Designating descending-direction trails open only to bicycles is a good way to mitigate user conflicts by providing a highly valued riding experience and removing head-on interactions. This concept can be applied to trails open to electric mountain bicycles, in order to reduce the potential conflict created by increased uphill travel speeds.

When cyclists have a directional trail open only to their use, there are fewer user interactions because the speed differential is low. In particular, any speed differential afforded by an electric mountain bicycle will be minimized.
SINGLE-USE, DIRECTIONAL TRAIL

Bike-only, directional trails are increasingly used to provide a desired riding experience and reduce potential user conflict. Reduced reaction time is a frequent cause of user conflict – these trails significantly increase reaction time since differences in speed are low.

By reducing the number of interactions, this type of trail allows for more solitude, which is a frequent desired user experience. Riders are more readily able to immerse themselves into the natural surroundings and flow of the trail.

One disadvantage of directional trails is that they effectively reduce the mileage available within a system. Whereas a two-mile segment used to provide four miles of riding options, it now provides half that. Experience has shown that in crowded trail systems, this trade-off is worthwhile but there are still likely to be objections to modifying an existing trail network; engaging the trail community in discussions about potential directional trails is therefore critical.

In many cases, it is not possible to limit a trail to just descending-direction cyclists. It may be possible to designate the trail as giving descending cyclists the right-of-way so that users are required to yield to descending cyclists. This will allow users to self-select into their desired experience and will likely result in the trail being used only lightly by other users during peak use times.