



## Cyclo-Vets E-bike Policy

In order to not categorically exclude E-bikes from Cyclo-Vets rides and after conferring with Cyclo-Vets Board members, as well as club members of the SD County Bike Coalition, the following E-bike regulations have been put in place for all Cyclo-Vets rides:

E-bikes are allowed on Cyclo-Vets rides under the following restrictions:

1. Must have approval prior to the ride by the ride leader. For convenience, if some ride leaders are always comfortable with E-bikes joining in, then that group can be designated "E-friendly."
2. California Class 1 E-bikes are allowed on all routes. See description of CA Class 1,2,3 E-bikes in the Vehicle Code (CVC 312.5 and CVC 24016). These E-bikes provide power assist ONLY when pedaling, with no extra assist for speeds above 20 mph.
3. California Class 3 E-bikes are allowed on Cyclo-Vets routes provided the route does NOT include separated bike paths. Class 3 E-bikes are NOT allowed, by law, on separated bike paths.
4. California Class 2 E-bikes are specifically **prohibited** on Cyclo-Vets rides. They can run by hand throttle, without pedaling, contrary to the spirit of the club.

We insist that, to integrate with a group ride, the E-cyclist not change the group dynamic by riding too fast, inappropriately accelerating, or having poor control of their bike. In that context, we emphasize two things a ride leader always has at their disposal for cyclists on any type of bicycle:

1. The ride leader reserves the right to ask the E-cyclist to stay at the rear until the group is comfortable that the E-bike can safely be integrated into the group (already often done for new riders).
2. The ride leader reserves the right to ask the E-cyclist to leave the group if the E-bike is not safely under control (same as for any unsafe cyclist).
3. When the group becomes comfortable with the E-bike rider, that rider should endeavor to stay in/or around the middle to the back of the group so that they can properly gauge the group's speed, thus properly integrating themselves within the group.
4. Rarely should the E-bike rider be leading or at the front of the group unless they are pulling through in a pace line.
5. If the ride leader, or the entire group with whom the E-bike rider is riding, all agree that they would like the E-bike rider at the front of the group for the purpose of motor pacing or breaking a headwind, they are allowed to do so. If this is done, a regrouping location should also be set at a prearranged location.

6. E-bike riders should be aware that not all club members are in favor of having E-bikes on the rides. The more effort E-bike riders make to integrate into the rides, the more accepted they will be. Our group rides are not the place to show how fast your E-bike can go, so please refrain from doing so. The ideal would be for the E-bike rider to ride at the same pace and cadence/perceived effort as the non E-bike riders. Please be aware this is the goal.

Note that both CA Class 1 and Class 3 E-bikes are allowed on rides per our Cyclo-Vets accident insurance (\$10,000 per accident secondary insurance), because their technical specs are within those specified by the US Consumer Products Safety Commission. **Class 2 E-bikes are not covered by our insurance carrier and as such are prohibited from participating in any Cylo-Vets rides.** The exclusion of Class 2 E-bikes was specifically clarified with our insurance carrier.

\* For an understanding of E-bike classes, go to [https://b.3cdn.net/bikes/89389af069d71fb389\\_nzm6bh88i.pdf](https://b.3cdn.net/bikes/89389af069d71fb389_nzm6bh88i.pdf)