



E-BIKES VS E-MOTOS

Know Before You Buy or Ride



This is an E-bike

Pedal powered and operates at speeds of **less than 28/20 mph** depending on the class.

This is not an E-bike

This is an **electric motor-driven cycle**, some of which can reach speeds of over 70 mph.



E-MOTOS

- All Sur-Rons, Talarias, and similar electric dirt bikes are motorcycles or motor-driven cycles and **cannot** operate in parks, on sidewalks, bike lanes, or shared-use paths.
- Motorcycle License: Riders must hold a valid driver's license with a motorcycle endorsement (ARS 28-3151A)
- Safety Gear: Helmets are mandatory for riders under the age of 18, and eye protection is required for all (ARS 28-964.A)
- Vehicle Registration: Motor-driven cycles must be registered, insured, and properly licensed, just like other motor vehicles



E-BIKES

Pedals and Propulsion:

- E-bikes require you to pedal to activate the motor (though some have a limited throttle option).



E- Bikes Arizona State Law (Baseline Authority)

Arizona adopted a three-class e-bike system under **A.R.S. § 28-819**. The statute establishes the following:
Key provisions:

- E-bike riders generally have the same rights and responsibilities as traditional bicyclists.
- No registration, insurance, license plate, or driver's license is required.
- Class 1 and Class 2 e-bikes are allowed on bicycle and multi-use paths **unless a local jurisdiction prohibits them.**
- Class 3 e-bikes are prohibited on bicycle and multi-use paths **unless the local jurisdiction specifically allows them.**

This is important because Arizona law explicitly gives local governments authority over e-bike access on paths and trails.

Class	Description	Top Assisted Speed
Class 1	Pedal-assist only	20 mph
Class 2	Throttle-assisted	20 mph
Class 3	Pedal-assist only	28 mph



What Other Phoenix Metro Communities Are Doing

Phoenix

- The most restrictive approach is found in certain park and preserve areas.
- The City of Phoenix Parks and Recreation Department prohibits riding electric bicycles and other motorized vehicles on trails within its preserve and trail system. This applies primarily to natural-surface hiking and mountain biking trails in the preserve system.
- **Policy model:**
- Allow e-bikes on streets and paved facilities.
- Prohibit e-bikes on natural-surface preserve trails.

Scottsdale

- Scottsdale generally follows the state framework.
- Current guidance allows:
- Class 1 and Class 2 e-bikes on multi-use paths and sidewalks.
- Class 3 e-bikes are prohibited on paved shared-use paths.
- Riders are encouraged to use bike lanes and roadways for Class 3 operation.

Scottsdale has also adopted ordinances regulating:

- Reckless riding.
- Riding under the influence.
- **Policy model:**
- Permit Class 1 and 2.
- Restrict Class 3 from shared-use paths.
- Focus enforcement on rider behavior.

Glendale (Most Restrictive / Most Comprehensive)

In late 2025, Glendale adopted a standalone e-bike and e-scooter ordinance in response to safety concerns involving youth riders and reckless operation. The ordinance includes:

Age Restrictions

- Class 1 and Class 2 e-bikes: minimum age 14
- Class 3 e-bikes: minimum age 16
- Helmets required for riders under 18

Equipment Requirements

- White front light
- Red rear light
- Reflectors for nighttime operation

Behavioral Regulations

- Prohibits reckless riding
- Prohibits riding against traffic
- Prohibits intentional wheelies
- Requires compliance with traffic laws

Enforcement

- Fines start at \$50
- Repeat offenses can reach \$500 within a 12-month period

Park Speed Limits

Glendale's park code already limits bicycles and similar devices in parks to **15 mph** and requires yielding to pedestrians.

Policy Takeaway

Glendale's ordinance focuses less on where e-bikes may operate and more on:

Youth access

Unsafe behavior

Enforcement authority

This is likely the strongest model currently in the Valley.

Common Regulatory Options Available

Option 1 – Follow Arizona Law Only

Description

- Adopt no additional regulations.
- Does not allow E-Moto in any parks and they must follow vehicular rules of the road
- Allow Class 1 and 2 E-Bikes wherever bicycles are allowed, this includes in the parks and on sidewalks.
- Does not allow Class 3 E-Bikes in any parks or multi-use pathways and only allows where state law permits(bike lanes, public streets).

Pros

- Simple.
- Minimal enforcement burden.
- Consistent with state law.

Cons

- Limited ability to address resident concerns about speed and conflicts.



FOUNTAIN
HILLS

Option 2 – Path and Trail Classification

Create separate rules for:

- Shared-use paths (Fountain Park, Four Peaks pathways etc.)
- Natural-surface trails (Adero, Desert Botanical, Overlook)
- Sidewalks (All pathways not shared-use)
- Roadways

Example:

Facility Type	Class 1	Class 2	Class 3
Roads	Yes	Yes	Yes
Bike lanes	Yes	Yes	Yes
Shared-use paths	Yes	Yes	No
Natural-surface trails	No	No	No

Pros

Most common municipal approach.

Cons

Requires signage
Difficulty with enforcement



**FOUNTAIN
HILLS**

Option 3 – Age Restrictions

Adopted youth restrictions due to risks of crashes involving high-powered e-bikes.

Examples:

- No e-bikes at all under age 14

OR

- No Class 2 or 3 under age 14 (this allows under age 14 to ride class 1)

Pros

- Addresses concerns about younger riders.

Cons

- More difficult to enforce.



FOUNTAIN
HILLS

Option 4- Set age and location restrictions

- No e-bikes under age 14
OR
- No Class 2 or 3 under age 14
(this allows under age 14 to ride class 1)

Facility Type	Class 1	Class 2	Class 3
Roads	Yes	Yes	Yes
Bike lanes	Yes	Yes	Yes
Shared-use paths	Yes	Yes	No
Sidewalks	Yes	Yes	No
Natural-surface trails	No	No	No

Pros

Addresses concerns about younger riders
Addresses concerns about E-Bikes in parks

Cons

More difficult to enforce.

Option 5- No E-Bikes In Parks

- This eliminates all e-bikes and e-moto from parks all the time

Pros

Simple

Easy to enforce

Cons

Very restrictive

Does not address street riding concerns from residents



QUESTIONS?

