionnaire Design:

- Quiz to educate
- Concerns
- Open-ended comment section
- Transportation use
- Demographics

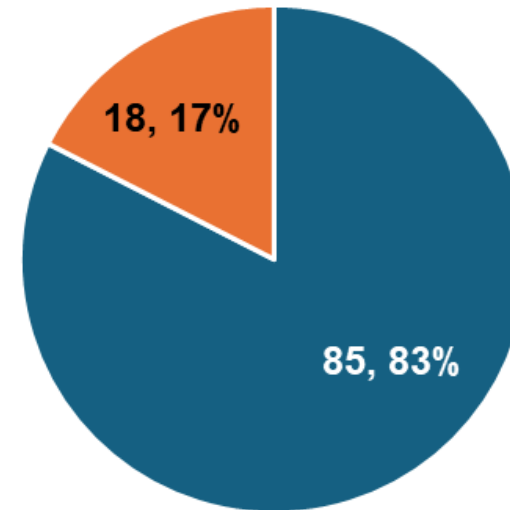


Do you have any concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets?



All answers

- No, I do not have any concerns
- Yes, I do have concerns

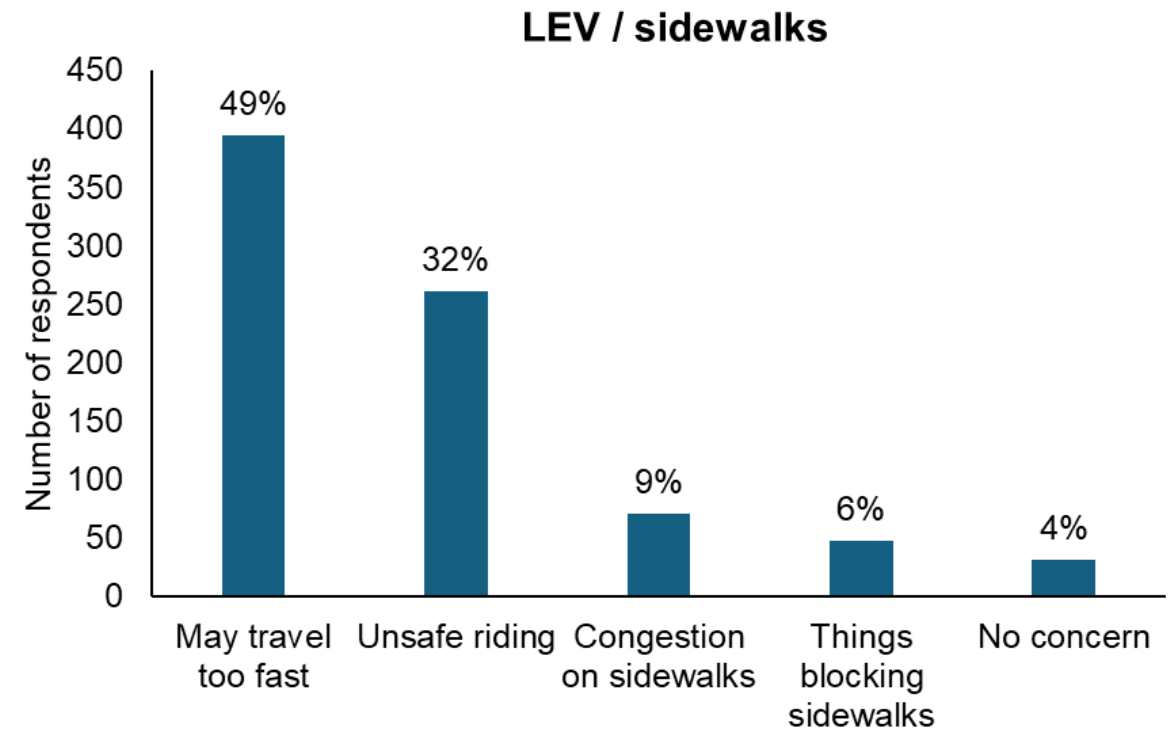
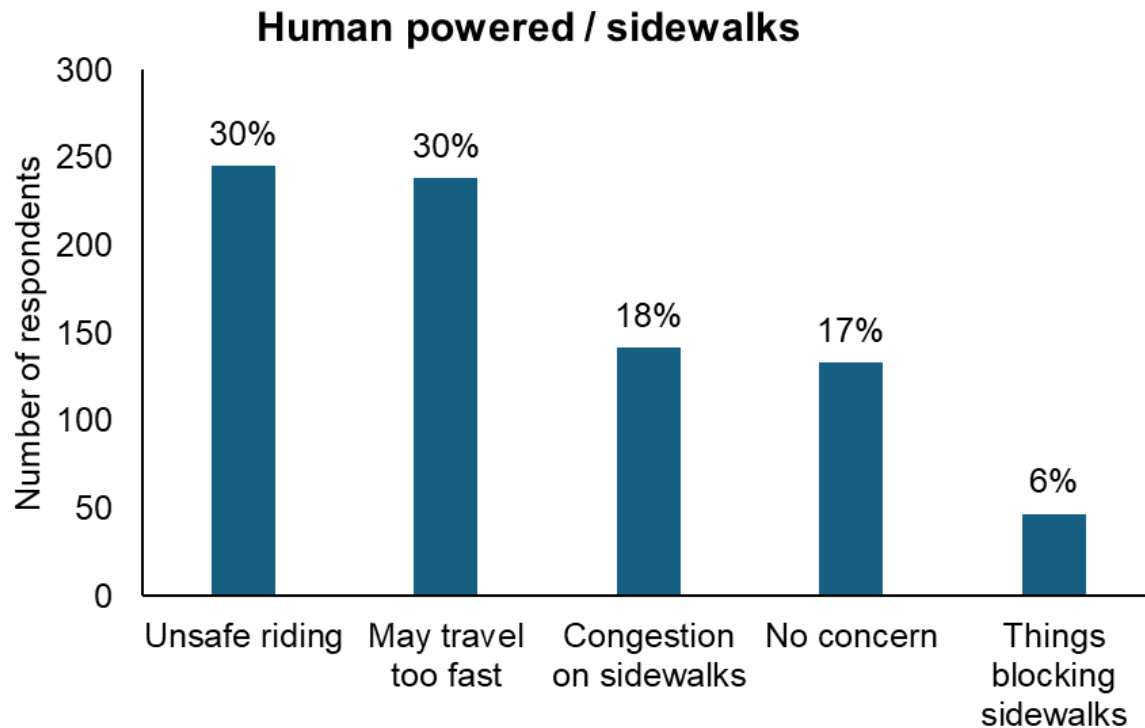


Spanish survey

- No, I do not have any concerns
- Yes, I do have concerns

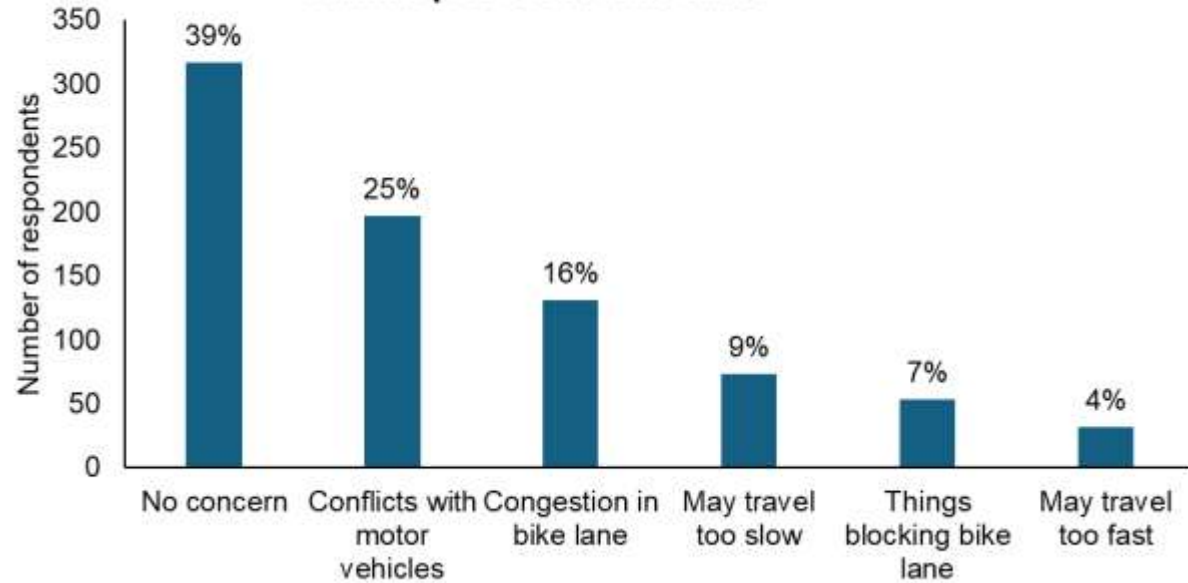
- This was the only required question on the questionnaire.
- 1,478 people answered this question.
- This was the only question analyzed by subgroup, such as Spanish survey participants.

Community engagement: Top concerns

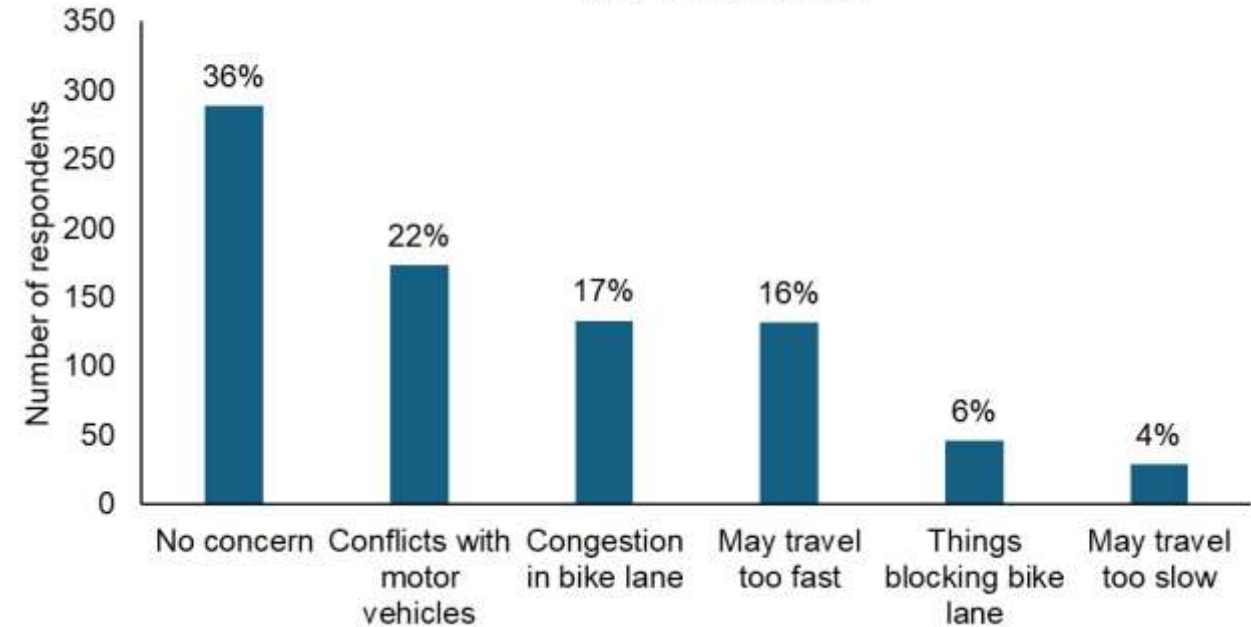


Community engagement: Top concerns

Human powered / bike lanes

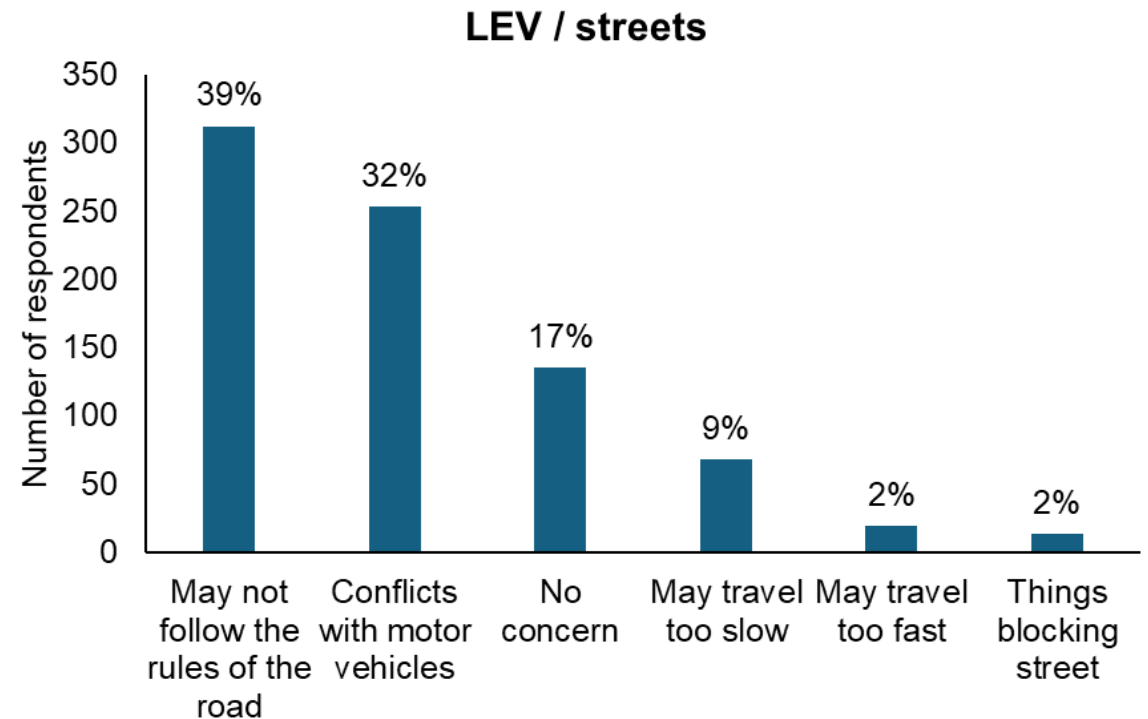
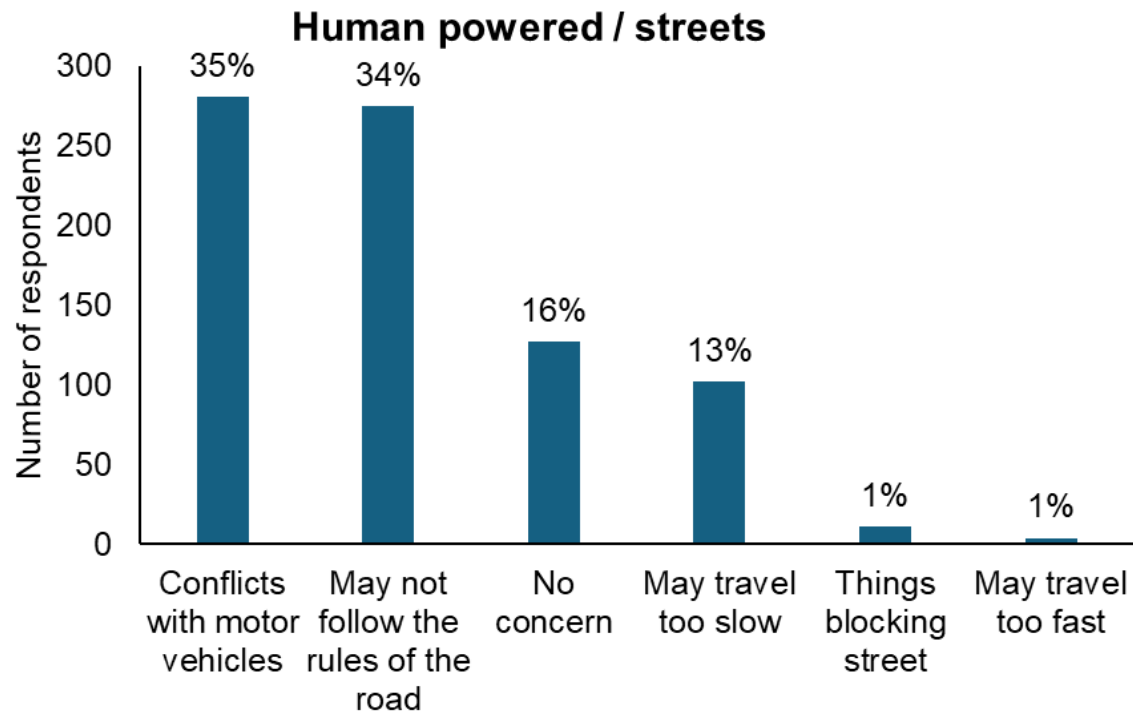


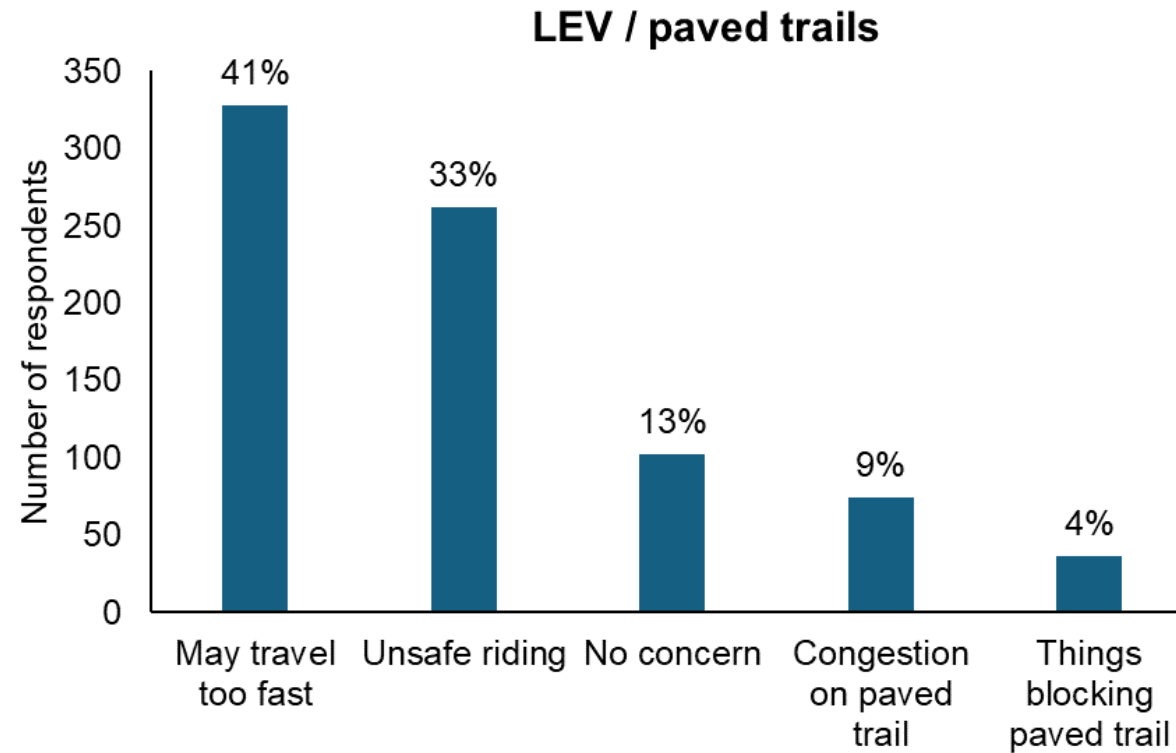
LEV / bike lanes



Community engagement: Top concerns

What is your top concern regarding the use of _____ on streets?





Community engagement: 718 comments

“Concerned about faster vehicles on trails for human-powered modes of transportation where limited-mobility users/kids may get hurt.”

“Assuming speeds stay low/responsible... there should be no reason to limit these vehicles. Less cars on the road, less traffic, less pollution”

“As a pedestrian on sidewalks, I worry about being hit by an electric vehicle”

“Educating drivers in how to interact with these devices seems imperative”

“At current state it is confusing, and thus people will not be following the rules anyways”

“I've witnessed many scooters, bikes, skateboards going too fast and not adhering to the rules of the road/trail.”

“Bike lanes should be protected from traffic to increase use and confidence in being safe”

“Don't punish good people that are enjoying the ride nicely, simply because of others”

Top concerns

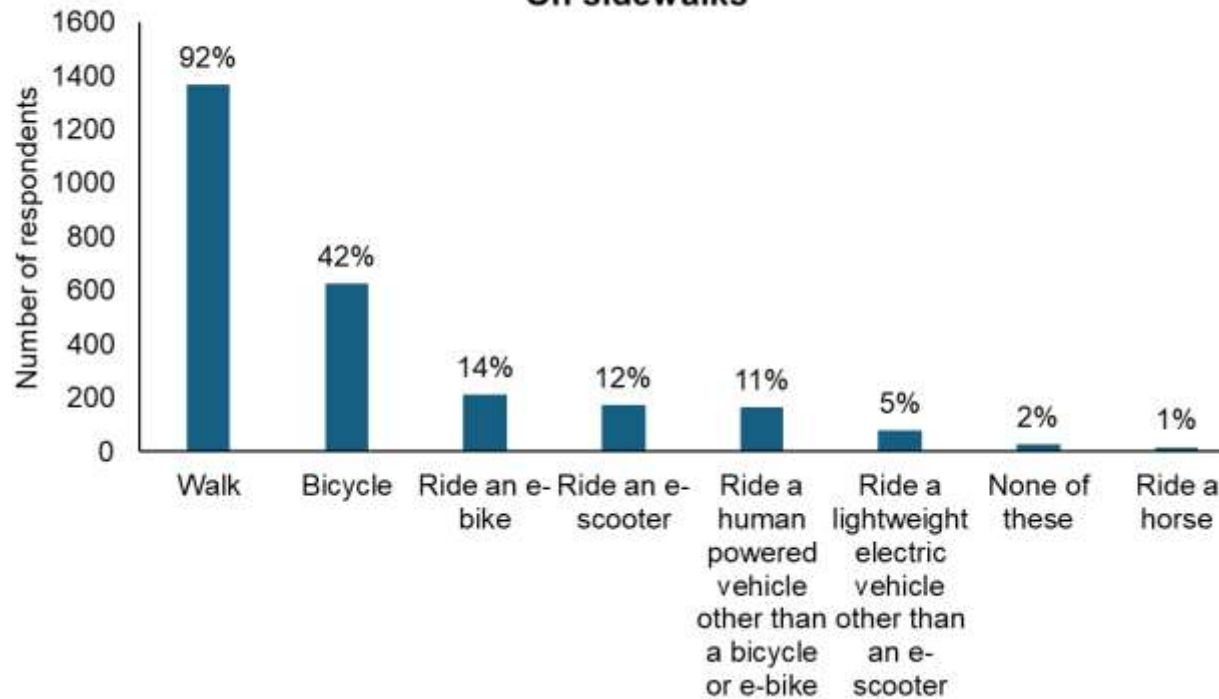
- Sidewalks and paved trails
 - Unsafe riding
 - May travel too fast
- Bike lanes
 - No concern
- Streets
 - Conflicts with motor vehicles
 - May not follow the rules of the road

Themes of comments

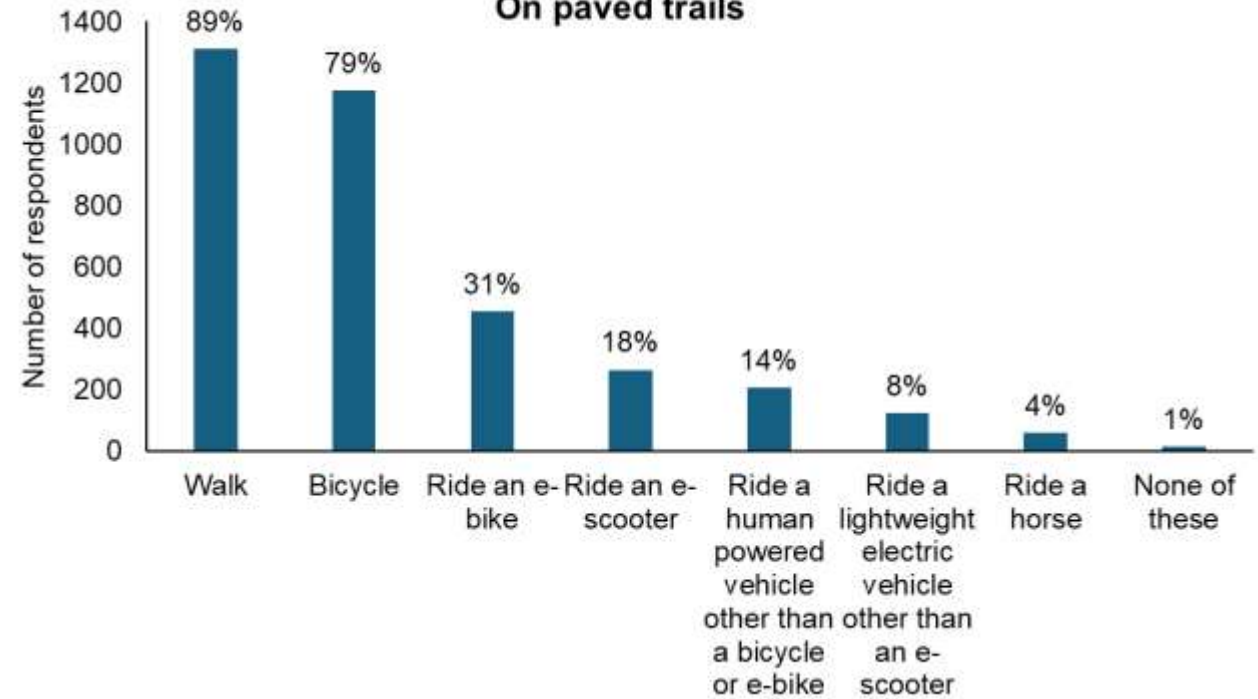
- Accommodate more kinds of vehicles to encourage mode shift
- The system is comparatively safe already
- The rules are complicated and confusing
- Real and perceived safety issues
- Protect pedestrians, people with disabilities, seniors, children
- Behavior, not type of vehicle, is the problem
- Main paved trail concerns are unsafe speeds, no warning when passing
- Desire for paved trail speed limit with enforcement

Community engagement: Facility use

On sidewalks

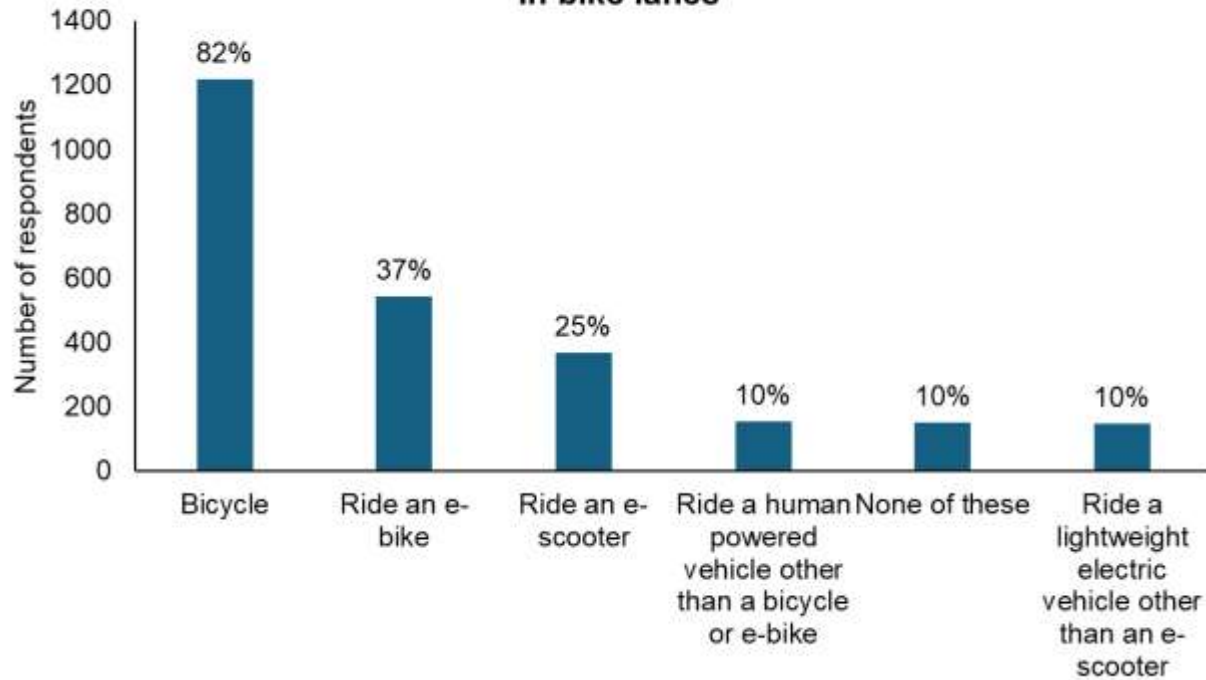


On paved trails

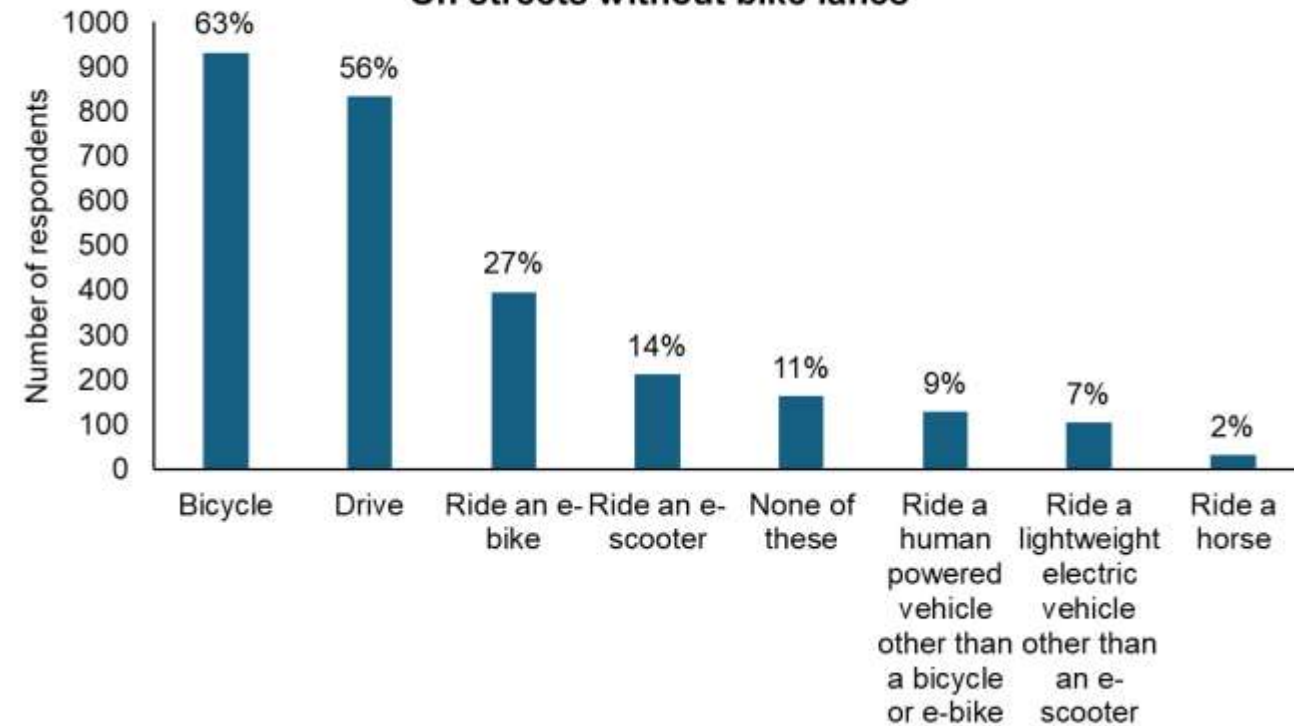


Community engagement: Facility use

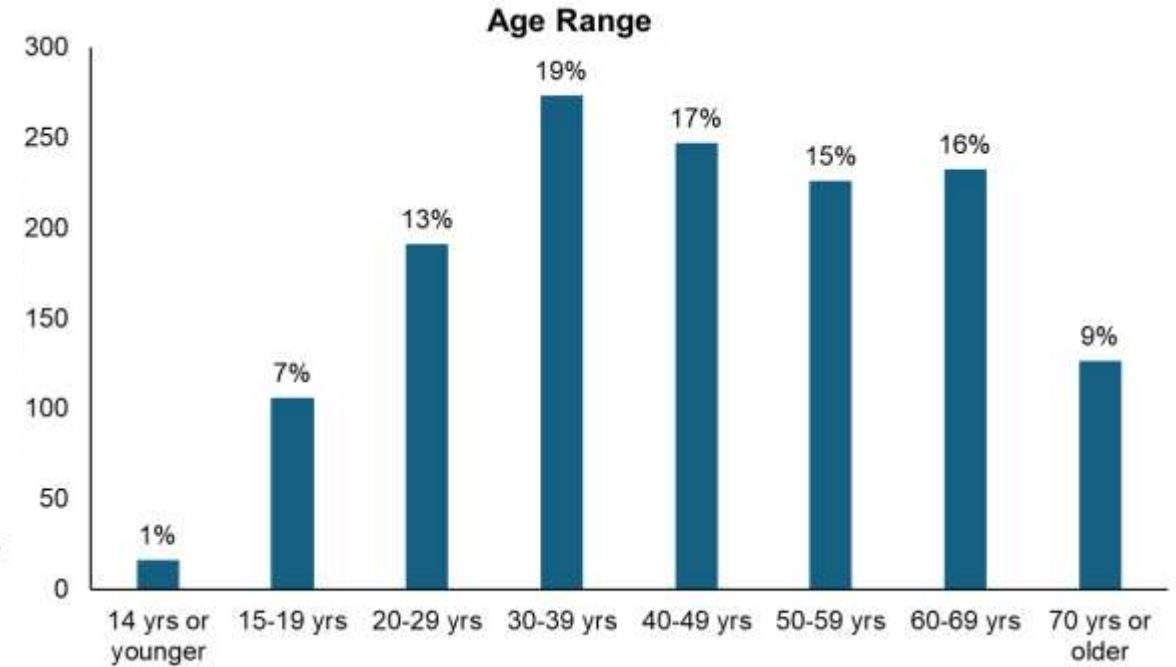
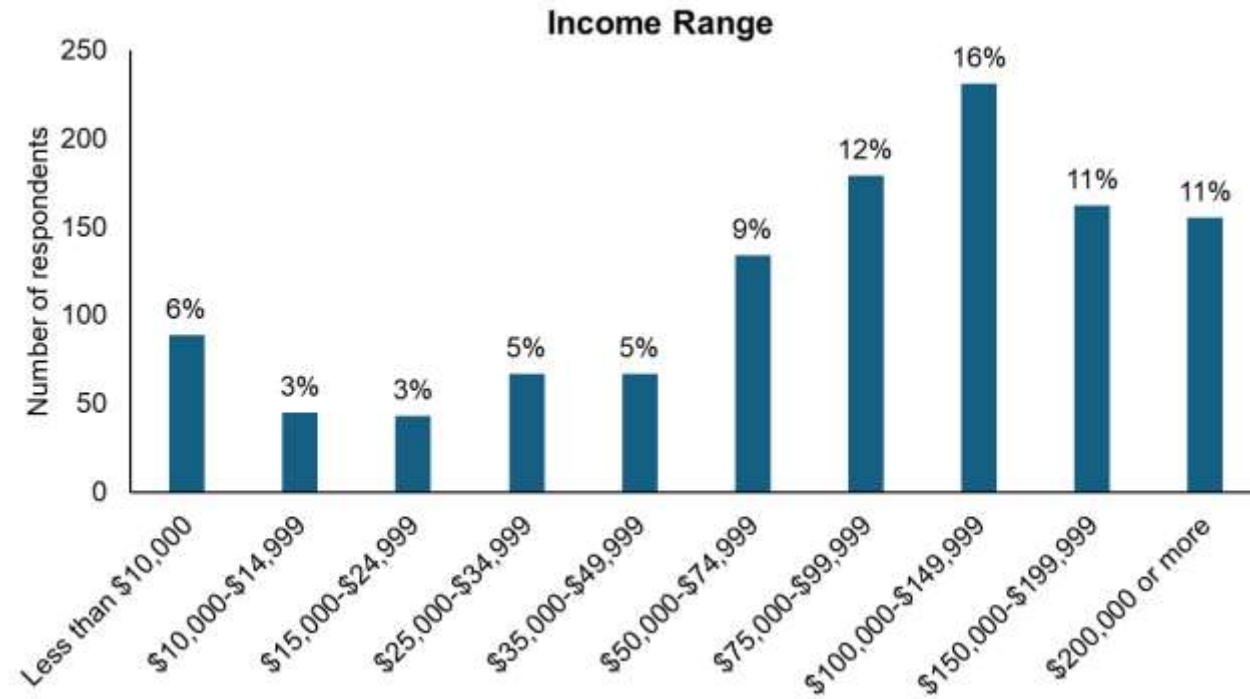
In bike lanes



On streets without bike lanes



Community engagement: Demographics



Staff

- Parks
- Natural Resources
- Recreation
- FC Moves
- Traffic Operations
- Streets
- Police Services
- City Attorney Office
- Communications and Public Involvement Office

Advisory Boards

- Active Modes Advisory Board
- Disability Advisory Board
- Natural Resources Advisory Board
- Senior Advisory Board
- Transportation Board
- Youth Advisory Board
- Members of several advisory boards at a Super Issues meeting

Themes heard from staff and advisory boards

- Simplify regulations
- Education efforts
- Signage
- Create a culture of mutual respect
- Safe infrastructure and maintenance of infrastructure
- Audible signals
- Not all devices have speedometers

Cities that allow e-scooters on paved trails

City	E-scooters	Lightweight electric vehicles
Boulder	Allowed	Allowed
Denver	Allowed	Prohibited or unknown
Loveland	Allowed	Allowed
Fayetteville, AR	Allowed	Prohibited or unknown
Salt Lake City, UT	Allowed	Prohibited or unknown
Columbus, OH	Allowed	Prohibited or unknown

ENJOY TRAILS,
**THE FoCo
FRIENDLY
WAY**



LEARN MORE

Safety Strategy: a four-point approach

1. Trail Safety Education
Multimedia Campaign
2. Refreshed courtesy and
etiquette signs
3. Trail widening, centerline
striping and warning signs
at bridges, underpasses,
and junctions
4. Bicycle Ambassador
Program to include routine
trail pop-up events

