



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Jennifer Wayland

Date comment received:

March 10, 2025 04:17 PM

Commenter email (if provided):

jwayland@gmail.com

Location (if provided): Fall Creek, OR

Public comment:

Dear Oregon Parks and Recreation Department,

My name is Jen and I am an avid equestrian in Lane County. As a horse trainer we use the equestrian parks to not only enjoy the beautiful state we live in but also as a training tool to help our horses be the best they can.

The addition of electronic bicycles to the very limited trails the equestrian community has available will cause catastrophic results. Not only injury to horse and rider but injury to the bicyclist!

Unfortunately many horses enjoying our equestrian parks are either young, inexperienced to trail riding or a breed that has an extremely high flight drive. Not many of the horses riding on our limited trails have ever had experienced interactions with an electric bicycle. The worst possible first encounter is on our trails and having an electric bicycle race around a corner towards you or race up behind you. Both situations could prove deadly to those involved.

I, along with the rest of our equestrian community, are requesting electric bicycles to not be allowed at parks that are also designated equestrian trails. Please help protect the safety of our bicyclist, horses and riders!

Thank you.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

ramona steinberg

Date comment received:

March 10, 2025 04:20 PM

Commenter email (if provided):

ramonasteinberg@gmail.com

Location (if provided): Terrebonne, OR

Public comment:

I am an equestrian who has used Oregon trails regularly for the past 20 years. The best trails are the ones where bikers and equestrians have separate trails. On shared trails equestrians have the disadvantage when bikers speed past or don't slow down and stop to check with the rider first before proceeding. There are rules about sharing the trail with equestrians but not everyone knows them. When a certain trail becomes a problem for equestrians, they are afraid to ride that trail again. When these trails become even more dangerous, due to fast moving e-bikes driven by inexperienced riders, the risk to equestrians is elevated that much more. A freaked-out horse can be very dangerous and will put the rider in extreme danger. I have experienced speeding bikers going downhill towards the three of us on horseback. The first two bikers slowed down and stopped but the third biker kept on speeding past us and caused our three horses to freak-out! Luckily for us, no one got hurt. So, I implore you, please do not allow e-bikes in our State Parks. They should only be allowed on separate trails that are just for bikers.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Dawn Mosley

Date comment received:

March 10, 2025 08:16 PM

Commenter email (if provided):

danelady71@gmail.com

Location (if provided): Grants Pass, OR

Public comment:

Having e-bikes on trails with horses is putting riders at risk of being injured. It also poses a risk to hikers and dog walkers. We have too many bicyclists that do not stop and allow horses to pass and often come speeding up behind a horse, which puts all in a dangerous situation.

The sounds that an e-bike makes is also high pitched which will spook a horse and even a dog.

E-bikes also travel at a faster pace and may not be able to slow down before coming up on a horse especially on a blind curve.

We have had issues at Cathedral Hills with bicyclists not stopping to let horses by and several people have almost came off their horses.

I strongly disagree with allowing e-bikes on multi use trails.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Katrina T

Date comment received:

March 10, 2025 08:48 PM

Commenter email (if provided):

katrinab34@gmail.com

Location (if provided): Dayton, OR

Public comment:

As an equestrian I am opposed to E-Bikes on single track trails. The reason we riding in the parks is to get away from motorized vehicles and to have a safe place to ride as the state become more and more populated. I understand the accessibility issue for many, as I have a husband in a wheelchair, but opening all trails to e-bikes is a mistake.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Alex Le Grand

Date comment received:

March 11, 2025 06:34 AM

Commenter email (if provided):

greatbikedeals@yahoo.com

Location (if provided): , OR

Public comment:

I believe e-bikes should be allowed. Until last year, I spent 5 years in cycling retail and likely had thousands of conversations regarding this topic. I won't list the many reasons why they should be allowed, just the overwhelming one reason people believe they shouldn't be allowed, and that is exclusion.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Cindi Richardson

Date comment received:

March 11, 2025 12:00 PM

Commenter email (if provided):

horsecrazy.richardson@gmail.com

Location (if provided): , OR

Public comment:

As an equestrian who enjoys access to our local state parks, I am concerned about new proposed rules governing e-bike use in state parks.

The proposed

rules will allow all classes of e-bikes on any state park trail where mountain bikes are allowed, unless the OPRD Director restricts their use on a specific trail.

Equestrians already face considerable risk on trails shared with mountain bikes. This risk will be amplified with e-bikes because they are heavier and can travel faster, some up to 30 mph.

Horses are easily spooked by speeding bikes, e-bikes, and motorcycles, putting the rider at risk of serious injury and possibly the bike rider as well.

The new rules will increase the number of all types of wheeled trail users. As the number of wheeled trail users increases, non-wheeled trail users will become increasingly

displaced and forced off state park trails because of safety concerns.

Equestrians already have limited access to state park trails. We share them collaboratively with hikers. It is unfair to push us off state park trails because of the danger of encountering e-bikes when e-bikes have many more opportunities to find places to ride. Please reconsider allowing e-bikes on state park trails where equestrians are allowed.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Kim McCarrel

Date comment received:

March 11, 2025 04:34 PM

Commenter email (if provided):

vppubliclands@oregonequestriantrails.org

Location (if provided): Bend, OR**Public comment:**

Dear OPRD:

I am writing on behalf of all 700+ members of Oregon Equestrian Trails. We are a 501(c)3 nonprofit dedicated to building and maintaining trails and horse camps and advocating for equestrian access to public lands.

We are very concerned about the proposed rules allowing e-bikes on all trails where mountain bikes are allowed. Mountain bikes are allowed on every trail where horse use is permitted in state parks. The proposed rule would therefore allow e-bikes on all trails used by equestrians.

We are comfortable sharing trails 8 feet or wider with e-bikes, but not single-track trails. We would like to see the proposed rules amended to allow e-bikes on 8-foot-wide paths, beaches, and dedicated mountain bike trails, but prohibited from multi-use trails that hikers and equestrians use.

Our concerns about the proposed rules fall into four categories: safety, speed, crowding, and displacement.

Safety:

- Horses are easily spooked by sudden movements, such as an e-bike or mountain bike unexpectedly emerging around a blind corner. Their self-preservation instincts tell them to run from perceived danger, so the unexpected appearance of an e-bike or mountain bike on the trail can cause the horse to whirl and bolt, putting the rider at risk of falling and being seriously injured.

Speed:

- The speed differential between horses/hikers and wheeled vehicles jeopardizes slower trail users and spoils their trail experience. If you constantly have to be alert for fast-moving trail users, it detracts significantly from the rejuvenating experience that a walk or horseback ride would otherwise offer.
- Mountain bike and e-bike riders need time to stop when encountering other trail users. The faster they are going, the more braking time they need. Unless a trail is specifically designed to

provide long sight lines, a wheeled rider moving at speed may not be able to brake in time to avoid a collision. E-bikes are heavier and faster than mountain bikes, so they need longer braking distances when encountering other trail users. State park trails were not designed with this in mind.

- Equestrians and hikers currently have to worry about their safety with mountain bikes speeding downhill. If this rule is enacted, we must also worry about e-bikes speeding uphill.

Crowding:

- Allowing e-bikes on all multi-use state park trails will make the trails even more crowded than they already are. At the popular Post Canyon Trails in Hood River, the land manager's survey of trail users indicates that 40% of the bikes on the trails are e-bikes. State park trails are not designed to accommodate an increase in trail usage of a similar magnitude. Allowing e-bikes on all multi-use trails will result in more crowding, conflicts, risk of injuries, need for trail maintenance, and a degraded trail experience for all.

Displacement:

- Because of the risks associated with sharing trails with mountain bikes, some risk-averse equestrians and hikers have already stopped riding state park trails. If e-bikes are allowed, even more equestrians and hikers will be displaced. This isn't a hypothetical situation. At Post Canyon, the original trail users were equestrians and hikers. Then mountain bikers discovered the area and trail usage exploded. With the addition of e-bike usage, equestrians and hikers were displaced entirely. It has taken several years, but the land manager is now planning and building trails specifically for non-wheeled users to address the displacement of these user groups.
- Equestrian trail riders are only allowed in a few state parks, and this access is critical to us. We already feel jeopardized by heavy mountain bike use on the trails, and we are concerned that allowing e-bikes will force our user group out of state parks entirely.

Recommendation:

- State parks should be for everyone, not just certain user groups. Equestrian trail riders are allowed in only a few parks statewide, and this access is vital to us. We don't want to be displaced by e-bikes from the few places we are allowed to ride. At the same time, we recognize that e-bike access is important to other Oregonians, and we want to accommodate them. We believe an equitable solution for all would be to allow e-bikes on trails 8 feet or wider, ocean beaches, and dedicated mountain bike trails. E-bikes should not be allowed on multi-use single track trails.

We appreciate your consideration of our views.

Kim McCarrel
VP Public Lands
Oregon Equestrian Trails



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Anja Wenrick

Date comment received:

March 11, 2025 08:02 PM

Commenter email (if provided):

aecwenrick@gmail.com

Location (if provided): , OR

Public comment:

As an avid hiker in the Willamette valley and beyond, I do not think that e-bikes of any sort should be allowed on trails less than 8 feet wide and certainly not on natural trails. There are potential safety issues for hikers/walkers, equestrians, trail bikers, and more. There would be increased wear and tear on trails - yet another safety issue - along with destruction of the environment. There could be dangerous user conflicts, increased trail use, and negative impacts on wildlife and natural resources. E-bikes on trails would detract from the experience of being in nature without civilization crowding in. There would be an increase in artificial noise level which is not wanted by those of us who are out hiking for the "natural" experience. E-bikes are considered motor vehicles and should not be allowed on trails that designated for pedestrians and bikers.

Thank you for your time and consideration.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Julie Melen

Date comment received:

March 12, 2025 09:38 AM

Commenter email (if provided):

melenista@gmail.com

Location (if provided): Eugene, OR

Public comment:

Oregon's outdoor spaces belong to *all* of us. **As disabled individuals, we are not just wheelchair users—we are veterans, parents, young people, and adventurers who rely on scooters, sit-down devices, e-bikes (even with throttles), and other mobility tools to access and enjoy nature.** The way we move may look different, but our right to belong in these spaces is the same as anyone else's.

We are not racing. We are not reckless. We are simply seeking the same freedom that others take for granted—the ability to explore, to be with our families, to breathe in the beauty of Oregon's public lands *without barriers that exclude us*.

Expanding e-assisted bike access isn't just an update to regulations—it's a statement that disabled people are welcome here, that we are seen, and that our access to nature matters. The outdoors should be open to *everyone*. Let's make sure the rules reflect that!

Thank you!



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Daniel Cooke

Date comment received:

March 12, 2025 10:00 AM

Commenter email (if provided):

dcookie4444@gmail.com

Location (if provided): Ashland, OR

Public comment:

As an older couple, we hope for more E bike activities than simply riding beside car traffic. We want to get into the wilder areas and closer to shorelines when trails are available. We respect other people's needs and we love nature. Please keep folks like us in mind.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Leslye Wing

Date comment received:

March 12, 2025 11:37 AM

Commenter email (if provided):

ponywingz@gmail.com

Location (if provided): Yoncalla, OR

Public comment:

I am writing you to express my concerns allowing e-bikes on multi-use trails. The speed difference between hiker and horse and wheeled vehicles of any sort spoils the trail experience for slower trail users and jeopardizes their safety. I ride my horse in State parks and my experience is that e-bike users are new trail users (can now just ride, not exert energy) and have not learned any trail etiquette, and pose a threat to other users by going too fast, failure to slow down when passing, and failure to alert other users. They should not be allowed on Multi-use trails.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Heidi Holcomb

Date comment received:

March 12, 2025 03:48 PM

Commenter email (if provided):

heidiholcomblmt@gmail.com

Location (if provided): Eugene, OR

Public comment:

I would like to share my deep concern for the safety of slower moving individuals and equestrians on the trails where the introduction of e-bikes is proposed. Currently equestrians share many trails with mountain bikes; my concern is that the very fast moving and much heavier e-bikes would present more of a danger to hikers and equestrians. The e-bikes may be slower to stop from high speeds and less agile than mountain bikes thereby making a last minute correction when coming up on a hiker or equestrian in the middle of the trail, (perhaps from around a corner or from lack of attention) more potentially dangerous.

Currently equestrians have to negotiate mountain bikes coming up behind them very fast when they are going down hill. Sudden approaches from behind are a surprise to anyone but with horse as flight animals, it can be very threatening and cause a flight response. If e-bikes are allowed on trails with horses, this threat doubles as now cyclists can achieve similar speeds going uphill, that they would not ordinarily be able to achieve on muscular power alone. I am supportive to equal access to the outside doors but I do not believe that e-bikes should be aloud to share trails with hikers and equestrians. I do not believe that creating equitable access for all is remedied by creating unsafe situations for others.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

John Torrey

Date comment received:

March 13, 2025 12:11 AM

Commenter email (if provided):

johntorrey@yahoo.com

Location (if provided): Portland, OR

Public comment:

I have been hit by bicycles while walking on hiking trails both in areas with poor visibility (woods and brush) as well as in areas more open when bicyclists were racing. You can educate as much as you want but unless the bicyclist, or E-biker, is mature and considerate injuries to walkers will prevail. E-bikes weigh more and can of course hit and injure with more force. Allowing them on mix use trails will cause more injuries and increase stress levels on walkers. Being in natural settings use to mean being in a peaceful, quiet environment. As time goes on it's more about giving thrill seekers control of areas previously meant for relaxation and away from areas where you have to watch out to not be hit or run over. If E-bikes are only used for those who can't walk and they are regulated to move as slow as those walking then I am for them. Otherwise I am against expansion of E-bike use in parks and forests.

I am against use of E-bikes other than areas they are presently allowed to be.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Nancy Melton

Date comment received:

March 13, 2025 01:12 PM

Commenter email (if provided):

indianheaven@gmail.com

Location (if provided): Scappoose, OR

Public comment:

Due to to many close calls via bikes and horse ebikes would and differently would purpose dangerous situations children riding horses, horses in training we see a huge risk of injury to equestrian sif not death due to e bikes and riders of those bikes plenty of trails for them that don't need to be shared with horses ,equestrian make up most of volunteers that maintain trails



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Dodie Kauffman

Date comment received:

March 13, 2025 02:56 PM

Commenter email (if provided):

dodiekk@yahoo.com

Location (if provided): Junction City, OR

Public comment:

I do not support the expansion of availability of park trails to all e bikes. I especially do not want any that travel faster than 10 mph. They will approach hikers, dog walkers, equestrians too fast for those pedestrians and users to react and they will get hurt.

I also do not want any wheeled vehicles at all on single track trails. 8 foot wide trails would be best to allow safe passing. Not all trails have an adequate step off space for hikers or equestrians and the wheeled vehicles , in my experience only yield about 50% of the time.

I use the trails at Elijah Bristow, Silver Falls, and Willamette Mission Parks and don't believe many if any of the trails I have ridden are safe for larger ebikes along with the other existing classes of users. How can we "get away" if we are always being buzzed by wheeled vehicles? Build them their own super fun trails and dedicate them, don't take ours which are becoming more crowded every year.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Kim McCarrel

Date comment received:

March 13, 2025 03:21 PM

Commenter email (if provided):

kim.mccarrel@gmail.com

Location (if provided): Bend, OR

Public comment:

I am an equestrian trail rider and a hiker. I urge you to amend the proposed rules to limit e-bike use to trails eight feet or wider and trails designed and built specifically for mountain bike use.

Other comments you have received have described the safety issues caused by the speed differential between hikers/trail runners/equestrians and wheeled trail users. I won't belabor this point here, other than to emphasize that combining fast- and slow-moving trail users jeopardizes the safety and diminishes the enjoyment of slower trail users. A wheeled user does not need to engage in reckless behavior to put other trail users at risk. There are inherent risks associated with combining fast and slow trail users on the same narrow trail. The proposed rules do not acknowledge these risks.

I also won't belabor the issue of e-bike speeds versus mountain bike speeds, other than pointing out that e-bikes can not only match the speeds of mountain bikes traveling downhill, but they can also far exceed the speeds of mountain bikes when traveling uphill. Allowing e-bikes on any given single-track trail doubles the risk and reduces the enjoyment for hikers, trail runners, and equestrians on that trail.

The rule allowing e-bikes on trails eight feet or wider works reasonably well. I haven't heard many complaints about sharing wide trails with e-bikes. However, allowing e-bikes on all trails where mountain bikes are allowed will increase crowding and displacement of slow-moving trail users. This isn't a hypothetical issue. It's real and already happening at trail areas around the state.

For example, Post Canyon in Hood River is one of Oregon's most popular biking destinations. Located on County land, the area was once a favorite of local hikers, trail runners, and equestrians. However, according to the County land manager, today the sheer number of bikes on the trails has entirely displaced these slower trail users. The County has recognized this issue and is now building trails specifically for these user groups. Unfortunately, it has taken several years for the problem to be recognized and new trails to be planned and built. In the meantime, hikers, trail runners, and equestrians were entirely displaced from public land. And the County is now incurring

the expense of planning and building new trails to accommodate its displaced citizens.

Furthermore, a recent survey found that 40% of the cyclists on the trails at Post Canyon are riding e-bikes. Their presence on the trails has dramatically increased bike use and contributed significantly to the displacement of slower trail users. And the sheer number of bikes on these trails has increased the County's maintenance expenses.

If e-bikes are allowed on all State Parks trails where mountain bikes are allowed, total bike use will undoubtedly increase. This will result in more crowding on the trails and increase the potential for conflicts with other users. For a horseback rider, this represents additional opportunities on each trail ride for a surprise encounter with a speeding bike to put the equestrian in the hospital.

Significantly, the sheer number of users on the trail will degrade the trail experience for everyone. If a person goes out for a two-hour hike, run, or ride and has to stop and step off the trail six times to allow other trail users to pass, that's a trail encounter every 20 minutes. If the number of trail encounters increases to ten on a 2-hour excursion, that same hiker or rider will have their hike or ride interrupted every 12 minutes. As usage increases, at some point, every trail user (whether traveling on foot, on horseback, or on a bike) will find that their trail experience has become less enjoyable because of the sheer number of users encountered on the trail.

From an equestrian standpoint, the issues associated with allowing e-bikes on all trails where mountain bikes are allowed are concentrated in several popular parks. Of Oregon's 257 state parks, equestrians are allowed in only 13. Because equestrians have access to so few State Parks, I would argue that this user group's access should be protected.

Some parks that allow equestrian access also prohibit bike use, while others allow bikes only on paved paths and roads. However, six parks allow bikes on every trail where equestrian use is permitted. These parks are Stub Stewart, Elijah Bristow, Silver Falls, Willamette Mission, La Pine, and the Deschutes River State Recreation Area. In these parks, equestrian/cyclist conflicts already occur frequently. If e-bikes are allowed on all trails that allow mountain bikes, conflicts will escalate dramatically because of the resulting crowding and increased frequency of encounters.

The most significant number of conflicts occur at Stub Stewart and Silver Falls. This isn't surprising, since these parks are among the most popular trail-focused parks in the state, and they feature trails with significant elevation changes. The greater the elevation change, the faster wheeled users can travel. The faster these users travel, the greater the risk of conflicts and injuries. The greater the risk, the higher the probability that hikers, trail runners, and equestrians will be displaced. While these risks for equestrians are concentrated at a few parks, for hikers and trail runners the risks are present at all state parks where wheeled use is permitted on single-track trails.

If this means that State Parks must invest in new bike-specific trails to accommodate the influx of wheeled users, so be it. That would be better than allowing the growth of wheeled trail uses to displace non-wheeled users. If Post Canyon is any indication, State Parks may end up building new trails anyway, to accommodate the non-wheeled users that are displaced from State Park trails by the proposed e-bike rules.

I urge you to amend the proposed e-bike rules to allow e-bike use only on 8-foot-wide paths and bike-only trails. They should not be allowed on single track multi-use trails. The proposed rules will escalate the risks for hikers, trail runners, and equestrians and will likely displace them entirely from at least some State Park trails.

Thank you for considering my views.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Joy Trevey-Lowell

Date comment received:

March 15, 2025 03:13 PM

Commenter email (if provided):

joytreveylowell@gmail.com

Location (if provided): Talent, OR

Public comment:

Hello, My public Comment is attached below. I am a hiker, equestrian, cyclist and e-bike rider. Being in each category give me a unique perspective on what works best. Thank you for this opportunity.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Karen H

Date comment received:

March 15, 2025 04:23 PM

Commenter email (if provided):

cowgirlz247@yahoo.com

Location (if provided): , OR

Public comment:

As a horse owner and rider for most of my life, I know that peddle powered and electric bikes do not mix with horses, mules or donkeys. The peddled power bikes are silent, the e-bikes make a whirring sound from the motor, both have a tendency to go too fast on trails and roads, which is not cohesive with slow trail riding on horse back on narrow trails and roads.

Being out on trails in the State Forests and State Parks is a peaceful experience especially on the back of a horse, I'm requesting that bikes and e-bikes have their own designated trails and that they are not mixed with horses and horse trails.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Kristi Lawrence

Date comment received:

March 16, 2025 06:30 AM

Commenter email (if provided):

rollingranch@gmail.com

Location (if provided): Talent, OR

Public comment:

As an equestrian I oppose E bikes on any trails that equestrian use. I have an example: There is a Park called Annadell in Santa Rosa, Ca. The park was donated to Santa Rosa as an equestrian, and hiking only facility. Over the years, bikes were allowed to use designated bike only trails. As time went by the bike users did not obey the bike designated trails. This caused incidences of equestrian and horses being injured. Recently E bikes were added to the list as trail users. At this point most equestrians won't use use trails that were donated for them because the bikes go so fast that it scares the horses and make the trails unsafe to use. I used to live there and loved using the trails.

Please don't allow E bikes on trails equestrians use. Regular bikes already pose their own risks.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Gina Rice

Date comment received:

March 16, 2025 03:45 PM

Commenter email (if provided):

dreams@ginaricehomes.com

Location (if provided): Grants Pass, OR

Public comment:

Please don't allow e-bikes on the trails it would be very similar to having motorcycles on the trails with horses. Super dangerous! The e-bikes can go on the streets and places where horses can't go. Horses are slowly getting pushed out of so many areas.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Mindy Montecucco

Date comment received:

March 17, 2025 09:56 AM

Commenter email (if provided):

mindymonte@gmail.com

Location (if provided): Canby, OR

Public comment:

 [Rule Public Comment Clip.png](#)

The Canby Bike and Pedestrian Citizen Advisory Committee (CBPAC) is very supportive of the draft regulations Oregon Parks and Regulations (OPRD) has created and proposed concerning electric assisted bicycles. Canby multi-use trail and parks defaults by ordinance to OPRD regulations, therefore, OPRD's decision has a direct impact upon Canby.

OPRD has done an excellent job of updating OPRD regulations to comply with current Oregon law. Allowing electric assisted bicycles wherever bicycles are allowed, is a very practical and acceptable rule. Also, CBPAC feels the rule that an electric bike that does not fit Class 1,2 or 3 as defined by ORS 801.258 is considered a "motor vehicle" is very creative which we firmly support. The rule addresses the issues of "high " powered e-bikes or modified bikes that are more related to an electric motorcycle. The Oregon legislature may want to adopt similar language.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Paul Koprowski

Date comment received:

March 17, 2025 11:00 AM

Commenter email (if provided):

pkoprowski53@gmail.com

Location (if provided): Portland, OR

Public comment:

E bikes are in fact motorcycles. I've supported bike use my whole life. However, e-bikes, especially the 28mph throttle type, need to have additional regulation. I'm not against e-bike use. I just happen to think they are not "bikes". They are in fact motor driven bikes. Pedaling on these machines is inconsequential. Speed is the critical issue here. A narrow bike path in a State park with pedestrians, birders, children, dogs, etc. should NOT be used by an e-biker going upwards of 28mph. If this is allowed there will be conflicts and someone will get hurt. On open beaches, sure go for it. I've been on many of the state park bike paths and all the bike paths in Portland and they are getting more and more dangerous to ride. Many e-bikes speed past without using a bell or verbal warning. I know regular bikers fail to do this as well. However there is a huge difference between a nonmotorized bike going 10 - 15 mph and a heavy e-bike blasting past at 20 - 28 mph. The consequences of a conflict on an 8-10 foot wide path crowded with hikers, bikers, children, elderly, birdwatchers, etc. are enormous. Please do not amend this rule to allow e-bikes on these paths. If this is not possible please post a speed limit for motorized bikes on these paths.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

janet coleman

Date comment received:

March 17, 2025 06:40 PM

Commenter email (if provided):

janetc40@gmail.com

Location (if provided): junction City, OR

Public comment:

I would like to talk first about the statistics that may sound alarming.

he first half of 2024, more than sixty
dents of e-bike fires had been reported in New York City alone, and five
ople died.

2023 there were 216 fires in total- resulting
ix deaths

out 1 in 15,000 e-bikes may experience a fire,
l most all of these will be due to the lithium-ion batteries

ium-ion batteries, the ones that e-bikes

use, have caused eighteen deaths in New York City in 2023, increasing the number of fire death victims to 106.

However, with those statistics, the number is quite small when you consider how many e-bikes are on the streets (more than 65,000)

Statistics [show that](#)

the number of accidents involving electric bikes is rising and they are mostly due to the average speed being higher in electric bikes than they are in traditional ones.

Here is my concern. E-bikes can travel thirty miles an hour. Which means that we can get back into the forest, and our beloved trails farther than most people on foot, horses, and also mountain bikes, they can pack their solar panels for charging their bikes over night while they are deep in the forest.

Charging time is the most critical time for lithium – ion batteries to have a meltdown, and cause fires. Although fires do occur during the ride.

What has Oregon been acutely aware of over the last 5 + years..... Forest fires, spreading wildfires, loss of thousands of acres, homes, structures, when the wildfires spread.

The FAA does not allow for lithium-ION batteries to be on airplanes for good reason... currently they are not safe for travel

E-bikes should be allowed only on dedicated mountain bike trails and multi-use trails at least 8 feet wide, as the current law states. They should not be allowed on multi-use

single-track trails. That will give fire/rescue the ability to get to the bikers if problems occur.

My suggestion is that we wait for the technology to catch up – the current batteries do not have the tried and true, benefit of time. Let us wait until the evolution of the batteries gets better, before we send them into our forest, our beloved Oregon forest.

Information gathered
from:
<https://ebikeshq.com/>

Thank you -- Janet
Coleman



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Valerie Engle

Date comment received:

March 18, 2025 02:48 AM

Commenter email (if provided):

tedvaleng@aol.com

Location (if provided): Medford, OR

Public comment:

Please don't allow e-bikes on the trails of state parks. Nature is not enjoyable when trails become raceways. Bike of any kind often speed faster than their riders can react to what appears in front of them. There are no speed limits currently on trails for wheeled vehicles and e-bikes only add to the ridiculous speeds deal bikes are allowed already. This makes a bad practice even worse.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Gary Smith

Date comment received:

March 18, 2025 08:20 AM

Commenter email (if provided):

garysmithnv@gmail.com

Location (if provided): Seaside, OR

Public comment:

We are older adults and ride our e-bikes daily on the beach and it is a fantastic safe way to explore the beach and exercise. Fully support enabling this safe beach activity.

Smith Family

Seaside, Oregon