



**Summary
GreenPrint Committee**

Date: Tuesday, November 3, 2009 11:00 am Location: Council Conference Room 391

Committee Members Present: Nevitt, Chair; Linkhart, Vice-Chair; Johnson, Lehmann
Other Council Present: Madison, Montero, Robb

Agenda:

- 1. Bicycle and electric assisted bicycle legislation*
 - 2. Scooters, segways and low-speed electric vehicles traffic legislation*
 - 3. Other bike issues: sidewalks, etc*
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1. Bicycle and electric assisted bicycle legislation

Committee Action

The Committee approved filing a bill to amend City traffic laws related to bicycles and electrical assisted bicycles to partially conform with new state law, allow speed-restricted riding on sidewalks for the limited purpose of parking, and eliminate obsolete language associated with licensing.

Summary of Discussion

Michael Joyce, City Attorney's Office, reviewed the proposed legislation as follows:

For bicycles the ordinance

- Redefines and clarifies, what is a "bicycle".
- Clarifies rules governing bicyclists riding two-abreast and staying to the right-hand side of the roadway.
- Specifies that a driver of a motor vehicle must allow at least three feet of clearance when passing a bicyclist. (Note: Although state law allows a vehicle to cross a double-yellow center line when passing a bicyclist, the Denver Police Department objected to this provision and it is NOT included in the proposal.)
- Allows bicycles to ride on sidewalks at a speed limit of no more than 6 miles per hour for purposes of parking.
- Increases equipment requirements for bicycles when in use at night.
- Eliminates obsolete language that appears within the bicycle section.

For electrical assisted bicycles the ordinance

- Changes the description and definition from motorized bicycle to an electrical assisted bicycle.
- Specifies equipment requirements.
- Clarifies rules governing electrical assisted bicyclists riding 2 abreast.

- Allows electrical assisted bicycles to ride on sidewalks at a speed limit of no more than 6 miles per hour for purpose of parking.
- Increases equipment requirements for electrical assisted bicycles when in use at night.

1. Scooters, segways and low-speed electric vehicles traffic legislation

Committee Action

The Committee approved filing a bill to amend City traffic laws related to low-power scooters, electric personal assistive mobility devices (EPAMD), commonly known as “Segways”, low-power electric vehicle (Neighborhood electric vehicles) to comply with state law and implement local options to allow Segways on the sidewalk, bike paths and on a bicycle lane on a roadway, allow parking of low-power scooters and segways on a sidewalk or against a building or at designated bicycle racks, as long as they don’t impede pedestrians, and maintain the current restriction for neighborhood electric vehicles to operate only on roads with a posted maximum speed of 30 mph

Summary of Discussion

Michael Joyce, City Attorney’s Office, reviewed his summary of the proposed legislation.

For electric personal assisted mobility devices (e.g. Segways) the ordinance:

- Creates a definition for electric personal assisted mobility devices.
- Authorizes use on roadways at a speed no greater than twelve and one-half miles per hour.
- Allows segways on sidewalks and bicycle lanes on roadways, or on roadways if no adjacent sidewalk exists.
- Specifies equipment requirements.

For low power scooters the ordinance:

- Changes the description and definition from motor driven cycle.
- Limits the use of low power scooters to roadways with a speed limit not exceeding 40 miles per hour.
- Limits riding on roadways to no more than 2 abreast.
- Allows use on sidewalks for the purpose of parking if it does not interfere with pedestrian traffic.
- Clarifies equipment requirements for the operation of low power scooters.

For low-power electric vehicles or Neighborhood electric vehicles

- Creates a low speed electric vehicle definition, i.e. has at least 3 wheels in contact with the ground and uses handlebars to steer.
- Authorizes the operation of neighborhood electric vehicles or low-speed electric vehicles on roads with a speed limit of 30 miles per hour.
- Sets equipment standards

2. Bicycle Discussion Items

Committee Action

The Committee deferred action on issues related to riding bikes on sidewalks, bike connectivity between rights of way regulated by City traffic laws and the bicycle paths and trails that are regulated

by Parks and Recreation, and other multiple user issues for consideration by staff of the joint Public Works and Parks and Recreation Multi-modal Access and Connectivity Plan which will be completed in about a year.

Summary of Discussion

Emily Kreisa, Public Works, and Dick Gannon, Parks and Recreation, pointed out that the planned multi-modal plan includes hiring a consultant who is expert at assessing systems for non-motorized travel and looking at issues related to bicycle use on a combination of traffic-regulated rights of way and trails. The planning process will include input from a broad array of stakeholders, is just getting started, will include recommendations regarding policy and infrastructure, and will take about one year.

Councilmember comments:

Councilwoman Montero suggested looking at the potential for protected bike lanes.

Councilman Linkhart wants the staff to include youth, parents, and other stakeholders in the planning process and to determine whether there should be some differentiation between areas, such as primarily dense urban areas and more suburban settings for rules such as riding bikes on sidewalks.

Councilman Nevitt suggested bringing the consultant in to brief the Committee in the future and get input from Councilmembers.