# Article information:

IJERPH | Free Full-Text | Risk Riding Behaviors of Urban E-Bikes: A Literature Review
<https://www.mdpi.com/1660-4601/16/13/2308>

# Article summary:

1. This article reviews the research results of e-bike risky riding behavior from three aspects: characteristics and causes of e-bike accidents, characteristics of users’ traffic behavior, and prevention and intervention of traffic accidents.

2. The main risky riding behaviors seen with e-bikes are illegal occupation of motor vehicle lanes, over-speed cycling, red-light running, and illegal manned and reverse cycling.

3. Accident prevention measures such as uniform registration of licenses, implementation of quasi-drive systems, improvements to the riding environment, enhancements to safety awareness and training are considered effective measures for preventing e-bike accidents and protecting the traffic safety of users.

# Article rating:

May be slightly imbalanced: The article presents the information in a generally reliable way, but there are minor points of consideration that could be explored further or claims that are not fully backed by appropriate evidence. Some perspectives may also be omitted, and you are encouraged to use the research topics section to explore the topic further.

# Article analysis:

This article is a literature review that provides an overview of existing research on the risk riding behaviors of urban e-bikes. The authors provide a comprehensive analysis based on their review of relevant studies in this area. The authors have done a thorough job in presenting the various aspects related to this topic such as characteristics and causes of e-bike accidents, characteristics of users’ traffic behavior, prevention and intervention strategies for traffic accidents etc., which makes it a reliable source for understanding this topic.

However, there are some potential biases in the article that should be noted. For example, the authors focus mainly on Chinese cities when discussing the prevalence of e-bikes in different cities; thus they may be overlooking other countries where electric bicycles are popular or becoming increasingly popular. Additionally, while the authors discuss various accident prevention measures such as uniform registration of licenses or improvements to the riding environment etc., they do not provide any evidence or data to support their claims about how effective these measures are in reducing accident rates or improving safety for riders. Furthermore, while they mention differences between genders or age groups when it comes to risky cycling behaviors, they do not explore any possible counterarguments or alternative explanations for these differences which could lead to a more comprehensive understanding of this issue.

In conclusion, while this article provides an informative overview on risk riding behaviors associated with electric bicycles in China based on existing research findings in this area, there is room for improvement when it comes to providing evidence for certain claims made by the authors as well as exploring alternative explanations for certain phenomena discussed in the article.

# Topics for further research:

* Electric bicycle safety measures
* Electric bicycle accident prevention strategies
* Gender differences in electric bicycle riding behaviors
* Age differences in electric bicycle riding behaviors
* Electric bicycle usage in other countries
* Effectiveness of electric bicycle safety measures

# Report location:

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