

SUBJECT: **ORDINANCE NO. 1899, SERIES 2025 – AN ORDINANCE
AMENDING TITLES 4 AND 14 OF THE LOUISVILLE MUNICIPAL
CODE TO ESTABLISH A MAXIMUM SPEED LIMIT FOR BICYCLES
AND ELECTRICAL ASSISTED BIKES ON BIKEPATHS AND
TRAILS WITHIN THE CITY – 2ND READING, PUBLIC HEARING
(advertised City of Louisville website 07/14/2025)**

DATE: **AUGUST 5, 2025**

PREPARED BY: **RAFAEL GUTIERREZ, CHIEF OF POLICE**

PRESENTED BY: **RAFAEL GUTIERREZ, CHIEF OF POLICE**

SUMMARY:

As a means to promote safe and responsible riding, the proposed ordinance amendment seeks to establish a maximum speed limit of 15 miles per hour for bicycles or electrical assisted bicycles (E-bikes) on bike paths and trails within the City. The proposed amendment would prohibit riders from operating a bicycle or E-bike on City-owned and officially designated bike paths and trails at speeds in excess of 15 miles per hour. The proposed amendment also aligns speed limits on the City of Louisville bike paths and trails with speed limits that have been imposed in neighboring jurisdictions.

BACKGROUND / PRIOR DISCUSSIONS:

City Council held first reading on July 8, 2025, and Chief Gutierrez provided an overview of the proposed amendment and previous discussions.

Bicycle, E-bike, and Pedestrian safety is a topic of concern and the Police Department, Parks and Recreation/Open Space, and Public Works Department participated in City Council special meetings on May 28, 2024, and August 27, 2024, to discuss development of a strategy to address these concerns. During those meetings several possible options were discussed specific to bicycle safety, including imposing speed limits on paths and trails, creation of additional dismount zones, requiring e-bike rider licensing, prohibiting bicycles and electric bicycles from being on sidewalks, and developing a more robust educational campaign.

After those initial discussions, staff created a safety campaign that engaged multiple stakeholders including local bicycle vendors, community and student groups, the BVSD schools, and various City departments. Focused police education and enforcement efforts were also increased to encourage responsible and safe riding habits for all. No additional sidewalk dismount zones were recommended beyond what currently exists in designated business districts due to concerns of moving child aged riders to the roadways. Licensing and age restrictions were also found to be impractical to implement for our municipality and perhaps should occur at the State level through revision of the State Traffic Code.

ANALYSIS:

Council should consider the enforceability of this amendment, alignment with neighboring jurisdictions, the potential costs and staff time associated with posting of new signage and markings, staff time spent on the development of a public education campaign to inform riders of the speed limit, and the relatively low percentage (approximately 3%) of current incidents involving roadway conflict/crashes encountered within our community involving bicycles. There is no available data on pedestrian and bicycle crashes or conflicts within our parks systems or trails because the State does not require reporting of those incidents occurring in those areas.

2025 COUNCIL WORK PLAN:

This proposed amendment to Titles 4 and 14 of the Louisville Municipal Code aligns with the 2025 Council Work Plan- Safety/Traffic Safety initiative. It also supports the City's initiative on Sustainability by encouraging multimodal forms of transportation and offering safeguards for both bicyclists and pedestrians who utilize parks, paths, and trails in our City.

FISCAL IMPACT:

Budgeted?: Yes

The implementation of this ordinance will, at minimum, require the posting of signs, path and trail markings, and perhaps acquiring some speed detection equipment. There is no current cost estimate available and that would have to be determined upon passage of this amendment by Parks and Public Works. The potential costs also have not been assigned to specific departments but may come from either the Police, Parks-Recreation and Open Space, Public Works budgets, or some combination of the three.

ALTERNATIVE(S):

Alternatives to the passage of this amendment could include allowing staff to continue with its current safety campaign and focused education on safe riding habits and additional collaborative work with stakeholders.

RECOMMENDATION:

Staff is uncertain of the benefits gained through the passage of this amendment, however, it does align with other neighboring communities who have adopted path and trail speed limits and as such, we do support the approval of the ordinance amending Titles 4 and 14 of the Louisville Municipal Code to Establish a Maximum Speed Limit for Bicycles and Electrical Assisted Bikes on Bike paths and Trails within the City.

ATTACHMENT(S):

1. Ordinance No. 1899, Series 2025

**ORDINANCE NO. 1899
SERIES 2025**

**AN ORDINANCE AMENDING TITLES 4 AND 14 OF THE LOUISVILLE MUNICIPAL
CODE TO ESTABLISH A MAXIMUM SPEED LIMIT FOR BICYCLES ON BIKEPATHS
AND TRAILS WITHIN THE CITY**

WHEREAS, the City Council finds that bicycles, and in particular electrical assisted bikes (“e-bikes”), promote physical activity while reducing travel time and cost and offer other numerous benefits, including environmentally friendly transportation with lower emissions, increased accessibility for riders of varying fitness levels, and enhanced convenience for commuting and recreational activities; and

WHEREAS, the City Council finds that setting a maximum speed limit for bicycles, including e-bikes, being operated or ridden on the City’s bikepaths and trails will support safe riding habits throughout the City and facilitate the use of the City’s bikepaths and trails by a wide range of users.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY
OF LOUISVILLE, COLORADO:**

Section 1. Section 4.04.010.D.3 of the Louisville Municipal Code (Use Regulations – City Open Space – Compliance Required) is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 4.04.010 Compliance required.

Except as otherwise indicated, this Chapter shall apply to open space lands, whether owned solely or jointly by the City, and to all public lakes, ponds, streams, reservoirs, or other bodies of water within or bordering such lands. In the use of such lands or bodies of water, it shall be unlawful for any person to:

D. *Vehicles and bicycles.*

3. Operate or ride a bicycle or electrical assisted bicycle (e-bike), except on officially designated roads, bikepaths, and trails, or to operate or ride a bicycle or e-bike on such officially designated bikepaths and trails in excess of fifteen miles per hour (15 MPH).

Section 2. Section 14.12.010.D.3 of the Louisville Municipal Code (Parks and Recreation – Use Regulations – City-owned Lands and Bodies of Water – Compliance

Required) is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 14.12.010 Compliance required.

Except as otherwise indicated, this Section shall apply to all City-owned lands including but not limited to parks, City-owned paths or trails, and the Louisville Cemetery, and all buildings, recreation facilities, and lakes, reservoirs, or other bodies of water within the City; except that, this Section shall not apply to lands or bodies of water regulated under Chapter 4.04 of the Code. In the use of such lands, buildings, facilities, paths, trails, or bodies of water it shall be unlawful for any person to:

D. *Vehicles and bicycles.*

3. Operate or ride a bicycle or electrical assisted bicycle (e-bike), except on officially designated roads, bikepaths, and trails, or to operate or ride a bicycle or e-bike on such officially designated bikepaths and trails in excess of fifteen miles per hour (15 MPH).

Section 3. If any portion of this ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares it would have passed and approved this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

Section 4. The repeal or modification of any provision of the Municipal Code of the City of Louisville by this ordinance shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under such provision, and each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.

Section 5. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

Section 6. Except as otherwise set forth herein, any person convicted of violating this ordinance may be punished as set forth in 1.28.010 of the Louisville Municipal Code, as may be amended but which currently provides violations shall be punished by a fine of not more than \$2,650.00, as shall be adjusted for inflation on January 1, 2014 and on January 1 of each year thereafter, or by imprisonment not to exceed 364 days, or by both such fine and imprisonment.

**INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED
PUBLISHED** this 8th day of July 2025.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

APPROVED AS TO FORM:
Kelly PC

Kathleen Kelly, City Attorney

**PUBLIC HEARING AND SECOND READING WILL BE THE 5th DAY OF
AUGUST 2025, AT 6:00 P.M. AT LOUISVILLE CITY HALL, 749 MAIN STREET,
LOUISVILLE, CO 80027.**

**PASSED AND ADOPTED ON SECOND AND FINAL READING, this ____ day of
_____, 2025.**

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk