



BICYCLE ADVISORY COMMITTEE (BAC)
Subcommittee for Policy Research and Recommendations
Agenda

Meeting on **Tuesday, September 8, 2026**

6:00 PM – 7:30 PM

Location: **Lost Worlds Brewing Company**
1100 Metropolitan Ave #165, Charlotte, NC 28204

Committee Members

Connie Proctor (Chair), Juan Contreras Juarez (Vice Chair)
Lauren Patterson, Tammy Brock, Nate Steinhauer,
Matt Weschler (Subcommittee Chair), Andy Zou, Isaac Oyer,
Alex Wohlbruck, Gainor Eisenlohr

Microsoft Teams meeting

Join: <https://teams.microsoft.com/meet/26466083280489?p=aNuEEb4PblmS31VEE1>

Meeting ID: 64 660 832 804 89

Passcode: FV7fp6BS

AGENDA ITEM	ACTION
1. Call to Order and review agenda	Matt Weschler, Chair
2. Introduction of members and guests	
3. Approval of July 2026 minutes	
4. Policy Discussion: E-Bikes & E-Motos	
5. Next meeting: Oct 13, 2026	
6. Adjourn	Matt Weschler, Chair

Context Brief and Discussion Questions

Topic: Charlotte E-Bike and E-Moto Policy

Context Brief:

1. Electric bicycles are becoming a more significant part of Charlotte's transportation system. BAC members have observed substantial growth in e-bike use, including commuters, families, cargo-bike users, and people who may not otherwise ride conventional bicycles. At the same time, residents and City Council members have raised concerns about youth riding, sidewalk conflicts, excessive speeds, and devices commonly called "e-bikes" that function more like mopeds or motorcycles.
2. North Carolina law is changing significantly on December 1, 2026. Session Law 2026-46 establishes the three-class e-bike system:
 - Class 1: pedal assist up to 20 mph
 - Class 2: may propel without pedaling up to 20 mph
 - Class 3: pedal assist up to 28 mph

All three are limited to motors of no more than 750 watts. State law generally permits these e-bikes on roadways, bicycle lanes, and multiuse paths. It also expressly allows cities and counties to regulate e-bike classes and speeds on sidewalks and multiuse paths. Riders and passengers under 18 on Class 3 e-bikes must wear helmets, and local governments may extend youth helmet requirements to Classes 1 and 2.

3. The emerging policy issue is broader than legal e-bikes. High-powered electric devices may have pedals and may be marketed or perceived as "e-bikes" while exceeding the speed or power limits applicable to electric bicycles. PeopleForBikes argues that many of the safety concerns attributed broadly to e-bikes are actually associated with these higher-powered "e-motos," and cautions against regulations that inadvertently restrict conventional bicycles and legal e-bikes. The BikeWalk NC similarly emphasizes distinguishing low-speed electric bicycles from mopeds, motorcycles, and off-highway vehicles.
4. Charlotte City Council has begun considering the issue. The Council Safety Committee reviewed existing law and peer ordinances in August. Discussion focused particularly on youth riding high-powered devices, sidewalk conflicts, public confusion about vehicle classifications, and enforcement challenges. CMPD reported that some devices encountered Uptown and commonly called e-bikes are effectively motorcycles, including devices without pedals. Council members asked staff to return with potential ordinance changes and an approach to education and progressive enforcement.
5. Charlotte already regulates bicycles and electric-assisted bicycles in several ways. Current City Code prohibits bicycles and electric-assisted bicycles on sidewalks within a

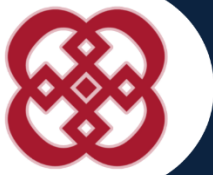
defined Uptown area and authorizes additional sidewalk restrictions in high-pedestrian areas. It also requires functioning brakes and provides authority for impoundment and civil penalties. These provisions will need to be considered alongside the new state classifications and local authority effective December 1.

6. Available safety data suggest a real issue, but do not support treating all electric devices as equivalent. CPSC estimates approximately 155,200 e-bike-related emergency department visits from 2017 through 2024, including approximately 59,200 in 2024. Motor-vehicle collisions were the leading hazard associated with reported e-bike fatalities. In CPSC's 2024 e-bike injury study, 58% of estimated injuries occurred on paved roads, 24% involved a motor vehicle, and 15% involved riders reportedly traveling 20 mph or faster.
7. Charlotte's local data are currently limited. CMPD indicated that the standard state crash-report form does not adequately distinguish among e-bikes and newer electric devices, meaning relevant information may only appear in narrative fields. Council members have identified improved crash classification and data collection as a potential state-level issue.
8. Education may be particularly important for younger riders. BikeWalk NC identifies ages roughly 10 to 15 as an important group because electric assistance can allow children to travel at speeds beyond what they would ordinarily achieve through their own physical ability before receiving formal driver education. Basic traffic skills such as yielding, stopping, riding with traffic, nighttime visibility, and intersection behavior may not be understood fully at that age.
9. Infrastructure is also part of the policy question. Faster and heavier bicycles can increase conflicts with pedestrians when riders use sidewalks or crowded shared-use paths. Conversely, unsafe or uncomfortable streets may encourage riders to use sidewalks in the first place. BAC discussion has therefore identified expansion of a connected, protected bicycle network as part of the response, particularly as e-bikes make bicycling practical for more people and for longer trips.
10. The policy challenge is therefore broader than deciding whether to restrict e-bikes. Charlotte has an opportunity to distinguish among legal e-bikes, higher-powered motorized devices, and unsafe behavior, while considering a combination of infrastructure, education, regulation, enforcement, consumer awareness, and improved data collection. The BAC has also discussed the importance of coordinating with Mecklenburg County because City streets and sidewalks connect directly with County greenways.

Discussion Questions:

1. What problem should Charlotte primarily be trying to solve? Are the greatest concerns high-powered e-motos, unsafe rider behavior, youth access to high-speed devices, pedestrian conflicts, inadequate infrastructure, or some combination?
2. How should Charlotte distinguish legal Class 1, 2, and 3 e-bikes from higher-powered e-motos? How can the City address higher-powered devices without unnecessarily restricting conventional bicycles and legal e-bikes?
3. How should Charlotte regulate e-bike and e-moto use on sidewalks, greenways, and shared-use paths? Should rules vary by vehicle class, speed, facility type, or rider age, and how should Charlotte coordinate with Mecklenburg County?
4. What role should education play, particularly for youth and parents? Should Charlotte partner with CMS, NCDOT, BikeWalk NC, Trips for Kids, retailers, or others to provide bicycle safety training and help families understand what they are purchasing?
5. What enforcement approach would best address dangerous behavior without discouraging bicycling? Should enforcement focus primarily on specific unsafe behaviors and unlawful high-powered vehicles rather than e-bike riders generally?
6. What infrastructure changes are warranted as e-bike use grows? Does increasing use strengthen the case for accelerating a connected protected bicycle network and providing greater separation between bicycles, pedestrians, and motor vehicles?
7. What additional data does Charlotte need? Should crash and incident reporting distinguish conventional bicycles, Class 1/2/3 e-bikes, e-motos, e-scooters, and other electric devices, and how should that information inform future policy? Can we collect bike use data that includes not just counts but types of devices?
8. What should the BAC recommend to City Council now? Which actions can Charlotte take directly, which require state or County coordination, and would a broader e-mobility working group or task force be useful before significant new regulations are adopted?

Example Regulation Table from Town of Davidson below. Is this how we'd like Charlotte organize regulations? What, if anything, would we change and why?



TOWN OF DAVIDSON

Bicycles, E-Bikes, & Personal Conveyance Vehicles (PCVs) Ordinance

VEHICLE TYPE	BICYCLE 	E-BIKE 	PERSONAL CONVEYANCE VEHICLE (PCV) 	MODIFIED E-BIKE* 	MOPED*/MOTORCYCLE* 
ROADWAYS SPEED ≤25 MPH	✓	✓	✓	✓	✓
ROADWAYS SPEED >25 MPH	✓	✓	✗	✓	✓
SIDEWALKS ROADWAY SPEED >25 MPH	✓	✓	✓	✗	✗
SIDEWALKS AGES ≤17 & ACCOMPANYING ADULT	✓	✓	✓	✗	✗
GREENWAYS	✓	✓	✓	✗	✗
MAX SPEED SIDEWALKS/GREENWAYS	20 MPH	20 MPH	20 MPH	✗	✗
NIGHT OPERATION WITH LIGHTS	✓	✓	✗	✓	✓
DMV REGULATED* REGISTERED & INSURED NC AGE RESTRICTIONS APPLY	✗	✗	✗	✓	✓