



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Bob Dolan

Date comment received:

February 28, 2025 12:17 PM

Commenter email (if provided):

cougar5vers@gmail.com

Location (if provided): , OR

Public comment:

This is a definite attribute for senior citizens to enjoy the state parks where they could not before. E-bikes just give us more opportunities to experience our great parks and their trails. That is why we bought the ebikes in the first place so we can better enjoy the outdoors.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Patricia Turner

Date comment received:

February 28, 2025 01:24 PM

Commenter email (if provided):

jturner@jeffnet.org

Location (if provided): Ashland, OR

Public comment:

Please don't allow e-bikes in Oregon State Parks. All three types of e=bikes can reach speeds up to 20 mph which is too fast for encountering walkers on a trail.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Jerry carlson

Date comment received:

February 28, 2025 01:42 PM

Commenter email (if provided):

Seadragon194@outlook.com

Location (if provided): Forest Grove, OR

Public comment:

I vote for zero electric bikes on beaches, dunes, or established gravel or asphalt bike/ hiking trails. Use on developed state park roads would be ok with low mph speed limits say less than 12 mph.

1. Personal experience or observations indicate restricted space on trails cannot allow for high speed use, hikers cannot get out of way fast enough. Casual bikeriders can easily be overtaken , and family groups riding together, with small children may be overcome with quiet overtaking EV bikes.
2. Observation on city streets , indicate ,attitude of electric bike riders tend to treat sidewalks as their speedy routes, narrowly missing walkers.
3. On beach riding should be restricted to daytime hours, helmets required, speed less than 15 mph. Zero access to dunes or beach areas above normal high tide line.
4. Whatever rules are established , make them easy to understand, included in Oregon DMV license manual and provided at time of any park reservation, with a click off for person making reservation. With clear understanding that park access will be revoked for any violation.
5. Daytime use only, helmets required.

Thank you

Jerry Carlson

194jcarlson@gmail.com



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Duff Imholt

Date comment received:

February 28, 2025 02:46 PM

Commenter email (if provided):

whoafish62@gmail.com

Location (if provided): Lincoln City, OR

Public comment:

I feel Class1 e-bikes are totally fine on State Park Trails. Class 3 should not be allowed.

Duff Imholt,
Lincoln City



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Mark Dulin

Date comment received:

February 28, 2025 05:53 PM

Commenter email (if provided):

md2639@gmail.com

Location (if provided): Chiloquin, OR

Public comment:

Hello my name is Mark Dulin. I bought a class 2 bike before they had class designations. I got the bike to allow me to access areas that I am unable to do to my age and my body giving out on me at times. My knee may give out on me and the bike gives me a way to safety return . I ride with my wife, the two of us ride at a slower pace than most mountain bikers. I'm finding now that we are told that we are prohibited from riding almost everywhere. Safety was our number 1 comsern for our purchase, why should we be penalized for that. Thank you for asking for our thoughts.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

James Quattlebaum

Date comment received:

February 28, 2025 07:14 PM

Commenter email (if provided):

doctorq9@gmail.com

Location (if provided): Bend, OR

Public comment:

Electric bicycles that are power-assist *only* should be allowed anywhere that a non-powered bicycle is allowed. However, electric bicycles that have any sort of throttle (which allows the bike to be propelled *without* pedaling) should be banned.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Cynthia D'Angiolillo

Date comment received:

February 28, 2025 08:32 PM

Commenter email (if provided):

mscindyrella@gmail.com

Location (if provided): , OR

Public comment:

I do not think it is safe to allow e-bikes on narrow trails and paths that are shared with pedestrians and hikers, especially when children are involved, as either pedestrians or riders. E-bikes are heavy and can cause more extensive injuries to a pedestrian than a non-motorized bike does. Child e-bike operators are less likely to be able to avoid collision, and children on foot are more likely to be hit by a cyclist. People with hearing impairment are also at greater risk as they often cannot hear a standard cyclist warning before the cycle is practically upon them. The risk of injuries due to a collision of this nature are greater when an e-bike is involved due to its weight. I think if e-bikes are allowed on trails and paths, it will be necessary to have separate trails for cyclists and for pedestrians.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Lissa Crider

Date comment received:

March 1, 2025 06:36 AM

Commenter email (if provided):

lissacrider@gmail.com

Location (if provided): Bend, OR

Public comment:

E-bikes are fast and have no place on walking trails.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Dallas Hall

Date comment received:

March 1, 2025 07:37 AM

Commenter email (if provided):

growlygirl53@gmail.com

Location (if provided): Sisters, OR

Public comment:

E-bikes do not belong on single track trails. Due to their speed capabilities they are incompatible with other users and would make it dangerous for a much bigger group of users. Increased speeds over these type trails require a high degree of fitness and awareness to control with out a high risk of injuring other users. Users without the fitness to power their own two wheeler will easily go further into country than they realize and will have no means to hike out if they breakdown, wreck or get lost. The silence of an e-bike without the physical effort sounds of a typical user, will cause additional stress on wildlife as there will be no warning when humans show up.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

stephen patterson

Date comment received:

March 1, 2025 10:38 AM

Commenter email (if provided):

sdp4301@gmail.com

Location (if provided): Myrtle Creek, OR

Public comment:

My wife and I are both disabled and riding regular bikes are an impossibility. Continuing to restrict what bike paths e-bikes can ride on restricts where we can ride and explore our state trails. Please expand our riding trails to the same as regular bikes.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Ken Berg

Date comment received:

March 1, 2025 01:39 PM

Commenter email (if provided):

ksb97520@gmail.com

Location (if provided): Ashland, OR

Public comment:

Dear OPRD,

Thank you for updating your rules for e-bikes and allowing public comment.

Please do not include Class 2 e-bikes, or any e-bikes that are motor driven without pedaling, in this rule making. Those types of e-bikes are really electric motorcycles not bicycles, and meet your own definition of a "Motor Vehicle" as they can be self propelled.

Users of Class 2 e-bikes often ride them at high speeds like motorcycles among self propelled bicycles and Class 1 and Class 3 e-bikes and pedestrians posing a serious safety risk.

The proliferation of Class 2 e-bikes on Oregon Parks trails is becoming a serious safety hazard. Riders of Class 2 e-bikes behave like electric motorcycles and pose a serious safety risk among the other modes of users. Witness usage on the Old Columbia River Highway trail between Hood River and Mosier and I think you will agree.

Please make this change in your rule making.

Thank you.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Stuart Watson

Date comment received:

March 1, 2025 01:54 PM

Commenter email (if provided):

stu@watsonx2.com

Location (if provided): HOOD RIVER, OR

Public comment:

Dear Committee Members,

Thanks for the opportunity to address what I consider serious safety issues related to the mixing of pedestrian and e-bike traffic along the Mark Hatfield Twin Tunnels trail near Hood River. Since the year 2000, I have used this trail almost daily -- to run, or walk with my dog. So I have noted the gradual increase in traffic, not just by human-powered bikes moving at whatever top racing speed is considered, and e-bikes, ridden by a range of humanity, from kids to people of advancing age, such as myself (74). I do not have or use an e-bike, it should be noted. I run or walk.

Several years ago, my wife was running on this trail when she was flattened from behind by an e-bike rider on equipment rented from a local tour vendor, Sol Rides. She scraped up her knees, bruised her shoulder and ribs. Fortunately, she experienced no fractures.

The woman riding the e-bike suffered worse injury, a broken rib and a broken clavicle (if I recall; my wife will probably write a separate letter with more accurate detail). This woman was most contrite, admitted taking her eye off the road briefly which led to the accident. Her husband, not at the scene, later told my wife (when she called them in Indian to inquire about compensation for uninsured medical expenses) that "you ruined our vacation". Still shaking my head over here on that one.

Daily now, e-bikers whiz past me from behind, the only warning an occasional bell or the whirring whine of their rubber-knobbed tires. Traditional road bikers whiz by at similar speeds, no more than 5% offering any warning as they approach pedestrians from behind. I always thank those that do, as exceptional examples of humanity.

The point here is that these are fast-moving vehicles. I don't have a radar gun, but to my eye, they are most moving in excess of the 25 mph speed limit for residential neighborhoods in the state motor vehicle driver's rules. Pedestrians, then, are playing in traffic. How does this make sense?

If motor vehicles are banned from state trails, shouldn't vehicles powered by electric motors also be? Why the exception? Speed is speed. Vehicle + rider x 25 mph = an open field tackle by an NFL

nose tackle.

Please don't open trails of any width to e-bikes. Please consider, instead, rules that would isolate e-bikes on trails designed specifically for their use. Or public roadways, where they could consort with other motorized vehicles.

Thank you for your efforts in support of accident prevention.

Sincerely,

Stuart Watson
607 Ridgeview Court
Hood River, OR 97031



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

M J Basti

Date comment received:

March 1, 2025 02:02 PM

Commenter email (if provided):

unicycledog2@gmail.com

Location (if provided): , OR

Public comment:

I ride an e assist trike in the state parks. I yield to pedestrians, call out when approaching from behind and ride on the same side of the trail as an automobile would. I strongly recommend the e assist bike rules for the state parks and beaches follow the Oregon DMV rule book. I strongly recommend adding that the speed in parks and on beaches for bikes is limited to 5-10 mph when pedestrians or animals are present. Pedestrians should have the right of way. All bikes should ride single file. Too often cyclist ride 2-4 across and there is no time to avert a collision on blind turns or hills and bridges or when elderly persons with canes are walking slowly.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Michael Derrig

Date comment received:

March 1, 2025 02:48 PM

Commenter email (if provided):

hydroguy8@gmail.com

Location (if provided): Ashland, OR

Public comment:

E- bikes have electric motors, therefore they are motorized vehicles especially if they are in a class that do not possess pedals. The continuing evolution of e-bikes is continuing, and the trend is more resemblance to a motorcycle. I believe a bicycle that resembles a motorcycle by not possessing pedals is a user safety and resource issue and should be excluded from most trails.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Dave Farmer Farmer

Date comment received:

March 2, 2025 07:40 AM

Commenter email (if provided):

Davefarmer15362@gmail.com

Location (if provided): West Linn, OR

Public comment:

Please do not expand ANY rules that allow more E bike riding or driving for any reason, on our beaches. Please do not expand any mire motorized use around or on Manzanita beaches. More access for powered vehicles leads to more abuse, which makes people unsafe hurts the hurts the animals and especially the birds. Enforcement is seldom enough to prevent big problems. Thanks.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Kim McCarrel

Date comment received:

March 2, 2025 10:46 AM

Commenter email (if provided):

kim.mccarrel@gmail.com

Location (if provided): Bend, OR

Public comment:

Regulation 736-010-0026, Section 3(d) states:

"Restrict speed and manner of operation... This includes:

- (A) Yielding...
- (B) Dismounting...
- (C) Slowing...
- (H) Prohibit reckless behavior..."

How can you enforce a rule that requires an individual to prohibit reckless behavior? This phrasing implies that the individual is required to influence or regulate the behavior of others. The rule would make more sense if it applied to the individual themselves, for instance:

"Restrict speed and manner of operation... This includes:

- (H) *Refraining from* reckless behavior..."

Or you could use "avoiding" in lieu of "refraining from."



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

George Mount

Date comment received:

March 2, 2025 02:03 PM

Commenter email (if provided):

gmount@gmail.com

Location (if provided): Grants Pass, OR

Public comment:

Just no. They are Mo-Peds and do not belong on bike paths. Changing a motor to electric from gas does not make them something different. They are already causing all kinds of problems in bike lanes. I've experienced it myself.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Bob Grable

Date comment received:

March 2, 2025 05:57 PM

Commenter email (if provided):

onefastwalker@frontier.com

Location (if provided): , OR

Public comment:

Please no e bikes on any sidewalks, paths or other areas where hikers, pedestrians and young children may be present. It is a matter of safety. Thanks



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Jim Becker

Date comment received:

March 2, 2025 08:12 PM

Commenter email (if provided):

beckerjp10@gmail.com

Location (if provided): Bend, OR

Public comment:

Absolutely NO E-Bikes on single track trails. SAFETY AND COURTESY CONCERNS!!!



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Eugene Beekman

Date comment received:

March 3, 2025 06:12 AM

Commenter email (if provided):

solar14p@gmail.com

Location (if provided): White City, OR

Public comment:

my wife and i love using the trails in our state parks. We are both disabled and cannot walk distance anymore so using an e bike on trails would be a God send for us. We understand that the use of e bikes on trails needs to be done with respect for others and of course the trail. God bless



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Paul Lucas

Date comment received:

March 3, 2025 09:26 AM

Commenter email (if provided):

paulmlucas@gmail.com

Location (if provided): Por, OR

Public comment:

I love Oregon Parks. I am concerned that allowing motorized bikes will harm enjoyment of our wonderful treasure. E-Bikes are powered by motors. That alone is enough to disqualify them from our parks. They also are dangerous and will inevitably create chaos. They are a danger to legitimate users of our parks. Please do not change current regulations and keep our parks quiet and safe from motorized bikes.

Thank you



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Matthew Richardson

Date comment received:

March 3, 2025 10:00 AM

Commenter email (if provided):

math.richardson@gmail.com

Location (if provided): Grants Pass, OR

Public comment:

Electric bicycles and bicycles serve the same purpose for outdoor recreation. They allow a wide variety of users to recreate with minimal impact. I encourage allowing electric bicycles anywhere that bicycles are allowed.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Richard Dumanowski

Date comment received:

March 3, 2025 10:04 AM

Commenter email (if provided):

dumanowski@centurylink.net

Location (if provided): MEDFORD, OR

Public comment:

I support the ideas in these E BIKErules. I have used my e bike for 15 years and fine these changes reasonable.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Peter Bellas

Date comment received:

March 3, 2025 10:45 AM

Commenter email (if provided):

peter_bellas@yahoo.com

Location (if provided): Stayton, OR

Public comment:

The advent of eBikes has greatly expanded opportunities for those of us with mobility issues. My wife and I are in our 70s and have been outdoors people all our lives. Our eBikes allow us to enjoy areas that were beginning to become inaccessible, and it would be a shame to lose that new ability.

We believe that we should be able to use our eBikes in any area that traditional bicycles are allowed. While there are always bad actors (even on traditional bicycles) it should not color your judgement on the vast majority of the population that used these tools in a safe and respectful manner.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Dan Caplis

Date comment received:

March 3, 2025 11:41 AM

Commenter email (if provided):

dan.caplis@yahoo.com

Location (if provided): Elmira, OR

Public comment:

I am very concerned about letting Ebikes in the parks. People go to the parks to get away from things like this. If it is allowed it should be strictly regulated and only allowed at certain parks.

THE ONLY PROBLEM WITH SETTING RULES IS THAT YOU HAVE VERY FEW PEOPLE TO ENFORCE THEM!



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Tom Keilman

Date comment received:

March 3, 2025 02:44 PM

Commenter email (if provided):

bamtgk@comcast.net

Location (if provided): Portland, OR

Public comment:

I whole heartedly agree with a policy that will allow electrically "PEDAL" assisted e-bikes to be treated the same as standard pedal bicycles on state lands. This would include access to trails, paths and areas where standard bicycles are also allowed. I do not support granting access to throttle controlled e-bikes which can be used without the rider pedaling. I consider those to be the same as small electric scooters or motorcycles.

I am 74 years old, have been riding bicycles my entire life and also worked in the bicycle industry in the 1980's. I still own more than one standard bicycle and still ride them. I purchased my e-bike 8 years ago and it has allowed me to continue to get enjoyment and exercise while I've aged. I know I am not alone in this sentiment given how many others in my age range are also now using them.

I appreciate the legislatures efforts to update and codify this change that will bring clarity to the issue.

Thanks



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Josh Venti

Date comment received:

March 3, 2025 02:46 PM

Commenter email (if provided):

bros.hoeslandscaping@gmail.com

Location (if provided): Pacific City, OR

Public comment:

To Whom It May Concern,

As a mountain biker, e-biker, and professional trail builder, I strongly support expanding e-bike access on Oregon's trails and ocean shores.

E-bikes provide huge benefits—they allow more people, including older riders and those with mobility challenges, to enjoy the outdoors and lead active lifestyles. Their impact on trails is no greater than traditional mountain bikes, as studies and real-world experience show Class 1 e-bikes cause no additional damage.

The removal of the 8-foot trail width rule is a much-needed update, as access should be based on sustainability and safety, not arbitrary restrictions. E-bikes also play a key role in adaptive recreation, making trails more accessible for all.

Instead of unnecessary restrictions, I encourage OPRD to focus on education and responsible trail use to ensure a positive experience for all users. E-bikes are the future of outdoor recreation, and I urge you to support their inclusion.

Josh Venti

Mountain Biker | E-Biker | Professional Trail Builder

Bros. & Hoes Landscaping & Trail Building

Pacific City, Oregon



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Zan Hare

Date comment received:

March 3, 2025 04:45 PM

Commenter email (if provided):

zanhare@gmail.com

Location (if provided): Astoria, OR

Public comment:

I am an equestrian with two horses. I belong to Oregon Equestrian Trails in Astoria Oregon.

I am concerned about e bikes being on horse trails.

They are silent and go very fast. Regular bikes make a noise that the horses can hear so they have fair warning.

With so few places for equestrians to ride I would like to see e-bikes banned from horse trails that are narrow with lots of limited visibility.

Thanks for your consideration

Zan Hare RN retired.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Kay Lovell

Date comment received:

March 3, 2025 07:03 PM

Commenter email (if provided):

born2ride247@gmail.com

Location (if provided): Canby, OR

Public comment:

If Rbike users are allowed on horse trails, there will be accidents for both. There will be more risk for the equestrians though. The e-bikes are fairly quiet and will inadvertently sneak up on horses and cause them to spook. As flight or fight animals their reflexes will be to flee from the unexpected bike. My horses are well trained but training cannot compensate for their instincts for survival. Please do not allow e-bikes on equestrian trails or even combined trails that allow hikers, bicyclists and horses. Also, you will not see a horse spook an e-bike. The human might get surprised but the horse will not continue running up to an e-bike and run it over. The horse will naturally apply its brakes and most often before its human rider can react to the situation.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Sandy McLarrin

Date comment received:

March 3, 2025 07:14 PM

Commenter email (if provided):

s1973_se@yahoo.com

Location (if provided): Eugene, OR

Public comment:

State Parks to Allow E-bikes on Trails!

1. E-bikes should only be allowed on paved surfaces with wide visibility and follow motorized rules, or in the alternative, on dedicated mountain bike trails 8 feet wide. They should not be allowed on multi-use single-track trails which allow horseback riding.

2. 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.

3. 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.

4. The speed difference between hikers and horses and wheeled vehicles of any kind can be dangerous for non-motorized users and jeopardizes the safety of all.

5. Horses are easily spooked by speeding bikes, e-bikes, and motorcycles, putting the rider at risk of serious injury.
6. Currently, hikers and equestrians are put at risk by wheeled trail users speeding downhill and around corners. The new rules will mean we will also be jeopardized by e-bike riders speeding uphill and around blind corners.
7. I have quit riding my horse where mountain bikes have taken over our trails, it is just too dangerous. The trails outside of Oakridge, Oregon are now overrun with them and would be even worse if e-bikes are allowed.
8. E-bikes should never be allowed at Elijah Bristow State Park. There are narrow trails, blind corners and limited visibility. There are hikers and families with strollers and children. It is not a park conducive to allow E-bikes or any motorized vehicles.

Thank you for taking the time to read this email.

Sandy McLarrin
1147 High Street
Eugene, OR



Sent from my Verizon, Samsung Galaxy smartphone



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Dani Wright

Date comment received:

March 3, 2025 08:02 PM

Commenter email (if provided):

mfasaddlery@gmail.com

Location (if provided): Springfield, OR

Public comment:

No Fast, faster, fastest e bikes on multi use trails or uphill or downhill or on single track trails.
Only 8' or wider improved surfaces

E-bikes should be allowed only on dedicated mountain bike trails and multi-use trails at least 8 feet wide. They should not be allowed on multi-use single-track trails.

Equestrians already face considerable risk on trails shared with mountain bikes going downhill especially. The perception from a horses view is silent predator, spook and run. This risk will be amplified with e-bikes because they are heavier and can travel faster. A Class 1 e-bikes require the rider to pedal for the motor to run, and they have a maximum motor-assisted speed of 20 miles per hour. Class 2 e-bike motors have a throttle, do not need to be pedaled to run, and top out at 20 mph. Class 3 e-bike motors only operate when the rider pedals, and top out at 28 mph. on a multi use trail a horse being chased or startled by a fast moving bike could hurt pedestrians and children

I think e-bike use should be prohibited on a narrow twisty trails with blind corners or no site line. At the speeds e bikes can travel this is a huge concern. E-bike use should be limited to dedicated mountain bike trails and multi-use trails at least 8 feet wide. They should not be allowed on multi-use single-track.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Amy Duncan

Date comment received:

March 4, 2025 07:21 AM

Commenter email (if provided):

araeduncan@gmail.com

Location (if provided): , OR

Public comment:

As an equestrian, I oppose the allowing of electric bicycles to any trail that allows mountain bikes. Electric bicycles, through the assistance of an electric motor and rider, can go up to 28 mph which is an unsafe speed for many trails that I ride. These bicycles are quiet and could result in horse/rider accidents which could be life threatening. Electric bicycles should only be allowed for marked/specific trails which would allow all users to use safely. It shouldn't be a blanket rule. Thank you.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Mike Vandeman

Date comment received:

March 4, 2025 07:47 AM

Commenter email (if provided):

mjvande@pacbell.net

Location (if provided): San Ramon, CA

Public comment:

It's obvious -- and very sad -- that you have given no thought whatsoever to the impact of mountain bikes and e-bikes on the wildlife!!!

Mountain Biking and Trail-Building Destroy Wildlife Habitat!

The major harm that mountain biking does is that it greatly extends the human footprint (distance that one can travel) in wildlife habitat. E-bikes multiply that footprint even more. Neither should be allowed on any unpaved trail. Wildlife, if they are to survive, MUST receive top priority!

What were you thinking??? Mountain biking and trail-building destroy wildlife habitat! Mountain biking is environmentally, socially, and medically destructive! There is no good reason to allow bicycles on any unpaved trail!

Bicycles should not be allowed in any natural area. They are inanimate objects and have no rights. There is also no right to mountain bike. That was settled in federal court in 1996: <https://mjvande.info/mtb10.htm> . It's dishonest of mountain bikers to say that they don't have access to trails closed to bikes. They have EXACTLY the same access as everyone else -- ON FOOT! Why isn't that good enough for mountain bikers? They are all capable of walking....

Why do mountain bikers always insist on creating illegal trails? It's simple: they ride so fast that they see almost nothing of what they are passing. Therefore, they quickly get bored with any given trail and want another and another, endlessly! (In other words, mountain biking is inherently boring!)

A favorite myth of mountain bikers is that mountain biking is no more harmful to wildlife, people, and

the environment than hiking, and that science supports that view. Of course, it's not true. To settle the matter once and for all, I read all of the research they cited, and wrote a review of the research on mountain biking impacts (see <https://mjvande.info/scb7.htm>). I found that of the seven studies they cited, (1) all were written by mountain bikers, and (2) in every case, the authors misinterpreted their own data, in order to come to the conclusion that they favored. They also studiously avoided mentioning another scientific study (Wisdom et al) which did not favor mountain biking, and came to the opposite conclusions.

Mountain bikers also love to build new trails - legally or illegally. Of course, trail-building destroys wildlife habitat - not just in the trail bed, but in a wide swath to both sides of the trail! E.g. grizzlies can hear a human from one mile away, and smell us from 5 miles away. Thus, a 10-mile trail represents 100 square miles of destroyed or degraded habitat, that animals are inhibited from using. Mountain biking, trail building, and trail maintenance all increase the number of people in the park, thereby preventing the animals' full use of their habitat. See <https://mjvande.info/scb9.htm> for details.

Mountain biking accelerates erosion, creates V-shaped ruts, kills small animals and plants on and next to the trail, drives wildlife and other trail users out of the area, and, worst of all, teaches kids that the rough treatment of nature is okay (it's NOT!). What's good about THAT?

To see exactly what harm mountain biking does to the land, watch this 5-minute video: <http://vimeo.com/48784297>.

In addition to all of this, it is extremely dangerous: https://mjvande.info/mtb_dangerous.htm .

The latest craze among mountain bikers is the creation of "pump tracks" (bike parks). They are alleged to teach bicycling skills, but what they actually teach are "skills" (skidding, jumping ("getting air"), racing, etc.) that are appropriate nowhere! If you believe that these "skills" won't be practiced throughout the rest of the park and in all other parks, I have a bridge I'd like to sell you! ...

For more information: <https://mjvande.info/mtbfaq.htm> .

The common thread among those who want more recreation in our parks is total ignorance about and disinterest in the wildlife whose homes these parks are. Yes, if humans are the only beings that matter, it is simply a conflict among humans (but even then, allowing bikes on trails harms the MAJORITY of park users -- hikers and equestrians -- who can no longer safely and peacefully enjoy their parks).

The parks aren't gymnasiums or racetracks or even human playgrounds. They are WILDLIFE HABITAT, which is precisely why they are attractive to humans. Activities such as mountain biking, that destroy habitat, violate the charter of the parks.

Even kayaking and rafting, which give humans access to the entirety of a water body, prevent the wildlife that live there from making full use of their habitat, and should not be allowed. Of course those who think that only humans matter won't understand what I am talking about -- an indication of the sad state of our culture and educational system.

Mike Vandeman, Ph.D.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Catherine Thompson

Date comment received:

March 4, 2025 08:26 AM

Commenter email (if provided):

thompsoca@gmail.com

Location (if provided): Portland, OR

Public comment:

I lost my legs when I was hit by a motorized recreational vehicle in a shared used space. I have made the long arduous recovery and now can walk with prosthesis and crutches. It is no longer safe for me to walk on shared used paved trails in Portland along the river front because of the speed and recklessness of ebikers I can walk about 2 miles on a forest trail but avoid places that I love where bikes ride legally or illegally. Last summer I walked on the beach for the first time in 2 years. If the beaches are broadly opened to ebikes, where can I go? Ebikes will create a safety and well being barrier to my access.

While the popularity of e-bikes has increased it is far behind the 85% of trail users and the majority of beach goers on foot. Allowing electric bikes on beaches that are now safe from electric vehicles will endanger the majority of beach users. On trails now shared by bikes and walkers, those on foot are not safe, children are not safe and the trail bed becomes grooved and is no longer safe for hiking. Adding e-bikes will improve bike access and further degrade trails and compromise safety.

People have been hit and killed by e-bike on streets that are 8 feet wide or wider. E-bikes are rented to inexperienced users without any training. Adding e-bikes to the mix of users will make it unsafe for the majority of users. It will make even less safe for people like me who use crutches. It will become a barrier to my safe use of shared space.

Most people on bikes and e-bikes can walk. Those who cannot can access nature and parks on paved trails that are more suitable for bikes.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Kristina Graham

Date comment received:

March 4, 2025 08:31 AM

Commenter email (if provided):

kristina.graham.10@gmail.com

Location (if provided): Corvallis, OR

Public comment:

I don't understand why we allow moving vehicles on shared use trails when we won't allow them on public sidewalks. Isn't the idea to keep people safe? Recreation is important in state parks, but shouldn't safety come first?



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Cassandra Asher

Date comment received:

March 4, 2025 08:48 AM

Commenter email (if provided):

deerislandstables07@gmail.com

Location (if provided): Deer Island, OR

Public comment:

I have been a member of a state wide non-profit organization that fundraises for projects like building trails, maintaining trails and building horse camps that are in forested lands that also provide safe, beautiful trails for hikers and horses. We are a special group. Horses can't be mixed with E-bikes. Hikers and maybe their dogs, children are not a good mix either. I believe that the E-bikes should have their own place. Build their own trails. Let us horse people have our place.

The environment suffers with non eco friendly elements disturbing the balance. E-bikes are not environmentally friendly. Noise, fumes, destroys the land.

Horse people are guardians of the land. Our mission is ride, and leave no trace. Protect the environment.

Please, Please, No E-bikes on these trails.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Rick Lusk

Date comment received:

March 4, 2025 10:12 AM

Commenter email (if provided):

moosehuff@gmail.com

Location (if provided): Baker City, OR

Public comment:

I am currently 66 years old. I have had both knees replaced. I have a difficult time riding a pedal bike. I have an electric assisted eMTB. It is the kind of bike you must pedal to ride. If you don't pedal the bike, you don't ride it. My eMTB allows me to be outside, stay active, gives me mobility I would not have otherwise.

I firmly believe this type of electric assisted bike ought to be allowed to ride wherever other more able bodies can ride a bicycle.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Von Taylor

Date comment received:

March 4, 2025 10:31 AM

Commenter email (if provided):

sochok@gmail.com

Location (if provided): Tillamook, OR

Public comment:

As a resident of the Oregon Coast and frequent enjoyer of its beaches I wholeheartedly support the updated classification of electric-assisted bicycles to align with how regular bicycles are regulated. I already see cyclists on e-bikes riding the beaches and have not seen any conflicts with patrons/users. I have more issues with off-leash dogs and folks lighting fireworks and building large bonfires with pallets and do not see this reclassification as a serious risk comparatively. This change will open the beaches to more public enjoyment and especially favor mobility-impaired users. Please proceed with the rules updates.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Mary Kamm

Date comment received:

March 4, 2025 10:55 AM

Commenter email (if provided):

kammlambert@gmail.com

Location (if provided): Cottage Grove, OR

Public comment:

I am writing today to offer my objection to allowing e-bikes, of any class, on trails that are currently used by hikers and equestrians. Oregon's bounty of nature trails offers a safe, serene experience for enjoying nature, getting plentiful exercise, and enjoying the companionship of your pets (including horses). e-bikes can travel at speeds over 20mph and that will create unsafe conditions for riders and hikers. A restful, nature positive experience will be destroyed by allowing motorized vehicles on trails, especially those that are narrow, steep and surrounded by trees. I urge ORPD to ban motorized vehicles, of any type, on trails designed for walking and horseback riding. Keep our parks peaceful and safe.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Richard Meis

Date comment received:

March 4, 2025 11:32 AM

Commenter email (if provided):

woodelf@pinetel.com

Location (if provided): Halfway, OR

Public comment:

Dear OR State Park Folks,

Thank you for taking my comments into advisement on the issue of the use of e-bikes in OR state parks on the coast.

First, do note that for a period of almost 5 years, pushing 20 years ago now, I rode my bicycle to and from work every single day, summer and winter. I have been riding a bike since I was a kid.

We must be sure to distinguish between a bicycle and a motorized vehicle. I don't care how e-bike proponents couch it, an electric bicycle is a motorized vehicle. That is a fact that cannot be hidden behind the smoke and mirrors of misinformation.

As in most towns and all cities I have lived in, bicycles are not allowed on sidewalks; they are to be ridden on roads, following the 'rules of the road.' That is how I was taught and that is how I ride.

Another important consideration you should take into account is that electric bicycles are just another shiny consumable that people just need to have, rather than a form of transportation. More gimmickry. Yes, I have a few friends with e-bikes. They ride them on the roads. Like they used to with their pedal powered bikes; like so many of us still do.

One other consideration that bears examination is the increasing fire problem that comes from the Li-Ion batteries. Maybe you read about the woman who, while riding her e-bike, hit a bump and the battery exploded. Or the ones that spontaneously combust in the heat or while being charged. Where was it that a city building burned up because they store laptop computers, and one or more exploded and destroyed the whole building. Granted, most of the previously-mentioned problems occur in cities, but that is where the greatest concentration of e-bikes are. I don't expect most of you would relish the idea of one of the state parks experiencing a wildfire because of an e-bike battery exploding.

When my wife and I go to the coast - a full days drive for us - the last thing we want is to be

accosted by motor vehicle users on the trails and beaches of the state parks we visit. We already avoid, for instance, the dune areas that allow destructive ORV's. (years ago I was hired by a publisher to do lit research for an author doing a book on off-road vehicle impacts.) The damage to dunes caused by ORV's is very real, but I'm sure you already know that.

I would strongly urge Oregon State Parks to rein in the existing use of e-bikes on non-motorized trails rather than caving to the pressure of a singular user group. If they can ride their e-bike, they can surely walk. Easy is not always right. Allowing e-bikes at all is to encourage an escalating problem.

Thank you.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Susan Turner

Date comment received:

March 4, 2025 11:42 AM

Commenter email (if provided):

suefluffy@gmail.com

Location (if provided): , OR

Public comment:

Absolutely NO e-bikes on single-track trails!

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.

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.

The speed differential between hikers and horses and wheeled vehicles of any kind spoils the trail experience for slower trail users and JEOPARDIZES THEIR SAFETY.

Horses are easily spooked by speeding bikes, e-bikes, and motorcycles, putting the rider at risk of serious injury--for which state parks may be liable.

Currently, hikers and equestrians are put at risk by wheeled trail users speeding downhill. The new rules will mean we will also be jeopardized by e-bike riders speeding uphill.

PLEASE NOTE: With even less funding now to enforce regulations, you are facing serious liability issues when the INEVITABLE COLLISIONS happen. Please remember that it is much easier not to permit new types of users than to rescind their access.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

royal hartigan

Date comment received:

March 4, 2025 03:05 PM

Commenter email (if provided):

royaljhartigan@gmail.com

Location (if provided): north dartmouth, MA

Public comment:

I am strongly opposed to any project that allows mountain biking in any form, including e-bikes, in natural areas.

They can ride the roads where bikes won't destroy anything, or do like everyone else and walk through nature to fully appreciate its uniqueness and beauty. But mountain biking, a new form of wreckreation, isn't really about those positive things, it is only about the bikers' narcotic-like ego-addiction.

The truth is that mountain biking is an anti-environmental, destructive, industry supported, self-centered activity that creates destruction where it attempts to penetrate natural lands and the public trust. Unlike the misinformation from proponents of this invasion, it is clear to see this is an industry/bike association/single-minded advocate agenda to penetrate public programs, buildings, and natural areas for self-centered gain, whether it be corporate sales, association control, or self-centered thrills, all with undue pressure/influence on local officials and at the expense of unique treasures like local parks and natural venues. It is a strategy that plays out across the nation, poisoned by the mantra of the privatized radical individual as opposed to the common good and public trust. These spaces are meant for all of the people, not the minority of a few to pursue restricted single-use narcissist adventure. Open space parklands remain places of reflection and undisturbed connections with nature, among the diverse animal and plant life, terrain, and peace those things create. Research nationally documents the destruction that mountain biking wreaks on the environment as well as people who want to pursue passive recreation. By their acts, they are eco-terrorists against nature, the plant and animal life that can't speak for themselves or vote, and humans who respect the environment.

Despite their false P.R. promotional distortions, mountain bikers are only interested in their constant self-indulgent thrills at the expense of nature and people. It is only about themselves and their addiction, not about others, animals, birds, plant life, the environment, nature or anything beyond their myopia. It is a pathetic mutation of what makes us truly human.

Our problems are caused mostly due the fact that the wildlife can't speak for themselves or vote. We need to do that for them, shamelessly. It's not that hard to know what they think, since they vote with their feet: they run away whenever we get close to them! That's the first thing that every child learns about wild animals.

But then we "forget" this "inconvenient truth".

You must confront this intrusion and deny any use of the park for mountain biking or similar restricted-use disruptive activity. Do you as a city want to turn every park into yet another industry-lobbied sports complex?

Parks and natural environments are not gymnasiums, race tracks, sports complexes, or circus adventure rides, despite the propaganda from the industry and IMBA bike association partners, replete with their websites, consulting, and talking points, a 21st century snake-oil medicine show. Do you really want the invasion of this destructive, dangerous, and restricted self-centered activity for a few with its consequent documented national history of future expansion, destruction, and danger to people (with permanent injuries and lawsuits against the city), or do you value something more: a place of reflection and connection with nature, others, and oneself, giving us our full humanity, nature's gift to us all for generations past, present, and future.

_____ -

Here is a typical strategy used by the wreckreational-industrial complex, colluding with international and national mountain bike associations (MBAs), local chapters, compliant or 'influenced' national, state, or local government officials, pseudo 'nature organizations,' bought-off media (read advertisers) of all types, hired 'consultants with websites, talking points, and other misinformation that creates a false sense of nature custody (read destruction), promised (but never kept) maintenance, and 'being an economic engine for the local economy' (officials love these false mantras as surface justification for their betrayal of the environment and the people's trust).

After successful gouging of local nature/parks commissions and elected councils when necessary, the invading bike industry requests a memo of understanding (MOU).

An MOU will allow for NEMBA to manage as they see 'fit and necessary' which, due to their lack of management expertise and staff in this area, they will subcontract out to a company, let's name it Pilltown Inc.

The local MBA chapter will get a percentage of the fees, but a for-profit (NFP) company will get the majority of maintenance and service fees.

This is actually calculated as a for-profit venture gift-wrapped in a NFP wrapper.

Advocates full well know this, just like they know that if they went public with the full scope of the project, they would be buried for months in Department of Environmental Protection (DEP) and Conservation organization (CO) reviews.

Bike industry people know natural areas are not active use like the invasiveness of mountain biking trails and complexes, and that in many places a use is considered abandoned and loses all grandfathering after two years of non-use.

When land reverts, it reverts to the lowest form of use, passive undisturbed recreational use, now sleazed into the active destructive use (biking, and its universal sequence of e-bikes, ATVs, ORVs, dirt bikes and even motorcycles). All this notwithstanding the lack of enforcement by a city to stop the current obvious destructive use.

With the bike industry support, the city purposefully does not bid out a proposed bike project because it's being framed as paid for by a not for profit (MBA) but, actually, it's not really. It will be funded by donations, but those donations will come, in large part, from a few donors with a vested interest in securing the property and rights without bidding, including the mountain bike corporations, their vested friends, and other advocates with funding.

It's a scam. Let's say our fictitious company, PillTown Inc., wants that property but can't secure it due to state/city bidding requirements, etc. They also know the city will eventually have to have a public/private partnership to make sure it's run efficiently.

So what they do is find a willing not-for-profit, like a MBA.

The NFP acts as their proxy, since cities and towns in in. many locales can directly sell or lease property to NFPs without going through normal bidding.

Remember PillTown Inc. might have showed a specific interest in a city property, but they realized the recreational potential of the land, yet knew they couldn't secure the property legally and outright. So this is the fruition of their long-game approach.

A MBA gets exclusive access to the property, PillTown Inc. finances the construction, and a local Money Mismanagement business acts as the bagman.

And once it's all built, and since being built by a not for profit it is not subject to bidding laws nor is it subject to prevailing wage rules, the city realizes it lacks expertise in the area of running mountain biking facilities. They then look for a company/NFP to contract with to run it. They may contract with a MBA who in turn may subcontract to PillTown Inc., a large company that has expertise in outdoor recreation. The MBA might get a 10% skim kickback, PillTown Inc. gets a entertainment/management contract and a fat maintenance contract, which well exceeds the initial cost of their investment.

Note that PillTown Inc. will write off any donations to a MBA. It also will look good for PillTown Inc.'s books because their capital outlay is minimized and they are secured against future revenue. Also a MBA, being a NFP, can secure grant funding not open to for-profits businesses or corporations, so that partnership gives PillTown Inc. an extra revenue stream. This is just a form of money laundering.

If national, state, and local legislatures made some changes, none of this would happen. If projects on city or town land, irrespective of who may be paying for it, are subject to state or local procurement laws, these kinds of structure/deferred payment scams would dry up.

But for now, we continue to confront the illegal and unethical invasions, media lies, irreparable destruction of terrain, animal and plant life, political collusion, and betrayal of the public trust, that is the essence of this self-centered addiction to cheap thrills for the few. This tiny minority of eco-terrorists are part of the same

mentality that has been used by manifest destiny fascists across the globe for the last 600 years, all based on greed, asymmetrical power relations, and a moral vacuum.

_____ -



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Suzi Hermens

Date comment received:

March 4, 2025 05:41 PM

Commenter email (if provided):

suzilynnmiller@gmail.com

Location (if provided): Redmond o, OR

Public comment:

Please keep e-bikes off of the public trails!! As an equestrian who rides the trail systems you risk my life as horses and fast moving, scary humming vehicles are not often comparable. If a horse spooks and bolts the rider is in grave danger.

Also why?? Can't there be trails for hikers, bikers and horses that don't involve motors, period?? Just because they're everywhere in society doesn't mean they should be on the trail systems too. Please, say no!!

By trying to appease this group you risk the safety and enjoyment of trails by every other group. Those things move way too fast for trails!



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Donna DeMoss

Date comment received:

March 4, 2025 08:36 PM

Commenter email (if provided):

demoss.donna@gmail.com

Location (if provided): Tualatin, OR

Public comment:

Please do not allow e bikes on park hiking or horseback riding trails! It would be very scary for me to have one ride up on me when I am hiking or riding my horse. It could also be dangerous for a hiker around a blind corner who couldn't get out of the way fast enough and for the biker or the horse or rider in the same circumstance where a horse might spook and fall off a cliff or kick the bike rider.

Thank you,

Donna DeMoss



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Jeffrey Tryens

Date comment received:

March 4, 2025 09:46 PM

Commenter email (if provided):

jeff.tryens@gmail.com

Location (if provided): Sisters, OR

Public comment:

Speaking as an equestrian who uses Oregon trails regularly, I believe implementing this rule will be one more blow to forcing trail loving equestrians to find a different form of recreation. When these trails become too dangerous, due to fast moving e-bikes driven by inexperience riders ("Oh this looks like fun honey, let's rent a couple of e-bikes for the day.") to safely use, they will simply quit using that trail or state park. Mountain bikes are bad enough but e-bikes present a much higher level of risk to equestrians - a freaked out horse can be very dangerous.

Please don't implement this rule.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Eleanor Lowry

Date comment received:

March 5, 2025 07:23 AM

Commenter email (if provided):

lowelk@outlook.com

Location (if provided): , OR

Public comment:

I oppose the changes proposed regarding eBikes and feel that keeping the current requirement restricting eBikes to trails that are 8 feet in width and at the shore where motor vehicles are allowed is reasonable. As a hiker and user of Oregon Parks, I find that mixing bicycles and hikers on trails is already somewhat problematic. Sharing the trails with horses, bikes, and dogs already creates congestion and hazards in some areas. Adding eBikes will only compound this. And will we then have electric scooters, Segways, and go-carts? Our beautiful parks are imperiled by so many threats, both natural and political. At some point we must accept that access to some areas should be limited if we want to preserve our incredible natural resources.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Rob E

Date comment received:

March 5, 2025 07:25 AM

Commenter email (if provided):

robert.ellisonn@gmail.com

Location (if provided): , OR

Public comment:

Hello Oregon Parks and Recreation,
I'm writing in support of the proposed rules for E-bikes on trails. In my opinion there is no difference between an e-bike on a trail and a regular mountain bike.

I've heard concerns regarding the speed of an e-bike from Equestrian users. I don't believe this is a valid concern as a horse can also travel well above 28 mph and potentially totally out of control of the rider if they get spooked. An animal on a trail is less predictable than a human on a bike.

I've heard concerns about an e-bike user coming up on another park user on a trail too quickly and causing an accident because they can not get out of the way quick enough. I believe regular bikes can do this as well. This is a standard user conflict. If there is a trail where this becomes an issue OPRD could manage that problem by prohibiting all bikes on that trail to focus on the overall behavior and not the type of bike.

I've heard of erosion concerns because of the bikes weight. I believe that is non-consequential. Different riders weigh different amounts as well. a young rider on an e-bike may weigh just as much as an adult on a standard bike. I also have worked on trails as a trail crew member and see that most avid mountain bikers would rather ride trails designed for mountain biking thus are not going to add a huge amount of riders to trails not built for such activity.

Overall, I like OPRD,s approach of trying to manage behavior over specific tool being used. There will always be bad actors no matter what is allowed and what is not so allowing park rangers to enforce based off of actions over class or type will hopefully minimize the bad actors.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Michael Bowers

Date comment received:

March 5, 2025 09:08 AM

Commenter email (if provided):

manuni88@aol.com

Location (if provided): , MT

Public comment:

Say no to E-Bikes on single track!!

I have worked as a in a bike shop for 10 years, in Oregon and Montana. While we all want to believe ebikes create greater access but that just isn't who we are seeing buying e-bikes, rather is generally people who just want to ride faster. These are the primary customers.

The primary customer are those who just want to go fast, it could be for a variety of reasons but the main two reasons are thrill seekers or people who don't have "enough time" so they "need to be faster"

Another customer type are older couples. Sometimes both buy ebikes sometimes its only for one of them but regardless on how many they but it's almost always because one of them "needs" an ebike to keep up with the other, which really means that later is too impatient to ride at a beginner pace. Also, I'd say estimate that 9 out 10 times, when only half the couple gets an ebike, soon after the other member buys one to match, and judging by maintenance on needs on the couples bikes, only one person is getting the moneys worth out of their bike and, again 9 out of 10 times, its not the beginner rider or the rider to needs it to keep up...

Yes, we might sell some bikes to the those who "need it to get out" the majority of those riders don't have any physical disabilities, they are just longing for the past when they "could ride all day and not get tired," making it a "want it to get out".

Say no to E-Bikes on single track!!



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Jeff M

Date comment received:

March 5, 2025 09:30 AM

Commenter email (if provided):

reelmahoney@hotmail.com

Location (if provided): , WA

Public comment:

Electric bikes are bikes, plain and simple. We say we want to encourage bike usage, but time and time again we make it more difficult through regulations proposed by people who don't bike and don't like bikes. Bikers of all types need to be respectful of others and responsible for their actions, but trails and paths are perfectly fine for ALL bikes.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Brian Kammerzelt

Date comment received:

March 5, 2025 09:49 AM

Commenter email (if provided):

bfkkamz@comcast.net

Location (if provided): , OR

Public comment:

E-Bike rules,

My wife and I are both over 60 years old, I am 63 and we both love the outdoors.

We purchased E-Bikes last year and was disappointed that we are limited to riding them on roads and with traffic in most case's. To rides on trails with other bikes and walkers is so much safer. I can not stress enough how much freedom and enjoyment we have had with these bikes and would love to have the ability to ride in areas that are challenging and fun for us . Please re-think how this is impacting all of us how follow the rules that don't make sense.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Jim Forsman

Date comment received:

March 5, 2025 10:30 AM

Commenter email (if provided):

jsforsman1@gmail.com

Location (if provided): The Dalles, OR

Public comment:

All bicycle riders should be held financially responsible for any injuries they cause (to include scaring an equine) to other users on a multiple use trail. Ignorance should not be a defense.

Triangle yield signs should be posted at trail heads. It is a reminder of correct trail etiquette and expectations.

Four miles per hour verses 20 mph is a big difference and can scare equine reacting to a predator. Riders should be educated to slow down and talk with riders to establish safe passing arrangements.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Lisa Cohen

Date comment received:

March 5, 2025 11:03 AM

Commenter email (if provided):

lisabcohen03@gmail.com

Location (if provided): Sisters, OR

Public comment:

Thank you for the opportunity to comment.

I am a biker rider, hiker, and equestrian. I believe in expanding access, but not for all classes of bikes on so many trail. Allowing all ebikes on all trails would have tremendous negative consequences for our state, and especially the Central Oregon region.

1. E-bikes should be allowed only on dedicated mountain bike trails and multi-use trails at least 8 feet wide. They should not be allowed on multi-use single-track trails.
2. 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.
3. 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.
4. The speed differential between hikers and horses and wheeled vehicles of any kind spoils the trail experience for slower trail users and jeopardizes their safety.
5. Horses are easily spooked by speeding bikes, e-bikes, and motorcycles, putting the rider at risk of serious injury.
6. Currently, hikers and equestrians are put at risk by wheeled trail users speeding downhill. The new rules will mean we will also be jeopardized by e-bike riders speeding uphill.
7. Many of our local trails are already rutted and unsafe for horses and hikers because of bike and ATV use.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Ben Coleman

Date comment received:

March 5, 2025 11:07 AM

Commenter email (if provided):

rameses4444@gmail.com

Location (if provided): Fall River, MA

Public comment:

I tried to visit Macinac Island a few months ago. I was told they don't allow ebikes. I decided not to go. It's that simple. If you want me to spend money in your state, you need to allow ebikes in your parks. If you don't allow ebikes, I won't visit.

I'd like to visit Oregon again next year. Please allow ebikes.

Thank you.

Ben Coleman



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Dustin Summerville

Date comment received:

March 5, 2025 11:22 AM

Commenter email (if provided):

misodustin@gmail.com

Location (if provided): Bend, OR

Public comment:

3/5/2025

Oregon Parks and Recreation Department
725 Summer St. NE, Suite C
Salem, OR 97301

****Subject: Concerns Regarding E-Bike Access on Singletrack Trails****

Dear Oregon Parks and Recreation Department,

I am writing to express my deep concerns regarding the potential allowance of electric bicycles (e-bikes) on singletrack trails in Oregon's state parks and public lands. As a dedicated mountain biker with over 35 years of experience, I have witnessed firsthand the challenges of trail access, the conflicts among different user groups, and the unfortunate closure and degradation of trails due to misuse and poor management.

One of the key reasons I chose to live in the Pacific Northwest—specifically Bend, Oregon—is the world-class trail system, which is expertly maintained and managed by organizations like the Central Oregon Trail Alliance. These trails are a treasured resource, not only for their quality and sustainability but also for the careful balance that has been struck between various user groups. Introducing e-bikes to these trails will disrupt that balance, leading to increased conflicts, dangerous conditions, and potentially devastating consequences for both users and the environment.

E-bikes are evolving at a rapid pace, becoming faster, quieter, and more powerful. The distinction between a traditional bicycle and a motorized vehicle is being erased. Many e-bikes now function as electric motorcycles, capable of reaching dangerously high speeds both uphill and downhill. While I recognize that there are efforts to classify these vehicles into different categories, enforcement of such classifications will be virtually nonexistent on singletrack trails. Expecting hikers, mountain bikers, equestrians, and other trail users to police e-bike use is unrealistic, and without proper enforcement, we will inevitably see high-powered electric vehicles traveling at excessive speeds on

trails designed for human-powered recreation.

Beyond safety concerns, there is also the issue of rider experience and etiquette. E-bikes enable inexperienced riders—who may not be familiar with trail etiquette, responsible riding, or the skill required to navigate technical terrain—to access trails at high speeds. Unlike traditional mountain biking, where riders develop skills gradually, e-bikes allow users to bypass that learning curve, increasing the risk of serious accidents. Our trails are already shared by a diverse range of users, including hikers, equestrians, families with children, and even people pushing strollers. Adding high-speed, motor-assisted vehicles into that mix is a recipe for disaster.

We have already seen the consequences of unregulated e-bike use on streets and sidewalks across the country, where children and inexperienced riders are being seriously injured or even killed due to a lack of enforcement. Allowing e-bikes on singletrack trails will extend this problem into our natural spaces, creating avoidable injuries, conflicts, and inevitable trail closures. Once the damage is done, it will be extremely difficult—if not impossible—to reverse course.

Additionally, the ecological impact cannot be ignored. Traditional mountain bikes allow riders to move through natural areas with minimal disruption to wildlife. However, high-speed electric vehicles will significantly alter this dynamic, startling wildlife and disrupting fragile ecosystems in and around our state parks. The long-term effects of this shift could be devastating.

I fully support reasonable accommodations for individuals with disabilities who require electric assistance to access trails. However, this should not be a justification for opening singletrack trails to all e-bikes. Instead of rushing into a policy change with irreversible consequences, we should pause and closely observe how e-bike technology continues to develop. The reality is that these vehicles are not bicycles; they are electric motorcycles, and they should be regulated as such.

I strongly urge you to reconsider allowing e-bikes on Oregon's singletrack trails. The risks far outweigh any potential benefits, and the long-term impact on safety, trail access, and environmental preservation could be catastrophic. Please prioritize the well-being of all trail users and the integrity of our trail systems.

Sincerely,
Dustin Summerville
Misodustin@gmail.com



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Jean Clancey

Date comment received:

March 5, 2025 11:27 AM

Commenter email (if provided):

clanceyhome0@gmail.com

Location (if provided): Eugene, OR

Public comment:

Thank you for the opportunity to comment.

I am 80 years old and riding my horse regularly at Elijah Bristow State Park. These trails are invaluable for equestrians. It is a near-by, accessible, and safe place for us to ride. Safety with horses is paramount, regardless of one's age

Meeting E-bikes on Bristow or other State Park trails can in fact startle horses and potentially cause wrecks. Nothing good can come from trying to integrate fast moving e-bikes with hikers or horses.

Horses are excluded from most public areas, while bicycles of all varieties are allowed on almost all public lands trails (wilderness excluded). Please consider the smaller but robust, enthusiastic user group made up of equestrians, in making decisions about e-bikes.

It is important to know, also, that equestrians are among the most active and well-trained groups of volunteers to maintain our trails and keep them open. Our own chapters of Back Country Horsemen or Oregon and Oregon Equestrian trailsI put in hundreds of volunteer hours after the big freeze in January 2024. We cleared all the trails in Elijah Bristow State Park within three weeks of establishing a cooperation agreement with the State Parks staff.

In sum, I ask respectfully that you consider the safety of equestrian user groups when making decisions that would pit fast-moving versus slow-moving trail users against each other. The risk is not worth it.

Jean Clancey. EEBCHO, OET



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Kate Bolinger

Date comment received:

March 5, 2025 12:10 PM

Commenter email (if provided):

katebolinger@gmail.com

Location (if provided): Bend, OR

Public comment:

Electric bikes on our trails, especially wilderness trails should never be permitted. Hikers, horseback riders and back packers do not want to interact with them. They travel at speeds too fast to safely navigate around other users.

Please do not make them legal on Oregon trails!



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Alisha Runckel

Date comment received:

March 5, 2025 01:40 PM

Commenter email (if provided):

ahemmingson@gmail.com

Location (if provided): Portland, OR

Public comment:

Speaking as an equestrian who uses Oregon trails regularly, I believe implementing this rule will be yet another danger introduced to riders' safety and wellbeing. We are already limited on where we can ride, and now you're proposing the allowance of inexperienced people on FAST bikes on our sacred trails



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Michael Bielec

Date comment received:

March 5, 2025 05:27 PM

Commenter email (if provided):

mbielec@nwlinc.com

Location (if provided): Ashland, OR

Public comment:

Yes, Oregon needs common sense rules for public safety on all places where people walk with their children and pets. Of course, special consideration needs to be given to the elderly and those with limited mobility. These rules should apply to all wheeled vehicles, both electric and human powered. A human powered bicycle traveling at 20 miles per hour on a busy pedestrian pathway poses a greater danger than an electric-assisted vehicle going 5 miles per hour where there are no people or animals nearby. For this reason, common sense speed limits should be applied to all pathways along with additional limits to walking speeds when in close proximity to elderly, children and pets.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

John Steen

Date comment received:

March 5, 2025 07:39 PM

Commenter email (if provided):

4petesteen@gmail.com

Location (if provided): Tillamook, OR

Public comment:

Much of the proposal for expanding e-bike access will be helpful for e-bikers.

But some of the increased beach access would be problematic. On beaches where motor vehicles are currently not allowed access, the addition of e-bikes (except for the very few medically justified permit holders) raises the likelihood of a variety of ecological damages.

On the wet sand areas, such traffic is well documented to damage razor clam beds. It would also be harmful in tide pool areas and their resident invertebrates. On the dry sand areas, such traffic interferes with nesting areas for the endangered snowy plover, driving these struggling birds from their traditional and vital habitat. The year-round activities of such "beach cleanup" scavengers as seagulls, crows, ravens, eagles and coyotes are interfered with to the extent of changing the normal beach ecology of arthropods and upper beach vegetation.

My recommendation to those in OPRD considering additional access for e-bikes is to continue the extant prohibition from beaches where motor vehicles are not authorized, thus preserving those (rapidly shrinking) areas which are so ecologically fragile that they deserve our continued care.

John C. Steen, Ph.D



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Cecile Coulon

Date comment received:

March 5, 2025 08:05 PM

Commenter email (if provided):

cecilec@mac.com

Location (if provided): Sherwood, OR

Public comment:

Please do not allow e bikes in state parks, on mountain bike trails. Mountain bikes are already quite dangerous on trails shared with equestrians, just from their relative speed and occasional ignorance or neglect of safe behavior around others and horses in particular. This will only worsen with e bikes which can go fast both uphill and downhill and which are certain to spook horses due to their movement and noises.

Most bikers are respectful, but some are not and those are usually exceptionally callous and careless of the risks they put equestrians in. Please don't continue to drive equestrians off of Oregon parks and resources.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Stefanie A

Date comment received:

March 5, 2025 08:27 PM

Commenter email (if provided):

svaddy@me.com

Location (if provided): Seattle, WA

Public comment:

E bikes that require pedaling should be allowed on all trails that allow bicycles. As a person with a disability, e bikes help me stay healthy by making it easier to go out on longer rides. Barring ebikes from trails would prevent access for anyone less abled which is unconscionable.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Betsey Nelson

Date comment received:

March 5, 2025 09:00 PM

Commenter email (if provided):

betsey.nelson@yahoo.com

Location (if provided): Sunriver, OR

Public comment:

As an avid equestrian who uses Oregon State Parks and trails regularly, I believe implementing this rule will be one more blow to forcing me off the trails. It's just not safe to permit fast moving e-bikes on state park trails. eBikes are often so quiet they scare the horses by coming barreling down a trail behind us and when horses spook both horse and rider can be gravely injured. eBikes can use public roads, pathways and streets everywhere - we equestrians can only safely ride our horses in limited wilderness or state parks where we won't encounter these dangers.

Please do NOT implement this rule. Horses are a part of Oregon's storied history and we deserve to have safe trails to ride.

Thanks for your consideration.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Matt Simms

Date comment received:

March 5, 2025 09:48 PM

Commenter email (if provided):

mattaugsimms@gmail.com

Location (if provided): , OR

Public comment:

Ebikes should not have increased allowance in state parks and on beaches. Ebikes are small and maneuverable like normal bikes but have the ability to go much faster, which is 1) disruptive to wildlife and humans alike 2) destructive to trails and 3) unsafe for other trail/beach users. Coming from a family of cyclists, bikes on trails is already pushing the envelope. Cyclists often are rude, do not signal, and go very fast. It is very unpleasant to be on a trail with normal cyclists, let alone ebikes. Their fast speed is also disruptive to wildlife, because it causes a prey fear response or predator chase drive and pushes wildlife out of where they could normally inhabit. This response is why even jogging is not allowed in federal wildlife refuges. Ebikes will also cause ruts in the trail and increased erosion because of their increased velocity. And finally, ebikes run counter to the "back to nature" aspect of state parks. Just because they exist does not mean that they should be allowed in state parks. Allowing ebikes onto shared (often very slim) trails is extremely disruptive and frustrating for normal hikers. To put it into context, a hiker is to an ebike rider as an ebike rider is to a person on an ATV. It simply does not feel safe to be around ebikes on the trail, especially since hikers are often required to yield to ebikes. I personally have watched multiple cyclist/hiker crashes. With ebikes, their braking time would increase with their velocity and the likelihood of people getting hurt would go up. There are simply other places that people who wish to ride ebikes can go. Keep them off the trails.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Debbie Marlow

Date comment received:

March 5, 2025 10:13 PM

Commenter email (if provided):

condorsrcool@comcast.net

Location (if provided): , OR

Public comment:

I agree with the use of e bikes on trails greater than 8' wide and on wet sand beach areas. I do not agree with their use on trails less than 8' wide. Unfortunately regular bikes don't abide by "safe" operation rules and their unsafe use can understandably not be enforced. The addition of e bikes will just increase the danger to other users and cause more disruption to wildlife in the area. Please do not make this change.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Michael Castro

Date comment received:

March 6, 2025 04:11 AM

Commenter email (if provided):

michael.m.castro@gmail.com

Location (if provided): Corvallis, OR

Public comment:

Class 2 and Class 3 ebikes are motor vehicles, not bicycles. They're very much like the mopeds of the past, a loophole waiting to be closed. I think Class 1 pedal assist ebikes should be allowed on trails designated for cycling, no issues there. Any throttle controlled ebike should be restricted in their use, like any other motor vehicle.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Frances Brindle

Date comment received:

March 6, 2025 05:04 AM

Commenter email (if provided):

brindlepark@gmail.com

Location (if provided): Springfield, OR

Public comment:

To whom it may concern,

Please do not allow ebikes at Elgin Bristow State Park trails as many equestrian riders use the park's trail system and this would make it unsafe for the combination of ebikes and horses. Horses can spook when fast moving silent bicycles approach from the front or behind making it unsafe for riders.

I love EB park for trail riding and we happily share the trails with walker and their dogs but opening it up to ebikes will take away a wonderful and safe horseback riding privilege.

Recently park funds were used to upgrade the riding facilities with ADA ramps so that wheelchair bound riders could mount their horses and ride. It would be a pity to decrease the safe use of equestrians from this great park resource.

Thank you

Frances Brindle



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Marcus Piper

Date comment received:

March 6, 2025 07:46 AM

Commenter email (if provided):

marcus.piper@yahoo.com

Location (if provided): Monroe, OR

Public comment:

Please change the rules!

I am in support of allowing more trail access to pedal assist e-bikes in Oregon. I do not own or have plans to own an e-bikes in the near future, but I see an talk to many e-bikes riders out on the gravel roads and trails. It's my personal belief that these bikes do not cause any more damage to the trails than other non-motorized bikes. Safety to others is irrelevant on the trails I ride because the majority of them are one-way (downhill) specific. E-bikes allow people that may not have the stamina to ride up a long gravel road to still get outside and be healthy. The mountainbiking community is full of supportive and welcoming people. Encourage everyone to get outside and ride!



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Toni Holley

Date comment received:

March 6, 2025 01:05 PM

Commenter email (if provided):

ms.moose@sbcglobal.net

Location (if provided): Medford, CA

Public comment:

Please reconsider allowing motorized vehicles on hiking and horse trails. Even the most seasoned horse and rider are endangered by allowed fast moving, loud e-vehicles on narrow, isolated trails. As a relatively green rider with an under-experienced horse, I've found just the trails themselves can be a challenge. Horses WILL spook at anything. A rock, a stump, birds, leaves in the wind, deer or anything out of the ordinary. The areas that accommodate horses is getting smaller all the time. Please don't put the Equine community in danger. Thank you for allowing my input.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Bruce Sorte

Date comment received:

March 6, 2025 01:55 PM

Commenter email (if provided):

sorteb@peak.org

Location (if provided): , OR

Public comment:

State Parks is progressively seeking additional stake holder and political support by moving to more of an amusement park program than trying to *provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations*.

I have a mostly paralyzed left leg and have less than 50% hearing with very good hearing aids. It is frustrating to me to have handicaps used so carelessly as a justification to open public spaces, especially single track trails, to what are essentially motorcycles.

I ride my tricycle almost every day and observe and visit with electric bike riders-can't stop doing normative research. Very very few of them are handicapped or have significantly reduced mobility. Yesterday, I was visiting with a fellow and he said he has had his electric bike up to 30mph. You will not have the staff to prevent the electric bike riders who race by me on streets and through my campsites from doing about anything they want. I would never have taken my children or now my grandchildren on a trail where there was a risk of a person racing around the corner at even twelve mph. You may be preventing the development of many future generations from using and supporting State Parks. I was a licensed bicycle racer and did all my commuting to work on a bike so I have some experience on two and now three wheels and the enjoyment of traveling at speed. I also did an economic study for State Parks that helped justify an ATV park.

There is a place for all these vehicles yet single track trails and most beaches are not those places if you expect multiple types of users. You can not trust your intuition or web based surveys to estimate the economic impacts of the changes in these regulations or even to gain a useful cross section of user input. Time and again in the dozens of economic impact studies that I have done I have surprised the sponsors and public with findings from walk-up surveys, some very basic economic analysis, and finding well done studies from other places that varied from their assumptions or expectations.

Changing the public's perception of the safety of the beaches and trails or their enjoyment for observing nature and visiting with friends and relatives on a hike may very well discourage use or cause the public to shift their use to safer higher quality locations. Electric bikes are heavy and hard

to transport so I think being able to use them in State Parks may not have much of an effect on most consumers' decisions to purchase an electric bike. You just won't know until you do a careful study and then plan a follow-up evaluation. This may all be zero sum as you recruit some electric bike riders and drive other users away. Clearly there are folks who will benefit greatly using an electric bike and I would argue more so with a narrow wheel based trike. You can issue permits that those folks can display on their electric vehicles and use the trails with one accompanying rider for assistance. Given the Federal Administration's current decisions you have an amazing opportunity to build additional support for State Parks however opening trails and beaches to electric bikes may significantly hurt rather than help the State Parks fill the increasing need for more *outstanding natural, scenic, cultural, historic and recreational sites*. Thank you for not limiting the length of my comments and taking time to consider them.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Madeline OCampo

Date comment received:

March 6, 2025 02:20 PM

Commenter email (if provided):

ocampo.madeline@gmail.com

Location (if provided): Corvallis, OR

Public comment:

Please, do not allow e bikes on forest trails. Regular mountain bikes are already destructive enough. Bikes tear up trails and contribute to erosion. Many bikers go too fast and don't watch where they're going, creating danger for other users. We don't need more, faster bikes sharing trails with hikers and horses. We don't need them tearing up beaches and shorelines and stressing wildlife.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Shannon Wilson

Date comment received:

March 6, 2025 02:29 PM

Commenter email (if provided):

tsuga@efn.org

Location (if provided): Eugene, OR

Public comment:

As a longtime advocate for rare and endangered wildlife as well as a devout bicycle commuter for over 30 years I do not support the use of narrow single track "trails" for mountain bikes nor motorized bikes. The inevitable abuse by thrill seeking mountain bikers via speeding and performing racing like jumps and tricks is far too common and therefor becoming ever more dangerous to other users as well as the operators of the bicycles or motorized bikes.

Bicycles, non motorized and motorized, should only be allowed on gravel or paved roads or specific very wide (more than 12 feet wide) well regulated and enforced multiuser paths in urban, suburban areas, and rural areas.

Allowing electric "bicycles" or "motor bikes" on beaches is also opening a pandora's box for abuse on areas which are off limits to gasoline motorized vehicles to protect the Endangered Snowy Plover. Since 2020 while visiting Oregon beaches with snow plover closures I have without fail witnessed violations to the closures by motorized vehicles.

If the State of Oregon could show how they can and will strictly enforce the existing Snow Plover closures, other use regulations and end loopholes for motorized use of all Oregon beaches like only allowing vehicles with "Disabled Persons" Permit before this new rule allowing more motorized use of Oregon beaches took place then maybe most harm could be mitigated but I am very skeptical the State of Oregon has the funding to enforce existing use regulations let alone enforce new "motorized" use regulations.

With the reality the State of Oregon does not currently have the adequate funding nor personnel to enforce the existing "motorized" closures for the Endangered Snow Plover let alone to enforce regulations on additional motorized use on all state lands and inevitable illegal violations of "Snowy Plover Closure Areas" I and the organization I represent, the League of Wilderness Defenders, oppose this proposed policy to weaken existing "electric bike" or "E-vehicle" regulation and open up new areas to a new "motorized" use.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Shirley Cristina Usher

Date comment received:

March 6, 2025 03:52 PM

Commenter email (if provided):

rcusher@frontier.com

Location (if provided): Grants pass, OR

Public comment:

To whom it may concern,

I would like to comment on E-Bike Rules. Horses spook easily specially by fast moving vehicles such as bicycles, e-bikes and motorcycles. When sharing trails any vehicle that comes fast around a corner or downhill can create a devastating accident. It is not easy to find safe places for equestrians to ride and enjoy tranquil rides, we are gradually being displaced and force off safe trails. Please consider my input regarding E-Bike Rules. Thank you.

Sincerely,
Shirley Usher
761 Missouri Flat Rd
Grants Pass, Or. 97527
rcusher@frontier.com



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

John Madsen

Date comment received:

March 6, 2025 04:27 PM

Commenter email (if provided):

madsenj@peak.org

Location (if provided): Monmouth, OR

Public comment:

You will have two types of riders. People who will follow the rules and be safe and considerate, and those who will not. Human nature. In Eugene, on the bike path, there are ebikers that rip through the area and are a danger to pedestrians and other bikers. On mtn bike trails, the uphill speed differential is high, and when you let pedal assist happen, then you're going to get emotorcycles ripping things up too. I don't want ebikes and emotorcycles on the beach or on trails. I'm fine with old people and people with disabilities using these devices. And enforcement? Good luck.

John Madsen



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Micheale Gordon

Date comment received:

March 6, 2025 06:40 PM

Commenter email (if provided):

glassfyrefly@gmail.com

Location (if provided): Hillsboro, OR

Public comment:

Where is all of this going to stop? We have bikes on trails that are supposed to be multi user, NOT obeying the rules for sharing the trail, right now. You have no control over confrontations between the user groups with the staff you have now, what makes you think you will have any better control by allowing faster moving ebikes?

I have been forced off trails by bikes and ebikes. I had a confrontation with a bike that ended up with my horse almost getting hit and the bike rider fell down an embankment, about 12 feet. The bike was not watching his speed and not ready to come around a corner and see horses.

The incident was on a well used multi user state park trail. This same trail I have had ebikes zoom past me going much faster than they should because it was DOWN HILL.

It is okay to say no to ebikes, you certainly don't have issues saying no to equestrians.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Charles Engel

Date comment received:

March 6, 2025 08:00 PM

Commenter email (if provided):

housetopranch@hotmail.com

Location (if provided): Bend, OR

Public comment:

I am strongly opposed to expanding the trail systems in our state parks to allow electric bikes. They are nothing less than electric motorcycles and have no more right to be on these trails than dirt bikes do. As a horseback rider I am very concerned that granting this access will greatly increase the likelihood for a serious accident involving a horse and e-bike. Please rethink this proposal. Enacting it will certainly force a large number of equestrians to abandon riding in state parks. We have lost enough trails as it is!

Charles Engel
Bend, Oregon



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Gabriella Richard

Date comment received:

March 6, 2025 08:25 PM

Commenter email (if provided):

gabby@forestparkwm.com

Location (if provided): Portland, OR

Public comment:

I am deeply concerned about the proposed rule allowing e-bikes on all state park trails where mountain bikes are permitted. While I support expanding access to outdoor recreation, this rule does not adequately address the safety risks for equestrians and other non-wheeled trail users.

Horses are prey animals with strong flight instincts, making them highly susceptible to sudden movements and fast-approaching vehicles. The increased speed and weight of e-bikes significantly heighten the risk of dangerous encounters, which could result in serious injuries to both riders and horses. Unlike traditional mountain bikes, e-bikes can accelerate quickly and move uphill at higher speeds, further increasing the likelihood of accidents on shared trails.

Additionally, as more wheeled users take to the trails, equestrians and hikers will inevitably be pushed out due to safety concerns. Many horseback riders already avoid certain trails because of conflicts with fast-moving traffic, and expanding e-bike access will only accelerate this displacement. Multi-use trails should be designed to accommodate all users safely, but this rule will effectively reduce access for those who have traditionally relied on them.

I urge you to reconsider this proposal and implement restrictions that prioritize safety for all trail users. E-bikes should be limited to wide, designated trails where speed and space can be properly managed, rather than single-track or mixed-use trails where conflicts are more likely to occur.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Parker Campa

Date comment received:

March 6, 2025 09:15 PM

Commenter email (if provided):

parkercompa@live.com

Location (if provided): Hillsboro, OR

Public comment:

I am all for these changes. Trails that are already approved to have bikes on them should be able to have e-bikes on them.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

A H

Date comment received:

March 7, 2025 09:21 AM

Commenter email (if provided):

hthjnny@yahoo.com

Location (if provided): Corvallis, OR

Public comment:

No motorized vehicles of any sort should be allowed on hiking and biking trails. Bikes already pose a risk to equestrians and hikers and I've personally had some not-cool interactions with inconsiderate bikers who are much faster and tend to spook horses and packing llamas when they sneak up on you. Adding motorized bikes to trails with people on foot or on horses is not a good idea. It would make for more crowded trails, plus the risk of accidents. We ride horses on trails to avoid being hit by cars and motorcycles. We don't want to be smacked by e bikes on the forested trails too. Motorized bike trails should be separate from people on foot and 1000lb animals.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Carl Christianson

Date comment received:

March 7, 2025 01:24 PM

Commenter email (if provided):

christca@gmail.com

Location (if provided): Corvallis, OR

Public comment:

I support this effort to increase places where e-bikes are allowed, including all trails and beach areas.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Suzanne Heskett

Date comment received:

March 7, 2025 08:57 PM

Commenter email (if provided):

paintspatter7@gmail.com

Location (if provided): Bend, OR

Public comment:

This proposed plan to let E Bikes where mountain bikes cab go in state parks brings great danger to horseback riders. Likely its will drive most equestrian out if the parks. These e bikes are fast and silent scaring horses into shying or bolting as the E Bikes startle them. I strongly urge you to limit E Bikes or ban them altogether as some parks have chosen to do. It is a sad situation in that many, many trails were originally made by horses.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Wendy Zi

Date comment received:

March 8, 2025 10:39 AM

Commenter email (if provided):

wendroz@hotmail.com

Location (if provided): Salem, OR

Public comment:

I object to the use of e bikes on single wide trails. Please keep e bikes to 8 feet or wider trails. As someone who hikes and enjoys horses the use of bikes is scary. These are electronic vehicles and can move very fast . Please don't put people,s safety t risk by allowing speeding e bikes up hill on small narrow tracks.

,ease reject this



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Christine Cummings

Date comment received:

March 8, 2025 11:52 AM

Commenter email (if provided):

c.cummingz@yahoo.com

Location (if provided): McMinnville, OR

Public comment:

I ride state park trails with both horses and class 1 e-bikes, so I feel I can see both sides. I think that on the trails where horses are allowed, the e-bikes should be limited to the class 1 e-bike, as they are quiet and no different than a regular bike. There are some complaints that they go too fast, but a regular bike can go just as fast if not faster downhill. I think that the class 2 and 3 e-bikes should be in the same category as motorcycles and scooters, and not allowed on trails. I ride trails that allow both horses and bicycles, and have never had any problems...courtesy and common sense go a long way in allowing enjoyment and safety for everyone using the trails.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Nicole Coon

Date comment received:

March 8, 2025 12:04 PM

Commenter email (if provided):

aristoscat@hotmail.com

Location (if provided): Beavercreek, OR

Public comment:

E-bikes have access to numerous bike trails, roads, and parks. Hikers and equestrian access has been continually dwindled driving their recreation opportunities further and further out to areas that are not maintained or closed 6 months out of the year. Many large parks can accommodate segregated trails. It is unnecessary and unsafe to allow e-bikes to encroach on equestrian designated trails. As a tax payer I feel it would be unfair to give e-bikes full access to trails while essentially limiting my equestrian access. Most equestrians prefer to avoid cyclists who either do not understand horse behavior, or disregard it, and put horse and rider in danger.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Julie Babcock

Date comment received:

March 8, 2025 07:02 PM

Commenter email (if provided):

babcock.julie@gmail.com

Location (if provided): Cornelius, OR

Public comment:

Hi, I am an equestrian in my 70's riding a very experienced and gentle trail horse. However she is a live animal and a prey animal who can spook if provoked. My horse is very comfortable around bicycles as a general rule. However on single track trails with steep sections, I have encountered bicyclists descending behind me who came rushing down behind me and either count not or would not stop well before coming upon my horse. Luckily my mare was able to see and identify the bicyclist without spooking very much and I did not fall off my horse. But it isn't much fun to always have to ride with one eye looking behind you for the very occasional rude cyclist who doesn't know better or care to know about horse behavior. Wide trails are fine as I can ride to one side. But as an older rider who doesn't bounce much anymore, I would prefer to NOT have to worry about encountering an ebike rider scooting along on their extremely quiet bike coming up behind me and giving both me and my horse heart failure.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Sandy Mickel

Date comment received:

March 9, 2025 09:46 AM

Commenter email (if provided):

cowgirlthirty4@aol.com

Location (if provided): BEAVERCREEK, OR

Public comment:

Horses are fight or flight animals. We already face mountain bike users, not all are respectful and yield. Add motor assist and the bike is heavier and can go faster increasing our danger. Please keep single track trail users as is.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

MARGARET HANSEN

Date comment received:

March 9, 2025 09:53 AM

Commenter email (if provided):

hansenlcs58@gmail.com

Location (if provided): ALBANY, OR

Public comment:

I am a regular user of Oregon State Parks, most especially Willamette Mission, Elijah Bristow, and Silver Falls, as they are the closest to my home, and all three afford equestrian trail riding. I am sure that bicyclists and now potentially E-bicyclists may represent an increasing demand on multi-use trails, AND I am gravely concerned about the potential for serious horse/E-bike accidents if E-bike access is expanded to trails less than 8 feet wide and used by equestrians. Decision-makers may not be familiar with the specific risks of placing E-bikes on the same trails as horses, so here are some key points:

1. E-bikes have the capability of traveling SILENTLY, or relatively silently. As a responsible horse rider, I (and my horse) listen carefully when I am on the trails, and if I hear voices, or the rattling of a human-powered bicycle, I call out to advise the approaching trail user, "HORSES ON THE TRAIL!" A nearly silent E-bike does not provide me with a signal to caution the biker and plan a friendly encounter before we are upon each other. Why is this important? Because horses can PANIC when they are surprised by an unexpected moving vehicle, and bad accidents can follow. As you probably know, the average horse weighs about 1000 pounds, and they have a brain the size of a walnut (seriously!). As a prey animal, a horse responds to fear with "flight or fight" and 1000 pound creature operating under the guidance of a walnut-brain can trample, slam into, kick...even when there's a big-brained skilled rider aboard trying to prevent these disasters.

2. E-bikes are able to travel FASTER in areas where human-powered bicycles are generally slower, i.e., uphill or flat terrain. Again, this does not afford sufficient time to plan a successful encounter by moving the horse aside, and cautioning the bicyclists to stop while the horse passes. Again, horses can PANIC when surprised by a fast-moving unexpected vehicle.

3. Finally, the beautiful multi-use trails I ride on are forested for the most part, and have MANY BLIND CORNERS where it is impossible to know what might be ahead. Caution and courtesy are the name of the game, and the SPEED and SILENCE of E-bikes can make this extremely challenging.

Let me share two specific examples occurring last summer at Willamette Mission State Park. I was

riding on one of the dirt multi-use trails for equestrian use, and was proceeding at a walking pace on my horse when suddenly from behind me I hear, "ON YOUR LEFT!" and almost simultaneously was overtaken by an E-biker silently speeding by. My horse startled and leaped ahead and fortunately there was no collision. The only word I got out was "WHOA!" and that was both a shock response and a command to my horse. On another occasion, I encountered an E-bike, again, SILENTLY coming around a blind corner, and we were instantly both at risk. Fortunately the biker stopped and said, "Oh, I didn't see any horse trailers so I thought there wouldn't be any horses on the trail." I explained that the park had a separate horse camp, so horse trailers might not always be in sight, but that horses COULD be on the trail. I also told the biker that part of the problem was speed and silence so calling out would be a good idea.

Please, ORPD, recognize that there are already MANY areas where E-bikes can travel on scenic, wider trails and on beautiful scenic roads and byways. This is not so for equestrians. We can't just head out on a Sunday ride. We have to load up the horses and go to an equestrian-friendly location to enjoy OUR passion. We all consider ourselves so fortunate to have the few horse-friendly State parks that allow for riding. Please be mindful of safety concerns and DO NOT expand E-bike use to narrow, blind-cornered trails in our State parks.

Respectfully,

M. A. Hansen - Albany OR



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Robin Holm

Date comment received:

March 9, 2025 10:44 AM

Commenter email (if provided):

robinholm68@gmail.com

Location (if provided): Sisters, OR

Public comment:

I understand the need for some people to use E-bikes to explore places they may not be able to go on their own. That said, why would you put an e-bike on a multi use any more that would you put a motor bike on said trail. E-bikes do need to be separate from hikers, reg. mt. bikers and equestrians. Please, too many people want to use ethe same trails and it is not sustainable.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Kathleen Decoto

Date comment received:

March 9, 2025 12:19 PM

Commenter email (if provided):

kathyd@bendbroadband.com

Location (if provided): Redmond, OR

Public comment:

As an equestrian who uses so many of our Oregon trails, I cannot tell you what a danger these e-bikes present. Coming up on a horse and rider at high speed can spook a horse. There is nothing so dangerous as an out of control horse to both rider and other people on the trail. Please reconsider e-bike trail usage to protect both equestrians and hikers who are also at risk.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

ZoAnne Farmen

Date comment received:

March 9, 2025 01:17 PM

Commenter email (if provided):

zmfarme@yahoo.com

Location (if provided): Gates, OR

Public comment:

I believe this idea is a total assault on the traditional use in the parks. Specifically equestrian use. We already have great difficulty with mountain bikes speeding downhill. Where as ebikes can speed uphill. In my heart this is exactly like the construction of the Catamount trail at Silver Falls State Park directly against the existing Master Plan which stated a trail should be built there for multipleuse. Because the bikers consist mostly of young men, and equestrians consist of mostly older women who can not compete, the system is moving us out of the trails. You might as well add motorcycles as well, it has the same effect.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Sonya Margerum

Date comment received:

March 9, 2025 06:26 PM

Commenter email (if provided):

sonya_margerum@yahoo.com

Location (if provided): , OR

Public comment:

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. The speed differential between hikers and horses and wheeled vehicles of any kind spoils the trail experience for slower trail users and jeopardizes their safety. E-bike use should be limited to dedicated mountain bike trails and multi-use trails at least 8 feet wide. They should not be allowed on multi-use single-track trails. I feel this is very important for everyone's safety especially me and my horse friends and family.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Amber French

Date comment received:

March 10, 2025 07:31 AM

Commenter email (if provided):

frenchhug@hotmail.com

Location (if provided): Terrebonne, OR

Public comment:

I am against allowing e-bikes on non-motorized trails. This is an enormous mistake with serious consequences to all other users. They are motorized and can go very fast and are silent. This makes them very dangerous to all other users of the trail.

I see no upside to the decision to allow e-bike users on non-motorized trails except for the e-bike lobby which I am sure has a large hand in this decision.

Do the right thing and protect all of the current and past users of the parks by not allowing motorized bikes on non-motorized trails.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Renee Glass

Date comment received:

March 10, 2025 08:12 AM

Commenter email (if provided):

wanabfarms@att.net

Location (if provided): Aumsville, OR

Public comment:

Horses are often spooked by bikes and motorcycles put both the rider the horse and the bicyclist at great risk of injury. E-bikes should be limited to trails of mountain bikes and motorcycles of at least 8' wide. They go much to fast past hikers and riders alike who prefer to actually go slow enough to enjoy nature, wild flowers, animals, creeks etc. not to mention the damage wheeled bikes do to a single track trail. It's bad enough to have a bike come speeding up behind a horse going downhill but not e-bikes will allow them to also speed uphill. It's just a bad idea. Thank you Renee Glass



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Kyle Miller

Date comment received:

March 10, 2025 02:45 PM

Commenter email (if provided):

kyletheelkhunter@gmail.com

Location (if provided): Oakland, OR

Public comment:

I'm concerned that ebikes will spook my horses when I'm riding trails as the horses can't hear the e bikes approaching. The speed which the e bikes approach will spook my horses. Can we have separate trails? Kyle Miller kyletheelkhunter@gmail.com



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Michael Zapp

Date comment received:

March 10, 2025 02:46 PM

Commenter email (if provided):

zappmon88@gmail.com

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

Aimed at Enhancing Accessibility for Individuals with Disabilities.

1. Rationale: Many individuals with disabilities, chronic conditions, or age-related limitations cannot use traditional bicycles but could benefit from pedal-assist e-bikes (Class 1 or 2) to access parks. This aligns with equity goals and the Americans with Disabilities Act (ADA), which mandates reasonable accommodations for inclusive access to public spaces.

2. Eligibility Criteria: Qualifying Conditions: Mobility impairments, cardiopulmonary conditions, neuromuscular disorders, or other disabilities certified by a licensed physician.

Target Groups: Elderly individuals, veterans with service-related injuries, and those with congenital or acquired disabilities.

3. Exemption Process: Medical Certification: Physicians register via a secure online portal tied to their medical license to submit exemption requests. Standardized Form: Includes diagnosis codes, functional limitations, and e-bike class recommendations (to ensure low-speed models). Secure Permit: Issued as a printable/digital permit with a QR code or unique ID for verification. Integrate with existing systems (e.g., state DMV handicap tags) to streamline enforcement.

4. Safeguards Against Abuse: Audit System: Random reviews of exemptions to prevent misuse. - Renewal Requirements: Annual recertification to ensure ongoing eligibility. Speed/Power Limits: Exemptions apply only to e-bikes meeting park-safe specifications (e.g., 20 mph max speed).

5.

Implementation Steps: Pilot Programs: Test in select parks to evaluate impact on safety, accessibility, and compliance. - Training: Educate park staff on exemption verification and ADA compliance. - Public Awareness: Partner with disability advocacy groups (e.g., Paralyzed Veterans of America) to promote the program.

6.

Addressing Concerns: Safety: Limit exemptions to pedal-assist (not throttle-only) e-bikes and enforce speed restrictions. - Environmental Impact: Emphasize that e-bikes have minimal trail impact compared to motor vehicles. - Precedent: Cite existing ADA accommodations (e.g., wheelchair ramps, beach-access wheelchairs) as models for inclusive design.

7.

Legal & Regulatory Strategy: Advocate for local/state policy amendments to include e-bike exemptions under ADA "reasonable modification" provisions. - Collaborate with parks departments to update trail rules while preserving natural resources.

Conclusion:

This proposal balances accessibility, safety, and environmental stewardship. By centering medical expertise and leveraging existing disability frameworks, it empowers marginalized groups to engage with nature, promoting physical and mental well-being.

Next

Steps: Draft legislative language or park policy amendments. Seek endorsements from medical associations and veteran groups. Present to park boards with pilot program metrics and stakeholder testimonials.



Submit a public comment on a rule

Oregon Parks and Recreation Department

Commenter name (if provided):

Ellen Steen

Date comment received:

March 10, 2025 02:47 PM

Commenter email (if provided):

ellensteen2@gmail.com

Location (if provided): , OR

Public comment:

I am very much opposed to allowing e-bikes to operate on beaches where motorized vehicles are not allowed.

E-bikes,

like other motorized vehicles, disturb clam beds and birds. The increase in population and activity on the beaches in Tillamook County, if e-bikes were allowed on beaches where other motorized vehicles are not, would disturb the peace and quiet of these lovely beaches. Walkers and runners would become second-class citizens, watching out to avoid motorized bikes.

Please do NOT allow this change to Oregon's precious beaches.