

E-bike comments

Daniel Macdonald <dnlmcd123@yahoo.com>

Fri 7/26/2019 12:42 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am glad that you are taking an interest in regulating e-bikes. The e-bike technology on bikes now sold in bike shops limits them to 28 mph. But, you have to consider the advances in technology for e-bikes for the next five or even fifteen years. The batteries and electronic motors are sure to skyrocket up in power and performance. Even the non-electronic mountain bikes (which the e-bikes are based on) are seeing a large upward swing in their riding limits due to a highly competitive bike business and large international bike manufacturers with their racing teams and multimillion R&D budgets. From what I have seen, e-bikes started about twenty five years ago as kits with the electric motor hub, battery and controller. A home hobbyist could take his old bike and bring new life into it by converting it to electric. Bicycles, in general have always been a product that the individual has always fixed him/her self, upgraded parts, be the wheels or forks and modified any way the liked. Well the current crop of e-bikes are reasonably powerful, all it takes is two or three small manufacturers selling more powerful batteries, beefed up motors and controllers, including a throttle control on the handlebars for electric power control. In the future you may see a high-end mountain bike e-bike modified with two or even three batteries and the electronic controls and speed governor replaced giving a top speed more in keeping with a motorcycle dirt bike than a bicycle.

I am a avid bicycle enthusiast and love mountain bikes for the challenge and conditioning in riding a little harder, for another hour and pedaling to the top of that big hill. I consider e-bikes to be a different type of transportation from a regular bike be it a mountain bike, road bike or other. I would even call it a different type of invention.

Dan Macdonald

302 CMR, eBikes comment

Patrick Allen <allenp2@gmail.com>

Fri 7/26/2019 1:24 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Hello DCR,

I would like to comment on the status of e-bikes on unpaved, unimproved trails. I consider e-bikes a form of motorized vehicles, and I believe narrow singletrack trails should be for purely human-powered use only. No form of motorized vehicles, including e-bikes or e-MTBs, should be on singletracks. It is ok for e-bikes to travel on dirt roads and double-tracks, but singletrack mountain biking should be the domain of muscle-powered recreation only.

E-bikes support much more speed than ordinary mountain bikes, and this will inevitably change the characteristics of singletrack trails. Current singletracks are narrow, twisting, and primitive, which is appreciated by both hikers and traditional mountain bikers. E-bikes' higher speeds will alter exiting patterns of erosion and vegetation growth, and e-bikes will bring more naive users onto these trails who may not appreciate the ethical importance of minimizing the impact of recreational activities on the environment.

DCR properties in MA are opportunities to recreate in a semi-wilderness area, where it is understood that everyone is using their own muscle power to travel and enjoy the woods. E-bikes represent a characteristically different mode of transportation which will likely have unwelcome physical impacts, as well as dissolve the pleasant satisfaction that all travel through these areas is by muscle power, not using technological forms of energy.

Sincerely,
Patrick Allen
Waltham, MA

E-bike regulations

Nick Bonfatti <nick@bonfatti.net>

Sat 7/27/2019 10:46 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I personally would be affected by this because I have foot and knee problems and riding unassisted gives me serious pain, but riding assisted gives me a great source of pain-free exercise while I commute to work and help the environment by replacing car trips. I think a better solution would be to institute speed limits on DCR trails.

Thank you for considering the important role that e-bikes play in our state.

Nick Bonfatti
372 River st Unit 1
Waltham, MA 02453
508 333 6425
nick@bonfatti.net

E-Bike Regulations

David <lablaster@comcast.net>

Sun 7/28/2019 10:39 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

To who it may concern. I'm 62 years old have been able to once again enjoy Mountain biking due to my E-Bike. The pedal assist allows me to climb hills that would have been undoable on a regular bike. The assistance Does Not cause any more harm to the trails than a normal mtn bike with a strong rider. The bikes are extremely quiet, most people don't even notice the difference. Most fellow riders are more inquisitive than anything else and seem to like seeing and older man enjoying the beautiful trails. Please do not restrict E-Bike as they are the future.

Thanks Dave

David LeBlanc

16 Nick Rock Rd.

Attleboro, MA. 02703

302 CMR

Sujit Sitole <sujit@cambridgewest.com>

Mon 7/29/2019 8:11 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am in support of this regulation – pedal assist bikes are motorized by definition and they are not a good fit for narrow or natural surface trails in the Commonwealth.

Sincerely,

Sujit Sitole
4 Granison Road, Weston, MA
617-943-0322

Comments on Proposed Regulations for Pedal-assist electric bicycles on DCR trails

Calvin R. Goldsmith <CGoldsmith@gpr-inc.com>

Mon 7/29/2019 1:00 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Good Afternoon,

As a long-time mountain bike rider and user of State forests and other DCR managed lands, I strongly support the DCR's stated position and proposed regulations on pedal-assisted electric bicycles. The power and speed an electric bicycle can provide its rider far surpasses that of a human-powered mountain bike. Their use is therefore, in my opinion, incompatible with narrower gravel roads and trails, and especially with single-track trails mountain bikers typically ride on. Several key points I'd like to make:

- The potential for erosion of trails does exist with power assisted bikes, whereas mountain bikes are highly unlikely to cause trail erosion. I would hate to see mountain bikers blamed for trail erosion caused by electrically powered bikes.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thank you for considering my informed input.

Cal Goldsmith

Calvin R. Goldsmith
VP & Treasurer



Goldsmith, Prest & Ringwall, Inc.
39 Main Street Suite 301
Ayer, MA 01432
978-772-1590

proposed e-bike regulations

Jerry Callen <jcallen@narsil.org>

Tue 7/30/2019 8:09 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: MassBike <bikeinfo@massbike.org>;

I am writing regarding 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

The term "electric bicycle" covers a wide range of bikes, and the DCR should provide clarity on exactly what devices being regulated. I urge the DCR to follow the "3-class" model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts. (See <https://www.massbike.org/ebikes> for a description of the 3-class model.)

In particular, I ask that the DCR to allow Class-1 and Class-2 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

My interest in this matter comes from my heavy use of Boston area bicycle paths for my daily commute to work. I do NOT currently use an e-bike, but I can imagine that I would find one useful as I get older (I'm currently 64). However, I have also had difficult encounters with very fast-moving e-bikes, which is why I would prefer that Class-3 bicycles NOT be permitted on most bicycle paths.

Thank you for considering the important role that e-bikes play in our state, now and in the future.

Jerry L. Callen
63 Orchard Street
Cambridge, MA 02140
617-388-3990
jcallen@narsil.org

E-Bike Bike Path Ban

Michele and Andy <morrisfri@aol.com>

Tue 7/30/2019 10:07 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>; bikeinfo@massbike.org <bikeinfo@massbike.org>;

Bike Ban

There have been several letters lately in the paper about banning people from the bike path for safety reasons. They don't go far enough. The best way to build public support for the bike path is to start banning people from using it.

We should ban fast riders because those Lycra Lunatics are a menace to moderate riders. Just like meandering moderates are a menace to slow pokes. Of course slow riders are the most dangerous of all, being a menace to both the Lunatics and the Meanderers, so in terms of safety banning all three should greatly reduce bicycle accidents. But in order to eliminate all accidents and make the bike path perfectly safe for everyone, we need to ban everyone. It's not fair to ban some people and not others. The truth is that only by banning everyone will we solve the problem of nobody using the path any more because it's too crowded.

Other possible ban-ees include the elderly walkers; too dangerous for them and they can use the sidewalks. Woman with baby carriages are right out. Cargo bikes and trailers take up too much room and ban people using wheel chairs. It's so unfair, why should they get to use wheelchairs when the rest of us have to walk? In winter we ban cross-country skiers, but so not to appear too extreme, we'll lift the ski ban in summer. Don't forget to ban e-bikes; in my opinion, those people are having way too much fun. But I digress.

To enforce these new rules I'm suggesting roving gangs of motorcycle vigilantes beating up rule breakers and anyone else we don't like. If anyone from a banned group tries to enter the bike path illegally, we'll kidnap their children and put them in cages. I hear that's very effective.

But you know bike riders; they're all a pack of rule breaking, red light running, rail trail riding reckless renegades. Imagine trillions of tricycles criss-crossing our city every second bringing crime and drugs and more crime. They have no respect for the rule of law so we're going to lock them up without trial and throw away the key. Let's build a big beautiful wall around the entire bike path to keep people out and Mexico will pay for it. Only by banning people can we make the bike path great again!

Andy Morris-Friedman
45 Roosevelt St
Hadley MA

Comments on e-bike laws

Henry Lieberman <lieber@media.mit.edu>

Tue 7/30/2019 1:23 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>; MassBike <bikeinfo@massbike.org>; Henry Lieberman <lieber@media.mit.edu>;

As a lifelong bicycle commuter and a person who does not own a car, I am writing to ask that e-bikes NOT be allowed in bike lanes on urban streets or on paths such as the Minuteman, with pedal-only bicycles. I would advocate an exception to this rule for people who are unable to operate a pedal bicycle -- the state could issue handicapped stickers as for car parking to designate this.

The idea behind allowing e-bikes, is that if the bike "has a top speed of 20 mph", it won't disturb pedal cyclists' use of those lanes. This is already proving not to be true, from my experience in the streets.

First of all, 20 mph is faster than most non-athletes can pedal a bicycle. This means that e-bikes will be constantly trying to pass pedal bikes in the bike lane. And they do. Bike lanes are already narrow enough that cyclists must swerve to avoid opening car doors. There is typically no "passing lane" or room to pass without encroaching upon the car lane. If a bike is caught between a passing e-bike and opening car door, that is a recipe for disaster.

Second, that 20 mph on an e-bike can be *continuous* speed, whereas a pedal bicycle speeds up and slows down. The pedal bicycle cannot maintain its top speed continuously, whereas the e-bike can. That means that e-bikes will continue to try to pass pedal bikes even when their speed is less than 20 mph.

Third, the situation is now that there are mostly pedal bikes in the bike lanes, with just a few e-bikes. But if the laws are passed and e-bikes become really popular, the situation will reverse itself, where pedal bikes become the minority. In that case, traffic will flow at a steady 20mph speed, there will be no safe place for pedal bikes, and pedal bikers will get effectively chased off the road.

Again, I am sympathetic to the argument that not everyone can physically pedal a bike, and for those people, we can have handicapped stickers that clearly identify them. Bicyclists will welcome them to the bike path. For the majority of e-bikers, who simply want to go faster or avoid physical exertion, that should not be a reason to allow them to displace pedal bicycles.

Henry Lieberman
9 Chauncy St. Apt. 12
Cambridge, MA 02138
(617) 547-9784
lieber@media.mit.edu

NEMBA 302 CMR draft

Zak King <zaking@gmail.com>

Tue 7/30/2019 5:43 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Hello Regulation Committee,

When considering the 302 CMR draft provided by New England Mountain Bike Association please recognize that off road e-bikes are motorized and should be managed as such. They are capable of providing electric power up to speeds of 20 mph - this is too fast for narrow trails shared with other walkers, runners and mountain bikers.

All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management. In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thank you for your consideration.

Zachary King

Townsend MA

302 CMR 11.00 Parks and Recreation Rules

Claude Hawks <seehawk1@gmail.com>

Wed 7/31/2019 6:00 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I appreciate efforts to improve our bicycle riding experiences here in Massachusetts. Your work is important to us. Too many of us riders cheat injury and death every day just to ride our bikes. I ride a pedal assisted electric bike for a variety of reasons, not the least of which is I am seventy two (nearly) year old career navy veteran with knees that will not allow me to ride very far without assistance of an electric motor.

In no way do I want to denigrate your work. But!

I cannot shake the feeling that your attention toward electric bikes on bike ways, especially unimproved bike ways, is akin to drug companies creating new or obscure maladies for new drugs - for nefarious purposes. Now, I am not suggesting you have any but the most noble goals and certainly no nefarious ulterior motives. I am, however suggesting you are sort of seeking a problem for a new cure.

Why not redirect your influence to better maintenance of existing bikeways and ESPECIALLY driver awareness of bicycle riders' rights on roads AND bicycle riders' responsibilities on the roads.

Trees fall onto the bike way from Millbury to the new visitor center in Worcester and lie across bent and broken fences for weeks impeding riders with only an orange cone as warning. I suggest issues like this are more worthy of your attention.

Across the commonwealth weeds, vines and other growth reduce the bikeway widths and remain unchecked for seasons not just days or weeks. These and other obstructions combine with occasional flood sand, cracks, cave ins and root ridges to create a riding environment considerably more threatening than an electric bike on a dirt trail - or, for that matter on any trail.

Good laws meet several goals: necessary, fair, equally applied and, an often overlooked factor - enforceable. Be sure your rules meet these criteria.

Claude Hawks
126 Millbury St
Grafton, MA 01519
seehawk1@gmail.com
503 784-6255

e-bike regs.

cronejoan56@aol.com

Tue 8/13/2019 5:37 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic and Pedestrian rules 302 CMR 12.00: Parks and Recreation rules.

I would like to explain that rather than banning Class 1 e-bikes on bike paths and trails it would make much more sense to post and enforce speed limits. I bike with a group weekly and most of us are in our seventies and eighties. We are not out to speed or cause unsafe conditions on trails. We are just trying to continue to enjoy the beautiful Berkshires while we still can. E-bikes have enabled many of us who were unable to bike the hills around our area to enjoy this activity once more.

It is also important for you to understand that there are different classes of e-bikes. The one I ride (Class 1) requires you to pedal in order to get the assist. When you stop pedaling you don't get any assist. The max speed of assist is 20 mph.

Thank you for your time and consideration.

Joan Angelo
415 Stockbridge Rd.
Lee, MA 01238
413 243 4485

Sent from [Mail](#) for Windows 10

7/6/2019

RE: [External]: Opposing 302 CMR 11.00 and 302 CMR 1... - Comments, Regs (DCR)

RE: [External]: Opposing 302 CMR 11.00 and 302 CMR 12.00

Provost, Denise (HOU) <denise.provost@mahouse.gov>

Thu 7/25/2019 11:30 AM

To: ian@woloschin.com <ian@woloschin.com>; Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: Patricia Jehlen <patricia.jehlen@masenate.gov>; bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hi Ian,

I agree with you, and have sent a letter to DCR advocating the same policies you urge, for the same reason.

Thanks for writing, and please contact me at any time, on any subject.

Best regards,



Denise Provost
State Representative, 27th Middlesex
State House, Room 473B
Boston, MA 02133
Tel. (617) 722-2263
Fax (617) 626-0561
denise.provost@mahouse.gov

From: Ian Woloschin [mailto:ian@woloschin.com]

Sent: Tuesday, July 23, 2019 7:48 PM

To: regs.comments@mass.gov

Cc: Jehlen, Patricia (SEN); Provost, Denise - Rep. (HOU); bikeinfo@massbike.org

Subject: [External]: Opposing 302 CMR 11.00 and 302 CMR 12.00

To Whom it May Concern,

I'm writing to inform you of my complete and utter opposition to 302 CMR 11.00 and 302 CMR 12.00, which would prohibit "electric bicycles" on certain DCR properties. As a father of two young children (nearly 4 year old and a nearly 1.5 year old) I own an Urban Arrow Family, a dutch, "bakfeits" style bicycle. It is my primary form of transportation, year round, and allows me to live a car-light lifestyle in the dense urban environment of Cambridge & Somerville (and excursions beyond).

Sure, my bicycle is "electric assist", but I often ride it without the e-assist feature enabled. It's a great form of exercise (especially as the kids grow!). Prohibiting me from operating my bicycle, simply because it has an electric motor that may not even be in use, would be a huge shame. I understand your intentions, you want to limit cyclists from screaming through narrow paths, and I applaud that goal, but a blanket ban like the one proposed is outright disappointing. At a minimum, exempt e-bikes when the motors are disabled, or, add posted speed limits to the paths and trails in question (every e-bike has a speedometer that the operator can view).

Massachusetts should be doing everything within its power to encourage more biking, particularly during rush hour. Traffic is crippling for my co-workers who drive, the MBTA is literally crashing to a halt, and pedestrians are being killed while simply trying to cross the street *in marked crosswalks*. Banning e-bikes from some of the safest commuting paths,

4/6/2019

RE: [External]: Opposing 302 CMR 11.00 and 302 CMR 1... - Comments, Regs (DCR)

something that makes bicycle commuting a reality for many Massachusetts residents, is the absolute last thing that DCR should be doing.

Ian Woloschin
ian@woloschin.com
3 Eliot St #2
Somerville, MA 02143

Comment on ebike regulations

David Creedon <dccreedon@gmail.com>

Thu 7/25/2019 11:31 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hello -

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths

I am an e-bike owner and commute regularly on parts of the Minute Man bike way. In my experience the challenges on the a shared use path relates to both courtesy (by all users) and relative speed of the bike traffic. Riding my ebike on the Minute Man, I am regularly passed by non e-bikes. e-bikes can and do accelerate faster than an non e-bike, however, this does not automatically mean all e-bike operate at the top speed the pedal assist or governor is capable of. In my experience the issue always comes back to the courtesy of the path users and the relative speed of the bike, neither of which is dictated by the equipment.

Thank you for considering the important role that e-bike play in our state.

David Creedon

65 Crosby Stree

Arlington MA, 02474

electric bicycles

Joel N. Weber II <joel@joelweber.com>

Wed 7/24/2019 4:52 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>; denise.provost@mahouse.gov <denise.provost@mahouse.gov>; Patricia Jehlen <patricia.jehlen@masenate.gov>;

Cc: tommy.vitolo@mahouse.gov <tommy.vitolo@mahouse.gov>; bikeinfo@massbike.org <bikeinfo@massbike.org>; info@bostoncyclistsunion.org <info@bostoncyclistsunion.org>; info@bostoncil.org <info@bostoncil.org>; nathan@bu.edu <nathan@bu.edu>; Joel N. Weber II <joel@joelweber.com>;

I am writing in support of allowing battery powered electric bicycles to be operated under 20 MPH under generally the same rules as bicycles pedaled using human power, generally in support of the proposed H.3014 and Senate S.2071, and in opposition to DCR's proposed 302 CMR 11.00: Parkways, Traffic and Pedestrian Rules and 302 CMR 12.00: Parks and Recreation Rules prohibition on electric bicycles.

As we work to reduce carbon emissions, we should be looking for ways to move trips away from gasoline and diesel powered automobiles. While freeway capable electric vehicles do exist, cost is currently a concern for many drivers, and my understanding is that even a moderately high end electric cargo bicycle is likely to have a lower total cost of ownership than a used gasoline automobile; I believe that creating an environment that is supportive of bicycling (including electric bicycling) will likely reduce carbon pollution.

Many people, myself included, are not comfortable riding a bicycle in a lane shared with a substantial volume of high speed automobile traffic. Permitting both pedal powered and electric bicycles to be operated on paths and trails where automobiles are prohibited is an effective way to make cycling attractive to more people. Electric bicycles can be more useful than purely pedal powered bicycles when riders want to minimize sweatiness when arriving at their destination, in hilly areas, and for people with disabilities and/or health challenges.

I do not think proving competence at parallel parking a roughly 4,000 pound automobile should be a prerequisite for operating an electric bicycle at 15 MPH, as seems to be the case in Massachusetts today.

While higher speeds tend to correlate with less safety, it's not clear to me that there's any reason a 15 or 20 MPH electric bicycle, whether pedal assisted or purely throttle controlled, should be any less safe than a purely pedal powered bicycle operated at the same speed.

One relatively popular highway capable EV, when ordered in the high performance version, is capable of a top speed of 162 MPH, and apparently we're willing to trust people with drivers' licenses to operate it at appropriate speeds in residential neighborhoods. Given that, I have to wonder how much need there actually is to require the top speed of an electric bicycle to be limited to what is appropriate for a trail; if we want people traveling along a trail to limit their speed to 15 MPH, and someone wants to watch the speedometer and keep the speed under 15 MPH while riding an electric bicycle where the electric assist is capable of operating at up to about 28 MPH, is there any compelling reason to ban the 15 MPH operation of the 28 MPH

capable electric bicycle on the 15 MPH trail?

The proposed text I have seen of the bills the legislature is considering seems to require electric bicycles to have pedals that can be used for human powered propulsion. While this is a valuable feature for nearly all users, in that it allows operation beyond the battery range and enables getting exercise, I think there may be cases where people who have disabilities that make them unable to operate pedals could benefit from more flexibility. The Worksman Cycles website lists some hand powered (non-electric) tricycles, and I think battery assisted versions of those should be available. There may also be cases where purely throttle controlled electric tricycles might work best for some people with disabilities (I do not know for sure whether specific examples of such people exist). And there might be cases where a person with a disability might find it convenient to have an able bodied friend ride their accessible electric tricycle to reposition it for them, or a mechanic might want to go for a test ride after repairs, so I suspect it would be best if a law that allows electric tricycles to accommodate people who do not have full use of their legs would allow anyone to operate electric tricycles designed to accommodate that.

I do think that requiring some form of licensing for operating an electric bicycle where the electric assist can operate above 20 MPH may be appropriate, but we may want to consider introducing some form of simplified licensing for people who do not hold a class D or class M driver's license to be able to operate faster electric bicycles.

Joel N. Weber II
225 Summer St #3
Somerville MA 02143

Comments on draft DCR regulations 302 CMR 11.00 and 12.00

Scott Mullen <mully@li.me>

Wed 7/24/2019 4:39 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: Dietz, Laura (DCR) <laura.dietz@mass.gov>;

1 attachment

LIME Comments to Draft Changes to DCR 302 CMR 11 and 12.pdf;

To: Laura Dietz

I hope this note finds you well. Attached please find comments on the proposed changes to DCR regulations 302 CMR 11.00 and 12.00. They are in PDF format but also included in the body of this email below my signature.

Thank you for considering my comments and please don't hesitate to reach out should you need any further clarification or context.

Best, Scott



Scott Mullen

Director of Expansion, Northeast

781.999.1943

Pronouns: He, Him, His

Unlock Life



In FaLi T Yo
st ce nk wi uT

July 23, 2019
ed tte ub
ra ok In r e
m

Neutron Holdings, LLC, dba Lime
85 2nd St
San Francisco, CA 94105
c/o Scott Mullen
Director of Expansion, Northeast

Department of Conservation and Recreation
Attn: Laura Dietz
Assistant General Counsel
251 Causeway St
Boston, MA 02144

Regarding 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules, and
302 CMR 12.00: Parks and Recreation Rules

Dear Ms. Dietz:

My name is Scott Mullen and I am Director of Expansion for Lime in the Northeast. Today I write to offer feedback on the proposed changes to DCR regulations that might run counter to other macro trends and initiatives happening in the Commonwealth.

Lime is a US-based mobility company that operates in more than 100 cities in America and across the world. We launched our first fleet in summer of 2017 and since then have logged more than 65 million trips on our bikes, ebikes and scooters. Our vision is to revolutionize mobility by empowering cities with greener, more efficient, and affordable transportation options.

Here in Massachusetts, Lime is the only sanctioned provider of dockless pedal-assist electric bicycles in an MAPC-coordinated system involving 15 metro-Boston communities. Lime is also participating in the Town of Brookline's e-scooter pilot which launched on April 1. In total, Lime riders have taken hundreds of thousands of trips here in the Bay State. Given that metro-Boston recently earned 'worst traffic in the nation' honors, the need for more reliable and flexible mobility options that will help people connect to transit and leave their car at home has never been greater.

There are several trends toward light electric mobility in the Commonwealth that seem to run on a different trajectory than these proposed changes:

- Governor Baker's recent Future of Transportation in the Commonwealth report, which specifically calls out micro-mobility options like ebikes and scooters as powerful tools to combat congestion and help reduce GHG emissions
- Representative Decker's draft bill (H.2836) to bring our state economy to 100% renewable energy by 2045, with specific focus on greening the transportation network and supporting the growth of new mobility options like e-bikes
- There are currently seven scooter bills and two e-bike bills working their way through the State House with broad support
- E-bikes are fastest growing segment of the bicycle industry and are expanding the radius of what a realistic bicycle commute in the region could be
- New modes are gaining popularity almost daily with the average consumer. These are one wheels, skateboards, and the like and can be seen on DCR paths today

Couple these macro trends with the robust and growing trail network managed by DCR and we have the potential for modeshift on a scale we haven't yet seen in the region, but desperately need. The proposed draft regulations do not help move us into that future. Below are two points on the new draft definitions for 'pedal-assist electric bicycle' and 'motorized conveyance':

PEDAL-ASSIST ELECTRIC BICYCLE:

Given current pending legislation (H.3014/S.2071) which classify ebikes into the 3-tiered system that has been adopted by more than 20 states to date, I ask that DCR either refrain from adopting the proposed definition pending resolution of these bills, or simply adopt this proven classification framework. Given the fluidity of our path network with municipal boundaries and jurisdiction changes all around, consistency will be key to seamless use by the public.

MOTORIZED CONVEYANCE:

With new types of light-electric vehicles emerging almost daily on our roads and paths, we would do a disservice to the public if we didn't acknowledge their existence and popularity with sensible regulation and rules of use. A blanket restriction on all light electric vehicles except pedal-assist electric bicycles is neither practical nor realistically enforceable. Rather, DCR should look to manage how riders on these new modes behave, through speed limits, targeted restrictions on areas of increased sensitivity, etc. Things like signage, pavement markings, and other reminders are effective ways to communicate expectations to all.

As a provider of micro-mobility fleet services, I can communicate directly with my riders. But this is about more than just one company, it is about the general public that is increasingly interested and comfortable moving around on these new modes. DCR's shared use path network, and it's expansion through efforts like the Land Line and Emerald Network Initiative, is exactly where they will feel safest and want to ride, to scoot, etc.

One final point I'd like to make is around data driven analysis and it's importance in any decision making process of this scope. By measuring the relative impacts of different vehicle types, we can make nuanced decisions about when and how best to regulate them. What is good for the Charles River Paths might not translate well to facilities in the Berkshires, for example. I urge DCR to share their calculus of measurement for new modes if there is one, and to develop one if there is not.

In closing, let me thank you for the amazing pathway network that you steward. It is a gem that most cities would aspire to. I am excited to see the role you will play in our new mobility future and appreciate the opportunity to be part of the conversation. Please consider me a resource moving forward, I'm happy to share our learnings.

To the future,

7/25/2019

Comments on draft DCR regulations 302 CMR 11.00 and ... - Comments, Regs (DCR)

Scott Mullen
Director of Expansion, Northeast
July 23, 2019



July 23, 2019

Neutron Holdings, LLC, dba Lime
85 2nd St
San Francisco, CA 94105
c/o Scott Mullen
Director of Expansion, Northeast

Department of Conservation and Recreation
Attn: Laura Dietz
Assistant General Counsel
251 Causeway St
Boston, MA 02144

Regarding 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules, and
302 CMR 12.00: Parks and Recreation Rules

Dear Ms. Dietz:

My name is Scott Mullen and I am Director of Expansion for Lime in the Northeast. Today I write to offer feedback on the proposed changes to DCR regulations that might run counter to other macro trends and initiatives happening in the Commonwealth.

Lime is a US-based mobility company that operates in more than 100 cities in America and across the world. We launched our first fleet in summer of 2017 and since then have logged more than 65 million trips on our bikes, ebikes and escooters. Our vision is to revolutionize mobility by empowering cities with greener, more efficient, and affordable transportation options.

Here in Massachusetts, Lime is the only sanctioned provider of dockless pedal-assist electric bicycles in an MAPC-coordinated system involving 15 metro-Boston communities. Lime is also participating in the Town of Brookline's e-scooter pilot which launched on April 1. In total, Lime riders have taken hundreds of thousands of trips here in the Bay State. Given that metro-Boston recently earned 'worst traffic in the nation' honors, the need for more reliable and flexible mobility options that will help people connect to transit and leave their car at home has never been greater.

Neutron Holdings, LLC, dba Lime | 85 2nd St | San Francisco, CA 94105



There are several trends toward light electric mobility in the Commonwealth that seem to run on a different trajectory than these proposed changes:

- Governor Baker's recent Future of Transportation in the Commonwealth report, which specifically calls out micro-mobility options like ebikes and escooters as powerful tools to combat congestion and help reduce GhG emissions
- Representative Decker's draft bill (H.2836) to bring our state economy to 100% renewable energy by 2045, with specific focus on greening the transportation network and supporting the growth of new mobility options like e-bikes
- There are currently seven scooter bills and two e-bike bills working their way through the State House with broad support
- E-bikes are fastest growing segment of the bicycle industry and are expanding the radius of what a realistic bicycle commute in the region could be
- New modes are gaining popularity almost daily with the average consumer. These are one wheels, skateboards, and the like and can be seen on DCR paths today

Couple these macro trends with the robust and growing trail network managed by DCR and we have the potential for modeshift on a scale we haven't yet seen in the region, but desperately need. The proposed draft regulations do not help move us into that future. Below are two points on the new draft definitions for 'pedal-assist electric bicycle' and 'motorized conveyance':

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In closing, let me thank you for the amazing pathway network that you steward. It is a gem that most cities would aspire to. I am excited to see the role you will play in our new mobility future and appreciate the opportunity to be part of the conversation. Please consider me a resource moving forward, I'm happy to share our learnings.

To the future,

Scott Mullen
Director of Expansion, Northeast
July 23, 2019

E-Bike Regulation

Daniel Alexander Reid <daniel.a.reid@gmail.com>

Thu 7/25/2019 9:35 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I have for many years been a full-time by commuter, and continue to do so as a new father of two. In order to continue writing for the positive affects on our health, environment, and use of urban space, I have purchased with my wife and electric cargo bike. Though I continue to ride human powered bikes for both transportation and recreation, the E bike allows me to continue writing and being a one car household with a very busy schedule. Benning E bikes from Pats would force my family and I to add another car to the already congested Boston traffic, and disallow us from getting the exercise and fresh air that we value so highly.

Thank you for considering the important role that e-bike play in our state.

Daniel Reid

50

Daniel Reid
56 Penfield Street

Roslindale, MA 02131

724-799-9029

daniel.a.reid@gmail.com

Sent from my iPhone

In regards to eBike access in Massachusetts.

Patrick Clapp <patrick@bike-ify.com>

Thu 7/25/2019 8:46 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

📎 3 attachments

UCI eMTB PressRelease.pdf; Environmental Impacts from eBikes.pdf; eMTB_Book_11.7.17_lowrez.pdf;

My name is Patrick Clapp, I am a resident of Somerville and I am a cycling industry professional and advocate. I operate as a business development manager for bike-centric businesses and organizations in New England.

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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Furthermore, I would like to address the benefits to providing the aforementioned accessibility, and the potential downfalls of any sort of prohibition on eBikes:

- With e-Bikes being a significantly growing market segment in the industry, providing accessibility for the technology will allow small businesses all over the state to begin carrying and selling these products in full, this will bolster local economies.
- Increased availability for these products will encourage the activity of new and returning riders, enhancing quality of life by allowing more people to explore the outdoors.
- The use of ebike technology will be difficult to manage without the proper classifications and direction from the state; thus accessibility for all bicycles could be challenging to maintain.
- The vast majority of the bicycle industry and it's members are in support of this new technology being adopted throughout the world, as it represents significant growth towards all of our goals: getting more people on bikes.

I would like to submit the attached documents in order to back up the comments and information mentioned. They are pulled from industry leaders such as the International Mountain Bike Association, People for Bikes, and UCI.

Thank you for considering the important role that e-bike play in our state.

--

Patrick Clapp
704.777.5836



7/25/2019

In regards to eBike access in Massachusetts. - Comments, Regs (DCR)

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UCI declaration concerning E-mountain bike

Apr 5, 2019, 12:07 PM

The Union Cycliste Internationale (UCI) wishes to make it clear that E-mountain bike (electrically-assisted mountain bike) is one of the disciplines under its auspices.

E-mountain bike is firmly entrenched in the cycling family: numerous well-known bicycle brands produce bikes used by enthusiasts of this speciality, and several National Federations affiliated to the UCI have already organised National Championships for the discipline, won by specialists of mountain bike cross-country Olympic (XCO), such as France's double Olympic Champion and five-time UCI World Champion Julien Absalon (see picture above).

To encourage the development of this popular activity among cyclists of all levels, the UCI integrated E-mountain bike into its Regulations (Part IV: Mountain bike events) on 1 January 2019 and awarded the 2019 edition of the UCI E-Mountain Bike World Championships to Mont Sainte-Anne (Canada) which will organise the first edition of this competition in August as part of the UCI Mountain Bike World Championships presented by Mercedes-Benz. Events, several of them grouped under the WES E-Bike Series, have been registered on the 2019 UCI Mountain Bike International Calendar, and a UCI World Cup and Continental Championships will be organised from 2020.

In the light of the strong development of the discipline, the UCI was very surprised and disappointed by the announcement made by the International Motorcycling Federation (Fédération Internationale de Motocyclisme – FIM) concerning the organisation of an FIM E-Bike Enduro World Cup in France on 1-2 June, with no regulatory basis.

The UCI had already notified the FIM in September 2017 that it considered E-mountain bike events to come exclusively under its jurisdiction and that the respective roles of the two International Federations (UCI and FIM) were clear and would not be called into question.

The UCI Regulation, approved by its Management Committee in September 2018, stipulates that an E-mountain bike's electric motor must not exceed 250 watts and that pedalling assistance is permitted up to a maximum speed of 25km/h. This definition corresponds with the applicable European regulations (EN-15194), which gives an unequivocal definition of a "pedal cycle with pedal assistance" (cycle equipped with an auxiliary electric motor having a maximum continuous rated power of less than or equal to 250 W, where the output of the motor is cut off when the cyclist stops pedalling and is otherwise progressively reduced and finally cut off before the vehicle speed reaches 25 km/h).

The UCI wishes to announce that events in domains under its exclusive jurisdiction that are registered on the FIM calendar or those of its member Federations will be considered "banned events" in line with its Regulation. Consequently, any UCI-licensed rider participating in one of these events would risk disciplinary measures.

Commenting on this subject, the UCI President David Lappartient declared: "I am delighted by the boom currently enjoyed by E-mountain bike, a specialty that enables a new public to take up mountain biking – a demanding discipline – and which is also appreciated by high-level riders. The UCI means to develop this activity which, as with other forms of cycling, comes under its exclusive jurisdiction."

Meanwhile, double Olympic Champion and five-time UCI World Champion Julien Absalon declared: "Electrically-assisted mountain bike is a new challenge for me. I won the first French Championships and I cannot wait for the UCI World Championships in Mont-Saint-Anne in September. In 10 years' time I will be able to say, 'I was there!' Electrically-assisted mountain bike is an extension of cross-country Olympic. It's good that bodies such as the UCI take new practices seriously. The manufacturers, athletes, and public are there. The electric bike is a social phenomenon that contributes to the development of our sport. It is great that it is also recognised at the highest level."

Francesco Di Biase, organiser of the WES E-Bike Series: "We join the UCI Mountain Bike International Calendar for the first time this season with several rounds. We are expecting a very high-level field of international athletes. We are very proud of this recognition from international bodies and intend to continue working hand in hand with the UCI for the development of electrically-assisted mountain bike."

**A Comparison of Environmental Impacts from
Mountain Bicycles, Class 1 Electric Mountain
Bicycles, and Motorcycles:
Soil Displacement and Erosion on Bike-Optimized
Trails in a Western Oregon Forest**



PREPARED FOR: Bicycle Product Suppliers Association

PREPARED BY: The International Mountain Bicycling Association
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Abstract

In the fall of 2015, under contract with the Bicycle Product Suppliers Association (BPSA), with counsel from a field of recreation management experts, and through a review of existing studies of erosional impacts from trail users, the International Mountain Bicycling Association (IMBA) conducted a scientifically controlled field study designed to measure relative levels of soil displacement and erosion resulting from traditional mountain bicycles, electric mountain bicycles (eMTBs), and traditional off-road motorcycles (i.e. dirt bikes). The observations were compiled in controlled environmental conditions, with each type of bike making multiple passes on separated sections of the same trail within a single test site.

IMBA developed these hypotheses for this small initial study:

- Soil displacement and erosion caused by mountain biking will be consistent with existing studies showing relatively low impact as with other types of non-motorized travel on this type trail (a bike-optimized trail also considered a sustainable trail) and this set of local conditions.
- Soil displacement and erosion from Class 1 eMTBs will likely fall somewhere between those caused by mountain bikes and motorcycles. It is expected that they will much more closely resemble those of mountain bikes.
- It is expected that Class 1 eMTBs may lead to greater soil displacement under certain conditions, such as through turns, including bermed turns; on ascents and descents; and where there are abrupt changes in trail conditions.

Results from the field experiment show that, under this set of conditions, soil displacement and tread disturbance from Class 1 eMTBs¹ and traditional mountain bikes were not significantly different, and both were much less than those associated with a gasoline-powered motorcycle.

Understanding the potential resource impacts of trail-based recreation is a necessary and important first step for formulating management strategies. This is especially important for new types of recreational pursuits, such as the fast emerging power-assisted vehicles like eMTBs. Additional research is needed to further assess the range of environmental and social impacts for successful eMTB use on public lands.

Mountain bicycling is a solely muscle-powered activity, and is thus regulated as a non-motorized use, along with hiking, trail running, and horseback riding. eMTBs are not entirely muscle-powered. IMBA recognizes that eMTBs, particularly Class 1 eMTBs, are substantially different from other motorized uses, and may warrant a separate category and new management strategies. IMBA does not have an advocacy interest in this Class 1 eMTB study, but is leading this study

¹ A "Class 1 electric bicycle," or "low-speed pedal-assisted electric bicycle," is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.





as a respected partner of land management agencies; to further knowledge about recreational trails; and to inform future discussions with members, chapters, land managers, the bike industry, and other user groups.





Introduction

The emergence of electric bicycles, commonly known as e-bikes, is a rapidly growing component of the bicycle market in the US (MacArthur and Kobel, 2014). As a transportation option, they represent an opportunity to reduce vehicle use and emissions, as well as the physical barriers to cycling. For use on trails, they present similar opportunities to reduce barriers to cycling but, as a new use, present new challenges for trail management.

While already popular in Europe, the use of eMTBs is on the rise in North America, and their increased presence is sparking controversy within the trail user community. Electric mountain bikes are generally defined as motorized vehicles for the purposes of trail use on federal lands, with states and municipalities expected to make their own decisions.

All trail users affect the trail surface and surrounding environment, especially when trails are poorly constructed. Those impacts range from vegetation loss to soil erosion, and related water quality problems. However, there is no evidence that traditional mountain bicycling causes greater environmental impact than other recreational trail uses. In fact, current research suggests that mountain bicycling impacts are similar to hiking, and less damaging than equestrian and motorized users.

There have been no studies of the environmental impacts of eMTBs specifically, but there exist numerous studies on the impacts of both mountain bicycles and off-road motorcycles, which provide a basis for developing research protocols. One could speculate that the impacts of eMTBs on trails would fall somewhere between the two modes, but this is a rather wide span, particularly regarding soil displacement under certain trail conditions, e.g., turn exits, steep grades, and/or non-cohesive soils.

The lack of existing data may contribute to poor trail management decisions that may either unnecessarily ban eMTBs from trails or allow them where their impacts will be disproportionate to their use. An understanding of how eMTBs affect the environment and trail management is needed so that land managers and the communities that support them can make informed access decisions.

The purpose of this study was not to decide whether eMTBs should be regulated as bicycles or motorcycles, or whether they are appropriate for shared-use on non-motorized trails. These decisions are for land managers to make in consultation with their recreation community. This report provides an understanding of some of physical impacts to trails associated with this use, and how these might differ from those associated with traditional mountain bicycles.

What is an eMTB?

A Class 1 eMTB is an e-bike that can be pedaled under human power alone as well as pedaled with the assistance of a battery-powered electric motor. eMTBs are capable of and primarily designed for off-road use, with wider, lugged tires, a sturdier frame, and front or dual suspension





systems. State traffic codes and regulations apply to transportation routes (e.g. streets and bike paths) only and have no bearing on recreational routes (e.g. singletrack trails), so it is up to land management agencies at each level of government to define their own rules and regulations regarding eMTB use.

The current definition of eMTBs defines them as motorized vehicles for the purposes of recreational trail use on federal lands, with states and municipalities looking to federal agencies for guidance. However, states and municipalities generally have greater flexibility in defining trail access than federal agencies.

What's Needed

An understanding of how eMTBs affect the environment and trail management is needed so that land managers and the communities that support them can make informed decisions about trail design, construction, and management. In order to achieve a better understanding of the impacts of eMTBs on the trail landscape, several factors need to be studied:

- **Test Riding:** Comparison of eMTBs alongside mountain bicycles and motorcycles helps understand how eMTBs perform and are used on trails, what the experience is, and how that might affect other trail users.
- **Test Trails:** It is likely that impacts to trails are somewhere between mountain bikes and motorcycles, but this is unknown. Test trails are needed to understand and measure the effects on trails directly and to the surrounding environment. Future efforts should focus on developing and testing eMTB-specific trails.
- **Special considerations for trail design, construction, and maintenance**
 - Grade, turns, jumps, and trail direction are some of the trail design and management characteristics that could be affected.
 - Weight: eMTBs are considerably heavier than mountain bicycles but as technologies improve, weight may become less and less of a factor and may ultimately be indistinguishable from regular mountain bicycles.
 - Ascending trails: eMTBs make ascending even very steep and technical trails easier. Power and ability to keep weight over rear wheel can help to maintain traction.
- How the trail experience is similar to and differs from mountain bicycling

Empirical study is the best way to understand the impacts and make reasonable assertions regarding environmental and social effects.

Where to Start

There are a host of potential environmental impacts to the landscape from any trail user, from soil erosion to the spread of invasive species and wildlife impacts. For this initial study, it was important to select a project suitable for the scope and that would provide meaningful initial data





for future studies. Soil displacement and erosion were selected as the best choice for this first small-scale study.

"Soil erosion is the single most important, managerially significant trail degradation indicator." (Jewell & Hammitt, 2000)

IMBA's Role in Studying eMTBs

IMBA has an interest in continuing to deliver best practices in trail construction and management. IMBA does not directly gain from this study. A cursory look at IMBA's eMTB user survey, along with the comments on blog posts and magazine articles, suggests that IMBA risk the ire of a share of its members in engaging in this study.

While eMTBs are motorized, they most closely resemble traditional mountain bicycles and have the potential to impact mountain bicyclists more than other users. As such, IMBA has an obligation to provide information to land managers, its members, and trail communities in managing and creating experiences appropriate for this evolving use.

As the leader in trail design, construction, and management, IMBA possesses the requisite set of skills to provide technical assistance to study the effects of eMTBs on trails. Likewise, IMBA's role in providing user management resources to land managers makes it imperative that IMBA take a leadership role in identifying conflicts and opportunities presented by the advent and evolution of eMTBs.

Study Goals

The goals of the study are to:

- Further IMBA's overall knowledge base regarding trail design, trail construction, and environmental impacts related to mountain biking and other trail uses.
- Provide an objective analysis of the physical impacts of Class 1 eMTBs relative to traditional mountain bikes and traditional dirt bikes by measuring soil displacement after hundreds of passes on a controlled course.
- Gather information regarding possible social impacts associated with Class 1 eMTBs.
- Provide land managers with data and analysis to assist them in making informed decisions regarding appropriate access.
- Create a baseline of data about the impacts of Class 1 eMTBs, which will inform what types of additional studies are warranted.

Study Hypotheses

- Soil displacement and erosion caused by mountain biking will be consistent with existing studies showing relatively low impact as with other types of non-motorized travel on this





type of trail (a bike-optimized trail is also considered a sustainable trail) and this set of local conditions.

- Soil displacement and erosion from Class 1 eMTBs will likely fall somewhere between those caused by mountain bikes and motorcycles. It is expected that they will much more closely resemble those of mountain bikes.
- It is expected that Class 1 eMTBs may lead to greater soil displacement under certain conditions, such as through turns, including bermed turns; on ascents and descents; and where there are abrupt changes in trail conditions.





Study Area

The study took place on existing trails on Bureau of Land Management (BLM) lands in Northwest Oregon. The BLM and IMBA have a regional assistance agreement to cooperate in trail related planning, design, and research. The test trail sections were on low-use bike-optimized trails, designed and constructed using IMBA best management practices, with short sections of former extraction roads used to create short loops for each mode.

Topography of the test site is generally north-facing aspect with moderate slopes ranging from 20-50%, at elevations ranging from 2,100-2,300 feet (640-700 m). Average rainfall is 80 inches per year (203 cm), with a temperate climate characterized by wet winter and spring, and dry summer months. Soils in the area are well draining, comprised of volcanic Zygoré gravelly loams, with parent material of volcanic ash over colluvium derived from basalt and andesite. (NRCS, 2016.) Prior to testing, soils were consistently very dry across the test site, the area having experienced lower than average spring precipitation.

The vegetation is typical of Western Cascade foothills, dominated by a Douglas fir-Western hemlock forest community, with Western red cedar, red alder, and big leaf maple also common. Understory is comprised primarily of Oregon grape (*Mahonia sp.*), salal (*Gaultheria shallon*), and sword fern (*Polystichum minutum*); with grasses and blackberry (*Rubus discolor* and *R. ursinus*) dominating along open roadbeds.



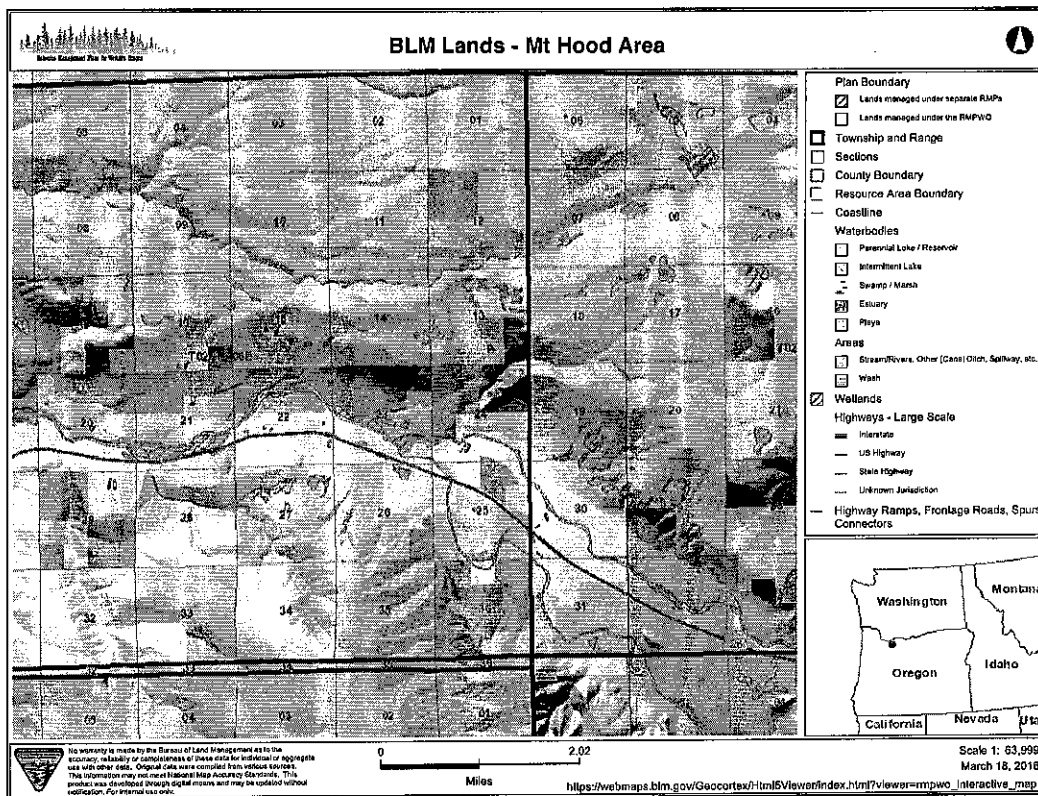


Figure 1. Study Area: BLM Managed Lands near Sandy, Oregon. BLM lands are shown in yellow.

Test Trail

The section of trail was selected for several reasons:

- It has several bermed turns and runs, connected by an old access road up the middle. This was used to break the trail into short loop sections that have similar conditions for testing of each mode efficiently.
- It sees relatively low use, compared with most other trails in the area, meaning closures during testing periods were accomplished with minimal impact to users.
- IMBA staff designed and constructed the trails and were familiar with the terrain and soil conditions.
- Vehicle access is restricted, so it was unlikely that any unauthorized users, especially motorized users, would access the trail.
- Trail users are accustomed to the sounds of motorized machinery (in this case, dirt bikes) and trail closures for trail construction.
- The test site was not visible from trail closure points at intersections.



The trail was closed during preparation and testing. Trail construction warning and temporary closure signs were placed at access points to this trail section and at key decision points within the trail system in order to restrict use outside of test laps. Given the potential for controversy regarding eMTBs among the mountain bicycling community, care was taken in not disclosing the location of the test site prior to and during field testing to avoid tampering with the test site.





Study Methods

Site Preparation

- Test trails were along the same section of trail, with no intersections.
- Test loops ranged from 1900 to 3100 feet (~600 to 950 m) in length, comprised of a contour singletrack descending section, with rollers, dips, and a bermed turn. Singletrack trail sections were connected into loops using an old roadbed. Each roadbed climb had two at-grade steep turns (20-25% grade) and a straight run at 12-15% grade.
- Ten permanent sample sites were set up on each loop to observe and record cross-sectional areas (CSA). Seven sample sites were established on each singletrack section, with three sample sites on each roadbed section.
- Sample sites were paired to match trail conditions for each loop (e.g. each had sample sites at comparable locations on bermed turns, road bed climbs, trail grade, tread texture, etc.). Sample sites were selected to capture a range of trail conditions.
 - Two plastic survey stakes (16" x 2") were placed at each sample location, perpendicular to the trail tread, 51.2 inches (130 cm) apart (the span of the CSA measurement tool), as measured from the center of the stake head. Stakes were placed into the ground so that the head was flush with the surface. Efforts were made to keep stake heads as close to level as possible, in some cases meaning that part of the head of the stake was countersunk.
 - Each stake was identified with the sample site number and a letter indicating whether it was on the uphill ("A") or downhill ("B") side of the tread. For roadbed locations, or where uphill and downhill was not obvious, the left side marker (as one faced the trail in the direction of travel for the test) was labeled as "uphill" ("A").
 - In order to ensure that the sampling location could be relocated in the event of tampering or other damage to the placement of the markers, survey marker locations were measured from reference tree markers (round pre-numbered aluminum tags, affixed to trees using aluminum nails). The distance (to 0.1 cm) and bearing to two tree markers was recorded for each survey marker location.

Controlled Variables

To the extent feasible given the study scope, effort was made to control for environmental, equipment, and rider variables. Environmental variables controlled across sample sites include:

- Soil type
- Soil moisture
- Vegetation type and canopy cover
- Level of use
- Tread texture and surface stability



- Trail feature (e.g. roller, dip, insloped turn)
- Trail grade

Equipment and rider variables controlled:

- Wheel size (for MTB and Class 1 eMTB)
- Tire make and model (for MTB and Class 1 eMTB)
- Tire pressure (for MTB and Class 1 eMTB)
- Rider skill and weight

Cross-Sectional Area “CSA” Measurements

- A CSA tool was created to allow for consistent, replicable measurements at each sample station (Figure 2). The CSA tool was placed at a fixed height on the uphill side, at 30 cm above the survey marker surface. The downhill side was adjusted in height until level along the horizontal.
- Three levels were monitored (1 horizontal axis and 2 vertical axes) throughout the sampling to maintain consistent measurements. Measurements were replicable to +/-1 mm at each interval.

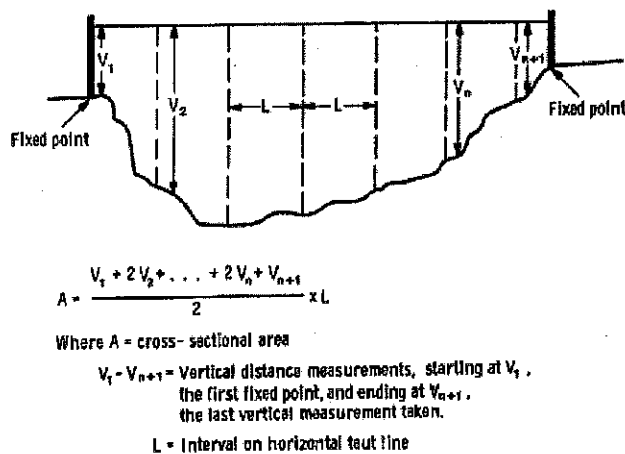


Figure 2: Layout of trail transect and formula for calculating CSA. (From: (Cole, 1983))

- CSA was measured at each sampling station. Vertical measurements were captured using the CSA tool at 10 cm intervals across the trail tread, up to 120 cm from the uphill side fixed marker.
- Measurements were taken at 0 (prior to test), 50, 100, 200, and 500 laps for Class 1 eMTB and mountain bike modes. Motorcycle mode was measured at 0, 50, 100, and 200 laps.
- Motorcycle laps were discontinued after 200 laps due to concerns regarding tread damage.

- All test riders were advanced to expert riders and were asked to ride as they normally would.
- CSA measurements and photos were taken at 0, 50, 100, 200, and 500 laps.
- Soil moisture was captured at each sample location twice daily during testing (in the morning and afternoon) using a HydroSense soil moisture meter (volumetric water content measured at 6-12 cm depth).
- Additional observations captured include disturbance area and condition class along the entire tread (not just at sample sites).



Figure 3. CSA measurements along the test trail loops at permanent sampling stations.

Condition Class Assessment ("CCA")

A CCA was used to assess the overall impact of experimental treatments along the full length of each trail segment (not exclusively at sampling sites). CCAs are commonly used in trail assessments to provide rapid, qualitative evaluations of site conditions. Classes were modified to reflect the range of disturbance conditions at this test site. (Jewell & Hammitt, 2000; J. L. Marion & Leung, 2001)

Condition Class Assessment		Depth (loose soil), cm	Trench depth, cm
CC1	no to minimal disturbance, not visibly different from start condition	<0.5	<0.5
CC2	minor disturbance, less than half tread width, noticable soil/litter movement	0.5-2	<0.5
CC3	moderate disturbance, greater than half of tread width, noticable soil movement, loose soil evident	2.0-4.0	0.5-2.0
CC4	high disturbance, loose soil common throughout tread, accumulation evident, some trenching/breaking tread evident	4.0-6.0	2.0-4.0
CC5	severe disturbance, trenching and piling of soil	>6cm	>4.0



Data Analysis

- Data preparation: Any soil movement or change in the tread surface is important to capture, not just soil loss. Loose soil is often pushed to the side such that no change in total CSA would be measured, but this loose soil is available for erosion. Total change in soil surface is used, whether an increase or decrease was recorded (absolute value of change from 0-lap measurement).
- For group pairs, t-tests (two-sample and Welch) were used to compare sample means. Analysis of Variance (ANOVA) was used to compare sample groups, with a Tukey Honest Significant Difference test (Tukey HSD) as a post-hoc test to determine significance for group pairs.
- Data were transformed as needed to meet test assumptions.
- Data analysis was conducted using R (The R Foundation, version 2.15.1).



Study Results

This small study represents a very limited set of site and user conditions, the results of which may or may not be replicated in other locations and test conditions. No broad conclusions should be made from the observations presented.

Change in Tread Surface

One way to visualize soil movement (displacement and/or erosion) is to show a profile of trail sample sites. In order to compare paired sites (sample sites with similar trail conditions: slope, grade, texture, and feature), only the change in tread surface is shown and absolute values are used so that both soil increases and decreases can be illustrated, as any soil movement was important to capture. This allows for side-by-side comparison of sample sites by trail condition. A few selected sample sites are shown below (*Figures 4-6*).

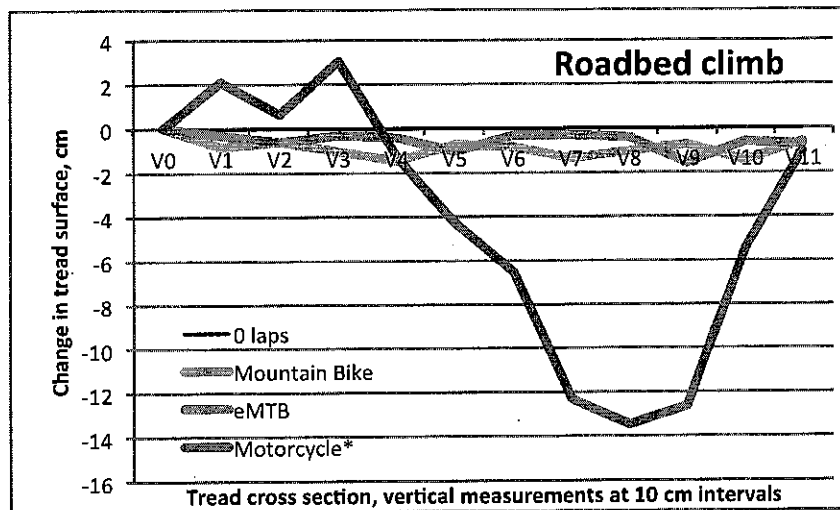


Figure 4. Trail profiles at 0 and 500 laps (200 laps for motorcycle). These show change in tread surface from the 0 lap measurement. For the motorcycle, you can see both trenching and piling of soil material as soil is displaced side-to-side and pushed downslope. These are from comparable sample sites on the roadbed.

The sample site illustrated in *Figure 4* is for a short steep climb on a roadbed. Under these site conditions, the mountain bicycle and Class 1 eMTB show similar soil movement (low), while the the motorcycle showed much greater soil displacement and erosion (large dip). The motorcycle engages a throttle for propulsion that moves the wheels even in the event of a loss of traction. This can lead to considerable soil movement, as is seen in *Figure 4*.

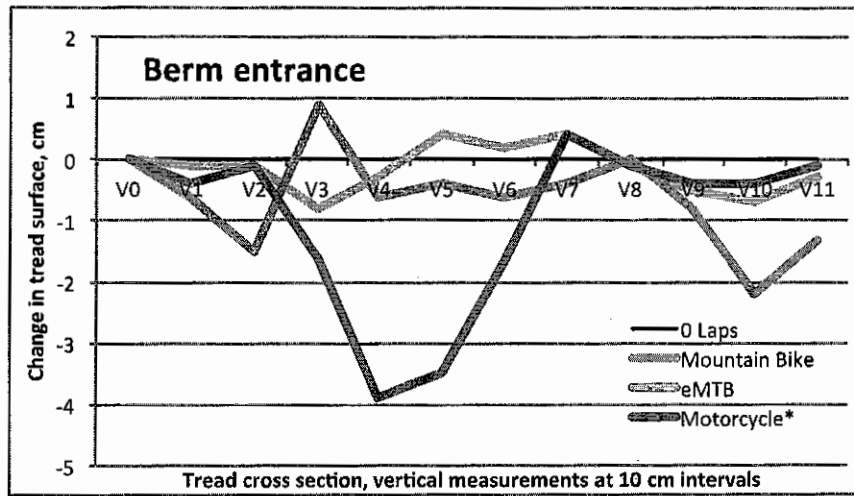


Figure 5. Trail profiles at 0 and 500 laps (0 and 200 for motorcycle). These show change in tread surface from the 0 lap measurement. Measurements taken at 10 cm intervals across each sample site, perpendicular to the trail. Greater soil displacement is seen for the Class 1 eMTB than for the mountain bike (some tread holes were observed forming), but much less than for the motorcycle. These are from comparable sample locations at the upper leg of a bermed turn.

The sample site illustrated in *Figure 5* is at a berm entrance, in the descending direction. Under these site conditions, the mountain bike showed the least amount of soil movement and the Class 1 eMTB showed slightly greater soil movement (both at 500 laps). However, both modes represent relatively little soil movement compared to the motorcycle (at 200 laps). As in *Figure 4*, there is a large dip in the tread, showing soil loss at the tread center from the motorcycle. All modes are likely braking while approaching a turn, though the inslope of the berm allows users to carry more speed than in other kinds of turns (e.g. switchbacks). In this situation, the combination of approaching speed and the mass of the vehicle could be affecting the soil movement differently: The Class 1 eMTB could allow users to approach the turn more quickly leading to greater soil movement upon braking and/or simply the weight difference (approximately 8 kg/20 lbs) could be sufficient to produce this result. Similarly, but on a much greater scale, the motorcycle can both approach the turn more quickly and has a much greater mass than either the Class 1 eMTB or the mountain bike (motorcycle weight plus protective equipment is roughly 250 lbs; engine output ranges approximately 100-200 times that of the potential output for this 350W Class 1 eMTB motor).

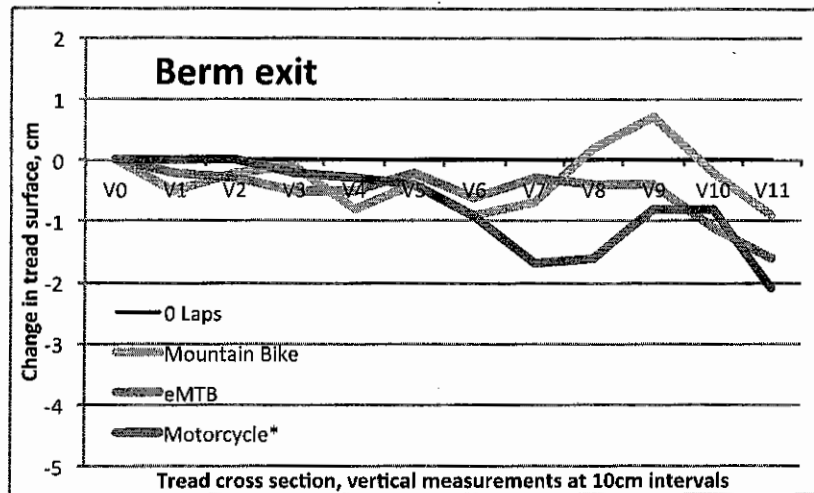


Figure 6. Sample site: Exit from bermed turn, descending direction

The sample site illustrated in *Figure 6* is for an exit from a bermed turn, in the descending direction. Under these site conditions, all modes show little soil movement. A typical wheeled user under these trail conditions would be simply rolling through the site, using little to no braking and no pedaling or throttle engagement. With a durable tread, as was the case for this study, no soil movement was measurable under these user conditions (simply rolling along the tread).

Class 1 eMTBs vs. Traditional Mountain Bicycles

Because the motorcycle was only tested to 200 laps, a direct comparison could not be made with the Class 1 eMTBs and mountain bicycles at 500 laps. However, this data point still provides valuable information for the study. While the average change in tread surface across all 10 sample sites was greater for Class 1 eMTBs than for mountain bicycles, there was considerable site to site variability, especially for mountain bicycle sites, as shown by the error bars in *Figure 7*. When comparing Class 1 eMTBs to mountain bicycles, a simple t-test could be used for analysis (*Table 1*).

Table 1. Comparison of average change in tread surface for Class 1 eMTBs and mountain bicycles at 200 and 500 laps using Two Sample t-test. There was no significant difference between the modes ($\alpha=0.05$) at either 200 or 500 laps.

pair	laps	t	p-value
eMTB-MTB	200	0.3638	0.7202
eMTB-MTB	500	-1.1122	0.2807

In considering average change in tread surface by mode after 200 laps, a difference between motorcycle impacts and those associated with Class 1 eMTBs and mountain bicycles is readily apparent (*Figure 8*). However, there is high variability among the motorcycle group of sample sites (note the span of error bars for “DB200”), as some sites experienced large amounts of soil displacement and rutting, while others showed little to no soil movement.

ANOVA and Tukey HSD Test

An analysis of variance (ANOVA) was conducted to determine if there was a significant difference between groups where more than two groups are compared, in this case: Change in tread surface for motorcycle, Class 1 eMTB, and mountain bicycle after 200 laps. Data were log transformed in order to meet test assumptions. The ANOVA showed that there was a significant difference between groups ($F=5.822$, $p\text{-value}=0.0079$), but this test cannot show which groups were different. The Tukey HSD Test is a post-hoc test, used following the ANOVA to identify which groups had significant differences. This test revealed that there was a significant difference between change in tread surface from motorcycles (DB) and that of both Class 1 eMTBs and traditional mountain bicycles (MTB) ($p=0.0173$ and $p=0.0169$, respectively; see *Table 2*). There was no significant difference between Class 1 eMTBs and mountain bicycles ($p=0.9999$).

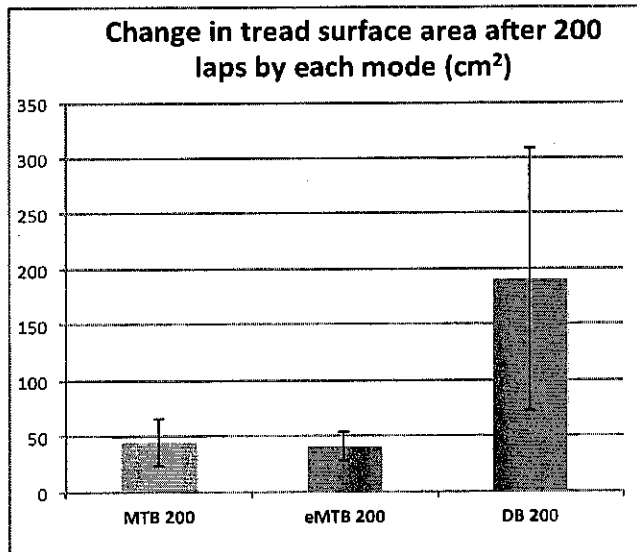


Figure 8. Average change in tread surface (absolute value) per sample site transect (cm²) after 200 laps. Error bars represent 95% confidence intervals.

Table 2. Tukey HSD Test results following significant ANOVA result. Fields highlighted in blue show significant results by mode pairs.

Mode pair	Difference in means	95% Confidence Interval		p-value (adjusted)
		lower	upper	
eMTB-DB	-0.9931	-1.8282	-0.1580	0.0173
MTB-DB	-0.9976	-1.8327	-0.1625	0.0168
MTB-eMTB	-0.0045	-0.8396	0.8306	0.9999

Condition Class Assessment

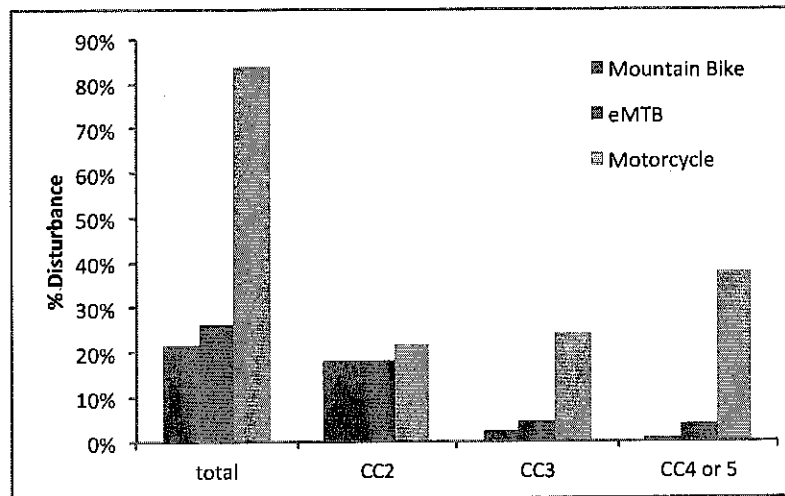


Figure 9. Tread disturbance by mode, after 500 passes. Total represents any disturbance (CC2 or greater; CC1 is no noticeable disturbance and is not included here).



Discussion

All trail users affect the trail surface and surrounding environment, especially when trails are poorly constructed. Those impacts range from vegetation loss to soil erosion, water-quality degradation, and disruption of wildlife. However, there is no evidence that mountain bicycling causes greater environmental impact than other recreational trail uses. In fact current research suggests that mountain bicycling impacts are similar to hiking, and less damaging than equestrian and motorized users. An emerging body of research suggests that when it comes to impacts to soils, water quality, and vegetation, the primary issue is not the type of user, but the way the trail is designed and constructed.

IMBA conducted a small trail impact study that measured soil displacement and erosion from traditional mountain bicycles, Class 1 eMTBs, and motorcycles under the same environmental conditions on separated sections of the same trail, within a single test site. Analysis of data from this small-scale field experiment showed support for the hypotheses. Some differences between the impacts of Class 1 eMTBs and mountain bicycles were observed, particularly at turns and grade changes. However, the soil displacement measured in this study was not significantly different (statistically) from that associated with mountain bicycles, and was much less than that associated with motorcycle use.

Electric-powered mountain bikes (eMTBs) are a new category of recreational use on public lands, a hybrid of muscle and electric power that falls between traditional motorized and non-motorized uses. Defining eMTBs as new category of recreation access will minimize impacts on access for mountain bikes and protect against an increase of motorized use on non-motorized trails.

Study Limitations

This was a small study, under a limited set of environmental and trail conditions, and user behavior. This study does not, and should not be interpreted to represent consensus on the environmental impacts of Class 1 eMTB. However, it is a first step in better understanding the physical impacts to tread surfaces from their use, and how these impacts may be similar to or different from other two-wheeled uses.

Environmental impacts are only part of understanding how a new use, like eMTBs, on public lands may affect the environment, user management, and experiences for other trail users. Social and regulatory factors may be of greater importance in determining appropriate use and should also be studied.

Access Implications for Land Managers

IMBA strongly recommends that trail management decisions for any recreational user have a foundation in science. The impact of mountain bicycling on trails and the environment has been a leading management concern since the activity's inception. Mountain bicyclists know acutely the experience of arbitrary decision-making based upon anecdotal observations of user behaviors





and environmental impacts. As a new use, eMTBs will likely face similar scrutiny.

Perception of impacts – both social and environmental – is an issue that Class 1 eMTBs face, in part because there are relatively few eMTBs currently on trails. Trail users and land managers have limited opportunity to observe and interact with this new use and may assume the worst in terms of impacts. Land managers should not just weigh environmental impacts, but should honestly address the social factors that also contribute to access decisions.

While the environmental impacts of a particular trail use are an important consideration in management, social and regulatory factors also play a critical role. For good or bad, access is not based upon a hierarchy of environmental impacts. Equestrian use has much greater environmental impacts than mountain bicycling, but it is managed quite differently for social, historical, and regulatory reasons. It is important to keep this in mind when evaluating this new use.





Conclusion

This study found that the impacts from Class 1 eMTBs and traditional mountain bicycles were not significantly different, while motorcycles led to much greater soil displacement and erosion. Observations suggest that Class 1 eMTBs may lead to more displacement under certain trail conditions. More research is needed before conclusions can be drawn regarding the environmental impacts of Class 1 eMTBs as compared with traditional mountain bicycles.

Understanding the potential resource impacts of Class 1 eMTBs is a necessary and important first step for formulating management strategies. Additional research is needed to further assess the range of environmental and social impacts for successful Class 1 eMTB use on public lands. IMBA's initial study suggests that, with conscientious management and attention to trail design, Class 1 eMTBs may have the potential to offer a beneficial use of public lands with acceptable impacts.





Appendix A: Throttle Observations: Mini Test

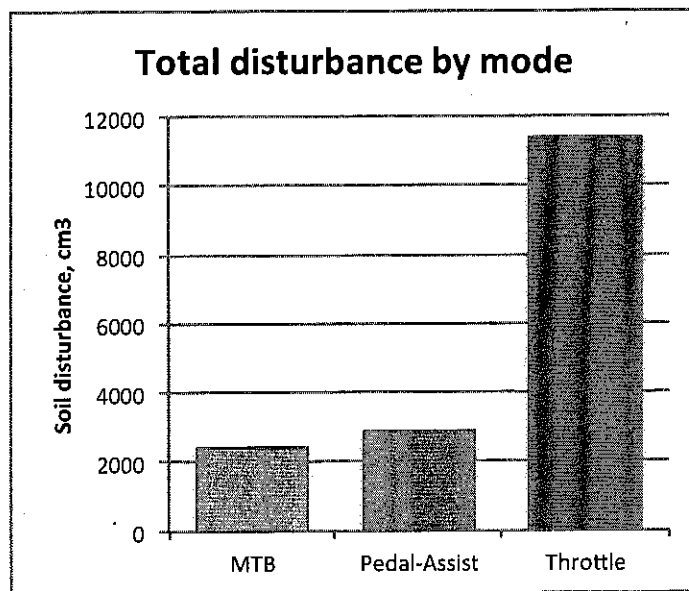
This was a very limited test to begin to understand the differences between pedal-assist and throttle eMTBs.

- Modes: MTB, pedal-assist eMTB, throttle-assist eMTB
- Pedal/throttle assist eMTBs at highest power setting
- Steep uphill: 40-45% grade over 4.5 m
- All modes start from full stop 4 m before grade change
- 50 laps each

MTB vs. Pedal-Assist: Greater area of disturbance, but less depth.

Throttle: Much greater area of disturbance, equal depth to Pedal-Assist.

- Most impact at crest of climb





Appendix B: Literature Review

A literature review was conducted in developing the methods for this study. While no studies have looked at the effects of eMTBs explicitly, there have been numerous studies of mountain bicycles and motorcycles, presumably encompassing the range of potential environmental impacts associated with eMTBs. Other studies characterizing soil displacement and erosion in general, regardless of use, also informed the study design.

- Wilson & Seney, 1994 – Erosion from experimentally applied mountain bicycling and motorcycles (also horses and hikers) on trails in Montana. Used existing trails, varying slopes, in wet conditions and dry. Applied rainfall to assess wet conditions and immediately following user passes to assess erosion. (Wilson & Seney, 1994)
- Thurston & Reader, 2001 – Impacts of experimentally applied mountain bicycling on vegetation and soils in a deciduous forest (also hikers). Not on existing trails, but on designated tracks on varying slopes, applied varying user passes (25 to 1000), then measured vegetation and soil compaction. Assessed recovery after 1 year. (Thurston & Reader, 2001)
- White et al, used point measurement of max incision and width in their observational study. ‘Cessford (1995a) discussed ecological impacts and presented several astute observations, though the majority of his conclusions were derived from other forms of recreation, such as hiking and off-road motorcycling. His most notable inference was that mountain bikes will generate the most torque during uphill travel, but considerably less pressure on the trail in comparison to other users when moving downhill, although degradation is possible “in extremely wet conditions, on uncompacted surfaces, or due to poor braking practices”’ (Gordon R. Cessford, 1995; White, Waskey, Brodehl, & Foti, 2006)
- Existing mountain bicycle studies show greatest erosion at turns and on steep downhill. (Goefft and Alder, 2001; White, 2006). For motorcycles, turns are also an area of higher erosion, as are uphill. Check other citations for additional information. (Goefft & Alder, 2001; White et al., 2006)
- All uses have greatest potential to cause damage to soils and vegetation in wet conditions. (B. J. Marion & Wimpey, 2007)
- Olive & Marion (2009) – Variable CSA approach. Observational study, but methods useful. (Olive & Marion, 2009)
- Wallin and Hardin 1996 – trail erosion using rainfall simulator. Insufficient resources for this study, but worth exploring for a future study to test under varying soil moisture conditions. (Wallin & Harden, 1996)
- SA MTB study (Clement, 2010) – used CSA method to monitor and assess mountain bicycling trails in South Australia for Mountain Bike Australia. These trails were building using BMPs for mountain bicycling trails. CSA for 20 randomly placed points along each of two trails (under different soil and rainfall conditions). (Clement, 2010)





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eMTB

LARRY WAGNER HANDBOOK



ABOUT



PeopleForBikes

PeopleForBikes is an organization that aims to make riding better for everyone. By collaborating with millions of individual riders, businesses, community leaders, and elected officials, PeopleForBikes is uniting people to create a powerful, united voice for bicycling and its benefits.

Their work focuses on making every kind of bike ride better—whether it's a ride on trails, to the grocery store, or all the way across town. Why? Because when people ride bikes, great things happen for our bodies and our minds, as well as our local and global communities.

Bicycle Product Suppliers Association

The Bicycle Product Suppliers Association (BPSA) is an association of suppliers devoted to bicycles, parts, accessories, and services. The association leads industry initiatives in legal and governmental affairs and safety issues, is the premier resource for bicycle statistical data, and provides regular networking and educational forums for its members.

Bureau of Land Management

The Bureau of Land Management (BLM) may best be described as a small agency with a big mission: to sustain the health, diversity, and productivity of America's public lands for the use and enjoyment of present and future generations. It administers more public land—over 245 million surface acres—than any other federal agency in the United States. Most of this land is located in the 12 western states, including Alaska. The BLM also manages 700 million acres of subsurface mineral estate throughout the nation.

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INTRODUCTION

HOW TO USE THIS HANDBOOK

This handbook was developed in partnership with the bicycling industry and the U.S. Bureau of Land Management (BLM), in consultation with professional trail builders. It is intended to be a practical field resource for the planning, design, construction, maintenance, and management of electric mountain bike trails.

WHY

Electric mountain bikes, or eMTBs, first began appearing on trails as custom conversion kits containing after-market batteries and motors attached to mountain bikes. Over the past several years, the sale of production eMTBs has steadily grown, particularly in Europe. In general, the overall e-bike category in the U.S. has grown about 450% since 2013, with year-over-year growth averaging around 50%.

Because trails are both a desirable and a limited resource, the arrival of any new user group can incite perceived conflict for existing users and land managers. Questions about potential negative impacts such as crowding or the spread of invasive species are legitimate concerns that should be addressed in order to assess the compatibility of new uses with existing ones.

One of the main advocacy lessons learned from the explosive growth of mountain biking in the 1990s was that an influx of new users cannot be properly managed in an information vacuum. An improper understanding of the negative and positive impacts of a new use will lead to poor management decisions about protecting resources and promoting outdoor activity. The purpose of this handbook is, therefore, to share information and best management practices to reduce the negative impacts and enhance the positive impacts of eMTBs.

WHO

The primary audience for the information contained in this document is land managers. Whether you are a landscape architect for a local parks and recreation department or the recreation manager for a 200-mile trail network on federal lands, this book is intended to assist you.

Trail advocates and volunteer trail builders will also find relevant material in this handbook, particularly in the practical discussion of developing trails that are environmentally, socially, and fiscally sustainable.

WHAT

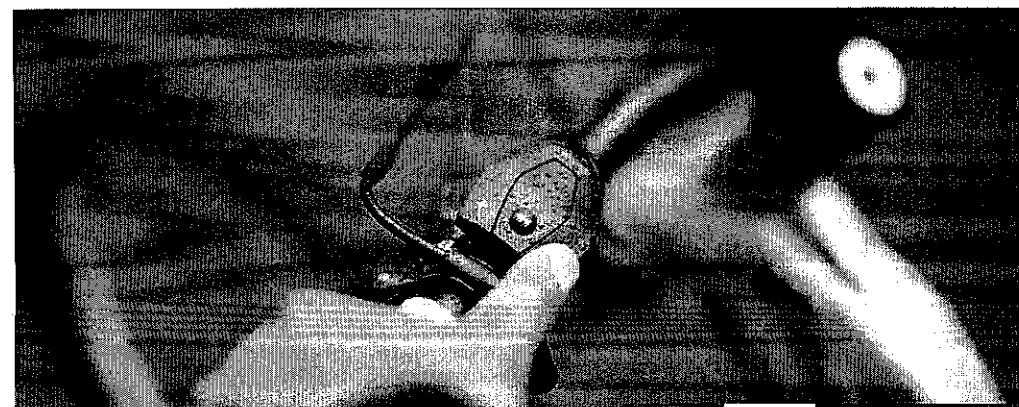
Impacts are inherently neutral; we assign value to them, deciding that they are either positive or negative. As with all other trail uses, eMTBs have the potential to create both negative impacts (such as trail erosion) and positive impacts (such as getting more people recreating). Minimizing the negative impacts and maximizing the positive impacts can only be done when there is a clear understanding of what experiences eMTB riders seek, how they interact with other users, and their physical impact on the natural environment.

WHERE

The diversity of landscapes, soils, habitats, and climates through which our nation's trails weave is nearly limitless, from the tundra of Alaska to the deserts of New Mexico and everything in between. It would not be possible to speak to each location's particular conditions, but there are themes that apply universally when considering developing sustainable trails and desirable user experiences for eMTB riders.

WHEN

The eMTB Land Manager Handbook is to be used throughout the life cycle of a trail, from early scoping meetings with stakeholders to ongoing tread maintenance.



CHAPTER 1

eMTBs

WHAT IS AN eMTB?

An eMTB is a bicycle with a small electric motor that is designed for the rigors of trail use. The presence of an electric motor, typically powered by a rechargeable battery and no more powerful than the motor of a hair dryer, separates it from a standard bicycle in that it is not solely human-powered.

Typically outfitted with mountain-bike specific technology such as disc brakes, suspension, and a wide gear range, eMTBs are functionally different from the large variety of electric bicycles (e-bikes) that are intended primarily for use on paved or improved surfaces, such as streets and bike paths. eMTBs do not include gas-powered bicycles, are quiet and emissions-free.

Two important technologies are relevant to the use and management of e-bikes, including eMTBs:

- *Pedal-assist eMTBs, also known as pedelec bikes or Class 1 eMTBs, only engage the electric motor when the rider pedals. This requires locomotion input from the rider, contrary to throttle-assist bicycles that can be activated without pedaling (Class 2 eMTBs).*
- *Governors cut power to the engine based on a predetermined top speed set by the manufacturer.*

CLASS 1-3 DEFINITIONS

American e-bike manufacturers created three categories of e-bikes, including eMTBs:



CLASS 1

A "Class 1 electric bicycle," or "low-speed pedal-assisted electric bicycle," is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.



CLASS 2

A "Class 2 electric bicycle," or "low-speed throttle-assisted electric bicycle," is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.



CLASS 3

A "Class 3 electric bicycle," or "speed pedal-assisted electric bicycle," is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and is equipped with a speedometer.

Most eMTBs from major manufacturers are Class 1 electric bikes that require riders to be pedaling for the motor to engage. In this handbook, eMTBs refer exclusively to Class 1 e-bikes.

WHAT DO eMTBers WANT?

Historically, the development of recreation trails focused on bringing people to important destinations or through unique landscapes. In urban areas, trails were developed to provide access to undeveloped areas. In almost all cases, there was little explicit consideration of the increasingly complex demand from users for specific experiences.

Current best practices for recreation trail development carefully consider both the mix of trail users (e.g., walkers, runners, equestrians, cyclists, ATV riders, etc.) and the desired experiences of each user group. Some people use the trail to experience solitude, while others want a physically or technically challenging outing. To further complicate matters, most users seek multiple experiences simultaneously.

Accepted trail construction guidelines, while providing best practices to reduce erosion, do not consider how the trail will feel for the user. Is solitude promoted by taking people to undeveloped areas? If the trail is intended to physically challenge users, does it do so at the expense of other users seeking a playful experience?

TYPICAL DESIRED EXPERIENCES FOR eMTBers

Planning trails for eMTBers requires an understanding of the typical trail experiences that they seek. In general, they are:

COMPARED TO OTHER TRAIL USERS

ESCAPE

Something removed from the daily grind, providing the opportunity to become absorbed in the present. It often means getting away from the urban environment, but a properly designed urban trail can also provide escape.

SOLITUDE

Getting away from the urban environment and people; being active, alone, and quiet in the outdoors.

CHALLENGE

Seeking to improve technical abilities, to solve a difficult problem, "clean" a trail feature or segment; sense of accomplishment.

PLAY

Amusing or enjoyable experience that brings forth a childlike pleasure to the pursuit. Delighting in the trail with less concern for the destination, playfulness is one of the defining features of trail riding and frequently enhances other experiences such as challenge or exercise.

EXERCISE

While riding a pedal-assist eMTB can reduce the fitness required to participate compared to riding a standard bicycle, it still requires physical activity. For some, health benefits are a primary goal, for others a bonus, for some an obstacle. Defining the physical fitness needed for a particular ride is important in setting user expectations appropriately. Recognition that some riders have high skill and low fitness (and vice versa) plays a role in trail planning.

COMPARED TO OTHER TRAIL USERS

In general, eMTBers are similar to other trail users, both motorized and nonmotorized, in that they seek a variety of experiences. They like to be outdoors on trails, sometimes for exercise, sometimes for fun, and sometimes for challenge. As with all users, the desired experience will vary by location as well as temporally. For example, during the weekend, users may seek escape in a backcountry setting, but during the week, a 30-minute outing after work is focused primarily on exercise.

eMTBers are more similar to other wheeled users in that they are better able to take advantage of the fun and efficiency provided by their bikes. This can separate them from pedestrians and equestrians who are unable to take advantage of the playfulness provided by the use of wheels.

COMPARED TO MOUNTAIN BIKERS

All of the desired experiences listed for eMTBers are also high on the list for mountain bikers. eMTBs will typically allow any given user to go further because of the assist, but that does not change the desired experience.

MORE INFORMATION

For more information on trail experiences, refer to *Guidelines to a Quality Trail Experience* by the **Bureau of Land Management** and the **International Mountain Bicycling Association** (<http://gqte.imba.com>).

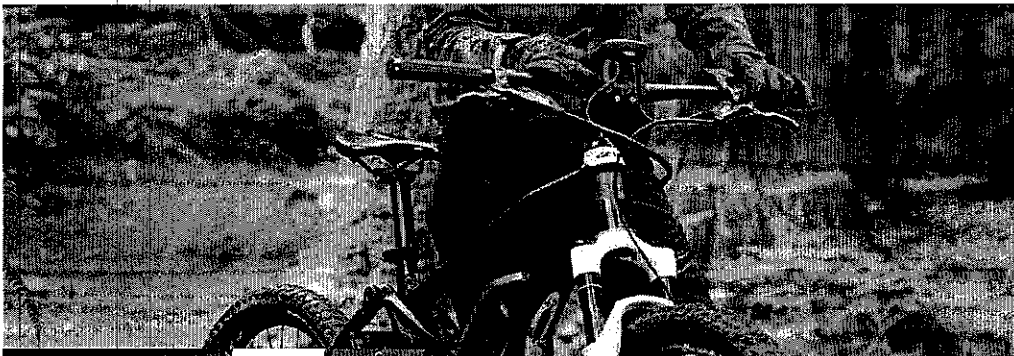
CHAPTER 2

SUSTAINABLE TRAILS

WHY SUSTAINABLE TRAILS?

A trail is a facility that allows the public to access and interpret landscapes while concentrating impacts to a defined corridor. A trail is considered sustainable when it allows users to enjoy an area with minimal impact to natural and cultural resources and requires only modest maintenance. When a trail fails to provide desired outcomes, the resulting impacts can be crowding, conflict, and the creation of unauthorized trails, so a truly sustainable trail must also align with desired user experiences.

Over the past several decades, the concept of sustainable trails has been refined. It is generally accepted by land managers and trail users that sustainable trails are necessary, and the reasons for this are both valid and obvious: poorly built and maintained trails are expensive to manage, result in environmental damage, and are wildly inconsistent in the experience they provide for users.



THE THREE FACETS OF TRAIL SUSTAINABILITY

ENVIRONMENTAL

When considering whether or not a trail is sustainable, a primary question to be answered is, "Will the trail provide resource protection?" As stewards of the natural environment, we have a responsibility to preserve landscapes, flora, and fauna for the enjoyment of future generations and the intrinsic benefit of natural habitats. Several resources exist to assist with the development of environmentally sustainable trails (see appendices).

SOCIAL

In the past, most discussions of trail sustainability focused on environmental sustainability and ignored social sustainability. This can be seen in the number of trails that are overcrowded, have less use than planned, or were created by users.

Each trail user seeks a specific experience. Because trails are open to the public, this means that different users seeking different experiences are on the same trail at the same time. Failure to consider or provide for a range of desired experiences leads to complaints of crowding and displacement. As problematic but more difficult to see is the latent demand for trails that don't exist. How many more people would be more active if there was a trail that met their needs?

Allowed uses factor into social sustainability. Trails that are open to a wide variety of user types will obviously provide the greatest good for the least amount of infrastructure. However, this may conflict irrevocably with desired user experiences; people will have a hard time finding solitude if everyone is crammed into the same space. Trail use configurations include:

SINGLE-USE

Single-use trails allow only one use type, such as mountain biking or hiking. Advantages include:

- Targeted user experience. With only one user type, it is possible to fine-tune the desired experience. For example, a trail specifically designed for technical challenge on a dirt bike would not need to consider whether hikers or equestrians could safely navigate it.
- Dispersal of users. Popular recreation areas with crowded trail systems can use single-use trails to best accommodate heavier traffic near the trailhead or at popular destinations, reducing conflict until people disperse into the system.

MULTI-USE

Multi-use trails allow two or more user groups to access a trail, such as hikers and equestrians. Multi-use trails are the most popular type of trails, although the user mix varies greatly. Advantages include:

- Best accommodates the needs of the broadest array of users.
- Helps to build a trail community. Visitors are encouraged to cooperate in order

to preserve and protect a common resource, and encountering other types of users on a trail helps to establish mutual respect and inspire courtesy.

- Cost- and resource-efficient, taking advantage of available space and trail mileage. This results in fewer miles than would be necessary to accommodate trails for individual user groups.
- Supports the most visitors. Trails that lead to specific major destinations, such as waterfalls and scenic vistas, should be considered for shared use, since most visitors will be drawn to the point of interest regardless of their mode. Likewise, trails that serve as major travel corridors can be more efficient when shared.

PREFERRED-USE

Preferred-use trails allow two or more user types to access a trail, but are designed to primarily accommodate the experience of only one of them. Advantages include:

- Allows multiple users, but targets a specific experience. This broadly spreads the benefit of access, but allows the design to provide a desired experience. Trail runners and cyclists, for example, may enjoy the same trail with minimal conflict, but bike-specific features can be added for the cyclists.

ECONOMIC

Economic unsustainability is often shown passively in poorly maintained trails or when users create their own trails because funding does not exist to develop new opportunities. Given the limited resources of land management agencies, the economic sustainability of an existing or proposed trail must be addressed.

This is not to say that a trail should not be maintained or created if it costs money. In some cases, the lack of available land or the desire to provide a unique experience, such as access to a viewpoint, may warrant the above-and-beyond costs that are incurred. Clearly, though, the resources to properly build and maintain a trail must be in place for any infrastructure to be considered sustainable.



SUSTAINABLE TRAILS FOR eMTBs

Given the above information, what makes a sustainable eMTB trail?

ENVIRONMENTAL

An environmentally sustainable eMTB trail has minimal and acceptable impact to the natural environment. It follows accepted trail development guidelines such as those developed by the International Mountain Bicycling Association (IMBA) to create a physical tread that minimizes erosion utilizing such principles as the Half Rule, grade reversals, and maximum trail grade.

IMBA performed a study sponsored by the Bicycle Product Suppliers Association (BPSA) to identify impacts of eMTBs on bike-optimized trails in the Pacific Northwest bio-region (see Chapter 5). Based on this study, the BPSA has developed best management practices (BMPs) to reduce eMTB impacts to trails. These BMPs, discussed in more detail in Chapter 5, should also be followed to create sustainable trails.

SOCIAL

Allowing eMTBs improves the social sustainability of a trail by increasing the number of users who can access it. This, of course, must be balanced with increased use. More than just access, however, a trail system should provide the experiences that are desired by the eMTB community, including some mix of multi-, single-, and preferred-use singletrack for the following experiences:

- Escape
- Solitude
- Challenge
- Play
- Exercise

ECONOMIC

To be economically sustainable, the land management agency, with the support of the trails community, must be able to bear the cost of developing and maintaining a trail system in a reasonable condition. That condition should be, at a minimum, that it continues to be both environmentally and socially sustainable given the above definitions. This can be provided through departmental expenditures, grants, volunteer labor, donations, and other sources.

CHAPTER 3

TRAIL PLANNING AND DESIGN

OVERVIEW

The decision of where and how to incorporate eMTBs into a trail system rests in the hands of the land management agency with input from trail-user stakeholders. While each agency has its own rules and regulations, the general process follows best practices for any public land use decision.

ASSESSMENT/ PLANNING

DESIGN

CONSTRUCTION

MAINTENANCE/ MANAGEMENT

The positive and negative impacts from eMTBs are distinct from other trail uses. While trail impacts are known and have been researched for activities such as hiking and mountain biking, they are not as well understood for eMTBs given the sport's shorter history. The following information is intended to assist land managers and advocates in decision-making.

An effective framework for managing recreational trail users is benefits-based management, predicated on identifying outcomes (benefits) that improve conditions or prevent worsening conditions. While there is a range of benefits for trail users, the most direct ones are social, physiological, and psychological. Frequently, multiple benefits can be achieved at once. For example, a trail runner may join a group event (increased socialization and support) for a challenging run (improved cardiovascular health for better physiological health) along a backcountry route (psychological relief from living in the built environment).

Not surprisingly, the benefits identified for trail users generally and mountain bikers specifically are similar to those for eMTB riders, since eMTB riders recreate on trails in open spaces similar to mountain bikers.

THE BENEFITS OF eMTB RIDING INCLUDE:

Improved physical health

(reduced risk of heart disease and diabetes, weight loss, increased muscle mass)

Improved physiological health

(less stress, feeling of accomplishment)

Increased socialization

(more positive social interactions, spending time with friends and family)

eMTBs PROVIDE BENEFITS TO PEOPLE WHO WOULD OTHERWISE FIND IT DIFFICULT TO RECREATE ON TRAILS. BECAUSE MOUNTAIN BIKING CAN BE PHYSICALLY CHALLENGING, IT REDUCES THE NUMBER OF PEOPLE WHO CAN PARTICIPATE IN IT. eMTBs REMOVE SOME OF THE BARRIER, ALLOWING PEOPLE WHO MAY NOT HAVE THE STRENGTH OR STAMINA TO ENJOY THE GREAT OUTDOORS. PEOPLE ALSO RECEIVE THE SOCIAL BENEFIT OF MULTI-GENERATIONAL OUTINGS, WHERE CHILDREN AND SENIORS CAN KEEP PACE WITH RIDERS IN THEIR PHYSICAL PRIME.

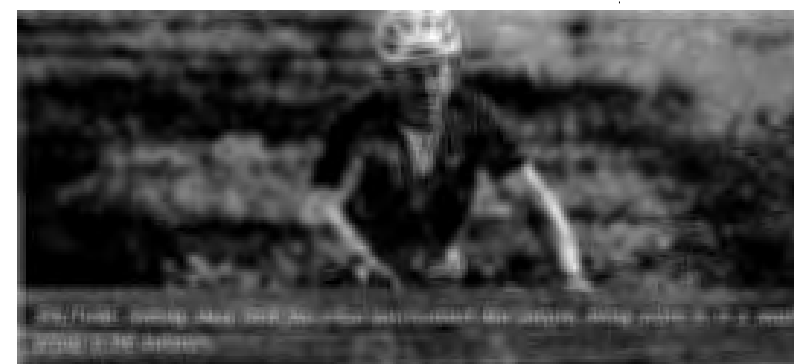
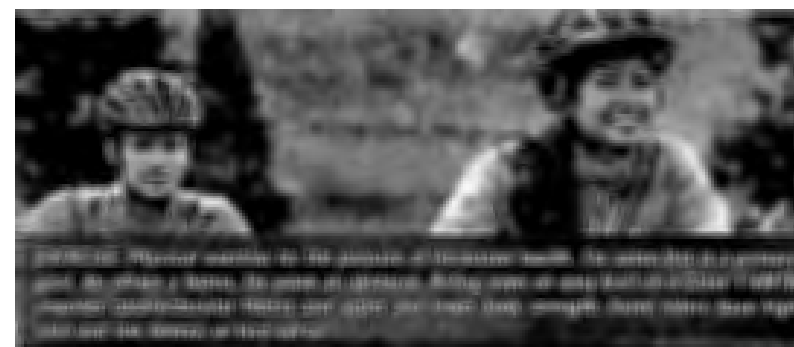
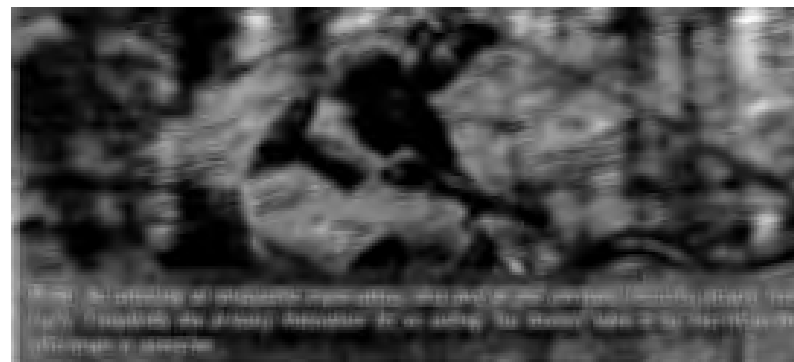
BENEFITS CAN BE ACHIEVED BY PROVIDING THE EXPERIENCES DESIRED BY eMTB RIDERS. AS IDENTIFIED IN CHAPTER 2, THESE INCLUDE:



ESCAPE: Something that takes the rider away from the daily grind, allowing them to get lost in the experience of riding. Often this means getting away from the urban environment, but an intense, engaging urban trail system can also provide this feeling.



CHALLENGE: Seeking to improve technical abilities, solve a difficult problem, or "cleaning" a trail feature or segment. Enhancing bike-handling skills provides a sense of accomplishment.



ASSESSMENT/ PLANNING

The first step is to determine if eMTBs are allowed based on the land management regulations. Reviewing land use and planning documents will help determine the appropriate uses within a given area or on a specific trail. If the rules allow eMTB use then proceed; if not, then a determination or regulatory change may be necessary before eMTBs can access the trails.

The step in creating eMTB trails is similar to that for any trail development: determining the existing conditions. How much land is available? Are there existing trails, and, if so, what is their condition? Geography, soils, vegetation, land use designations, sensitive habitat, property ownership, and numerous other factors will influence where new trails can go and where new uses such as eMTBs can be added to existing trails.

While much of the information can be obtained through land databases, the environmental sustainability of any existing trails will need to be determined. Guidelines developed by IMBA in its book *Trail Solutions: IMBA's Guide to Building Sweet Singletrack* can be used to determine if a trail is going to be continually prone to erosion

In addition to environmental sustainability, existing trails should be assessed for the experiences they provide. Most trails developed organically: they were routed in a way that efficiently provided access between an origin and a destination. Frequently they followed old roadbeds or primitive routes. Even trails that have been meticulously planned and designed rely more on sustainable trail alignment principles than on providing specific experiences.

Assessing existing experiences is often an overlooked step. If eMTB routes are already available, do they focus on play or on exercise? If a trail is to be opened to eMTBs, is it rocky and challenging or is it hidden from surrounding development so that escape is the predominant sensation? This information provides valuable direction for subsequent actions in the development process.

The eMTB experiences will typically be similar to the MTB experiences that are provided. For example, if an existing trail open to MTBs provides for play and escape, the trail is likely to provide a similar experience for eMTB riders. The critical differences are outlined in the following chart.



The desired experiences are further refined by assessing the difficulty level of the trail for cyclists. No guidelines exist for rating the difficulty of eMTB trails, but IMBA provides this information for MTBs. Given the similarity between the two activities, it is reasonable to use IMBA's guidelines.

IMBA TRAIL DIFFICULTY RATING SYSTEM

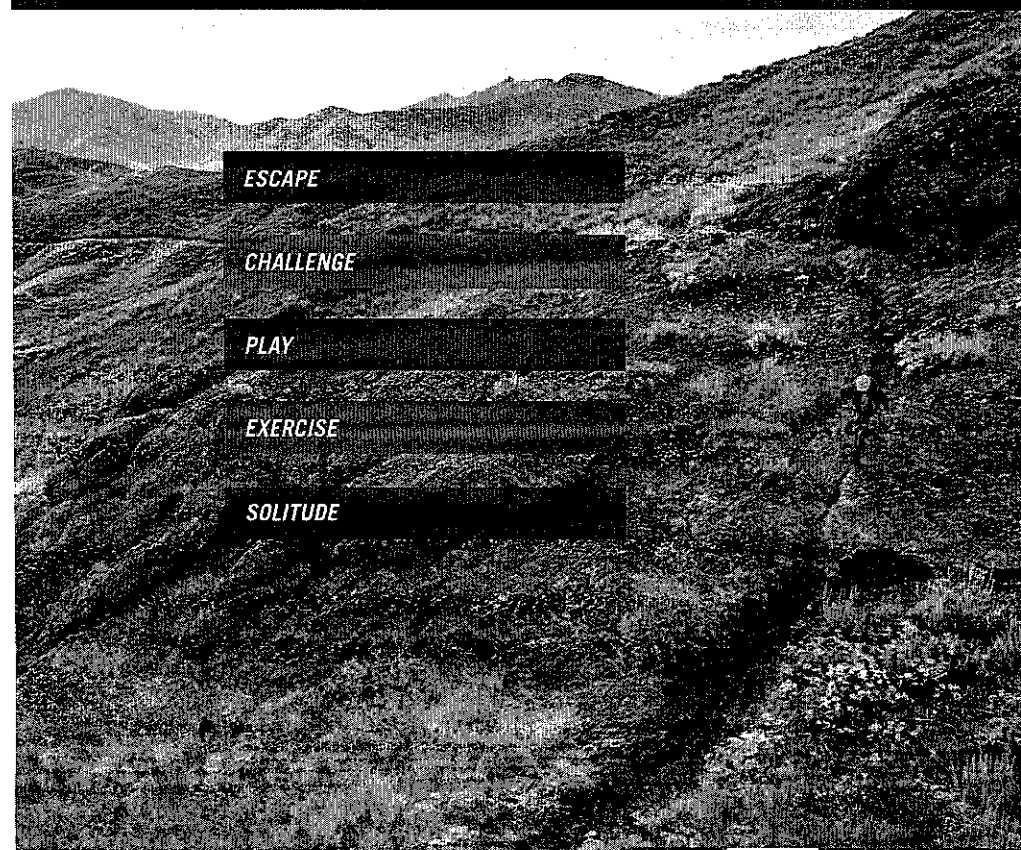
	 Easiest	 Easy	 More Difficult	 Very Difficult	 Extremely Difficult
Trail Width	72" or more	36" or more	24" or more	12" or more	6" or more
Trail Surface	Hardened or surfaced	Firm and stable	Mostly stable with some variability	Widely variable	Widely variable and unpredictable
Average Trail Grade	Less than 5%	5% or less	10% or less	15% or less	20% or more
Maximum Trail Grade	Max 10%	Max 15%	Max 15% or greater	Max 15% or greater	Max 15% or greater
Natural Obstacles and Technical Trail Features (TTF)	None	Unavoidable obstacles 2" tall or less Avoidable obstacles may be present Unavoidable bridges 36" or wider	Unavoidable obstacles 15" tall or less Avoidable obstacles may be present Unavoidable bridges 24" or wider TTFs 2' high or less, width of deck is less than 1/2 the height Short sections may exceed criteria	Unavoidable obstacles 15" tall or less Avoidable obstacles may be present May include loose rocks Unavoidable bridges 24" or wider TTFs 4' high or less, width of deck is less than 1/2 the height Short sections may exceed criteria	Unavoidable obstacles 15" tall or less Avoidable obstacles may be present May include loose rocks Unavoidable bridges 24" or narrower TTFs 4' high or less, width of deck is unpredictable Many sections may exceed criteria

TRAIL EXPERIENCE EVALUATIONS

The following process describes how to assess the range of eMTB experiences available within a given trail system or on a single trail. While data such as trail length and grade are objective, the experience that the trail provides is subjective, making it difficult to describe. Regardless, this is an important step in establishing a meaningful understanding of the existing conditions.

STEP 1:

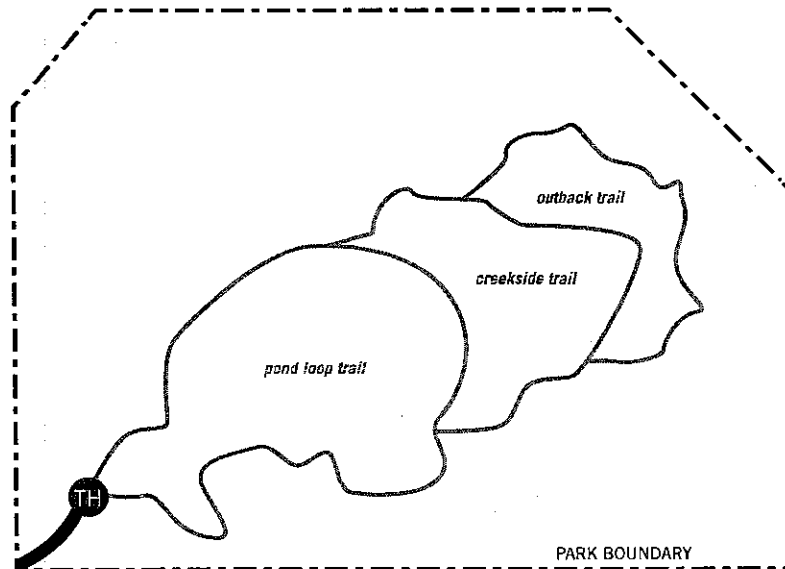
Review and understand the experiences listed previously.



STEP 2:

Plan your field review by assembling maps, identifying the trails to be assessed, and determining the most efficient route to take. In addition to your normal field gear, bring preprinted trail assessment worksheets (see Chapter 5).

FOREST GROVE TRAIL SYSTEM



STEP 3:

Ride the trails with either an MTB or, preferably, an eMTB. After you've completed each trail (or if your trail is long, each distinct trail segment), fill out the assessment worksheet. Remember, it should be about your experience and what you felt on the ride, not what you think it should be or what you think someone else might experience.

If you are not confident in your riding ability or if you want to get a broader range of opinions, you can designate surrogates to ride the existing trails and report back to you. Using experienced MTB or eMTB riders will make for better reporting. Everyone should use the same assessment worksheet and complete it in detail immediately after riding a trail.

FOREST GROVE TRAIL SYSTEM: TRAIL ASSESSMENT

Trail Name	Distance	Difficulty	Trailhead	Assessment	Notes
pond loop trail	10.5 miles	Intermediate	TH		

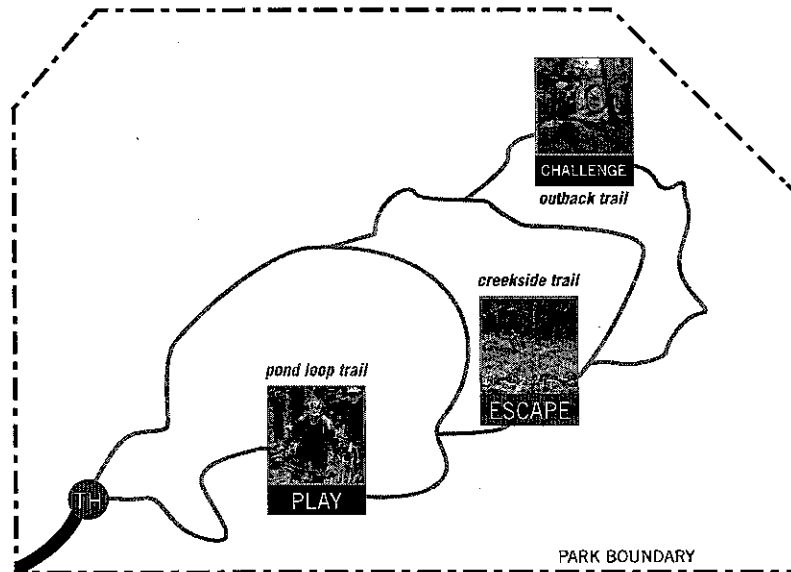
Trail Name	Distance	Difficulty	Trailhead	Assessment	Notes
creekside trail	8.2 miles	Beginner			

Trail Name	Distance	Difficulty	Trailhead	Assessment	Notes
outback trail	6.1 miles	Advanced			

STEP 4:

Compile the assessments by placing the results into a table or onto a map. This will help you and others understand the experiences and skill levels that could be provided to eMTBs, creating a baseline for the next step in the trail development process.

FOREST GROVE TRAIL SYSTEM



Once the assessment has been completed, it is time to start planning for the future. This process will answer two important questions:

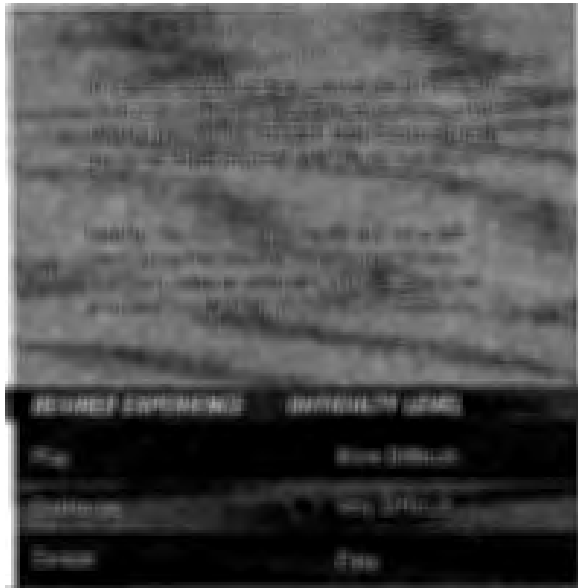
- *What eMTB experiences are desired by the riding community?*
- *Given the terrain, existing trails, and other opportunities/constraints, can those eMTB experiences be reasonably provided?*

Determining the answer to the first question requires a combination of professional judgment and stakeholder involvement. This can be provided with your knowledge as a land manager, through research, and by outreach to trail users.

Ideal trail users and riders are not monolithic in their recreation motives. A single rider may desire exercise as the primary experience on a weekday evening ride, but on Saturday morning may seek challenge or solitude. Fortunately, on multi-use trails it is possible to provide multiple experiences simultaneously as a trail may provide exercise for hikers and trail runners while also providing challenge for MTB and eMTB riders.

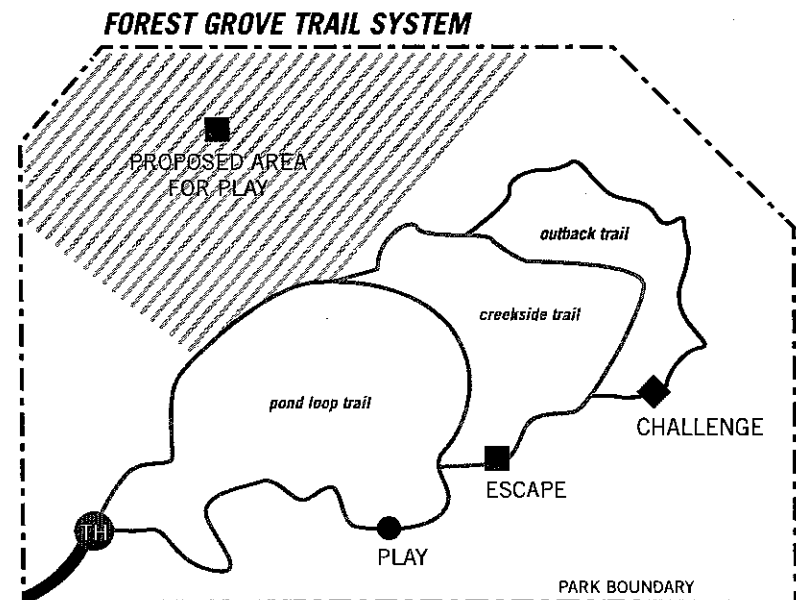
In general, eMTB subgroups seek the following experiences:

RIDER TYPE	EXPERIENCE
Younger and/or more skilled	Challenge, Play
Urban dwellers	Escape, Play
Less experienced	Exercise, Play
Converts from MTBing	Challenge, Play, Exercise
Backcountry	Solitude, Escape
Families	Play
Others	Exercise, Play



Once you have completed the above step, it is time to answer the second question: Given the conditions, can these experiences be provided? It is possible that the situation precludes the reasonable provision of a desired experience. If your park is 10 acres and bordered on two sides by an interstate freeway, it is going to be difficult for people to experience escape. Conversely, if your construction standards require that all trails be six feet wide and surfaced with crushed stone, exercise will prevail over challenge.

At this point, you should have an understanding of your existing landscape and trails (if any), desired eMTB experiences, and whether you can reasonably provide those experiences. Capturing this information in a map or table and including short comments is helpful for guiding the subsequent design work.



DESIGN

NEW TRAIL DESIGN

The design phase is where the ideals of the desired experiences are influenced by the opportunities and constraints of the available land to give life to what people want from their eMTB excursion.

If your assessment and planning work indicated that local eMTB riders desire a fun, intermediate-level experience, you can identify a location for a new trail that will meet this need. Using the map data you assembled earlier, search for the types of landscapes (e.g., moderate side slopes, easy access) that best support this experience.

Once you have identified an area, begin designing the potential trail alignment using accepted design guidelines such as those detailed by IMBA in their books (see Chapter 5). These guidelines can be amended slightly to take advantage of the unique attributes of bikes generally and eMTBs specifically.

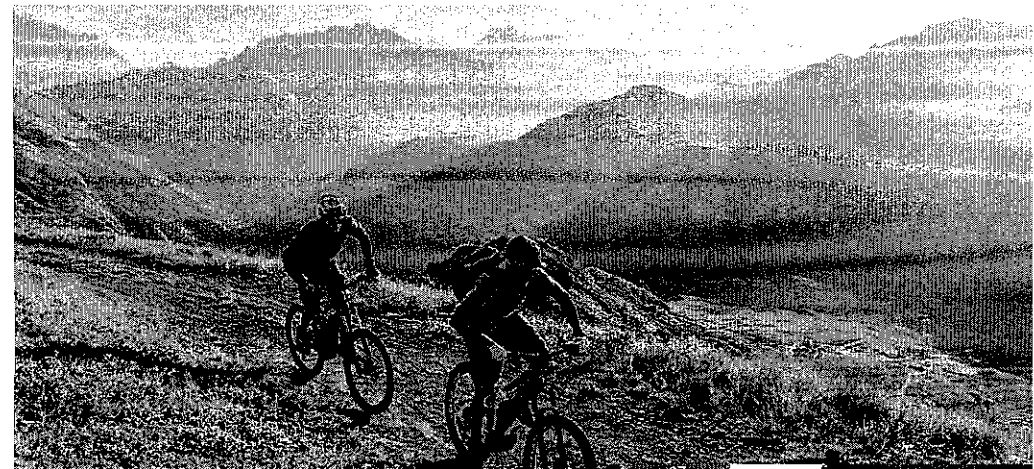
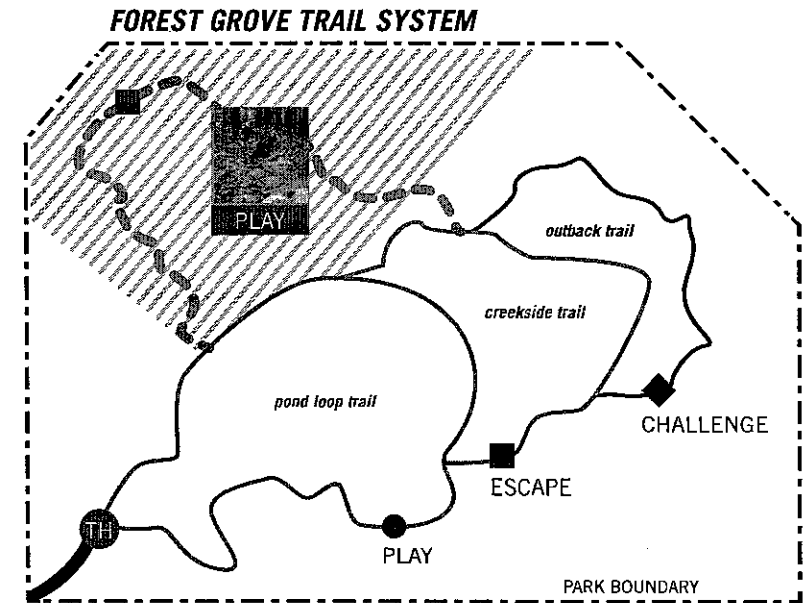
Designating descending-direction trails open only to MTBs and eMTBs is a good way to mitigate user conflicts by providing a highly valued riding experience and removing head-on interactions. This concept can be applied to trails open to eMTBs to reduce the potential conflict created by increased uphill 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 eMTB will be minimized.





Use your map to sketch alignments that conform to sustainable trail guidelines as well as meet the criteria you previously identified for experience and difficulty level.



The conceptual alignment is then checked in the field using an inclinometer (or “clino”) to verify the grades, with pin flags, ribbon flagging, or other markings used to identify the trail corridor. You may have to go back and forth along the alignment several times to adjust it to your liking.

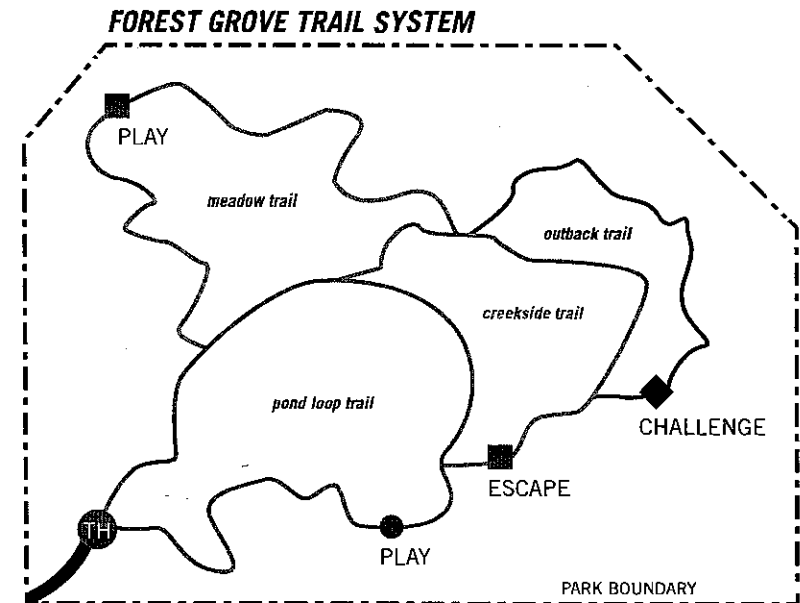


Keep with you a copy of the desired trail experience characteristics that you developed in the assessment and planning stage so that you can refer to it regularly as you design the trail in the field. Take notes about how the trail should be constructed, referring to trail width, features, tread texture, and other criteria as this will be useful during the construction phase.

Once the alignment has been finalized, walk back through and capture the points with a GPS unit to accurately render them back onto the map.



When the points are inserted onto your map they will connect to form your final trail alignment.

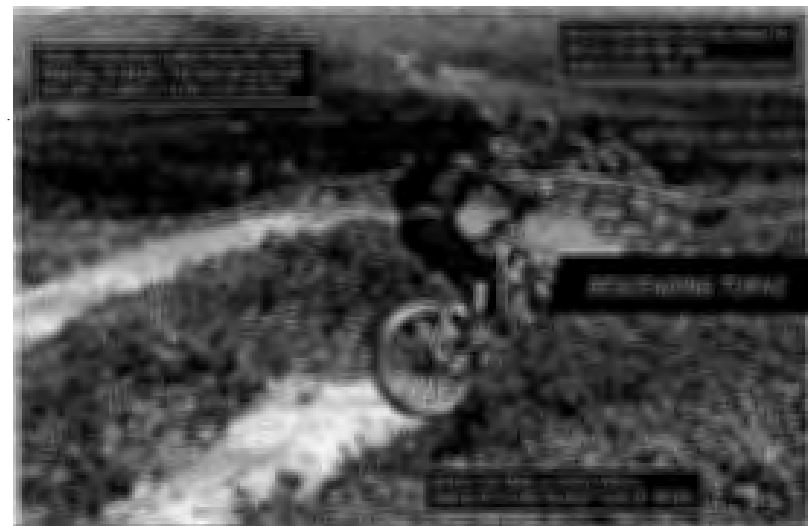


What if you can't find a landscape that correlates to the desired experience? This does not mean the experience cannot be provided. It may mean, however, that it will be difficult to develop the right trail. If expert riders want a rocky, challenging trail but there is no rocky terrain in your park, the rocks can be imported, although this will certainly impact the budget. Identifying this in your design notes will help avoid unpleasant surprises when it comes time to build the trail.

USING EXISTING TRAILS

Assuming that eMTB use is an allowed use, you may not need or be able to create new trails but can instead open existing ones to eMTBs. This is likely the most efficient option, as new trail development can be time-consuming, costly, or have unacceptable impacts. In many parks, the trail network is already sufficiently dense that new trails would negatively affect natural resources, adjacent landowners, or staff management capacity.

This can be relatively straightforward if the existing system already has trails that match the desired eMTB experiences. If riders desire a challenging expert-level trail and you already have one in your inventory, the easiest solution would be to open the trail. Some minor improvements may be the most that is needed given the specific impacts of eMTBs.



If the existing trails are not matched to the desired experiences, more work will be required. This step should be undertaken carefully as such modifications may change the character of the trail for existing users. Working with stakeholders to understand use patterns will expose solutions such as employing a single-direction climb for eMTB riders that does not interfere with the use of the trail by existing users. Other times, narrowing the trail tread with chokes can increase the challenge and fun for riders while enhancing the escape feel for non-riders.



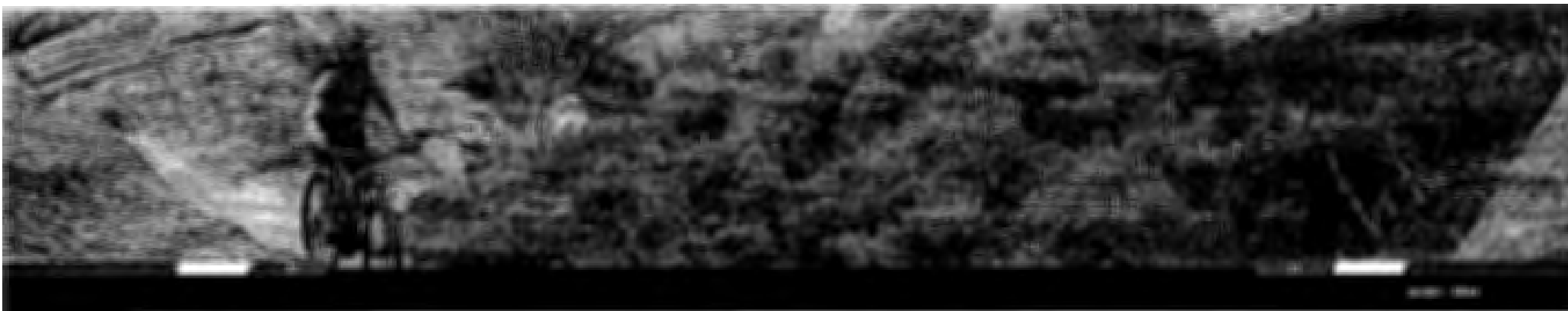
BUDGETING

At this point you should have enough information to create a rough implementation budget. You'll know approximately how much new trail you'll be building, how much existing trail you'll be retrofitting, and the relative ease (or difficulty) of your proposed endeavor. This can be done at a unit-price level to keep it simple.

PROJECT	LINE ITEM	QUANTITY	UNIT PRICE	TOTAL PRICE
NEW TRAIL	1.00	1.00	1.00	1.00
EXISTING TRAIL	2.00	2.00	2.00	2.00
RETROFITTING	3.00	3.00	3.00	3.00
TOTAL				6.00

There are several ways to obtain approximate cost information:

- You may have recently undertaken similar work in your park, which will provide a baseline for labor, equipment, and materials costs.
- Other land managers in your region may have recently installed new trails or upgraded their existing ones.
- Professional trail builders work around the globe and have amassed considerable knowledge. Some will be happy to share regional cost information for the opportunity to know more about a potential future project. Members of the Professional Trail Builders Association (PTBA) can be reached at <http://www.trailbuilders.org>.

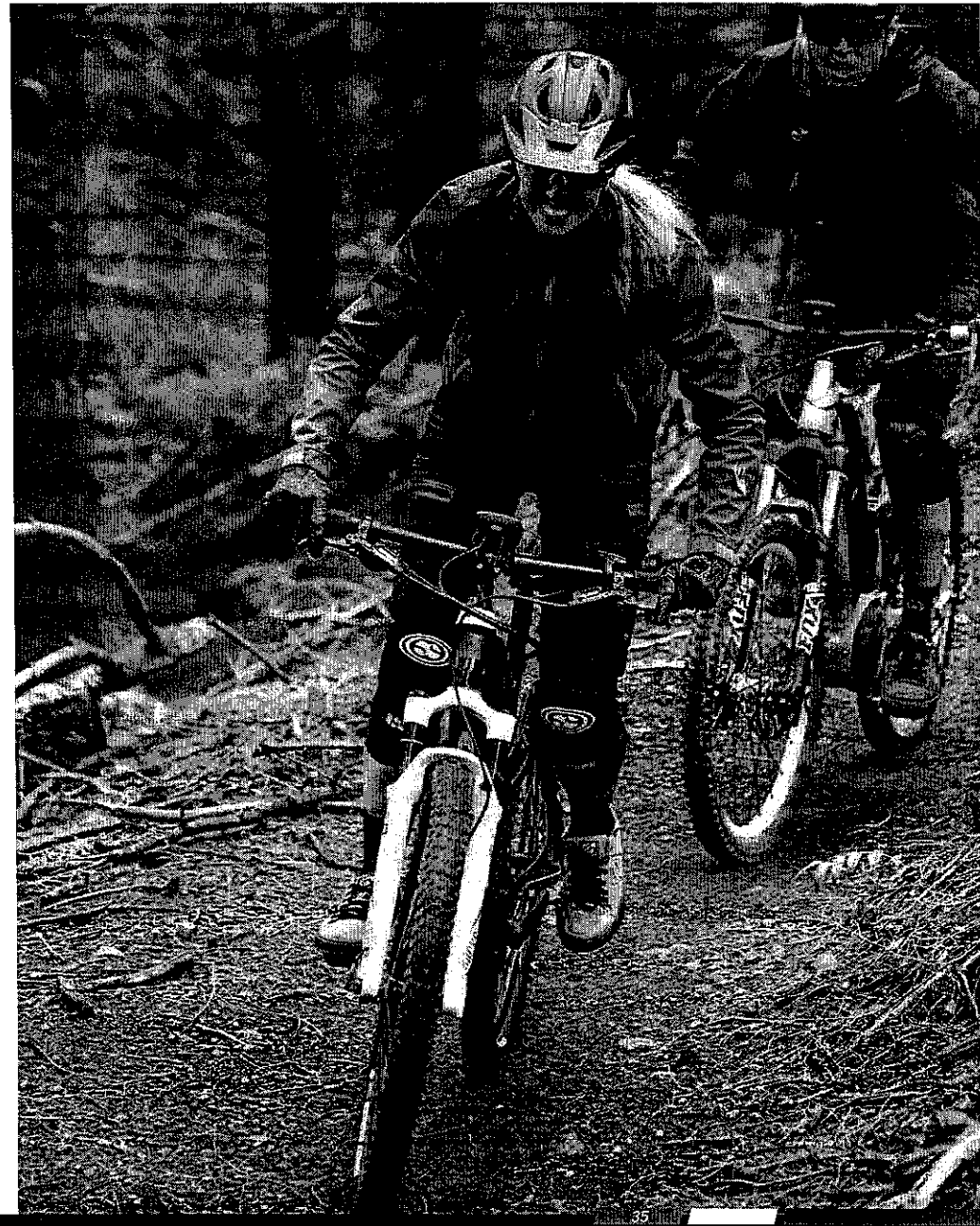


BACK TO THE DRAWING BOARD

What should you do if you cannot provide the experiences that are desired? Don't just fold up the process; circle back to the planning phase.

- If the primary experiences cannot be provided, perhaps secondary or tertiary experiences can be met; implementing at least some opportunity for eMTB riders is a good first step.
- It may be possible to provide the desired experience but not at the skill level that is preferred. For example, stakeholders may seek a solitude experience for advanced riders, but the terrain or existing trails are better suited for the same experience at an intermediate skill level.
- Now that you and the stakeholders have identified the desired trail experiences, are there other sites in your portfolio that are better matches? The planning work you have done to this point is too valuable to abandon and can help you hone in on better options.

These are acceptable solutions and are better than providing no trails at all. Using this process in an iterative manner creates the best trail possible and keeps the relevant stakeholders in the loop so that expectations can be met.



CHAPTER 4

TRAIL CONSTRUCTION AND MANAGEMENT

With a well-conceived design in hand you're ready to move to implementation. Whether you're creating a new trail, retrofitting an existing trail, or both, you should create a trail specification matrix for the proposed work. This matrix, which incorporates IMBA's Difficulty Rating System (see Chapter 5), finalizes the physical attributes of the trail that support the desired experiences. You will already have most of this information in your possession, so this is primarily a housekeeping exercise as you assemble your notes into one spot.



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FOREST GROVE TRAIL SYSTEM - eMTB MODIFICATIONS

TRAIL NAME = Meadow Trail (new construction)

EXPERIENCE = Play

RATING = Blue Square (more difficult)

TRAIL CHARACTERISTICS	VALUE	NOTES
FEATURE		
Proposed trail width	24" - 30"	
Clearance width	24"	Minimum clearance width
Clearance height	4'	
Gradient	0% - 7%	Trail segment is primarily flat to moderate uphill
Rollout	0% - 7%	Trail segment is primarily flat to moderate downhill
Technical grade, up	7%	
Technical grade, down	7%	
Grade, technical, steepness	5%	Trail segment is primarily flat to moderate uphill
Through-bush height	5'	Trail segment is primarily flat to moderate uphill
Turn radius	30' - 100'	Trail segment is primarily flat to moderate uphill
Trail width, technical, up	4'	Trail segment is primarily flat to moderate uphill
Trail width, technical, down	4'	Trail segment is primarily flat to moderate uphill
Trail width, technical, steep	4'	Trail segment is primarily flat to moderate uphill

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PROCUREMENT

The best trails are those that appear to be placed into the landscape, not on top of it. These trails celebrate the unyielding variations present in the natural environment and avoid the stifling sensation of uniformity, allowing the builder to display creativity and flexibility to create the best experience possible.

While this makes for memorable trails, it tends to confound the typical procurement process mandated for most government agencies. Fixed-price installation, measured against established construction standards, allows for the best quality at the lowest price when installing roads or plumbing fixtures; when used to bid trails, it typically leaves the contractor, the agency, and the trail users unsatisfied.

Some options are available to increase the likelihood of creating the trail experience that everyone in the process envisions.

- Mandated minimum experience requirements for bidders (e.g., 3–5 years in the industry working on similar trail projects) can keep unqualified contractors at bay. References from satisfied previous customers will help verify the purported expertise.
- Trail builders, especially those who create high-quality MTB or eMTB trails, can and should be considered “specialty contractors.” The ability to provide a fun, risk-managed adventure via sustainable singletrack requires unique skills, artistry, and the ability to translate experience-based criteria into a physical manifestation of dirt and rock. Your typical contractor will struggle with even the most basic trail project.
- Design-build contracts are ultimately the most cost-effective way to get a good trail, but most public-bid processes preclude this option. When this is not possible, using performance-based specifications combined with trail-specific construction specifications allows the contracting agency to ensure that what is built is not just a “trail-shaped object” but a piece of infrastructure that delivers the intended experience.

In all cases, the documentation created by following the steps in this handbook should be incorporated into the construction specifications for the project as they can provide specific contracting language and examples for the selected builder.

For more information, see Appendix 6 – Trail Contracting Guidelines in the Bureau of Land Management’s *Guidelines for a Quality Trail Experience* (<http://gqte.imba.com>).

In general, eMTB trail construction mimics that of mountain bike trail construction, which in turn hews closely to the guidelines for sustainable trail development regardless of user type. The basis for any eMTB trail construction is therefore the guidelines developed and proven by the trail-building community, in particular the resources from IMBA (See Chapter 5).

USING FEATURES TO CREATE EXPERIENCES

The details of an eMTB trail come through in the features and characteristics that are used to provide the identified experiences. When implemented, these features create the experience that riders seek. This is the practical application of the step-by-step assessment, planning, and design work that you completed earlier; it is, to turn a phrase, where the knobby tires meet the dirt.

These features and characteristics apply whether you are building a new trail or retrofitting an existing one. The difference is whether you can implement them as part of the trail development or if they need to be done within an existing trail corridor. If the latter, your previous planning work should help you avoid implementing features that will negatively affect the experiences for existing users.



CONSIDERATIONS

In addition to reflecting the user experience, trail features can be integrated into the trail planning and design process as tools to accomplish a range of management objectives, such as controlling user speed or keeping users on the established trail. The following illustrations depict trail features that serve the dual purpose of providing for a desired user experience while simultaneously achieving important management objectives.

A berm can be designed to allow skiers to ride up onto it to increase drag and challenge. Conversely, a design technique will make a trail feel less capricious and will slow down users; however, this will also put users in the saddle, and less likely, edge of the trail, so creating this technique only after careful consideration.

BACKSLOPE

PREPARING SLOPE FOR BACKSLOPE TRAIL. FOR SLOPES WITH WOODS GROWN ON SOIL, THE VEGETATION SHOULD APPEAR TO BE A NATURAL BARRIER OR OBSTACLE.



CORRAL/ANCHOR

ANCHORS USED TO STAY THE SIDES OF THE TRAIL TO AVOID TRAIL WIDENING. CORRAL SPEED, PREVENTS BACKSLIDING. ANCHOR SWIVELS UPONING TRAIL, PREVENTS



OPTIONAL LINE

SWITCH OR HOLDING OF DIFFERENT
STRAIGHTS TO TURN THAT BRING ABOUT
AFTERWARDS BEING IN POSITION TO
RECOVER FROM AN OBSTACLE THAT
THE OTHER LINE COULD NOT HAVE
HANDLED.



FILTER

A HIGH SKILL, LOW CONSEQUENCE
OBSTACLE THAT DEMONSTRATES THE
DIFFICULTY OF THE UPCOMING TRAIL
OF PLANTING (OR A CHALLENGE OBSTACLE).



IMPLEMENTATION

Once you have decided on the features/characteristics that best match the desired experiences, you can note them in the specifications you are creating for the trail, copying the images from this document and attaching them directly to the trail specification matrix (see Chapter 5) that you created earlier. This information can be given to the people who will be implementing the project: your field staff, volunteers, or the trail contractor you select through the procurement process.

All of the previous work can quickly be undone, however, without proper trail-building knowledge. Constructing a new trail or updating an existing one is a task that requires working in a dynamic environment where risk management is paramount. Training your staff and volunteers, or selecting an experienced trail contractor, is the most important investment in time that you can make in the entire process. If you intend to use volunteers or internal staff to do the work, there are several good resources for acquiring or enhancing trail-building skills, starting with the books listed in Chapter 5. Another option is to hire a professional trail builder to do a workshop specific to your project, offering on-the-ground improvements while simultaneously training your staff and volunteers.



MAINTENANCE/ MANAGEMENT

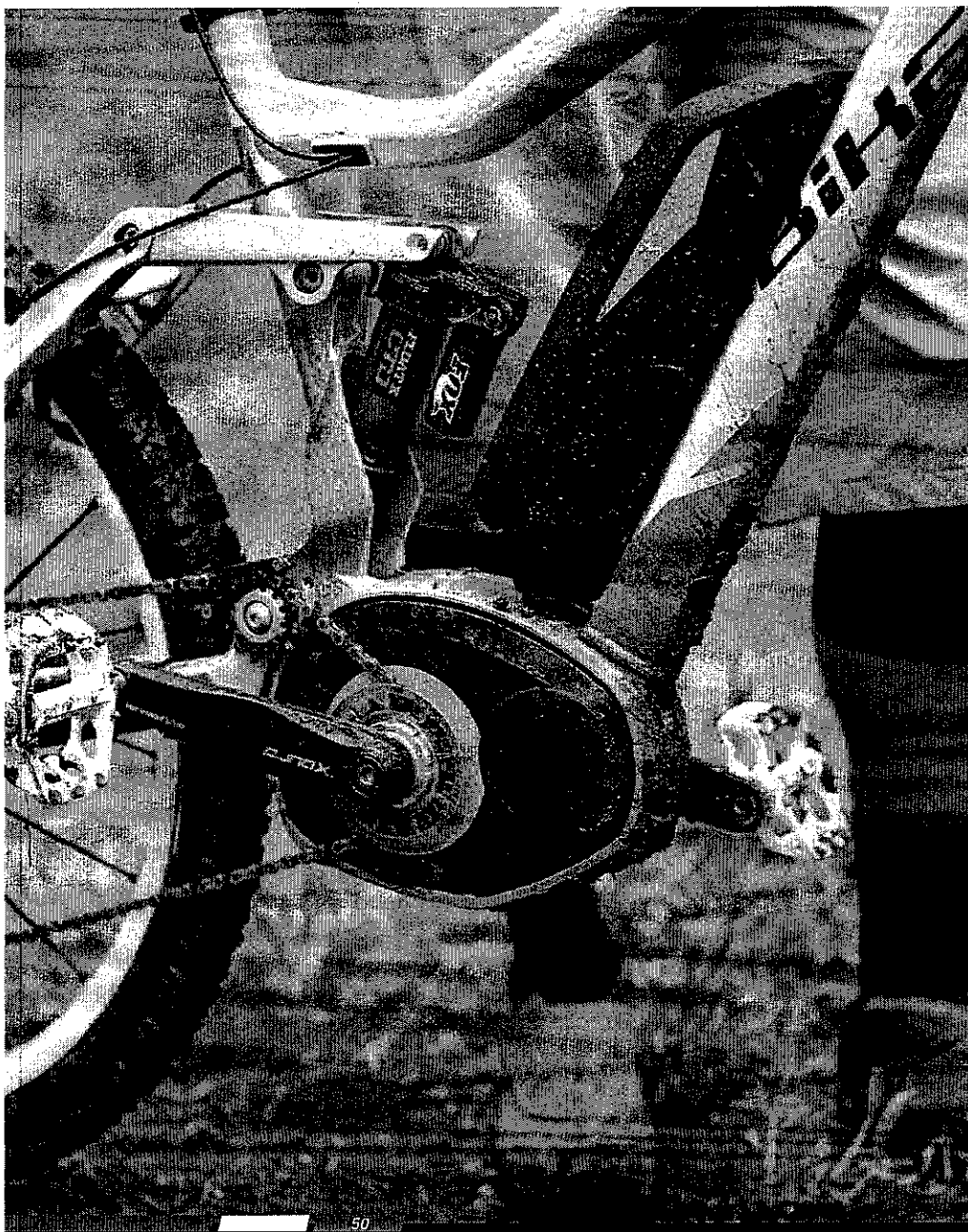
If you've made it this far, congratulations! You've assessed your trails and terrain, met with stakeholders to identify opportunities and constraints, spent countless hours in the field, and then implemented the collective vision to provide great trail opportunities for a range of users. Your next step is to keep an eye on your trails and maintain them in good shape.

Because you used sustainable trail-building principles, your maintenance workload is greatly reduced; you'll spend most of your time doing routine activities such as cutting back vegetation and fixing wear and tear. You can then focus on ensuring that the trails provide the intended experiences by regularly assessing the trails, referring back to the trail specification matrix you developed at the beginning of this chapter to make sure any changes (either intentional or due to weather, use, or other land use practices such as habitat restoration) support the intended trail experiences.

To assist with this endeavor, you can regularly convene meetings with your trail users and stakeholders. Your partners may identify that a trail originally intended to provide solitude is now too popular and crowded. In this instance, solutions include providing other trails to draw users away from the solitude trail or reassigning the experience to something else (such as exercise) and creating a new solitude experience elsewhere.

Maintenance work should reinforce the identified experience of a trail. If the trail provides a technically challenging route for advanced eMTB riders, using coarsely textured rock armoring to fix trail damage would be the appropriate solution. Conversely, a trail that is intended to provide escape for beginner riders should eschew rock armoring and instead focus on simple tread work and vegetation management.

Over time, user desires change and new conditions influence your park. Going through the assessment and planning process every 5–7 years will help ensure that your trails remain relevant to your community. This, in turn, will keep your stakeholders engaged in a positive manner and allow them to express their support and thanks for having access to the experiences that they value from their public lands.



CHAPTER 5

ADDITIONAL INFORMATION

PeopleForBikes and the Bicycle Product Suppliers Association have created several resources to assist your efforts in creating and maintaining eMTB trails. These resources are available online at peopleforbikes.org/e-bikes.

- Model eMTB Regulations
- Sample Signs
- Studies and Research
- eMTB Maps and Rides
- eMTB Best Management Practices
- Trail Assessment Worksheet

Other organizations and land management agencies have created resources that inform current best practices for developing sustainable trails.

Trail Solutions: IMBA's Guide to Building Sweet Singletrack

Managing Mountain Biking: IMBA's Guide to Providing Great Riding

Guidelines for a Quality Trail Experience: An innovative approach to trail development that places a user's experience at the forefront of the process. Developed in partnership between the Bureau of Land Management and the International Mountain Bicycling Association, this graphics-rich book provides detailed, step-by-step actions for creating great mountain biking experiences.

Information Bulletin on Electric Mountain Bikes: Bureau of Land Management (<https://www.blm.gov/policy/ib-2015-060>)

302 cmr 11:00

Kalman Gacs <kalman@vivwebsolutions.com>

Thu 7/25/2019 6:52 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear Regulators,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I love biking in all its forms and sometimes electric assistance allows people who otherwise wouldn't be able to participate in these sports to participate. It can be older people or even people with an illness or disability. It could also be people who can't afford a second bike only for recreation. At times, a smaller path can even be part of someone's commute.

Thank you for considering the important role that e-bike play in our state.

Kalman Gacs

31 Whitfield rd, Somerville, MA 02144

Fwd: Electric bikes: 302 CMR 11.00 and 12.00

Tara Manno Richer <lorax350@gmail.com>

Wed 7/24/2019 8:49 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Apparently I had a typo in your email address in my attempted comments re: e-bikes below. Hopefully you can still consider them.

Thank you,
Tara

----- Forwarded message -----

From: **Tara Manno Richer** <lorax350@gmail.com>
Date: Wed, Jul 24, 2019, 2:44 PM
Subject: Electric bikes: 302 CMR 11.00 and 12.00
To: <regs.comment@state.ma.us>

Hello and thank you for accepting comments re: where electric bikes should be used, esp. w.r.t. their use on state lands.

I am a former category 2 USCF racer on the both the road and track (I raced for 10 years), a former bicycle messenger in NYC and have been a year round bike commuter for at least 30 years in and around NYC (5 yrs) and Boston (25 yrs). While admittedly not as fast as I used to be, I am a fairly skilled cyclist.

Despite my experience, I have always thought it rude and inappropriate when I've seen people riding in their big chain ring (big gears) on multi use paths. As you likely know, a cyclist died on the Minuteman trail several months ago after colliding head on with another cyclist. He died doing what he loved but probably shouldn't have been doing it as he was, where he was. A tragic loss for his family...

A new and greater danger is electric bikes. While in the past a slight downhill or tail wind could artificially help a newbie bike racer/enthusiast ride faster than appropriate, usually by the time they've been able to ride quickly they have developed some bike handling skills. In 2019 people with no bike handling skills can "ride" 20 mph or faster, thanks to a motor assist.

Electric bikes are VEHICLES and have no place on multiuse paths narrower than 10 feet in width. They certainly don't belong on any unpaved trails where a motorized dirt bike would not be allowed (i.e. not in the Blue Hills or Fells Reservations) due to both safety and erosion concerns.

I realize my opinions likely differ from many cyclists with my level of experience but I have already witnessed enough near misses between electric bikers, pedestrians and baby carriages on the Southwest Corridor and Neponset Trail that I'm certain the likelihood of a tragedy is not a matter of if, but when.

While I realize there are different classes of e-bikes/technology common sense needs to be applied to regulations re: the proper use of these things.

Thank you for considering these comments,

Tara Manno Richer
41 Ferncroft Rd.
Milton, MA 02186

DRC proposed regulation against E bikes

Greg Ryan <g8kcab@gmail.com>

Wed 7/24/2019 8:44 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing to contribute to the discussion regarding the DRC's view on e-bikes. I am in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I am currently shopping for an e-bike for my wife. My sons and I are long time avid cyclists but my wife is currently not able to enjoy the rides that we like to do, and a small amount of assistance from an e-bike will allow her to enjoy the freedom we experience while riding our bikes.

Not all riders are the same. Access to the state DRC system should not be limited to those that are fortunate enough to have the fitness for an unassisted bike. The regulations should be based on the right to use the state resources. Regulate the behavior, not the fitness and mobility.

Thank you for considering the important role that e-bike play in our state.

Greg Ryan

282 Highland Ave

Randolph Ma 02368

781-308-3864

G8kcab@gmail.com

302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules

Seth Eisenbraun <eisenbrauns@hotmail.com>

Wed 7/24/2019 7:21 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

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Certain members of my family are not physically fit enough to be able to enjoy riding non-electric bicycles (especially when riding with others) and them having an electric bicycle has been crucial on enabling and encouraging them to enjoy the spending time outdoors with the family and to foster an interest in outdoor physical activity. If 302 CMR 11.00 isn't changed before becoming law, I'm worried that with additional restrictions on where they can't go, in comparison to the rest of the family (on manual bicycles), they will stop enjoying the outdoors and no longer become interested in cycling with the family.

Thank you for considering the important role that e-bike play in our state.

Seth Eisenbraun
2301 Thompson Farm,
Bedford, MA, 01730
phone: 605-786-5273
email: eisenbrauns@hotmail.com

comment on proposed electric bicycle rules

Jason Brown <jason6@gmail.com>

Wed 7/24/2019 7:17 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

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For me, electric bicycles enable more people to bike and enjoy biking later in life, and I would like to keep these options open for as many people as possible in my community.

Thank you for considering the important role that e-bike play in our state.

Jason Brown

747 VFW Pkwy, West Roxbury MA 02132

(603) 275-8192

jason6@gmail.com

bikeinfo@massbike.org

Emily Kassis <emily.kassis@bodaborg.com>

Wed 7/24/2019 6:20 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

"I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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One of the reasons I am so proud to be a resident of Boston area is the forward thinking direction the majority of our leaders take towards a green and conscientious future. Restricting e-commerce seems very contradictory towards these ideals. Diversity in commerce is great for our environment in regards to reductions in emissions, curbing the increase automotive traffic, making transportation more accessible to more citizens, and promoting healthy & active lifestyles that enhance the quality of life for citizens. We care about a healthier, greener future for our cit; electric transportation is a large part of making that a reality.

Thank you for considering the important role that e-bike play in our state.

Emily Kassis

167 Sharon St

Medford, MA 02155

413-386-9337

[Emily.kassis@bodaborg.com](mailto:emily.kassis@bodaborg.com)

--

Best,

Emily Kassis
Manager

7/25/2019

bikeinfo@massbike.org - Comments, Regs (DCR)

Boda Borg Boston
90 Pleasant St.
Malden, MA 02148
781-321-1081

7/25/2019

WalkBoston Comments on 302 CMR 11 + 12 - Comments, Regs (DCR)

WalkBoston Comments on 302 CMR 11 + 12

Brendan Kearney <bkearney@walkboston.org>

Wed 7/24/2019 5:25 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

@ 1 attachment

WalkBoston MassDCR 302 CMR 11 and 12 Updates July 24 2019.pdf;

Hello,

Please see attached for WalkBoston comments on "302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules" and "302 CMR 12.00: Parks and Recreation Rules."

Thank you!

--

Brendan Kearney | Communications Director | WalkBoston

T: 617.367.9255 | bkearney@walkboston.org

Old City Hall | 45 School Street | Boston MA 02108 | www.walkboston.org

Make a contribution today to WalkBoston, a 501c3 nonprofit organization.

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July 24, 2019

Laura Dietz
Department of Conservation and Recreation
251 Causeway Street
Boston, Massachusetts 02114

Dear Ms. Dietz,

WalkBoston has reviewed the amendments to "302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules" and "302 CMR 12.00: Parks and Recreation Rules," and attended the public hearing on July 2, 2019 in Brighton.

This process should be put on hold until laws on micro-mobility and e-bikes are established by the legislature so there is cohesion between the law and regulations.

We also have some questions and comments based on our review:

- What data are these proposed changes based on?
- Are there any successes or failures in other states that MA is trying to emulate or avoid?
- We have concerns about setting a limit of 20mph for shared use pathways. How was that speed limit established, and what is it based on? We need context sensitive speed limits, not one limit for all places. A 20mph limit is a speed limit that is recommended on residential streets, which include sidewalks for separation.
- There are long section of definitions including BOULEVARD, PARKWAY, ROADWAY, STREET, but there is no definition of the different types of trails. Some of the suggested regulations describe 'improved or natural surface trail' vs. other types of trails; with no easy definition, this could lead to confusion.
- Section 12.12(4) says states they are 'not permitted on improved trails less than 8 feet,' would this mean certain sections of contiguous trails would allow/prohibit use?
 - Additionally, while we recognize the intent to create safe areas where there could be conflict, we fear that setting a regulation by width could have unintended consequences for future trail development.
- The section on Violations/Fines/Penalties only includes info about parking.

Thank you for the opportunity to provide comments.

Brendan Kearney
Communications Director

MAKING MASSACHUSETTS MORE WALKABLE

Old City Hall | 45 School Street | Boston MA 02108 | 617.367.9255 | info@walkboston.org | www.walkboston.org | Twitter: [@walkboston](https://twitter.com/walkboston)

E-bikes on bike paths and proposed amendments to DCR policies

Peggy Enders <peggyenders@gmail.com>

Wed 7/24/2019 5:05 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing to comment on your proposed amendments to your rules under 302 CMR 11.00 and 302 CMR 12.00. The Lexington Bicycle Advisory Committee and the Friends of Lexington Bikeways took a position this spring to recommend to our Board of Selectmen that only Class 1 e-assist bikes (i.e., pedal assist bikes that go no faster than 20 mph) be allowed on the Minuteman Commuter Bikeway; we are unanimous in our belief that Class 2 throttle bikes are essentially battery-powered motorbikes that are in the same class as mopeds. We understand the reluctance to prohibit Class 2 electric bicycles on the grounds that folks with a variety of limited abilities would be discriminated against; however, we feel that these individuals would be protected under ADA guidelines, as are individuals who are allowed to use motorized wheelchairs.

I believe you are correct in defining both Class 2 and Class 3 e-assist bikes as "motorized vehicles." These vehicles should instead be accommodated on improved, protected bicycle accommodations on roadways instead of on paths now used mainly by pedestrians and bike riders of all ages and abilities. In the case of the Minuteman Bikeway, we are already dealing with congestion and courtesy problems owing to the competition for space among so many different types of users.

I have the greatest respect for the work of MassBike and Galen Mook, and appreciate how much they want to get "more butts on bikes." I hope you and they can work together to get those butts on bikes in the appropriate places.

Peggy Enders, Chair, Lexington Bicycle Advisory Committee

PS. We plan to ask our Board of Selectmen to consider a speed advisory of 15 mph on the Minuteman Bikeway. The bicycle committees in Arlington and Bedford have also voted to do the same with their select boards.

comment on DCR 302 CMR 11.00 and 12.00

Galen Mook <galen@massbike.org>

Wed 7/24/2019 5:02 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

 1 attachment

MassBike Comment on DCR CMR 11.00 and 12.00.pdf;

Dear Ms. Dietz,

please accept this comment letter from the Massachusetts Bicycle Coalition on DCR 302 CMR 11.00 and 12.00.

I have attached the letter in PDF form, and copied below.

Please let me know if you have any questions or concerns, and thank you for the opportunity to comment on this important regulatory matter.

best,

--

Galen Mook
Executive Director
Massachusetts Bicycle Coalition
Pronouns: he/him/his

50 Milk Street
16th Floor
Boston, Mass. 02109

www.MassBike.org
Office: 617.542.BIKE (2453)

We work constantly to support bicycle riders throughout the Bay State. Please support us either by joining or donating! For more info, click here: [MassBike](#)

To:
Laura Dietz
Department of Conservation and Recreation
251 Causeway Street
Boston, MA 02114

Dear Ms. Dietz and the Office of General Council,

I am writing today to comment on the 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules and 302 CMR 12.00: Parks and Recreation Rules, specifically as they pertain to electric bicycles allowed on DCR properties.

Firstly, I thank the DCR for their effort to create regulations that would allow pedal-assist bicycles on improved paths 8' and wider. Pedal-assist bicycles are a benefit to an emerging community of bicyclists in Massachusetts, as they bring more riders out onto our bike paths and trails throughout the state. In our experience, electric pedal-assist bicycles provide just enough added power many people need to feel comfortable and confident out on two-wheels.

As we have all heard from the governor that the biggest threats to the commonwealth related to transportation are greenhouse gas emissions and traffic congestion, electric bicycles help alleviate both these concerns by providing an alternative form of transportation that allow riders to travel farther, over steeper terrain, and with less effort. Combining these benefits with the emerging trails network that will connect across the commonwealth, e-bikes will soon become a real and attractive form of transportation for people who may not ride otherwise.

However, electric bicycles are also beneficial to bring about health and wellness benefits, the same provided by standard bicycles. They are tools for exploration and self-empowered transportation. They provide access to the natural environment and open space. They allow aging riders, or new riders, join their friends and family on rides. They provide the exercise essential in recovery from ailments, and the prevention of worsening ailments. The list goes on, and we have heard from so many people throughout Massachusetts about the benefits electric bicycles bring – as I'm sure you have the same from this public comment period.

For these reasons, MassBike is fully support of electric bicycles as a way to get more people out enjoying the benefits of bicycling.

In our effort to pass legislation that sensibly categorizes these devices, we have partnered with the advocacy organization People for Bikes to pursue a three-class model in MA General Law that would mirror what 23 other states have defined as electric bicycles. We have supported Representative Hecht and Representative Fernandes and Senator DiDomenico in their filing of H3014/S2071, 'An Act relative to electric bicycles,' which are identical bills that clarify electric bicycles and distinguish them as distinct from "motorized bicycles" so jurisdictions can regulate electric bicycles for their intended use. This bill creates a three-tiered class system that differentiates based on how the electric motor engages, and the top speed of the motor. The importance of classifying electric bicycles in this manner will create clarity so electric bicycle riders, regulatory bodies, retailers, and land managers who are already dealing with electric bicycles have sensible classifications from which to regulate their use.

These bills define an electric bicycle as a device with 2 or 3 wheels which has a saddle and fully-operative pedals for human propulsion and an electric motor having a power output of not more than 750 watts. An electric bicycle would meet one of the following three classes:

CLASS 1: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 20 mph.

CLASS 2: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.

CLASS 3: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.

Cities/towns and regulatory bodies would retain the right to restrict, regulate, or prohibit the use of e-bikes in parks, paths, and trails. MassBike recommends that in the absence of local ordinances, the slower Class 1 and Class 2 e-bikes would be allowed on paths and trails, while the Class 3 e-bikes would only be allowed on roadways.

In order to fully explore the issues of electric bicycle legislation and regulations MassBike has hosted several events and listening sessions throughout the state over the past year. We have engaged our members on this issue and have heard hundreds of comments from people concerned about this issue; from rail trail "Friends of ____" groups, to official Town Committees, to police officers and rangers, to individual riders, and more.

Much of the shared concern revolves around how 20MPH max speed is too fast for some paths and trails, and we agree (I commute daily on the Paul Dudley White Bike Path and am equally concerned by speed and user conflicts). However, this concern is relative to the user of the bike, and not the device itself, as we feel an electric bicycle can be safely ridden at 20MPH on roadways and clear paths, but needs to be slower on crowded and more narrow ways. Essentially, MassBike does not believe that legislation is the ideal place to say something like "tops out at 20MPH on roads, 15MPH on pathways, and 12MPH on crowded paths and off-road trails." This is best left to the rules and regulations of a given road, path, and trail, and best governed by bicycle riders themselves.

Frankly, the concern about speed is not limited to electric bikes -- as I'm sure we're all concerned about all bikers doing 20+MPH on the pathways just the same. There are jerks out there, we've all been buzzed by people riding too fast who don't give warning. Speed on narrow ways is a pervasive problem throughout the bicycle advocacy community, especially on our beloved paths and trails. At the hearing hosted by the DCR in Brighton, I asked attendees "who can go faster than 20MPH under just leg power" -- everyone raised their hand, yet no one was willing to limit their bicycle gearing to prevent them from hitting more than 20MPH.

We fully support efforts to slow down riders where necessary, including the use of speed limits on paths and trails, education through signage and more, and pathway designs that "calm" riders to prevent them from hitting dangerous speeds. And we support proposed DCR regulation CMR 12:12 (9): "No person shall operate any bicycle, pedal-assist electric bicycle, in-line skates, scooters, skateboards or similar equipment in a reckless manner, or at a speed which may be considered unreasonable or improper for existing conditions." However, we do not support the belief that electric bicycles will induce more "reckless" riders than standard bicycles do, and we have seen no empirical data or studies to suggest otherwise.

We have also heard from riders and advocates about access on natural surface trails, who are concerned that electric pedal-assist Class 1 bicycles will be ridden at dangerous speeds and cause undue wear/tear on trails. MassBike respects the viewpoints presented by these advocates, and in an effort to learn about the issues facing electric bicycle riders in Massachusetts, MassBike has conducted two natural surface pedal-assist demonstration days, in addition to an event we held at the State House in May. The two events were held at Adams Farm in Walpole to demonstrate how pedal-assist bicycles handle on dirt trails through fields, and at Thunder Mountain Bike Park in Charlemont to demonstrate how pedal-assist bicycles handle more challenging terrain (and wet, it rained buckets on us). Each event was supported by a variety of bicycle manufacturers and bike shops who brought bikes currently sold in Massachusetts in order to discuss what exactly these devices are. The purpose of these events were for citizens, policy makers, land managers, and advocates to ride the bicycles to learn firsthand about this technology, and to address concerns about how these bicycles handle on a variety of terrain, on road and off road. We had a few dozen attendees for both events, some of which I'm sure have submitted public comments based on their experiences.

The outcome of these events lead MassBike to believe that pedal-assist Class 1 bicycles are reasonable for some off road and natural surface trails. We do not agree that pedal-assist bicycles are on par with "motocross bikes" or "motorcycles," and we do not believe the trails we rode were undergoing more wear. Due to the complex terrain, when I tried these bicycles I was unable to reach a speed nearing 20MPH, and never felt the bicycle was out of control or that I was forced to ride recklessly. Yet even though the trails we rode in Adams Farm and Thunder Mountain may have been acceptable for pedal-assist Class 1 bicycles, this may not be the case for all trails, and our stance is that the allowance or prohibition of pedal-assist bicycles should be determined on a trail-by-trail basis, as is the case with most mountain bike access, and similar to the park-by-park regulations for boating and hunting on DCR properties.

Thus MassBike requests that:

- 1) the DCR not enact regulations that do not follow the 3 Class model for defining "electric bicycles," or wait until such a time that electric bicycle definitions are codified in Massachusetts General Law.**
- 2) the DCR allow allow Class 1 electric bikes where appropriate on off-road natural surface trails, Class 2 electric bikes where appropriate on bike paths, and Class 3 electric bikes on roadways.**
- 3) the DCR not enact any proposed prohibitions without proper analysis, studies, and research of e-bike impacts, including crash data and wear on terrain, when determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for bikeways and multi-use paths.**

To prohibit the use of all electric bicycles on natural surface trails, on paths less than 8', and for all Class 2 and Class 3 electric bikes on DCR properties would be to limit bicycle riders across the commonwealth. As one commenter put it very eloquently at the public hearing in Brighton, "this wouldn't be a prohibition on bikes, it's a prohibition on people."

Thank you very much for the consideration of these comments.

Sincerely,

Galen Mook
Executive Director

Massachusetts Bicycle Coalition



Laura Dietz
Department of Conservation and Recreation
251 Causeway Street
Boston, MA 02114

Dear Ms. Dietz and the Office of General Council,

I am writing today to comment on the 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules and 302 CMR 12.00: Parks and Recreation Rules, specifically as they pertain to electric bicycles allowed on DCR properties.

Firstly, I thank the DCR for their effort to create regulations that would allow pedal-assist bicycles on improved paths 8' and wider. Pedal-assist bicycles are a benefit to an emerging community of bicyclists in Massachusetts, as they bring more riders out onto our bike paths and trails throughout the state. In our experience, electric pedal-assist bicycles provide just enough added power many people need to feel comfortable and confident out on two-wheels.

As we have all heard from the governor that the biggest threats to the commonwealth related to transportation are greenhouse gas emissions and traffic congestion, electric bicycles help alleviate both these concerns by providing an alternative form of transportation that allow riders to travel farther, over steeper terrain, and with less effort. Combining these benefits with the emerging trails network that will connect across the commonwealth, e-bikes will soon become a real and attractive form of transportation for people who may not ride otherwise.

However, electric bicycles are also beneficial to bring about health and wellness benefits, the same provided by standard bicycles. They are tools for exploration and self-empowered transportation. They provide access to the natural environment and open space. They allow aging riders, or new riders, join their friends and family on rides. They provide the exercise essential in recovery from ailments, and the prevention of worsening ailments. The list goes on, and we have heard from so many people throughout Massachusetts about the benefits electric bicycles bring – as I'm sure you have the same from this public comment period.

For these reasons, MassBike is fully support of electric bicycles as a way to get more people out enjoying the benefits of bicycling.

In our effort to pass legislation that sensibly categorizes these devices, we have partnered with the advocacy organization People for Bikes to pursue a three-class model in MA General Law that would mirror what 23 other states have defined as electric bicycles. We have supported Representative Hecht and Representative Fernandes and Senator DiDomenico in their filing of H3014/S2071, 'An Act relative to electric bicycles,' which are identical bills that clarify electric bicycles and distinguish them as distinct from "motorized bicycles" so jurisdictions can regulate



electric bicycles for their intended use. This bill creates a three-tiered class system that differentiates based on how the electric motor engages, and the top speed of the motor. The importance of classifying electric bicycles in this manner will create clarity so electric bicycle riders, regulatory bodies, retailers, and land managers who are already dealing with electric bicycles have sensible classifications from which to regulate their use.

These bills define an electric bicycle as a device with 2 or 3 wheels which has a saddle and fully-operative pedals for human propulsion and an electric motor having a power output of not more than 750 watts. An electric bicycle would meet one of the following three classes:

CLASS 1: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 20 mph.

CLASS 2: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.

CLASS 3: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.

Cities/towns and regulatory bodies would retain the right to restrict, regulate, or prohibit the use of e-bikes in parks, paths, and trails. MassBike recommends that in the absence of local ordinances, the slower Class 1 and Class 2 e-bikes would be allowed on paths and trails, while the Class 3 e-bikes would only be allowed on roadways.

In order to fully explore the issues of electric bicycle legislation and regulations MassBike has hosted several events and listening sessions throughout the state over the past year. We have engaged our members on this issue and have heard hundreds of comments from people concerned about this issue; from rail trail "Friends of ____" groups, to official Town Committees, to police officers and rangers, to individual riders, and more.

Much of the shared concern revolves around how 20MPH max speed is too fast for some paths and trails, and we agree (I commute daily on the Paul Dudley White Bike Path and am equally concerned by speed and user conflicts). However, this concern is relative to the user of the bike, and not the device itself, as we feel an electric bicycle can be safely ridden at 20MPH on roadways and clear paths, but needs to be slower on crowded and more narrow ways. Essentially, MassBike does not believe that legislation is the ideal place to say something like "tops out at 20MPH on roads, 15MPH on pathways, and 12MPH on crowded paths and off-road trails." This is best left to the rules and regulations of a given road, path, and trail, and best governed by bicycle riders themselves.

Frankly, the concern about speed is not limited to electric bikes -- as I'm sure we're all concerned about all bikers doing 20+MPH on the pathways just the same. There are jerks out there, we've all been buzzed by people riding too fast who don't give warning. Speed on narrow ways is a pervasive problem throughout the bicycle advocacy community, especially on our



beloved paths and trails. At the hearing hosted by the DCR in Brighton, I asked attendees "who can go faster than 20MPH under just leg power" -- everyone raised their hand, yet no one was willing to limit their bicycle gearing to prevent them from hitting more than 20MPH.

We fully support efforts to slow down riders where necessary, including the use of speed limits on paths and trails, education through signage and more, and pathway designs that "calm" riders to prevent them from hitting dangerous speeds. And we support proposed DCR regulation CMR 12:12 (9): "No person shall operate any bicycle, pedal-assist electric bicycle, in-line skates, scooters, skateboards or similar equipment in a reckless manner, or at a speed which may be considered unreasonable or improper for existing conditions." However, we do not support the belief that electric bicycles will induce more "reckless" riders than standard bicycles do, and we have seen no empirical data or studies to suggest otherwise.

We have also heard from riders and advocates about access on natural surface trails, who are concerned that electric pedal-assist Class 1 bicycles will be ridden at dangerous speeds and cause undue wear/tear on trails. MassBike respects the viewpoints presented by these advocates, and in an effort to learn about the issues facing electric bicycle riders in Massachusetts, MassBike has conducted two natural surface pedal-assist demonstration days, in addition to an event we held at the State House in May. The two events were held at Adams Farm in Walpole to demonstrate how pedal-assist bicycles handle on dirt trails through fields, and at Thunder Mountain Bike Park in Charlemont to demonstrate how pedal-assist bicycles handle more challenging terrain (and wet, it rained buckets on us). Each event was supported by a variety of bicycle manufacturers and bike shops who brought bikes currently sold in Massachusetts in order to discuss what exactly these devices are. The purpose of these events were for citizens, policy makers, land managers, and advocates to ride the bicycles to learn firsthand about this technology, and to address concerns about how these bicycles handle on a variety of terrain, on road and off road. We had a few dozen attendees for both events, some of which I'm sure have submitted public comments based on their experiences.

The outcome of these events lead MassBike to believe that pedal-assist Class 1 bicycles are reasonable for some off road and natural surface trails. We do not agree that pedal-assist bicycles are on par with "motocross bikes" or "motorcycles," and we do not believe the trails we rode were undergoing more wear. Due to the complex terrain, when I tried these bicycles I was unable to reach a speed nearing 20MPH, and never felt the bicycle was out of control or that I was forced to ride recklessly. Yet even though the trails we rode in Adams Farm and Thunder Mountain may have been acceptable for pedal-assist Class 1 bicycles, this may not be the case for all trails, and our stance is that the allowance or prohibition of pedal-assist bicycles should be determined on a trail-by-trail basis, as is the case with most mountain bike access, and similar to the park-by-park regulations for boating and hunting on DCR properties.



Thus MassBike requests that:

- 1) the DCR not enact regulations that do not follow the 3 Class model for defining "electric bicycles," or wait until such a time that electric bicycle definitions are codified in Massachusetts General Law.
- 2) the DCR allow allow Class 1 electric bikes where appropriate on off-road natural surface trails, Class 2 electric bikes where appropriate on bike paths, and Class 3 electric bikes on roadways.
- 3) the DCR not enact any proposed prohibitions without proper analysis, studies, and research of e-bike impacts, including crash data and wear on terrain, when determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for bikeways and multi-use paths.

To prohibit the use of all electric bicycles on natural surface trails, on paths less than 8', and for all Class 2 and Class 3 electric bikes on DCR properties would be to limit bicycle riders across the commonwealth. As one commenter put it very eloquently at the public hearing in Brighton, "this wouldn't be a prohibition on bikes, it's a prohibition on people."

Thank you very much for the consideration of these comments.

Sincerely,

Galen Mook
Executive Director
Massachusetts Bicycle Coalition

Comment on E-Bikes and DCR Policies

Don Podolski <donpodolski@gmail.com>

Wed 7/24/2019 4:57 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I have been a lifelong bicyclist and mountain bike rider and now at 71 years of age I can see an E-Bike in my future. Currently my wife (70 years old) rides an E-Bike and it is the only way the two of us can enjoy cycling together.

Thank you for considering the important role that e-bike play in our state.

Donald F. Podolski
317 Birch Bluffs Dr.
Westfield, MA 01085
413 8965859
donpodolski@gmail.com

comment on 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00

Galen M. Mook <gmmook@gmail.com>

Wed 7/24/2019 4:38 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

📎 1 attachment

The-Importance-of-Class-2-Final.docx;

Dear Ms. Dietz,

on behalf of my good friend Chris Hall, I am submitting this attached (and copied below) public comment related to 302 CMR 11.00 and 12.00.

please accept this comment for the public record.

Thank you,

Galen Mook

The Importance of Class 2 E-Bikes/Tricycles on Bike/Rail Trails on DCR

This is my standpoint on Class 2 E-Bikes/Low Speed Bicycles being allowed on bike/rail trails

As a handicapped person who is unable to drive and own a automobile who use his Class 2 E-Bike which is a Organic Transit ELF velomobile which is a solar powered/pedal hybrid bike car as well as regular non-powered adult tricycles of my main modes of transportation due to have a disease in my spine as well as having autism I do feel safer on trails and paths as I would not have to fight thru some of the worst parts of the city that would cause harm to me or my bike in damages when riding down heavily congested streets in Boston and the surrounding areas. For me to not be allowed to use such trails would make me feel singled out as my Class 2 is only a few that exist in the State of MA on the South Shore side of the state

I use such trails as the Neponset bike path to travel to Roslindale almost every week to cut thru the city of Dorchester and Mattapan as it is known to have a lot of unrepaired roads that are full of Potholes and debris and trash that I feel would leave me having to call a tow truck if I was to damage my bike or call 911 from being struck by a car due to not being able to fit into bike lanes due to my 4 foot wide velomobile not being able to fit on to many bike lanes besides a few in some locations.

I have to spend a lot of time and money to maintain both my velomobile and my trikes due to having to use main roads that cause damages due to unlevelled roads potholes and hazardous obstructions that will set me back a long time to repair if something broke while traveling to where I am meant to go and with using paths whenever possible would cut down my maintenance costs and me calling to be towed as most trails have very clean and maintain paths.

Not having to fight with motorist on congested roads is also a good part of being on trails and paths as even though my class 2 is equipped with the means of running/brake and blinker lights as well as a horn still makes my travel time longer and more tedious when it is only able to go 20mph to which on some roads which higher speed limits I do have to share lanes putting myself in danger with angry and road rage happy motorists flying by me at 50mph.

Trails/rail trails do allow me to get to places quicker and allow me to slow down and be aware what is around me with other cyclist and pedestrians using the trail as I am on it and also let me see sights that could never be seen driving a car which is a great part of using rail trails

Being also a railroad enthusiast lets me learn about the mighty machines that ones were on the trails that have been converted into means for people to connect to one another without the fears of motorists being right on us to where we can take our time and enjoy nature and what is around us on maintained paths made to take people to new places that would take forever by car.

7/25/2019

comment on 302 CMR 11.00: Parkways, Traffic, and Ped... - Comments, Regs (DCR)

I do ask you to reconsider the banning of Class 2 E Bikes on DCR trails as for many of us it helps us stay connected and keeps us out danger of motorist as one the few with a larger Class 2 help out those who are disabled who ride bikes and even tricycles with E-Bike systems installed that are Class 2/low speed bicycles to allow us to connect with all kinds of new people in a safe a proper matter

Christopher J Hall

247 Grove St Braintree,MA 02184

(774)-360-4486

Hallchris14@gmail.com

The Importance of Class 2 E-Bikes/Tricycles on Bike/Rail Trails on DCR



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I do ask you to reconsider the banning of Class 2 E Bikes on DCR trails as for many of us it helps us stay connected and keeps us out danger of motorist as one the few with a larger Class 2 help out those who are disabled who ride bikes and even tricycles with E-Bike systems installed that are Class 2/low speed bicycles to allow us to connect with all kinds of new people in a safe a proper matter



Christopher J Hall

247 Grove St Braintree, MA 02184

(774)-360-4486

Hallchris14@gmail.com



The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054

Laura Dietz
Assistant General Counsel
Department of Conservation and Recreation
251 Causeway St.
Boston, MA 02114

Dear Ms. Dietz,

We write to you today regarding the proposed amendments to 302 CMR 11.00 and 302 CMR 12.00. Specifically we wish to comment on the definitions and other provisions relating to electric bicycles (e-bikes).

For many compelling reasons, Massachusetts should be facilitating the use of new mobility options like e-bikes. E-bikes are proving highly desirable to consumers looking to replace car trips with more space-efficient and environmentally-friendly alternatives. In addition, e-bikes allow people to ride further for a longer time while expending less effort, which makes them practical for those who may shy away from traditional bicycles due to age, fitness, disability, or lack of shower facilities at their destination. At the same time, it is important to create an appropriate regulatory framework so that each new mobility option can integrate safely and sustainably into our overall transportation system.

The Legislature is currently considering legislation on e-bikes in H.3014/S.2071, *An Act relative to electric bicycles*. These two identical bills create a statutory definition of electric bicycles and adopt the 3-tiered classification system used by the industry and 22 other states (at the latest count). They also set out rules governing who may operate these different types of e-bikes and under what conditions. In general, the bills treat Class 1 and Class 2 e-bikes, whose engines (pedal-assist or throttle) automatically disengage when the bike reaches 20mph, like traditional bicycles, while adding age restrictions and safety requirements for Class 3 e-bikes, which operate at speeds of up to 28mph. They create a presumption that Class 1 and Class 2 e-bikes are allowed where traditional bicycles are permitted, unless expressly prohibited. Class 3 e-bikes, on the other hand, are presumed prohibited on bike paths and shared-use paths, unless expressly permitted.

If the Department chooses to move ahead with its proposed regulations before the legislature takes action, we ask that the Department adopt the same definitions and classification system contained in H.3014/S.2071 both to conform to industry standards and also to avoid the possibility of a subsequent conflict with the statute.

We further recommend that the amended regulations should, absent special circumstances, allow both Class 1 and Class 2 e-bikes on DCR ways and trails where standard bicycles are permitted. We oppose any distinction, definitionally or functionally, between the two. It is hard to see what public policy goal is achieved by distinguishing between Class 1 and 2 e-bikes based on the way their electric motors engage. Enforcement of such a distinction is also nearly impossible, as the visual differences between Class 1 and 2 e-bikes can be extremely subtle. Certain e-bikes actually use both pedal-assist and throttle technology. Class 1 and Class 2 e-bikes are, however, clearly different from Class 3 e-bikes, which travel at much higher speeds. Most would agree that for safety reasons, Class 3 e-bikes do not belong on trails and ways with pedestrians and traditional cyclists.

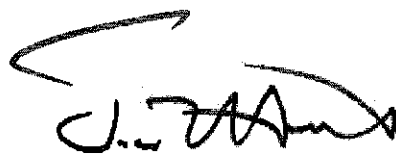
Finally, we also ask that the Department take a trail-by-trail approach when determining whether to allow e-mountain bikes on its improved or natural surface trails. E-mountain bikes allow a broader range of people to enjoy open spaces, including older individuals and persons with disabilities for whom mountain biking with traditional bicycles may be impossible. Land managers should be given discretion to permit e-mountain bike use on trails where they can integrate safely with other users.

Thank you for your consideration of our comments. Please do not hesitate to reach out to our offices with any questions.

Best regards,



Dylan Fernandes
State Representative
*Falmouth, Martha's
Vineyard, and
Nantucket*



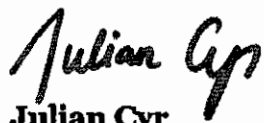
Jonathan Hecht
State Representative
29th Middlesex District



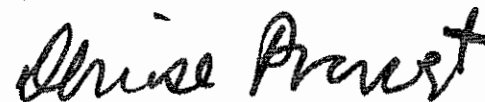
Sal N. DiDomenico
State Senator
*Middlesex and Suffolk
District*



**Patricia Barley-
Bouvier**
State Representative
3rd Berkshire District



Julian Cyr
State Senator
Cape and Islands
District



Denise Provost
State Representative
27th Middlesex District



Tommy Vitolo
State Representative
15th Norfolk District

Legislator Comments re: 302 CMR 11.00 and 302 CMR 12.00

Roche, Elizabeth (HOU) <elizabeth.roche@mahouse.gov>

Wed 7/24/2019 4:08 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: Steinberg, Sarah (HOU) <sarah.steinberg@mahouse.gov>;

 1 attachment

Legislator Comments 302 CMR 11.00 and 302 CMR 12.00 Electric Bicycles.pdf;

Dear Ms. Dietz,

Attached are written comments from Representative Fernandes, Representative Hecht, Senator DiDomenico, Representative Farley-Bouvier, Senator Cyr, Representative Provost, and Representative Vitolo regarding DCR's proposed amendments to 302 CMR 11.00 and 302 CMR 12.00.

Please don't hesitate to reach out if you have any additional questions.

Best,
Lizzie

Elizabeth Roche
Legislative Aide
Office of Representative Dylan Fernandes

7/25/2019

RE: Opposition to proposed amendments (302 CMR 11.00... - Comments, Regs (DCR)

RE: Opposition to proposed amendments (302 CMR 11.00 & 12.00)

Devereux, Jan <jdevereux@cambridgema.gov>

Wed 7/24/2019 4:05 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

📎 1 attachment

7-24-19 Comment from Vice Mayor Devereux.pdf;

I apologize—here is this correct attachment.

Jan

Jan Devereux
Vice Mayor
Cambridge, MA
jdevereux@cambridgema.gov

For updates on City Council issues and events visit <http://jandevereux.com/>

All emails to and from this City address should be considered subject to Massachusetts Public Records Laws.

From: Devereux, Jan
Sent: Wednesday, July 24, 2019 12:13 PM
To: regs.comments@state.ma.us
Subject: Opposition to proposed amendments (302 CMR 11.00 & 12.00)

Please find attached my commentS in opposition to currently proposed amendments to DCR Regulations 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules and 302 CMR 12.00: Parks and Recreation Rules.

Jan Devereux
Vice Mayor
Cambridge, MA
jdevereux@cambridgema.gov

For updates on City Council issues and events visit <http://jandevereux.com/>

All emails to and from this City address should be considered subject to Massachusetts Public Records Laws.



CAMBRIDGE CITY COUNCIL

Jan Devereux
Vice Mayor

July 24, 2019

Department of Conservation and Recreation
251 Causeway Street, Suite 600
Boston MA 02114-2119

To the Department of Conservation and Recreation:

I would like to thank you for your continued strong support for multi-use trails and for your efforts to establish a comprehensive regional path network.

As the chair of the Cambridge City Council's Transportation and Public Utilities Committee, I am writing in opposition to amendments to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules and 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or delay prohibiting all types of electric bicycles until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR not enact any statewide prohibitions without proper analysis of the impact on ridership, and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

The promotion of bicycling in all its forms is a major priority for Cambridge's elected officials and government administrators. It is a critical component of Cambridge's major effort to encourage mode shift in our region to active forms of transportation from personal vehicle travel, which starting with 1992's Vehicle Trip Reduction Ordinance. It is our hope that there will be increased ridership from the adoption of pedal-assist and other electric bicycles, and we hope that these users may use all DCR trails that pass into and through Cambridge.

Thank you for considering the important role that e-bikes play in our state.

A handwritten signature in black ink that reads "Jan Devereux". The signature is fluid and cursive, with the first name "Jan" and last name "Devereux" clearly legible.

Jan Devereux
Vice Mayor, Cambridge City Council

7/25/2019

Public Comment on 302 CMR 11.00: Parkways, Traffic, ... - Comments, Regs (DCR)

Public Comment on 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

Adam MacNeill <adamjamesmacneill@gmail.com>

Wed 7/24/2019 4:00 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hello,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

Electric bicycles are a great opportunity to broaden the world of consistent cyclists, taking cars off the street and ultimately reducing transportation-related injuries and fatalities, as well as improving public and environmental health and the time efficiency of those people who remain car drivers. Preventing electric bicycles from using a wide range of trails would greatly hinder these positive benefits. At the least, this should be thoroughly studied and aligned with pending legislation, as detailed below.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Thank you for considering the important role that e-bike play in our state.

Adam MacNeill

19 Melrose St.

Arlington, MA 02474

adamjamesmacneill@gmail.com

7/25/2019

Opposition to 302 CMR 11.00: Parkways, Traffic, and ... - Comments, Regs (DCR)


Opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

Tom Lamar <tflamar@gmail.com>

Wed 7/24/2019 3:49 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

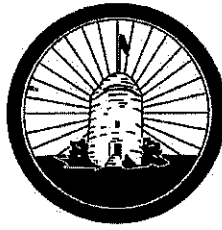
Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>; info@somervillebikes.org <info@somervillebikes.org>;

 1 attachment

SBAC_Ebike_Trails_Reg.docx;

Please see attached comments opposing 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules.

Tom Lamar
66 Adams St, Somerville MA 02145
Chair, Somerville Bicycle Advisory Committee



Somerville Bicycle Advisory Committee

July 24, 2019

Subject: Opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

For many people, electric-assist on a bicycle enables them to make trips that would otherwise be difficult or impossible on an unassisted bicycle. Many Somerville residents rely on electric-assist bicycles to transport children to school, often needing to climb steep hills. Some use electric assist to carry heavier loads for work. For others, an electric bicycle is a mobility device that lets them overcome physical impairment. Broadly speaking, we should embrace electric-assist as a way to make bicycling an option for a larger community. This regulation does the opposite - discriminating against people who use electric-assist bicycles because of age, disability, parental status, or because their job necessitates it.

On many Massachusetts roads, high-speed car traffic makes bicycling on the road dangerous or unpleasant, and the safest option is to use a nearby off-road path. One local example is Alewife Brook Parkway south of Mass Ave, where a natural surface path parallel to the parkway is the only alternative to a high-traffic road. For another example, some parts of the Paul Dudley White paths are currently narrow enough that this prohibition may apply. I worry that the regulation as currently written may deprive many people of a safe traffic-free route and force them to mix with busy traffic, or may prevent them from bicycling at all.

I would ask that instead that regulations focus on the specific behavior that is problematic. Specifically, if there are concerns about speeds on trails, it would be better to regulate by speed limit than by an overly wide prohibition on assistive power. At the very least, Class-1 electric bikes (as defined in industry standards and in increasingly common legislation in other states) should be treated as equivalent to non-assisted bicycles, and allowed everywhere traditional bicycles are allowed.

I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research to ensure that regulations do not deprive people of safe off-street routes.

Thank you for your consideration.

Tom Lamar
66 Adams St, Somerville MA 02145
Chair, Somerville Bicycle Advisory Committee

E-bike regulations

Colin McCarthy <cwmccarthy@gmail.com>

Wed 7/24/2019 3:41 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

To whom it concerns,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

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I've already seen how e-bikes can make people's lives a lot easier and encourage adoption of more sustainable transportation methods. It would be disappointing implement restrictions without fully researching usage patterns and the effects the restrictions might have on shifting mode share away from private vehicles, which we need to encourage to meet the commonwealth's climate and transportation objectives.

Thank you for considering the important role that e-bike play in our state.

Colin McCarthy
956 Cambridge St
Cambridge, MA 02141
cwmccarthy@gmail.com
978-212-9622

302 CMR 11.00

Vivian F. Youngberg, Esq. <VivianYoungberg@youngberglawfirm.com>

Wed 7/24/2019 3:32 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

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I think a blanket prohibition of electric bicycles is premature until there exists legislation creating a 3-class model system to define types of electric bicycles being regulated. All electric bicycles are not the same and do not have the same impact on surfaces and the environment.

I am an Elder Law Attorney and in my many years in this role I have seen the importance that exercise plays on the quality of life you have as you age. Although I can have a good bicycling experience without an electric bicycle, as I get older the distance I can manage will decrease with my stamina and maybe my aging body will not be able to ride without the assistance of an electric bicycle.

Thank you for considering the important role that e-bike play in our state.

Vivian F. Youngberg

131 Brandt Island Rd

Mattapoisett MA 02739

508-946-0564

Vivianyoungberg@youngberglawfirm.com

DCR and Off Road E-bikes; Opinions due JULY 24th!

Jan Lindsay <janetdlindsay@gmail.com>

Tue 7/23/2019 6:15 PM

To: Andrew Lindsay <asdlindsay@gmail.com>; Charles Crowley <topdog@topdogstudio.com>; Craig Douglas <cdouglas.architects@gmail.com>; Erin Heintzman <erinplays@hotmail.com>; Frank Lane <frankpatty56@comcast.net>; Ian Tierney <ezetierney@hotmail.com>; Jan Lindsay <janetdlindsay@gmail.com>; Jeffrey Albert Heintzman <jeff@jeffheintzman.com>; Jgudjonson <jgudjonson@gmail.com>; Joe Jutras <jjutras@comcast.net>; Kimmy Stewart <godel@gmail.com>; Mar Heintz-Hawes <mcheintzman@gmail.com>; Marc Bavineau <m_bavs@msn.com>; Mike Hawes <hawes.mr@gmail.com>; Philip Keyes <pk@nemba.org>; Scott Bumpus <bumpus@seasidecycle.com>; Silas Streeter <silas_s_me@yahoo.com>; Streeter family <danstreeter@comcast.net>; Todd Balf <tbalf@comcast.net>; Zander Goepfert <zanderg@gmail.com>; advocacy@nemba.org <advocacy@nemba.org>; erin_canniff@yahoo.com <erin_canniff@yahoo.com>; mayorcahill@beverlyma.gov <mayorcahill@beverlyma.gov>; Comments, Regs (DCR) <regs.comments@mass.gov>;

To our dear friends of the New England mountain biking community, including you westerners and Canadians:

I want to share with you my husband Andy Lindsay's response (see below) to the DCR/NEMBA call to abolish Ebikes from single track riding. His response is my response too.

But here's more.

I hope you know him as someone who lives to be in the outdoors, loves adventure and loves mountain biking. Not so much of a yahoo on a souped-up E-engine, looking to frighten gentle hikers/horseback riders/bike riders, ruin the terrain, or threaten hard won relationships with abutting landowners.

As most of you will also know, he can no longer ride without leaning on trees every six feet or so, to breathe. With stage 4 lung cancer, riding old-school is no longer an option. Or much fun. Easier just to rest comfortably on the couch. And get a bit sad knowing what he is missing.

That is, until eBikes entered the equation. He now can't wait to get out there and ride. I ride with him, on a non-EBike. I am a 63 year-old rider who can't seem to find those back burners anymore, and yet we are riding *together*, having fun again, the way we used to, me still on the old school bike, riding on old trails and discovering new ones.

I am sorely disappointed in NEMBA, and its short sighted take on the potential of abuse by EBike users. NEMBA's resistance to the EBike reminds me so quickly of the resistance to *mountain biking* when it was new to New England.

I remember it. I am very old.

I have read the rationale and none of it rings true. I simply cannot understand where such strong resistance to EBike riders is *actually* coming from.

I wonder if alongside worry about relationships with abutting land owners, ruining terrain, or scaring other users, slightly below lies a sense of "Mountain biking is hard and if you can't do it old school, dammit, then you are not welcome".

I will fight hard on behalf of my husband, at the very least for an exemption as required by ADA.

But truly, is there not room for others who are simply getting on? Or who would like to try getting outdoors on a bike? Don't we want to encourage others to get outside and get 'er done?

I am asking you all to respond, by tomorrow July 24th, to DCR.

EMAIL ADDRESS: Regs.comment@state.ma.us

You do not have to agree with me, but please exercise your voice without fear of what everyone else will think of you. Plus, I'd love to know what you all are thinking...

All my love to all of you, westerners, Canadians, local New Englanders, and of course, to the great outdoors,

Jan Lindsay
978-500-8306

7/25/2019

DCR and Off Road E-bikes; Opinions due JULY 24th! - Comments, Regs (DCR)

----- Forwarded message -----

From: Andrew Lindsay <asdhlindsay@gmail.com>

Date: Tue, Jul 23, 2019 at 6:39 AM

Subject: Re: Please Send Comment to DCR regarding Off Road E-bikes

To: Jan Lindsay <janetdlindsay@gmail.com>

Dear DCR,

I oppose the proposed DCR eBike regulations.

I'm a five-year Stage 4 Lung Cancer survivor, and few things give me as much joy as being able to get out on my mountain bike in the woods - like I used to do.

My purchase of a Specialized Turbo Levo eBike this past spring has allowed me to get back on the trails again, despite my diminished Lung capacity.

I'm a longtime NEMBA member - I've helped build a lot of their trails! - but I disagree with their position. I don't believe there is a scourge of eBikes taking over the trails like motorcycles.

What I see and experience are people with lung and heart problems - or simply advancing age - who use pedal-assisted bikes to help them get healthy recreation in the outdoors.

And I find those eBike users to be courteous and responsible.

I also fear the ostracizing effects of this legislation, even if a "medical exemption" is added.

As a lung cancer survivor, I don't look different. I'm not hunched over or wearing an oxygen tank. But I can't ride a regular mountain bike for 10 minutes without running out of breath. This regulation makes me a target or an outlaw. Do I have to wear a shirt emblazoned "I have lung cancer!"?

I have ridden in in western US and Canada, and Europe, and eBikes are common and allowed. The bikers get along, the trails survive, and I didn't see a problem.

Here NEMBA is fighting a bogey man - and in the process threatening mountain biking for me and other breathing impaired riders.

Thank you,

Andrew Lindsay
5 Old England Road
Ipswich, MA 01938
978-500-3034

On Tue, Jul 23, 2019, 1:11 AM Jan Lindsay <janetdlindsay@gmail.com> wrote:
Hurry write something!!!!!!



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From: Joe Jutras <jjutras@comcast.net>

Date: Mon, Jul 22, 2019 at 11:21 AM

Subject: Fwd: Please Send Comment to DCR regarding Off Road E-bikes

To: <janetdlindsay@gmail.com>

Begin forwarded message:

From: "NEMBA Alert" <advocacy@nemba.org>

Date: July 22, 2019 at 10:38:22 AM EDT

To: <jjutras@comcast.net>

Subject: Please Send Comment to DCR regarding Off Road E-bikes

Dear Joe Jutras,

The Department of Conservation and Recreation (DCR) is revising its regulations on trails to clarify that electric bikes are not allowed on natural surface trails. While e-bikes are not currently allowed on DCR's natural surface trails, this revision would make it clear where e-bikes can be ridden and where they can't.

NEMBA supports this revised regulation because it would allow e-bikes on improved paths 8 feet and wider but would continue to restrict them from singletrack non-motorized trails.

DCR is requesting public comment until 5pm on July 24th, and we urge you to send in an email of support for the 302 CMR draft.

Please email your comment to: regs.comments@state.ma.us

[You can read the draft 302 CMR here.](#)

The key section in on page 31:

Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.

Your comments might include:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Sincerely,

Philip Keyes

NEMBA



Virus-free. www.avg.com

--

Best,

Jan

978-500-8306

Jan Heintzman-Lindsay RN

--

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Jan

978-500-8306

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7/25/2019

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This in from Jeff Heintzman of Whistler, BC:

From: Jeff Heintzman <jeff@jeffheintzman.com>

Subject: Ebikes

Date: July 24, 2019 at 7:45:50 AM PDT

To: Regs.comment@state.ma.us

I am firmly in favour of allowing Ebikes for the reasons Jan and Andy state.

I am a mountain biker and have not yet bought an Ebike- I enjoy my rides on a traditional bike, but my wife is not as athletic as I and with the purchase of her new ebike we are able to share some of the joy that I get from riding through the woods and beside the streams here in Whistler .

I feel that there is some fear mongering regarding these new machines- and the potential for abusing the trails is there.

Most mountain bikers that I know respect the terrain and their fellow riders, and many of these people have gone to ebikes for their own reasons- longer rides, less vital bodies- whatever but they take with them the same respect they had before when pedalling every stroke with leg power.

A parallel may be made with snowboards- they were illegal in many resorts for a long time, but they are here to stay,

and just another way to enjoy god's country

Humbly,

Jeff Heintzman Whistler BC

Best,

Jan

978-500-8306

Jan Heintzman-Lindsay RN

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Philip Keyes

NEMBA

7/25/2019

Re: DCR and Off Road E-bikes; Opinions due JULY 24th! - Comments, Regs (DCR)



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--

Best,

Jan

978-500-8306

Jan Heintzman-Lindsay RN

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978-500-8306

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7/25/2019

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Martha Heintzman <mcheintzman@gmail.com>

Wed 7/24/2019 3:23 PM

To: Jan Lindsay <janetdlindsay@gmail.com>;

Cc: Andrew Lindsay <asdlindsay@gmail.com>; Charles Crowley <topdog@topdogstudio.com>; Craig Douglas <cdouglas.architects@gmail.com>; Erin Heintzman <erinplays@hotmail.com>; Frank Lane <frankpatty56@comcast.net>; Ian Tierney <ezetierney@hotmail.com>; Jeffrey Albert Heintzman <jeff@jeffheintzman.com>; Jgudjonson <jgudjonson@gmail.com>; Joe Jutras <jjutras@comcast.net>; Kimmy Stewart <grodell@gmail.com>; Marc Bavineau <m_bavs@msn.com>; Mike Hawes <hawes.mr@gmail.com>; Philip Keyes <pk@nemba.org>; Scott Bumpus <bumpus@seasidecycle.com>; Silas Streeter <silas_s_me@yahoo.com>; Streeter family <danstreeter@comcast.net>; Todd Balf <tbalf@comcast.net>; Zander Goepfert <zander@gmail.com>; advocacy@nemba.org <advocacy@nemba.org>; erin_canniff@yahoo.com <erin_canniff@yahoo.com>; mayorcahill@beverlyma.gov <mayorcahill@beverlyma.gov>; Comments, Regs (DCR) <regs.comments@mass.gov>;

My feelings mirror those of my sister Janet Lindsay and brother Jeff Heintzman.

I have a husband who also has lung issues and for him to continue with his mountain biking obsession, the ebike will be his only option.

Thank you

Respectfully

Martha Heintzman

Martha Heintzman

Sent from my iPhone

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Humbly,

Jeff Heintzman Whistler BC

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Jan

978-500-8306

7/25/2019

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But here's more.

I hope you know him as someone who lives to be in the outdoors, loves adventure and loves mountain biking. Not so much of a yahoo on a souped-up E-engine, looking to frighten gentle hikers/horseback riders/bike riders, ruin the terrain, or threaten hard won relationships with abutting landowners.

As most of you will also know, he can no longer ride without leaning on trees every six feet or so, to breathe. With stage 4 lung cancer, riding old-school is no longer an option. Or much fun. Easier just to rest comfortably on the couch. And get a bit sad knowing what he is missing.

That is, until eBikes entered the equation. He now can't wait to get out there and ride. I ride with him, on a non-EBike. I am a 63 year-old rider who can't seem to find those back burners anymore, and yet we are riding *together*, having fun again, the way we used to, me still on the old school bike, riding on old trails and discovering new ones.

I am sorely disappointed in NEMBA, and its short sighted take on the potential of abuse by EBike users. NEMBA's resistance to the EBike reminds me so quickly of the resistance to *mountain biking* when it was new to New England.

I remember it. I am very old.

I have read the rationale and none of it rings true. I simply cannot understand where such strong resistance to EBike riders is *actually* coming from.

I wonder if alongside worry about relationships with abutting land owners, ruining terrain, or scaring other users, slightly below lies a sense of "Mountain biking is hard and if you can't do it old school, dammit, then you are not welcome".

I will fight hard on behalf of my husband, at the very least for an exemption as required by ADA.

But truly, is there not room for others who are simply getting on? Or who would like to try getting outdoors on a bike? Don't we want to encourage others to get outside and get 'er done?

I am asking you all to respond, by tomorrow July 24th, to DCR.

EMAIL ADDRESS: Regs.comment@state.ma.us

You do not have to agree with me, but please exercise your voice without fear of what everyone else will think of you. Plus, I'd love to know what you all are thinking...

All my love to all of you, westerners, Canadians, local New Englanders, and of course, to the great outdoors,

Jan Lindsay
978-500-8306

----- Forwarded message -----

From: Andrew Lindsay <asd@lindsay@gmail.com>

Date: Tue, Jul 23, 2019 at 6:39 AM

Subject: Re: Please Send Comment to DCR regarding Off Road E-bikes

To: Jan Lindsay <janetdlindsay@gmail.com>

Dear DCR,

I oppose the proposed DCR eBike regulations.

I'm a five-year Stage 4 Lung Cancer survivor, and few things give me as much joy as being able to get out on my mountain bike in the woods - like I used to do.

My purchase of a Specialized Turbo Levo eBike this past spring has allowed me to get back on the trails again, despite my diminished Lung capacity.

I'm a longtime NEMBA member - I've helped build a lot of their trails! - but I disagree with their position. I don't believe there is a scourge of eBikes taking over the trails like motorcycles.

What I see and experience are people with lung and heart problems - or simply advancing age - who use pedal-assisted bikes to help them get healthy recreation in the outdoors.

And I find those eBike users to be courteous and responsible.

I also fear the ostracizing effects of this legislation, even if a "medical exemption" is added.

As a lung cancer survivor, I don't look different. I'm not hunched over or wearing an oxygen tank. But I can't ride a regular mountain bike for 10 minutes without running out of breath. This regulation makes me a target or an outlaw. Do I have to wear a shirt emblazoned "I have lung cancer!"?

I have ridden in in western US and Canada, and Europe, and eBikes are common and allowed. The bikers get along, the trails survive, and I didn't see a problem.

Here NEMBA is fighting a bogey man - and in the process threatening mountain biking for me and other breathing impaired riders.

Thank you,

Andrew Lindsay
5 Old England Road
Ipswich, MA 01938
978-500-3034

On Tue, Jul 23, 2019, 1:11 AM Jan Lindsay <janetdlindsay@gmail.com> wrote:
Hurry write something!!!!!!

and mountain bikers.

- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Sincerely,

Philip Keyes

NEMBA



Virus-free. www.avg.com

--

Best,

Jan

978-500-8306

Jan Heintzman-Lindsay RN

--

Best,

Jan

978-500-8306

Jan Heintzman-Lindsay RN

E-Bikes

Darren Cole <darrenalexandercole@gmail.com>

Wed 7/24/2019 3:17 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

good day.

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I am very much into the new technology around moving people and I think there should be considerable consideration for where we are in the adoption phase of these types of technology that considerably benefit the riders that choose to use them, and that their can be a more critical way to integrate these vehicles rather than remove them from the eco system all together.

Thank you for considering the important role that e-bike play in our state.

Darren
414 Putnam Ave
Cambridge, Ma 02139
617-233-6166

DarrenAlexanderCole@gmail.com

Comments on E-Bikes and DCR Policies

Alan Wright <alnwright@gmail.com>

Wed 7/24/2019 3:03 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: MassBike <bikeinfo@massbike.org>;

Dear Commissioner Roy,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I ride all forms of bicycles on and off road including electric bikes. I do not own a car. I use an electric cargo-bike to haul heavy loads. I am 65 with gradually weakening knees and stamina. I expect that in the not too distant future I will want to use an electric assisted bicycle on paths and trails in DCR managed property.

Thank you for considering the important role that e-bike play in our state.

Alan Wright
98 Birch St
Roslindale, MA 02131
alnwright@gmail.com
C: 617-821-3648

7/24/2019

Support for DCR's new regs on eMTB use - Comments, Regs (DCR)

Support for DCR's new regs on eMTB use

Adam Glick <adam@helpdeskpros.com>

Wed 7/24/2019 3:00 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

To Whom It May Concern:

I am writing in support of DCR's proposed new regulations governing use of eMTB's on natural surface trails. I base this on my strong belief that mountain biking is a fundamentally human-powered activity. Adding a motor to a mountain bike puts it into a different league of activity.

Mountain biking has been shown to be a compatible form of passive recreation with average speeds consistent with other forms of passive recreation. eMTB's move that speed up greatly, and with 750 watts of extra power on tap create greater likelihood of trail safety and negative interactions - now with the added problem of being able to go 20mph up hills.

However, I do believe that e-bikes have great potential for transportation and I do support anyone who has a medical need for an electric assist bike for recreation use.

Please enact the proposed natural-surface trail use regulations - these will also help provide guidance to the many private land managers across the state as well.

Respectfully,
Adam Glick

Home Address:
42 Robbins Road
Arlington, MA 02476

--

Admit it. You need a geek.

Adam L. Glick, President
HelpDesk, Inc.

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adam@helpdeskpros.com

-Certified Filemaker Developer
-Reseller of AltN Email Serving Products (MDaemon)
-SwitchVox associate partner, VOIP phone systems

7/24/2019

RE: 302 CMR 11.00: & 302 CMR 12.00 - Comments, Regs (DCR)

RE: 302 CMR 11.00: & 302 CMR 12.00

Don Topaz <dtopaz@gmail.com>

Wed 7/24/2019 2:40 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Hello,

I'm writing about the proposal that would prohibit pedal-assist e-bikes from some DCR bikepaths.

I am 71 years old, and I got my e-bike 2 years ago. The power on my e-bike works only when I am pedaling, and the power is like someone pushing me from the back. I can choose the level of power: a gentle push in the back, a moderate push, or a strong push.

I mostly ride with "gentle-push" power, moderate push on some uphill and when the wind's in my face, and use the strong push only for the steepest hills. My speed is typically 12-13 mph; the power stops working on the rare occasions that I exceed 20mph.

Except for very cold or wet days, my e-bike is how I get from my home to anywhere within 4 or 5 miles. If I did not have a pedal-assist e-bike, it is certain that I would use my car instead.

Whenever possible, I'll use bike trails. It would be devastating to me if I were not allowed to ride on some or all of the bike trails near me.

I urge you not to prohibit pedal-assist e-bikes from any trail.

Very truly yours,

Donald Topaz
975 Mass Ave
Apt 508
Arlington, MA 02476

dtopaz@gmail.com

7/24/2019

opposition to 302 CMR 11.00: Parkways, Traffic, and ... - Comments, Regs (DCR)

opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00:

Jana Pickard-Richardson <janainboston@gmail.com>

Wed 7/24/2019 2:28 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

To whom it may concern:

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I am a daily bicycle commuter between Boston and Cambridge. Although I own a car, I avoid using it whenever possible, opting instead to use my e-assist cargo bike. I use my bike to carrying my two children (85 pounds together, and growing!) around town and to neighboring towns for summer camp drop off, pickup, swim class, etc. I bike to the grocery store. Not only is my bike extremely heavy (laden or unladen), I live up an immense hill. My e-assist allows me to choose my bike over my car as much as possible, including when my route is farther than 2 miles or includes hills. E-assist bikes are increasingly common these days and permit a wider range of people to opt for riding over driving under a wider range of conditions. This choice of green transportation over cars is one we need to incentivize and facilitate, not discourage and make more difficult, especially in the face of climate emergency.

Thank you for considering the important role that e-bikes play in our state.

Jana Pickard-Richardson

89 Montebello Rd. #3

Jamaica Plain, MA 02130

617-599-3827

7/24/2019

re: 302 CMR 11.00 & CMR 12.00 - Public Comment contr... - Comments, Regs (DCR)

re: 302 CMR 11.00 & CMR 12.00 - Public Comment contribution

Michael L6 <mcha6677@gmail.com>

Wed 7/24/2019 2:28 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

To Mass. DCR -

I support 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules and 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I am a resident of Massachusetts since 1972 and of Cambridge since 1980. I am age 73 and have not owned a car since ~1990. I rely on a hybrid bicycle & walking for most all of my transport needs. I also bicycle, walk and jog on DCR trails, both natural & paved. I am also a retired physician and a deeply engaged bicycle safety advocate being the founder and principal of the Dutch Reach Project, a domestic & international campaign to prevent drivers & passengers from 'dooring' bicyclists.

While I applaud the arrival of ebikes I believe it is definitely premature if not completely unwise to admit their use on DCR trails & roads that are otherwise closed to vehicular (ie motorized) traffic.

I consider the use of e-powered bikes (electric scooters, e-skateboard & other comparable motorized devices) on such trails and roads to constitute an unacceptable safety threat for others: for walkers, children & infants in strollers, runners & bicyclists and for other bicyclists, for reasons of ebikes' undue risk of speed endangerment and, certainly at present, the lack of training or capacity of users which renders them more dangerous both to themselves and for vulnerable road users who would then be forced to share the paths with them.

It is also, I believe the case, that older individuals - many who are only resuming bicycling due to ebikes, put themselves and other VRU's at increased risk as often they are limited in strength, reflexes/reaction time, balance and visual acuity if not also judgment and experience needed to operate a heavy bicycle safely, more so when at motorized speeds beyond their abilities.

My opinion is informed by reports from Europe. See:

Older men on e-bikes behind rising death toll among Dutch cyclists

Union presses for e-bike training funds as cyclist deaths in Netherlands surpass numbers killed in cars

<https://www.theguardian.com/world/2018/apr/25/older-men-using-e-bikes-behind-rising-death-toll-among-dutch-cyclists>

Electric Bicycle Fatalities & Injuries Are Rising

<https://cleantechnica.com/2018/10/31/electric-bicycle-fatalities-injuries-are-rising/>

I do of course support active transportation for commuting and recreation, and I do appreciate that ebikes can contribute to climate protection and personal health. However such transport for commuting which already occurs on DCR trails & bikeways should not become more dangerous for other vulnerable road users in order for working age users to speed faster than they might or ought amongst other VRUs.

As for younger e-bicyclists, enabling additional risk-taking, racing & speed afforded by ebikes also seems a recipe for harm to others and themselves, risks which DCR should not encourage.

As for seniors and less fit or the more risk-averse would-be cyclists, adult tricycles are an excellent and preferable alternative to ebikes. Adult tricycles are already gaining popularity in Europe and beginning to appear here. They serve the need and desire for exercise and transport and would, I assume, be already acceptable on DCR protected roads and trails which could accommodate them.

Sincerely,
Michael L. Charney, MD
Dutch Reach Project
www.dutchreach.org

PO Box 390554
Cambridge, MA 02139

302 CMR Parkways, Traffic, and Pedestrian Rules

Tyler Tsang <tylertsang101@gmail.com>

Wed 7/24/2019 2:07 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should enact an advisory speed limit on ebikes and potential personal electric vehicles (PEV) that are being affected under these rules, or to hold off until legislation is passed by the state that would create a further solidified classification system is created in Massachusetts.

I also ask that the DCR look to allow appropriate vehicles on defined paths and roadways. I ask that the DCR not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

As an electric commuter that can be considered as a branch of the e-bike community, being able to use my PEV in various locations is liberating and enables me to access locations that would not be visited. As one of many who use similar emerging devices and technologies, we make sure to leave no negative impacts on the environment we traverse through and make sure our vehicles are suitable for the locations being used. I argue that the technology will continue to grow and be adopted, thus enacting such nebulous rules and restrictions without consideration their impact may be more detrimental than beneficial. For example, older individuals may use the technology to get to and further enjoy the locations they visit. Restricting their use to normal bikes may prevent them from visiting tourist locations and supporting local businesses. As an electric commuter, a more powerful and higher quality motor provides greater safety and stability since it has a safety buffer to prevent the unit from shutting down (known as cutout) when drawing too much energy (in either speed or incline). I ride my PEV unit at responsible speeds despite having the ability to ride faster. Acting as a spokesperson for future electric transport options, safety is a major priority. Thus, an advisory speed limit would not restrict future modes of transport, and enable staff to better manage PEV and e-bikes. The e-bike and PEV market will continue to grow and I can see a large number of new models and modes being introduced. Thus, restricting with a class system may become difficult to enact. I also ask that there also be more specific guidelines differentiating internal combustion vehicles and electric vehicles as other independent parties have already enacted their own rules that are easily left to interpretation to staff with no differentiation between electric vehicles and internal combustion vehicles. Differentiating would allow no emission electric vehicles to have access where high emission vehicles will not.

Thank you for considering the important role that e-bike and PEV play in our state.

Tyler Christopher Tsang
19 Martindale Road
Randolph, MA, 02368
phone: 781.812.5194
email: tylertsang101@gmail.com

7/24/2019

Proposed changes to 302 CMR - Comments, Regs (DCR)

Proposed changes to 302 CMR

Christopher Ball <ball.chr@gmail.com>

Wed 7/24/2019 2:05 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I support the proposed changes to 302 CMR 12.12: Rules of Conduct on DCR Properties

(3) Motorized conveyances are not permitted on improved or natural surface DCR trails.

(4) Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal- assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.

E-bikes are too powerful to be on any other trails. As a mountain-biker, having such motorized bikes on other trails would be dangerous to other riders and trail users.

Thank you for taking comments.

Christopher Ball
59 Kelly Road
Cambridge MA 02139
Mobile: 763.656.9506

7/24/2019

Comments re 302 CMR 11.00 and 302 CMR 12.00 - Comments, Regs (DCR)

Comments re 302 CMR 11.00 and 302 CMR 12.00

Erica Mattison <ericahmattison@gmail.com>

Wed 7/24/2019 1:37 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: Mass Bike <bikeinfo@massbike.org>;

Hello,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I do not own a car. I added electric assist to one of my bicycles two years ago and am a huge proponent of active transportation both for commuting as well as for pure recreation. Electric bikes open up biking to a broader spectrum of the population, and for more types of trips. This is a good thing because it enables physical activity and helps produce cleaner air by getting people out of cars (and into nature). More access to nature is a good thing for our mental and physical well-being and health. Also, enabling more people to bike is useful for helping to reduce greenhouse gas emissions and combat climate change. People are more likely to utilize the recreational resources in Massachusetts (and keep tourism dollars in-state) if the proposed regulations are *not* adopted.

I ask that in order to provide clarity on exactly the devices being regulated, DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or wait until legislation is passed that would create a classification system in Massachusetts.

I also ask that DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that DCR not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Thank you for considering the important role that e-bike play in our state.

Erica Mattison
101 S Huntington Avenue #314
Boston, MA 02130
ericahmattison@gmail.com

7/24/2019

AMC Comments on 302 CMR 11 and 12 - Comments, Regs (DCR)

AMC Comments on 302 CMR 11 and 12

Heather Clish <hclish@outdoors.org>

Wed 7/24/2019 1:24 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

@ 1 attachment

AMC DCR Regulation Comments 7-24-19.pdf;

Dear Ms. Dietz,

Please find attach comments from the Appalachian Mountain Club on the proposed changes to 302 CMR 11.00 and 12.00 relative to electric bicycles.

Thank you for the opportunity to comment. Please don't hesitate to contact me with any questions.

Heather Clish

Director Conservation & Recreation Policy

Appalachian Mountain Club

617.391.6580





July 24, 2019

Laura Dietz
Department of Conservation and Recreation
251 Causeway Street
Boston, MA 02114
via email to: regs.comments@state.ma.us

Subj: Proposed Amendments to Regulations 302 CMR 11.00 (Parkways, Traffic, and Pedestrian Rules) and 302 CMR 12.00 (Parks and Recreation Rules)

Dear Ms. Dietz:

The Appalachian Mountain Club (AMC) appreciates the opportunity to submit comments on the draft amendments to 302 CMR 11.00, Parkways, Traffic, and Pedestrian Rules, and 302 CMR 12.00, Parks and Recreation Rules.

Founded in 1876, the Appalachian Mountain Club is the oldest conservation and recreation organization in the country. Our mission is to promote the protection, enjoyment, and understanding of the region's mountains, forests, waters, and trails. AMC has 47,000 members in Massachusetts. Of the 1,800+ miles of trail AMC maintains from Maine to DC, over 500 miles are in Massachusetts, including the Appalachian Trail, New England National Scenic Trail, the Midstate Trail, the Bay Circuit Trail, and several additional smaller trails on land managed by the Department of Conservation and Recreation.

Our members are active outdoor recreationists in all forms, including road and mountain biking. The AMC recognizes the rising popularity and utility of electric bicycles (e-bikes) and their advantages as an alternative to fossil fuel-based transportation. Additionally, the AMC recognizes the attraction of e-bikes for expanding recreation opportunities for people with physical limitations. While e-bikes have these benefits for air quality, climate, and health, off-road trail use of electric mountain bikes may also pose challenges with recreational use conflicts and trail conditions.

AMC commends the Department of Conservation and Recreation for differentiating between "Pedal-Assist Electric Bicycles," as those with a "help motor" and capable of maximum speeds up to 20 miles per hour, and "Motorized Conveyance" as "any conveyance powered by a motor, other than a "motor vehicle" as defined in M.G.L. c. 90, sec. 1", not to include Pedal-Assist Electric Bicycles. AMC finds this to be a useful distinction to regulate e-bikes based on a combination of their maximum speed and potential interaction or conflict with other trail uses.



Pedal-Assist Bikes on Roadways, Boulevards, and Parkways

AMC applauds the proposed regulations in CMR 11.00 and CMR 12.00 that would explicitly allow Pedal-Assist bicycles on DCR roadways, boulevards and parkways and assumes electric bicycles classified as “Motorized Conveyance” would also be allowed. Electric bikes are one of many transportation options that are environmentally friendly and good for public health, and the AMC believes public policy should encourage their use and facilitate safe routes on roads and paved surfaces as a way to reduce the region’s transportation-related carbon emissions.

Electric Bike Use on Natural Surface Trails

For e-bike use on natural surface trails—including e-mountain bike use—local land and trail management agencies should determine whether, where, and which class of e-mountain bike use will be allowed based on input from the range of trail users and factors such as user conflict, trail impacts, accessibility, and clarity for both e-bike users and enforcement agencies.

AMC also recognizes that the Department of Conservation and Recreation has lost over 30% of its staff in the last decade and many of its properties have far less than ideal personnel, and often inadequate presence, for guidance and enforcement of allowed trail uses.

AMC therefore supports the proposed regulations in CMR 12.00 related to electric bicycles as a relatively clear set of rules that can be applied consistently across the state and avoid confusion among users. AMC supports the overall proposed direction that e-bikes would not be used on trails where motorized vehicles are also prohibited, apart from some improved-surface trails.

Specifically, AMC supports adding the following sections to 302 CMR 12:

- 12.05: AMC supports the proposed language to specify that Pedal-Assist Electric Bicycles and Motorized Conveyances are among uses not allowed on the Appalachian Trail (A.T.) and appreciates DCR’s ongoing partnership in protecting the A.T. as a footpath.
- 12.12 (3): AMC supports the proposed language to prohibit Motorized Conveyances from natural surface trails. This seems to be a clear and consistent approach to minimizing user conflicts with electric bicycles that can run without pedaling and those that can travel at speeds higher than 20 miles per hour.
- CMR 12.12 (4): AMC supports the proposed language that would effectively allow pedal-assist electric bicycles on improved DCR trails that are 8-feet wide or greater and dirt roads that are also open to vehicular traffic, and prohibit them from natural surface trails. This seems to facilitate travel where trails are



wide enough to accommodate multiple uses and multiple speeds, and avoid confusion on natural surface trails.

Thank you again for the opportunity to provide feedback on these proposed regulations. Please don't hesitate to contact me at hclish@outdoors.org or 617-391-6580 with any questions.

Sincerely,

Heather Clish
Director of Conservation and Recreation Policy

7/24/2019

Re: DCR and Off Road E-bikes; Opinions due JULY 24th! - Comments, Regs (DCR)

Re: DCR and Off Road E-bikes; Opinions due JULY 24th!

Jan Lindsay <janetdlindsay@gmail.com>

Wed 7/24/2019 1:15 PM

To: Andrew Lindsay <asdlindsay@gmail.com>; Charles Crowley <topdog@topdogstudio.com>; Craig Douglas <cdouglas.architects@gmail.com>; Erin Heintzman <erinplays@hotmail.com>; Frank Lane <frankpatty56@comcast.net>; Ian Tierney <ezetierney@hotmail.com>; Jan Lindsay <janetdlindsay@gmail.com>; Jeffrey Albert Heintzman <jeff@jeffheintzman.com>; Jgudjonson <jgudjonson@gmail.com>; Joe Jutras <jjutras@comcast.net>; Kimmy Stewart <grodell@gmail.com>; Mar Heintz-Hawes <mcheintzman@gmail.com>; Marc Bavineau <m_bavs@msn.com>; Mike Hawes <hawes.mr@gmail.com>; Philip Keyes <pk@nemba.org>; Scott Bumpus <bumpus@seasidecycle.com>; Silas Streeter <silas_s_me@yahoo.com>; Streeter family <danstreeter@comcast.net>; Todd Balf <tbalf@comcast.net>; Zander Goepfert <zanderg@gmail.com>; advocacy@nemba.org <advocacy@nemba.org>; erin_canniff@yahoo.com <erin_canniff@yahoo.com>; mayorcahill@beverlyma.gov <mayorcahill@beverlyma.gov>; Comments, Regs (DCR) <regs.comments@mass.gov>;

This in from Jeff Heintzman of Whistler, BC:

From: Jeff Heintzman <jeff@jeffheintzman.com>

Subject: Ebikes

Date: July 24, 2019 at 7:45:50 AM PDT

To: Regs.comment@state.ma.us

I am firmly in favour of allowing Ebikes for the reasons Jan and Andy state.

I am a mountain biker and have not yet bought an Ebike- I enjoy my rides on a traditional bike, but my wife is not as athletic as I and with the purchase of her new ebike we are able to share some of the joy that I get from riding through the woods and beside the streams here in Whistler .

I feel that there is some fear mongering regarding these new machines- and the potential for abusing the trails is there.

Most mountain bikers that I know respect the terrain and their fellow riders, and many of these people have gone to ebikes for their own reasons- longer rides, less vital bodies- whatever but they take with them the same respect they had before when pedalling every stroke with leg power.

A parallel may be made with snowboards- they were illegal in many resorts for a long time, but they are here to stay,

and just another way to enjoy god's country

Humbly,

Jeff Heintzman Whistler BC

Best,

Jan

978-500-8306

Jan Heintzman-Lindsay RN

On Tue, Jul 23, 2019 at 6:15 PM Jan Lindsay <janetdlindsay@gmail.com> wrote:

To our dear friends of the New England mountain biking community, including you westerners and Canadians:

I want to share with you my husband Andy Lindsay's response (see below) to the DCR/NEMBA call to abolish Ebikes from single track riding. His response is my response too.

diminished Lung capacity.

I'm a longtime NEMBA member - I've helped build a lot of their trails! - but I disagree with their position. I don't believe there is a scourge of eBikes taking over the trails like motorcycles.

What I see and experience are people with lung and heart problems - or simply advancing age - who use pedal-assisted bikes to help them get healthy recreation in the outdoors.

And I find those eBike users to be courteous and responsible.

I also fear the ostracizing effects of this legislation, even if a "medical exemption" is added.

As a lung cancer survivor, I don't look different. I'm not hunched over or wearing an oxygen tank. But I can't ride a regular mountain bike for 10 minutes without running out of breath. This regulation makes me a target our an outlaw. Do I have to wear a shirt emblazoned "I have lung cancer!"?

I have ridden in in western US and Canada, and Europe, and eBikes are common and allowed. The bikers get along, the trails survive, and I I didn't see a problem.

Here NEMBA is fighting a bogey man - and in the process threatening mountain biking for me and other breathing impaired riders.

Thank you,

Andrew Lindsay
5 Old England Road
Ipswich, MA 01938
978-500-3034

On Tue, Jul 23, 2019, 1:11 AM Jan Lindsay <janetdlindsay@gmail.com> wrote:
Hurry write something!!!!!!



----- Forwarded message -----

From: Joe Jutras <jjutras@comcast.net>

Date: Mon, Jul 22, 2019 at 11:21 AM

Subject: Fwd: Please Send Comment to DCR regarding Off Road E-bikes

To: <janetdlindsay@gmail.com>

Begin forwarded message:

From: "NEMBA Alert" <advocacy@nemba.org>

Date: July 22, 2019 at 10:38:22 AM EDT

To: <jjutras@comcast.net>

Subject: Please Send Comment to DCR regarding Off Road E-bikes

Dear Joe Jutras,

The Department of Conservation and Recreation (DCR) is revising its regulations on trails to clarify that electric bikes are not allowed on natural surface trails. While e-bikes are not currently allowed on DCR's natural surface trails, this revision would make it clear where e-bikes can be ridden and where they can't.

NEMBA supports this revised regulation because it would allow e-bikes on improved paths 8 feet and wider but would continue to restrict them from singletrack non-motorized trails.

DCR is requesting public comment until 5pm on July 24th, and we urge you to send in an email of support for the 302 CMR draft.

Please email your comment to: regs.comments@state.ma.us

[You can read the draft 302 CMR here.](#)

The key section in on page 31:

Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.

Your comments might include:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Sincerely,

Philip Keyes

NEMBA

7/24/2019

Re: DCR and Off Road E-bikes; Opinions due JULY 24th! - Comments, Regs (DCR)



Virus-free. www.avg.com

--

Best,

Jan

978-500-8306

Jan Heintzman-Lindsay RN

--

Best,

Jan

978-500-8306

Jan Heintzman-Lindsay RN

Jan Lindsay <janetdlindsay@gmail.com>

Tue 7/23/2019 6:15 PM

To: Andrew Lindsay <asdlindsay@gmail.com>; Charles Crowley <topdog@topdogstudio.com>; Craig Douglas <cdouglas.architects@gmail.com>; Erin Heintzman <erinplays@hotmail.com>; Frank Lane <frankpatty56@comcast.net>; Ian Tierney <ezetierney@hotmail.com>; Jan Lindsay <janetdlindsay@gmail.com>; Jeffrey Albert Heintzman <jeff@jeffheintzman.com>; Jgudjonson <jgudjonson@gmail.com>; Joe Jutras <jjutras@comcast.net>; Kimmy Stewart <grodell@gmail.com>; Mar Heintz-Hawes <mcheintzman@gmail.com>; Marc Bavineau <m_bavs@msn.com>; Mike Hawes <hawes.mr@gmail.com>; Philip Keyes <pk@nemba.org>; Scott Bumpus <bumpus@seasidecycle.com>; Silas Streeter <silas_s_me@yahoo.com>; Streeter family <danstreeter@comcast.net>; Todd Balf <tbalf@comcast.net>; Zander Goepfert <zanderg@gmail.com>; advocacy@nemba.org <advocacy@nemba.org>; erin_canniff@yahoo.com <erin_canniff@yahoo.com>; mayorcahill@beverlyma.gov <mayorcahill@beverlyma.gov>; Comments, Reqs (DCR) <reqs.comments@mass.gov>;

To our dear friends of the New England mountain biking community, including you westerners and Canadians:

I want to share with you my husband Andy Lindsay's response (see below) to the DCR/NEMBA call to abolish Ebikes from single track riding. His response is my response too.

But here's more.

I hope you know him as someone who lives to be in the outdoors, loves adventure and loves mountain biking. Not so much of a yahoo on a souped-up E-engine, looking to frighten gentle hikers/horseback riders/bike riders, ruin the terrain, or threaten hard won relationships with abutting landowners.

As most of you will also know, he can no longer ride without leaning on trees every six feet or so, to breathe. With stage 4 lung cancer, riding old-school is no longer an option. Or much fun. Easier just to rest comfortably on the couch. And get a bit sad knowing what he is missing.

That is, until eBikes entered the equation. He now can't wait to get out there and ride. I ride with him, on a non-eBike. I am a 63 year-old rider who can't seem to find those back burners anymore, and yet we are riding *together*, having fun again, the way we used to, me still on the old school bike, riding on old trails and discovering new ones.

I am sorely disappointed in NEMBA, and its short sighted take on the potential of abuse by EBike users. NEMBA's resistance to the EBike reminds me so quickly of the resistance to *mountain biking* when it was new to New England.

I remember it. I am very old.

I have read the rationale and none of it rings true. I simply cannot understand where such strong resistance to EBIke riders is *actually* coming from.

I wonder if alongside worry about relationships with abutting land owners, ruining terrain, or scaring other users, slightly below lies a sense of "Mountain biking is hard and if you can't do it old school, dammit, then you are not welcome".

I will fight hard on behalf of my husband, at the very least for an exemption as required by ADA.

But truly, is there not room for others who are simply getting on? Or who would like to try getting outdoors on a bike? Don't we want to encourage others to get outside and get 'er done?

I am asking you all to respond, by tomorrow July 24th, to DCR.

EMAIL ADDRESS: Regs.comment@state.ma.us

You do not have to agree with me, but please exercise your voice without fear of what everyone else will think of you. Plus, I'd love to know what you all are thinking...

All my love to all of you, westerners, Canadians, local New Englanders, and of course, to the great outdoors,

Jan Lindsay
978-500-8306

----- Forwarded message -----

From: Andrew Lindsay <asdlindsay@gmail.com>

Date: Tue, Jul 23, 2019 at 6:39 AM

Subject: Re: Please Send Comment to DCR regarding Off Road E-bikes

To: Jan Lindsay <janetdlindsay@gmail.com>

Dear DCR,

I oppose the proposed DCR eBike regulations.

I'm a five-year Stage 4 Lung Cancer survivor, and few things give me as much joy as being able to get out on my mountain bike in the woods - like I used to do.

My purchase of a Specialized Turbo Levo eBike this past spring has allowed me to get back on the trails again, despite my diminished Lung capacity.

I'm a longtime NEMBA member - I've helped build a lot of their trails! - but I disagree with their position. I don't believe there is a scourge of eBikes taking over the trails like motorcycles.

What I see and experience are people with lung and heart problems - or simply advancing age - who use pedal-assisted bikes to help them get healthy recreation in the outdoors.

And I find those eBike users to be courteous and responsible.

I also fear the ostracizing effects of this legislation, even if a "medical exemption" is added.

As a lung cancer survivor, I don't look different. I'm not hunched over or wearing an oxygen tank. But I can't ride a regular mountain bike for 10 minutes without running out of breath. This regulation makes me a target or an outlaw. Do I have to wear a shirt emblazoned "I have lung cancer!"?

I have ridden in in western US and Canada, and Europe, and eBikes are common and allowed. The bikers get along, the trails survive, and I didn't see a problem.

Here NEMBA is fighting a bogey man - and in the process threatening mountain biking for me and other breathing impaired riders.

Thank you,

Andrew Lindsay
5 Old England Road
Ipswich, MA 01938
978-500-3034

On Tue, Jul 23, 2019, 1:11 AM Jan Lindsay <janetdlindsay@gmail.com> wrote:
Hurry write something!!!!!!



----- Forwarded message -----

From: Joe Jutras <jjutras@comcast.net>
Date: Mon, Jul 22, 2019 at 11:21 AM
Subject: Fwd: Please Send Comment to DCR regarding Off Road E-bikes
To: <janetdlindsay@gmail.com>

Begin forwarded message:

From: "NEMBA Alert" <advocacy@nemba.org>
Date: July 22, 2019 at 10:38:22 AM EDT
To: <jjutras@comcast.net>
Subject: Please Send Comment to DCR regarding Off Road E-bikes

Dear Joe Jutras,

The Department of Conservation and Recreation (DCR) is revising its regulations on trails to clarify that electric bikes are not allowed on natural surface trails. While e-bikes are not currently allowed on DCR's natural surface trails, this revision would make it clear where e-bikes can be ridden and where they can't.

NEMBA supports this revised regulation because it would allow e-bikes on improved paths 8 feet and wider but would continue to restrict them from singletrack non-motorized trails.

DCR is requesting public comment until 5pm on July 24th, and we urge you to send in an email of support for the 302 CMR draft.

Please email your comment to: regs.comments@state.ma.us

[You can read the draft 302 CMR here.](#)

The key section in on page 31:

Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.

Your comments might include:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Sincerely,

Philip Keyes

NEMBA



Virus-free. www.avg.com

--
Best,

Jan

978-500-8306

Jan Heintzman-Lindsay RN

--
Best,

Jan

978-500-8306

Jan Heintzman-Lindsay RN

302 CMR Draft Support

Jayson Lacasse <jay@circle9tech.com>

Wed 7/24/2019 1:14 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I'd like to share some comments in regards to this draft specifically related to the section on page 31 for pedal-assist bikes.

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thank you for your time and interest.

Jayson Lacasse

We are excited to announce that HD Systems Integration has become **Circle9 Technologies!**
Check out our fresh new look below through the website and social media.

Jayson P. Lacasse
Circle9 Technologies
413.642.0379
jay@circle9tech.com
www.CIRCLE9TECH.com

 Circle9
Logo

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RK

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 Follow us on YouTube!

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Please consider the environment before printing this email.

7/24/2019

Draft 302 CMR - Comments, Regs (DCR)

Draft 302 CMR

terry1272@comcast.net

Wed 7/24/2019 12:57 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I support draft 302 cmr.

The use of e-bikes on trails 8 feet or wider would be consistent with accommodating their environmental impact. The technology for e-bikes is becoming increasingly, more powerful and the draft addresses that.

On narrower trails, human powered bikes use is consistent with the usage of those trails.

Thanks,
Terry Lee

Get [Outlook for iOS](#)

7/24/2019

Opposition to 302 CMR 11.00 - Comments, Regs (DCR)

Opposition to 302 CMR 11.00

Sean Patrick Hogan <me@sphogan.com>

Wed 7/24/2019 12:56 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hi,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

E-bikes are really wonderful devices that allow people who are less physically fit or older to enjoy the environment with their friends and children. It allows people to get exercise without worrying about over-extending themselves. It allows people who are mobility challenged to get out into the world in wonderfully happy ways. They offer people happiness and mobility and really help people who would otherwise use cars or stay at home.

Many states are using the 3-class system to define e-bikes and class-1 devices are pedal-assist devices and limited in speed. I love seeing people, especially older people and people with children, using these bikes on our trails and paths. They offer a way for people to continue biking, getting out in our environment, enjoying our great state and our wonderful trails that the DCR has created and maintained, and participate in their children and grandchildren's lives.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Thanks,
Sean.

7/24/2019

E-bike user and Mom in Somerville - Comments, Regs (DCR)

E-bike user and Mom in Somerville

Emily Balkam <emilyrbalkam@gmail.com>

Wed 7/24/2019 12:52 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Ccbikeinfo@massbike.org <bikeinfo@massbike.org>;

Dear Sir or Madame,

I bought an e-bike when I became pregnant with my second child so I could get to work without inducing early labor. I continue to use it to commute on hot summer days, as I find it to be more reliable than our poor delayed Red Line train, helpful in running errands around the Green Line construction detours, better for my health and the environment, yet I can still arrive ready for meetings in professional attire.

I recently bought a trailer so I can use the e-bike to take both kids on trips to parks along various bike paths on the weekends.

I bike safely and responsibly. Rather than regulating e-bikes, I believe we should focus our efforts on safe trail conditions, speed limits for all trail users, and adding more trails/protected paths to connect where people live, work, and play.

Respectfully,

Emily Balkam
148 Boston Ave
Somerville, MA 02144

Opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00

muris kobaslija <murrison@mac.com>

Wed 7/24/2019 12:36 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

We're a family that recently invested in a Dutch-style cargo bike (electric, pedal-assist, Class 1) to be able to take our kids (2 toddlers) to daycare/school, get groceries, and generally get around the area on our bike and not depend on our car. This is both for the practical reasons (traffic is so bad that getting anywhere on a bike is a time saver) as well as ideological reasons (ensuring that we all contribute in reducing CO2 levels by not using our personal car for all errands). The proposed rule would affect our daily commute (that takes us along Alewife Brook Parkway) by potentially forcing us onto an extremely dangerous road (Rt. 16). This would be an unacceptable scenario.

Thank you for considering the important role that e-bike play in our state.

Muris Kobaslija
24 Thorndike St.
Arlington, MA 02474
phone: 607 339 1593
email: murrison@mac.com

302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

Steffen Root <steffeneroot@gmail.com>

Wed 7/24/2019 12:35 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>; bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all-natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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Thank you for considering the important role that e-bikes play in our state.

Steffen Root

1693 Hartsville New Marlborough Rd

New Marlborough Ma 01230

508-277-9438

steffeneroot@gmail.com

7/24/2019

302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules - Comments, Regs (DCR)

302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

Berkshire Bike and Board <bikeandblade@hotmail.com>

Wed 7/24/2019 12:28 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all-natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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(Talk about why the issue matters to you.)

Thank you for considering the important role that e-bikes play in our state.

Steffen Root

Berkshire Bike & Board
29 State Road
Great Barrington Ma 01230
413-528-5555

Pittsfield Location
502C East Street
Pittsfield Ma 01201
413-445-8888

berkshirebikeandboard.com



BEST BIKE SHOP IN THE BERKSHIRES!



302 CMR 11.00

Berkshire Bike and Board <berkshirebikeandboard@gmail.com>

Wed 7/24/2019 12:26 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on off-natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

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Thank you for considering the important role that e-bikes play in our state.

Jay Elling
273 Great Barrington Rd
Housatonic Ma 0123413-329-6793

E-bikes on bike paths

Tom Fortmann <tom@fortmann.org>

Wed 7/24/2019 12:14 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: Massachusetts Bicycle Coalition <bikeinfo@massbike.org>; Will Brownsberger <willbrownsberger@gmail.com>; Peggy Enders <peggyenders@gmail.com>; Christopher Tonkin <tonkinc@comcast.net>; Suzy Enos <suzyenos@yahoo.com>; Dave Enos <twolessdrivers@gmail.com>; Jack Johnson <jackjohnson@alum.bu.edu>; Stephan Miller <steffmiller@mac.com>; Gregory Ely <gregoryely@gmail.com>; Galen Mook <galen@massbike.org>; John Allen <jsallen@bikexpert.com>; Alan McClennen <alanboats@aol.com>; John Rosenberg <john_rosenberg@harvard.edu>;

Comment to DCR regarding pedal-assist bike regulations:

I have ridden thousands of miles on bikeways of all sorts and observed many other cyclists' (and recently a few e-cyclists') behavior. Here are my recommendations regarding e-bikes.

(1) DCR should allow Class 1 pedal-assist bikes on ALL bike paths regardless of width or surface condition. I agree with MassBike on this.

(2) However, Class 1 should be defined as pedal-assist up to 15 mph, NOT 20 mph. I hope the proposed legislation will adopt 15 mph. Anything greater will create danger from novices and wannabe cyclists riding e-bikes too fast. I urge MassBike to adopt this position.

(3) DCR should NOT allow Class 2 or 3 bikes anywhere other than auto roads, regardless of speed. I disagree strongly with MassBike on this point. Class 2 should not even be called an "e-bike" -- it is a battery-powered motorcycle and should be treated no differently from a gasoline-powered motorcycle (AKA moped).

(4) Battery-powered scooters are essentially battery-powered motorcycles with small wheels and should also be banned from bicycle facilities.

Tom Fortmann

Founder, Minuteman Commuter Bikeway

=====

Tom Fortmann

Five Harrington Road

Lexington, MA 02421

Phone: (781)861-7296

=====

$$\begin{array}{cc} & \text{ }^{\text{O}} \\ \text{ }^{\text{'}}|<,\text{ }^{\text{O}} & \text{ }^{\text{'}}|<,\text{ }^{\text{O}} \\ \text{ }^{\text{'}}|<,\text{ }^{\text{O}} & (*)/ (*) \\ (*)/ (*) & (*)/ (*) \end{array}$$

7/24/2019

Opposition to 302 MCR 11.00, 12 rule proposal - Comments, Regs (DCR)

Opposition to 302 MCR 11.00, 12 rule proposal

Todd Spivak <todd@spivakfamily.com>

Wed 7/24/2019 12:08 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

This issue matters to me as I have a Class-1 electric assist cargo bike - for hauling my 3 and 5 yr old kids. I use it daily, both for commuting / kid hauling purposes and commuting (via trails that include Minuteman and through North Point Cambridge). We recently took it on a trip with us to Nova Scotia, as the Canadian National Parks permit Class 1 E-Bikes on all roads and biking trails. Rangers and staff were supportive and excited to see us making use of my e-bike as a way to extend the range of the riding abilities of my small kids. When they got tired, I piled the kid and their bike into my cargo and we kept going. We went to Canada on this trip because of how e-bike friendly they were as opposed to American Parks. I'd certainly want the commonwealth to take a progressive approach on this issue that looks at bicycle use in a consistent and inclusive way across pedal assisted riders and non-assisted riders that focuses on safety and conduct of the users and not the kind of bike they are using. I've attached some photos to show how my bike is such an important part of how my family enjoys the outdoors and how it lets us access spaces otherwise inaccessible.

Thank you for considering the important role that e-bike play in our state.

Todd Spivak

542 Summer St

Arlington, MA 02474

845-797-9608

todd@spivakfamily.com





7/24/2019

Fwd: Please Send Comment to DCR regarding Off Road E... - Comments, Regs (DCR)

Fwd: Please Send Comment to DCR regarding Off Road E-bikes

Dayle Acquilano <dacquilano@gmail.com>

Tue 7/23/2019 12:29 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I'm not in favor of ebikes on trails - it poses a safety risk for walkers, runners, and MTB'ers.

As an aside- when I lead road rides, I've had issues with ebikes on the roads too. I'm not a huge fan period.

How will this be enforced??

----- Forwarded message -----

From: NEMBA Alert <advocacy@nemba.org>

Date: Mon, Jul 22, 2019 at 10:51 AM

Subject: Please Send Comment to DCR regarding Off Road E-bikes

To: <dacquilano@gmail.com>

Dear Dayle Acquilano,

The Department of Conservation and Recreation (DCR) is revising its regulations on trails to clarify that electric bikes are not allowed on natural surface trails. While e-bikes are not currently allowed on DCR's natural surface trails, this revision would make it clear where e-bikes can be ridden and where they can't.

NEMBA supports this revised regulation because it would allow e-bikes on improved paths 8 feet and wider but would continue to restrict them from singletrack non-motorized trails.

DCR is requesting public comment until 5pm on July 24th, and we urge you to send in an email of support for the 302 CMR draft.

Please email your comment to: regs.comments@state.ma.us

[You can read the draft 302 CMR here.](#)

The key section is on page 31:

Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.

Your comments might include:

- Off road e-bikes are motorized and should be managed as such.

- 1/27/2013
- Please send comment to DCR regarding On Road E-Bike Comments, Regs (DCR)
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
 - All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
 - In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Sincerely,

Philip Keyes

NEMBA



Virus-free. www.avg.com

--

7/24/2019

Fwd: Please Send Comment to DCR regarding Off Road E... - Comments, Regs (DCR)

Fwd: Please Send Comment to DCR regarding Off Road E-bikes

Zander Goepfert <zanderg@gmail.com>

Wed 7/24/2019 12:06 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear DCR,

I oppose the proposed DCR eBike regulations.

I currently live and work in Boulder, Colorado, where I ride recreationally, volunteer with our local mountain bike group, and work for REI and MTB Project. I grew up riding in Massachusetts.

My interactions with eBike riders have only been civil at the very least and any potentially dangerous situations I've been a part of were far outweighed by the number of instances with non-eBike riders.

This is an opportunity for local land management to separate from the Federal regulations in place to better serve the local community. The benefits to current or prospective riders who need assistance for whatever reason far outweigh the cons.

Thank you for your consideration.

Sincerely,
Zander Goepfert

Objections to 302 CMR 11.00 and 302 CMR 12.00

Akira <ahakuta@gmail.com>

Wed 7/24/2019 11:46 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Thank you for considering the important role that e-bike play in our state.

Michael Hakuta
46 Bigelow St
Cambridge, MA, 02139

7/24/2019

Ebikes and traffic rules - Comments, Regs (DCR)

Ebikes and traffic rules

Doug Greenfield <dougg527@gmail.com>

Wed 7/24/2019 11:35 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

The regulations will force many cyclists, including those using bike share programs onto dangerous roads such as the Alewife Brook Parkway. This also discriminates against partially disabled riders and may end up encouraging more automobile traffic on these roads.

Thank you for considering the important role that e-bikes play in our state.

- Doug Greenfield
29 Albermarle St
Arlington
dougg527@gmail.com

7/24/2019

With regards to 302 CMR 11.00 - Comments, Regs (DCR)

With regards to 302 CMR 11.00

Drew Frayre <dfrayre91@gmail.com>

Wed 7/24/2019 11:30 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Class 1 and 2 E-bikes are virtually the same as pedal-driven bikes, save that the power used to drive the pedals does not come from a person's muscles 100% of the time. I have seen e-bikes open up the world to people who previously have only considered driving to be a viable mode of transportation and I think that the DCR should support removing as many cars from the road/our parks as possible. If we truly want to preserve nature, promotion of e-bikes is the logical next step,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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Thank you for considering the important role that e-bikes play in our state.

Drew Frayre
73 Mount Vernon St
Malden, MA, 02148

--

-Drew Frayre

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This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager.

Citizen feedback for 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

Suzy Enos <suzyenos@yahoo.com>

Wed 7/24/2019 11:16 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

After my third hip surgery, I thought I might not get out on the bike again - a truly sad thought. My husband surprised me with a pedal-assist ebike. It means my commute to work is 50 minutes, instead of 1:10. It means I can pull a trailer of gear to community events vs taking a car. I can go shopping and not show up sweaty.

I get out on the bike much more often now that it's easier.

I suggest the DCR needs more clarity on the bikes being regulated. Regulations within Mass and across the nation reference the 3-class model system that defines the types of electric bicycles.

DCR should allow Class 1 bike on off-road natural surface trails where regular bikes are allowed. DCR should consider where Class-2 and Class-3 electric bikes are appropriate on other paths and roadways. I ask that the DCR not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Here's my goal - regulate behavior, not bikes. Don't keep older, less abled citizens out of our parks and trails.

Regards,

Suzy Enos
43 Hillside Ave
Bedford MA 01730

Board of Directors, Bedford Friends of the Minuteman Bikeway

7/24/2019

Ebikes - Comments, Regs (DCR)

Ebikes

Matt Wilcox <matthewswilcox@gmail.com>

Wed 7/24/2019 11:12 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hello!

I am moving to Somerville in a month to start graduate school. In advance of our move, my wife and I sold one of our two cars because of the great density and bike infrastructure in the greater Boston area. I purchased a class 1 e-bike to replace our car. I've been encouraged as the DC area, where we currently live, has moved forward in altering regulation regarding e-bikes in park system controlled areas. It allowed me to ride my e-bike on a 54 mile round trip commute with only 6 of those miles on roads. Allowing for e-bikes on park trails made my commute safe and feasible. I'm hopeful that the Boston area will afford the same facilities and protections to bike riding citizens and this rule change doesn't feel that way. Please help your pedaling neighbors have safe and beautiful trails to recreate and transport themselves!

Thank you,

Matt Wilcox

Sent from my iPhone

7/24/2019

Opposition to 302 CMR 11.00: Parkways, Traffic, and ... - Comments, Regs (DCR)

Opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules,

Maggie Stanley <tontowasgreen@gmail.com>

Wed 7/24/2019 10:48 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I am a ovarian cancer patient and I own a Copenhagen wheel and love it because it allows me to stay active in my reduced condition.

Thank you.

Margaret Stanley
9 Lancaster Rd
Arlington, MA 02476

E-Bikes on Pathways

Jon Ramos <jonramos@gmail.com>

Wed 7/24/2019 10:48 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>; MassBike <bikeinfo@massbike.org>; info@somervillebikes.org <info@somervillebikes.org>;

DCR:

I am writing in opposition of the proposed regulation in its current form:

302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

A Better Approach:

I urge that DCR consider simple speed limits to regulate how electric & electric assist bikes are used on these pathways. The danger posed by electric bikes is no greater than the danger posed by bicyclists on standard bicycles, the real issue is the speed at which ANY bicycle is traveling. Anyone who regularly uses any shared path can tell you about a time when another path users was riding at dangerous speeds, even on a non-electric bicycle. There are plenty of bicyclists that can achieve speeds greater than 30mph on a non-electric bicycle. The danger is speed, and as such the law should focus on regulating speed, not the vehicle type. In my opinion, the default speed limit should be set somewhere between 15mph - 18mph, and this could be reduced in congested areas at the discretion of DCR or other local jurisdictions.

Enforcement:

Your proposed law will be difficult to enforce, especially as electric bicycle designs are getting better and better at incorporating the battery pack & motor into the design of the bike. It is already difficult to distinguish an electric assist bike from a non-electric bike, and it will only become harder.

By comparison, speed enforcement is easy. The technology to identify vehicle speeds is well developed and easy to deploy. It is also easy to place solar powered "speed feedback signs" along pathways to let bicyclists know what their speed is and help educate the public about speed limits on pathways.

Discrimination:

- 1) My close friend Daisy has a spinal cord tumor, and she has lost the ability to control her legs. Prior to her tumor, she was an avid bicyclist and she is currently one of the owners of a local bicycle shop, Crimson Bikes, in Cambridge MA. When she wants to go for a bike ride along the Charles River, she relies on her electric tricycle to enjoy her passion for cycling. Prohibiting electric bikes would prohibit Daisy from using this path and enjoying her passion.
- 2) I am the owner of an electric-assist cargo bike, which is how I get my daughter around greater Boston. Family cargo bikes like mine would effectively prohibit me from legally using the safest routes to get around Greater Boston. Family style cargo bikes are very heavy, and an electric assist is essential in order to make it easy / convenient to choose a bicycle for family transportation. The motor on my cargo bike stops assisting when I reach 15mph, which is perfect for pathways.
- 3) Aging populations are gravitating towards e-bikes as a way to enjoy exercise and adventure without going beyond their physical capabilities.
- 4) Commuters who want to arrive at work a less sweaty or have longer commutes are choosing e-bikes as a way to avoid driving and contributing to the congestion problem. Limiting their ability to ride on a safe, car-free path does the entire community a disservice.

Thank you for considering the important role that e-bikes play in our state.

Jon Ramos
15 College Hill Road, Unit 2
Somerville MA 02144
603-759-9680

e-bikes on DCR bike paths

Chris Johnson <chris@three12.com>

Wed 7/24/2019 10:45 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hello,

Most of this is copy/paste but I do strongly agree with the below:

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Electric bicycles and other electric mobility solutions open opportunities for the public to utilize recreation areas, explore our state and its parkland, and visit parts of the the state that they otherwise would not have and does so without negatively affecting other users. Electric mobility devices are silent or nearly so and do not pollute. There is virtually no reason to not allow them and so they should absolutely be allowed.

Thank you for considering the important role that e-bike play in our state:

Chris Johnson
519 Harrison Ave
D-517
Boston, MA 02118

and

17 Pearl St
Unit 1
Provincetown, MA 02657

7/24/2019

Opposition to 302 CMR - Allow Electric bikes on the ... - Comments, Regs (DCR)

Opposition to 302 CMR - Allow Electric bikes on the bike path please!

Maureen Hautaniemi <maureen.hautaniemi@gmail.com>

Wed 7/24/2019 10:39 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Many parents have adopted electric bicycles as a transportation method alternative to cars, reducing traffic on already congested city streets. Myself and my husband are considering this method as well, and would be hugely disappointed to see this type of anti-bike legislature take place. We should be looking to our state to encourage bicycle transportation, and could impose speed limits, rather than an all-out ban for electric bicycles.

Thank you for considering the important role that e-bikes play in our state.

Maureen Hautaniemi
54 Prescott St #2
Somerville, MA 02143
617.759.1865
maureen.hautaniemi@gmail.com

Off Road E-bikes

Patria Vandermark <patria@rideheadquarters.com>

Wed 7/24/2019 10:37 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Hello,

I am writing to encourage you to revise your regulations on trails to not allow electric-assist bikes on natural surface trails. Please keep in mind the following when making your decision:

- Electric assist bikes make it too easy for riders to go faster than their skill sets allow - this is dangerous for other users of the trails.
- Electric assist bikes are exceptionally heavy and handle differently than non-motorized bikes. Again, this equates to danger for other users of the trails.
- The power found on e-bikes is very high - this can make it very easy for the user to spin a wheel and this can easily destroy a trail where human-powered bikes simply can't have their wheels spin in this unnatural manner.

It is critical to see the very large differences between motorized and non-motorized bikes and keep the motorized bikes off of narrower trails where hikers, walkers, runners, kids, and mountain bikers are sharing the trail together.

Thank you for your consideration,

Patria

Patria Vandermark | Co-Owner | Ride Headquarters & Ride Studio Cafe
11 South Main St. Sherborn, MA 01770 | [Location](#)
T: 413-461-RIDE (7433) | www.rideheadquarters.com
[blog](#) | [twitter](#) | [facebook](#) | [instagram](#)

Comment on 302 CMR 11.00 and 302 CMR 12.00

Jacob Buckley-Fortin <jakebf@gmail.com>

Wed 7/24/2019 10:27 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Hello,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of pedal-assist electric bicycles on improved trails that are less than 8' wide.

Unless I am misunderstanding the rule, this would prevent use of such bikes on common safe DCR commuting routes such as Memorial Drive. If so I think this is a potential tragedy in the making.

I recently purchased a pedal-assist cargo/utility bicycle to bring my child to school/camp and commute to work. I did this specifically as an alternative to the failing MBTA and Boston's horrendous and unsustainable traffic. The bike weighs 60+ lbs unloaded and over 100 lbs when my son is on it. The theoretical top speed is 20mph, but in reality the pedal assist is exactly that — an assist making the bike slightly easier to pedal while loaded. I'm not exactly a speed demon on the thing and I generally poke along at the speed of other bike traffic.

For years I commuted via bike from Brookline to Downtown directly, via Commonwealth Ave and Beacon St. Unfortunately bicycle commuting has become increasingly dangerous with more traffic and distracted drivers and this route was a nightmare of close calls. For a long time I used the T and drove, until both became so unsustainable that something had to happen — leave Boston/Mass or find another solution.

My current commute is very long, taking me over the BU bridge, down Mem Drive, and around Commercial St in the North End. But it is mostly safe and protected. Without my pedal assist the route wouldn't be viable as it'd be too difficult and I'd arrive a sweaty mess.

I understand that it's a chaotic time. On today's commute I saw a non-electric triathlon bike rider weaving dangerously between pedestrians, hopping curbs, and yelling at people. I saw a throttle-based electric bike ("Motorized Conveyance") screaming down the Mem Drive bike path at 30+ mph. I saw electric skateboarders and scooter riders riding responsibly. However the risks posed by any of these users pales in comparison to the cars I saw just today turning into bike lanes without signaling, speeding through red lights, and pulling over into bike lanes to let Uber riders out.

I understand the need for appropriate regulation but I think the proposed rules unnecessarily target an exciting evolving area of mobility that opens more options up to more people. Please reconsider them or take a look at the 3-class model that is becoming the standard worldwide.

Thank you,
Jacob Buckley-Fortin

I oppose prohibiting electric-assist bicycles on DCR trails and paths

Brian Postlewaite <postbc@gmail.com>

Wed 7/24/2019 10:21 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear DCR:

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I urge that DCR either follow the 3-class framework that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create such a classification system in Massachusetts.

I also ask that the DCR allow Class-1 electric bicycles (up to 20 mph, pedal controlled) on all widths of paved and all off-road natural surface trails under DCR jurisdiction. I ask that the DCR not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I own a Class 1 electric-assist cargo bike since 2015, which is how we get our children around greater Boston. The proposed DCR rule would effectively prohibit families like ours from using critical DCR facilities like the Memorial Drive Paul Dudley White Bike Path, even though the typical speed of my electric cargo bike is the same as most riders on conventional bicycles. Such a blanket prohibition is unreasonable and would discriminate against families, against older riders, and against those with disabilities who may depend on an electric assist bicycle or tricycle for mobility.

Thank you for considering the important role that e-bikes play in our state.

Brian C. Postlewaite

1 Vinal Street

Somerville, MA

brian.postlewaite@gmail.com

I oppose prohibiting electric-assist bicycles on DCR trails and paths

Alex Epstein <alexepstein@gmail.com>

Wed 7/24/2019 7:57 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

cc: bikeinfo@massbike.org <bikeinfo@massbike.org>; info@somervillebikes.org <info@somervillebikes.org>;

To DCR::

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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I own a Class 1 electric-assist cargo bike since 2016, which is how I get my son around greater Boston. The proposed DCR rule would effectively prohibit families like ours from using critical DCR facilities like the Memorial Drive Paul Dudley White Bike Path, even though the typical speed of my electric cargo bike is the same as most riders on conventional bicycles. Such a blanket prohibition is unreasonable and would discriminate against families, against older riders, and against those with disabilities who may depend on an electric assist bicycle or tricycle for mobility.

Thank you for considering the important role that e-bikes play in our state.

Alex Epstein

5 Windsor Road

Somerville, MA

alexepstein@gmail.com

Please allow e-bikes to enjoy Mass paths - a wife's perspective

Karin Turer <karin@tugboat23.com>

Wed 7/24/2019 10:11 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Dear DCR,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I am writing especially on behalf of my husband, who had a serious spinal injury in 2004. He is in chronic pain and despite having an athletic background, he struggles to ride a conventional bicycle. The purchase of an e-bike this January changed everything. He went from riding 20 challenging miles a week to 80. He has lost weight. His mood has improved. He has fun on his commute! He doesn't have to depend on finding parking or on our ailing MBTA. It really has changed everything, and it feels unfair for a swiftly-enacted policy to send him and other riders to the curb.

Thank you for considering the important role that e-bikes play in our state. **I am really convinced that they are the future of green transportation, as they can make bicycling accessible to so many more people! They are not a toy, but a way to share a transportation method with more citizens.**

Karin Turer, former MassBike board member (2003-2007)

525 Summer Street
Arlington, MA 02474
karin@tugboat23.com

Karin Turer - Tugboat 23
617-599-8509
www.tugboat23.com
karin@tugboat23.com
www.facebook.com/tugboat23consulting
Fundraising and Events for Grassroots Nonprofits

7/24/2019

bikeinfo@massbike.org - Comments, Regs (DCR)

bikeinfo@massbike.org

Victor Lum <viclum@gmail.com>

Wed 7/24/2019 9:58 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I assume you aren't going to read this text. At best you'll put another check in the 'no' column and move on to the next note. Feel free to contact me if you are actually interested in my justification.

Thank you for considering the important role that e-bike play in our state.

Victor Lum
189 Richdale Ave
Cambridge MA

any offense taken on part of the recipient of this message is probably not intended by the sender, who cannot be held liable in any way. by reading this message, you agree to remove any inflammatory material from your minds, and obfuscate any nefarious purposes, real or imagined, that may result.

Opposition to 302 CMR 11.00

Gabe Porter-Henry <gabe@berkshireeast.com>

Wed 7/24/2019 9:57 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

My name is Gabriel Porter-Henry, and I am the Director of Thunder Mountain Bike Park at Berkshire East in Charlemont, Ma. I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

The technology surrounding e-bikes and fast developing and enacting regulation at this time would close access to our public lands without proper knowledge about what impact this access would have. I would propose DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I see this from both a business standpoint and a user standpoint. As a member of the bike industry, e-bikes are the fastest growing segment of biking at this time. Industry experts repeatedly have said that e-bikes are here to stay and will be a major component of the bike population. Much of Europe has seen this change and adopted Type 1 e-bikes as regular bikes without any real negative impact. The upside is more people being about to properly access public lands. Should Massachusetts position themselves as a unfriendly e-bike state, there will be a negative economic impact. As one of the largest recreation companies in the state, Berkshire East opposing legislation that will negative impact recreation in our area without sound reasoning to do so. I am concerned that DCR is being pushed to create regulations based on incomplete data or outright misinformation.

I recently was able to ride with my father, who is 75, and no longer has the physical stamina to do long climbs or rides. The peddle assist option on the e-bike allowed him to do a 20 mile ride with me and experience the joy of a real ride again. Furthermore, it provides a great workout for those not able to put out enough power to get up steep hill or maintain sustained power output. Why would we remove the opportunity for those seeking to the health benefit of exercise and improved quality of life? I know a number of people, whether due to age or medical conditions, see e-bikes as a means to continue doing an activity they love while maintaining a healthy lifestyle.

Many of the objections are that the bikes are too fast for the trails. Self regulation on a bike is inherent, whether on an e-bike or regular bike. I certainly can and do go faster than 20 mph on my traditional bike. When and where I do this is determined by the condition of a trail, my knowledge of a trail, how am I feeling that day, amongst other factors. Self regulation and riding within your means is inherent to biking, whether on an e-bike or conventional bike. When I was riding with my dad, we often rode slower than I would have on my conventional bike. Certain individuals will ride too fast for their ability and the terrain regardless of what bike they are on. The idea that we would limit access to people based on that argument doesn't seem valid. How do we tell someone how has been disabled by Lyme's disease, for instance, that they shouldn't be able to responsibly access trails because someone may go too fast?

Thank you for considering the important role that e-bike play in our state. As a business stakeholder, I would encourage someone reaching out to me to ask questions if they have them.

Gabriel Porter-Henry

Opposition to 302 CMR 11.00 - Comments, Regs (DCR)

Berkshire East Resort

Phone: 413.339.6617 ext. 303

berkshireeast.com

E-bikes

Jen <jrustdc@gmail.com>

Wed 7/24/2019 9:25 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing to ask you not to ban e-bikes from paths such as those along Route 16, the Memorial Drive, and Soldiers' Field Road. I live in Arlington and bike with my children on errands, as well as to work in Brookline. I use an electric-assist cargo bike but even with that assist I don't go very fast. Most bikes pass me, especially when I have a child riding with me. I obey all traffic rules and yield to slower and smaller travelers, whether they are walking, riding, or blading.

I would not be able to bike to work if I could not ride on the paths. As it is, a portion of my route is on streets, and I find it terrifying, particularly after the death of Paula Sharaga in the Fenway area.

If these paths are closed to e-bikes, more people will bike on dangerous roads or drive cars. Both would contribute to greater traffic congestion and pollution, and the increase of riders in the flow of car traffic would likely lead to more injuries and death.

Greater enforcement of existing laws regarding road safety, for cars, traditional bikes, e-bikes, and all other modes of transportation, would do more to protect lives and manage traffic

Sent from my iPhone

E-bikes

Jen <jrustdc@gmail.com>

Wed 7/24/2019 9:32 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

My apologies for the earlier unfinished version I accidentally sent out. I'm at the park with my niece, and I tapped send before I was finished.

I am writing to ask you not to ban e-bikes from paths such as those along Route 16, the Memorial Drive, and Soldiers' Field Road. I live in Arlington and bike with my children on errands, as well as to work in Brookline. I use an electric-assist cargo bike but even with that assist I don't go very fast. Most bikes pass me, especially when I have a child riding with me. I obey all traffic rules and yield to slower and smaller travelers, whether they are walking, riding, or blading.

I would not be able to bike to work if I could not ride on the paths. As it is, a portion of my route is on streets, and I find it terrifying, particularly after the death of Paula Sharaga in the Fenway area.

If these paths are closed to e-bikes, more people will bike on dangerous roads or drive cars. Both would contribute to greater traffic congestion and pollution, and the increase of riders in the flow of car traffic would likely lead to more injuries and death.

Greater enforcement of existing laws regarding road safety, for cars, traditional bikes, e-bikes, and all other modes of transportation, would do more to protect lives and manage traffic congestion without making pollution worse.

I have lived and biked elsewhere, including Washington, DC and Stockholm. In both of those regions, bikes and e-bikes are a part of the transit mix, governed by speed limits and traffic laws regarding safe sharing of the road.

I hope that the Boston area can conduct further study rather than implementing drastic and indiscriminate bans that will have unintended and harmful consequences.

Thank you,
Jennifer Lauchlan
206 Broadway
Arlington, MA 02474

Sent from my iPhone

302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00

Charles Boston <charlesboston@hotmail.com>

Wed 7/24/2019 9:16 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Good Morning,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

This matters to me because I am an avid rider of e-bikes and other similar devices such as e-boards which these rules would surely effect in a negative manner.

Thank you for considering the important role that e-bike play in our state.

Charles Boston
90 North St.
Mansfield, MA 02048
508-328-9930
CharlesBoston@hotmail.com

opposed to state ban on e-bikes on trails and roads prohibited to vehicular traffic

Todd Balf <tbalf@comcast.net>

Wed 7/24/2019 9:13 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: jjutras@comcast.net <jjutras@comcast.net>;

To Whom It May Concern,

I'm writing to strongly oppose the DCR's proposed new guidelines sharply limited the use of electric bikes in the woods.

I was not to supposed to ride a bike again. Five years ago, I had an operation for a rare bone cancer that left me partially paralyzed in my legs. I spent the next several years rehabbing and trying to ride again (something I have done since I was 3). I couldn't pedal a conventional bike because of the high top tube (I could not raise either leg high enough) and because of the hilly environs in Beverly where a modest hill was too much for my weakened legs. I seized upon the promise of a pedal assist e-bike.

Ironically, I wrote about these bikes 10 years ago for Outside Magazine, back when I was a healthy, able bodied bike enthusiast. They might not be for everybody, I wrote, but they served a multitude of purposes -- as a transportation option for city commuters and as a gateway option for an untapped demographic, people who needed a little help to get going. I had no idea I might be talking about me.

Sure enough the e-bike enabled me, a paraplegic 55-year-old, to ride again. I found a model with a step thru frame so I could safely mount it. When I finally rode for the first-time post paralysis my adult aged children were there to launch me. As they ran alongside, I told them to let me go. It was a powerful moment for all of us. In the shaky video my wife Patty took, I am beaming. "You are doing it," cheered my daughter Celia, flashing a thumbs up sign to the camera. You know the time when you push your little kids forward on a bike unknowing whether they'll crash or feel the liberating power of moving thru the world on their own? I was luckily enough to experience that.

In the coming years I have increased my range from that first block-long ride to the roads I used to ride: an out-and-back to Gordon College, 127 to Rockport, and eventually a few gentle bike paths and trails near my home. Getting onto them was affirmation of how far I had come. The new territory I was seeing again was a reminder that my limitations were falling away. Each ride was a first: the wide carriage road at Greenwood, the Coy Pond circuit at Gordon, the Wenham Canal leading to the region's only rail trail.

In its misguided attempt to manage trails like these the DCR (with disappointing advice from NEMBA) would like to ban the use of pedal assist e-bike. It is a senseless policy that neither understands the mechanics of the e-bike or many people's motivation using them. Clearly policy makers conceive of e-bikes as revved up motopeds

or scooters, racing down the trails, a nuisance to all. Instead pedal assist e-bikes go rarely faster than traditional bikes (in part because the engine's top speeds are restricted.) The motors are silent, and they exist for the purpose of inclusion, not as a labor-saving cheat.

The cycling world was initially suspicious of e-bikes too but in recent years they have come around. Most understand that e-bikes do not harm their outdoors experiences, nor the trails themselves. A typical trail in Mass is tight, twisty, and rocky. They test control and handling. Those on e-bikes can go no faster than anyone else. By their inscrutable nature the single-track trails are self-limiting. They are not about speed. My friend Andy is a Stage IV lung cancer survivor who now uses a pedal assist e-bike to ride challenging trails like this. Previously he couldn't because of the limits his condition had on his stamina. He now can accompany his wife Jan on the trails that rode before he was sick.

The greater cycling community has come to realize that e-bike users mean more advocates for preservation, more foot soldiers for trail improvement work parties mountain bikers are known for.

With proper education and local input, e-bikes can be properly managed at the local level. DCR has heard those sentiments at public hearings. Hopefully they listened. Part of its mission is accessibility to the outdoors and "to improve the vital connection between people and the environment." The e-bike serves that need. It is a tool to get more of us where we want to be. In a statement, People for Bikes, the nation's largest cycling advocacy group, said that electric bikers "need fair, common sense and consistent rules around where to ride. This [DCR's] rule would discourage ridership from individuals who would benefit from e-bikes the most – the elderly, individuals with physical limitations, and families that have varying levels of ability."

Hey, DCR, we belong too. We have earned it.

Sincerely,
Todd Balf

189 Lothrop street
Beverly, MA

978-927-4599

Writing in opposition

Jason Morse <jasondmorse@yahoo.com>

Wed 7/24/2019 9:12 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

As someone who enjoys riding bikes and support greater adoption of non-car transportation through the use of e-bikes and others, I'm against the idea of a blanket ban on trails. As someone who lives in a town with no bike lanes, bike paths can be an important, safe way for people to get to other parts of the town/city on their e-bike. I'd be much more in favor of setting speed limits for e-bikes on bike paths if it's needed for safety. I'd like for our state to encourage more bike use, including e-bikes, not less.

Thank you for considering the important role that e-bikes play in our state.

Jason Morse
8 Cassidy Ln
Medway, MA, 02053
phone: 508-579-9066
email: jasondmorse@yahoo.com

E-bikes and other assisted mobility devices

James Goodman <goodman.james1@gmail.com>

Wed 7/24/2019 9:11 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc:bikeinfo@massbike.org <bikeinfo@massbike.org>;

To whom it may concern,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I use a single-wheeled electric assist mobility device as part of my daily commute from Brighton to Cambridge. I do this because it is enjoyable, time efficient, and cost efficient. It also keeps one more car off of the road, which is in the general interest of our ever-growing city. For these reasons I believe that we should not be taking any action to reduce the use of alternative means of transportation in our region.

Sincerely,

James Goodman
126 Brayton Rd,
Brighton, MA 02135
Phone: 860-381-9702
Email: goodman.james1@gmail.com

Opposition to prohibiting electric-assist bicycles on DCR trails and paths

Alex Frieden <alex@frieden.org>

Wed 7/24/2019 8:59 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hi DCR,

I am writing in opposition 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I ask that the DCR allow Class-1 electric bicycles (up to 20 mph, pedal controlled) on all widths of paved and all off-road natural surface trails under DCR jurisdiction. I ask that the DCR not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I own a class 1 electric-assist cargo box bike as of this year. This is how I get my daughter around Somerville, Cambridge, and Boston. The cargo bike is often slower than riding any of the human powered bicycles that I own but helps enormously with transporting her and any cargo that we are carrying. Taking the DCR pathways is often the safest and friendliest option for us to transport around the urban landscape.

Thank you.

Alex Frieden
4 Lake Street
Somerville, MA 02143

302 CMR 11.00 opposition

Zachary Nagle <znzn@icloud.com>

Wed 7/24/2019 8:23 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I ride e-bikes and Onewheel and feel they are an important part of our current and future economy, mobility, recreation and social community. To exclude them would be in opposition to economy and social activity.

Thank you for considering the important role that e-bike play in our state.

Zach Nagle

1727 S Indiana

Chicago, IL

773-920-5045

Opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00

Tom Snellgrove <tsnellgrove@hotmail.com>

Wed 7/24/2019 8:09 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

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As an active e-skateboarder in Massachusetts I see e-bike laws as the precedent that all other e-vehicles will be judged by so it's important to me that the regulations be as clear, safe, and inclusive as possible.

Thank you for considering the important role that e-bike play in our state.

Thomas Snellgrove
5 Ashcroft Pl
Wakefield, MA 01880
781-462-7917
tsnellgrove@hotmail.com

Opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302
CMR 12.00

Stephanie Galaitsi <stephanie.galaitsi@gmail.com>

Wed 7/24/2019 8:01 AM

To:Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc:bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hi Bike Regulators,

After getting a new job, I made a decision to invest in an e-bike instead of another car. My commute is 12.5 miles each way, totaling to 2 hours of travel time per day because I'm not a strong biker even with my assist - this is why I have the assist.

If this regulation goes through, part of that commute will be on a very dangerous section of road because I would not be able to use a dirt path anymore. I will face two bad choices - I will either have to buy a car (and emit fossil fuels), or endanger myself.

I want trails to be safe and maintained for everyone. There are other options instead of forbidding e-bikes. Have a speed limit (we have speedometers!), or widen the paths. Set expectations - for example it's easier for e-bike riders to slow down and get up to speed again (less energy), so we're more likely to slow that around walkers and children than the even normal bikers. Taking us off the trails is the wrong decision - we are respectful and appreciative users of this infrastructure just like other bike riders, and I would really like to not have to get back in my car.

Thank you for your consideration,

Stephanie Galaitsi
Somerville MA
781.864.6306

Opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

Michaud, Christina J <cmichaud@bu.edu>

Wed 7/24/2019 7:38 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I ask that the DCR look to allow electric bikes where appropriate on paths and roadways. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I am a car-free, do-not-drive mother of three and a professor at BU. I don't drive because of the cost, the stress, and the environmental impact. Instead, I have an e-assist cargo bike. My bike is European and does not have a throttle—it's pedal-assist only. I am always carrying at least my three-year-old in my bike, and often my seven-year-old as well. I bike to go to work, to go to parks, Red Sox games, kids' sports activities, museums, kids' camps, food shopping, libraries and other errands, and, well, nearly everything. With 1-2 kids and assorted cargo in my bike (today I have a 1-gallon thermos of water, a camp chair, a beach blanket, my normal pocketbook/mom bag, sidewalk chalk and balls, the three-year-old and a few of her favorite stuffed animals, and 29 library books, for instance) I average 7-10 miles per hour. On a big downhill, I might get up to 12-13 miles per hour. Banning my bike from any DCR paths would be a great hardship to me. I can grant that some riders on e-bikes ride too fast and unsafely, but that is true of many riders *not* on e-bikes as well. While riding with a kid or two and all my stuff, I am routinely passed by non-e-bike riders going *much* faster than I am. Perhaps a public advisory campaign about bike etiquette and safe/unsafe use of paths could help there, but restricting e-bikes is not the answer. I can understand that the paths are narrow, in places—the solution there should be to widen them.

I'm not a super athlete—I don't race, or wear spandex, or bike 50-100 miles at a stretch. I bike to get around, and get a little exercise while I'm doing it. Without the e-assist on my bike (as I have found on occasion when my battery ran low) my speed drops precipitously and my effort greatly increases: I effectively cannot bike around the loads I normally carry.

Thank you for considering the important role that e-bike play—and can play in the future—in our state.

Christina Michaud

22 Cheshire Street

Jamaica Plain MA 02130

cmichaud@bu.edu

302 CMR 11 comments

Gina <gina.solman@gmail.com>

Wed 7/24/2019 6:26 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

Pedal assist or e-bikes are becoming an increasingly common mode of travel that can replace cars and reduce overall traffic congestion. Banning certain types of bikes, especially when the e-assist feature can simply be turned off, makes little sense.

Thanks,
Gina

E-bike regulation

Nathanael Fillmore <nf@4e46.net>

Wed 7/24/2019 12:00 AM

To: bikeinfo@massbike.org <bikeinfo@massbike.org>; Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear DCR:

Please do not adopt the e-bike ban in 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules.

DCR paths provide a critical connection in a safe bicycling network. E-bikes offer a practical, space efficient, and nearly zero-emissions alternative to cars, particularly in urban environments. In order to realize e-bikes' potential as a transportation option, it is critical for their use on DCR paths not to be prematurely precluded.

Sincerely,
Nate Fillmore

Sent from phone

E-Bikes

Jennifer Sarich-Harvey <jensarich.harvey@gmail.com>

Tue 7/23/2019 11:47 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hello

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

This decision has an huge impact on my family as we use these pathways to travel safely to Boston with our 3 year old child. We live in Cambridge and often spend our weekends in Boston enjoying the city. I am afraid that this proposal would drastically change how we interact and feel safe in our city—drastically impacting the safety of childcare drop-off and my work commute for the days I travel into Boston.

Thank you for considering the important role that e-bike play in our state.

Jennifer Harvey (on behalf of a family of 3)

Cambridge, MA

02138

617.417.4750

jensarich.harvey@gmail.com

Opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00

Rachel J. Thuerk <rachel.thuerk@gmail.com>

Tue 7/23/2019 10:48 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I ride a long-tail cargo bike with e-assist to travel with 2-3 children slowly and safely. We rarely, if ever, exceed 15mph on the bike and disallowing my type of bike would preclude from using the DCR trails. I would be unable to transport my children without the assist, and I travel no faster than an unassisted bike. I urge DCR to hold off on regulating until the state has had time to review the types as uses of e-bikes in the Commonwealth.

Thank you,
Rachel Thuerk
(Mom to Leo, Teddy, and Annagret)
139 West Adams St
Somerville, MA 02143

ebike regs

Philip Pless <philpless@me.com>

Tue 7/23/2019 10:09 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear Laura Dietz,

DCR should not ban ALL ebike on ALL DCR trails. I see no problem with pedal assist electric bikes sharing the trails. It allows more people not as physically able to enjoy the sport we love.

I attended EBike demo day at Berkshire East today and rode a pedal assist Specialized bike. I rode up the single track to the solar farm. It was work and I was sweating, just less than on a regular bike. A lot less. We then did a group ride over to The Warfield House Inn. We rode up Riddell Rd to Sweet 16.

I foresee a time in my future that I'll be that 82 year old former trail builder that can't climb like I do now. I see pedal assist as an option to keep me active then. I love my fatty and will ride it as long as I am able, but nice to know there's an option for me down the road other than a rocking chair.

2 bikes were sold today, one to a guy who plans to have his wife ride it so she can keep up with him on a MTB. These are not mopeds or scooters or dirt bikes, pedal assist is a different animal. Most of the public thinks these are all throttle bikes. Don't knock em til you've tried one.

Phil Pless
Ashfield Trails
<https://www.facebook.com/AshfieldTrails/>

7/24/2019

Ebikes - Comments, Regs (DCR)

Ebikes

sbentsen@gmail.com

Tue 7/23/2019 10:08 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Allow ebikes, they are the future and people use them. They are fine to be on the same trails as other users. By not allowing them, you just block people from cycling and then driving creating more traffic and unhealthy people.

Stephen

Opposition to 302 CMR 11.00

Rachel Swanson <rachel.scheidegger@gmail.com>

Tue 7/23/2019 9:52 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Ccbikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I own an Xtracycle EdgeRunner e-assist longtail cargo bike, which is my primary form of transportation for me and my 2 kids when we are not walking. Our e-assist bicycle is how we run errands around Brookline, and go on adventures in neighboring Boston and Cambridge. Having the electrical assist allows me to start and stop in traffic with a 110lbs of children on the back and to bike up hills so we can get where we're going.

A generic ban on e-assist bike on improved trails less than 8' wide would prevent us from biking on the esplanade along the Charles river, which is currently the only safe protected bicycle route we have to access Cambridge and Boston. With such a ban we would be forced to drive a car rather than bicycle anytime we want to travel to Cambridge and Boston, which are already plagued with heavy traffic and lack of parking.

I would ask to please clarify why a general ban on e-assist ban is being considered? If bicycles speeding by pedestrians is a concern, surely speed limits could be posted on the relevant trails. I fully support safe bicycle riding on roads and on multi use trails, and I always make sure to give the right of way to pedestrians regardless of the type of bicycle I am riding. Moreover, I would like to point out that I average much higher speeds when riding my standard non assisted bicycle alone than when riding my e-assist bike with my 5 and 6 year olds on the back.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Thank you for considering the important role that e-bike play in our state.

Rachel Swanson
28 Parkman St
Brookline, MA 02446
phone: 847-942-8305
email: rachel.scheidegger@gmail.com

Allow E-bikes on trails

RUSSELL <rpolsgrove@comcast.net>

Tue 7/23/2019 9:46 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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At the age of 54 I can no longer climb any grades without assistance. Having been hit by cars twice in the last 5 yrs the forrest and trails are a safe haven.

Thank you for considering the important role that e-bike play in our state.

Russell Polsgrove

10 Strawberry Lane

Canton MA

02021

8604162269

Sent from Xfinity Connect Application

E-bikes are life-changing (in a good way)!

Kimberley Hunt <k.ann.hunt@gmail.com>

Tue 7/23/2019 9:43 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hello!

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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I have cerebral palsy, which means I can't walk for long distances without pain. The great news, however, is that I can absolutely bike! Biking is easy on my joints, causes absolutely no pain, and is a fun, environmentally-friendly mode of transport. I commute 14 miles round trip every day to work on my bike, so I am seriously considering purchasing an e-bike for when the 14 miles becomes too strenuous for me (very windy or cold days, or if my mobility becomes more impaired). If the e-bike ban is approved, I would no longer be able to commute on the Charles River path to work. Instead, I would be forced onto Memorial Drive, which I think we can all agree that would be horrific as a disabled cyclist. I recently convinced my boyfriend, who used to never bike at all, to buy a pedal-assist e-bike. Now he bikes to work every day because it's much faster than the T and he won't show up to work all sweaty and unprofessional, which was his main barrier keeping him from biking to work. Plus, class 1 e-bikes are extremely fun to ride!

Thank you for considering the important role that e-bikes play in our state and my life.

Kimberley Hunt
10 Wendell St #12A
Cambridge, MA 02138
603-918-9435
k.ann.hunt@gmail.com

Re: Action Alert: Call for Comments on E-Bikes and DCR Policies

Cameron Arroyo <cam.arroyo@gmail.com>

Tue 7/23/2019 9:41 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc:bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hello,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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I recently purchased an e-bike as it would allow for a much faster commute over the MBTA to work. Not only does it also give me an outlet for exercise, it also creates a balance in a way where I'm not completely exhausted and drenched in sweat by the time I reach both work and home. E-bikes can also facilitate cycling for those who might not be able to utilize a "traditional" bike due to mobility impairments or any other reason. Lastly, they are simply very fun to ride! I'm hoping that e-bikes can be given the same chance as "traditional" bikes and more people can see the benefits.

Thank you for considering the important role that e-bikes play in our state.

Cameron Arroyo, Cambridge, MA

Please allow E bikes

Russell Polsgrove <rustybicycle84@gmail.com>

Tue 7/23/2019 9:41 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

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At the age of 54 I can no longer climb any grades without assistance. Having been hit by cars twice in the last 5 yrs the Forrest and trails are a safe haven.

Thank you for considering the important role that e-bike play in our state.

Russell Polsgrove

10 Strawberry Lane

Canton MA
02021
8604162269

Untitled

Cameron Arroyo <cam.arroyo@gmail.com>

Tue 7/23/2019 9:40 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hello,

Opposed to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00

Amanda Rychel <alrychel@gmail.com>

Tue 7/23/2019 9:33 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

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This matters to me because not only the very fit and able bodied should be allowed to ride on DCR paths and trails. These paths and trails should be open to all kind of people who ride bikes - the mom on an electric cargo bike toting 2 kids and a load of groceries, the grandmother who has rediscovered the freedom and mobility that riding a bike can bring with an electric bike. To force these people onto Rt 16 or similar roads is to force them to stop riding. That is not good for our environment and it is not equitable access to our trail system.

Thank you for considering the important role that e-bike play in our state.

Amanda Rychel

29 Lowden Ave #1

Somerville, MA 02144

206-713-9473

alrychel@gmail.com

opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

John Pelletier <john.f.pelletier@gmail.com>

Tue 7/23/2019 9:27 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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As an operator of a Class one (19mph pedal assist) e-bike, these regulations would effectively force me onto far more dangerous streets on my commute to work. I currently travel the river paths with this bike (alternating with my slow dutch cargo bike) and observe many others doing the same. Folks that are trying to get to work in a healthy way, but maybe without all the sweat of a summer commute.

This bike has allowed me far more flexibility in scheduling meetings and appointments between work in Allston and home in Newton, trips that would not have been doable without this bike. I simply can't sustain more than 11mph on the dutch bike, and I often don't have the luxury of taking more than 30 minutes to get home.

This blanket ban needs to be reviewed, I can understand issues around class 3 bicycles, high speed, no pedal assist but just as motorcycles and mopeds are regulated differently from pedal bikes, so should the different classes of e-bikes be regulated. National standards exist and the MA legislature is working on adopting these regulations right now

We desperately need fewer people driving, and e-bikes have been proven as a great way to switch folks out of their single occupancy commute.

Thank you

John Pelletier

92 Central Ave

Newton, MA 02460

john.f.pelletier@gmail.com

Opposition to 302 CMR 11.00 and 12.00 - eBikes and PLEVs should be encouraged

Amanda C. Thompson <ama.crys.tho@gmail.com>

Tue 7/23/2019 9:14 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Dear DCR and legislators:

I am writing in **opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules** and **302 CMR 12.00: Parks and Recreation Rules**, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide, and on dirt roads that are not open to vehicular traffic.

In both practical transportation and recreation, electric bikes and other personal light electric vehicles (PLEVs) are the future. Indeed, for many, they are the present as well.

During the week, eBikes and PLEVs provide an alternative to sitting in America's worst rush-hour traffic or navigating our failing public transit system. They alleviate congestion and pollution by taking cars off the road. During the weekend, eBikes and PLEVs provide recreation in the same way as an analog bicycle, improving physical and mental health by encouraging riders to opt outside.

Any legislation against eBikes or PLEVs is a legislation against all of these benefits as a whole. Therefore, we as riders urge DCR to consider the full impact of such a decision, which we believe to be extremely short-sighted in today's world.

Anecdotally, here are the data points I've collected from my own commuting and recreational riding.

I own and ride a Future Motion OneWheel: A one-wheeled PLEV that is ridden sideways like a longboard, using a gyroscope and accelerometer to maintain balance (like a Segway). Its large go-kart tire makes it ideal for Boston's rough roads as well as an absolute delight on bike paths and dirt trails. It has a maximum speed of 19mph.

During the week, I ride my OneWheel from Wollaston, Quincy to the North End in Boston (a route which, by the way, sorely *needs* lanes for bikes and other non-car, personal transport vehicles). Throughout that 9.1 mile commute, I pass and am passed by an equal number of cyclists, suggesting that I am moving at roughly the median or average speed of a cyclist.

On recreational bike paths/rail trails, both paved and unpaved, the experience is similar. I'm moving faster than small children whose parents are out teaching them the ways of the bike path; I'm moving slower than the bicycle racers out training in their spandex. It is not difficult for us to coexist as long as everyone communicates.

The legislation needed today, if any, should not focus on the source of power, but on the speed of travel – that is where safety issues can arise. Indeed, common sense would suggest it is far more dangerous to allow walking pedestrians on bike paths than to allow eBikes and PLEVs, which are all traveling approximately the same speed as an analog bike.

Rather than making bike paths and lanes more restrictive and exclusive, it is time to broaden the definition of these routes to include ALL forms of alternative transportation, provided that users are following appropriate codes of conduct and courtesy, including speed limits, hand signals, and verbal communication with others of the path.

The Commonwealth of Massachusetts prides itself on its modern and progressive ideals. Our state's decision on matters related to eBikes and PLEVs will help set the tone for this conversation as it ramps up on a national scale. Let's lead the pack with a visionary approach that encourages the plethora of alternative light electric vehicles currently available as well as looking ahead to the electric future.

Thank you,
Amanda
Quincy, MA

E-bikes

Sara Wasserman <swasserm@gmail.com>

Tue 7/23/2019 9:14 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

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I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I currently use my bike for commuting, getting around the greater Boston area and for leisurely rides. Whenever possible, even if it means adding time/mileage, I use off-road paths (such as those owned by DCR) to increase my odds of arriving safely at my destination. Although I don't currently use an e-assist bike, I can think of many scenarios in the future that would lead me to ride an e-assist bike. Maybe as I get older I won't have the stamina or desire to pedal long distances unassisted. Maybe I'll have an injury that prevents me from biking without assistance. Maybe as e-assist bikes evolve, I'll simply decide that an e-assist bike is a better choice for my needs. If I have to choose between riding an e-assist bike and riding on a safer off-street path, I might not ride at all.

In addition, although I don't have children, I have many friends who transport their children via bikes and NEED the e-assist to be able to cycle with the added weight of a larger bike and extra cargo (their kids!). Obviously someone biking with children should be able to bike on a path instead of forced onto an unsafe nearby street.

Thank you for considering the important role that e-bikes play in our state.

Sara Wasserman

390 Broadway, Apt 11

Somerville, MA 02145

phone: (203) 981-9300

email: swasserm@gmail.com

E-Bike

Sean Rabbitt <sprabb01@yahoo.com>

Tue 7/23/2019 9:02 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear Laura Dietez,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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Most of these bikes cause no more damage than pedestrians or regular bicycles. These bikes do not go unless peddled, and the motor is nothing more than an assistant to rotate the pedal. These bikes will make the outdoors more accessible to many that cannot enjoy our natural resources. As you know the more popular a place the more it is visited. This will increase revenue and allow for better park services. E-Bikes are a win-win for everyone.

Thank you for considering the important role that e-bike play in our state.

Sean Rabbitt

172 East River Street
Orange MA 01364
sprabb01@yahoo.com

opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

Carlos Peralta <car.peralta@gmail.com>

Tue 7/23/2019 8:49 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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I use an ebike as a substitute for a car, which is only possible thanks to my proximity to the Charles River Path. I commute daily with my daughters to take them to daycare. I would need to change to a car if my ebike is not allowed on the Charles River Path.

Ebikes are a real substitute for a car and as such we should encourage people to get on them.

Thank you for considering the important role that e-bike play in our state.

Carlos Peralta
1 Angela Lane
Watertown, MA
phone: 617 997 3533
email: car.peralta@gmail.com

302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

Dom Suppappola <dsuppappola@gmail.com>

Tue 7/23/2019 8:49 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

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These CMRs try to address a problem that does not exist. I recommend no prohibition until factual experience shows that safety is compromised and controls are actually effective:

- It appears we are headed down the path of banning something good for the many in favor of the ignorant complaints of a few. The Segway was killed by public and media ignorance. Now the same effort is working against electric scooters. Electric bikes are in the crosshairs.
- Why ban this new mode of transportation when you don't really have much experiential knowledge with it.
- Electric bikes are making it possible for more people, less fit people to get out and exercise.
- Yes some electric bikes are very speedy, but so are some conventional bikes. Are you going to ban those too?
- Class levels of bikes seem like a deceptively easy way to set standards on where bikes may ride, but a higher power level bike like a class 3, can also make it possible for some of our least fit and older citizens to climb hills without undue exertion, wherein this would not be possible on a class 1 or 2.
- If there are issues with electric bicycle operation, it is the rider and not the bike that is the problem.
- If you pass regulations, are they enforceable?
- Are you saddling me as a taxpayer with more cost and more bureaucracy to support.

I would prefer a moratorium on regulations. At most I would suggest speed limit signage and operational courteous/behavior signage. Usage prohibitions should only be placed, and apply to all human transports, where environmental damage has been known to occur.

If any regulations are passed in the future, they should be based on factual experiential data. I would also ask that if operational regulations are to be enacted they should apply equally to all human transport vehicles, both conventional and electric powered.

I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths, but don't spend a fortune of my tax dollars on these studies!

Thank you for considering the important role that e-bikes play in our state.

Domenico Suppappola
17 Country Rd
Hinsdale, MA 01235
413-655-8081
dsuppappola@hotmail.com

Comments on 302 CMR 11-12

Robby St. John <ashfolk@gmail.com>

Tue 7/23/2019 8:43 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

At the moment, I try my best to commute to work and use a bike when I can. Normally my commute would take an upwards of 45 minutes but with an ebike, I am able to make this commute a little faster and (more importantly) with much less effort on the very hilly roads. Why this issue matters to me is because half of my commute uses a bike path which allows me to avoid riding on a state highway with no bike lanes or sidewalks. Prohibiting ebikes on recreational paths would effectively mean I could no longer safely get to work using my bike. Furthermore, using a non ebike-bike is simply not a feasible alternative given how difficult the ride hills are.

As others are doing, I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Thank you,

Robby,

Cohasset, MA

302 CMR

I F <csmith_sg@hotmail.com>

Tue 7/23/2019 8:32 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am against E-bikes being allowed on DCR trails. 20mph is very fast for bike trails and bikes are currently available and can be modified to go faster. I'm confident rangers do not want to be setting up speed traps and performing bike inspections.

Sincerely

Christopher Smith

Woburn, MA

7/24/2019

Rules of Conduct on DCR Properties – Non-Motorized V... - Comments, Regs (DCR)

Rules of Conduct on DCR Properties – Non-Motorized Vehicles; Trails

Chris Holden <cholden1818@gmail.com>

Tue 7/23/2019 8:28 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

To whom it may concern,

As NEMBA members my family and I would like to express our support for the position NEMBA is taking regarding the proposed changes to;

12.12: Rules of Conduct on DCR Properties – Non-Motorized Vehicles; Trails

We have been actively involved in the mountain biking community for over 20 years and very much appreciate the efforts of the DCR in managing and maintaining our recreational spaces and trails. It is a great network of trails and is generally in good to excellent condition.

As a former off-road motorcycle enthusiast I completely understand the interest that the e-bike (motorized bike) community has in accessing public trails. I wanted to ride those same trails myself years ago.

Currently, as a mountain bike enthusiast (human powered) I have ridden many trails throughout New England, and though most are in beautiful shape, have seen first hand the destruction that motorized vehicles cause. It happens quickly, and does not repair itself. The damage is more or less permanent and leaves the trail surface nearly unusable for mountain biking or hiking.

I understand we are speaking about E-bikes. The impression is that they are "relatively" low power and can be used like a mountain bike with little to no additional harm to the trails and that they can coexist with hikers and other cyclists. The e-bike riders will always want more powerful bikes, and will always want to go faster, and I feel that will be the end of our beautiful trail system.

Thank you
Chris Holden

Comments on Ebike regulation

S Lee <li_ai_hua@yahoo.com>

Tue 7/23/2019 8:20 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Ccbikeinfo@massbike.org <bikeinfo@massbike.org>; Matt Farrellee <matt@cs.wisc.edu>;

To Whom It May Concern:

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

We are owners of many unassisted bicycles and an electric bicycle and would like to see better ways to promote safe, respectable sharing of our paths and roadways.

As with many e-bike owners, we often use our assisted bicycle to transport our child and the assist helps us keep with the traffic and use the bike more often instead of a car.

Also note that forcing e-bikes onto roads may be particularly dangerous for the larger e-bike/cargo bike subset.

Thank you for considering the important role that e-bikes play in our state.

Sincerely,

Susan Lee

Somerville resident

7/24/2019

Support for the 302 CMR draft. - Comments, Regs (DCR)

Support for the 302 CMR draft.

Gary Muntz <gary.muntz@gmail.com>

Tue 7/23/2019 8:17 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Hi -

I support the draft and its exclusion of electric bicycles from natural surface trails. Their high power and weight pose an excessive risk of erosion on these surfaces.

- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.

- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thank you,

- Gary Muntz

302CM

KRAFTERY@roadrunner.com

Tue 7/23/2019 8:07 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: 'bikeinfo@massbike.org' <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths

As we get older it is important to be able to continue to ride and e-bike allow us to do that. We use the trails and SHOULD be using the trails and not the roads. This allows seniors to safely ride much longer and stay healthy.

Thank you for considering the important role that e-bikes play in our state.

Marie Raftery
40 East Street
Stockbridge MA 01262
413-298-4910
kraftery@roadrunner.com.

Please, do not ban pedal assist cargo bikes from DCR pathways.

Todd Consentino <tconsentino@gmail.com>

Tue 7/23/2019 7:59 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Greetings,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic. This rule will hurt families, such as mine, who rely on e-assist equipped bicycles to travel the Boston metro area while carrying our kids and their belongings around town.

I have three daughters and we would be devastated if we were to be unable to ride our cargo bike to their school, to get groceries, to go to the park, or to perform any menial trip typically traversed with a SUV. If your plan is to force families to ride our cargo bikes on Memorial Drive instead of next to it, then I fear your ultimate goal of safety for cyclists is fatally flawed. Literally, it will be flawed with fatalities.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

My family has been riding e-assist cargo bikes around the Boston area for seven years. We pedaled non-assist cargo bikes for a few years before that. E-assist cargo bikes are life changing. My current e-assist cargo trike has a speed governor which tops out at 16 mph. With or without my children on board, I tend to ride between 8-11 mph on our trips. I sincerely doubt we would ride together as much as we currently do if we were to be forced into Memorial Drive, in order to not break the law.

Cycling is on the rise in our area. When I began riding my bakfiets with my first daughter eight years ago, I knew of only three other families within the Boston, Cambridge and Somerville area who were also riding bakfiets with their families. Today, we are legion. Please, don't legislate us into the past. Let us be the future where a family does not require an automobile to live within a metropolitan area. Please, watch the attached YouTube video. The video is a two minute long mini-documentary depicting how my family lives by cargo bike. We wouldn't be able to do this if you would ban us from DCR pathways.

<https://youtu.be/L-GvVQXhHNg>

Thank you for considering the important role that e-bikes play in our state.

Sincerely,

Todd Consentino
188 School Street
Boston, MA 02119
617-323-6868
tconsentino@gmail.com

Opposing 302 CMR 11.00 and 302 CMR 12.00

Ian Woloschin <ian@woloschin.com>

Tue 7/23/2019 7:48 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: Patricia Jehlen <patricia.jehlen@masenate.gov>; Provost, Denise - Rep. (HOU) <denise.provost@mahouse.gov>; bikeinfo@massbike.org <bikeinfo@massbike.org>;

To Whom it May Concern,

I'm writing to inform you of my complete and utter opposition to 302 CMR 11.00 and 302 CMR 12.00, which would prohibit "electric bicycles" on certain DCR properties. As a father of two young children (nearly 4 year old and a nearly 1.5 year old) I own an Urban Arrow Family, a dutch, "bakfeits" style bicycle. It is my primary form of transportation, year round, and allows me to live a car-light lifestyle in the dense urban environment of Cambridge & Somerville (and excursions beyond).

Sure, my bicycle is "electric assist", but I often ride it without the e-assist feature enabled. It's a great form of exercise (especially as the kids grow!). Prohibiting me from operating my bicycle, simply because it has an electric motor that may not even be in use, would be a huge shame. I understand your intentions, you want to limit cyclists from screaming through narrow paths, and I applaud that goal, but a blanket ban like the one proposed is outright disappointing. At a minimum, exempt e-bikes when the motors are disabled, or, add posted speed limits to the paths and trails in question (every e-bike has a speedometer that the operator can view).

Massachusetts should be doing everything within its power to encourage more biking, particularly during rush hour. Traffic is crippling for my co-workers who drive, the MBTA is literally crashing to a halt, and pedestrians are being killed while simply trying to cross the street *in marked crosswalks*. Banning e-bikes from some of the safest commuting paths, something that makes bicycle commuting a reality for many Massachusetts residents, is the absolute last thing that DCR should be doing.

Ian Woloschin
ian@woloschin.com
3 Eliot St #2
Somerville, MA 02143

Opposing new e bike regulation

Grace Kessenich <grace.kessenich@gmail.com>

Tue 7/23/2019 6:18 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hello,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

This issue is important to me because I have an e-bike that I use to carry my two children and our stuff. I have been biking far more since getting the bike last year - I wouldn't be able to move all of us safely without the e-assist. If we are restricted from certain paths, we may have to revert to using our car, which would be detrimental to society at large for many reasons: causing more traffic, taking up more parking, and increasing CO2 which leads to climate change. In addition, biking is a wonderful way to exercise and be outside.

Thank you for considering the important role that e-bikes play in our state.

Grace Kessenich
48 Newbury St
Somerville MA 02144
617-970-8919
grace.kessenich@gmail.com

Electric assist Bicycles

Walter Goodridge <mail@heywalter.com>

Tue 7/23/2019 6:14 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I learned of these rules when I tried an E-Bike for the first time yesterday. If their use is not forbidden, I will be buying one. I have been an avid mountain bike rider for many years, but at age 77 I am dealing with decreased strength. With an electrically assisted bike, I would be able to continue to enjoy and benefit from this healthy sport.

I fail to see why these bikes may be banned. On yesterday's ride, I had no greater impact on trails or trail users than I would have had I been on my conventional bike.

Please reconsider these regulations which would harm people like me.

Thank you,

Walter Goodridge
1118 South Deerfield Rd.
Conway, MA 01341
mail@heywalter.com
413-369-4685 - Home
413-325-6602- Mobile

Ebike comment

Leah Lindsay <leah@lindsay.us>

Tue 7/23/2019 5:55 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear DCR,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate.

I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Our family has one car and one cargo bike. We routinely ride along the Charles River bike paths like the Blue Heron trail. My 4 and 6 year olds ride on the back of a cargo bike pedaled by my husband, which is an ebike. It's a heavy bike and the kids weigh a combined 85 pounds the pedal assist is a huge help.

Not only does our cargo ebike allow for outdoor exercise and adventures a family, but it has convinced several other families in our neighborhood take up biking as a family. We always follow proper bike etiquette on the trails and would not feel safe if our only alternative was to take our family biking onto busy streets.

Thank you for considering the important role that e-bike play in our state.

Kind regards,

Leah Lindsay

8 Bigelow Terrace

Watertown, MA 02472

[Leah@lindsay.us](mailto:leah@lindsay.us)

Comment on 302 CMR 11.00 and 12.00

Jim Tennermann <jimtenn@earthlink.net>

Tue 7/23/2019 5:53 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I'm writing to express a different view of proper e-bike regulation in MA that obviates the need for 302 CMR 11.00 and 12.00

The positive impact of e-bikes can be enormous for individuals and for the Commonwealth:

- E-bikes promote commuting; longer commutes are possible
- E-bike riders can sweat less, obviating the need for showers at work, which a known obstacle to bike commuting
- E-bikes and all bikes promote good health, which in turn benefits our healthcare and insurance systems
- More bike commuters means fewer cars on the road and less traffic
- E-bikes do not create combustion exhaust
- E-bikes are good for business; bike shops sell bikes, provide ongoing service, and sell accessories. Eateries, bakeries and cafes that are on commonly used roads and trails benefit from more bicycle traffic
- E-bike friendly policies boost tourism and make cities more livable
- E-bikes allow older and less fit people to increase their mobility, improve their health, and add to the benefits described above.

By contrast, the negative impact of e-bikes in MA is small, perhaps even non-existent. In spite of the hysteria surrounding e-bikes, there is little evidence to show that e-bikes cause any problems at all.

Here is the solution. Enact the three class e-bike categorization system so that e-bikes are well defined. Then treat e-bikes like every bike and allow e-bikes to be used anywhere that conventional bicycles can be used. At the same time, set speed limits for all bicycles as appropriate and empower LEO to check speed with radar, monitor for recklessness, and issue summonses. These same rules should apply to all bicycles in all unpaved environments. LEOs will not have to determine the type of bicycle a person is riding. Instead, they can easily identify rule violations and take appropriate action. The real problems aren't about the bikes, they are about the behavior and responsibility of the riders.

Let's not miss an opportunity that is 100% positive and 0% negative. E-bikes can be a win for everybody. I ask that you put new regulations on hold and confirm that e-bikes are not a threat and do not cause anymore harm than conventional bikes. This is a really exciting opportunity that can put MA at the forefront of thought leadership, environmental stewardship, alternative transportation, and more.

Thank you for giving me the opportunity to comment.

Jim Tennermann

8 Copley Ave.

Waltham, MA 02452

781-640-3026

jimtenn@earthlink.net

bikeinfo@massbike.org

Tyler Tsang <tylertsang101@gmail.com>

Tue 7/23/2019 5:37 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the class model system that defines the types of electric bicycles and vehicles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I ask that the DCR not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric vehicles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

As a commuter that is an extension of e-bikes, there are also other forms of personal electric vehicle (PEV) options to consider that may be affected by these regulations. Many individual institutions have already placed their own regulations on such vehicles with little consideration. For example, regulations leave room for interpretation that internal combustion and electric vehicles are the same. However, Unlike internal combustion vehicles, electric vehicles leave little to no impact that is similar to a regular bicycle. Becoming an electric commuter has also brought a lot of enjoyment as being able to explore new places that would not be accessed otherwise can be viewed as a positive for local businesses who get more foot traffic as a result. In conclusion, I ask that there be more specification on differentiating motor vehicles with electric vehicles that are cannot be left to interpretation and are welcoming to emerging forms of transportation. I am also opposing regulations until further knowledge is built regarding PEV and their safety compared to current forms transportation. I also ask that a standardized system with the future in mind be built to easily integrate with new forms of transportation as the technology evolves and becomes more readily accessible. PEVs are the future of transportation with many potential benefits that should not go unnoticed. Thus, taking the time to understand them before placing regulations can be a major positive as increased accessibility can benefit the state as a whole.

Thank you for considering the important role that electric vehicles play in our state.

Tyler Christopher Tsang
19 Martindale Road
Randolph, MA, 02368
phone: 781.812.5194
email: tylertsang101@gmail.com

302 CMR draft - comments

Joseph Jutras <jjutras@comcast.net>

Tue 7/23/2019 5:26 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am concerned as there are not exemptions for those with disabilities. I have a friend who has enjoyed riding for years and has difficulty breathing due to cancer (that is now in remission) but has permanently impaired his breathing. His e-bike allows him to continue to ride. He does not ride recklessly or abuse the trails. It seems to me like eliminating all e-bikes seems unreasonable.

Joe Jutras
11 Bittersweet Lane
South Hamilton, MA 01982
781-438-6625

Comment on DCR's electric assist bicycle rules

George Schneeloch <noisecapella@gmail.com>

Tue 7/23/2019 5:20 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Instead of banning all e-bikes on trails less than 8 feet wide, please consider rules which would allow slower ebikes on trails as appropriate. Electric assist bikes are often used for transportation and they fill a crucial role in making biking accessible for all ages and abilities, especially for people who sometimes carry children or heavy cargo and for people whose commute involves some hills.

Some of DCR's paths are less than 8 feet but are still critical transportation links, for example east of the 8U rotary along Memorial Drive. These paths are unacceptably narrow but DCR still maintains them and people with electric bikes need to use them.

Some electric bikes can go very fast and this is a safety problem, but DCR should recognize that many ebikes are essentially enabling people to commute without needing a car. Instead of a full ban DCR should write sensible rules which allow some ebikes depending on the 3 class system proposed by MassBike.

Thanks,
-George Schneeloch
81 School St #1
Somerville, MA

7/24/2019

PeopleForBikes Comments on amendments to 302 CMR 11.... - Comments, Regs (DCR)

PeopleForBikes Comments on amendments to 302 CMR 11.00 and 302 CMR 12.00

Morgan Lommele <morgan@peopleforbikes.org>

Tue 7/23/2019 5:16 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

📎 1 attachment

PeopleForBikes comments on 302 CMR 11 and 12.docx;

Greetings,

Please find attached comments from PeopleForBikes on amendments to 302 CMR 11.00 and 302 CMR 12.00.

Thank you,
Morgan

Morgan Lommele

Director of State + Local Policy

PeopleForBikes Coalition

P.O. Box 2359 / Boulder, CO 80306

EMAIL: morgan@peopleforbikes.org

MOBILE: 720.470.2981

PeopleForBikes.org

[http://]

[http://]



peopleforbikes™

P.O. Box 2359 Boulder, CO 80306

PeopleForBikes.org / 303.449.4893

Laura Dietz
Department of Conservation and Recreation
251 Causeway Street
Boston, MA 02114

July 24, 2019

Dear Ms. Dietz,

On behalf of PeopleForBikes, we are submitting comments in objection to the proposed amendments to the following regulations: 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules; and 302 CMR 12.00: Parks and Recreation Rules. These proposed regulatory changes would categorically ban electric bicycles on all improved trails less than 8 feet in width, dirt roads that are closed to motor vehicles and all natural surface trails. This proposed ban is overly broad, deprives DCR land managers the opportunity to open appropriate levels of access for e-bike riders, and is not in the best interest of the public. It is also out of step with national trends in electric bicycle and electric mountain bike (eMTB) access. We request that DCR pause this rulemaking action from moving forward at this time, and consider a revised regulatory structure that takes into account our more specific proposed amendments as outlined below.

Background

PeopleForBikes is the national advocacy group that works for better policies and infrastructure for bike riding. Our coalition includes companies that manufacture or sell bicycles and related products, including electric bicycles; as well as more than 1.3 million individual supporters, including more than 40,000 in Massachusetts.

E-bikes are an emerging technology that is rapidly being adopted by the public. Year over year sales growth is more than 80%. There is no question that e-bike use will continue to proliferate as more people find the benefits and enjoyment of this style of bicycle.

Historically, our regulatory environment for e-bikes has not maintained pace with the public's adoption, particularly on public lands. E-bike riders need clear and fair rules around where their bikes are allowed. In states where e-bikes lack specific regulations, either within vehicle and traffic laws or land regulations, such as Massachusetts, it is unclear how they are regulated. This creates significant confusion for land managers, public safety officials, consumers and retailers.

However state legislatures, local governments and land management agencies are now beginning to proactively regulate the use of e-bikes on streets, roads and even our trails. The trend of the e-bike regulatory environment throughout the country is clear - increased access but with commonsense limitations. We disagree with the proposal to prohibit the use of pedal-assist bikes on "improved DCR trails that are less than 8 feet in width, dirt roads that are not open to vehicular traffic, and any natural surface trails, regardless of width or other conditions" and respectfully ask for consideration of improvements to these proposed regulations.



peopleforbikes™

P.O. Box 2359 Boulder, CO 80306

PeopleForBikes.org / 303.449.4893

In short, we propose that DCR: 1) update its definitions to align with national standards for electric bicycles; 2) provide sensible access to streets, bike lanes and bicycle paths within DCR lands for all e-bikes; and 3) permit greater discretion to be exercised by local land managers in specifying appropriate trail systems for the use of Class 1 e-bikes (as defined below).

Our Asks

1. Update the definition of "pedal-assist electric bicycles" consistent with the three classes of e-bikes codified in 22 state vehicle codes across the country and in MA H.3014, pending in the state legislature. A regulatory framework that does not define e-bikes in accordance with established national standards, and does not take into account the types of electric bicycles in the current marketplace, will be incomplete and confusing for e-bike riders and regulators. Several years ago, U.S. e-bike manufacturers came together to develop the three class system four years ago to regulate critical issues around e-bike speed, wattage, and operational rules; create consistency with the three main forms of product that are currently on the marketplace and with the federal definitions of an electric bicycle; and allow for separate regulation of their use on non-motorized trails.
 - a. Class 1: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 20 mph (this is not an average speed, but the maximum motor-assisted speed).
 - b. Class 2: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
 - c. Class 3: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.
2. Strike "Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal-assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions." This ban is overly broad and does not take into account the different characteristics of different types of e-bikes on different types of infrastructure. All classes of e-bikes have an established track record of being safe to operate on streets, in bike lanes and on wider, improved paths. Class 1 eMTBs are permitted by several land management agencies on natural surface trails, including some that have engaged in long-term studies of the issue. DCR's proposed ban would prohibit e-bikes, which operate like bikes, from common sense access.
 - a. We suggest an amendment to allow Class 1 e-bikes on off-road natural surface trails and dirt roads that are closed to motorized traffic unless specifically prohibited or otherwise regulated by local land managers.
 - b. We suggest greater flexibility to generally allow Class 1, Class 2 and 3 e-bikes where appropriate on improved paths and roadways (including bike lanes).
 - c. Officials managing off-road natural surface trails should have authority to allow or prohibit e-bikes using the three class system as a tool to distinguish e-bikes, enabling local conditions to accommodate the best form of access.
3. Amend "No person may operate any motor vehicle, pedal-assist electric bicycle, or motorized conveyance upon or over any trail that is not designated for non-motorized uses



peopleforbikes™

P.O. Box 2359 Boulder, CO 80306

PeopleForBikes.org / 303.449.4893

trail, except to cross over such a non-motorized trail where such crossing is designated by the Department or allowed by duly authorized DCR permit" to exclude "pedal assist electric bicycles" (or other appropriate language if the regulations were to define different classes of electric bicycles).

4. Perform a data driven analysis of e-bike use before a statewide prohibition, rooted in experimentation, evaluation and an acknowledgement that land use patterns and desired experiences are constantly shifting. Small studies from state and local agencies show that Class 1 e-bikes have similar impacts to natural surface trails as traditional mountain bikes and that Class 1 e-bikes can be managed sustainably from both environmental and social perspectives.

About eMTBs

We are concerned that it may have been represented to DCR that there is consensus on the issue of whether eMTBs should be banned on natural surface, singletrack-style trails. That is categorically not the case. Local land management agencies, state parks systems, and the federal government are actually expanded eMTB access – not restricting it.

Class 1 eMTBs are like traditional bicycles with fully operable pedals, but with a small motor that will only engage if the rider is pedaling. E-bikes are emissions-free, low impact, and operate silently. They are not motorized vehicles like gas-powered vehicles; but manufactured like bikes according to federal consumer product safety standards and shown to be as safe as traditional bicycles, moving at bike-like speeds.

eMTBs can allow increased access to the outdoors for riders of varying skill levels, and give people the opportunity to bicycle when they would not otherwise due to physical fitness, age, disability, or inconvenience.

Every e-bike carries a standard label specifying its class and wattage. This helps agencies identify e-bikes and where they're allowed. Class 1 e-bike access is becoming more widespread. Below are several examples of land management agencies that have specific policies for e-bikes and allow Class 1 e-bikes to be ridden on natural surface trails:

- Pennsylvania State Forests
- Jefferson County Open Space (Colorado)
- Wyoming State Parks
- Fairfax County (Virginia)
- Santa Clara County (California)

IMBA's Position

The International Mountain Bicycling Association's position on electric mountain bikes is sound and a good model for the DCR. IMBA's position is the result of careful deliberation and scientific analysis of the study of the physical impacts of eMTB use on trail systems. IMBA's position is as follows:



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"IMBA is supportive of Class 1 eMTB access to non-motorized trails when the responsible land management agency, in consultation with local mountain bikers, deem such eMTB access is appropriate and will not cause any loss of access to non-motorized bikes. IMBA recognizes that changes in design, technology and the numbers of eMTB users is evolving, and believes these bikes can be managed in a sustainable way for both the environment and other trail users."

With careful planning, user education, and flexibility, Class 1 e-bikes have a place on public lands. A statewide prohibition on e-bike access will eliminate a growing user group from accessing trails and does not give law enforcement officers sensible tools to manage their use.

Thank you for your service to the state of Massachusetts and your consideration of this request. I look forward to answering any questions you may have about this letter and working together toward a solution that improves access for electric mountain bike riders.

Best,

Morgan Lommele
State + Local Policy Director
PeopleForBikes
Morgan@peopleforbikes.org
720.470.2981

7/24/2019

Rep. Hecht comments re: 302 CMR 11 and 12 - Comments, Regs (DCR)

Rep. Hecht comments re: 302 CMR 11 and 12

Steinberg, Sarah (HOU) <sarah.steinberg@mahouse.gov>

Tue 7/23/2019 4:57 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

 1 attachment

Hecht comments 302 CMR 11.00 e-scooters.pdf;

Dear Ms. Dietz,

Attached are written comments from Representative Hecht regarding DCR's proposed amendments to 302 CMR 11.00 and 302 CMR 12.00.

Please don't hesitate to reach out if you have any additional questions.

Best,
Sarah

Sarah Steinberg

Legislative Aide

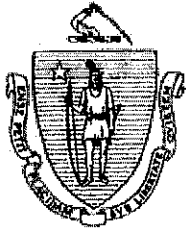
Office of State Representative Jonathan Hecht

29th Middlesex District

State House Room 22

617-722-2140 x7758

Pronouns: she/her/hers



The Commonwealth of Massachusetts
HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

JONATHAN HECHT
STATE REPRESENTATIVE
29th MIDDLESEX DISTRICT
WATERTOWN • CAMBRIDGE

STATE HOUSE, ROOM 22

Committees:
Children, Families & Persons with Disabilities
Municipalities and Regional Government
Transportation
Public Health
TEL: (617) 722-2140
Jonathan.Hecht@MAhouse.gov

Laura Dietz
Assistant General Counsel
Department of Conservation and Recreation
251 Causeway St.
Boston, MA 02114

Dear Ms. Dietz,

I write to you today regarding the Department's proposed amendments to 302 CMR 11.00 and 302 CMR 12.00. I respectfully ask that the Department give careful consideration to how its proposed regulations could hinder the adoption of new micro-mobility devices, particularly electric scooters (e-scooters). While I appreciate the Department's desire to ensure micro-mobility devices integrate safely into our overall transportation system, I urge caution against using overly broad definitions and prohibitions that may unnecessarily deter use of these promising new modes of transport.

Mobility in Massachusetts is changing, out of necessity and out of preference, as we confront intolerable levels of congestion and dangerous levels of transportation emissions. Under these circumstances, it is incumbent upon us to support a range of innovative mobility options. E-scooters are one such innovation. Nearly half of all trips made in the United States are under three miles and over three-quarters of these short trips are currently made in a personal car. In many places, e-scooters and other electric micro-mobility devices are becoming a popular substitute for exactly these types of trips. They offer a convenient, carbon-free way to reach a nearby destination or connect with public transit.

Data collected so far on the use of e-scooters is promising. A pilot project in Portland, Oregon found that 34% of residents and 48% of visitors who took an e-scooter did so in lieu of driving a personal car or using a ride-hailing service. Bird and Lime, two major e-scooter companies, report that between 25 and 40% of their customers use e-scooters to access public transit, suggesting they may help solve the "last-mile" connection problem.

Surveys from Portland further show e-scooters enjoy high levels of support among people of color (74% favorable) and those with incomes under \$30,000 (66% favorable), demonstrating that e-scooters are desirable transportation options in traditionally underserved communities.

According to data from Populus.AI (a mobility platform for cities and towns), women are adopting e-scooters at higher rates than shared bicycle systems, likely because e-scooters can be ridden in skirts, dresses and heels.

Aware of the benefits e-scooters are bringing to other parts of the country, several Massachusetts municipalities have either launched or are planning to launch shared e-scooter pilot programs. Additionally, many residents have already purchased their own e-scooters and are using them daily on our roads, sidewalks, and paths.

Massachusetts' laws and regulations need to change to suit these developments. Legislation is currently pending to create a statutory basis for e-scooter use, which is currently (and inappropriately) governed by laws on motorized scooters (MGL ch. 90, s. 1E). These bills would permit e-scooter use on public ways subject to certain limitations to ensure the safety of both e-scooter riders and other road users. They would also generally permit e-scooters on shared-use and bike paths on an equal footing with bicycles, though some would authorize limiting their use in special circumstances.

In this rapidly evolving technological and legal landscape, DCR should be careful not to adopt rules that create overly broad definitions or unnecessarily constrain e-scooter use. Until the Legislature removes e-scooters from the definition of motorized scooter, e-scooters are already prohibited on DCR boulevards, roadways, parkways and ways. However, by including e-scooters under the definition of "motorized conveyance" (a catch-all term for all motorized modes of transport other than motor vehicles or pedal-assist electric bicycles), the Department's proposed regulations go further than is necessary to limit e-scooter use on shared-use and bike paths.

The proposed regulations would prohibit motorized conveyances on DCR's "improved and natural surface trails." This may be appropriate for "natural surface" trails and for "motorized conveyances" that travel at speeds over 20 mph. But there is no compelling reason to ban e-scooters (which generally have a maximum speed of 15 mph) from improved paths. This prohibition will seriously limit the utility of shared and personal-use e-scooters in municipalities like Cambridge and Watertown where the DCR manages many off-road commuting corridors. Additionally, since not all municipalities will ban e-scooters from paths under their jurisdiction, this has the potential to create confusion amongst riders and inconsistent adherence to the law.

Thank you for your consideration of these comments. Please do not hesitate to reach out to my office with any questions.

Best regards,

A handwritten signature in black ink, appearing to read 'Jonathan Hecht', written over a horizontal line.

Jonathan Hecht
State Representative
29th Middlesex District

opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

Charley Stevenson <charley.stevenson@gmail.com>

Tue 7/23/2019 4:48 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

To Whom It May Concern:

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I am an avid cyclist who is always very happy to share trails with responsible users. My father-in-law is a Vietnam veteran and a cancer survivor who has only been able to continue to enjoy bicycling because of an electric bicycle. I know first-hand how this technology has improved his quality of life, re-enabling activity that he thought he had lost forever. It would be a shame if prohibition of e-bikes were enacted, marginalizing those with different abilities and those who have sacrificed their health for the benefit of all citizens.

Thank you for considering the important role that e-bikes play in our state.

Charles Stevenson
1232 N Hoosac Rd
Williamstown, MA 01267
charley.stevenson@gmail.com

E-bike legislation

Christopher Perham <bmx045@gmail.com>

Tue 7/23/2019 4:39 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Electric vehicles, in general, are the future of transportation and instead of prohibiting the use I believe enacting safety rules enforced with ticketing is the best way to ensure public wellbeing and regulation. Helmets required for everyone on a device!

Thank you for considering the important role that e-bike and other Personal Electric Vehicles play in our state.

Christopher Perham

354 N Main st apt 203

Andover, MA 01810

617-257-0196

opposition to 302 CMR 11.00

Jeff Johnson <jeffintheusa@gmail.com>

Tue 7/23/2019 4:38 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I am an owner and operator of an e-MTB. There seems to be significant anti-ebike sentiment and my experience is that this sentiment comes from riders who do not have any experience with e-bikes. When given the opportunity to explain my reasoning for riding an e-bike and giving someone the opportunity to ride it they generally change their views.

I am someone with a heart condition that has placed a cap on my maximum achievable level of fitness. To look at me you would not know this. I am not overweight and I do not appear to be in poor health. As a result of this condition, I was not able to keep pace with my friends and would often bail out of a ride because to just keep up I was pushing myself beyond my limits. Gradually I was losing my passion for MTBing and I rode more on my own than with friends. That all changed when I bought my e-MTB. I was given a new lease of life so to speak and started enjoying every single ride I went on. I use the e-MTB to compensate for my physical limitations. I do not use it to blast around the trails at speeds that are unsafe for myself and other riders.

When I ride the trails I am overly courteous to other trail users because I know I am by default an ambassador for a new category of rider. Other e-MTBers I have come across are the same. I am sure of course that there are exceptions. And on the flip side I have had many experiences of being almost run off a trail by a discourteous non-e rider. Anyone can be discourteous and dangerous on the trails no matter what type of bike they are using.

I don't agree with placing a restriction on e-MTB that limits them to 8ft or wider trails. I do not understand the reasoning behind this. Yes I could ride at a fast pace (as fast as a very fit rider) on single track but I don't, because I would crash and get injured. Anyone riding faster than their skill level on the section of trail is subject to the same result.

As for e-MTB damaging trails, I have seen no evidence of this. My bike is heavier than a standard bike but the total weight of bike and rider is the same as if I was a heavy rider on a standard weight bike.

My e-MTB has restored my love for the sport. Limiting me to only very wide trails takes away a big portion of the reason I MTB.

NOTE: I do not ride my e-MTB on DCR trails.

Thank you for considering the important role that e-bike play in our state.

Jeff Johnson
37 Fayette Rd
BEDFORD
MA 01730
781 645 2951

E-bike regulation

Gregory Ely <gregoryely@gmail.com>

Tue 7/23/2019 4:16 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear DCR,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I use an electric-assist cargo bike as my primary mode of transportation, taking my son to and from daycare every day. Even though I ride at a modest pace of around 10 mph, I would now be excluded from taking numerous narrow sections of the Paul Dudley Path as well as the path along the mystic valley parkway in Medford and Arlington. Many narrow sections of DCR pathways are the only safe way for cyclists to travel as the now only legal alternative would be to either ride on route 16, Memorial Drive, or Storrow Drive. These alternatives are unacceptable and completely unsafe to ride on. By passing this legislation the DCR will force numerous e bikers to ride on extremely unsafe roads.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where different classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Thank you for considering the important role that e-bike play in our state.

Gregory Ely
44 Morrison ave
Somerville MA
781-724-2277

--

<http://www.mit.edu/~elyg/>

Support for the 302 CMR draft for public comment

Christopher Patrick <mtbchris@gmail.com>

Tue 7/23/2019 4:02 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear DCR,

I am writing in support of the current revisions to the 302 CMR as written for public comment for June/July 2019, specifically as they are proposed on page 30 & 31.

<https://www.mass.gov/files/documents/2019/06/03/2019.05.21%20302%20CMR%2012%20-%20DRAFT%20-%20redline%20-%20public%20comment%202019.pdf>

Some of the reasons why I support this draft, is because of concerns I have over the user conflicts that e-bikes could potentially add to on natural surface trails (singletrack).

Some of my concerns are highlighted below:

- ALL Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and human powered mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thanks

Chris Patrick

My comments on the draft 302 CMR

Bruce Rioux <brucer369@gmail.com>

Tue 7/23/2019 3:37 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Hi,

Here are my comments on the draft 302 CMR:

1) Overall, I support this draft.

2) In your Definition of "Pedal-Assist Electric Bicycle", I suggest it also specify that it must not have a throttle, and specify the maximum power of the motor. You don't want a pedal-assist ebike to have a throttle that could control the ebike's speed. And to help avoid user conflicts, you should specify a maximum power rating to limit acceleration.

3) Regarding use of Pedal assist electric bicycles and Motorized conveyances on natural surface trails, it's good to see that all ebikes are not permitted on any natural surface trail. Ebikes are motorized and should be managed as a motorized vehicle. As a human-powered non-motorized mountain biker on natural surface trails, I feel it is very important to keep ebikes off of natural surface trails.

4) As I am also a user of improved DCR trails (bicycling and walking), I am very concerned about increased user conflicts, accidents, and bodily damage from allowing Pedal assist electric bicycles on improved trails greater than 8 feet in width. There are currently very few users of improved trails that can maintain a 20 mph pace. But allowing Pedal assist electric bicycles will mean that many more users will be at or close to 20 mph. Pedal assist electric bicycles at or near 20 mph can do a lot of damage to pedestrians, especially young children.

Thank you,

-Bruce Rioux

11 Churchill Rd

Douglas, MA 01516

brucer369@gmail.com

508-523-8603

302 CMR proposal

tre <tre@tripyramid.com>

Tue 7/23/2019 3:27 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing to support the proposed regulations which would restrict electric assist bikes to improved roadways wider than 8'.

Allowing electric assist bikes on trails or even natural surface paths/roads I think would diminish the pleasure and experience of those using the trails for walking, running, or bike riding with only human effort. Further, electric assist bikes are capable of going 20 mph and such speeds could be hazardous to other users, particularly on narrow trails.

I have enjoyed many hours pedaling my bike in State parks, particularly Great Brook in Carlisle, and hope to continue doing so without electric assist bikes buzzing by me on the trails.

Thank you for your consideration.

Tim Eliassen
Carlisle, MA 01741

Sent from my iPhone
Typos not my fault

Open Comment on e-Bike & DCR Policies

Plaine's Inc <info@plaines.com>

Tue 7/23/2019 3:24 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Hello,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails, the bikeway and multi-use paths.

Why reinvent the wheel? There is already an established and well thought out classification that has been adopted by the majority of the US not to mention all of New England except MA and ME. Cycling is a popular family vacation activity. Among other tourism benefits eBikes represent an inclusive option for the entire family to be a part of the days activities.

<http://www.ncsl.org/research/transportation/state-electric-bicycle-laws-a-legislative-primer.aspx>

Lets also acknowledge we are an ageing yet active population. Example; My mom is an active 80yr old and loves to ride her bike with her friends on her local rail trails and bikeways. Two knee replacements later has made cycling with here friends more difficult. Not because she can't but because she can't keep up. The eBike levels the playing field. Why? Because we all ride to our level of fitness! The eBike motor provides a multiplier therefore my 80yr old mom can ride at the same perceived exertion level and pace as her 70yr old friends. Everyone gets a workout.

There are so many 21st Century opportunities that eBikes speak to that the Pros far out number the Cons. There are public bike sharing programs to promote commuting alternatives. Environmental impacts of lowering CO2 pollution by alleviating automobile congestion. Lowered healthcare costs from improved fitness through increased exercise. I've been involved in the cycling business for over 35yrs. The eBikes provide a legitimate alternative for so many unfit or handicapped Americans to make a positive and healthy change to their lives. Why would we stand in the way of that? As advocates of cycling how can we discriminate and deny whole classed of people the health opportunities that cycling provides. It also shouldn't be a question of what surface they choose to ride on. I know many young and old Mtn bikers that ride dirt because they no longer trust the roads. I've heard all the wild accusations yet I have yet to hear any fact based research to support any of the negative ego driven cries of outrage over trail destruction. There is no legitimate reason to deny level 1 eBikes on any trails. There is no ability to spin a tire and cause erosion as there is with a motorcycle. As advocates we should always be searching for solutions of inclusion.

Thank you for considering the important role that e-bikes play in our state. This is a critical decision we face. I hope you can persevere to a path to inclusion and not exclusion.

Thank You,

Plaine's Bike Ski Snowboard
55 W Housatonic St.
Pittsfield, MA 01201
413-499-0294
Info@Plaines.com

Comment on 302 CMR 11.00

Thouis (Ray) Jones <thouis@gmail.com>

Tue 7/23/2019 3:21 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Electric bikes are an excellent way for more people to enjoy biking, including those that are not usually able to, such as less-abled and elderly individuals. It's important to be as inclusive and accommodating as possible. A blanked exclusion of electric bikes, which are used by some as mobility aids, is probably a violation of the ADA, as well.

Thouis Jones
51A Wyman Terrace
Arlington, MA, 02474
thouis@gmail.com


Comments on CMR 302 regarding ebikes

Michael Duclos <mduclos1@icloud.com>

Tue 7/23/2019 3:18 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: IEEE Mike Duclos <mike_duclos@ieee.org>;

 2 attachments

DCR_CM_302_Comments_Duclos.pdf; ATT00001.htm;

Dear Madam / Sir,

Please find attached a .pdf of my comments, thank you in advance for considering them, and please don't hesitate to contact me if you have any questions.

Best Regards, Mike

Mike Duclos, Principal
DEAP Energy Group, LLC
Energy Efficiency Associates, LLC
Energy Raters of Massachusetts, Inc.
Certified Passive House Consultant
Certified PHIUS Plus Rater
mike_duclos@ieee.org
978-793-3189

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Check out the course [Passive House in the Real World](#)

With two free lectures on [Windows](#) and [Floor Planning](#) for Passive House

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Sign up for the concise Passive House Mass [newsletter](#) at the bottom of the page

3 Birch Hill Road
Stow, MA 01775
978-793-3189
mike_duclos@ieee.org
July 23, 2019

Department of Conservation and Recreation
251 Causeway St., 9th Floor
Boston, MA 02114

Dear Madam/Sir,

I am a 66 year old resident of Massachusetts, and a member of the New England Mountain Bike Association, writing to express my thoughts on the 302 CMR draft available online at:
<https://www.mass.gov/files/documents/2019/06/03/2019.05.21%20302%20CMR%2012%20-%20DRAFT%20-%20redline%20-%20public%20comment%202019.pdf>

Specifically, I would like to comment on the regulation of motorized bicycles, a.k.a. 'e-bikes.'

While I recognize there is a real benefit to riders with legitimate special mobility needs, I believe there is far too much potential for abuse and conflict with non-motorized road and trail uses, so I support the classification of e-bikes as a 'motorized vehicle,' with the associated restrictions.

In reality, e-bikes are motorized vehicles, and I believe should be managed as such, e-bike motors can deliver 750 watts of power up to 20 mph, and I see this as too much power and too high a speed for narrow trails shared with other walkers, runners and non-motorized cyclists.

All of the state park systems of which I am aware in New England, as well as US Forest Service and the Bureau of Land Management currently manage e-bikes as motorized vehicles, and I believe rightfully so. I think there is also value in the consistency of regulation with these entities, which should serve to reduce user confusion.

Human-only powered mountain biking is a sport that has been shown to be socially and environmentally compatible on non-motorized trails shared with other non-motorized users.

Thank you very much for considering these comments.

Sincerely,



Michael B. Duclos

support of 302 CMR 11.00

Henry Martone <henrymartone@gmail.com>

Tue 7/23/2019 3:13 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

I am writing in support of 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I am in favor of prohibiting usage of electric bicycles on ALL DCR trails. e-Bikes do not belong on recreation paths and go against their intended purpose.

Best Regards,
Henry Martone,
Cambridge, MA

Open Comment on E-Bikes and DCR Policies => Support for 302 CMR 11.00: & 302 CMR 12.00

Matthew Duggan <matthew.duggan@verizon.net>

Tue 7/23/2019 2:12 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in **support** to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules & 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

Electric powered bicycles are motorcycles, they have no place on rail-trails and other pathways that currently prohibit motorized vehicles.

I have been involved with promoting the Danvers Rail-Trail since 2002 and a member of the Border-to-Boston Ad-Hoc Coalition since 2006.

We regularly see bad behavior on the part of bicyclists using local off-road trails where many don't announce themselves when passing pedestrians from behind (bell, "on-your-left", etc.),

Increasing the speed disparity with "silent" E-Bikes will only result in more significant injuries when, and not if, the inevitable collisions occur.

E-Bike riders are a menace!

Matthew E. Duggan
member, Danvers Rail-Trail Advisory Committee
41 Chase Street
Danvers, MA 01923
(617) 947-0835

Parks & Recreation Rules

Tilton, Paul <ptilton@townofsandwich.net>

Tue 7/23/2019 1:32 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear Department of Conservation and Recreation (DCR),

I submit this email in support of the proposed revisions to 302 CMR 12.00 (Parks and Recreation Rules). Specifically, I support Section 12.12. which clearly defines where pedal-assist electric bikes are permitted and not permitted. While human-powered mountain bikes are compatible with other non-motorized trail users, electric bikes are more powerful, faster and, in turn, more difficult to control. This is especially true on rough surface trails. Prohibiting electric bikes from using non-motorized trails is safer for all users of the trail system.

Thank you for the opportunity to comment,

Paul S. Tilton
114 Percival Drive
West Barnstable, MA 02668

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e-biking in DCR regulated areas

Tom McKenna <tom@tomandshan.com>

Tue 7/23/2019 1:40 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

To whom it may concern:

I recently posted the below document on Facebook and find it very relative to the changes the DCR is considering regarding e-bikes. I am an avid mountain biker and bike extensively on many of the trails the DCR has to offer within the entire state. I'm passionate about the sport but have taken an open position regarding e-bikes, specifically e-mountain bikes and suggest the DCR do the same. Please review my document posting and my comments provided at the end of this email.

[BEGINNING OF DOCUMENT POSTED ON FACEBOOK]

I recently attended the E-Bike Education Day at Adams Farm in Walpole, MA. This event was hosted by MassBike. I was met by Patrick Clapp and Galen Mook from MassBike as well as representatives from Cannondale and Specialized. There were also a number of local bike shop owners present from MA and RI. I did not see any representation from NEMBA at the event.

I spent the first hour talking with Patrick and Galen. Clearly the purpose of the event was to educate attendees on the e-bike technology and current regulations. After our discussion, I was provided an e-mountain bike (e-MTB) and took it for a 3-mile spin in the park (I did another 6 afterwards on my human powered bike).

Here is what I gleaned from riding a e-MTB - it was a lot of fun. I rode hard and fast and my speed was only limited by the trails I choose to ride. The first 1.5 miles was all twisty/flowy single track with a couple techy features and punchy climbs thrown in. The ride back was double track. I didn't feel like I could ride much faster than I could normally ride but I could do it at a lot less effort. Personally, I love the thrill of riding fast but generally do so in short bursts while riding. With an e-MTB, riding fast can be maintained for considerable mileage. It was super fun.

However, I'm not going out and buying a e-MTB right away for a number of reasons. First, it's cost prohibitive at \$3,000 for an entry level e-MTB and \$5,000+ for a mid-range full-suspension e-MTB. This is not a bike I need in inventory. Although the thrill of maintaining speed was great, I also ride to maintain my fitness and feel it's "cheating" by riding a pedal assist bike. Don't get me wrong, it took effort to ride an e-MTB hard and fast and it got my heart rate up nicely, but it was just a little too easy as a workout. I also like a nimble bike, especially for the techy stuff. The full-suspension e-MTB flew through the rock gardens and I took it over a couple large feature rocks and rock walls, but I knew I had to keep my center of balance upright on this beast of a bike. The e-MTB is not a snappy bike and quick little recovery moves on serious tech would be difficult. I'm sure I don't want to give that thrill up just yet. I also don't think it would be a good group ride bike. Sustaining a faster pace than everyone else in a group setting would be a negative. I also enjoy a good race and I primarily race against myself. It doesn't make any sense to me to race a e-MTB as it seems more about the bike than the bicyclist. Call me a purest. Finally, there are a few people that simply want the novelty of having a e-MTB because they are fun, can afford it, and don't mind the attention. I'm not one of those people either. So, for me, an e-MTB is not in my immediate future.

I asked the bike shop owners about selling e-MTB's and they say that it's a very small to non-existent market. Most e-bikes they sell are cruisers or commuters and not e-MTB's. It doesn't make sense to me that someone would enter the mountain bike market on an e-MTB. I believe most people try mountain biking out on a lower end or used bike and then upgrade down the road. I also can't see many people dropping the cash to upgrade to an e-MTB (for the reasons listed above) when you can get a high-end human powered bike for equal to much less cost.

So what's the rub against e-MTB? Well, of course they are motorized, and motorized modes of transportation are generally not allowed on multi-use trails. There is the fear that if we allow motorized e-bikes on our trails, then we'll have to allow all motorized bikes on our trails. There is also the belief that e-MTB's have too much power and will destroy the trails. There is the perception that e-MTB's are too fast and inconsiderate for multi-use trail users. And finally, because they are often indistinguishable from human-powered MTB's, there is the fear there will be sweeping legislation banning all mountain biking on multi-use trails because of "motorized" e-MTB's.

Today, NEMBA feels that only human-powered biking falls within their charter and are actively opposed to including e-MTB in their advocacy group. MassBike considers e-bikes "bikes" and does not want to have a distinction between e-bikes and human powered bikes. They specifically want to categorize e-MTB's as MTB's because they simply want more riders on bikes.

I'm not sure I can address all the issues with e-MTB's without creating tremendous controversy. I did learn that e-MTB's are not throttle assisted bikes. Nobody I spoke with knows of manufactures that sells throttle-assisted e-MTB's to the general public. e-MTB's are peddle-assist and are limited to assisting the rider up to 20-mph. Although I rode hard and fast on my test ride, I did not hit the 20-mph limit. I also categorized my record of the ride on Strava as an "e-bike" so that I didn't record any achievements. I did, however, exceed 20-mph on my human powered ride afterwards. Again, I determined that the speed of the bikes was limited by the rider and the trails and for me a lighter and much nimbler bike could hit much higher speeds. I also couldn't tell if either bike was more damaging to the trails in any way. And obviously, when I saw hikers and dog walkers, I could easily slow down and politely pass on both bikes.

E-bikes are becoming very popular, but I don't believe there is going to be a flood of e-MTB's out there. To begin with, who really wants to enter the market at that price point or wants to convert over? I certainly don't. I enjoy my human-powered bike way too much. I really think the e-MTB market is small, and will probably remain small for a long time, and only now aligns more to adaptive riders who have special needs for e-MTB's.

To wrap this up, I believe the MTB community is creating controversy over e-MTB's where in reality none really exists. I think the louder we human-powered MTB'ers rally against e-MTB's, the more attention e-MTB's will attract. e-MTB'ing is not a big sport. The argument to prohibit e-MTB's also unfortunately includes the double track we don't really care about and the adaptive riders we do care about. We all know there are inconsiderate MTB'ers, equestrians, cyclocross riders, hikers and probably e-MTB'ers on our trails. We also all agree we can't let the few bad apples ruin the sport for all of us. I believe continued education and emotional restraint on e-bike issues will produce more positive results than a lot of heated debate.

Considering how small of an impact e-MTB's have on our trails, I came away from the E-Bike Education Day with a lot of respect for MassBike and the vendors that provide these bikes. This was a rather large event with what looked like over 50 e-bikes of all types and sizes. The turnout was relatively small but that did not diminish the passion of MassBike to get more people on bikes - e-bike or otherwise. Is e-MTB in my future? Yes, someday when I'm older and less powered than I am now, and I want to

continue to enjoy the sport the way I do today. Do I want a e-bike today? No, it's not necessary. However, I hope that e-MTB'ing is no longer a controversial thing later in my life and I still have access to the trails I like to ride.

[END OF DOCUMENT POSTED ON FACEBOOK]

I believe the DCR is making emotional rather than rational decisions regarding class-1 pedal assisted e-bikes on Trails and should not enact their statewide prohibitions without proper analysis of the impact on the Trails from these e-mountain bikes. The impact of e-mountain bikes must be infinitesimal today as there are simply very few users. Enacting regulation today seems premature and further analysis seems warranted.

If the DCR truly desires "Recreation" of our parks and open space as their name suggests, and not just a regulatory body of the same, then I would highly encourage not putting in specific regulation today. There are elderly people that want to ride bikes in our parks on the wider, flatter trails. There are adaptive people that have no choice but to ride a pedal-assisted e-bike. The proposed regulation will prohibit RECREATION of the people of Massachusetts, and I for one certainly do not support it.

Sincerely submitted,
Thomas McKenna

E Bike Regulation

sonny gammon <dogbignose@yahoo.com>

Tue 7/23/2019 1:29 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Hello,

I would like to share some thoughts about the proposed E bike regulations. While I support the prohibition of E bikes on wooded trails & paths, I do not support allowing E bikes on 8' bike paved paths & dirt roads. E bikes travel at speeds up to 20 miles per hour. While some competitive cyclists might reach these speeds, most bikers don't. DCR's bike paths are used by family groups and people of all abilities.

At Wompatuck State Park (where I served as supervisor before my retirement) there is a section of bike trail that is so hazardous that it has resulted in serious injury and one death. There are also sections with blind corners where 20 mph would could easily result in collision. I have experienced other such hazards while cycling in other parts as well.

Opening the door to motorized vehicles on our trails will open the door to much more than E bikes as technology in this area continues. Even electric skateboards travel at unexpected rates of speed and do so on many more grades and surfaces than one would expect to encounter a skateboard.

In a facility such as Wompatuck, there are many miles of trails and patrons in electric wheelchairs use them. Why would we want to infringe upon their quiet enjoyment and access by allowing a 20 mph vehicle on their paths?

E bikes should fall under the umbrella of "motorized vehicles" and should be prohibited on all trails.

Thank You,

Stephen Gammon

(41 years at Wompatuck State Park)

302 CMR 11.00 and 302 CMR12.00

Brian Carlson <bttacee@gmail.com>

Tue 7/23/2019 1:08 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Laura Dietz - Appreciate you listing to my comments regarding 302 CMR 11.00 and 302 CMR12.00 which would allow motorized bicycles in DCR properties.

First like to state that ive been active in the mountain biking community for over 20 years. Outside being a member of NEMBA, have coached kids how to ride/race bikes and provided over 300 hours of trail day maintenance and clean up in DCR parks. Im invested fully into DCR properties for human powered bike access.

Im writing to oppose passing this amendment to allow eBikes in DCR properties. These motorized bicycles do not provide the benefits the bike shops or manufactures believe it would bring. We have been told that eBikes increase more riders on the trails or get older riders active but in reality only experienced bikers can afford a \$3,000+ eBike. The average person trying to get into the sport likely is not going to invest that much money. At the end of the day, the only people buying these eBikes are experienced bikers looking for any edge they can get and more likely to be more destructive and careless than a human powered bike.

eBike is made of a motor, batteries and electronics. All things that can be "hacked", tweaked, modified without any regulation preventing them from making their pedal assist bike to a dirt bike. My biggest fear is battery packs or motors catching on fire within the woods, potentially destroying our park and giving mountain bikers the black eye.

Did you know that an eBike can travel up to 20mph UPHILL? Thats 2x faster than professional mountain bike racers. Do we want eBikes to be traveling that fast uphill with other users? Its going to give human powered bikers a bad name once there's an incident.

The risk out ways the rewards if you open up access for eBikers. Today there's a dozen eBike riders that I know personally that are illegally riding in DCR parks that prohibit non-motorized use. All of them were previously using human-powered bikes which is how it needs to stay. The lack of signage and enforcement at DCR parks that eBikes are not allowed is troubling.

Please do not allow this to pass, the mountain biking community has worked so hard to get back the trust of DCR, land owners, and other users of the park. My biggest fear is an eBike user causing a accident and we all suffer.

Thanks for your time

Brian Carlson

Support for the 302 CMR Draft

Corey Bollier <coreybollier@gmail.com>

Tue 7/23/2019 12:56 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Good afternoon,

I'd like to add my voice to the conversation regarding EBikes. THEY DO NOT belong on trails- especially natural surface trails. Off road E-Bikes (EMTB's) are motorized and should be treated as such. Currently, all of the state park systems in New England manage E-Bikes as off-road motorized vehicles. I believe this is also true for land managed by the US Forest Service as well as the Bureau of Land Management. E-Bikes should only be allowed on improved paths that are 8 feet or wider. They should not be allowed on singletrack/non-motorized trails.

I worry about all of the YouTube videos about E-Bikes being "souped up" or modified to go faster. This will likely cause more conflict in multi-use land as well as potential serious damage to the natural surface of the trails. E-Bikes are much more silent than dirt bikes and at the speeds they can already move at, this is just dangerous for the other trail users. Add to this the fact that in the past, dirt bikes or other ATV's made much more noise - they could easily be found and fined by the authorities. Now this is going to be much more difficult to handle. I am also considering potential damage to trails resulting from the likely modification of "technical" trails so the e-bikes can go faster while needing less skill.

In contrast, "old-fashioned" mountain biking is human-powered. It is a sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other users. The bikes, while also sometimes silent (many of us have loud hubs that alert other users of our approach) are more likely to be more in control - especially those of us who ride almost daily. Even a new rider on a human powered bike would not be going so fast that they lose control, something that is more apt to happen when there is a motor that provides 750 watts and someone who does not have the skill to control their e-bike.

Thank you to the DCR for looking into this issue and reading the thoughts of the concerned.

--

Regards,

Corey D. Bollier

comments on draft 302 CMRn

peter crimmin <peter45williams@yahoo.com>

Tue 7/23/2019 12:21 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Comments on draft 302 CMR.

I am not in favor of the proposed restrictions. I believe e-bikes should be allowed access to the same trails and surfaces as other bicycles.

I'm am a member of NEMBA and other advocacy organization. I ride an un-powered bicycle, but I know people who ride e-bikes.

Reasons for allowing e-bike access:

Accessibility - people who cannot ride unpowered bicycles for medical reasons.

Health - allowing e-bikes may expand interest in fitness.

Transportation - allowing e-bikes encourages efficient transportation and reduces the number of vehicles on roadways

Enforcement - enforcement of draft 302 CMR would be inconsistent, inconvenient, and expensive.

Comment in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

Emily Warren <emilycastorwarren@gmail.com>

Tue 7/23/2019 11:51 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

Laura Dietz
Department of Conservation and Recreation
251 Causeway Street
Boston, MA 02114

Dear Ms. Dietz,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I own a Class 3 electric bike, which I use as my primary mode of transportation around the Boston region for all kinds of errands, activities and appointments to which I would otherwise need to take a car. This device allows my family to live car-free, by making it much easier for myself and my husband to choose cycling for trips where it would otherwise be challenging or unappealing (such as up hills, carrying heavy loads of groceries, on hot days, wearing business attire, etc).

While we often ride on roads and wider multi-use pathways, we also depend on narrower paths and even unpaved trails when necessary to make a safe cycling connection from place to place.

Electric bicycles play a key role in making both commuter and recreational cycling more accessible for people of all levels of ability, on trails and roads alike. We should not limit them to paved surfaces only. In addition to being an e-bike commuter, I am also an avid road cyclist with my conventional bicycle, and my electric bike makes it possible for my husband, who is not a strong cyclist, to comfortably accompany me on longer recreational rides around the region, including on many paths and trails. He rides it at safe and legal speeds pertaining to the type of right of way on which we are riding, always being mindful of pedestrians and other trail users. The proposed rule would forbid us from that activity.

There are many routes throughout the state where wide, paved multi-use paths are not available for cyclists, and where safe bike infrastructure is not present on roads. In such places, this rule would force responsible e-bikers off of safe trails onto unsafe roads - putting lives at risk needlessly.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes on paths, roadways, and trails when appropriate, and that the DCR should look to allow Class-1 electric bicycles on all surfaces where conventional bicycles may travel, including off-road natural surface trails. I ask that the DCR not enact any statewide prohibitions on any of these classes of device without proper evidence-based analysis of the impact, and I encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for bikeways and multi-use paths.

Thank you for considering the important role that e-bikes play in our state.

Sincerely,

Emily Castor Warren
77 Highland Road
Somerville, MA 02144
202-374-6610
emilycastorwarren@gmail.com

302 CMA draft

Beth Thomson <bthomson73@comcast.net>

Tue 7/23/2019 11:22 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Dear Sirs/Madam:

I support efforts by DCR under the 302 CMR draft to exclude motorized bikes on DCR forest trails. The safety of walkers, runners and cyclists is jeopardized. Forest trails require persistent care to remove stones, roots and holes. Ebikes will increase the maintenance required to keep trails functional.

Thank you,

Beth Thomson

77 Marblehead St., North Reading, MA 01864

This email has been checked for viruses by Avast antivirus software.

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Comments on 302 CMR 11.00

Don Burn <burn@windrvr.com>

Tue 7/23/2019 11:13 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: 'MassBike' <bikeinfo@massbike.org>; 'Jamie Eldridge' <jamie@jamieeldridge.com>; 'Dykema, Carolyn - Rep. (HOU)' <carolyn.dykema@mahouse.gov>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I am soon going to be 69. I stopped biking and mountain biking after fighting cancer a number of years ago. While I am back to biking short distances, my strength never recovered for mountain biking. I have recently been considering an e-bike to be able to get fully back into activities that I love. Your proposed regulation is to me a signal that DCR is not interested in providing support for people who are aging or impaired to continue active sports such as mountain biking.

Thank you for considering the important role that e-bike play in our state.

Donald D. Burn
58 Flanders Road
Westborough, MA 01581
508-366-6458
burn@windrvr.com

e-bike regulations

Robbe Smith <robbe.smith@gmail.com>

Tue 7/23/2019 11:05 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Ebikes should not be allowed in natural surface trails.

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users

Thanks

Robbe Smith

Walpole MA

I Support 302 CMR

X DELETE

← REPLY

↩ REPLY ALL

→ FORWARD

...



Wolfson, Chad E <chad.e.wolfson@ampf.com>

Tue 7/23/2019 10:11 AM

Mark as unread

To: Comments, Regs (DCR);

Bing Maps

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I am a big user of the Middlesex Fells as a Mountain Biker. I would not want to see E-Bikes on the trails. They are very powerful and can be like a Motor Cross bike. In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users. We share our trails with Runners and Hikers lots of dog and Families.

Keep Mountain Bikes in the Fells and E Bikes out.

Thank You

Chad Wolfson

P.S. Please visit my [website](#) to get updated Market Perspectives, refer your friends and family using the "Refer Me" button or to sign in to the secure site on [ameriprise.com](#).

.....
Chad E. Wolfson, CLTC

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DCR regulations on pedal-assist bicycles

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

Karen English <k.e.m@icloud.com>

Tue 7/23/2019 9:12 AM

[Mark as unread.](#)

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

[Bing Maps](#)[Action Items](#)[+ Get more apps](#)

It is my intention to ride a bike as an alternate means of transportation as my part in helping to alleviate the congestion of motor vehicles on the road and fossil fuel consumption. At age 68, I am putting a lot of energy into this. Having an e-bike has made all the difference for me in building up my strength and confidence. I have no interest in speed and I do depend on the bike paths, SUPs and trails as much as possible to stay off the roads. This e-bike has enabled me to use biking as a way of transportation that would not be possible on a regular bike.

Please take the time to review all aspects of the proposed regulations and use guidelines below;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Thank you for considering the important role that e-bikes play in our state.

Karen English

21 Chelsea Hill Rd.
Vineyard Haven, Mass 02568
508-560-1602
k.e.m@icloud.com

Off Road E-bikes - I support the 302 CMR draft

X DELETE

← REPLY

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Matthew Cornell <matt@matthewcornell.org>

Tue 7/23/2019 8:50 AM

Mark as unread

To: Comments, Regs (DCR);

Bing Maps

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Hello,

I am a frequent user of state trails (hiking and mountain biking), which are such a meaningful resource - thanks so much! I just found out about your 302 CMR draft, and in particular this section on page 31:

> Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.

I support this because, like other motorized vehicles, e-bikes are too powerful and fast for those narrow trails, and would be dangerous to my fellow walkers, runners and mountain bikers. Thus, they should be managed like other motorized ones. I am told that all New England state park systems, including DCR, currently manage e-bikes as off-road motorized vehicles, and that the same is true federally for the US Forest Service and the Bureau of Land Management.

As compared to motorized vehicles like e-bikes, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users. Please keep the above proposed regulation.

Sincerely,

Matthew Cornell

--

Matthew Cornell | matt@matthewcornell.org | 413-626-3621 | 34 Dickinson Street, Amherst MA 01002 | matthewcornell.org | [linkedin.com/in/matthewcornell](https://www.linkedin.com/in/matthewcornell)

Pedal-assist electric bikes on DCR trails

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Mark as unread



Chris Stark <ctstark@gmail.com>

Tue 7/23/2019 8:11 AM

To: Comments, Regs (DCR);

Hello,

This email is to register my opinion that e-bikes should not be allowed on improved singletrack DCR trails. Off road e-bikes are motorized and should be managed as such. E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers. All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management. In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thank you,

Chris Stark

--

Chris Stark

(508) 736-5952

ctstark@gmail.com

"Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover." --Mark Twain

302 CMR draft

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)**Dylan Comb** <dfcomb@gmail.com>

Tue 7/23/2019 8:07 AM

[Mark as unread](#)

To: Comments, Regs (DCR);

I'd like to voice my support of the 302 CMR draft.

A couple points I'd like to focus on:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thank you,

Dylan Comb

302 CMR Draft

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Mark as unread



Ben Ewing <ben.r.ewing@gmail.com>

Tue 7/23/2019 7:42 AM

To: Comments, Regs (DCR);

I'm writing to express support for the draft 302 CMR. I feel that the language of this draft provides the correct treatment for e-bikes. These bikes should not be allowed on natural surface DCR trails, as human-powered mountain bikes are.

Thanks,

Ben

302 CMR Draft Support

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

David Zizza <davidzizza@gmail.com>

Tue 7/23/2019 7:41 AM

[Mark as unread](#)

To: Comments, Regs (DCR);

To Whom it May Concern,

As an avid mountain biker in Massachusetts for the past 20 years and member of NEMBA, I am in full support of the 302 CMR Draft. I understand and support people who are unable to bike unassisted and require a motorize means of travel and recreation, but I don't believe that off-road trails are the place for those types of vehicles. Off road e-bikes are motorized and should be managed as such. E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers. All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management. In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Please continue to support the needs of people unable to enjoy the benefits of human-powered activities, but provide them with trails that can be created and maintained for that purpose – don't let them harm the unpaved, dirt trails of our existing system.

Thank you,

David Zizza

Please continue to regulate motorized vehicles separately from non-motorized: 302 CMR

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



John M Hann <john@unscriptable.com>

Tue 7/23/2019 7:38 AM

Mark as unread

To: Comments, Regs (DCR);

Hello,

Please continue to regulate motorized vehicles separately from non-motorized. Pedal-assisted e-bikes are very powerful and pose the same threats to pedestrians and environment (e.g. erosion) that other motorized vehicles pose. If the line between human-powered and motorized vehicles is blurred, then human-powered vehicles will become more and more restricted.

My cycles are absolutely the best way for me to stay healthy. They are my primary form of exercise. Please don't risk that by lumping pedal-assisted e-bikes into the same category.

Specifically, I support the proposed changes to 302 CMR, section 12.12 of the draft version from June/July 2019. E-bikes are a safety and environmental concern on natural surface and narrow trails.

Regards,

-- John

John Hann
unscriptable, inc.
Edge, IoT, SaaS, Cloud
Architect / engineer / team lead
john@unscriptable.com
617-797-7679

302 cmr draft

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bdarling324 <bdarling324@comcast.net>

Tue 7/23/2019 7:04 AM

Mark as unread

To: Comments, Regs (DCR);

I am a NEMBA member and I support the 302 cmr draft

Sent from my Verizon, Samsung Galaxy smartphone

Proposed DCR eBike Regulation

X DELETE

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Mark as unread



Andrew Lindsay <asdlindsay@gmail.com>

Tue 7/23/2019 6:37 AM

To: Comments, Regs (DCR);

Bing Maps

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Dear DCR,

I oppose the proposed DCR eBike regulations.

I'm a five-year Stage 4 Lung Cancer survivor, and few things give me as much joy as being able to get out on my mountain bike in the woods - like I used to do.

My purchase of a Specialized Turbo Levo eBike this past spring has allowed me to get back on the trails again, despite my diminished Lung capacity.

I'm a longtime NEMBA member - I've helped build a lot of their trails! - but I disagree with their position. I don't believe there is a scourge of eBikes taking over the trails like motorcycles.

What I see and experience are people with lung and heart problems - or simply advancing age - who use pedal-assisted bikes to help them get healthy recreation in the outdoors.

And I find those eBike users to be courteous and responsible.

I also fear the ostracizing effects of this legislation, even if a "medical exemption" is added.

As a lung cancer survivor, I don't look different. I'm not hunched over or wearing an oxygen tank. But I can't ride a regular mountain bike for 10 minutes without running out of breath. This regulation makes me a target or an outlaw. Do I have to wear a shirt emblazoned "I have lung cancer!"?

I have ridden in in western US and Canada, and Europe, and eBikes are common and allowed. The bikers get along, the trails survive, and I didn't see a problem.

Here NEMBA is fighting a bogey man - and in the process threatening mountain biking for me and other breathing impaired riders.

Thank you,

Andrew Lindsay
5 Old England Road
Ipswich, MA 01938
978-500-3034

Comments on proposed E-Bike regulation "302 CMR 12.00: Parks and Recreation"

[X DELETE](#) [← REPLY](#) [↩ REPLY ALL](#) [→ FORWARD](#) [...](#)Jonathan S. Shefftz <jshefftz@alumni.amherst.edu>[Mark as unread](#)

Tue 7/23/2019 1:20 AM

To: Comments, Regs (DCR);

[Bing Maps](#)[Action Items](#)[+ Get more apps](#)

I write concerning the proposed E-Bike regulation "302 CMR 12.00: Parks and Recreation" - specifically what I see as the overly restrictive aspect.

I certainly do want my trails to be ripped up by riders on battery versions of motorcycles. But all categories of eBikes appear to be lumped together here. My wife is recovering from long-term injuries and has purchased a pedal-assist model so that we can ride together again. Even relatively easy and wide trails would seem to be off-limits to her under the proposal.

The prohibition on roads no longer open to vehicular traffic is especially disturbing. If a trail is wide enough to essentially be or have been considered a road, then why are eBikes somehow seen as incompatible?

Thank you for the opportunity to submit these comments.

Jonathan Shefftz
14 Moody Field Road
Amherst MA 01002
413-658-5549

Comments on draft 302 CMR

Paul Knight <paul.the.knight@gmail.com>

Tue 7/23/2019 12:31 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Thank you for this opportunity to comment on the draft regulations during the public comment period in June/July 2019.

In particular, my comments relate to the proposed regulations on pedal-assist electric bicycles.

I have ridden bicycles on trails for over 40 years, and do not currently own an electric or pedal-assist electric bicycle.

I have two acquaintances with knee problems who own pedal-assist electric bicycles. While they are not able to ride ordinary bicycles without discomfort, they are able to ride the pedal-assist electric bicycles around town as well as on a variety of interesting off-road trails. As I get older, I expect that I will also find that I am able to continue my healthful exercise for a longer time with support as needed from a pedal-assist bicycle.

In this time when carbon dioxide emissions are a critical problem, I think it is extremely important to encourage the development and use of electric bicycles and vehicles. The proposed regulation will definitely discourage some people from buying a pedal-assist electric bicycle.

Pedal-assist electric bicycles, with their 10-12 pound increase in weight compared to regular bicycles, are not known to cause damage to trails more frequently than regular bicycles. Although pedal-assist electric bicycles have the potential to be ridden faster than a regular bicycle, I believe that the proper approach is to restrict the speed of any user of DCR forest trails, rather than to prohibit the use of the pedal-assist electric bicycles. This is already covered under 12.12.(9) (formerly (7)).

If you proceed with the proposed regulations, I hope you might add a provision to at least allow riding these bicycles on forest trails (or other trails where bicycles are currently permitted) with the battery removed. Riders can then use the electric assist as needed to ride to and from DCR trails, then remove the battery while enjoying the DCR trails. This can reduce the number of people who drive a car to carry a bicycle to ride on trails.

In my experience, it is bicycles with narrow tires which cause significant damage to trails in areas of soft ground, and they should be restricted from forest trails, rather than pedal-assist electric bicycles. I would propose a minimum tire width of two inches or greater.

Comments on wording:

Regarding the specific regulations proposed at 12.12 (3) and (4), I find that there is not a definition of either "improved DCR trails" or "natural surface DCR trails". It would be helpful to include these definitions.

Looking at the regulations now numbered 12.12 (5) and (6), these need a touch-up since the title of 12.12 no longer includes "Non-Motorized Vehicles", and presumably these rules don't apply to walkers.

Thank you for providing this opportunity for public comment.

Sincerely,
Paul Knight
Lexington, MA

Comment on Draft 302 CMR

X DELETE

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Pieter Sheth-Voss <shethvoss@gmail.com>

Mon 7/22/2019 10:21 PM

Mark as unread

To: Comments, Regs (DCR);

Bing Maps

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Dear Mass DCR --

Thanks to DCR for years of work and cooperation that have preserved and connected gems of natural areas like the Western Greenway and Middlesex Fells, and elsewhere through the state.

That DCR maintains so many contiguous miles of seemingly remote trails inside greater Boston for running, biking and XC skiing is awesome.

I applaud the proposed change to restrict motorized bikes -- including pedal assist e-bikes -- from natural surface trails. I feel the trails are really best for human-power sports.

The trails are already sensitive to even current bike, foot and dog traffic, particularly after rains. While MTB riders are generally very sensitive to keeping trails nice, I've occasionally seen e-bikes act more like dirt bikes, and think motors of any kind would not be appropriate within the spirit of a natural trail.

Pieter Sheth-Voss
26 Drew Rd, Belmont, MA 02478

T

Mountain biking

X DELETE

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Rebecca Tabaczynski <beckytaba@gmail.com>

Mon 7/22/2019 9:47 PM

Mark as unread

To: Comments, Regs (DCR);

I think ebikes are motorized, and can go quite fast. Thus, I don't think they belong on narrow single track paths. So, I hope they are restricted to where they are safe. Mountain biking, on the other hand, is socially and environmentally compatible on the trails. Becky

302 CMR draft

Terry or Greg MOROSE <gtmorose@comcast.net>

Mon 7/22/2019 9:41 PM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Hello,

I'm a mountain-biker and support the CMR draft which says that *Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.*

Please revise the regulations on trails to prohibit electric bikes. We've worked too hard building and maintaining trails to have them ruined by a motorized bicycle.

Sincerely,

Terry Morose

From: NEMBA Alert <advocacy@nemba.org>

To: gtmorose@comcast.net

Date: July 22, 2019 at 10:36 AM

Subject: Please Send Comment to DCR regarding Off Road E-bikes

Dear Terry & Greg Morose,

The Department of Conservation and Recreation (DCR) is revising its regulations on trails to clarify that electric bikes are not allowed on natural surface trails. While e-bikes are not currently allowed on DCR's natural surface trails, this revision would make it clear where e-bikes can be ridden and where they can't.

NEMBA supports this revised regulation because it would allow e-bikes on improved paths 8 feet and wider but would continue to restrict them from singletrack non-motorized trails.

DCR is requesting public comment until 5pm on July 24th, and we urge you to send in an email of support for the 302 CMR draft.

Please email your comment to: regs.comments@state.ma.us

[You can read the draft 302 CMR here.](#)

The key section in on page 31:

Your comments might include:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Sincerely,

Philip Keyes

NEMBA



Virus-free. www.avg.com

Support for 302 CMR draft

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Rob Auffrey <rauffrey@gmail.com>

Mon 7/22/2019 9:38 PM

Mark as unread

To: Comments, Regs (DCR);

As a Massachusetts resident and taxpayer and a frequent user of trails on DCR properties, I support DCR's 302 CMR draft clarifying that electric bikes are not allowed on natural surface trails.

Robert Auffrey
Somerville MA

302 CMR comments

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Ray Bowden <rdbowden@gmail.com>

Mon 7/22/2019 9:34 PM

[Mark as unread](#)

To: Comments, Regs (DCR);

I agree with the proposed draft:

"Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions."

In the United States, a pedal assist e-bike has a 750 watt motor and will assist up to speeds of 20 MPH. Way too fast for narrow New England trails shared by hikers, runners, walkers, horses and mountain bikers. In Europe, e-bikes are limited to 250 watts and a max assist speed of 15.5 MPH, which is a huge difference from US e-bikes.

Regards,

Ray Bowden

Comment to DCR regarding Off Road E-bikes

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Andrew Bellak <andybelak@gmail.com>

Mon 7/22/2019 8:48 PM

Mark as unread

To: Comments, Regs (DCR);

To help protect your privacy, some content in this message has been blocked. To re-enable the blocked features, [click here](#).

To always show content from this sender, [click here](#).

Per section in on page 31:

Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.

My comments:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Sincerely,

Andy Belak

Virus-free. www.avg.com

off road e bikes bill

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Meanwheels <meanwheels@aol.com>

Mon 7/22/2019 8:25 PM

Mark as unread

To: Comments, Regs (DCR);

I am an avid mountain biker and while I see the advantage of riding an ebike they are motorized and should be managed as such. They can go up to 20mph and this is too fast for a singletrack trail or an area where there are other users.

I am on the Kennedy Park Committee in Lenox and we have decided to prohibit e bikes- this is a heavily used Park of 500 acres with multiple users: hikers, dog walkers, horses and mountain bikes. We do not think riding an ebike is a compatible use for this park.

While there are certain state parks or certain areas in state parks where ebikes could be allowed this should be on a case by case basis.

Ruth Wheeler

Lenox Ma

302 CMR Draft

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Rick Crampton <rscrampton@gmail.com>

Mon 7/22/2019 8:21 PM

Mark as unread

To: Comments, Regs (DCR);

Bing Maps

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Hello, as a fellow rider of all trails in MA I support the 302 CMR Draft.

Mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thank you,

Rick

--

Richard Crampton
CSCS, Precision Nutrition
EQUINOX FRANKLIN ST. | Tier X Coach
BOSTON MA

Restriction of pedal assisted electric bicycles on DCR trails

X DELETE

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Chett Hopkins <emerckxx@gmail.com>

Mon 7/22/2019 8:16 PM

Mark as unread

To: Comments, Regs (DCR);

Hi there,

I would like to express my support for the banning of pedal assisted electric bicycles (E-bikes) from DCR trails as mentioned in the current draft of 302 CMR. While I can see in some instances the benefit of allowing such bicycles to ride trails on DCR managed land I feel they have far more potential for harm than good.

E- bikes are motorized and should be treated as any other motorized conveyance when it comes to trail access. E-bikes can utilize up to 750 watts of power and are not governed until the bike reaches a speed of 20 mph. This power being used on trails that are meant for non-motorized use could increase the chances of an accident and endanger other trail users. Also, other land management agencies such as the US Forest Service and Bureau of Land Management classify E-bikes as off road motorized vehicles.

I love riding my mountain bike and especially enjoy the trails at Willowdale and Georgetown-Rowley state forests. I would hate for the trails and the relationship with other non-motorized users to be damaged by allowing E-bikes trail access.

Thanks,
Chett Hopkins

Comment on CMR 302 11 and CMR 302 12 proposed changes

[X DELETE](#) [← REPLY](#) [↩ REPLY ALL](#) [→ FORWARD](#) [...](#)

Jarad McCauley <jarad.mccauley@gmail.com>

Mark as unread

Mon 7/22/2019 6:58 PM

To: Comments, Regs (DCR);

Hello, My name is Jarad McCauley.

I am an aerospace and product designer living in Florence, MA. I am currently working with a local electric bicycle company here and would like to offer my thoughts on proposed legislation regarding electric bicycles.

As a new resident of Massachusetts, I was thrilled to learn that much of the state is accessible by bicycle. I love to ride and I love to be outdoors. However, my ability to ride is limited by a heart condition and other medical issues. I have some trouble ascending hills and riding in less than ideal conditions. With an electric bicycle I can ride all day, I can ride to nearby towns on the bike trail, I can even ride up mountains without fear for my health.

In my time in the electric bike industry I have heard stories similar to mine from countless riders. Older riders in my area are free to ride into the valley, knowing they can easily climb the hill on the way back. Hip and knee replacement patients are able to get back out and moving. Non-drivers are able to commute at a low cost. The social value of electric bikes in a community like ours is inestimable.

We need these bikes to stay on our rail trails and roads to keep the less mobile members of our community moving.

Furthermore, the electric bicycle industry is headed for a boom that Massachusetts cannot afford to miss out on. While bike sales are rapidly declining all over the US, electric bike sales are skyrocketing. My decision to move to Massachusetts was influenced heavily by the economic opportunities presented here. I want to be a part of a growing industry, and I hope that I can do that here.

Finally, I'd like to address some of the possible safety issues around electric bicycles. I have heard concerns about them being too fast or too powerful for pedestrian and bike trails. A typical electric bicycle has a power output of 250 to 500 Watts, this is equivalent to the leg power of an average to strong cyclist. At this power level they cannot exceed the speeds achievable by a cyclist on a normal bicycle. In fact, under the 3 class system, most are limited to a speed of 20 mph. This is a fairly safe speed for a bike, and falls well under the maximum speed of a human rider.

At this power level they are also not capable of causing damage to paved, or even off-road trails. I would go so far as to say that even a limit of 750 Watts is well within a safe range of power, and that a limit of 28 miles per hour is safe for experienced riders.

I have lived and worked in Tokyo and Berlin in the last few years and in my experience there I saw how electric bicycles can be safely used to improve the mobility of communities. Both of those cities are very safety and transportation focused, and e-bikes have been integrated seamlessly.

In conclusion, I believe it is socially and economically in the best interest of the people of Massachusetts to adopt the 3-class system for electric assist bicycles, and to allow them wherever bicycles are otherwise allowed.

Thank you for your consideration and action in this matter.

Sincerely

Jarad McCauley

Re: E-bikes on DCR Trails

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Jonathan Falcetti <jonathan.falcetti@gmail.com>

Mon 7/22/2019 6:47 PM

[Mark as unread](#)

To: Comments, Regs (DCR);

Please disregard my previous email about not allowing pedal assist bikes on trails.

I am FOR allowing pedal assist. I AM NOT for allowing a two wheeled vehicle where you are just using the throttle (motor) for movement.

Thank you,

Jonathan Falcetti

On Mon, Jul 22, 2019, 11:16 AM Jonathan Falcetti <jonathan.falcetti@gmail.com> wrote:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

E-bike access to trails

✕ DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Chris Harris <christopher.t.harris80@gmail.com>

Mon 7/22/2019 6:31 PM

Mark as unread

To: Comments, Regs (DCR);

I am writing in support of your new rules which would restrict e-bikes from using single track trails.

The potential for conflict due to speeds and excessive trail damage due to the torque available makes them incompatible with current trail users.

Chris Harris
Chelmsford MA

Off Road E-bikes

X DELETE

← REPLY

↶ REPLY ALL

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Steve Shepard <shepardse88@gmail.com>

Mon 7/22/2019 6:28 PM

Mark as unread

To: Comments, Regs (DCR);

Bing Maps

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To whom it may concern,

I am a member of the New England Mountain Biking Association and support the 302 CMR draft. Off road e-bikes are motorized and should be managed as such.

- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.

- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.

- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

For this reason I encourage adoption of regulations limiting the use of e-bikes to improved trails and roads only.

Regards,

Stephen Shepard

60 Bride St

West Newbury, MA 01985

302 cmr

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)**David Cassady** <d.cassady@icloud.com>[Mark as unread](#)

Mon 7/22/2019 6:07 PM

To: Comments, Regs (DCR);

I do not support e bikes on public land

These are motor bikes just like a moped and should not be on the same trails as pedal bikes, foot traffic or horse riders

Sent from my iPhone

To: Comments, Regs (DCR);

To whom it may concern.

I'm writing you in regards to the push by NEMBA to ban the usage of class 1 pedal-assist E-bikes on DCR lands.

I am a pro E-bike user and have been riding a class 1 E-bike for the past two years. I've been mountain biking the Massachusetts trail systems for the past 28 years. Now that I am in my late forties and suffering from work related wear and tear and general fatigue associated with aging, class 1 E-bike usage has extended my ability to continue doing the thing I love most.

There's many misconceptions about class 1 E-bikes and I'm sure you've heard most of them. The biggest complainers that I meet out on the trails are other cyclists. Most with negative attitude are focused solely on their view that we are cheating and not putting in the same effort. Never on whether or not it has a negative impact on the trails or that they feel they will be run down by us going way too fast. I have had no negative interactions with pedestrians or equestrians. They are always more curious than anything.

I ride with older, riders all with various reasons for switching to E-bikes. Our ages range from late 40's to mid 60's. Most of us suffer from various aches and pains caused by aging and our daily lives. My dear friend whom I've been riding almost my entire cycling career suffers from Parkinson's and without the benefits of an E-bike would not be able to ride at all. The biggest advantage that E-bikes have given all of us is to enjoy mountain biking again! E-bikes are a fountain of youth for us aging crowd.

Let me voice my view on the bigger concerns that NEMBA seem to have.

1. E-bikes will tear up the trails... Not that I've seen or not the regular bikers who ride with us. The fatter tires and heavier weights of the ebikes make them stick to the ground better and are much less likely to break traction. The power also comes on in a subtle way. There is no throttle to unleash all its power at once to spin up the tire like on a moto bike.
2. E-bikes are too powerful... Not necessarily. Yes they have a fair amount of power available and a top speed of 20mph but it's all proportional to the riders own input. Class 1 E-bikes only multiply the riders own input. A strong rider can maximize its potential but most riders will make use of only half the available power.
3. E-bikes are too fast for our tight N.E. Trails... Maybe but the trails themselves dictate top achievable speeds. Most N.E. Trails are too rocky, rooty, tight and twisty to ever hit the top speed of 20mph. I've ridden with very strong and aggressive mountain bikers and struggled to keep up with their pace while on my E-bike. The only areas I've been able to achieve top speed or exceed it was coasting down steep descents, fire roads and paved streets.
4. The trails will be inundated with newbies on cheap E-bikes... Possibly but I doubt it. N.E. Style mountain biking is some of the most difficult in the country. It takes a lot of skill and practice to ride them in safe and fun way. E-bikes are heavier and require their own set of skills added on top of the skills learned on a regular mountain bike. To think that joe average is going to go drop \$4,000- for an E-bike on a whim so he can be a superstar is not going to bode well for them. They will soon realize that they are way over their heads and wasted all their money. If the trails gain more rider usage it'll be because more aging riders can get back in.

Currently DCR rules state that no "motorized" vehicles are allowed on their lands. This is a statement that we feel is too generic and should be revisited now that new methods of mobility have entered the market. E-bikes are in no way a moto-bike. They are so far from one that any moto-rider would find it humorous that the two should be compared at all.

E-bikes are simply a way to bring the enjoyment of cycling back to those who have lost it for any number of reasons. E-bikers are cyclists at their core and show all the same respect for the trails and other trail users as any other trail user on DCR lands.

Please don't allow NEMBA to dictate your policy's and please reconsider "officially" allowing Class 1 pedal assist E-bikes onto your lands. We would love to have you try our bikes out to see first hand what an ear to ear grin feels like!

Thank you for your time!

Jay McBain (former NEMBA supporter)

Sent from my iPhone

DCR lands and E-bike usage.

X DELETE

← REPLY

↩ REPLY ALL

→ FORWARD

...

Mark as unread



Jay McBain <dentmanj@comcast.net>

Mon 7/22/2019 6:05 PM

To: Comments, Regs (DCR);

To whom it may concern.

I'm writing you in regards to the push by NEMBA to ban the usage of class 1 pedal-assist E-bikes on DCR lands.

I am a pro E-bike user and have been riding a class 1 E-bike for the past two years. I've been mountain biking the Massachusetts trail systems for the past 28 years. Now that I am in my late forties and suffering from work related wear and tear and general fatigue associated with aging, class 1 E-bike usage has extended my ability to continue doing the thing I love most.

There's many misconceptions about class 1 E-bikes and I'm sure you've heard most of them. The biggest complainers that I meet out on the trails are other cyclists. Most with negative attitude are focused solely on their view that we are cheating and not putting in the same effort. Never on whether or not it has a negative impact on the trails or that they feel they will be run down by us going way too fast. I have had no negative interactions with pedestrians or equestrians. They are always more curious than anything.

I ride with older, riders all with various reasons for switching to E-bikes. Our ages range from late 40's to mid 60's. Most of us suffer from various aches and pains caused by aging and our daily lives. My dear friend whom I've been riding almost my entire cycling career suffers from Parkinson's and without the benefits of an E-bike would not be able to ride at all. The biggest advantage that E-bikes have given all of us is to enjoy mountain biking again! E-bikes are a fountain of youth for us aging crowd.

Let me voice my view on the bigger concerns that NEMBA seem to have.

1. E-bikes will tear up the trails... Not that I've seen or not the regular bikers who ride with us. The fatter tires and heavier weights of the ebikes make them stick to the ground better and are much less likely to break traction. The power also comes on in a subtle way. There is no throttle to unleash all its power at once to spin up the tire like on a moto bike.
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E-bikes are simply a way to bring the enjoyment of cycling back to those who have lost it for any number of reasons. E-bikers are cyclists at their core and show all the same respect for the trails and other trail users as any other trail user on DCR lands.

E bikes

✕ DELETE

↩ REPLY

↩↩ REPLY ALL

➔ FORWARD

...



Robert Raimondi <robraimondi@comcast.net>

Mon 7/22/2019 6:00 PM

Mark as unread

To: Comments, Regs (DCR);

E bikes are awesome and should be allowed anywhere regular bikes are allowed.

Robert Raimondi
Groveland Dockmaster
617-378-2067

Draft 302 CMR

X DELETE

← REPLY

⇐ REPLY ALL

→ FORWARD

...



harold green <harold.f.green@gmail.com>

Mon 7/22/2019 5:31 PM

Mark as unread

To: Comments, Regs (DCR);

Good Afternoon,

I am a longtime NEMBA member and supporter, but differ with the opinions expressed by the current board of directors. I believe there is NO downside to allowing Class 1 Electric Assist Mountain Bikes, on some unimproved single track.

I urge DCR to carefully consider the science of mountain biking and not be swayed by the seemingly biased opinions of some. I feel class 1 Electric Assist Mountain bikes should be allowed unless posted closed.

Harold Green
Hawley MA

ebikes

X DELETE

← REPLY

↶ REPLY ALL

→ FORWARD

...



Richard McLarney <richmclarney@gmail.com>

Mon 7/22/2019 5:23 PM

Mark as unread

To: Comments, Regs (DCR);

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pedal assisted bikes should be allowed on single track trails. The trails are for all to enjoy and the more inclusive the system more are included . The wattage/ power should be limited .

Best

--

Rich



Virus-free. www.avast.com

Off Road E Bikes

X DELETE

← REPLY

↩ REPLY ALL

→ FORWARD

...

Mark as unread



John Ustas <john.ustas@yahoo.com>

Mon 7/22/2019 5:15 PM

To: Comments, Regs (DCR);

To Whom This May Concern

I received an update on e-bike status from NEMBA and their recommendations. I do not agree that e-bikes should be restricted in any way. They are not motorized as claimed and can greatly help people enjoy riding when disabilities or age becomes a restriction.

Before the decision makers make a decision they should actually ride an e-bike designed for trail riding. Anyone who has experienced this would not claim that it is a motorized vehicle! They are safe and help people experience something they could not due to lack of strength or disability. Only people who have not experienced an e-bike could make that claim.

I can be reached at 6172309457. I will rent the bike for whoever wants to check it out!

Regards. John

John Ustas
Active Mountain Biker in Cohasset and Hingham

Sent from my iPad

Support for the 302 CMR draft

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

Sean Erickson <sean.erickson@gmail.com>

[Mark as unread](#)

Mon 7/22/2019 4:07 PM

To: Comments, Regs (DCR);

[Bing Maps](#)[+ Get more apps](#)

Hi,

I am writing to express support for the 302 CMR draft - in particular, sections related to the regulation of electric bicycles.

I think it is important that off road e-bike access to DCR property should be managed separately from human powered (non-motorized) bicycle access. E bikes are motorized and should be managed as off-road motorized vehicles. Mountain biking is a human powered sport that has proven to be socially and environmentally compatible with non-motorized trails shared with other non-motorized users.

Sincerely,

Sean Erickson

33 Robinson St, Somerville, MA 02145

E bikes

X DELETE

← REPLY

↶ REPLY ALL

→ FORWARD

...



Curtis Jackson <metalmender35@gmail.com>

Mon 7/22/2019 4:03 PM

Mark as unread

To: Comments, Regs (DCR);

E bikes, motorized bicycles, electric assisted bicycles etc. should not be permitted on natural trails. If a person is using one as a medical, utilitarian or any other needed form of assistance then they should obtain a special permit or license. I think this will help to regulate and control the amount of riders on the trails. These motorized bicycles are only going to get faster and more powerful. Look up "electric motocross motorcycle" and you will see the potential of an electric motor when matched with the right amount of power. These electric bicycle is a great idea. They work very well and have a place. I just don't think they belong on the same trails as regular mountain bikes.

7/24/2019

regarding electric mountain bikes

regarding electric mountain bikes

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Peter Roggenbuck <peteroggenbuck@gmail.com>

Mark as unread

Mon 7/22/2019 4:01 PM

To: Comments, Regs (DCR);

Bing Maps

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Hello,

I am writing to voice my support in making a very clear distinction between human powered mountain bikes and electric pedal assisted mountain bikes. E-bikes do not belong on regular mountain bike trails and should be kept on much larger trails/roads where the extra power and speed would be appropriate. Here are a few points that my local chapter of NEMBA would like me to include in my e-mail:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thank you

--

Peter Roggenbuck

VJ Properties, LLC

Galleria Properties LLC

520 Providence Highway, Suite 12

Norwood, MA, 02062

Cell. (617) 899-9188 Office. (781) 551-6010 Fax. (781) 551-6011

E-Bikes on Trails

X DELETE

← REPLY

↶ REPLY ALL

→ FORWARD

...



Peter Martone <pmartone@gmail.com>

Mon 7/22/2019 3:20 PM

Mark as unread

To: Comments, Regs (DCR);

Hello;

I am writing in regards to the use of e-bikes as it relates to trails. As an avid bicyclist, across all disciplines, of 20+ years the use of e-bikes on trails concerns me for a number of reasons. They are:

1. At their core, e-bikes ARE motorized vehicles. As a results they should be managed as such.
2. The use of e-bikes in dense forest area, or on single track while sharing trails with hikers and pedestrians is inherently dangerous to all parties.
3. The use of e-bikes will RAPIDLY corrode the trails and do damage to the eco system.

Thank you for your time.

Sincerely;

Peter Martone

(401) 474-2848 - Cell

pmartone@gmail.com

E Bike Regulations

X DELETE

← REPLY

↩ REPLY ALL

→ FORWARD

...



Michael Amaral <mikamaral@comcast.net>

Mon 7/22/2019 2:43 PM

Mark as unread

To: Comments, Regs (DCR);

I agree with this statement below.

To whom it may concern,

I have been a NEMBA member for 10 years plus, and I am not in agreement with their stance on prohibiting E bikes from natural surfaces and trails.

I have rode alongside of, ahead, of and behind e bikes for the better part of the last 3 years. They are not powerful enough to damage the trails any more than your typical fit mountain biker. They are socially and environmentally compatible with other trail users. 95% of the people we run into on the trails don't even realize my buddies are riding electric bikes. And the ones who notice are more curious than anything else, and want to try them out!

In my experience I have noticed that the majority of the people who are trying to get them off the trails are not concerned with protecting the trails, they are concerned about protecting their egos. These people have spent a lot of time training to get up to a certain fitness and skill level. Then they see someone pass them on an uphill climb with an E bike and get all bent out of shape about being passed by an electric assist bike. Working hard to get in shape, to get to that level use to be the buy in to enjoy many of the trails. Now they are afraid the buy in is the purchase of an electric bike. The cost of the E bikes are coming down now, and they are afraid of the number of riders will increase too dramatically. What they are missing is the fact that you still have to pedal that bike, and put a lot of effort into it. Not to mention the skill required to really have control of the E bike. I am sure that many of the new E bikers will take their new E Bike out to some of the tougher trails, get beat up themselves, and put the bike away in their garage, or only use them on bike paths from then on, just like most road bikers who try mountain biking. So the number of riders may go up temporarily but will soon come down once they figure out its not all about the electric motor. NEMBA's attitude is "why cant the older bikers who still want to enjoy the sport just be happy going much slower than they were before".

I do not own an E Bike now, I ride with them every weekend though, and I see that they do no more damage to the trails than I do. Someday I might want to buy one and use it on the trails I have been riding for 20 years! Please do not overregulate them, and do not take NEMBA's anti-E Bike position.

Thank you,

Brent LeBlanc

adding my voice of support for 302 CMR

X DELETE

← REPLY

↩ REPLY ALL

→ FORWARD

...

Mark as unread



Andrew Hally <andrewjhally@yahoo.com>

Mon 7/22/2019 2:21 PM

To: Comments, Regs (DCR);

Bing Maps

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Hi. I'm a long time mountain bike rider from Charlestown. I support the clarification of DCR regulations to explicitly exclude electric-assisted bikes from natural surface trails. Mountain bikers have worked very hard with other non-motorized trail use groups (hikers, horseback riders, etc.) and officials to create and maintain trails. eBikes, which can have up to 750 watts of power, are clearly motorized vehicles and should not be allowed on natural surface trails which would be vulnerable to erosion by motorized power.

Thanks,
Andrew Hally
14 Mount Vernon Street
Charlestown, MA 02129

DCR proposed changes to regulations re: Pedal-Assist Electric Bikes

X DELETE

← REPLY

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...



Rick Carlson <travisman19@gmail.com>

Mon 7/22/2019 2:01 PM

Mark as unread

To: Comments, Regs (DCR);

As I understand it, the Massachusetts Dept. of Conservation & Recreation is eliciting public comment on its proposed revisions to 302 CMR regulations. In particular, the regulations regarding use of pedal-assist bikes (e-bikes) are very important to me, in that I do not want any motorized device to be on any trail which I currently use for my human-pedal mountain bike (and gravel bike!).

Having said that, I am relieved to see that the new regulations agree with that desire with the exception of improved DCR trails over 8 feet in width. I will gladly concede that exception for the greater good of banning such e-bikes from the other trails. I know that regional organizations supporting the access to, and development of, single-track trails (such as NEMBA) have worked extremely hard for years to attain/maintain access to 'natural surface' trails for cyclists. Even the hint of allowing motorized bicycles could result in a major setback to all their past, present and future efforts.

In conclusion, I am solidly in support of the draft proposal for 302 CMR. Thank you very much!

Rick Carlson
Framingham, MA

302 CMR

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

Dan Mushrush <dmushrush@gmail.com>

Mon 7/22/2019 1:55 PM

[Mark as unread](#)

To: Comments, Regs (DCR);

[Bing Maps](#)[+ Get more apps](#)

I support the current wording of the draft of 302 CMR restricting e-bikes from trails *"that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic"* This separation is necessary for the safety and quality of experience on smaller trails for other users.

--

Dan Mushrush
14 Dodge Ave, Worcester, MA 01606

(774)314-1351

Please restrict e-bikes from singletrack trail

X DELETE

← REPLY

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...



David King <david.drk@gmail.com>

Mon 7/22/2019 1:45 PM

Mark as unread

To: Comments, Regs (DCR);

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They will become more powerful and therefore more destructive to trails. There are plenty of improved surfaces that users can enjoy.

Thank you, David King

D. King

978-729-7813



Comment on 302 CMR 11.00: Parkways, Traffic and Pedestrian Rules and CMR 12.00: Parks and Recreation Rules

X DELETE

← REPLY

↶ REPLY ALL

➔ FORWARD

...

Mark as unread



bwickis@verizon.net

Mon 7/22/2019 1:33 PM

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

Bing Maps

+ Get more apps

Please do not ban Class-1 ebikes (pedal assist only – no throttle) from bicycle trails.

After biking for 50 years, last year I was diagnosed with myasthenia gravis which means that I get tired quickly and have to rest often. Since getting my pedal-assist bicycle last fall, I can follow my husband and son on rides. Last Thursday, my son and I parked in Barre and rode the Mass Central Rail Trail 8.9 miles to the end at Glendale Road in Holden. I rested at some of the benches but was able to do the 18 mile ride on the natural surface trail.

We enjoy trails in Massachusetts and everywhere we travel. Thank you for considering my comment.

Elizabeth Wickis
74 West St.
Medway, MA 02053
508-533-2921

E-Assist Bikes

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

Erich Benedix <e.rich1210@gmail.com>

Mon 7/22/2019 1:20 PM

[Mark as unread](#)

To: Comments, Regs (DCR);

To whom it may concern,

I am a regular rider of single track trails throughout New England. I have noticed some use by e-bikes. It is concerning since they are much faster and potentially damaging the trails causing ruts and eroding the trails faster than typical human powered bikes. Since they are powered, they can accelerate uphill causing wheel spinning and eroding the trail making it more difficult for regular human powered riders. I am with NEMBA in supporting 302 CMR draft to keep e-bikes off of single track trails. Here are some points to consider:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

--

Sincerely,

Erich Benedix

e.rich1210@gmail.com

RE: Proposed DCR eMTB Regulation Changes

✕ DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Michael <mkr_designs@hotmail.com>

Mon 7/22/2019 1:08 PM

Mark as unread

To: Comments, Regs (DCR);

Cc: Michael <mkr_designs@hotmail.com>;

Good day,

I would like to take this opportunity to express my support for the current DCR proposal which clearly restricts eBike and other motorized users from natural surface trails. My wife and I are traditional (human powered) cyclists and mountain bikers and have been members of the New England Mountain Biking Association for literally decades, since the early 90's when we ourselves worked tirelessly with the MDC to create a rapport and to gain acceptance and access. This is the same hard fought for access that I don't want to see put in peril by an ill conceived association with motorized users, in this case eBikes.

Although NEMBA is in favor of the DCR proposal to allow eBikes on improved surface trails I still have reservations. My fear lies in the speed differential between users.

As you are well aware, Class 1 eBikes top out their roughly 750 watt assist at 20mph, That means not only can anyone on an eBike ride at 20mph consistently, so long as the battery lasts, but they can also attain that top speed much faster than the average recreational cyclist. A fit competitive cyclist has to work really hard to accelerate that quickly. This is less an issue of course on the in question improved trails and some traditional cyclists are often able to attain those speeds as well. Still, this fact doesn't make it safe in the presence of slower or more vulnerable users such as hikers, dog walkers or children.

I'm of the opinion that the 20mph physical assist upper threshold set by the industry was arbitrary and to a large degree for anywhere but the open road, inappropriate. As a competitive cyclist, the 20mph boundary while riding on pavement is somewhat of an earned right of passage between recreation and more advanced cyclists. I mean that in order to go that speed it takes a certain level of fitness and the implication is that in obtaining that fitness you have developed some skill in the meantime. Handling a bicycle at that speed takes some skill, especially around other people or on unpredictable, mixed surfaces. For a human powered bicycle, surface conditions make all the difference in determining top speed as the various surface conditions have corresponding rolling resistance. For an eBike none of that is taken into account so long as the speed or power based limits are not crossed but 750 watts, which is what a high end amateur bike racer can sustain for about one minute, is more than enough to propel a rider up a sizable incline at 20mph.

Anyhow, I appreciate your time and efforts and am thankful for the incredible resources and amenities we have in MA. As someone who also owns property and spends time in VT, I am very grateful by comparison for what we have at home in terms of parks and recreation.

Mike Rowell
7 Roberts Drive
Bedford, MA 01730
781 275-7219

E bike regulation

X DELETE

← REPLY

↶ REPLY ALL

→ FORWARD

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Brent LeBlanc <brentleblanc2@gmail.com>

Mark as unread

Mon 7/22/2019 1:05 PM

To: Comments, Regs (DCR);

To whom it may concern,

I have been a NEMBA member for 10 years plus, and I am not in agreement with their stance on prohibiting E bikes from natural surfaces and trails.

I have rode alongside of, ahead, of and behind e bikes for the better part of the last 3 years. They are not powerful enough to damage the trails any more than your typical fit mountain biker. They are socially and environmentally compatible with other trail users. 95% of the people we run into on the trails don't even realize my buddies are riding electric bikes. And the ones who notice are more curious than anything else, and want to try them out!

In my experience I have noticed that the majority of the people who are trying to get them off the trails are not concerned with protecting the trails, they are concerned about protecting their egos. These people have spent a lot of time training to get up to a certain fitness and skill level. Then they see someone pass them on an uphill climb with an E bike and get all bent out of shape about being passed by an electric assist bike. Working hard to get in shape, to get to that level use to be the buy in to enjoy many of the trails. Now they are afraid the buy in is the purchase of an electric bike. The cost of the E bikes are coming down now, and they are afraid of the number of riders will increase too dramatically. What they are missing is the fact that you still have to pedal that bike, and put a lot of effort into it. Not to mention the skill required to really have control of the E bike. I am sure that many of the new E bikers will take their new E Bike out to some of the tougher trails, get beat up themselves, and put the bike away in their garage, or only use them on bike paths from then on, just like most road bikers who try mountain biking. So the number of riders may go up temporally but will soon come down once they figure out its not all about the electric motor. NEMBA's attitude is "why cant the older bikers who still want to enjoy the sport just be happy going much slower than they were before".

I do not own an E Bike now, I ride with them every weekend though, and I see that they do no more damage to the trails than I do. Someday I might want to buy one and use it on the trails I have been riding for 20 years! Please do not overregulate them, and do not take NEMBA's anti-E Bike position.

Thank you,

Brent LeBlanc

comments on 302 CMR specific to pedal assist MTBs

X DELETE

← REPLY

↩ REPLY ALL

→ FORWARD

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Matthew Myette <myette10@gmail.com>

Mon 7/22/2019 12:53 PM

Mark as unread

To: Comments, Regs (DCR);

Hello - I view pedal assist mtbs as motorized vehicles rather than human powered vehicles and should be regulated as such, The differential in speed to a non-motorized bicycle is exceptional and while I feel pedal assist road bicycles are a brilliant evolution for cycling I feel that the opposite is true for pedal assist mountain bikes.

Thanks - Matt Myette

Comment on Electric Mountain Bike CMRs

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

Bill Boles <nembabill@yahoo.com>

Mon 7/22/2019 12:48 PM

[Mark as unread](#)

To: Comments, Regs (DCR);

I am writing today in support of the DCR's proposed regulations for e-bikes.

I don't think that motorized vehicles should be allowed on non-motorized trails. Your proposed CMR regulations would effectively define where such totally silent, high speed, electric motorcycles could and could not be used.

I do support the use of e-bikes for commuting and the proposed CMRs allow for that.

But, e-bikes, or as I prefer to call them, silent motorcycles, do not belong on the same trails as hikers, families with children and other non-motorized trail users such as equestrians, mountain bikers, trail runners and dog walkers.

DCR currently provides motorized vehicle trail options around the State. I would certainly support increasing these opportunities so that these silent motorcycles would have legal places to ride.

I also support allowing people with disabilities motorized access to DCR trails. But I believe that current CMRs do allow for that.

Thank you for the opportunity to comment on these draft 302 CMRs.

Bill Boles

e-bikes (pedal assisted bicycles)

X DELETE

← REPLY

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→ FORWARD

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Mark as unread



Jeff Johnson <jeffintheusa@gmail.com>

Mon 7/22/2019 12:41 PM

To: Comments, Regs (DCR);

To Whom It May Concern,

I am an owner and operator of an e-MTB. There seems to be significant anti-ebike sentiment on the trails and my experience is that this sentiment comes from riders who do not have any experience with e-bikes. When given the opportunity to explain my reasoning for riding an e-bike and giving someone the opportunity to ride it they generally change their views.

I am someone with a heart condition that has placed a cap on my maximum achievable level of fitness. To look at me you would not know this. I am not overweight and I do not appear to be in poor health. As a result of this condition, I was not able to keep pace with my friends and would often bail out of a ride because to just keep up I was pushing my beyond my limits. Gradually I was losing my passion for MTBing and I rode more on my own than with friends. That all changed when I bought my e-MTB. I was given a new lease of life so to speak and started enjoying every single ride I went on. I use the e-MTB to compensate for my physical limitations. I do not use it to blast around the trails at speeds that are unsafe for myself and other riders.

When I ride the trails I am overly courteous to other trail users because I know I am by default an ambassador for a new category of rider. Other e-MTBers I have come across are the same. I am sure of course that there are exceptions. And on the flip side I have had many experiences of being almost run off a trail by a discourteous non-e rider. Anyone can be discourteous and dangerous on the trails no matter what type of bike they are using.

I don't agree with placing a restriction on e-MTB that limits them to 8ft or wider trails. I do not understand the reasoning behind this. Yes I could ride at a fast pace (as fast as a very fit rider) on single track but I don't, because I would crash and get injured. Anyone riding faster than their skill level on the section of trail is subject to the same result.

As for e-MTB damaging trails, I have see no evidence of this. My bike is heavier than a standard bike but the total weight of bike and rider is the same as if I was a heavy rider on a standard weight bike.

My e-MTB has restored my love for the sport. Limiting me to only very wide trails takes away a big portion of the reason I MTB.

NOTE: I do not ride my e-MTB on DCR trails.

Thank you for reading my comments on this important issue. I trust that you are making decisions based on listening to comments from people like me who support the use of e-MTB on DCR trails.

Jeff.

In Support of restricting access of Pedal-assist electric bicycles

X DELETE

← REPLY

⬅️ REPLY ALL

➔ FORWARD

...

Mark as unread



Bob Hoefer <bobhoefer3@gmail.com>

Mon 7/22/2019 12:39 PM

To: Comments, Regs (DCR);

I Support 302 CMR 12.12 section 4. Off road e-bikes are motorized and should be managed as such. Safety for others is a concern.

Thank you
Robert Hoefer

Revised e bike regulations

X DELETE

← REPLY

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→ FORWARD

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Mark as unread



GEORGE WILLARD JR <gwil1@verizon.net>

Mon 7/22/2019 12:38 PM

To: Comments, Regs (DCR);

I support CMR draft.

Sent from Yahoo Mail on Android

Support of draft 302 CMR.

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

Lee Hollenbeck <leeboh88@gmail.com>

[Mark as unread](#)

Mon 7/22/2019 12:36 PM

To: Comments, Regs (DCR);

[Bing Maps](#)[Action Items](#)[+ Get more apps](#)

I support the 302 draft CMR as proposed. Lifelong MA resident and longtime mountain biker, hiker, bird watcher and dog walker on the fine DCR properties here in the state. E bikes are motorized and should be managed as such. 1,2,3 class levels? Not really a thing. Derestricting and overrides are a simple software or bluetooth patch. What was now 20 mph max is now 30. How to tell how powerful an e bike is? You can't. 750, 2,500 watts and up. E bikes travel much faster than non motorized mt bikes. Too fast for narrow trails and paths. Mt biking has proven to be compatable with other human activities on narrow off road trails. I feel that e bikes are not compatible with other users on narrow singletrack due to excess speed. And some really fast uphill speeds too. I think allowing e bikes will open a pandora's box that can not be shut. Look at some videos of full on electric motorcycles. Very similar in looks to e bikes, but now 3-8,000 watts, and have top speeds of 40-60 mph and faster. And associated trail damage to go with it. Thanks for taking the time to decide this delicate draft. I look forward to the results.

Regards, Lee Hollenbeck, 5 Mill rd, Wilmington MA, 01887.

leeboh88@gmail.com.

support for 302 CMR

✕ DELETE

↩ REPLY

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➔ FORWARD

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Tom Kellner <tomkellner12@gmail.com>

Mon 7/22/2019 12:34 PM

Mark as unread

To: Comments, Regs (DCR);

Bing Maps

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Dear regulators,
I support your proposed 302 CMR

Sincerely,
Tom Kellner
10 Blossom street
Royalston, MA 01368

e-bikes in the woods

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)**geoff** <geoff@waitehere.com>

Mon 7/22/2019 12:22 PM

[Mark as unread](#)

To: Comments, Regs (DCR);

Dear DCR:

As a frequent multi-use user of DCR trails and a keen mountain biker, I wanted to comment on your proposed legislation.

I believe that e-bikes are motorized and should be managed as such. The current proposal banning them from unimproved surface and paths <8 ft wide is a good start, but I believe that they should be disallowed altogether from any recreational trail that does not currently allow motorized vehicles. E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers; furthermore, such vehicles change the trail surface.

An electric bike - even a pedal assisted one - is nothing more than the next generation of motorcycle, not unlike an electric car, and all of the state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.

In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Regards,

Geoff Waite. geoff@waitehere.com; d: +1 781 583 1671; m: +1 781 985 1233

comments on draft 302 CMR

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Dan Hamilton <danhamil@gmail.com>

Mon 7/22/2019 12:08 PM

Mark as unread

To: Comments, Regs (DCR);

As a member of New England Mountain Bike Association (NEMBA) and a conscientious user of trails to walk, and to ride my non-motorized mountain bike, I worry that e-bikes could ruin it for all of us if they are not sensibly regulated.

Specifically, because e-bikes are motorized vehicles, they are often in conflict with pedal-powered bicycles, runners, horseback riders, and walkers. On Cape Cod, where I live, all of these groups are pretty much getting along and not in conflict. E-bikes could change that dramatically.

Therefore I favor restricting use of e-bikes to trails and areas that already can accommodate motorized vehicles. My understanding is that all of the state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.

Thank you for addressing this important issue.

-Dan Hamilton
Harwich, MA

302 CMR draft comments

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)**Dan Streeter** <danstreeter@comcast.net>[Mark as unread](#)

Mon 7/22/2019 12:00 PM

To: Comments, Regs (DCR);**Cc:** Philip Keyes, NEMBA <pk@nemba.org>;

I totally support the concept of reserving non-motorized trails for human powered uses. Electric assist bicycles in general should remain on trails designated for motorized use. However, there are situations where someone with a disability might be allowed to use traditionally non-motorized trails with certain electric assist bicycles, electric powered wheelchairs, etc.

I have a friend with lung cancer which limits his cardio output. He tried an electric assist mountain bicycle at a ski resort and found he was able to ride with family and friends without feeling like he was holding back the group. I know he would love to ride his local DCR trails in the same way. I saw another individual in NH riding an ebike on singlettrack in a town forest. He recently had a double knee replacement and was using the ebike to get his strength back.

Perhaps I missed a section spelling out exceptions to the regs for situations like this. I think it is very important that there is a process whereby individuals with legitimate need for electric assist trail vehicles can be allowed access to non-motorized trail system, if that does not currently exist.

Dan Streeter
Newbury MA

302 CMR draft

X DELETE

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Chuck Berube <chuck@beruberealestate.com>

Mark as unread

Mon 7/22/2019 11:53 AM

To: Comments, Regs (DCR);

Action Items

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Please accept this email as concerned support for 302 CMR Draft. I agree that Ebikes need to be kept off trails that can be sensitive to motorized travel and should be restricted as the Reg's proposed describe. As a 30 year avid mountain biker, now 66 years old, I cherish the minimal footprint we require in nature, using tracks that are little more than animal trails. I do not want our environment spoiled.

Thank you,

Chuck Berube
Chuck@beruberealestate.com
978-837-1106

If you have received this email in error, please delete it.
Nothing in this email should be construed as acceptance of or making an offer on a client's behalf.

7/24/2019

E bikes

E bikes

✕ DELETE

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➔ FORWARD

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Mark as unread



nugnug80 <nugnug80@yahoo.com>
Mon 7/22/2019 11:53 AM

To: Comments, Regs (DCR);

I agree with keeping e bikes off of single track trails.

Thank you,

Mark.

Sent from Yahoo Mail on Android

302 come draft e bikes

✕ DELETE

↩ REPLY

↩ REPLY ALL

➔ FORWARD

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shakin123 <shakin123@comcast.net>

Mon 7/22/2019 11:46 AM

Mark as unread

To: Comments, Regs (DCR);

I support 392 come draft, which would vary e bikes from singketrack trails. and only allow them on designated roads of 8 feet wide and wider.

Sent from my Verizon, Samsung Galaxy smartphone

302 CMR draft comments

[X DELETE](#) [← REPLY](#) [↩ REPLY ALL](#) [→ FORWARD](#) [...](#)**Mike Maina** <mikemaina@mac.com>

Mon 7/22/2019 11:38 AM

[Mark as unread](#)**To:** Comments, Regs (DCR);

Hi,

I'm writing in support of the current draft of 302 CMR. As a mountain biker I strongly believe that e-bikes are a hazard to other users on the trail (bikers, runners & walkers) and they should be segregated to dedicated trails that offer enough space to accommodate their increased power and weight. Mountain biking is a human-powered sport and has been proven to be socially and environmentally compatible with all other non-motorized users and it should stay that way. E-bikes have a place in the world but it's not every place that non-powered bikes currently occupy.

Thanks for listening.

Mike Maina
Milton, MA

CMR 302 draft

 DELETE  REPLY  REPLY ALL  FORWARD ...

Mark as unread



David <davjam6760@comcast.net>

Mon 7/22/2019 11:37 AM

To: Comments, Regs (DCR);

Hi:

This revision looks good to me.

David Jamison,
NEMBA member

Sent from Xfinity Connect App

302 CMR draft

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Deborah McCrohon <wtfsportsgirl@yahoo.com>

Mon 7/22/2019 11:29 AM

Mark as unread

To: Comments, Regs (DCR);

As NEMBA members and avid non-motorized mountain bikers, my husband, Tim, and I fully SUPPORT the 302 CMR draft. We are already witnessing the impact of the ebikes at top speeds on our rail trail systems and do want this impact on the singletrack multi-use shared trails. We have the utmost respect for our trails and other users, and are grateful each and every ride that we have the privilege to use them.

"Off road e-bikes are motorized and should be managed as such.

- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users."

Thank you,

Sincerely,

Deborah McCrohon

Worcester, MA

Sent from Yahoo Mail on Android

302CMR...

X DELETE

← REPLY

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craig carbone <craigcarbone@gmail.com>

Mon 7/22/2019 11:28 AM

Mark as unread

To: Comments, Regs (DCR);

E-bikes no matter the name are a motorized vehicle and should be treated as such. All rules that apply to other motorized vehicles should apply to E-bikes as well.

Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width

Craig Carbone

978.427.8041

Public comment on 302 CMR draft

X DELETE

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Mark as unread



Jason Bell <jaybell2005@yahoo.com>

Mon 7/22/2019 11:24 AM

To: Comments, Regs (DCR);

Dear DCR,

I'm writing to provide feedback based on revisions you are making to regulations pertaining to electric bikes, specifically clarifying where e-bikes can and can't be ridden. This is in advance of the 7/24/19 end of the public comment period for the 302 CMR draft.

I want to express support for the 302 CMR draft. As a member of the New England Mountain Bike Association (NEMBA) for the last decade, I have been a respectful user of non-motorized trails. I have enjoyed nature, respected it, and been supportive of others who do the same.

I think the draft regulations are logical; wider, improved paths can allow for these without seeming to risk damage, as the heavier, more powerful electric bikes will have more durable trails to mitigate their wear and tear. Additionally, the 8-foot width requirement allows for the safety of others using such trails.

I also think that electric bikes have a place in our society. They reduce environmental impact as compared to cars and trucks; they promote a degree of activity among people; and there is nothing inherently wrong with such vehicles.

However, these are motorized vehicles with a degree of power. So, it would be erroneous to compare these to human-powered mountain bikes. Mountain bikes are lighter and also limited by their riders capabilities, which will inevitably be less than electric bikes. Such bikes and their riders should not be put into the same category, which may well occur if there is no distinction made between the two. Your draft regulations provide clarity, don't cause any fundamental problems for riders of electric bikes, and also don't create new problems for the mountain bike community that has spent decades trying to be good partners with an array of groups. Nor do your regulations preclude reconsiderations in future years as the electric bikes further mature, should such reconsideration be warranted.

Again, in short I support your proposed regulations.

Sincerely,
Jason Bell

Off road e-bikes

X DELETE

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Andy Sherman <jandysherman@gmail.com>

Mon 7/22/2019 11:21 AM

Mark as unread

To: Comments, Regs (DCR);

Bing Maps

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I support the regulations under review to limit the use of off road e-bikes in DCR lands for the following reasons:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Regards,

James Sherman
Andover, MA 01810

E-bike regulation / 302 CMR Draft

X DELETE

 REPLY

 REPLY ALL FORWARD

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Matthew Brook <matt@mattmovesmountains.com>

Mark as unread

Mon 7/22/2019 11:10 AM

To: Comments, Regs (DCR);

To help protect your privacy, some content in this message has been blocked. To re-enable the blocked features, [click here](#).

To always show content from this sender, click here.

Good morning - I'm writing in support of DCR's draft regulations for e-bikes. I believe emtb/e-bike regulations are important to establish, because motorized bikes, if not regulated as such, put the safety of other trail users at risk, and have a high potential to convolute trail use regulations for non-motorized mountain bikes. The additional power of an e-bike is better suited for wider trails, as stipulated in DCR's draft. The additional power/speed from an e-bike makes them less compatible with the hikers and non-motorized MTB users on singletrack trails.

Thank you for your consideration,
Matt

Matt Brook | Founder | Rider



www.mattmovesmountains.com

[instagram.com/mattmovesmountains](https://www.instagram.com/mattmovesmountains)

facebook.com/mattmovesmountains

Use of E-Bikes on DCR land - 302 CMR

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

Lewis Collins <lewiscollins22@yahoo.com>

[Mark as unread](#)

Mon 7/22/2019 11:09 AM

To: Comments, Regs (DCR);

As Mass residents, our family supports the Department of Conservation and Recreation's revision of its regulations on trails to clarify that electric bikes are not allowed on natural surface trails. While e-bikes are not currently allowed on DCR's natural surface trails, this revision would make it clear where e-bikes can be ridden and where they can't.

We supports this revised regulation because it would allow e-bikes on improved paths 8 feet and wider but would continue to restrict them from singletrack non-motorized trails.

Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.

Our comments and concerns include:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thank you!

Best,

Lewis Collins & Family
Wellesley, MA

Support for 203 CMR Revision

X DELETE

← REPLY

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Julia Magnusson <jmagnus13@gmail.com>

Mon 7/22/2019 11:08 AM

Mark as unread

To: Comments, Regs (DCR);

Hi,

As a hiker, trail runner, and mountain biker, I support the revision to 302 CMR to restrict e-bikes from singletrack non-motorized trails.

E-bike motors provide 750 watts of power and are active until they reach 20mph, which is much too fast and powerful for a narrow trail shared with people who are walking, running, mountain biking, or toddling (when my children were young, we were in the Fells almost every day!).

In addition,

- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Thanks for your consideration.

Best,

Julia Magnusson

No e bikes

X DELETE

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Matthew Serreze <m@serreze.com>

Mon 7/22/2019 11:08 AM

Mark as unread

To: Comments, Regs (DCR);

Off road e-bikes are motorized and should be managed as such.

- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

In Support of 302 CMR Draft

[X DELETE](#) [← REPLY](#) [⇐ REPLY ALL](#) [→ FORWARD](#) [...](#)

Andrew Bates <bates.and@gmail.com>

Mon 7/22/2019 11:00 AM

[Mark as unread](#)

To: Comments, Regs (DCR);

Hello,

I'd like to offer my support for the proposed 302 CMR draft, specifically I support the changes regarding where e-bikes can and cannot be used. E-bikes, both pedal and non-pedal assisted varieties can allow the user to easier reach speeds that are unsafe for the rider and others on narrow natural surface trails like the ones used by mountain bikers and hikers. E-bikes are motorized vehicles and should be regulated like any other motorized vehicle.

Thank you,
-Andrew

Andrew Bates
bates.and@gmail.com

302 CMR draft

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Jake Berry <jake@nehzca.com>

Mon 7/22/2019 11:00 AM

Mark as unread

To: Comments, Regs (DCR);

As an avid mountain biker and president of new england largest youth mountain biking program, I support the language in 302 CRM "Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions."

The motor wattage in eBikes are becoming too large, hard to identify and result in speeds that can be too dangerous to the trail users such as hikers and horses. I would support the use of eBikes on trails less than 8 feet in width that already allow motorized vehicles. Examples of trails that allow that type of access can be found in Foxboro, Wrentham, Franklin and Freetown. As such I view eBikes as motorized vehicles like motorbikes and should be managed in the exact same way.

Thank you for your time in considering my view and the work you put in each to to manage our beautiful parks.

Jake Berry
New England High School Cycling Association
League Director/Board of Directors President
617-835-3353
jake@nehzca.com
www.nehsca.com

I support the 302 CMR draft

X DELETE

← REPLY

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Paul Mitchell <paul_mitchell@pobox.com>

Mon 7/22/2019 10:59 AM

Mark as unread

To: Comments, Regs (DCR);

I'm writing in support of the 302 CMR draft. As an avid and active mountain biker I'd like to make certain that off road e-bikes are not equated with non-motorized mountain bikes, as I believe that this would significantly impact the enjoyment that I and 1000s of other mountain bikers get from our sport. Some important points:

- Off road e-bikes are motorized and should be managed as such.
- E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers.
- All of the state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.
- In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Sincerely,
Paul Mitchell

In support for the 302 CMR draft

X DELETE

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→ FORWARD

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Michael Alfano <mail@michaelalfano.com>

Mon 7/22/2019 10:58 AM

Mark as unread

To: Comments, Regs (DCR);

Bing Maps

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To the Comments Board:

In support for the 302 CMR draft -

Off road e-bikes are motorized and should be managed as such. E-bike motors provide 750 watts of power and are active until they reach 20 mph – this is too powerful and too fast for narrow trails shared with other walkers, runners and mountain bikers. All of state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management.

In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

All the best,

Michael

Michael Alfano Sculpture

www.michaelalfano.com

mail@michaelalfano.com

11 School St., Hopkinton MA 01748

W: (508) 435-4613; C: (508) 320-4376

I support the 302 CMR draft

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Nicholas Linsky <op_nick_linsky@yahoo.com>

Mon 7/22/2019 10:57 AM

Mark as unread

To: Comments, Regs (DCR);

Bing Maps

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Good morning and thank you for your attention.

I am in support of the 302 CMR Draft. While I have no problem with electric bicycles sharing the road-like wider paths, I do not believe it is appropriate for these powered vehicles to be allowed on the narrower single-track paths, which should continue to be reserved for human-powered vehicles and hiker traffic.

Thank you

Nick Linsky
25 Atherton St. #36
Somerville MA 02143

302 CMR draft

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Mark Thayer <markthayer1@gmail.com>

Mon 7/22/2019 10:53 AM

Mark as unread

To: Comments, Regs (DCR);

Greetings,

I am writing in support of the 302 CMR draft, in particular the section on page 31 as follows:

Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.

Off road e-bikes are motorized and should be managed as such. E-bikes provide power assist up to 20mph, much too fast for trails that are shared by human-powered bicycles, runners and walkers.

All state park systems in New England, including DCR, currently manage e-bikes as off-road motorized vehicles. The same is true federally for the US Forest Service and the Bureau of Land Management. In contrast, mountain biking is a human-powered sport that is proven to be socially and environmentally compatible on non-motorized trails shared with other non-motorized trail users.

Additionally, e-bikes will encourage inexperienced riders to venture into areas and attempt obstacles for which they are not technically/skills-wise prepared, potentially leading to injury and rescue.

Thank you,

Mark Thayer
Beverly, MA

E-bikes

✕ DELETE

← REPLY

↶ REPLY ALL

→ FORWARD

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JEFF WARDLE <rade8u2@comcast.net>

Mon 7/22/2019 10:51 AM

Mark as unread

To: Comments, Regs (DCR);

Bing Maps

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Thank you for reviewing the use of e-bikes. I feel they should be regulated as are all motorized vehicles on State trails. The speeds they are able to achieve would be unsafe on most trails.

Thank you,

Jeffrey Wardle

Haverhill, Ma. 01830

7/24/2019

E bikes

E bikes

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← REPLY

↩ REPLY ALL

→ FORWARD

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Nathan Hardy <natehardy@verizon.net>

Mark as unread

Mon 7/22/2019 10:45 AM

To: Comments, Regs (DCR);

I completely support the use of ebikes on all trails this notion that they are motorized is ridiculous . They only assist when there pedaled they make no noise . I would love for my wife to have one so she can keep up with me and when I'm older I would love to be able to ride the trails I currently ride on . I don't support the current proposal at all . Thanks Nathan

Sent from my iPhone

Comment on CMR 302 11 and CMR 302 12 proposed changes

[X DELETE](#) [← REPLY](#) [↩ REPLY ALL](#) [→ FORWARD](#) [...](#)

Brandon Morphey <brandon.morphey@gmail.com>

[Mark as unread](#)

Mon 7/22/2019 8:29 AM

To: Comments, Regs (DCR);

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Dear Madam or Sir,

I am writing to protest the changes to regulations CMR 302 11, and CMR 302 12, specifically the introduction of the term Motorized Conveyance to include electric pedal assist bicycles. Bicycles with motors have been recognized as Bicycles by the state, MGL 90 Section, and an introduction of this magnitude should be taken up by the general session of the state legislature. This is not an insignificant change to be decided haphazardly, please recognize the importance and real impact this will make. A change like this will negatively impact several groups of constituents that rely on and use the public rights of way that DCR regulates including; bike paths less than 8 feet, and dirt or gravel trails.

Would it not be in the state's best interest to have a planned study or research to support the idea that E-bikes (electric pedal assist bicycles) cause harm to trail users or damage trails more than any other users might, before going ahead and affecting how the public can utilize our public spaces. Is it typical to ban something before we've even determined if it's causing harm? Doesn't it make more sense to determine what effects electric pedal assist bicycles have on trails, before taking action?

What is this fear substantiated on? Is there research saying that electric assist bikes do any more harm? I have only been able to find research that talks about the positive impacts of e-bikes on human health and wellness, decreases in car trips, and financial benefits to local businesses that are in close proximity to trails and cyclists.

Interestingly we already have a law in Massachusetts that specifically says that motorized bicycles are not motorized vehicles, they are bicycles. This is stated clearly in MGL 90 Section 1: *The definition of "Motor vehicles" shall not include motorized bicycles.* Wouldn't this very statute mean that electric pedal assist bicycles are already protected under Massachusetts law, with regards to usage on public property, paths and road ways (DCR trails)?

Is the goal of this to reduce harm? Wouldn't it make more sense to address the factors that cause accidents and harm? e.g. excessive speed on trails, reckless behavior and operating under the influence?

These are public lands, that all citizens of Massachusetts should have and retain access to. These changes will impact people; 1. Commuters that are using DCR trails to speed up their commutes to work and reducing car trips, 2. Cyclists that are dealing with health issues or disabilities, and 3. Citizens that are interested in getting into mountain biking and choose an E-bike for whatever reason.

E-bikes are good for business, yes, the bike shops, the bike companies, and the jobs that people have selling, and repairing bicycles, but also businesses that are in close proximity to trails. This positive impact on local businesses has been shown many times to be the case, in fact bicyclists, i.e. e-bike users, spend more money at local businesses than those that are driving or taking public transportation.

Thank you for your time and consideration.

Brandon Morphey

15 Copley Ave

Waltham MA 02452

Comments on 302 CMR 11.00 and 12.00

[X DELETE](#) [← REPLY](#) [⇐ REPLY ALL](#) [→ FORWARD](#) [...](#)

Jim Tennermann <jimtenn@earthlink.net>

[Mark as unread](#)

Mon 7/22/2019 7:43 AM

To: Comments, Regs (DCR);

Greetings,

I am opposed to 302 CMR 11.00 and 12.00 for several reasons (you can read them in other comments that I have submitted). Right now I want to address a concern about the New England Mountain Bike Association (NEMBA). NEMBA is strong advocate for mountain biking and has worked with DCR for many years. They are currently advocating strongly AGAINST e-bikes and e-mountain bikes in particular.

Adam Glick is the president of NEMBA. I do not know Mr. Glick, but I recently came across this post of his on social media. Specifically, this post was made on FaceBook as part of a thread regarding e-bike regulations. Mr. Glick's post is shown in bold. I have a screen shot of this if you require confirmation that this is fact a post from Mr. Glick.

Adam Glick the bike industry is very much marketing e-mtb's as high performance, noting improvements in power with every batch. I think it's 100% bs to then hear the "same as bikes argument, will let more people ride who can't" tropes. I think ultimately e-MTB's are going to negatively affect our efforts at access - that is my focus and concern. I really don't care about what an individual decides is right for themselves - those are personal choices. But I am concerned about what might be detrimental to my ability to access singletrack.

Mr. Glick is showing a clear bias against people who choose to use e-bikes due to difficulty with riding non e-bikes. These people include older people and people with disabilities. I find this to be discriminatory. Mr. Glick then expresses the view that all he cares about is his own access to singletrack. I find this to be incredibly selfish.

Mr. Glick may be a fine fellow, and I'm sure he comports himself well when he meets with decision makers to influence their behavior. I also appreciate the good work that NEMBA has done over the years. However, I ask that Mr. Glick's input and NEMBA's input/guidance regarding e-bikes be nullified due to obvious bias and discrimination.

Thank you for soliciting input from average people who are not active advocates. And please know that many people and many cyclists, including myself, quietly support DCR by removing trash from DCR properties, offering directions to lost wanderers, reporting trail problems through appropriate channels, and much more.

Jim Tennermann
8 Copley Ave.
Waltham, MA 02452
781-640-3026
jimtenn@earthlink.net

Comments on 302 CMR 11.00 and 12.00

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Jim Tennermann <jimtenn@earthlink.net>

Mon 7/22/2019 6:15 AM

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To: Comments, Regs (DCR);

📎 2 attachments

NEMBA
posit~.pdf

ATT00001.htm

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Action Items

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My comments here do not speak directly to the proposed rule changes (which I oppose), but I ask that you indulge me for a few minutes to review an important subject related to this rule making. Also, I have a PDF of this email that is better formatted and much easier to read.

I believe it's important to understand where mountain advocacy is coming from. The New England Mountain Bike Association (NEMBA) has successfully advocated for the interests of mountain bike riders. It is now actively advocating against e-mountain biking and interests of those who ride them, or want to ride them. Their motives for this are not my concern, but their methods are.

NEMBA has created a document devised to provide guidance to bicycle shops. It goes by the title of "NEMBA's Guidance to New England Bicycle Dealers Regarding the Issues of Electric Mountain Bikes." It also includes "NEMBA's Position on eMTBs" Here is a link to the relevant NEMBA web page. As of this writing, the document can be downloaded as a PDF: <https://www.nemba.org/news/dealers-guidance-regarding-issue-electric-mountain-bikes>

I have cut and pasted some of the parts of this document that disturb me. The excerpted parts of the document are numbered. My comments are bulleted below each numbered excerpt.

"Sometimes bike dealers are getting called out for selling eMTBs, and we have seen online comments that if you see an eMTB in a shop, walk away as fast as you can. This is another element that bicycle dealers need to include in their decision-making. Will dealers be alienating their traditional mountain bike clientele if they showcase eMTBs? Quite possibly."

- Comment: This sounds like a veiled threat to bike shops.

"It is unlikely that users of eMTBs would remain on designated non-motorized trails and not use others. "

- Comment: Why is this unlikely? On what grounds does NEMBA assume that eMTB riders will flout rules and regulations?

"We anticipate that many users of eMTBs will have no awareness (or concern) for these access distinctions."

- Comment: Why would eMTB riders be any more or less aware than any other rider? On what grounds does NEMBA assume this to be the case?

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1. "Sometimes bike dealers are getting called out for selling eMTBs, and we have seen online comments that if you see an eMTB in a shop, walk away as fast as you can. This is another element that bicycle dealers need to include in their decision-making. Will dealers be alienating their traditional mountain bike clientele if they showcase eMTBs? Quite possibly."
 - Comment: This sounds like a veiled threat to bike shops.
2. "It is unlikely that users of eMTBs would remain on designated non-motorized trails and not use others."
 - Comment: Why is this unlikely? On what grounds does NEMBA assume that eMTB riders will flout rules and regulations?
3. "We anticipate that many users of eMTBs will have no awareness (or concern) for these access distinctions."

- Comment: Why would eMTB riders be any more or less aware than any other rider? On what grounds does NEMBA assume this to be the case?
4. "NEMBA predicts that there will be a significant "after market" that will develop for performance upgrades to e-bikes that will allow users to remove all "as-sold" restrictions on power and speed limits for e-bikes."
 - Comment: Does NEMBA have a crystal ball that enables them to "predict" that e-bike riders will modify their bikes?
 5. "eMTBs will likely be ridden at least double the speed of existing recreational trail users."
 - Comment: How on earth can anyone make this prediction? This is absurd.
 6. "the new set of riders being marketed eMTBs, likely won't understand the importance of being responsible trail users or will be unaware of the arduous history of mountain bike advocacy that has allowed them trail access in the first place."
 - Comment: This asserts that all eMTB riders are a "new set of riders" who have no experience with bicycles. It asserts that riders of eMTBs are ignorant. And finally, NEMBA pats itself on the back for a job well done.

This NEMBA guidance and position document uses words like "predict," "anticipate," and "likely" to hedge against criticism. Nonetheless, the narrative creates fear and doubt, casts aspersions, and has no evidence to support any of it. It contains no facts. It is fear mongering. This is a hallmark of deceptive writing.

NEMBA targets land managers to influence rule making. Given their use of deceptive persuasion, their guidance should be carefully balanced with other points of view. Rhetorical documents like this push NEMBA away from being an "honest broker." I personally appreciate the work that NEMBA has historically done to promote mountain biking as a sport and to gain access to properties where MTBs can be ridden. However, NEMBA's membership does not represent a majority of MTB riders in Massachusetts. Their small group of passionate MTB riders and advocates has fallen out of touch as time moves on. NEMBA protects its own interests at the expense of other peoples interests, including individuals and businesses. They

should not have an outsized say in the future of cycling and the equipment used by cyclists.

Thank you for soliciting opinions from average people who are not involved in advocacy.

Electric Bicycles

X DELETE

← REPLY

 REPLY ALL

➔ FORWARD

• • •



Ed Futcher <efutcher@yahoo.com>

Mon 7/22/2019 4:28 AM

Mark as unread

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

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I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I recently had the opportunity to try several e-bikes and it was eye-opening. As I have aged, I progressively cycle fewer miles on a less frequent basis. I now see an avenue to not just cycling more for recreational purposes, but also using bikes for the last mile solution.

Thank you for considering the important role that e-bike play in our state.

Edward Futch
25 Kenneth Road
Marblehead, MA 01945
781-639-8765
efutch@yahoo.com

Parks and Recreation Rules pertaining to eBikes

[X DELETE](#) [← REPLY](#) [↩ REPLY ALL](#) [→ FORWARD](#) [...](#)

Richard Kerver <rkerver@gmail.com>

Mon 7/22/2019 1:25 AM

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To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

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I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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As a senior and disabled citizen, I have been using an electric assist mountain bike since 2012. My vow then and now is to use my eBike for all travel within five miles of home, so as to reduce my carbon footprint. But I also use it on trails. Access to nature is essential to my happiness.

Thank you for considering the important role that e-bikes play in our state.

Richard Kerver

29 William Street Apt 13, Worcester MA 01609

phone: 508-753-8874

email: rkerver@gmail.com

Massachusetts Bicycle Coalition

<http://www.massbike.org/>

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules,

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Shawn Fitzgibbons <spfitz@gmail.com>

Mark as unread

Sun 7/21/2019 9:48 PM

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

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Action Items

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Hello,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

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Here is why this matters to me - I am an avid cyclist. I commute to work every day by bike, logging over 400 miles a month. I STRONGLY support making it easier for people to safely use non-car transportation in any way possible. Also, the roads are simply not safe. People using e-bikes need to use them on bike paths until such time as there are protected bike lanes on roadways. Requiring people to use e-bikes in the street is requiring them to endanger their lives. Drivers are aggressive towards bikers and distracted - so many people use their phones while driving. Please allow e-bikes to be used on any and all bike paths.

Thank you for considering the important role that e-bike play in our state.

Shawn Fitzgibbons

300 Homer Street, Newton MA

--

Shawn P. Fitzgibbons

Mobile: (617) 997-2577

Comments on 302 CMR 11.00 and 12.00

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Jim Tennermann <jimtenn@earthlink.net>

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Sun 7/21/2019 10:29 AM

To: Comments, Regs (DCR);

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I am opposed to 302 CMR 11.00 and 12.00. I see no evidence to support restrictions on e-bikes.

I'm a lifetime cyclist and recently incurred a disability that now prevents me from riding conventional bikes. I ride road, gravel, and trails. I acquired an e-mountain bike and it has changed my life for the better. I've ridden it for about 8 months and 600 miles and here is what I've learned. Please note that these are direct experiences from a very experienced cyclist who now rides an e-mountain bike due to disability.

1. A Class 1 eMTB (electric motor assist) will not provide assistance when speed exceeds 20mph. The bike requires pedaling for the motor to be active. There is no throttle. The motor is quiet. To reach 20mph requires progressively more work from the rider.
2. The amount of motor assist can be adjusted by the rider. Those who want to work hard can work hard. On trails, some eMTB riders use assistance only while going uphill.
3. Due to gearing and motor control strategies, a rider is unlikely to engage the motor when riding downhill; an eMTB is not faster than other bikes when traveling downhill.
4. The eMTB does no more damage to trails than MTBs. This is shown in a rigorous IMBA study that is publicly available.
5. An eMTB is nothing like a motocross bike. Anyone who has ridden a motorcycle and an eMTB will realize this immediately, as I did.
6. Riding an eMTB takes the same skills as riding an MTB.
7. An eMTB rider's performance is about skills, knowledge, and experience. These things set the limits for eMTB riders, just as they do for MTB riders. I am just as cautious on an e-bike as I have always been.
8. MTB riders I've met on the trail are neutral or positive about eMTBs.

Jim Tennermann
8 Copley Ave.
Waltham, MA 02452
781-640-3026

Comments on 302 CMR 11.00 and 12.00

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Jim Tennermann <jimtenn@earthlink.net>

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Sun 7/21/2019 10:10 AM

To: Comments, Regs (DCR);

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I oppose the restrictions set forth in 302 CMR 11.00 and 12.00

I ride an e-bike for health, recreation, and transportation. I frequently ride on bike paths and rail trails, for example, the Charles River bike path and the Minuteman. My average travel speed is about 10mph, even though my Class 1 e-bike can provide assistance up to 20mph. In fact, I almost always ride the bike at its lowest power setting, the exception being for hills that I have to ride (on the road) to get to and from my home in Waltham. I have observed other e-bike riders and they typically are riding at about my pace. I'm sure that there are exceptions to my limited observations, but there are also many conventional bikes traveling at speeds that are excessive for multi-use paths. I believe that singling out e-bikes for a ban is unfair and will not solve any problems related to speed. The key to safety is rider behavior and responsibility. This applies to all cyclist and all kinds of bicycles.

Jim Tennermann
8 Copley Ave.
Waltham, MA 02452
781-640-3026
jimtenn@earthlink.net

Comments on 302 CMR 11.00 and 12.00

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Jim Tennermann <jimtenn@earthlink.net>

Sun 7/21/2019 9:55 AM

[Mark as unread](#)

To: Comments, Regs (DCR);

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I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Thank you for considering the important role that e-bike play in our state.

Jim Tennermann
8 Copley Ave.
Waltham, MA 02452
781-640-3026
jimtenn@earthlink.net

E-Bikes Comment

✕ DELETE

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...



Scott Blackwell <scotthblackwell@gmail.com>

Sat 7/20/2019 5:33 PM

Mark as unread

To: Comments, Regs (DCR);

Hello,

Regarding the upcoming e-bike policies I would like to make a statement. I believe that as far as commuting vehicles are concerned they should be actively promoted. However, as a mountain biker I strongly agree with the prohibition of these bikes on single track. I do think that as I don't see why we always have to be inclusive. Mountain biking is a sport of the outdoors and human powered. Changing that element fundamentally changed the sport. However, I think there are people who could meet certain "qualifications" that would allow them to use an e-bike on singletrack trails due to existing conditions. This is worth consideration as people should not be restricted from sport due to lifelong illnesses.

Best,

Scott

E-bike regulations

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



mitchellgang@juno.com

Sat 7/20/2019 2:13 PM

Mark as unread

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

To help protect your privacy, some content in this message has been blocked. To re-enable the blocked features, click here.

To always show content from this sender, click here.

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Please watch the video about the now disabled former professional cyclist who can only ride with an e-bike due to injury and read the article by a well-known biking expert who can't ride without electric assist because of an arrhythmia before you make any decisions about regulations. Any proposed regulations limiting all e-bikes would prevent either of these individuals (just as a few examples) from using MA trails.

<https://youtu.be/VtaLfeQ-YO0>

https://www.velonews.com/2018/06/bikes-and-tech/zinn-e-bike-can-life-changing-lifelong-cyclist_470738

Thank you,
George L. Mitchell, Jr
27 Townsend Ter
Framingham, MA 01701
mitchellgang@juno.com

Oncologists Are Freaking Out Over True Cause of Cancer

healthresponses.org

<http://thirdpartyoffers.juno.com/TGL3132/5d3359b228ed059b244c5st03vuc>

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Electric assist bikes

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Dibba Lerret <dibba@lerret.us>

Sat 7/20/2019 1:08 PM

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To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

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I have used an electric assist bike on the Cape Cod rail trail. I was able to keep up with my biking group, and as a result ride from Dennis to Wellfleet and back. I felt as though I was "in the pack" on the path, not the fastest or slowest out enjoying the day. Since you need to still pedal to propel the e bike and not motorized on its own, then I hope you will continue to allow this recreation and transportation bicycle on all paths.

Thank you
Dibba Lerret
Mary Lerret
15 Locust Street
Cambridge Ma
02138
Dibba@lerret.us

I oppose 302 CMR 11.00 and 302 CMR 12.00

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)**Lenny Rubin** <lmrubin@alum.mit.edu>[Mark as unread](#)

Sat 7/20/2019 12:37 PM

To: Comments, Regs (DCR);**Cc:** bikeinfo@massbike.org;[Bing Maps](#)[Action Items](#)[+ Get more apps](#)

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Thank you for considering the important role that e-bike play in our state.

Leonard Rubin
462 Asbury Street
Hamilton, MA 01982
978-468-3516
Lmrubin@alum.mit.edu

Attn: Laura Dietz or proper person to receive comments on DCR draft CMR proposals

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Bill Perry <Bill_Perry@outlook.com>

Sat 7/20/2019 12:14 PM

Mark as unread

To: Comments, Regs (DCR);

Dear Massachusetts Department of Conservation and Recreation,

Adding to a previous comment, I oppose changes to both 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules and 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric assisted bicycles (also known as pedal assisted bikes, ebikes, and EMTBs) on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I oppose these proposed changes because:

1 The proposed changes will have the effect of denying or severely diminishing equal access to natural surface trails to disabled, infirm or elderly persons. There are many older people living in Massachusetts and their numbers are growing. As recently as 2010, persons over the age of 65 were only 13.8% of Massachusetts' population. By 2025 these older persons will comprise 20.2% of our population.

(http://pep.donahue-institute.org/downloads/2015/new/UMDI_LongTermPopulationProjectionsReport_2015%2004%20_29.pdf).

Not only is the older demographic the fastest growing one it is also healthier and more interested in fitness than were the older folks of previous generations. However, with age often comes infirmities and limitations. For example: I can no longer walk or ride a bike up even moderate hills. Climbing two flights of stairs leave me breathless. I was resigned to not being able to enjoy so many of the over two thousand miles of miles of trails we have in Massachusetts' State Forests and Parks. An ebike restores this ability.

These CMR proposals takes it away. This proposal discriminates against me and others like me and does not allow for the reasonable accommodation of allowing us to use pedal assisted electric bikes to have the same access to the Commonwealth's resources as do non-assisted bike users.

The 2016 IMBA study (referenced below) concluded that "IMBA's initial study suggests that, with conscientious management and attention to trail design, Class 1 eMTBs may have the potential to offer a beneficial use of public lands with acceptable impacts." I respectfully suggest that that "beneficial use" is of particular interest to the growing numbers of persons aged 65 and over and for many disabled or infirm persons.

It is not right to say "You have the bikeways and the streets. Go ride on them but stay off the trails." That is denying equal access.

2. EMTBs are more like mountain bikes than they are to motorized vehicles. Originally "motorized vehicles" meant powerful self-propelled, gasoline-powered, noisy, smelly, polluting dirt-bikes, ORVs, and ATVs. Electric bikes are none of these.

According to IMBA's 2016 study the motorcycle used for the study's tests had an "engine output [that] ranges approximately 100-200 times that of the potential output for this 350W Class 1 eMTB motor." Respectively, I ask if it is fair to equate the two.

E-bikes: opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

John Pepper <pepper@boloco.com>

[Mark as unread](#)

Sat 7/20/2019 10:32 AM

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

To whom it may concern,

My Boston-based company, Boloco, has been an advocate for biking in the city for longer than a decade. We were sponsors of the annual mayor's cup as well as hub on wheels for many years, and supported the HubWay, now BlueBikes, in multiple ways in its early days.

As have many others, I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Thank you for considering the important role that e-bike play in our state.

John

John Pepper
Co-Founder and Executive Chairman
Boloco
617-744-9794

E assist bike regs

Henry Devlin <hjdev44@gmail.com>

Sat 7/20/2019 10:07 AM

To: Comments, Regs (DCR) <regs.comments@mass.gov>;

Cc: bikeinfo@massbike.org <bikeinfo@massbike.org>;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

The issue is of particular interest to my wife and me as avid cyclists. My wife has had three joint replacements and has transitioned from a custom Seven to a hybrid and now an E Bike. Being on her bike is central to her physical and mental health. She is a safe, conscientious and experienced rider and would find it frustrating and discriminatory to be limited unfairly to where she could ride.

The issue is bike safety not the type of power assist. I am well aware of the advantage an E assist bike gives and how easy it is for an individual to abuse that advantage. But that also happens with unassisted bikes. Rider decisions are the issue not the type of bike.

Perhaps a patrol presence in areas particularly vulnerable might be helpful.

The evolution of the rules and management of the Acadia National Park Carriage Roads is a case in point. E Assist bikes at the carriage roads are

restricted unless one under goes a simple process for the need for the assist with the park ranger office where they will issue you a sticker. Of course the carriage roads are patrolled.

Thank you for considering the important role that e-bike play in our state.

Henry Devlin

101 Skyline Dr.

Acton, MA 01720

phone: 978-944-4950

email: hjdev44@comcast.net

Electric Bikes regulations

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

Joyce Goggins <jpmgoggins@gmail.com>

Sat 7/20/2019 7:38 AM

[Mark as unread](#)

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

[Bing Maps](#)[+ Get more apps](#)*To whom it may concern,*

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

This matters to me because I am an electric bike rider. I use my pedal-assist ebike to commute to work and run errands within my community. I am a senior citizen and would not be able to ride these distances without the assistance provided by my ebike. I would have to use a car. Please make using an ebike easier for all by considering ebikes an alternative to automobiles and give us the infrastructure necessary to make it safe and a viable alternative to a car. I am fortunate to live in JP where I have access to the Southwest Corridor bike path and the Riverway bike path but there are still many places that are not safe for bike riders.

Thank you for considering the important role that e-bike play in our state.

Joyce Goggins
8 Newsome Park
Jamaica Plain, MA 02130
617-524-8364:
jpmgoggins@gmail.com

Comment on proposed 302.CMR 11-12 amendments

X DELETE

← REPLY

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→ FORWARD

...



Peter Stokes <stokesp@earthlink.net>

Fri 7/19/2019 9:36 PM

Mark as unread

To: Comments, Regs (DCR);

Department of Conservation and Recreation
attn Laura Dietz
251 Causeway St
Boston, MA 02114

Dear DCR:

I applaud the recognition of e-bikes for inclusion in recreational traffic on DCR paths in proposed regulation, and approve of the proposed scheme of permitted uses.

I would like to suggest the use of industry-standard terminology for electric bicycles in the text of the regulation. People for Bikes, a bicycle industry trade group, has led an effort to adopt consistent e-bike regulation into traffic laws across the country, including a classification system that has been adopted in 19 states. Massachusetts is poised to join those states should H.3014/S.2071 become law in this session, bills backed by the Massachusetts Bicycle Coalition (<https://www.massbike.org/ebikes>), among others. Commercially available e-bikes are already marked with the appropriate classification according to this system.

The e-bike envisioned in the DCR regulation is a Class 1 e-bike in the model regulation:

Electric bicycle" shall mean a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts that meets the requirements of one of the following three classes:

(a) "Class 1 electric bicycle" shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

...

Acknowledging the industry standard classification for the e-bikes that are the subject of the new DCR regulation would help simplify communication of the new regulation to the public, and allow for clearer enforcement.

Thanks for your consideration

Peter Stokes
11 Leonard Ave #1, Cambridge MA 02139
(617) 354-2462
stokesp@earthlink.net

E-Bike Public Comment

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

mcdomx@me.com

Fri 7/19/2019 9:09 PM

Mark as unread

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

I am writing in SUPPORT of 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

Electric bicycles can move at much higher speeds than traditional bicycles. As a result bikes may be traveling at speeds that pedestrians and other cyclists may not expect. Additionally, I expect that lesser-experienced riders will be the primary users of e-Bikes yet they will be traversing terrain at higher speeds putting the e-Bike rider at a greatly increased risk of crash and potential injury to themselves and others.

Depending on the bike, I feel that e-Bikes begin to approach a performance which is similar to a motorcycle which has no place on a trail used by traditional bicycles and pedestrians.

In summary, I OPPOSE the use of e-Bikes on ANY natural surface trail used by traditional bikes and/or pedestrians. Additionally, I feel that e-Bikes on any roads should be required to abide by the same regulations as motorcycles including licensing, lighting and safety equipment and should never be allowed on a sidewalk or bike path just as a motorcycle is prohibited from these actions. I have personally observed e-Bikes using bike paths at speeds as fast as city traffic which is not what other cyclists, pedestrians nor vehicles are expecting from a bicycle in a bike lane.

Thank you!

- Mark McDonald

66 Oxford Street
Cambridge, MA 02138

Mark McDonald
mcdomx@me.com
Mobile: (561) 213-2871

E Bikes

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)**Jim Tozza** <tozzajim@yahoo.com>

Fri 7/19/2019 8:28 PM

[Mark as unread](#)

To: Comments, Regs (DCR);

I am disabled I use an E Bike I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

[Talk about why this issue matters to you.]

Thank you for considering the important role that e-bike play in our state.

[full name James Tozza
street address 12 Saugus Ave
city/town, state, zip Saugus Ma 01906
phone:
email: tozzajim@yahoo.com

Massachusetts Bicycle CoalitionSent from Yahoo Mail for iPhone

302 cmr 11.00

X DELETE

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...



sailaway13@aol.com

Fri 7/19/2019 6:05 PM

Mark as unread

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

I am writing in opposition to cmr 11.00; Parkways, Traffic, and Pedestrian Rules 302 cmr 12.00 Parks and Recreation Rules which would prevent the use of electric bicycles on all natural surface trails, improved trails that are less than 8 ft wide, and on dirt roads that are not open to vehicular travel.

I think that Mass. should follow other states in defining class 1,2, and 3 ebikes, allow class 1 bikes on off road natural surfaces and all 3 classes on paths and roadways.

I am 71 and the victim of heart disease, cancer, diverticulitis, and crippling arthritis. Ebikes got me outdoors and exercising again, saving my life as much as the surgeries did. It would be an ADA/discriminatory act to ban or unduly restrict their use. Thank you.

Sincerely,
Frank Clouse

Support for 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules

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Ken Ross <knross@gmail.com>

Fri 7/19/2019 5:49 PM

[Mark as unread](#)

To: Comments, Regs (DCR);

Dear Laura Dietz, Department of Conservation and Recreation:

I am writing in support of 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I feel at this time it is most appropriate to restrict electric bicycles from these types of paths. Many of the electric bicycles and skateboards travel very fast and they should be regulated the same way as gasoline powered vehicles. As a user of traditional self propelled bicycle, these days I find I am often passed by these electric vehicles when they zip by me at a high rate of speed. But as a pedestrian on these multi-use paths, it can be scary when these electric vehicles fly by on quiet paths. They are actually much worse than gasoline powered motorcycles because they are so quiet that I don't hear them coming until they are right near me.

I should add that I am a member of MassBike but I don't support the stand that they are taking on this issue. I feel tat maybe sometime in the future there will be a place for a subclass of electric assisted vehicles but at this point in time it is better to keep non-human powered vehicles off of trails and bike paths except for the handicapped, DCR employees, and law enforcement. Thank you.

Sincerely,

Ken Ross

459 Massachusetts Ave., Apt. 1

Boston, MA 02118

Opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules,

[X DELETE](#) [← REPLY](#) [↩ REPLY ALL](#) [→ FORWARD](#) [...](#)

Carol Lee Rawn <clrawn@gmail.com>

Fri 7/19/2019 4:57 PM

[Mark as unread](#)

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

Facilitating alternative transportation of all types, including e-bikes, bikes, walking and scooters, is a critical strategy in our fight against climate change. Transportation is the greatest source of GHG emissions in the Commonwealth, and we cannot ensure adequate emissions reductions without improving access and safety for alternative transportation users. As the operator of key commuting and travel corridors for cyclists and pedestrians, DCR has a very important role to play in this fight.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I commute by bike to Boston along the Charles River path and have noticed an increase in the diversity and numbers of users of the path due to e-bikes, which ensures that those who live further away or appreciate additional assist will be able to bike rather than drive to work or other destinations.

Thank you for considering the important role that e-bikes play in our state.

Carol Lee Rawn

59 Larchwood Dr.
Cambridge MA 02138
clrawn@gmail.com

302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00

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Kelly Family <tabkelly@verizon.net>

Fri 7/19/2019 4:56 PM

[Mark as unread](#)

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

As currently described in 302 CMR 12.12, (4), (14) restriction of pedal-assist electric bicycles restrict a class of people as much as a tool. As a 66 year old cyclist, I have yet to join that class, but could easily join in the future. As pedal-assist electric bicycles for both road and trail become more available, they open a world of possibilities for people to join there friends and family. Please reconsider these regulations before closing the door on those possibilities.

Regard,

Thomas Kelly
4 Northgate Rd
Ipswich, MA, 01938
tabkelly@verizon.net

Dcr rules on ebikes

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)

Patrick Goguen <pgoguen@gmail.com>

Mark as unread

Fri 7/19/2019 4:35 PM

To: Comments, Regs (DCR);

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

The legislation needs to be passed by the state to ensure accessibility of dcrs property, if you move forward with these rules, you will limit the access to the majestic under your care.

Thank you for considering the important role that e-bike play in our state.

Patrick Goguen
81 1/2 canterbury at
Worcester, MA 01603
774-276-0347
Patrick.Goguen@outlook.com

Patrick Goguen

proposed changes to 302 CMR 11.00 and 302 CMR 12.00

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...



Omar H. Khudari <omar@khudari.net>

Fri 7/19/2019 4:14 PM

Mark as unread

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

Bing Maps

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I am writing in opposition to the proposed changes to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules and to 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I have been riding an e-bike as my primary means of daily transportation for the past 15 months. 2 months ago, I got rid of my car. My wife and I now share one car and two class-1 ebikes for our transportation needs. DCR should be encouraging more people to do as I have—chose e-bikes instead of cars. DCR pathways are an important part of the bicycle infrastructure of Massachusetts that enable people like me to use e-bikes instead of cars.

Thank you for considering the important role that e-bikes play in our state.

Sincerely,

Omar H. Khudari
16 Belfry Terrace
Lexington, MA 02421
phone: 339-223-2903
email: omar@khudari.net

Electric bikes and the Commonwealth of Massachusetts

X DELETE

← REPLY

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Bruce Biewald <bbiewald@synapse-energy.com>

Mark as unread

Fri 7/19/2019 4:04 PM

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

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Action Items

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Comment on Electric Bikes and the Commonwealth of Massachusetts

Dear people at the Department of Conservation and Recreation

I am an enthusiastic owner and rider of a pedal assist electric bicycle. I understand that there are rules under consideration that would restrict use of electric bicycles in various ways (e.g., 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic).

I believe that such restrictions are premature and unwise at this point. The technology for electric assisted mobility devices, including e-bikes, is developing rapidly as are practices and expectations. Moreover, there is no statewide classification system for electric bicycles in Massachusetts.

For individuals (including me!) electric bikes can have health and lifestyle benefits (they're fun to ride!). More broadly, to the extent that electric bikes substitute for cars they reduce traffic congestion, improve air quality, and avoid emissions that drive climate change. We should all take the Global Warming Solutions Act seriously, particularly public officials and agencies such as yourselves. E-bikes are an important part of our future. At this point the best approach is to watch and learn and study them -- and to ride them!

We know that cars and trucks are responsible for significant avoidable mortality and morbidity in the Commonwealth. Let's focus our near-term attention to regulation and policy that addresses that, and let e-bikes find more ridership/market share before rushing to regulate them.

Thank you.

Bruce Biewald
101 Chilton Street,
Cambridge MA 02138
617 453 7022
bbiewald@synapse-energy.com

e-bike policies

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Adam Crossman <adamcrossman72@gmail.com>

Mark as unread

Fri 7/19/2019 4:02 PM

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

Bing Maps

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Hello!

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I am an avid cyclist and think that e-bikes of all kinds are the future. Of course we need to be safe, but that should be balanced with accessibility and common sense. More people on bikes is good for everyone.

I believe the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate.

Thank you!

Adam Crossman

12 Linden Ter, Waltham, MA 02452

774 218 5846

--

Adam Crossman

adamcrossman72@gmail.com

electric bikes

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Ira Krepchin <irakrepchin@gmail.com>

[Mark as unread](#)

Fri 7/19/2019 3:59 PM

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

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I am writing to express concerns about 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

As a first step, a precise definition is needed of the devices being regulated. As one approach, the DCR could follow the 3-class model system that categorizes electric bicycle types; or, DCR could hold off until legislation is passed by the state that would create a classification system for Massachusetts.

As an alternative regulation I ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR not enact any statewide prohibitions without proper analysis of the impact; and I encourage the use of studies and research to determine where differing classes of electric bicycles should and shouldn't be permitted, especially for off-road natural surface trails and for the bikeway and multi-use paths.

I have been an avid bicycle rider and commuter for many years and would hate to see my options limited as my aging legs force a transition to electric bikes.

Thank you for considering the important role that e-bike play in our state.

Ira Krepchin

63 Craftsland Rd

Chestnut Hill, MA 02467

phone: 617-935-1285

E-Bike Policy Comment

X DELETE

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→ FORWARD

...



Edward Faulkner <edward@eaf4.com>

Fri 7/19/2019 3:49 PM

Mark as unread

To: Comments, Regs (DCR);

Cc: bikeinfo@massbike.org;

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

Allowing Class-1 E-Bikes wherever all bicycles are allowed is an issue of equity for people with lesser physical abilities. They don't go any faster than a normal bike, but they allow people who don't have the physical ability to use a bike unassisted to participate.

Sincerely,

Edward Faulkner

61 Bay State Ave

Somerville

Opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

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Nate Sharpe <nssharp@gmail.com>

[Mark as unread](#)

Fri 7/19/2019 3:43 PM

To: Comments, Regs (DCR);

Cc: MassBike <bikeinfo@massbike.org>;

[Bing Maps](#)[+ Get more apps](#)

Hello,

I am writing in opposition to 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide and on dirt roads that are not open to vehicular traffic.

I would ask that in order to provide clarity on exactly the devices being regulated, the DCR should follow the 3-class model system that defines the types of electric bicycles being regulated, or hold off until legislation is passed by the state that would create a classification system in Massachusetts.

I also ask that the DCR look to allow Class-2 and Class-3 electric bikes where appropriate on paths and roadways, and that the DCR should look to allow Class-1 electric bicycles on off-road natural surface trails where appropriate. I ask that the DCR to not enact any statewide prohibitions without proper analysis of the impact and encourage the use of studies and research in determining where differing classes of electric bicycles should and shouldn't ride, especially for off-road natural surface trails and for the bikeway and multi-use paths.

My family and I ride our bikes to school and work literally every day - we don't own a car. The more bikes on the road, the clearer need for safe bike infrastructure. The more safe bike infrastructure, the safer me and my family are. Please don't enact this poorly considered legislation.

Thank you for considering the important role that e-bike play in our state.

Nate Sharpe

109 Inman St. #1

Cambridge, MA 02139

July 6, 2019

Laura Dietz
Department of Conservation and Recreation
251 Causeway Street, 9th Floor
Boston, MA 02114

Use of Electric Bikes on DCR Property

Dear Ms. Dietz,

I couldn't attend the July 2nd hearing on the use of electric bikes on DCR property because of a scheduling conflict, so I am submitting my opinion on the subject in this letter.

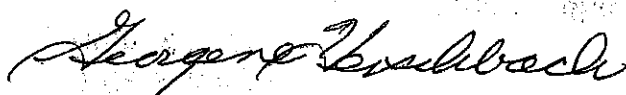
I live in Cambridge, Massachusetts and bicycle or walk on the Charles River Bike Path nearly every day, weather permitting. I'm grateful for the bikeway, and so are thousands of others. During commuter hours, the bike path in Cambridge gets especially busy. Indeed, at times it gets dangerous and scary, because of impatient commuters who bike too fast, don't give notice when passing, and too often pass when there's barely enough room to do so. Adding electric bikes to the mix would make the bike path more crowded, increase the number of faster vehicles, and thus make the path more challenging and dangerous for walkers, joggers, and slower cyclists like me.

Also, while the majority of electric bikes can't be described as "noisy", they do make more noise than non-electric vehicles. I would like to keep the bike path as quiet as possible.


As a mode of transportation, certainly electric bikes are better for our environment than cars, motorcycles or motor scooters. But I believe electric bikes should remain on the streets. Others can judge whether electric bikes should be allowed on bike lanes on the streets. I know the Dutch allow motorized vehicles on cycle lanes, much to the dismay of pedal bicyclists. But there may be stretches of bike lanes in Massachusetts where electric bikes could be accommodated.

I recognize fully how challenging it is to figure out how best to accommodate electric bikes in our transportation mix. For now, a time when the Charles River Bike Path is already heavily used by pedestrians and bicyclists, I hope electric bikes will not be allowed on this DCR property.

Sincerely,



Georgene Herschbach
975 Memorial Drive, Apt. 712
Cambridge, MA 02138

 Georgene Herschbach
975 Memorial Dr., Apt. 712
Cambridge, MA 02138

BOSTON MA 021

03 JUL 2019 PM 2 1



02114-21939

Laura Dietz
Department of Conservation
and Recreation
851 Causeway ST, 9th Floor
BOSTON, MA 02114



June 27, 2019

The Honorable Leo Roy, Commissioner
Massachusetts Department of Conservation and Recreation
251 Causeway Street
Boston, Massachusetts 02114

Dear Commissioner Roy,

We, the ValleyBike Share Steering Committee, are writing in support of amendments to the Department of Conservation and Recreation's (DCR) Parkway, Traffic and Pedestrian Rules that would allow pedal-assist electric bicycles such as ours to be used and enjoyed on DCR bikeways, connectors, and in parks and recreation areas.

Amending 302 CMR 11.00: Parkway, Traffic and Pedestrian Rules and 302 CMR 12.00: Parks and Recreation Rules will be critical to the ongoing success of our regional bike share program and we appreciate your attention to this important matter.

We support amendments to **302 CMR Parkway, Traffic and Pedestrian Rules 11.02** definitions - specifically clarification that pedal assist electric bicycles are not included in the definition of 'Motorized Conveyance' and the expressed and expanded allowance of their use on 'Boulevards', 'Parkways' and 'Roadways'. In addition, we support the inclusion of pedal assist electric bicycles under 11.03 (13) *Bicycle Rules*.

We also support proposed amendments to **12.05 Rules of Conduct** on DCR properties to include the prohibition of pedal assist electric bicycles on the Appalachian Trail (except at designated crossings) and 12.12 *Rules of Conduct on DCR Properties – Trails use*: 12.12 (2); 12.12 (4); 12.12 (9); and 12.12 (14) restrictions and 12.14 (14) excluding pedal assist electric bicycles from requiring a motor vehicle license.

As necessary with any regulatory framework, we support implementing enforcement, fines and the allowance for a request for hearing under 12.20 (5), (6) and (7) respectively.

Thank you again for your attention to these important matters. Should you have any additional questions, comments or concerns, please do not hesitate to contact Wayne Feiden at wfeiden@northamptonma.gov or (413) 587-1265.

Sincerely,

Wayne, Feiden, Director of Planning & Sustainability, City of Northampton

Carolyn Misch, Senior Planner, City of Northampton

Stephanie Ciccarello, Sustainability Coordinator, Town of Amherst

Scott Hanson, Principal Planner, City of Springfield

Mike Sullivan, Town Administrator, Town of South Hadley

Richard Harris, Director of Planning and Conservation, Town of South Hadley

Marcos Marrero, Director, Planning and Economic Development, City of Holyoke

Jeff Bagg, City Planner, City of Easthampton

Catherine Ratte', Principal Planner, Pioneer Valley Planning Commission



New England Mountain Bike Association

Philip Keyes
Executive Director
PO Box 2221
Acton MA 01720

NEMBA
P – (800) 57-NEMBA
F – 831-850-6671
E – pk@nemba.org
WWW.NEMBA.ORG

Laura H. Deitz
Department of Conservation and Recreation
251 Causeway Street
Boston, Massachusetts 02114

Via email: regs.comments@state.ma.us

July 11, 2019

RE: NEMBA Comment about the Draft CMR 302

Dear Laura,

The New England Mountain Bike Association (NEMBA) thanks the Department of Recreation and Conservation for the opportunity to submit comments on the draft 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules, as well as on the draft 302 CMR 12.00: Parks and Recreation Rules.

NEMBA has nine chapters in Massachusetts, from Cape Cod to the Berkshires, and over 7500 members. Our mission is to promote environmentally and socially responsible mountain biking, and to preserve open space for recreation. To that end, we are one of the largest sources of volunteerism on DCR properties and partner with the agency to help maintain its non-motorized trails.

Our comments on the draft CMR will focus on pedal-assist bicycles and their use on trails. We believe that DCR and supporters of off-road motorized bicycling should work together to develop places for motorized bicycling. It is a new form of outdoor recreation that has the potential to get many more users on DCR properties. We also believe some senior citizens or people with disabilities might want to use these vehicles on natural surface trails. NEMBA would support this under the guidelines that agencies have already adopted for these special cases.

However, we agree with DCR's underlying principle that electric pedal-assist bicycles should not be permitted on non-motorized trails. We base this on the following:

- Electric bicycles have motors and are by definition motorized bicycles. In contrast, mountain biking is a human-powered form of recreation.
- Class 1 & 2 electric bicycles have motors that can generate 750 watts and speeds up to 20 MPH (even uphill) before the motor throttles down. This amount of power is significantly higher than what can be produced by even an elite athlete. Mountain biking has proven to be a significantly compatible form of human-powered recreation on shared-use trails because overall, the speed at which it occurs is similar to trail running - and is often slower. The speed differential created by adding a powerful electric motor to a bicycle puts electric bikes into a different category and we therefore have real concerns about the potential for user conflict and injury on natural surface trails.
- While there are no peer-reviewed studies on the physical impacts of electric bikes on natural surface trails, the bikes are heavy (~50 - 60 lbs.), fast, and throw down a lot of torque. It is likely that electric mountain bikes have greater impact on trails than does hiking or mountain biking.

Below are our specific comments on the draft 302 CMR.

We have no objection to the definition of Pedal-Assist Electric Bicycle.

P7 Motorized Conveyance. Any conveyance powered by a motor, other than a "motor vehicle" as defined in M.G.L. c. 90, sec. 1. For purposes of this regulation, a "Pedal-Assist Electric Bicycle," as defined herein, is not a Motorized Conveyance.

P7 Pedal-Assist Electric Bicycle. A pedal bicycle which has a help motor and which is capable of a maximum speed of not more than 20 miles per hour. (As to a non-pedal bicycle with a motor, see the definition for "Motorized Conveyance.")

However, we would note that there is no way to tell if an electric bicycle is limited to 20 MPH. There are both pedal assist and non-pedal assist bicycles capable of speeds greater than 20 MPG.

We also approve of DCR's proposed "Rules of Conduct".

P31

12.12: Rules of Conduct on DCR Properties – Non-Motorized Vehicles; Trails

(1) All non-motorized trail uses shall be permitted on any DCR trail, including a forest trail, forest way, trail or rail trail unless posted closed with appropriate signage, or otherwise prohibited by regulation or law.

(2) The use of bicycles, pedal-assist electric bicycles, and other means of transportation, including in-line skates, scooters, skateboards and similar equipment, may be prohibited in specific areas and at specific times at particular DCR properties, and may be communicated through postings, signs, or markings.

(3) Motorized conveyances are not permitted on improved or natural surface DCR trails.

(4) Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.

(12)(14) No person may operate any motor vehicle, pedal-assist electric bicycle, or motorized conveyance upon or over any trail that is not designated for non-motorized uses trail, except to cross over such a non-motorized trail where such crossing is designated by the Department or allowed by duly authorized DCR permit.

Electric bicycles are currently not allowed on DCR's natural surface trails and this draft CMR clearly affirms this so that there will be no confusion by trail users.

Sincerely,



Philip Keyes
Executive Director
New England Mountain Bike Association
pk@nemba.org
800-576-3622

NEMBA Comment regarding DCR's Draft CMR 302

X DELETE

← REPLY

↩ REPLY ALL

→ FORWARD

...



Philip Keyes, NEMBA <pk@nemba.org>

Thu 7/11/2019 4:51 PM

Mark as unread

To: Comments, Regs (DCR);

Cc: Roy, Leo (DCR); Adam Glick <adam@nemba.org>;

To help protect your privacy, some content in this message has been blocked. To re-enable the blocked features, click here.

To always show content from this sender, click here.

1 attachment

NEMBA
Comme~.pdf

Dear Laura and the DCR,

Attached is a PDF of comments from the New England Mountain Bike Association regarding the draft CMR 302.

Thank you,

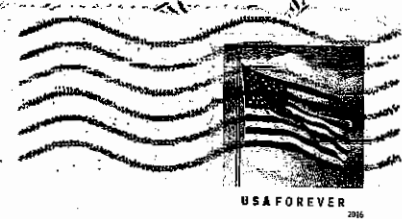
Philip Keyes
Executive Director
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P | 800-576-3622
www.nemba.org
www.nembafest.com

Virus-free. www.avg.com

Jack Johnson
Landry's Bicycles
790 Worcester St.
Natick, MA 01760

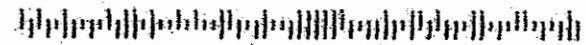
BOSTON MA 021

27 JUN 2019 PM 2 L



Laura Dietz
Dept of Conservation & Recreation
251 Causeway St
Boston, MA 02114

02114-219399



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June 27, 2019

Support for Electric-Bicycle Usage

TO: Department of Conservation and Recreation

On behalf of Landry's Bicycles, I am writing in opposition to 302 CMR 11.00: *Parkways, Traffic, and Pedestrian Rules* 302 CMR 12.00: *Parks and Recreation Rules*, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide, and dirt roads that are not open to vehicular traffic.

We oppose this proposal for these reasons:

- E-bikes enable more of our customers (and the local cycling community) to actively participate in bicycling for fun, fitness, and low-impact transportation — regardless of age or physical ability.
- E-bikes are much like regular bicycles — just with an extra boost. We want our customers to be able to ride e-bikes without the confusion of where to ride them.
- Clear e-bike access incentivizes our customers to get outside more and enjoy state trails in Massachusetts.
- E-bikes are growing in use and need sensible rules and regulations around access. A ban will not prevent use and will be complicated for public safety officers and land managers to enforce.

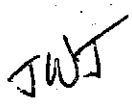
Please amend this proposal in order to allow our state to benefit from e-bikes. We want to allow e-bikes on state trails unless specifically designated closed to e-bikes based on a local level decision; classify e-bikes into a the commonly used three class system; give local parks the tools to regulate e-bike access themselves; and exclude pedal-assist bicycles from the definition of motorized vehicles.

As the largest bicycle retailer in Massachusetts with seven store locations, Landry's employs more than 100 people and serves more than 100,000 local customers each year. Please let us know if you have any questions or if we can help further. As always, we appreciate your efforts to make Massachusetts a better place to live, work, and get around.

Thank you for considering the important role that bicycling and e-bikes play in our state.

Respectfully yours,

Jack W. Johnson



Marketing & Advocacy Director, Landry's Bicycles

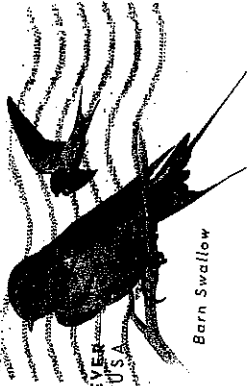
Phone 508-655-1990 x246 • E-mail: jjohnson@landrys.com

Nick and Debe Holland
11 Jebeka Lane
Gloucester MA 01930-1577

BOSTON MA 021

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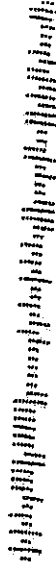
FOREVER
USA



Barn Swallow

MS LAURA DIERZ
DEPARTMENT OF
CONSERVATION AND RECREATION
251 CAVESWAY STREET
BOSTON, MA 02114

02114-2193ES



Nicholas Holland
11 Jebeka Lane
Gloucester, MA 01930
(617) 233-7332
nholland99@yahoo.com

Ms. Laura Dietz
Department of Conservation
and Recreation
251 Causeway Street
Boston, MA 02114

Dear Ms. Dietz-

I am writing in regard to proposed changes to CMR 302 12:00 which would effectively ban electric bicycles from all state forest and park system lands (12.12 (4) & 12.12 (14)).

By way of background, I was one of a handful of contractors who GPS mapped the trails in the forest and park system under contract to DCR. I personally walked several thousand miles of trails across the Commonwealth. Our work included assessing trail damage causes, and the appropriate use of the trails.

I have been mountain biking since the early 1980s. Now in my early 60s, I hope that an electric bicycle will allow me to extend my riding years well into my 70s.

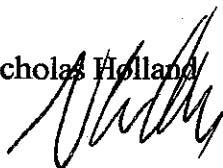
Electric bikes make mountain biking more accessible to new riders, and allow experienced riders to continue biking through injuries, illness and – like me- advancing age.

Electric bikes should not be categorized with traditional motorized vehicles. They are speed limited, quiet and non-polluting. Because of their lower power output, they don't create berms or cause erosion the way that dirt bikes and ATVs do.

I encourage the Commonwealth to adopt the three tiered system now in use by many states and under consideration by the National Park Service.

Thank you very much for your consideration,

Nicholas Holland



Andrea Newman
14 Moody Field Rd, Amherst, MA 01002
413-658-5550
Andreanewman10@gmail.com

In 1992 when I was a student at Univ of Colorado at Boulder, I became a serious road and mountain biker. Since 2003, my outdoor activities, including hiking and biking, have been greatly restricted due to having a mobility impairment. I have severe complications from a significant leg length discrepancy that was underdiagnosed in the 1970s due to imaging technology available at that time.

I love being in the outdoors, and it has been difficult to not be able to access it like I once did. This past August, my family went on a trip to Boulder, CO. I rented a pedal-assist e-Bike and was able to join my husband and daughter on the bike paths, both paved and unpaved. I used pedal assist to help go up hills and on longer outings when my legs needed help.

The state of Colorado classifies pedal assist E-Bikes as Class 1 and allows them on bike paths and trails, with local jurisdictions deciding appropriate access. In Boulder County class I E-Bikes are allowed on certain multi-uses paths and certain regional and open space trails. However, for people experiencing mobility impairments, Boulder County allows Class 1 pedal assist E-Bikes on many additional paths and trails as they want these people to be able to enjoy similar access to the outdoors.

In Boulder County, CO, Jefferson County, CO, and other areas throughout the country people with mobility impairments are allowed to use E-Bikes on trails. This is the only way some people can access being immersed in the outdoors away from roads. It is healing, fun, enjoyable, and brings a sense of peace I find only being in nature.

I understand the concerns behind the proposed DCR regulations. I have some concerns about the proposed legislation.

- First, the regulations should specifically distinguish among the different categories of E-Bikes such as Class I, II, and III.
- Second, Class 1 E-Bikes should be permitted on appropriate bike paths and trails.
- Third, is there a restriction on Class 1 E-Bike access to roads that have since become closed to motorized access? If yes, then why.
- Fourth, I am wondering what the diversity makeup of people on the DCR proposed regulation / E-bike policy committee is. Does anyone have a mobility impairment or is there an elderly person?
- Fifth, I am concerned about the strong influence that NEMBA has regarding this proposed regulation as NEMBA is strongly against E-Bike access on DCR trails (and

most likely any trail). Furthermore, if this regulation is passed, then land trusts, towns, etc. may follow suit, which could possibly be an indirect goal of NEMBA and DCR.

NEMBA is unrightfully fearful that E-Bikes will give mountain biking a poor image, and that this in turn, would lead to restrictions on mountain bikers. NEMBA is turning their backs on people with mobility impairments. NEMBA used to fear that DCR and Friends of the Fells would not let them mountain bike in the Middlesex Fells, and now, NEMBA's behavior has become similar to the groups it used to fear.

- Sixth, has DCR and/or NEMBA performed a comprehensive objective evaluation of E-Bikes that are allowed on trails in other states? I am asking DCR and NEMBA to perform an objective evaluation of this. An example of places to look at are Colorado (including Boulder and Jefferson Counties), California, and other states. There are also numerous studies on E-Bike perception and E-Bikes on trails. Some of these studies can be found through University of Tennessee, Portland State University, Jefferson County in Colorado, and People for Bikes (<https://peopleforbikes.org/our-work/e-bikes/research-and-stats/>) web sites. I also contacted a few of these places and also found it very helpful talking with them on the phone.

I hope that the proposed regulations can be modified to strike a better balance for allowing people with mobility impairments to regain access to paths and trails while continuing to sustainably manage them.

Comments on Proposed E-Bike Regulation 302 CMR 12.00

X DELETE

← REPLY

↩ REPLY ALL

→ FORWARD

...



Andrea Newman <andreanewman10@gmail.com>

Mark as unread

Thu 7/4/2019 2:54 PM

To: Comments, Regs (DCR);

📎 1 attachment

Comments
on~.docx

Hi there,

I have attached a document containing my comments on the proposed regulation 302 CMR 12.00 for E-Bikes.

Best,
Andrea Newman
(Amherst, MA)

Proposed Parks and Recreation Rules dealing with Electric Bicycles. (302 CMR 12.00)

X DELETE ← REPLY ⇐ REPLY ALL → FORWARD ...



Michael Kelley <emtbackess@musichael.com>

Tue 7/2/2019 5:10 PM

Mark as unread

To: Comments, Regs (DCR);

📎 2 attachments

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Action Items

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To whom it may concern,

I am writing to express my opposition to the proposed rules which will ban Class 1 electric bicycles from natural surface trails. My reasons for this are detailed in a letter which I prepared for the Joint Committee on Transportation for the Massachusetts Senate and House. I have attached that letter to this email, and request that you consider it in your deliberations.

Based on the comments contained in that letter, I request that you:

- Delete the proposed language that states: "Pedal-assist electric bicycles are not permitted on improved DRE trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal-assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions."
- Delete the words "pedal assist electric bicycles" from the paragraph that states "'No person may operate any motor vehicle, pedal-assist electric bicycle, or motorized conveyance upon or over any trail that is not designated for non-motorized uses trail, except to cross over such a non-motorized trail where such crossing is designated by the Department or allowed by duly authorized DCR permit"
- Add language that states that Class 1 pedal assist bicycles are permitted on natural surface trails, except where prohibited by local units.

As stated above, my reasons for making these requests are detailed in the letter attached below.

Thank you for considering my remarks.

Very truly yours,

Michael Kelley

Michael Kelley
523 Santa Barbara Rd.
Berkeley, CA 94707
(510) 910-3092
emtaccess@musicichael.com

Massachusetts Senator Joseph Boncore
Chair, Joint Committee on Transportation
Joseph.Boncore@masenate.gov

Representative William Straus
Chair, Joint Committee on Transportation
William.Straus@mahouse.gov

April 26, 2019

Re: Electric Mountain Bicycles

I am writing to support the use of electric mountain bicycles, (eMTBs) on public land in the State of Massachusetts. As well, I am in strong opposition to many of the statements made by the New England Mountain Bicycling association (NEMBA), which opposes eMTBs on natural surface trails.

Before discussing this in more detail, I should provide some information regarding my background as well as the interests that I represent. I have been a mountain bicycle advocate for over 30 years. I co-founded the International Mountain Bicycling Association (IMBA) in 1988, and was an officer in that organization and Board member for many years. Since that time, I have participated in countless trail, environmental and open space advocacy groups and their activities. I am deeply committed to the fundamental goals of preservation of

the environment, sustainability of trails, and facilitation of all users and land managers in collaboration for their mutual benefit. In short, I am intimately familiar with the challenges faced by land managers as well as diverse trail users, and have spent over three decades doing the same work that NEMBA does today.

In recent years, I have devoted a great deal of time to advocating for access to natural surface trails by eMTBs. I have done this for many reasons.

One of the most important is, pedal assist electric mountain bicycles are just that...bicycles. They are definitely "human powered," despite contrary assumptions and expressions. They are not at all like motorcycles, and should not be treated as motorized vehicles.

It is important to realize that eMTBs have about the same impact on trails as do regular mountain bikes. In fact, the International Mountain Biking Association (IMBA) recently performed a study that found impacts from Class 1 eMTBs to not be significantly different from those of regular mountain bikes. The study concluded by stating that with "...conscientious management and attention to trail design, Class 1 eMTBs can offer a beneficial use of public lands, with acceptable impacts."

In this regard, IMBA has recently changed its policy on eMTBs. It now **supports** Class 1 eMTB access to non-motorized trails when the responsible agency, in consultation with local mountain bikers, deem such use appropriate, and will not cause any loss of access to non-motorized bikes. More importantly, IMBA recognizes that changes in design, technology and the numbers of eMTB users is evolving,

and believes these bikes can be managed in a sustainable way for both the environment and other trail users. (See <https://docs.google.com/document/d/1QF40dzc0cxgSexbTLoWXPRsmEMGRNmUVWUCbxH0AH9c/edit?ts=5cbca761> for the current IMBA policy.)

Unfortunately, this is completely different from the description of IMBA's position that NEMBA has presented. Instead of this current IMBA position, NEMBA put forth the 2010 IMBA position on eMTB on natural surface trails, which *at that time* urged that eMTBs be regulated as motorized use. Please be aware of this significant change.

This approach is in line with current thinking on the subject. Electric bicycles are here. The number of riders using those bicycles has recently increased, forming a constituency that cannot be ignored. Ebikes have become a significant percentage of bikes that are manufactured, which is in keeping with the situation in Europe, where ebikes, including eMTBs, are accepted as regular bikes.

There are additional reasons why eMTBs ought to be embraced on natural surface trails:

- eMTB riders have become important parts of our trail community. Of course, with pedal assist eMTBs, more people are able to use trails. This creates a constituency of trail users, who will provide support to land managers in their efforts to protect trails and open spaces. The new constituency will also provide increased volunteerism to maintain trails.
- eMTBs also enable people to continue to be able to ride as they get older or experience injuries and other health impediments. This is particularly true of individuals who

have ridden regular mountain bikes for many years, but who are unable to continue to do so.

- All mountain biking is a social activity; eMTBs are “equalizers.” They enable folks with varying degrees of fitness and ability to ride together. Families can easily ride together.
- Riders of eMTBs seek the same experience as other trail users; nature, solitude, and exercise with the understanding that some fitness is required. They seek challenge and escape from the rigors of urban life, and particularly from automobiles. Above all, eMTB riders mimic mountain bike users, not motorcycle users.

There have been several studies and surveys conducted that deal with eMTB issues. For example, Jefferson County, Colorado, performed a study in 2017 that reached several important conclusions. First, it found that about 2/3 of the respondents changed their perception of eMTBs after trying them. Secondly, about the same fraction of respondents didn't even perceive that Class 1 eMTBs were sharing the trail with them.

A study in Fruita, Colorado reached similar conclusions; over 65% of respondents improved their perception of eMTBs after trying them. Many of them didn't even realize they were sharing trails with eMTBs.

In these and other situations, it was found that there were similar social and environmental impacts as with regular mountain bikes. eMTBs are quiet and simulate an unassisted mountain bike experience.

There are many examples throughout the country where eMTBs have been accepted and given access to trails.

Santa Clara County, CA

- Santa Clara County Parks determined that “with consideration of current use, impact to natural and cultural resources the class 1 and 2 e-bikes are to be permitted [on] trails and pathways that are currently open to bikes.” About 360 miles of trails and fire roads are currently open to eMTBs in Santa Clara County Parks.
- The agency looked into the definitions of ebikes contained in the California Vehicle Code, and determined that “there is no conflict with ...current ordinances.” ...e-bikes are neither a motor vehicle nor a motorized device. It determined that e-bikes are not “motorized devices”, such as motor-driven cycles or motorized bicycles as defined in the California Vehicle Code. (See California Vehicle Code, §§ 312.5, 405, 406.)

Jefferson County, CO

- After a year of research, Jefferson County, Colorado, instituted a pilot project that allowed Class 1 eMTBs on county-owned natural surface trails. Agency staff and volunteers obtained input from the community regarding experience with ebikes. 2/3 of the respondents changed their perception of eMTBs after trying them. About the same proportion of trail-user respondents couldn't tell Class 1 eMTBs were sharing the trail with them - they couldn't differentiate them from MTBs.
- The Jefferson County Open Space manager hoped that inclusion of e-bikes would allow more people to experience the outdoors. It was thought to be beneficial if

people could get on the trail who may have ridden in the past, but were no longer able. This pilot project was successful, and now eMTBs access has been made permanent.

Pennsylvania & Washington State

- According to the Pennsylvania Bureau of State Parks, ebikes are permitted in Pennsylvania state parks and state forests *where bicycles are permitted*. (This information comes from *People for Bikes*.)
- Another approach has been taken by the Washington State. In an attempt to move the ebike debate beyond blanket “banned” vs. “allowed,” the state will now allow individual land managers to decide eMTB policy. Previously, ebikes have been treated more like bicycles on paved surfaces, and more like motorcycles on natural ones. Washington State Parks has moved to allow ebikes on trails.

Others

- There are too many other places where eMTBs are allowed to list here. According to People for Bikes, ebikes are also allowed in state parks in CO, DE, FL, LA, MO, MN, ND, NV, UT.
- In California State Parks, access is handled on a case-by-case basis. As an example, Wilder State Park near Santa Cruz, allows eMTBs.
- The US Forest Service has allowed access to eMTBs in significant places. Mammoth Mountain, Hermosa Creek, (near Durango,) and Northstar at Tahoe have active eMTB programs.

There have been several arguments put forth in opposition to use of eMTBs on natural surface trails. Here are some of them, with comments:

- It has been suggested that eMTB users are less likely to obey rules than is the case of regular mountain bike riders. This is absurd, to say the least. Ironically, it is the same argument that was presented in opposition to mountain bikes back in the 1980s. In fact, experienced users of eMTBs find the opposite is likely to be true. More often than not, eMTB riders tend to be older, and perhaps recovering from injury or other disability. They do not desire to ride off of designated routes. In any case, they are no more likely to disobey rules than regular mountain bike riders.
- Some have suggested that eMTBs are simply too technological. On the other hand, mountain biking has been built on a foundation of continuous technology. We seen derailleur advances, hydraulic disk brakes, suspension, clipless pedals, tubeless tires, etc. In every case, some people objected, but it is unfair to discriminate against natural surface trail users based on the equipment they choose, absent pollution, excessive noise, or unacceptable impact. Obviously, frequently cited objections to motors have involved noise and pollution, which are not involved here.
- Most users of eMTBs tend to be older adults, people with disabilities, and riders recovering from injury. There are many who have simply gotten out of shape, as well. It would be unfair to keep these individuals from using trails. *We must not ban anyone based upon their abilities.*
- Concern has been expressed that this technology runs the risk of leaving bicyclists stranded, such as when a battery expires or a motor fails, but similar situations are faced

by all trail users. It is the responsibility of all trail users to be prepared for foreseeable mishaps.

- A primary concern about eMTBs has been the potential for increased speed, as well as the speed differences between different users. In actuality, all riders need significant effort to get up to top speed, including both traditional MTB and assisted eMTB riders. Additionally, Class 1 eMTBs shut off at or below 20mph, which is only a little above the existing speed limit on many trails. But that “shut off” speed is very misleading. In most cases, eMTB users do not approach that “shut off” speed. Possible speeds with eMTBs aren’t much greater than that of traditional mountain bikes. In fact, a fit mountain biker can easily go faster than an eMTB rider. We must keep in mind that fast and slow riders have been getting along for decades. Hikers and equestrians are much slower than many mountain bike riders, but have become accustomed to the difference.
- Some argue that the use of eMTBs will increase the number of trail users beyond the capacity of trails. This problem is not as significant as imagined. Most eMTB users rode regular mountain bikes in the past, but for reasons of age, disability, fitness or the like, have switched to eMTBs. This would not amount to a dramatic increase in use.
- Some bike shops may rent eMTBs, but such use is often an alternative to current rental of mountain bikes. As such, there would be no net increase in trail usage. As is often the case with new activities, they tend to fade away with time. A new and exciting use of trails may diminish, like other fads.
- On the other hand, responsible usage of trails is always a good thing. As mentioned earlier, it brings people into nature and increases a constituency for trails. It

provides an opportunity to get people out of their cars and into exercise.

- If increased maintenance is required due to increased use, an effective volunteer program will help ease staff burdens.

I hope this rather lengthy document clarifies some of the issues related to the use of electric bicycles on natural surface trails. Please contact me if you have any questions or comments.

Thank you for considering my remarks,

Very truly yours,

Michael Kelley

Cc: Galen Mook
Executive Director
Massachusetts Bicycle Coalition
galen@massbike.org

Ebike access and regulations

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Ron Fousek <vwgtiron@gmail.com>

Tue 7/2/2019 7:54 AM

[Mark as unread](#)

To: Comments, Regs (DCR);

To whom it may concern.

I frequently travel to Massachusetts for work and pleasure. Often I bring my ebike to ride on various singletrack trails around the state. While in Massachusetts I stop to eat, buy parts and mingle with locals.

I am writing because I hear that DCR is looking to limit ebike access. I absolutely cannot believe this.

1. Several studies done have concluded that ebikes do the same or less damage than ebikes on trails.

2. Ebikes are specifically built to offer access to oeoople who may no longer be able to ride in their own, or for longer periods of time.

3. It is disappointing the NEMBA and the Sustainable Trails Coalition are lobbying to close access down using the same arguments they fought in the past to open trails for mountain bike access.

I.e. damage to natural surface, remaking trails for faster speed, danger to hikers or horses, NIMBY, not listening for other pedestrians, They are faster so hurt the trail more etc...

The fact is none of these things are true and NEMBA and the STC are showing bias by trying to disallow people on "their" trails they deem not worthy.

Yet even NEMBA and the STC would say that all of the problems that they are claiming might happen with ebikes never solidified as a problem for mountain bikes. It is telling who is advocating and why. There is no need to disenfranchise a population.

Please amend the proposal to allow ebikes the same access that all bikes have. Because bikes are ebikes and ebikes are bikes.

Thank you

Ron Fousek

South Berwick Maine

7/12/2019

W regards to e assist and pedal mountain bikes on DCR PROPERTY. And almost any form of conveyence other than foot traffic

W regards to e assist and pedal mountain bikes on DCR PROPERTY. And almost any form of conveyence other than foot traffic

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christopher Lucy <chrisbuell1998@gmail.com>

Mark as unread

Mon 7/1/2019 7:26 PM

To: Comments, Regs (DCR); Kelley, Craig <ckelley@cambridgema.gov>;

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I'm not sure who the judge is of reasonable speed off road but in general I get the impression all of these forms of recreation Horseback riding ATVs snow mobiles, mountain bikes,dual sport bikes even e scooters on paved roadways are basically forbidden here anyway and take oppertunites outside the state or overseas to Persue these forms of recreation when possible,I am NOT ANTI CONSERVATION but outdoor recreation here is very a neglected item in all but the most conservative & rigid forms...in a non germaine matter why was DA Rachel Rollins campaign allowed to attach a campaign sign on a fence @a DCR POOL (PROPERTY) @Cleveland Circle .It was observed recently(last week) is that a legal use of DCR PROPERTY? Thanks for your consideration
Christopher Lucy 107 South Street unit 3B Boston,Ma.02111. Ct.617 756 1758

ATTN Laura Dietz. Some comments on e-bikes on DCR trails

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Paul Harrington <phrrngtn@gmail.com>

Fri 6/28/2019 11:16 AM

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To: Comments, Regs (DCR);

[Action Items](#)[+ Get more apps](#)

Hi Laura,

I am writing to you on the topic of the use of electrically assisted bicycles on DCR trails. I live in Newton MA and commute to work in Wellesley along a mix of public roads and trails and each day I think to myself how lucky I am to live in an area with so many natural amenities that are so well maintained by organizations such as the DCR. I know that it is common for people to grumble about paying taxes but in my case I simply cannot believe what incredible value for money I am getting out of my tax dollars!

I am 50 years old and very concerned about Climate Crisis and am trying to decarbonize my families lifestyle as much as I can and as rapidly as I can and a large part of this involves maximizing the proportion of my travel I do without a car. I have an electrically-assisted bike (a Class 3 Pedelec, Trek XM 700+) which enables me to ride for longer distances and more often than I would be able to with with a regular bike. I take a longer, less direct route to work and try and avoid bigger roads with lots of car traffic. It is very nice and social to share the paths with walkers, joggers, dog walkers, cyclists. I very much hope that DCR will continue to allow the use of electrically *assisted* bicycles. I would be grateful if you would incorporate the following suggestions:

- Strike "*Pedal-assist electric bicycles are not permitted on improved DCR trails that are less than 8 feet in width, and on dirt roads that are not open to vehicular traffic. Pedal- assist electric bicycles are not permitted on any natural surface trails, regardless of width or other conditions.*"
- Amend "*No person may operate any motor vehicle, pedal-assist electric bicycle, or motorized conveyance upon or over any trail that is not designated for non-motorized uses trail, except to cross over such a non-motorized trail where such crossing is designated by the Department or allowed by duly authorized DCR permit*" to exclude "*pedal assist electric bicycles.*"

with warm regards,

Paul Harrington

12 Billings Pk, Newton, MA 02458

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June 27, 2019

Support for Electric-Bicycle Usage

TO: Department of Conservation and Recreation

On behalf of Landry's Bicycles, I am writing in opposition to 302 CMR 11.00: *Parkways, Traffic, and Pedestrian Rules* 302 CMR 12.00: *Parks and Recreation Rules*, which would prohibit usage of electric bicycles on all natural surface trails, improved trails that are less than 8' wide, and dirt roads that are not open to vehicular traffic.

We oppose this proposal for these reasons:

- E-bikes enable more of our customers (and the local cycling community) to actively participate in bicycling for fun, fitness, and low-impact transportation — regardless of age or physical ability.
- E-bikes are much like regular bicycles — just with an extra boost. We want our customers to be able to ride e-bikes without the confusion of where to ride them.
- Clear e-bike access incentivizes our customers to get outside more and enjoy state trails in Massachusetts.
- E-bikes are growing in use and need sensible rules and regulations around access. A ban will not prevent use and will be complicated for public safety officers and land managers to enforce.

Please amend this proposal in order to allow our state to benefit from e-bikes. We want to allow e-bikes on state trails unless specifically designated closed to e-bikes based on a local level decision; classify e-bikes into a the commonly used three class system; give local parks the tools to regulate e-bike access themselves; and exclude pedal-assist bicycles from the definition of motorized vehicles.

As the largest bicycle retailer in Massachusetts with seven store locations, Landry's employs more than 100 people and serves more than 100,000 local customers each year. Please let us know if you have any questions or if we can help further. As always, we appreciate your efforts to make Massachusetts a better place to live, work, and get around.

Thank you for considering the important role that bicycling and e-bikes play in our state.

Respectfully yours,

Jack W. Johnson

Marketing & Advocacy Director, Landry's Bicycles

Phone 508-655-1990 x246 • E-mail: jjohnson@landrys.com

7/12/2019

LANDRY'S BICYCLES - Support for Electric-Bicycle Usage on Trails and Pathways

LANDRY'S BICYCLES - Support for Electric-Bicycle Usage on Trails and Pathways

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Jack Johnson <jjohnson@landrys.com>

Thu 6/27/2019 9:10 AM

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To: Comments, Regs (DCR);

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Landrys E-
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TO: Laura Dietz, Department of Conservation and Recreation

Please consider the attached memo from Landry's Bicycles in support of pedal-assist electric bicycles on trails and pathways in Massachusetts.

Thanks for your attention. Best wishes,

--

Jack Johnson

Marketing & Advocacy Director

LANDRY'S BICYCLES

508.655.1990 ext 246

LANDRYS.COM

fb.com/LandrysBikes

Use of electric bicycles on DCR property

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Bob Lesko <boblesko@gmail.com>

Wed 6/26/2019 9:26 PM

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To: Comments, Regs (DCR);

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I am writing to urge the Massachusetts Department of Conservation and Recreation (DCR) to be fair and consistent and to apply some good sense in its proposed regulation of the biking community in regards to the use of electrically assisted bikes. I am a 68 year old rider who uses a class 1: ebike. The group I ride with are mountain bikers that use trails and dirt roads almost exclusively. If not for this bike I would have been forced to stop this form of recreation several years ago. Because of it I have extended my riding career and the exercise and enjoyment it provides for years. I feel strongly that my use of this bike has if anything lessened the impact my riding has made on the trails I and others so enjoy using. It has allowed me to comfortably switch from a 26" mountain bike to a fat tire bike and ride at a more constant and consistent speed without spinning my tires, particularly on steeper grades. Much of the country does not include Class 1 bikes in any "motorized" category allowing their use anywhere that regular bikes are allowed. This is a sound and sensible approach that allows for their use by people of varying ages and fitness levels who can benefit from their use and has no impact on the trails we ride. I strongly feel that that your new regulations as currently written demonstrate a bias against this technology and a lack of understanding in regards to many of the people it serves so well. Please don't shut us out!

CLASS 1: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 20mph

Bob Lesko
122 Pantry Road
North Hatfield, Ma 10066
413 626 7761 (cell)

George Record
1 Pinewood Rd
Manchester-by-the-Sea
MA 01944

June 24, 2019

Dear Members of the Massachusetts Department of Conservation and Recreation:

I write regarding proposed amendments to regulations 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules and 302 CMR 12.00: Parks and Recreation Rules.

I ask you to allow pedal assist bicycles of low power (350 Watts and less, for example) on Massachusetts State land as long as they pass a strict Decibel test.

There are many handicapped riders who depend a pedal assist electric bike to be out on the trails and in the woods of Massachusetts State land. My limited understanding of the federal ADA act is that these persons with medical and physical impairments have the right to enjoy such access to our State land.

I ask you at the very least to consider making an exception to any electric bike restriction for such riders. Of course it would be much simpler just to allow unrestricted access on low power pedal assist bicycles as they are no more obtrusive than the unassisted mechanical bicycle.

Thank you so much for the opportunity to submit this comment.

Sincerely,

George Record

George Record

Comment against the proposed ebike ban

X DELETE

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Lane vp <motorfreemessengers@hotmail.com>

Mark as unread

Sat 6/22/2019 10:53 AM

To: Comments, Regs (DCR);

Greetings! I would like to oppose the draft changes regarding ebikes. Ebikes are a fantastic way for biking to be accessible to more people and should be encouraged. The State of Massachusetts should follow the lead of many states here in the US and entire continents like Europe in equating lowspeed ebikes with bicycles. The DCR would benefit by having a safe, friendly user group comprised primarily of older folks. The greater diversity of trail users will increase public support for trails and attract tourists to visit your state.

Comments on 302 CMR 11.00: Parkways, Traffic, and Pedestrian Rules 302 CMR 12.00: Parks and Recreation Rules

[X DELETE](#) [← REPLY](#) [↶ REPLY ALL](#) [→ FORWARD](#) [...](#)Wayne Feiden <wfeiden@northamptonma.gov>[Mark as unread](#)

Sun 6/16/2019 3:26 PM

To: Comments, Regs (DCR);

To help protect your privacy, some content in this message has been blocked. To re-enable the blocked features, [click here](#).To always show content from this sender, [click here](#).[Bing Maps](#)[+ Get more apps](#)

I would like to add my support for the proposed DCR regulations (cited above) that someone liberalize the use of electric-assisted bicycles on DCR property.

I would suggest, however, that the regulations be more specific that electric pedal-assist bicycles will be allowed on paved DCR operated rail trails and shared use paths.

Northampton is the lead community for ValleyBike, a electric pedal-assist bike share program consisting of 540 bicycle, 54 stations, in six communities, soon to expand to three more communities and another 200 or so electric pedal-assist bicycles.

These bicycles allow a wider demographic to bicycle and use rail trails.



Wayne Feiden, FAICP, Director Planning & Sustainability
City of Northampton
210 Main St, City Hall, Northampton, MA 01060
(413) 587-1265
www.NorthamptonMA.gov/PLAN

Concerning 'Proposed DCR regulations' for electric assist bikes

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Mark McKusick <markmcx@yahoo.com>

Sun 6/16/2019 7:58 AM

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To: Comments, Regs (DCR);

Suggested Meetings

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Hi Laura Dietz

We are in favor of allowing electric assist bikes on all state trails. My wife and I purchased our bikes last fall from Bill at Bicycle World in Greenfield here in W. Ma., starting a new fun hobby and exercise for us 62/64 year olds that we enjoy in the woods together and with friends. The hilly trails around us would be impossible to ride without the e-assist and no damage is done to the soils more than a regular bike.

I invite you/yours to join us soon for a ride before a final decision is made.

Best

Mark/Sarah McKusick

413-624-3786

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