EMTB INTERCEPT STUDY
FRUITA, CO

APRIL 2017 | FOUR DAYS
176 surveys of locals and visitors, weekend and weekday users, broad demographics, variety of trail users

SURVEY LOCATIONS
Different surveys were given for the motorized trailhead vs. non-motorized trailhead

POSSIBLE SOCIAL IMPACTS AT THE CYCLING AREAS THAT DO NOT ALLOW E-BIKE USE IF TRAILS WERE OPENED FOR E-BIKE USE

OVER-CROWDING, USER CONFLICT, HIGHER RATES OF RESCUE, DECREASED HEALTHY LIFESTYLES

JEOPARDIZED MTB ACCESS VICTORIES BY BLURRING THE LINES BETWEEN NON-MOTORIZED AND MOTORIZED TRAVEL

DO NOT NEED MORE TRAILS, THERE ARE ENOUGH MOTORIZED TRAIL AREAS TO SATISFY EMTB RIDERS.

WOULD PEOPLE WHO CURRENTLY DO NOT USE BLM BIKE TRAILS START USING THOSE TRAILS IF E-BIKES WERE ALLOWED?

40% of users surveyed at non-motorized trails believe that eMTBs should be allowed on non-motorized trails.

Nearly all motorized trail users agree that eMTBs should be permitted on motorized trails, especially those who have ridden an eMTB.

Those who have ridden an eMTB are especially favorable to revised eMTB access to non-motorized trails.

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TIPS FOR LAND MANAGERS

Changes in access should be preceded by a pilot project and data collection on a few selected trails, with proper signage, education, and user etiquette information.

Experience is important. Riding an e-MTB changes perceptions to the positive.

Messaging is key to alleviate public concerns. More research on physical and social impacts of eMTBs vs. standard MTBs is needed.

30% of respondents reported high familiarity with eMTBs.

62% who demo'd an eMTB reported that it changed their perceptions about eMTBs for the better.

Two key states benefits of eMTBs: getting more people outside and extending someone's ability to mountain bike into older age.

People who have ridden an eMTB believe that they have similar social and environmental impacts as a regular bike.