Active Transportation Resource Center (ATRC)
On the Move: Synergy 2024 Webinar
Rolling Out E-bikes with a Safe System Approach
Resource List

E-bike Courses

- California Highway Patrol (CHP): Electric Bicycle Safety and Training – An 11-module online course that incorporates mostly text and graphics, with a few videos from the League of American Bicyclist. Upon completion of this short course, a completion certificate can be generated for printing.
- PeopleForBikes: E-Bike Smart – This course is divided into five modules, each with a short video and multiple-choice questions to answer after each video.
- Pedal Ahead: E-Bike Safety Basics – A training which covers e-bike specific issues, such as safe battery charging and locking your bike. The video course will also cover safe and courteous riding.

CA E-bike Legislation

- The best source and most current CA bicycle and e-bike legislation is the California Bicycle Coalition's Legislative Watch page.

Safe Systems Articles

- Journal Article: The Safe Systems Pyramid: A new framework for traffic safety
- Vision Zero Network blog that distill the main points of the article: Thinking & Acting Differently for Vision Zero: Applying the Health Impact Pyramid to Roadway Safety
- Vision Zero Network's Safe Streets for All Resource Page
- Vision Zero Network's Prioritizing Health Equity in Vision Zero Planning

Other information mentioned during webinar not on slides

- Safe Streets for All Grant - The Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over 5 years, 2022-2026 across the nation. It funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
- California Bicycle Coalition - CalBike newsletter sign-up
- Sidewalk bicycle riding - UC Berkeley, Safe Transportation Research and Education Center
- CA Air Resources E-bike Incentive Project – Through *Pedal Ahead*, low-income households may receive up to $1000 towards the purchase of a qualified e-bike.

Q&A

1. What best practices are you seeing to address the conflict between faster e-bikes in traditional bike facilities? One of the best ways to discourage faster speeds is social enforcement as well as speed limits.
2. Is there any data with respect to limiting E-bike speeders on ped/bike paths? Restrictions, municiple code? PFB's approach is to encourage speed limits on paths, education for riders, and enforcement of those speed limits. For youth riders, Encinitas and Irvine have great examples for education in partnership with parents and schools.
3. Is there legislation around setting up license requirements OR outright banning minors from using Class 2 e-bikes? Please refer to the Cal Bike Legislative Watch page for updates: https://www.calbike.org/legislative-watch/
4. Why are these bikes so expensive? High quality electric bicycles are significantly less expensive than automobiles - so if you're looking at them as a car replacement these are a very affordable option. E-Bike incentives across the country are meant to make electric bicycles more accessible to more Americans. E-Bike prices are more expensive because they are using high quality, certified batteries, and components so that they are safe and reliable.

5. Are e-bikes considered vehicles for some trails? PeopleForBikes' position is that only Class 1 e-mountain bikes should be allowed on single track trails where mountain bikes have traditionally been ridden.
6. Is there list/criteria set for high quality safe, certified e-bikes? Certifications for e-mobility batteries are UL 2849, EN 15194 (batteries are EN 50604) and UL 2272. There is not a list of high-quality products now, because brands are constantly updating and certifying products and the list would consistently be out of date. Go to the website of the product and check to see if they list their certifications.
7. How will/should we get out of class electric "bicycles" for use on public roads while prohibited for use on trails or bikeways? There is legislation moving through CA that defines these products more clearly (CA SB 1271). This model legislation has already passed in UT this year (UT HB 85).
8. How was the designation of 28 mph arrived at for Class III e-bike? The industry based the 28 mph speed limit on data for how fast a strong rider can ride a traditional bicycle.
9. Are there any plans on requiring people who buy E-Bikes take the CHP training? Yes, there is AB 2234 (See above.) CalBike opposes this legislation as it will be a barrier to switch from cars to e-bike riding.
10. In the data tables presented regarding injuries, these numbers are SUM TOTAL of bike collisions. Would that also be part of why the teen collision rates are higher? Because teens are larger user group around e-bikes? The numbers were the number of E-bike injuries and bicycle-related injuries. Injuries are classified as the sum of Emergency Department visits plus Hospitalizations. One collision can contain multiple people involved in the collision. The percent of teens injured in E-Bike injuries tended to be higher, but this analysis didn't assess the rate of E-Bike injuries.
11. Will the e-bike crashes/injuries be catalogued at the Transportation Injury Mapping System (TIMS) https://tims.berkeley.edu/? TIMS contains geocoded SWITRS injury crash data. If e-bike injury crashes are included in SWITRS, they will be included in TIMS. It's also a matter of the crash data coding keeping up with the e-bike technology so that the e-bike-involved crashes are easy to identify.
12. How do you expect the data to change if you had a larger and longer dataset? With at least one calendar year of data, it would enable researchers to calculate E-Bike injury rates. Furthermore, with more data, there would be a clearer picture of the types of E-Bike injuries (based on the ICD-10-CM Codes) occurred.
13. Is there any way to determine what proportion of the data set is comprised of mountain biking injuries vs. road/commute biking injuries? There are a couple ways to somewhat get at this distinction. The NEISS has a separate product code for mountain bikes and accessories. The NEISS also has a "location" field for every case injury. These are somewhat broad though (e.g., street, park/recreational location).

Contacts

ATRC CDPH:

- Victoria Custodio, Victoria.Custodio@cdph.ca.gov (Caltrans Districts 1, 2, 3, 4 and 5)
- Alicia Ramos, Alicia.Ramos@cdph.ca.gov (Caltrans Districts 6, 9, 10, 11)
- Marianne Hernandez, Marianne.Hernandez@cdph.ca.gov (Caltrans Districts 7, 8, 12)
- General questions: atsp@cdph.ca.gov

Safe System Approach - Vizion Zero

- Tiffany Smith, tiffany@visionzeronetwork.org

PeopleForBikes

- Ash Lovell, ash@peopleforbikes.org

California Bicycle Coalition

- Kendra Ramsey, kendra@calbike.org

California Highway Patrol

- Victoria Hunt, Victoria.Hunt@chp.ca.gov

California Department of Public Health, Crash Medical Outcomes Data Project

- Colin Chew, Colin.Chew@cdph.ca.gov

Mineta Institute of Traffic Safety, National Electronic Injury Surveillance System

- Asha Weinstein Agrawal, asha.weinstein.agrawal@sjsu.edu
- Kevin Fang, fangk@sonoma.edu