



City of Ketchum

CITY COUNCIL MEETING AGENDA MEMO

Meeting Date: Staff Member/Dept:

Agenda Item:

Recommended Motion:

There is no formal action requested. Staff is requesting general feedback and concurrence regarding next steps.

Reasons for Recommendation:

- There has been a significant increase in the utilization of e-bikes within town and the valley.
- Historically, cities and land management agencies have classified e-bikes into three classifications based on maximum speed of device and whether the rider must pedal or not. These classifications are becoming somewhat outdated as current e-bike models have capabilities similar to mopeds/scooters.
- Staff is proposing to complete Step One with City Council and would return after completing Step Two. Cities generally address mobility planning challenges such as this from a (1) education, (2) enforcement and (3) engineering holistic perspective.
 - Step One – define the problem or desired public policy outcome
 - Step Two – analyze problem and root cause (e.g. data, best practices)
 - Step Three – develop and implement a plan
 - Step Four – monitor and evaluate
- Staff would encourage the Council to think about the problem and solution from an Education, Engineering and Enforcement perspective.

Policy Analysis:

Currently, Idaho Code regulates e-bikes in the following three tier manner:

- Class 1 – “pedal assist” only when rider is pedaling with top speed of 20mph
- Class 2 – “throttle assist” can exclusively propel with top speed of 20 mph
- Class 3 – “pedal assist” with top speed of 28mph

City of Ketchum code currently regulates e-bikes with the following key provisions:

- Prohibits motorized vehicles on the multi-use paved recreational pathways (“bike path”) but exception made for e-bikes (2019).
- Bicycles and e-bikes are considered vehicles and riders *“shall have all of the rights and all of the duties applicable to the driver of any other vehicle...except as to those provisions which by their nature can have no application”* when ridden on a public roadway.

- “Every person convicted of a violation of any provision of this chapter shall be guilty of an infraction.”
- “The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this chapter.”
- Speed limits: “reasonable and prudent” or as posted in Ketchum (in town is mostly posted as 15 mph and 10 mph adjacent to Warm Springs Road)

The police department and community engagement teams have received complaints related to e-bikes. Overall, the complaints have been more focused on roadway/sidewalk areas versus the bike paths.

- Excessive speed – 10.12.070
- Riding on the wrong side of the road – 10.12.050
- No front lights (for nighttime riding) – 10.12.130
- Stop sign/light violations – 10.12.040
- Riding on the sidewalk – 10.12.120
- Riding without helmets
- Not yielding to slower modes of transport (as is common practice)
- E-bikes that are actually an electric motorcycle, motorbike, moped or an e-bike with a wattage rating higher than 750 W

Cities have started to move towards regulations that focus completely on speed and expected behavior versus the classification on the bike and applicable riding areas.

Sustainability Impact:

E-bikes and scooters are an important alternative transportation option. Many cities and transit agencies have begun to factor these into first and last mile of public transit systems.

Financial Impact:

None OR Adequate funds exist in account:

There is no immediate financial request.

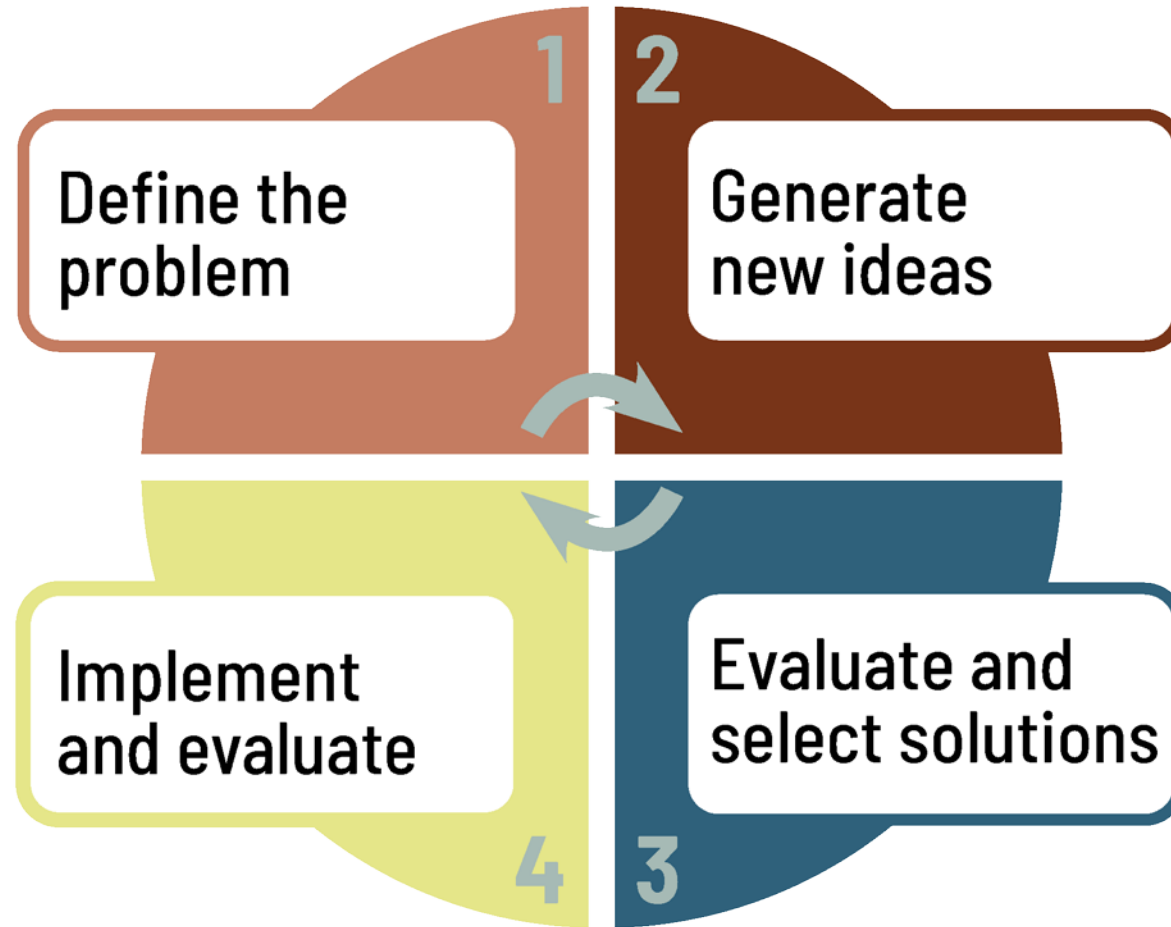
Attachments:

1. Staff presentation



E-Bikes

October 7, 2024





What is an “E-bike”?

IDAHO CODE DEFINITION

- operable pedals
- electric motor of less than 750 watts
- do not need to be registered or insured
- do not require a driver’s license

CURRENTLY RATED UNDER 3 CLASSES

Class 1	“pedal assist” only when rider is pedaling	20 mph
Class 2	“throttle assist” can exclusively propel	20 mph
Class 3	“pedal assist” only when rider is pedaling	28 mph

BENEFITS

- Less cars on the road
- Encourages multi-modal improvements to infrastructure



Ketchum Code

CHAPTER 10.12

- Prohibits motorized vehicles on the multi-use paved recreational pathways (“bike path”); **exception made** for e-bikes (2019)
- Bicycles and e-bikes are considered vehicles and riders “*shall have all of the rights and all of the duties applicable to the driver of any other vehicle...except as to those provisions which by their nature can have no application*” when ridden on a public roadway.
- “Every person convicted of a violation of any provision of this chapter shall be guilty of an infraction.”
- “The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this chapter.”
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Local Issues

COMMON VIOLATIONS (reported to or witnessed by KPD)

- Excessive speed – 10.12.070
- Riding on the wrong side of the road – 10.12.050
- No front lights (for nighttime riding) – 10.12.130
- Stop sign/light violations – 10.12.040
- Riding on the sidewalk – 10.12.120
- Riding without helmets
- Questionable age of rider
- Not yielding to slower modes of transport (as is common practice)
- “E-bike” that is actually an electric motorcycle, motorbike, moped or an e-bike with a wattage rating higher than 750 W



Codes

BOISE

- **RECKLESS OR INATTENTIVE OPERATION:**
A person who uses or rides a bicycle, E-bike, or E-scooter on any public or private property open to public use inattentively, or carelessly and heedlessly, in light of the circumstances then existing, or without due caution and circumspection, or at such speed or in any other manner as to endanger or be likely to endanger any person or property shall be guilty of reckless or inattentive operation, a misdemeanor and, upon conviction subject to the penalty as provided in section 1-4-1 of this Code. (Ord. 28-18, 8-21-2018; amd. 2019 Code)



Options

SHORT-TERM

- Continue to meet with other jurisdictions to ensure alignment
- Education campaign
- Increase patrol with use of new LIDAR unit

MID/LONG-TERM

- Age limits
- Ban throttle-assist on bike path
- Target sensitive areas for speed restrictions on bike path
- Consistent enforcement



Discussion