



# GREENWAY E-BIKE ACCESS



RESEARCH AND SURVEY FINDINGS

JANUARY 2022

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## The Greenways and Open Space Commission

The Greenways and Open Space Commission of the Metropolitan Board of Parks and Recreation, (the Commission), is charged with the acquisition of public open space and planning and development of greenways throughout Nashville and Davidson County. Established in 1992, the Commission is adjunct to the Park Board. It is comprised of eight Mayor-appointed citizens, four Metro Council members and representatives of the Park Board, Planning Commission, Metropolitan Development and Housing Agency, Metro Water Services and the Nashville Department of Transportation. The Commission is served by Metro Parks staff members. The efforts of the Greenways and Open Space Commission is supported by Greenways for Nashville, a private-sector, nonprofit friends group.

### What are Greenways?

- Nashville's greenways are linear parks and trails that connect neighborhoods to schools, parks transportation, shopping and work.
- Often located along natural landscape features like streams, rivers and ridges, or along built features, such as railroad corridors and scenic highways, greenways provide valuable greenspace for conservation of natural resources including wetland, floodplains, plant and wildlife habitat, thereby improving air and water quality in our city.
- Greenways provide readily accessible recreational options in a natural setting, and alternative transportation routes.
- Greenway trail-users range in age from children to seniors and include pedestrians, runners, dog walkers, families with strollers, cyclists and skaters.
- Nashville's greenways are primarily based along our eight major water corridors: the Cumberland River, Browns Creek, Harpeth River, Stones River, Mill Creek, Richland Creek, Seven Mile Creek and Whites Creek.
- Urban greenways located in Nashville's downtown are part of the City Central Greenway - a planned 35-mile urban greenway loop trail system encircling Nashville's core and connecting out into surrounding neighborhoods.
- There are nearly 100 miles of greenway trails in the city's system today.

## Greenway Rules in Nashville



**TRAIL RULES**

**PAVED TRAILS ARE TWO-WAY AND MULTI-USE**  
**NO MOTORIZED VEHICLES ON THE TRAILS**

— OPEN DAWN TILL DUSK —

**PLEASE FOLLOW THESE RULES**

- Maximum speed on trails is 15 mph
- Keep to the right, pass on the left
- Keep pets on leashes not exceeding six feet
- Bicyclists and skaters yield to pedestrians
- Give audible signal when passing
- Stay on designated trails
- Put trash in receptacles at trailheads

**SAFETY IS OUR HIGHEST PRIORITY**

- Enjoy the greenway with a friend
- Leave valuables at home
- Take car keys with you
- Trails and bridges may be slippery or uneven
- Trail is subject to flash flooding; exit the greenway immediately during heavy rains

**NOTICE**

- No Drugs and Alcohol
- No Horses
- No Hunting

**IMPORTANT PHONE NUMBERS**

- Metro Police 615-862-8600
- Emergency 911
- Metro Parks 615-862-8400

 [nashville.gov/greenways](http://nashville.gov/greenways)

 For ADA Accommodations, please contact 615-862-8400

## What are Electric Bicycles (e-bikes)?

As defined by Tennessee State Law, electric bicycles, often called e-bikes, are bicycles with an integrated electric motor that does not exceed 750 watts of power.

Class 1 e-bikes provide electrical assistance only while the rider is pedaling.

Class 2 e-bikes provide electrical assistance regardless if the rider is pedaling or not.

On both Class 1 and Class 2 e-bikes, electrical assistance stops if a bicycle reaches 20 mph.

Tennessee State law allows for a class 1 electric bicycle or a class 2 electric bicycle to be operated on any part of a street or highway where bicycles are authorized to travel, including a bicycle lane or other portion of a roadway designated for exclusive use by bicyclists, the

shoulder or berm, and any path or trail intended for use by bicyclists, such as Nashville's greenways.

Tennessee State Law allows a local government to regulate or prohibit Class 1 or Class 2 Electric Bicycles on paths or trails such as Nashville's greenways.

Class 3 e-bikes provide electrical assistance only while the rider is pedaling up to 28 mph.

Tennessee state law currently prohibits the use of Class 3 e-bikes on paths or trails such as Nashville's greenways.

## Tennessee State Law for Electric Bicycles

### T.C.A. § 55-8-306 Classes of electric bicycles; restrictions; offense

(a)(1) A class 1 electric bicycle or a class 2 electric bicycle may be operated on any part of a street or highway where bicycles are authorized to travel, including a bicycle lane or other portion of a roadway designated for exclusive use by bicyclists, the shoulder or berm, and any path or trail intended for use by bicyclists.

**(2) A local government or state agency having jurisdiction over any part of any path or trail where bicycles are authorized to travel may regulate or prohibit, by resolution or ordinance if a local government or by rule or policy if a state agency, the operation of a class 1 electric bicycle or class 2 electric bicycle on that path or trail, if the local government or state agency determines that the regulation or prohibition is necessary, in the interest of public safety.**

(5) Any local resolution or ordinance or state agency rule or policy adopted in accordance with this subsection (a) shall use the definitions in this part for electric bicycle, class 1 electric bicycle, class 2 electric bicycle, or class 3 electric bicycle. References to motor vehicles in any local resolution or ordinance shall not be applicable to an electric bicycle.

For complete Tennessee Electric Bicycle Law see:

<https://www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/resources11/tennesse-bicycle-laws.html>

## Request for Rule Change

In July, 2021 the Metropolitan Board of Parks and Recreation received a request from Trek/Bicycle that would allow Class 1 ebikes, with a top assist speed of 15 mph on Metro Greenways. The Metro Parks Board deferred the request for a rule change to the Greenways and Open Space Commission for a recommendation.

## Metro Council RS2021-1101 Electric Bicycle Legislation

On August 17, 2021 the Metro Council passed RS2021-1102. Section 1 of the legislation asked for:

*the Nashville Department of Transportation and Multimodal Infrastructure (NDOT), the Greenways and Open Space Commission of the Metropolitan Board of Parks and Recreation, and the Metro Legal Department to solicit input from the community regarding the use of electric assist bicycles (e-bikes) on greenways of the Metropolitan Government. Further, the Council requests that NDOT, the Greenways and Open Space Commission, and the Metro Legal Department gather and review data from peer cities related to e-bikes on greenways to determine whether it would be appropriate to consider regulations more restrictive than current state law. NDOT, the Greenways and Open Space Commission, and the Metro Legal Department should further work with organizations including Walk Bike Nashville and Greenways for Nashville when soliciting community input and gathering peer city data and other information relevant to this process. This community engagement and information gathering process should be completed by January 1, 2022.*

**RS2021-1101 is included in the appendix of this document.**

## Community Input

Stakeholder group: NDOT, Metro Parks, the Metro Transportation Licensing Commission, the Greenways and Open Space Commission, Greenways for Nashville, Walk Bike Nashville, the Downtown Partnership, the e-bike industry, the community and Council member Burkley Allen.

Stakeholder meetings were facilitated by the Mayor's office.

Stakeholder group determined the process for gathering community input and selected peer cities for review.



Stakeholder group developed a survey to determine community opinions on the use of e-bikes on the greenways. HUB Nashville hosted the survey and created a QR code link.

The community was invited to participate through highly visible signage placed at the 75+ trailheads on all the Metro Greenways; posters and flyers displayed at community centers, libraries, Centennial Sportsplex and bike shops; through promotion on social media, web sites, e-newsletters, and through an in-person community outreach held at four busy greenway trailheads.

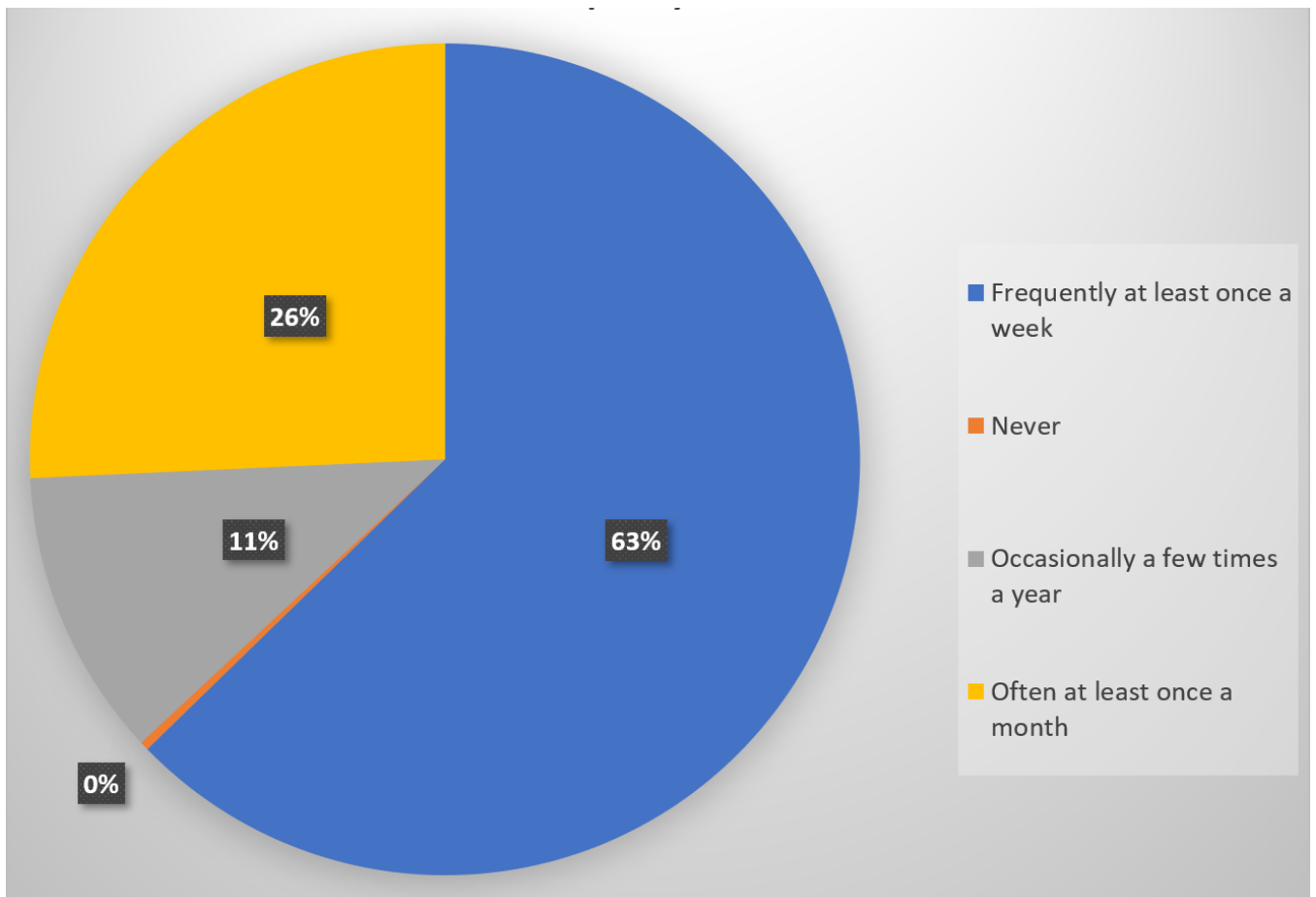
2691 survey responses and over 15,000 individuals were reached through the Parks Department's social media platform. The online survey was open from October 29, 2021 through November 30, 2021.

## Survey Results

### Q2. How often do you use the greenways in Nashville?

- Frequently (at least once a week)
- Often (at least once a month)
- Occasionally (a few times a year)
- Never

Figure 1: How often do you use the greenways in Nashville



### Q3. Which of the following ways have you used Nashville's greenways in the past 12 months? (Check all that apply.)

- Walking
- Running

- Cycling
- In-line skating/skateboarding
- In a wheelchair or other device to accommodate a mobility disability
- Other (please specify)

**Figure 2: In which ways have you used Nashville’s greenways in the past 12 months**

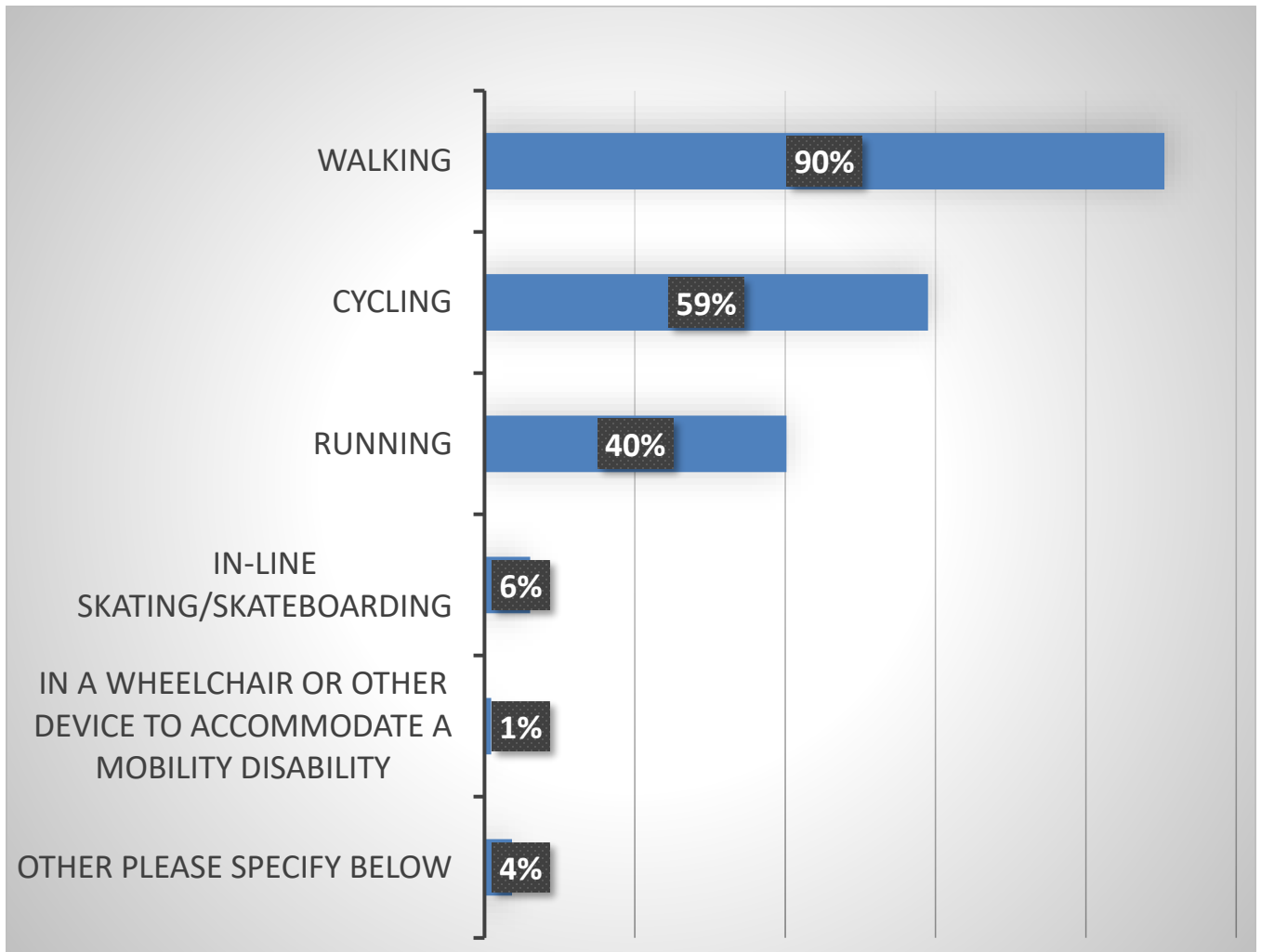


Table 1

What other ways have you used Nashville's greenways in the past 12 months?
Onewheel
I walk it and have several times walked to accompany an elderly, infirm friend who can only get around on a small and very slow electric scooter.
Stroller, kids riding bikes and balance bikes
Stroller
Quad skating
Scooter
Commuting via electric skateboard
Non electric Scooter
Breaking bread with friend on one of the benches.
walking with a rollator for stability and place to sit down when I get tired
Walking my dog
Roller skating

What other ways have you used Nashville's greenways in the past 12 months?

Stroller

Use greenways on a bike in and around heavy traffic areas as a means to connect to less traffic areas on a bike

Quad skating

Walking in a stroller my five month old granddaughter.

Participate in nature center programs

Roll my dog in her wagon as she can't walk far.

I do cycling via e-bike

Scooter

Electric bicycle

E-bike

My kids ride their bikes

Kids on scooters

What other ways have you used Nashville's greenways in the past 12 months?

dog walking

With a stroller

Birdwatching

We ride our E Bikes

Ebike

E-bike

Scoo6

Hoverboard

as part of my commute to work.

Onewheel electric skateboard  
Class 1 bicycle

Horseback

Walking dog

What other ways have you used Nashville's greenways in the past 12 months?

Quarantine from Covid keeps me at home.

Exercise equipment at Richland Creek

When cycling, I have used a traditional bike and an e-bike.

E-Bike most of all

birding

E-bike riding

Commuting. I use the greenways to ride my bike into the city for work. It's much safer than riding a bike through the city streets. Drivers in Nashville are not very bike friendly.

boxes do not accept checks...

Dog walks

Interacting with unhoused people ... typically camping there.

I push my wife in her wheelchair. She is wheel chair bound.

Post surgical walking boot

What other ways have you used Nashville's greenways in the past 12 months?

Walking with a baby in a stroller

Dog walking

Dog walking on leash

Hiking and sitting by water ways.

Never

Stroller pushing

Roller Skating

walking dogs

Walk/run with leashed dog

Airpark playground and workout areas

Child using scooter

Monitoring my toddler on a bike or strolling my infant



What other ways have you used Nashville's greenways in the past 12 months?

Photography

With a stroller

We used to cycle when we lived closer in east nashville. Now we live in South Nashville and the greenway and other parks are less accessible from our house

Scooter

Electric Scooter

My husband and I used to rent the regular bikes at Ted Rhodes Golf Course and sometimes Shelby Park greenways. Would be very happy if REGULAR bikes were returned to those locations! If electric bikes were the only option we'd rent those .

Hope to start using

E bikes are a mobility device to accommodate a disability

Kayak access

Too much crime to walk solo on the greenways....It is sad that Nashville crime has risen to encompass what used to be quiet safe neighborhoods.

Stroller with kids and walking dog.

e-bike

What other ways have you used Nashville's greenways in the past 12 months?

Saturdays in the Park with pop-up food and beer.

Walking with dogs

Razor scooter

Scooter

Stroller pushing

Retired firefighter with respiratory injury. Ride a motor assist tricycle, governed max speed 15 mph

With young children in strollers.

Would bicycle but bikes at hermitage and sylvan park are no longer available

Electric skateboard

Electric scooter

Electrical scooter

My son age 2 and I often walk or scooter through various sectors of the greenway.

What other ways have you used Nashville's greenways in the past 12 months?

Walking with Children in strollers

Walk with my kid there.

Dog walking

Kick scooter

I can't use my greenway @brookmeade park because it is overrun with homeless and unsafe to use. As a matter of fact the entire area is unsafe. It's only a matter of time before some innocent neighbor gets hurt or killed in the area. Please take action!

To get to fishing spots

E Bike

commuting

Electric Bike class 2

Playing in creeks/fields

Rollerskating

New Ebikes

What other ways have you used Nashville's greenways in the past 12 months?

Strollers

Ebike

Cycling as transportation to get to and from white bridge road?ie not doing loops.

WAlking dog

stroller with my kids

Strength training at outdoor gym

Scooter

playing with my kids

I have a greenway that was once beautiful the Brookmeade Greenway. Up until about 10 years ago I used to walk at the park several times a week. Then the homeless started showing up and quickly took over. When we complained we were always made promises but it only grew worse until it is full of criminals and drug addicts. It now affects our daily lives in our neighborhood and even the businesses we shop. Please keep your promise to give us back our greenway. I would love a nice place to walk.

walking dogs

Dog walking

Cycling 4 times a week

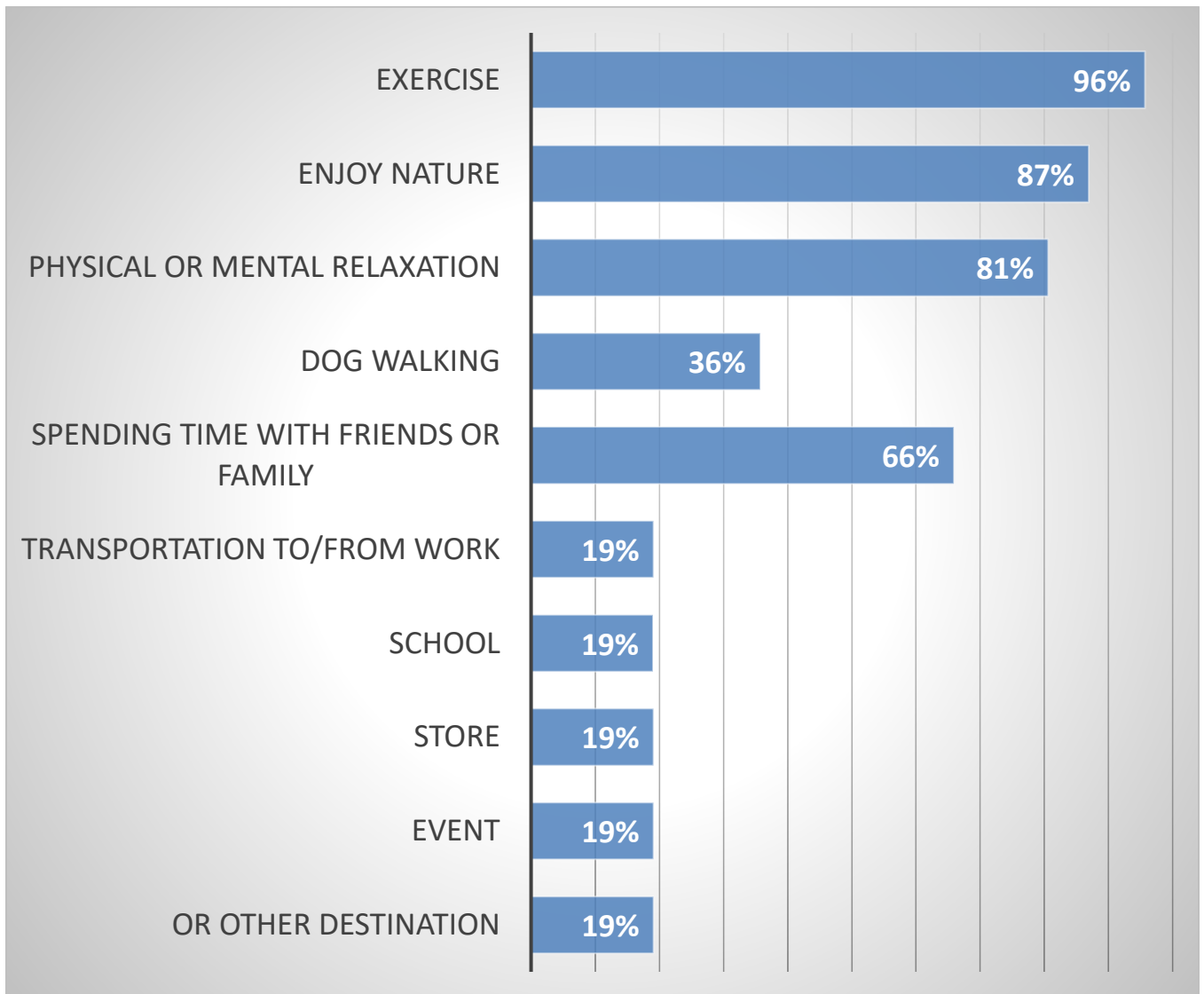
What other ways have you used Nashville's greenways in the past 12 months?

Used to walk, but don't feel safe and don't feel my vehicle is safe in the parking lot.

**Q4: For which of the following reasons have you used Nashville’s greenways in the past 12 months? (Check all that apply)**

- Exercise
- Explore the city
- Enjoy nature
- Physical or mental relaxation
- Dog walking
- Spending time with friends or family
- Transportation to/from work, school, store, event, or other destination

**Figure 3. Which reasons have you used Nashville’s greenways for?**

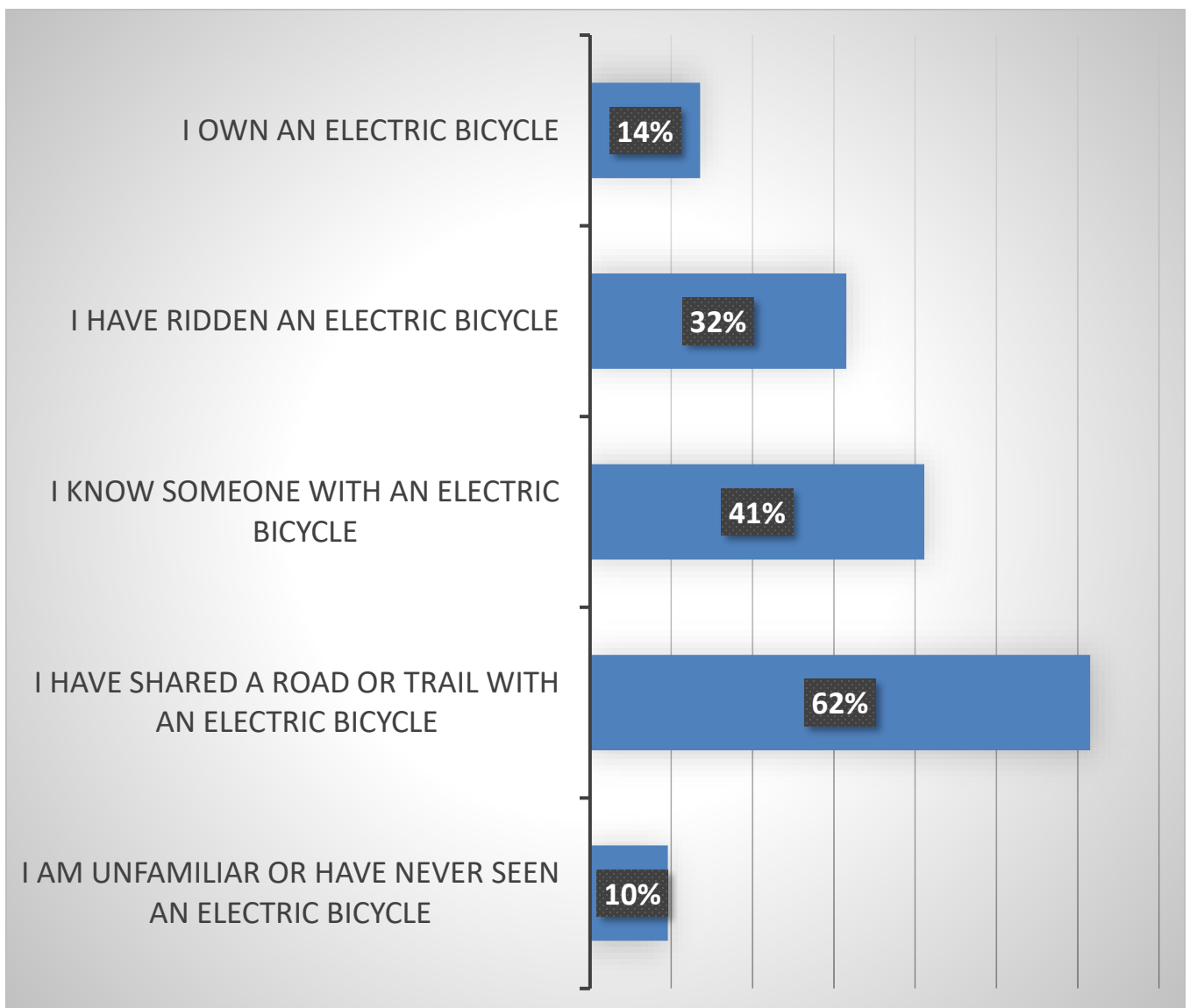




**Q5: How familiar are you with electric bicycles?** (Check all that apply)

- I own an electric bicycle
- I have ridden an electric bicycle
- I know someone with an electric bicycle
- I have shared a road or trail with an electric bicycle
- I am unfamiliar or have never seen an electric bicycle

**Figure 4. How familiar are you with electric bicycles?**



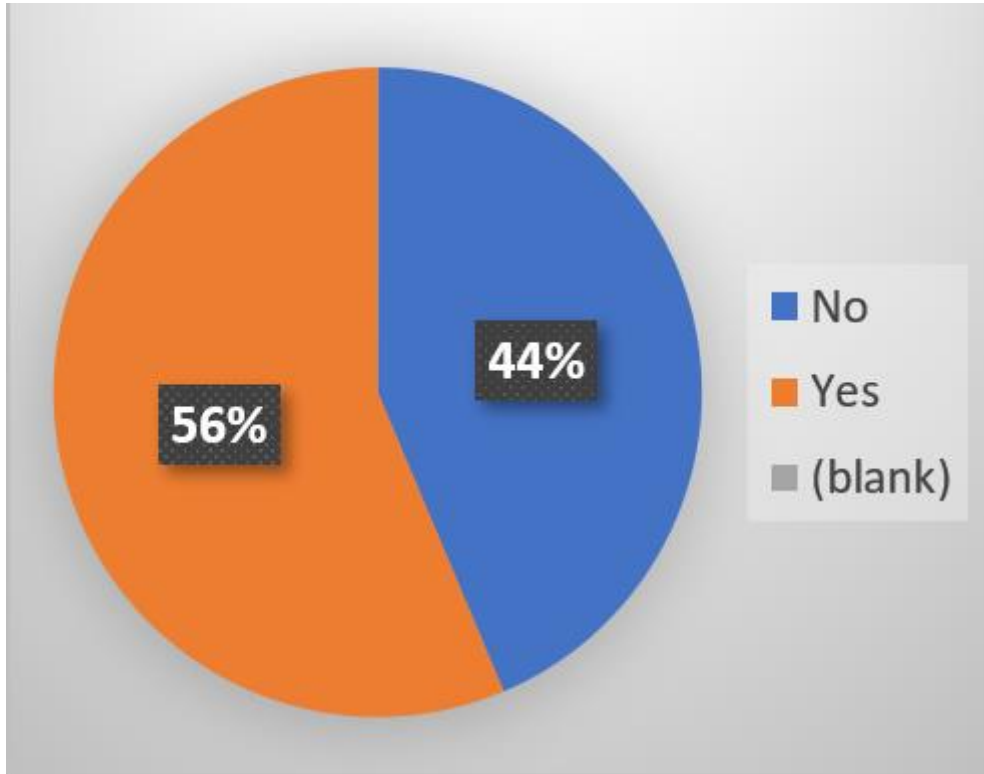




**Q6: Have you ever had a time(s) where you felt unsafe on a Nashville Greenway due to other users?**

- Yes
- No

**Figure 5. Felt unsafe on a Nashville Greenway due to other users**



**Q7: If you felt unsafe, which of the following best describe the other greenway user**

- Walker
- Cyclist
- Runner
- Skateboarder
- Rollerblader
- Dog on a leash
- Dog off a leash
- Other please specify below

**Figure 6.Type of another greenway user that made you feel unsafe**

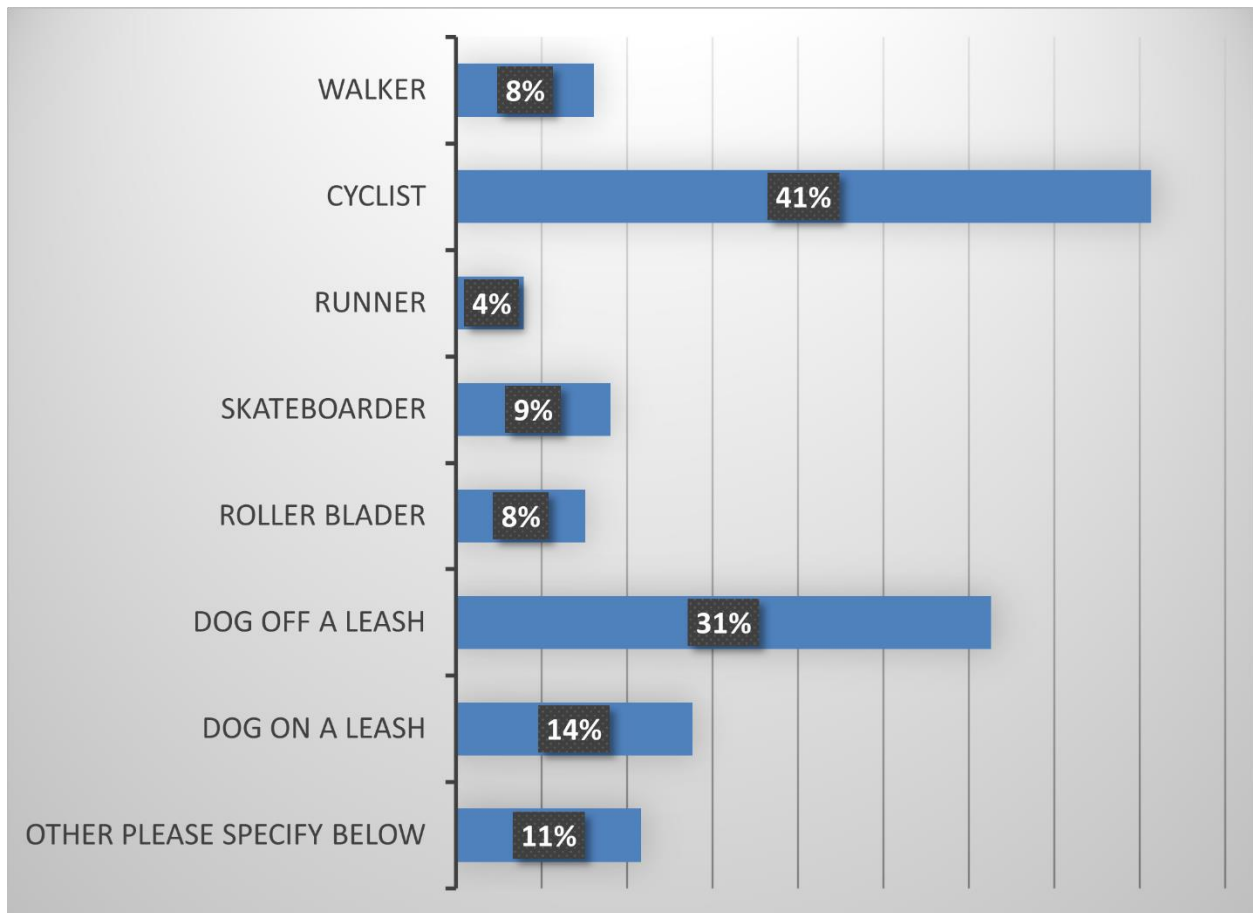




Table 2: Ways Of Use Vs Reasons For Feeling Unsafe

Reasons for feeling unsafe	Walker	Cyclist	Runner	Skate boarder	Roller Blader	Dog off a leash	Dog on a leash	Other
<b>Ways of use</b>								
<b>Walking</b>	<b>29</b>	<b>1018</b>	<b>88</b>	<b>218</b>	<b>178</b>	<b>750</b>	<b>312</b>	<b>252</b>
<b>Cycling</b>	<b>165</b>	<b>489</b>	<b>68</b>	<b>145</b>	<b>111</b>	<b>506</b>	<b>277</b>	<b>192</b>
<b>Running</b>	<b>75</b>	<b>478</b>	<b>26</b>	<b>86</b>	<b>63</b>	<b>345</b>	<b>137</b>	<b>127</b>
<b>In-line skating/ Skate boarding</b>	<b>10</b>	<b>56</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>57</b>	<b>24</b>	<b>16</b>
<b>Wheelchair</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>4</b>	<b>1</b>
<b>Other</b>	<b>8</b>	<b>42</b>	<b>4</b>	<b>11</b>	<b>12</b>	<b>41</b>	<b>11</b>	<b>24</b>

Table 3

Other reasons for feeling unsafe on a greenway
homeless people camping on the greenways
Homeless camps
Electric bicycles
e-bike going too fast
Cycling going to fast almost hit me.
The speeding road bikers racers that can go 30mph plus are dangerous. I have never encountered a speeding electric bike. I ride non electric road and mountain bikes and my electric bike. Speed enforcement on the greenways is non existent. The 3 foot tall black or green, metal posts blocking bridges and entrances are extremely dangerous and hard to see- they need to be painted a bright color. Also bridges are slippery as are accumulations of wet leaves. Maintenance and enforcement of rules would go a long way. Ebikes are not an issue.
Cyclist who are hard core training go too fast, they need to stay on the road if they are going to train like that!
They had the electric scooters from Downtown on the greenway. They almost ran into me and my kids head on when we came around a curve, I fear it will be similar with electric bikes.
Underpass and people hanging out under roads or isolated areas.
Other is e-bikes, whizzing by at high speeds
With cyclists, it's commonly tourists on rental bikes that create unsafe situations.
Electric scooters
Homeless camp
Loitering homeless people
On several recent occasions we've been almost run off the greenway by young men on mini motorcycles. We've also been passed without a signal or "on the left" by 90% of cyclists half of those in racing gear at high speeds, scooters, and other motorized items that are banned from the greenway.
People wearing ear bud/head phones. Did not respond when I gave multiple audible signals, and strayed into my path when I attempting to pass. Cyclists passing without any type of audible signal.
Some cyclists go too fast on the greenway. This applies to racers and folks on throttle assisted e-bikes.. which are more like a moped than an ebike.
COVID lack of social distance
Rider on a dirt bike
While bike riding yelling ?to your left? multiple times and walkers in groups not yielding. Also, greenways users with headphones/earbuds on and not hearing me approach and yell ?to your left? and not yielding.

## Other reasons for feeling unsafe on a greenway

Electric bikes speed

A person who appeared to be experiencing some level of homelessness and in need of mental health assistance.

Scooter

Motorized skateboard, Private ATV that was clearly using the greenway against the rules

Electric skateboard and onewheel

Electric bicycle

Electric bike riders go too fast

Child on an electric razor scooter ran over my dog - while his parents simply looked on.

Several times a cyclist WITHOUT an electric bike. Some of the racing cyclists go at drastic speeds on the greenways with nothing but leg power

Bird scooters

scooter

Homeless camp

Drunken people literally pooping on the side of the Anderson Fitness Trail. Not even in the woods. He was still pulling up his pants when we walked by.

Scooter group on greenway

Electric Bike

## Other reasons for feeling unsafe on a greenway

I think all bike riders need to announce themselves. There have been several times when bike riders on a regular bike do not say they are coming up on your right or left.

Motor and electric vehicles

Homeless camps, specifically in Brookmeade Park, but beginning to see in other Greenways. Also rental scooters, which are not allowed on Greenways.

electric bicycles and scooters that are being used regardless if they are allowed they zoom past and you can't hear them coming and folks don't know how to announce they are coming. I've seen folks trip over electric scooters.

Also too often cyclists fly by on the wrong side without any concern for walkers and runners.

I am 80 and my class one e-bike has allowed me to remain active. The guys on regular bikes who race are the ones who make me feel unsafe.

Homeless Camps

dogs on retractable dog leashes longer than six feet

All cyclists need to be required to have a bell to announce their presence. I am surprised that Metro has not required a way to let people know a cyclist is bearing down on them.

Cyclist moving too fast

Young men on electric scooters.

Some greenways are smaller than others, and on the smaller greenways, cyclists ride too fast and don't alert runners or walkers that they are passing, which scares you when you don't know they're there and is very disruptive if you're a runner.

Hover boards passing by



## Other reasons for feeling unsafe on a greenway

The owner of a dog on leash not leading the dog correctly

Two stroke dirt bike aka motorcycle. Reported it to police.

Most often, it is some one with headphones in, not paying attention to their surroundings and other people. Dogs off a leash are becoming a growing problem.

E-Skateboard user

Homeless taking over.

People wearing ear buds who can't hear when I say, "passing on your left."

Cyclists are the worst. They are verbally rude, rarely obey right of way, stop signs, cycle too close to people, and so much of the time they travel at raging fast speeds far above those around them. I do not enjoy being on the greenway with cyclists, they need their own space away from families, kids, and pets. I live off of Riverside near the greenway and we had to ask our council member for a yellow warning sign for cyclists because they were bombing the hill so fast and without regard for the community, they would blow through areas where children regularly play in the street at a dead end, they are always cranky and rude if you try to remind them to slow because it's dangerous

I didn't feel 'unsafe' but I have seen some teenagers riding gas mopeds on the Greenway which was annoying. They entered at the cooper's creek trailhead

User on wheels/motorized device and they aren't aware or slow down. It's the speed and carelessness regardless. It's the person not the equipment that's the problem.

Rude walkers and runners who loudly announce that they are on the trail behind us like we are Deaf, Cyclists who ignore the fact that the path isn't really suited for bicycles, Bladder's and boarder's who are dangerously seeding on the path oblivious to others especially Elderly.

Someone hiding in brush.

## Other reasons for feeling unsafe on a greenway

Cyclists on road bikes that go by WAY too fast

Being catcalled!

Electric scooters for rent from companies like Lime

I believe it is legal to carry a gun on the greenways. That is nuts. No guns on greenways.

Dirt bikes, four wheelers, other motorized bikes or scooters that people are already riding on these trails

Electric bicycle and motorized vehicles

During the height of Covid, many of the young adult walkers were completely oblivious to common protocol, walking several abreast and ignoring any polite distance practice.

Cars driving on paths at Taylor greenway on Menees Ln

Electric Scooter

Four mothers with strollers walking a breast

I've encountered ATVs in the Donelson area on many occasions.

People stopped on a blind corner in the middle of the green way

## Other reasons for feeling unsafe on a greenway

Cyclist on electric bike

Unauthorized motor vehicles illegally using greenway, greenway users not using proper greenway etiquette when passing, greenway users taking up entire greenway making others unable to safely pass, greenway users with dogs on long leashes >6ft.

Horseback rider. Drug dealers

Kids on bikes and large families blocking passage.

Tourist on a scooter that didn't know how to ride

E bikes are too fast

A young man who was walking and having a psychotic episode.

toddlers not being watched or held when I'm passing, even with bell warning; danger with 2 or 3 people walking abreast narrowing the path

Scooter riders  
Graffiti ?artists

Motorcycles riding on grassy areas and on trails in greenways.

Kids allowed to run wild

They act like they own the space and walkers need to get out of the way.

## Other reasons for feeling unsafe on a greenway

Homeless people around

E bikes, man with his horse on walking trail

By cyclist coming up behind me going OVER 25 mph on Shelby Bottoms, also by a motor driven ATV going down Stones River Greenway over 35mph and overtaking me biking at only 12mph.

motorized scooter

Morons riding gasoline powered vehicles on the Greenway! I have called and complained about this on several occasions.

Transients

Large group of cyclist riding fast and furious

There is a young man with an electric 2-wheel device he stands on which has a baby carrier attached near his feet!. Not only does baby look vulnerably positioned, but the speed the dad travels seems too zippy for comfort.

There are drug addicts and homeless encampments. Brookmeade park is a mess mayor Cooper has failed us

Hoverboards and electric scooters

being bothered by strangers on greenway

electric bicycle user

## Other reasons for feeling unsafe on a greenway

Motorized vehicles, like scooters or motorized bicycles.

Two people on evokes flew by me and my family recently when we were on the greenway, and I was worried they would run into one of my kids.

Motorized bicycle, electric bicycle ridden at excessive speed

Class1 and Class2 Ebikes. The numerous tight turns, leafy paths, and so on, around McCABe Park, with Ebikes whizzing around, have made it so scary for me that I now drive out to Warner Parks to do my running.

Homeless encampment

All user types can pose a danger and all users can be safe and courteous.

Pot hole on greenway

One Wheel and other boards that are electric and don't require user power for speed.

Parks employees using motorized vehicles on trails, on paved trails, and generally everywhere - they have no place in a park.

Occasionally, I encounter cyclists who are riding much faster than is appropriate for riding a crowded greenway. This is not a common occurrence. Same with dogs on leashes: occasionally dogs are allowed a long, uncontrolled lead.

The homeless man which infrequently shows up on the Richland Creek greenway.

If you have a problem with e-bike then how could you NOT feel the same about everything else out there ? E-Bikes are no more unsafe than everyone else out there

## Other reasons for feeling unsafe on a greenway

Motorized bike

Electric scooters, electric bikes.

person in a parked car

Homeless population

Two separate instances of individuals riding electric unicycles.

In the Shelby Bottoms park near the pedestrian bridge to Two Rivers people sometimes drive some sort of loud gas powered bicycles. Their sound carries a long way and is disruptive to the enjoyment of the park and their speed is intimidating

Inebriated man loitering on Richland Greenway near McCabe Golf Course

I have not felt unsafe on my greenway commutes

double wide baby strollers, people walking abreast as opposed to inline, sometimes homeless seeming folk pose a threat.

There have been actual motorcycles 3x and a car being chased by police 1x while i was waking on the greenway at Shelby Bottoms.

Gas powered golf cart. Over by two rivers. I didn't personally feel unsafe, but it was disrespectful. This was a few years ago..

There are already ebikes and scooters using the greenways illegally. They are too fast, and the riders often do not seem in steady control of the bikes.

## Other reasons for feeling unsafe on a greenway

Electric One Wheels

Homeless camping

Lurker

People smoking while on the greenway.

When two dogs start going at it in front of me when I'm push my baby's stroller.

Homeless people

Electric skateboard, electric bicycle

Cyclist but never an ebike. It's always the 10 speed riders in bike shorts who seem to be training for competition.

Racing bicyclist

Ebikes, scooters and one wheel's

Off leash dogs are ALWAYS and danger but in the most vivid instance I was walking my leashed dogs while pushing my infant children in a stroller. The runners dog was off leash and I yelled to him to please leash his dog before he got any closer to me and he responded with a very rude reply and gesture. My 150 lb dogs are perfectly controlled on the leash around other leashed dogs but the presence of his unleashed dog running at us got them all fired up and presented an immediate danger to my children and myself.

Electric bike user

## Other reasons for feeling unsafe on a greenway

Homeless / mental illness people who live/ hang out there

Quiet cyclists none motorized in any way: have startled me once, when I had a shoulder injury, being startled cause me great pain; off leash dogs are a problem for everyone and a danger to bikers

one wheel electric scooter

Mainly it's when someone is not following the rules of the greenway, such as staying to the right, or letting others know when you are passing them on their left. Once in a while a dog owner will allow their dog to walk out in front of me as I'm biking. Other times when cyclists on normal bikes are going way over the posted speed limits.

Scooter riders.

sometimes a cyclist can zip by from behind and it can be dangerous.

Riders on one-wheel electric skateboarders, weaving in and out of walkers, cyclists, and runners.

Speeding e bikes

The "Tour de France" style bicycle riders are THE WORST! They speed on the greenways in packs of 2 - 5 and only some of them know to say "On the left" when coming up behind you. They ride faster than the electric bikes and again - they're often in packs or groups. They need to get off the greenways and onto the roads!

Interacting with sex workers ... we were conflicting with their activities. Interacting with drug dealers ... also conflicting with their activities

Those who were using motorized vehicles.

Kids



## Other reasons for feeling unsafe on a greenway

Class 1 & 2 electric bike

Homeless/Drug User

4 wheeler

People flying by on electric bikes

I have never felt unsafe on a Nashville greenway, but I have been concerned by a few walkers on the warner park trails with "aggressive" unleashed dogs.

Riding too fast. Not slowing down for walkers or other cyclists.

Wildlife, mostly deers

My response of "unsafe" is not based on the particular user themselves, but specifically due to the insufficient width of most greenways in Nashville. In most cases it is not suitable for families, couples, dog walkers to walk side by side with other users doing the same.

I ride on the greenway all the time but a few times I have experienced groups of riders going above the speed limits without caution

People with strollers AND dogs who take up too much width. People who walk 2, 3, 4 across rather than single file. Hard for cyclists to pass, especially on a boardwalk

Hoverboard rider; grown man riding a bicycle

Electric scooter

## Other reasons for feeling unsafe on a greenway

When the greenways are crowded, especially on weekends, fast bikes & unleashed dogs can create unsafe passages.

Biking from the Metro Center Greenway towards Downtown, I have felt unsafe due to homeless people coming out of the woods suddenly.

Cyclists going very fast and not signaling that they're passing you.  
Cyclists coming upon a more congested area of walkers/dogs/ kids and not slowing to wait to get past, but instead swerving dangerously to go around & not slowing down

homeless camps

Homeless encampment/drug use and other illegal activities/trash and unsafe conditions

Groups of electric hoverboarders who were not in good control, ran my wife and I off the Harpeth River Greenway and several other times we got off the greenway before they could..

One-wheel electric unicycles and hoverboards on Harpeth Greenway.

I ride my bike slowly and respectfully on the greenways but sometimes cyclists will go way too fast and I've seen electric bikes and they go too fast and can be scary.

He was a walker that literally tried to start a physical fight because I said "on your left" as I passed on bicycle.

When trying to walk on the greenway with kids, either walking or riding bikes. They are unpredictable.

Homeless

I believe the person was walking, but we were currently stopped and at a lookout on the river. He was carrying a handgun and it was visible

## Other reasons for feeling unsafe on a greenway

E-bicycle

Dogs on a leash that are longer than 6'

Too many people using greenway for multi-use - esp walkers taking up entire sidewalk with so many cyclists on the greenway.

Homeless people

Homeless & drug seeking persons. Brookmeade Greenway is not usable by the general public. It's full of used needles, human feces, drug/prostitution activity, other crime. People have literally been found dead in their tents in Brookmeade Park. We don't need Eye in the Sky camera b/c nothing has been done with the current "boots on the ground" interviewing, "cleaning up" and drug busting. We know the issue. fix it!

Personal safety concern due to limited number of other people using greenway.

Electric scooters

People hanging out on/near greenway

If a skilled cyclist doesn't make you aware they are flying next to you by saying "on left!?" Then they are passing you so fast you can get hit

Homeless camp

I had a bike accident on a Harpeth Greenway bridge due to other cyclists not riding single file. They cause me to hit the bridge and I had to have X-rays.

A MAN RIDES THE MCCABE GREENWAY ON AN ELECTRIC SKATEBOARD AT A HIGH RATE OF SPEED. HE IS ALSO PUSHING A STROLLER WITH A CHILD IN THE STROLLER. THE CHILD DOES NOT HAVE A HELMET ON. VERY DANGEROUS.

## Other reasons for feeling unsafe on a greenway

As a runner and a parent of a small child, speeding exercise bikers on traditional bicycle are what I watch out for. These are folks in stretch gear who are targeting a certain speed for fitness and not recreation. Some, not all, of course, can be incredibly fast and even rude if you end up in their way.

I own an e-bike and observe the speed limit for the greenway. I've never had a problem encountering e-bikes on the greenway and ask that you please enable everyone to continue using these awesome paths for recreation and transportation. For every e-bike on the road or greenway, that is one less car. I would suggest adding speed limit signs but this would apply to traditional cyclists who I suspect go faster than my e-bike even allows me to go it has a built in speed limit and cannot exceed it. Our family of 3 has 1 car and 2 e-bikes and we really appreciate using greenways to get around town with our son. Thanks!

Tourists going fast on electric bikes-not pedaling.

Scooter

Skateboards, Ewheels. Escooters, Eskateboards, walkers more that two abreast, walkers,cyclists ect., with earbuds.

E skate board

Cyclists moving way too quickly.

Homeless

Electric bikes

The police had an ATV on the greenway near the pedestrian bridge, and they took some posts out leaving the big post holes just open with no warning to other people. So, it was scary because they were on a huge ATV, and because they left post holes that would be easy to hit on a bike.

I find the speed cyclists/racing cyclists tend to go much faster than the e-bikes.

## Other reasons for feeling unsafe on a greenway

Cyclist going too fast is the most common reason I feel unsafe on greenways.

Criminals are breaking into cars while we are out riding bikes.

Most cyclists do not understand basic manners and give no warning that they are about to pass you

Homeless population

Some cyclists non e-bike go too fast - there should be a speed limit

Analog cyclist crowded a pedestrian and myself on my ebike on a greenway bridge rather than slowing down to allow safe passage for all three of us. This resulted in my falling from my bike and fracturing six ribs. The other cyclist did not stop.

Twice a couple years ago I encountered a motorcycle on the greenway. I took a photo of the license plate and reported to police. They didn't want me to send the photo and I'm not sure if they followed up on the report.

I don't feel safe on or near the Brookmeade Park Greenway. The city needs to provide transitional housing like pods for the homeless campers at another site and restore this Greenway to its original use so taxpayers can enjoy what they've been paying for. Why is there a concern about the use of e-bikes on Greenways, but there's no concern from city government about drug needles, human waste, trash, fires, weapons, and prostitution on a greenway???

Kids whose adults aren't paying attention. I am a careful cyclist and there was no awareness from other users on respecting the rules of the greenways

I always feel safe

Electric scooter

Motorized skateboard and ebike

## Other reasons for feeling unsafe on a greenway

Homeless people, coming at you, dirty, too aggressive, forced to leave

Electric skateboard

Any cyclist that does not slow down when passing pedestrians. We often walk dogs on leash.

Walkers walking 3 or more abreast. Ignore passing warnings. Dog walkers using retractable leashes over 6'.

Some people allow children to bring battery operated ride on toys & do not supervise them closely.

bikers speeding. The posted speed limit on Greenways is 15 mph  
Bikers often disregard the posted rule for bikers to warn walkers by saying "On your left" when approaching to pass.

E bikes - Its not the idea of it that is bad. It's the immature people who are lacking brain cells that will ride these unsafely and dangerously and ruin it.

Personally, I've never felt unsafe YET, but I do worry that the greenways are BECOMING more & more unsafe, due unfortunately to homeless camps & vagrants encroaching on the areas. It's really sad, too, because I LOVE the greenways and was thrilled when they first opened up.

Homeless encampment

People on wrong side of path

In general, as a woman, I'm always a little nervous when walking alone in an isolated wooded area.

Cross country runners from Ensworth huffing and puffing during Covid . Regular cyclists ride faster than 15 mph. and some recreational cyclists are more careful. Cyclists with cycling clothes and shoes shouldn't ride on greenways. They should ride on roads with bike lanes.

## Other reasons for feeling unsafe on a greenway

Car. Naked man. 4-wheeler

Most often people not observing the unwritten rules of the road - keep right, pass on left and announce it. Lots of people take up the whole trail and are oblivious to people passing on foot or bike.

I've been using the greenways for years. There were times when I wouldn't see a single person on the greenways years ago and it has changed significantly. I've used the greenways for just about everything from family walks to daily commuting on my bicycle from east nashville to downtown for a years. Being close to park access makes it easy for me to use almost every day.

From years and literally thousands of miles spent on the greenways, I have a ton of feedback I could provide from what I've seen and experienced. Feel free to reach out direct if you'd like to further discuss.

The times I've felt unsafe have changed over the years. It used to be homeless people living in the park who would follow you on trails and now the majority of issues I notice come from the "professional non ebike" crowd. The folks with the carbon fiber bikes and full one-piece suits like they are racing somewhere close. Surprisingly it's not the bikes I see being the issue on the east side at least. These cyclist have no remorse for others on the trails, they're always going as fast as they can which is easily over 20mph without electricity obviously, never signal, and have caused more turmoil with people simply walking on trails than anything I've seen in all the years of being on the trails.

Electric scooter

Ebike users whipping around unsafely, electric scooters

EScooter

Motorized vehicles such as dirt bikes that aren't allowed on greenways and are much faster than e bikes.

Drug sales, trash everywhere, human waste everywhere, syringes on the ground, tents, stolen grocery carts, extremely unsafe

## Other reasons for feeling unsafe on a greenway

Cyclist with a dog off leash

Homeless, pan handlers, drug users.

one wheeled electric board

Motorized bikes  
Scooters

Distracted walkers on cell phones, groups who take up the entire lanes, strollers and other oversized wagons, etc

multiple walkers side by side on the wrong side, or walkers with headphones not staying in their lane.

Cyclist riding in excess of 20mph, not a e-bike. They tell me they ride from dam to metro center and back

Electric skateboards

I have been hit at least twice on a sidewalk not a greenway with some on an out of control bike which should not have been on sidewalk to begin with. I can imagine e bikes to be even worse. Like out of control scooters.

Electric biker

Groups of runners and/or cyclists who do not move over to allow two-way travel when they meet an oncoming user.

people in car when I started run and still there when I got back in dark.



## Other reasons for feeling unsafe on a greenway

1. Unmasked runners/walkers breathing heavily leaving little space between us.

No verbal warning of "on your left" or "on your right" and I felt startled or had to move quickly.

Dogs off leash or dogs on a very long leash.

People using EarPods on skates or bikes and moving quickly.

Homeless camps

People riding e-bikes too fast

Person using a Onewheel

Large groups taking up the entire width of the greenway.

Any motorized cycle, scooter or one-wheel traveling at speeds higher than an average cyclist is a major hazard to children along the greenway. Accidents happen fast.

People wearing headphones that tune out everything around them.

One wheel electric device

Strollers

A walker on my left going the opposite direction

A family with small children allowed to play and run from side to side of the path

During COVID there were more young people in cars driving thru the park. They drove too fast and when you asked them to slow down they were sometimes belligerent. Also; I am a cyclist myself, but occasionally cyclists in the park pass by too fast, for the volume of walkers.

## Other reasons for feeling unsafe on a greenway

Some dog owners do not properly restrain dogs to a short leash while passing others and cyclists.

I have been nearly hit multiple times by cyclists going fast and "threading the needle" between runners, walkers or other cyclists. I have been run off the path and almost run into.

Home less living in the woods next to greenway.

Electric skateboard/one wheel users doing speed trials at Cornelia Fort and motorized cycles on the greenways. It's mostly users going too fast and passing too close without giving warning on your left kind of stuff.

Somebody zooming past on an electric unicycle

Homeless people

Have seen gas powered vehicles on greenways multiple times

Scooter

Most users are respectful and follow the rules, but a few users walkers, joggers, bikers, dog walkers, etc sometimes don't pay attention to other users.

A non ebike biker was using the greenway like a race track

electric bike

specifically runners with headphones who cannot hear when a bicyclist warns them they are trying to pass

## Other reasons for feeling unsafe on a greenway

Aggressive homeless person

EBike. I dont consider Ebike and Pedal Cycle the same. They are totally different. EBike in general are 3 times the Mass in weight of cyclist. They travel at Twice the Speed that pedal cyclist. That equates to 6 times the damage or liability to other Greenway users. As a local bicycle mechanic, I can attest that 10 percent of my customers are Ebike Users, but they account for 95% of the Crashes and Wrecks - this is due to the poor geometry and balance of 98% of Ebikes. So you want to place an apparatus that is 9 times more likely to injure the general public, resulting in an injury with 6 times the collision impact when this occurs - and it will occur, especially on hilly surfaces !!

Evokes ridden recklessly at top speed.

Homeless camps along the path in Germantown

Cyclists, specifically cyclists who appear to be training for a race & speed down the greenway without minding the speed limit, & anyone walker/runner/cyclist/skater who doesn't call out passing appropriately or is wearing headphones & can't hear others passing

People riding motorcycles on Greenway.

Primarily dogs. The spandex bikers on skinny wheels going way too fast. Bikers that do not call out before passing.

Extendable dog leashes, not locked at 6?. They are trip hazards and have caused injury to My loved one.

Homeless, drug users, drug sellers, etc?

Walker, runner, skater, all wearing headphones wear they couldn't hear your telling them you were coming and totally oblivious to other users.

I have felt unsafe because some users do not have their dog on a leash. Those that do, extend the leash into my path while walking or cycling not an electric bike. I have also felt unsafe when ebikes, single wheel scooters and eskateboards speed up from behind or weave in between me and the other people on the greenway.

## Other reasons for feeling unsafe on a greenway

Was almost hit by someone on an electric dirt bike

When they have running events on the Greenway it can get very dangerous because the runners often wear headphones and cannot hear when a cyclist is behind them. The runners tend to run all over the pathway and do not stay to one side. They also can be very erratic. I have seen and been involved in several crashes due to this problem. Runners who wear headphones can be very dangerous in general due to the fact that they are unaware of what is going on around them and can easily cause accidents to occur.

As one who has used the greenways usually twice a week for more than 15 years, I have encountered many hazards, mostly unleashed or dogs on very long leads, but I've actually encountered a gas-powered motorcycle. Hazards are too common: yesterday, I encountered both a dog off-leash and two individuals on motorized skateboards riding down the middle of the path. The greenway used to be patrolled better than it is now.

Groups blocking path

One wheel electric device

Electric skateboards and electric bikes are very threatening to walkers.

Skunk

I have seen motorcycles riding at full speed on the greenway, which is not safe.

Little kids unsupervised

homeless people. I see the homeless bathing in Richland Creek at the McCabe Greenway.

I once met an ATV coming the other way, and was very surprised and had to swerve to avoid them.

## Other reasons for feeling unsafe on a greenway

I feel the least safe around those wearing earbuds or headphones as they are deliberately distracting themselves and not as able to pay attention esp when their actions could be a safety issue to other users. In general I feel quite safe on the greenways while walking and riding my bicycle. I have the most concern around other users who are not paying attention for any reason. Those of us on wheels all categories are quite conscientious towards our own safety and therefore tend to look out for others. Most walkers with dogs on a leash have in my experience made sure the dog was close and under control when I passed, though in every case, this requires that they be paying attention to listen for my and act on my "on your left" call.

Homeless camps

Electric scooters

Homeless person camping near greenway and soliciting greenway users for money.

A lot of the times I feel most unsafe are actually people on regular bicycles going very very fast- my wife and I call them ?Lances? -lance armstrongs. They treat the greenway and those around them as if they are the only ones on the road. I don't see a point of not allowing EBikes on the trails when bikes without a battery are doing the majority of the speeding- and go way above the speed limit currently.

People not sharing the greenway three people, three strollers, 5 dogs blocking the path or people on bikes or e-bikes going too fast or passing without saying anything.

Homeless people

Cyclist think they have the right of way! And don't move for walkers or runners.

People with headphones in both ears

Groups of walkers/runners who do not move to single file when someone approaches from the other direction.

## Other reasons for feeling unsafe on a greenway

Road bikers sometimes go way too fast.

cyclists on unpaved trails where they are not supposed to be

A cyclist or rollerblader that is traveling at a high rate of speed but does not understand etiquette of letting walkers or runners know that they are approaching can present an unsafe situation.

Walkers side by side taking up the width of the greenway

people hanging out on the side of the greenway

?Other users? good one. How about Drug addled homeless persons wandering around like zombies one with a chainsaw cutting firewood and one threatening with a gun BROOKMEADE ?park? is a disaster!!!! Clean it up.

Also, unicycle electric board, I have experienced persons going extremely fast on them while I am riding my e-bike.

Homeless people sleeping in the woods near the Greenway they will come out and try to approach me I got scared left because I was unsure what they'd do

Gang members

individuals seen walking that seem inappropriate or suspicious in their demeanor. they may not just be out for a walk or physical activity.

People on unauthorized motorized electric scooters or devices

Deer

## Other reasons for feeling unsafe on a greenway

I cycle the greenway several times a week. People who disregard the greenway rules or are unaware of other users whether they are walking, cycling or skateboarding have all made me feel unsafe.

The Greenway has vagrants and is unsafe for walking or exercising.

These are cyclists on non-motorized road bikes I'm referring to that made me feel unsafe. I would support banning cyclists who act like it's the Tour de France from Nashville greenways.

Orchard Bend. Gunshots. Not a safe feeling.

Mill Creek. dogs on leashes across the greenway while on a bike.

Also Weekly negative reactions to me as a cyclist from runners/walkers who have headphones in and don't hear me say "hi I have a bike on your left" in a polite and bright tone.

I obey the 15 mph limit on the greenway. I use multiple greenways monthly and will drive to use a greenway in another part of town.

Walkers, runners with headphones or ear buds not paying attention to surroundings

Electric bike too fast.

Erratic person

Small Motorbike

When multiple people are riding bicycles together and ride side by side or bunched in a group, they often crowd others off the path or don't warn walkers of their intent to pass.

Motorized Skateboards, one wheel things and ebikes that are really motorcycles

Scooters!

Homeless people

## Other reasons for feeling unsafe on a greenway

The homeless camp at Jefferson Street. The area is littered with trash, human feces, needles and tornado debris from March 2020. Yes?. Tornado debris it is still along the greenway since March of 2020.

Dogs are often off leash near the homeless camp along Metro Center as well. Runners used to leave rocks on both sides of the I65 bridge as protection due to several dogs at that location.

Also, a portion of the greenway at the roundabout behind the old Department of Children services building floods often and makes that portion of the greenway unusable. It appears the drainage system is clogged up as the water should be able to flow freely into the river from that elevation.

Homeless camp

People on motor bikes. Not electric bikes, I'm referring to gasoline-powered bikes. Sometimes the ride through in pairs, other times in large groups.

I am a frequent user of the Greenway, walking and running 4 days a week. I have walked/run on almost every stretch of the greenways and have had 4 events on the greenway that made me feel unsafe: 3 events were by regular non-electric bicycles, and by an unleashed dog, the most dangerous were NOT by ebikes, but by regular bikers who speed around turns. In fact, I have been yelled at by one speeding biker for running on the wrong side of the Greenway. I have experienced ebikes on the greenway. The ebikes are NOT the problem! It is the bikers on regular bikes who are racing who are the problem.

Gas-powered mini bikes

E-bike

Motor bikes on the trail!

Bikes on the grass trails! They blow past the signs that read "no bikes beyond this point".

Potholes and surface issues on the greenway

Unattended children of inattentive parents. Leashed dogs are only problematic if the dog isn't being tightly controlled.



## Other reasons for feeling unsafe on a greenway

motorized bike/moped

Motorized. Scooter

dogs off leash or long leash with clueless human  
Runners with ear buds and can't hear warning from cyclist

Our greenway is a homeless camp full of criminals and drug users and dealers.

Also, headphones. They make it difficult to communicate with other greenway users or hear what's happening around you.

electric scooter

Homeless camps along the greenways. They are a hive of crime and could have dangerously mentally ill people.

E-Bikes. I am older so some day an e-Bike maybe necessary. I have lived and cycled Shelby Park and bottoms several times a week for just over 30 years. The problem with having several classes of e-Bikes is it will be harder for those patrolling to distinguish the different types of e-Bikes. e-Bikes are dangerous because many riders run full throttle through the paths. Many times I have been forced off the pavement when an oncoming e-biker forces there way around a slower biker or walker heading in my direction. A regular cyclist is more likely to slow down and allow the oncoming cyclists to pass. I would rule out all e-Bikes.

electric bikes

Riding bike. Father teaching son to ride a bike just leaves his son in the way of oncoming cyclists, like no interest in his son's safety at all & blocking the entire greenway path. Definitely not an e-bike situation.

I've felt threatened by fast and reckless ebike riders who already ride illegally on the greenway trails. Also by walkers who do not stay on their side of the road - need bilingual signage about that.

## Other reasons for feeling unsafe on a greenway

Too many parents with strollers, babies, and animals that they are not in control of. Additionally, people stopping in the middle of the greenway to talk and take pictures instead of moving out of the path is EXTREMELY INCONSIDERATE

e-bike

People in the bushes

Electric Bicycle

Rental electric scooter user using recklessly.

Electric bike.

Homeless people hanging out

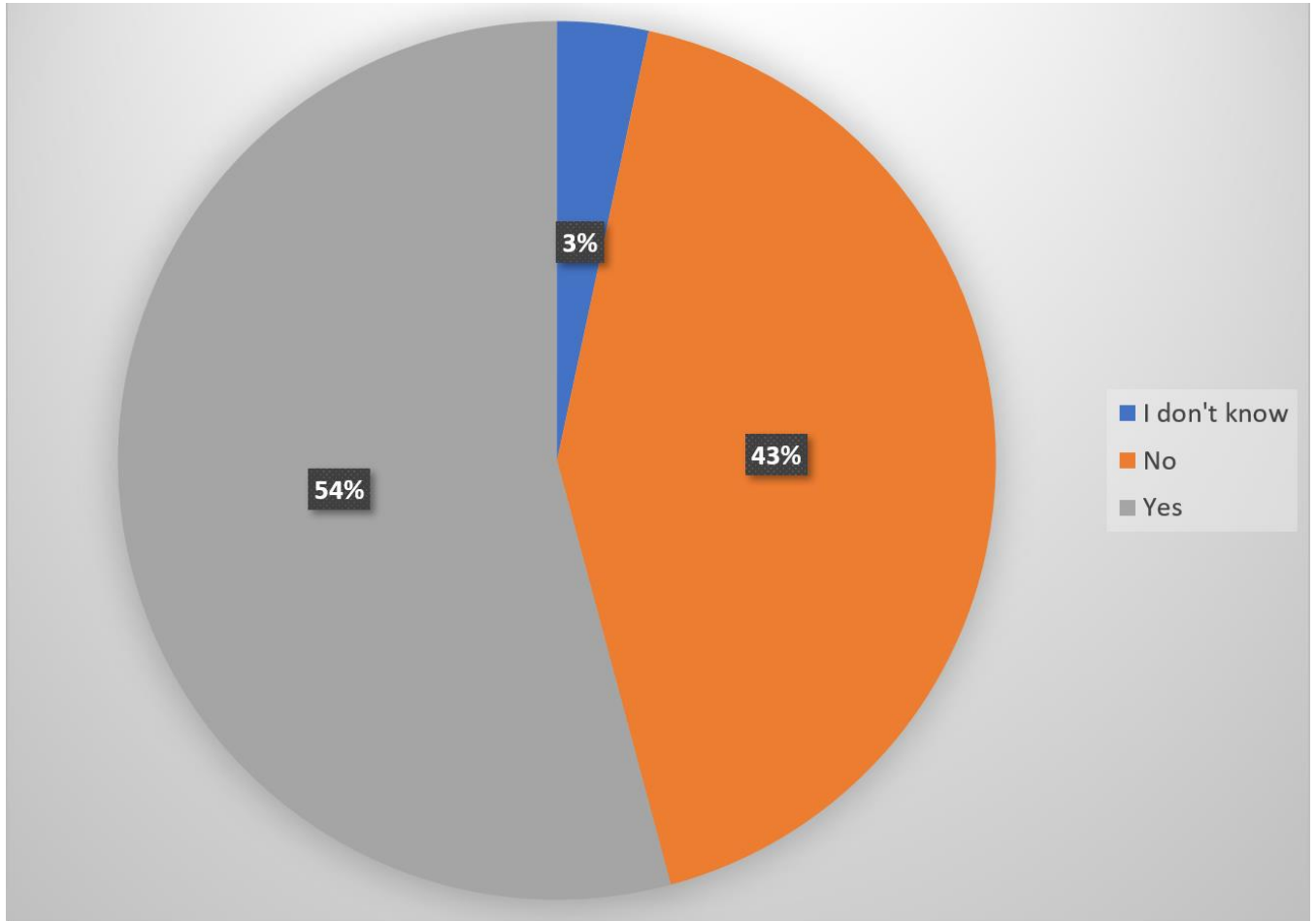
Multiple walkers walking 2-4 abreast while attempting to pass on bicycle. Walkers with earbuds who fail to respond to verbal call ?Passing on your left?.

People wearing headphones that cannot hear me approaching even when I yell "on your left. "

**Q8: Do you approve of the use of Class 1 Electric Bicycles on Nashville’s greenways?**  
*Class 1 Electric Bikes have the capacity to provide powered assistance only when pedaled up to 20 mph.*

- Yes
- No
- I don’t know

**Figure 7. Class 1 e-bike approval**



**If no, then check all that apply:**

- Safety
- Crowded greenway
- Would set a precedent for allowing motorized vehicles on the greenway
- User enjoyment
- Disruption of wildlife
- Other

**Figure 8. Class 1 e-bike-Reasons for disapproval**

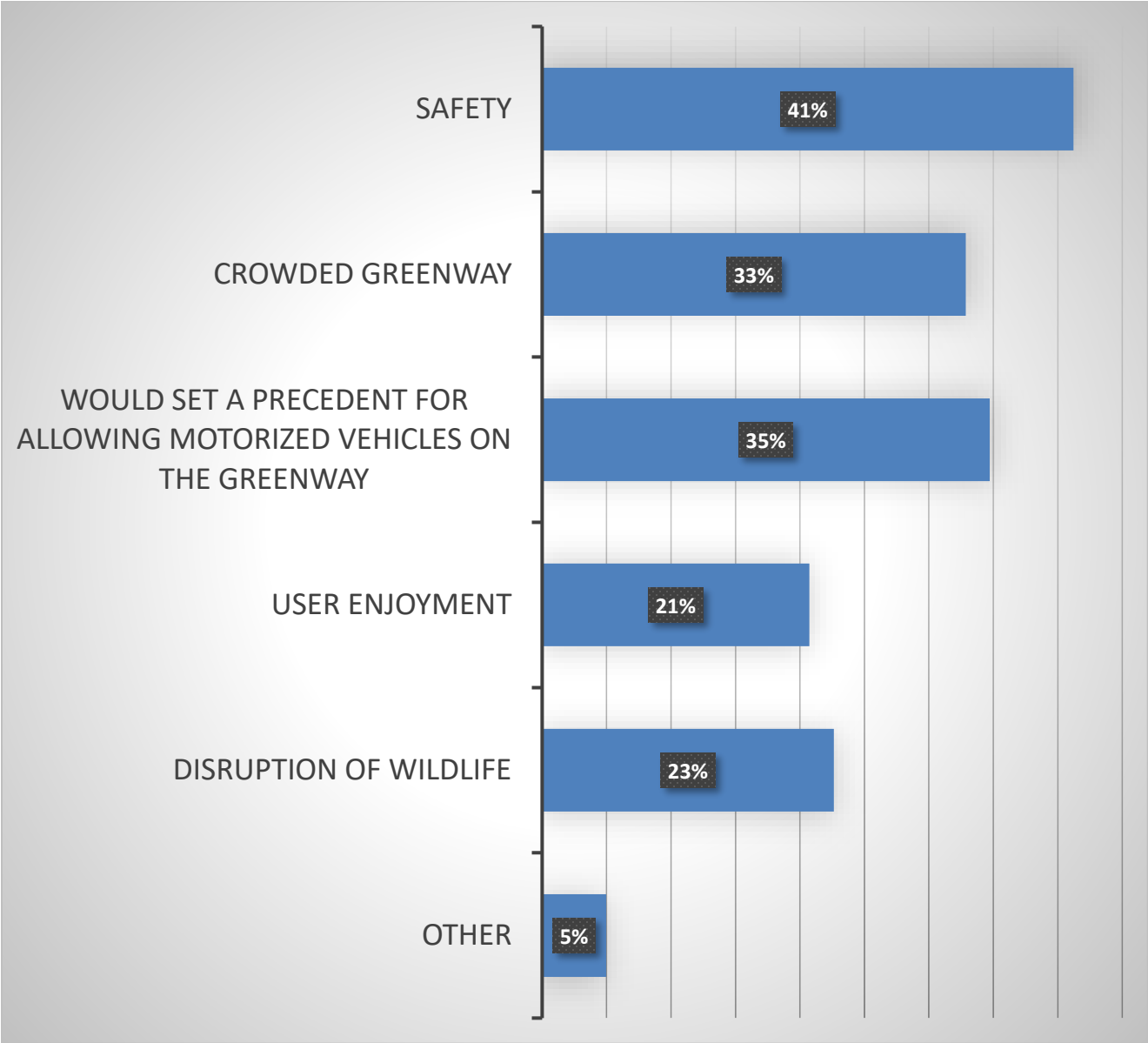


Table 4

<p align="center"><b>Other reasons for disapproval of class 1 e-bikes</b></p>
<p>This would absolutely encourage motorized vehicles to abuse the trail. As a person who been hit by a motorized vehicle while walking on a trail which cause major damage to my body. This would be a very dangerous .</p>
<p>I?m not concerned with e-bikes but with the 20mph change from 15mph. With our young children walking it?s too fast for them to get out of the way in time. 15 mph is enough</p>
<p>Noise</p>
<p>Lack of oversight of posted speed limits</p>
<p>Absolutely terrible idea. Drunk tourists will mow down pedestrians and kids. Is nowhere safe for walkers and children anymore?</p>
<p>Greenways are overcrowded with people who refuse to respect the nature and others on the greenway by way of courteous and safe "on the left" and operating at unacceptable high rates of speed! Our greenways used to be a safe space with a vast majority of Nashvillian's following the laws in place which you refuse or cannot enforce now and you're publicly asking without shame if you can add to it? You want to ADD motorized bikes with ill fit and rude user to an intended and what used to be respected, clean, and beautiful NATURE space? SERIOUSLY???</p>
<p>You will take ?green? out if greenway if motorized vehicles of any sort are allowed!</p>
<p>We need to preserve areas of nature and keep them calm. I am not allowed to walk on the interstate I don?t believe motorized vehicles should be allowed on greenways which are spaces created for walking. Please keep it for what it was truly meant for. Besides. Y?all set the speed limit at 15 mph. Isn?t this counterintuitive?</p>
<p>Too fast</p>
<p>A way around much of the concern would be to post a speed limit and have electric bike personal who monitor/partrol the greenway.</p>
<p>Safety hazard for walkers, especially young children on foot.</p>

## Other reasons for disapproval of class 1 e-bikes

It IS a motorized vehicle on the greenway

I've already been clipped by electric scooters and regular idiot cyclists, I don't want to get taken out by some moron going way too fast on a greenway. Literally nobody wants motorized vehicles on greenways. Stop it. Get some help.

There's already an issue with bikes on unauthorized trails. I'm concerned this would increase.

I do not think electric bikes are any more dangerous than regular bikes. If you are going to ban electric bikes you need to ban all bikes. If you are worried about speed you need to set a speed limit.

pollution of the greenway with users that don't really care about the space.

Stolen by homeless campers

People don't obey the rules when riding electric bicycles on streets?they usually ride on sidewalks any are not courteous, nor do they follow traffic rules. They would make the trails/paths unsafe especially for children and differently-abled people.

Nashville is a long way from providing a safe environment for any kind of bike, motorized or otherwise on greenways or streets. Cyclists and scooters are creating hazards for pedestrians on sidewalks and greenways. It is only a matter time before s pedestrian is severely injured or killed. There is pathetic effort to educate riders AND walkers to the rules of the road.

I vision bachelorette parties ruining the greenway.

Cyclist on standard bikes already do not announce when passing, and go way too fast. It's scary when someone comes up on you. You can hear them. EBIke on the greenway is a horrible idea.

Noise

I have been running 34 years. I run on the greenway 2-3 times per week. It's crowded, with cyclists, strollers, whole families, and dogs. The greenway is not appropriate for all of this traffic, and it's very annoying, when you're training. Consider designating wider greenways for bikes, for example, the Trail Head at Kohl's on Lebanon Road. It's much wider and can facilitate some of the crowdedness.

## Other reasons for disapproval of class 1 e-bikes

The pedal bikes can be borderline unsafe as is. Some of these ebikes are very fast and the max speed laws are unenforceable. So you have this eventuality where we have essentially electric motorcycles flying down our Greenways.

No way to monitor which class each bicycle is on greenway when already crowded greenways. Electric bikes and motorized one wheels are all over the greenways already.

Please keep these out of parks! On city streets makes total sense.

Some of the cyclists on the Greenway already go too fast.

See previous written response.

Nuff Said!

There are places on the Harpeth greenway that aren't safe for pedestrians and are far too narrow to add bikes to the equation

Puts anyone on foot in danger

One idea of the Greenway was to get away from the noises and motorized vehicles.

The main concern that I have is that the electric cyclist will be conflated with the regular cyclists in their negative interactions with others

Why do I not get to check reasons why I do approve of the use?

See my comment at bottom regarding Class 1 e-bike usage by disabled or infirm users.



## Other reasons for disapproval of class 1 e-bikes

While quieter than cars they do make noise and disturb the quiet enjoyment. My main concern though is speed they go over the current limit of 15 miles per hour and the apparent sense of entitlement to pass even when there is no room to pass.

Don't need anything that can go faster than the posted speed limit of 15 mph. Cyclists can exceed that.

The green way should be reserved for natural environmental enjoyment. Bicycle a themselves can be annoying. Electric bikes dilute the greenway naturalist experience even more. Keep them out and I would go so far as to say keep all bikes out of what were and have been walking or running paths.

Similar to "precedent"; Motorized vs. non-motorized sets a "bright line" that is easily determined and enforced. The power of battery operated motors is increasing. A collision at 20 mph is potentially deadly or capable of serious/permanent injury. I often see a "one-wheel" cruising down our street, silently, at about 30 mph. Bikes are even worse. There is no good reason to allow this. There are little kids on tricycles on the Greenways. If you want to use a motor, get on the street. Motorized vehicles are not compatible with Greenway usage. Non-motorized bikes are a challenge enough.

Once bike lanes were added to highways with the white reflectors, highways now littered with rocks, trash and no longer swept by street cleaners and even unsafe for bikes.

Have a potential of too many people going too fast

Noise is my concern

I am 75. Users on e-biker and other transport "vehicles" can be very quiet. I cannot hear them. They are on me before I hear them. I have fallen three times.

Speed limits should remain 15 mph on greenways

Enforcement

Too difficult to enforce what type of bike is being used

babies in strollers and senior citizens have difficulty escaping path of even Class1 EBikes

## Other reasons for disapproval of class 1 e-bikes

Bike riders often do not warn pedestrians of their approach. They should yell "on the left or right" or ring a bell to warn pedestrians. Some of the bikers are moving at a high rate of speed and a collision could be catastrophic.

I only support this because I feel this level of ebike is enough to help aid some who may be unable to enjoy biking the greenway without assistance.

Cyclist are supposed to yield to pedestrians and do not. They call out "on your left" and expect you to move out of their way. Motorized cycles will only make this worse. Please let them use bike lanes on public roadways; that's where our tax dollars have already paid for a path just for them.

Just wrong. Unsafe, disruptive.

I am fine to share the greenways with bicyclists.

Users may have no training or experience.

It would make it hard to relax

There's already issues with cyclists not warning walkers and runners when they are passing. Fix that issue and the rest should be easier. There's routinely a lack of respect in Percy Warner Park and the Harpeth Greenway, near Edwin Warner.

What your suggesting is the concern is over brines, when really the concern is individuals showing no respect when using the greenway.

There are already too many bikes and dogs crowding the greenways.

I'm concerned about the speed on some greenways that have limited line of sight.

The Richland creek greenway is nice and woodsy. It's quiet with the golf ball pings. There's wildlife that you'll see on the path. Don't ruin it with motorized bicycles. It's going to be a safety issue. This greenway makes my neighborhood a great place to live. I hit it up whenever I can. I love it. Lastly my backyard butts up to Richland Creek and then the greenway. Don't ruin the charm of the greenway. Let the motorized bicycles enjoy the road.

## Other reasons for disapproval of class 1 e-bikes

Speed limit should be 15 like is set for other bikes

Many bicyclists ride above the speed limit on the trail, endangering walkers. It would be even more dangerous with e-bikes that can go even faster. There are many dog-walkers with long leashes that cross in front of bikes and children that wander. E-vehicles should be limited to roads.

People that ride scooters and ebikes are generally negligent, without helmets, and have no etiquette.

If these have sound associated with the generator/motor, then they should not be allowed on the greenways. If no, sound, I'm not opposed as the motor isn't working unless someone is pedaling.

noise

The only motorized piece of equipment I think should be allowed on greenways are battery operated wheel chairs, which allows access to the greenways for disabled persons.

No one enforces the speed limit on non-e bikes already.

Would support e-bikes on greenways if cyclists and pedestrians were separated - need to build wider greenways with separate space for pedestrians and cyclists

Enforcement of speed limit.

Speed and hardware that can maim or harm if hit a falling runners body would do some damage but a fast bike could maim or kill

Are you telling me that you're actually considering this???? It's dangerous and had no upside. None.

Is Nashville going to be responsible for personal injury from bikes

## Other reasons for disapproval of class 1 e-bikes

E-bikes are heavier than most bicycles, and can quickly exceed speeds normally achieved by a non e-bike. Higher speeds, coupled with a heavier and quieter vehicle equates to a potentially dangerous situation for pets and pedestrians? as well as wildlife. If Nashville designates specific trails/greenways as e-bike friendly, I would make an effort to avoid these areas. And since e-bikes are already approved for street use, I suggest leaving the greenways for pedestrians and non-motorized use.

Fear of inexperienced riders

I, as well as many friends, use the Greenways to escape the urban environmet & its pedal taverns, traffic, scooters, hot tub trucks, etc. ENOUGH please. I feel that electric bicycles on the Greenway will add to the ?stew?, causing more congestion & safety issues! Can we please just preserve our parks as antidotes to this onslaught of ?progress? & development? Can we not just SLOW DOWN a bit? Please?

People do not walk at 20 mph. That quickly overtakes walkers. The bicycle riders don't even know the courtesy of calling out "on your left" when passing a walker from the rear.

I have nearly been run down the cyclists going too fast in the greenway.

I'd be reluctant to have any bike, electric or otherwise, share a walking area with pedestrians, if it can go up to 20+ MPH. Speed limits around schools are 15 MPH for a reason. A vehicle hitting a person at 25 MPH will literally know the person out of their shoes. People have been killed in Central Park in NYC by reckless bike riders. Bike riding is great but there should be a separate road for just bikes.

When I rode an electric bike, I rode on city streets or dedicated bike paths separate from traffic or pedestrian paths. We need clear signage on greenways marking directions for cycling and walking. Current signage is not clear.

Kids safety

Unmotorized bicycles already refuse to follow Greenway rules such as yielding right of way to walkers, maintaining a safe distance, and speed limits. Adding Electric Bicycles would exacerbate an already unsafe and unsatisfactory situation on Nashville?s greenways.

It has a motor! It should be enjoyed on the streets...

Speeds exceed those of normal bikes. Users are using for transport - not exercise

## Other reasons for disapproval of class 1 e-bikes

It will end up like the electric scooter problem downtown

Inexperienced cyclists rent ebikes and cannot control them - they also do not follow the standard trail rules

Greenway speed limit is 15 mph. I have questions as to whether a person on an electric bike would maintain a lower speed. If user is responsible, might be fine.

Lack of enforcement of rules. Even when rules are in place, some people break them intentionally.

No one should go 20 MPH in the greenway.

Nobody here follows the rules or alerts people when they're coming up quickly behind them. Already it's unsafe with regular bikes. It would only get worse with people having motorized bikes.

They'd be ok if the speed limit & safety could be enforced but I'm certain there's not many power for that. Even non-electric cyclists are often too fast, cut corners, do not take care when passing especially on curves, do not signal when passing, etc. My daughter and I have stopped cycling the Greenway after several close calls; it's easier to jump out of the way when on foot! Add in people walking dogs on too long of a leash and it's all just a recipe for disaster.

Small children would be scared

An expansion of bike lanes in general and on the greenway would be even better!

There should be signs for basic bike etiquette and safety on the greenway

20 mph is too fast for our greenways. 12-15 mph is more appropriate.

I would be fine allowing these bikes on greenway if people didn't go over 15-20 mph.

## Other reasons for disapproval of class 1 e-bikes

I don't know the average speed of conventional bikes, but i see too many people out there with pets and kids and don't think we need the speed of e-bikes sharing winding pathways with pedestrians. There are too many curves through wooded areas and it seems an accident waiting to happen

For me, cyclists are already the most dangerous element of the greenways. Only a minority give warning as they approach from behind and sometimes for those who do the warning is too soft or too late. I am a person who does NOT walk while listening to earphones. I had one very close call myself.

Many cyclists obey the rules, notify a walker when passing, etc. But so many fly by walkers without notice and put both the cyclist and walker at risk. I'm not sure how adding another type of cyclist to the population will be controllable.

Ebikes should always be allowed on greenways. Roads are not safe for ebike riders, why shouldn't they be allowed on greenways!?

I'm adamantly opposed to motorized vehicles on the greenway, except for a motorized wheelchair or scooter for medical reasons obviously!.

I should be able to say why i selected Yes. I chose yes because an ebike permits otherwise limited users. I have ridden a Bcycle share bike this week and struggled to get it over 15. I routinely encounter acoustic bikes exhibiting poor manners and unsafe behavior, specifically high speed and close passes. Speed and entitled behavior are the issue, and more bike users would help set the tone for a safe environment in the same way pedestrian traffic does - by taking the space.

Some of those E-bikes go fast - I worry that would lead to more accidents. Especially given the trail etiquette problems already present mentioned above.

Tourists have taken over every other part of this city. We don't need drunk bachelor or bachelorette parties using the greenways as a theme park while they drunkenly ride motorized vehicles and mow down children, pets, and other residents.

Regular bikes are already too fast but at least these cyclists are getting exercise!

No way to regulate which class is being used.

Enforce with all bikes 15 mph

15-20mph too fast for the greenway in many spots esp during busy times - dangerous

## Other reasons for disapproval of class 1 e-bikes

You can't relax and enjoy nature if you're worried about someone colliding with you from behind at 20MPH. I've had too many close calls with regular cyclist, and those Lime scooters, while I was walking on greenways.

Along with safety, it is a major disruption to children and their parents who wish to use these greenways.

There are a lot of children and elderly that walk, power walk, and run and kids and elderly cannot stop on a dime to some of these ridiculously fast and sometimes incompetent cyclists of all kinds. It is unsafe. Anything going above 15mph should go on the designating bike lanes right along side regular car traffic. They are designated and safe for those type of cyclist to use.

If allowed there is no way to regulate speeds or safety habits of users. Cyclists already speed recklessly and the paths are too narrow in most areas for children and cyclists.

Speed in the greenway and cause an accident to pedestrians.

I live in East Nashville and enter Shelby bottoms from moss rose & McGinnis. There are ZERO sidewalks in our neighborhood and the greenway is the ONLY place we can walk or run without worrying about distracted drivers. Please keep the greenway safe for people who want to exercise and decompress.

20 MPH is faster than the posted speed limit. The danger on the greenways is excessive speeds by cyclists. Adding more bikes of a different class will increase the risk of a severe accidents and injuries. The greenways are not patrolled/monitored effectively to keep all user types safe.

It poses safety issues particularly to people who are still learning to ride, to navigate themselves, and need walk assistance. I am a mom of a 7-year-old, who just started to bike on the greenways. I am concerned.

Not for exercise

They move too fast/don't adhere to speed limits, and are generally used by people who are not runners or cyclists and therefore don't adhere to greenway etiquette. Completely unsafe to have on greenway and disrupts nature, the peacefulness of the trail and the intent of have the trails.

This is a dishonest, leading follow up. There's no basis for how e-bikes could possibly affect user enjoyment, crowds, wildlife, or safety. Also, state law current allows e-bikes on the greenway, so the idea that this sets a precedent is grossly misleading.

Would be very difficult for parks to enforce any distinction between 1,2,3 classes

## Other reasons for disapproval of class 1 e-bikes

I am not clear - would elec bikes be limited to 20 mph? My concern is that it seems electric bikes can get quite fast if pedaled and have an electric motor. I believe the bike limit now is 15mph.

EBike. I dont consider Ebike and Pedal Cycle the same. They are totally different. EBike in general are 3 times the Mass in weight of cyclist. They travel at Twice the Speed that pedal cyclist. That equates to 6 times the damage or liability to other Greenway users. As a local bicycle mechanic, I can attest that 10 percent of my customers are Ebike Users, but they account for 95% of the Crashes and Wrecks - this is due to the poor geometry and balance of 98% of Ebikes. So you want to place an apparatus that is 9 times more likely to injure the general public, resulting in an injury with 6 times the collision impact when this occurs - and it will occur, especially on hilly surfaces !!

They are noisy and ruin the experience of those enjoying the sounds of nature.

ONLY if helmets are mandatory.

E-bikes are heavier and less nimble that pedal bikes. They are often ridden by riders who are unfamiliar with handling a bicycle at speeds up to 20mph and breaking distances at that speed. I feel they would increase the risk of collisions with pedestrians.

The greenway I use around McCabe golf course is now too crowded for all types of usage. Dogs should not be allowed on the greenway, they have their own dog park. Also, all forms of electric powered transportation, except wheelchairs, should not be allowed.

The speed they offer is just too high.

If the drivers of those motorized vehicles were to wear headphones it would be an even more serious safety hazard

Metro will not enforce Class. Class 3 and electric motorcycles will have unrestricted access. Home built modified bikes will not be regulated. As with "Bird" scooters people will rent electric bikes allowing much greater speed than possible with pedal only.

In general, I think the posted 15 mph speed limit should be respected in order to promote safety for walkers, joggers, and other non e-bike cyclists. As an owner of both a road bike and an e-bike, I know that I am much more likely to exceed 15 mph on an e-bike, regardless whether it is a class 1 or 2. The difference between 15 mph and 20 mph is pretty significant, enough to become extremely unsafe. And let's be real, no one on an e-bike is actually going obey the 15 mph speed limit. In addition, there are countless ways to defeat the 20 mph speed limit. My class 2 can go 30+ mph if I pedal enough. Allowing e-bikes on the greenway may create safety concerns for some people especially walkers and parents with children, causing them to avoid it. That's the last thing we want.



## Other reasons for disapproval of class 1 e-bikes

My young children 7 and 5 like to bike on the greenway and I am concerned about safety concerns with ebikes. I would hate to see children be less safe on the greenway or use it less due to safety concerns from the speeds possible with ebikes. As a frequent walker on the greenways I don't want to worry about someone suddenly zooming up behind me on an ebike.

With etiquette/rules observed to keep the greenway experience courteous and safe

Cyclists in general are not cautious of pedestrians with little children on dogs. They are going way to fast around curves and not identifying themselves. It's becoming too crowded to really enjoy the greenways.

Electric bicycles on greenways would be dangerous to pedestrians.

They go too fast. Faster than the 15 mph speed limit.

The homeless in Brookmeade ?Greenway? will not tolerate anyone there unless they bring drugs.

A majority of bicyclists already do not announce themselves when they pass you on the left. This is only going to be exacerbated if electric bicycles are added to the greenway.

Greenway paths are often narrow and challenging to juggle a bike when crowded. Folks with little cycling experience on an ebike are much more likely to cause injury to others on the path.

Safety safety safety

Existing rules for bicycles are not enforced. Ebike riders would be an additional group of which many would not follow the rules.

I think ebikes are a great option for commuting, especially class 3 bikes "on roadways". I wish the greenway however, to remain free of motorized vehicles and yes, all ebikes are "motorized" as I witness daily use by the many variations of ebikes some look like small motorcycles and even gas powered bikes.

Could e-bike users be required to get a permit to use the greenway? I understand those who have medical limitations and need the extra assistance. My biggest fear is e-bike rentals becoming popular and putting large groups of inexperienced riders on the greenway.

## Other reasons for disapproval of class 1 e-bikes

It's meant for walking.

The people I know that use e-bikes use them for commuting to/from work. We need to do all we can to encourage this form of zero emission commuting, not discourage it!

It also depends on if this is a bike share program and how this program is kept. If it's similar to Bird or E Scooters in that no one takes care of them and people leave them everywhere, then that will ruin our greenways. If not, then I would be less opposed.

Danger to pedestrians

Noise. Pollution. Accidents. Bicycles are already too fast and ride too close to pedestrians.

20 mph is much too fast for greenways. If the rider has the ability to go that fast, then they certainly will. The greenways that I use are often filled with parents and children, parents pushing strollers, dog walkers, and elderly people walking as well as runners and normal single file walkers. Greenways are generally peaceful and pleasant getaways from dangerous traffic. Please don't ruin that environment by allowing motorized equipment. Bicycles I have one and have ridden the greenways should ALWAYS yield to pedestrians. Also, bicycles can travel on normal roadways far easier than mothers with children, dog walkers and all the other categories I have mentioned. We have only had the luxury of so many wonderful greenways in the past several years. Please do not take away the safety and serenity of our greenways by allowing motorized vehicles.

Bicycles have overtaken the trails in my opinion. The majority don't say "on your left" like they used to. They speed by way to fast- if your not careful and walk a straight line you can very easily get hit.

Inexperienced users who do not know and use biking rules and courtesies.

The ebikes are NOT the problem! It is the bikers on regular bikes who are racing who are the problem. I have almost been hit twice by regular bikes. It is the biker not the ebikes.

Most people on ebikes are closer to walkers in that they are "casual users" of the trail. Inattention + speed equals accidents - see electric scooters. Traditional cyclists, in providing their own power, tend to be attentive. The same holds true for joggers, even though most wear earbuds.

If another lane was created specially for bikers that would be fine.

### Other reasons for disapproval of class 1 e-bikes

The greenway has become increasingly crowded in the past three or four years. Too dangerous for any motorized machine.

These e- bikes are heavy and hard to maneuver on crowded greenways where stop and go is necessary.

Yes of course they should be allowed all the way to Class 3. Are you kidding? I've had cyclists pass me going 25 to 30 mph easily. The ebikes are much slower cruisers.

Ebikes are too fast. Can't we keep a peaceful natural environment? That's why I come to the greenway to get away from the noise.

That top speed for an electric bike with persons walking and families with strollers, and pets on leashes is going to be a big problem. Most bike riders now never are at top speed 15 mph when riding. If this passes you need to require riders to announce -"ON THE LEFT "etc when they ride.

**Q9: Do you approve of the use of Class 2 Electric Bikes on Nashville’s greenways?**  
*Class 2 Electric Bikes Class 2 e-bikes provide electrical assistance regardless if the rider is pedaling or not up to 20 mph.*

- Yes
- No
- I don’t know

**Figure 9. Class 2 e-bike approval**

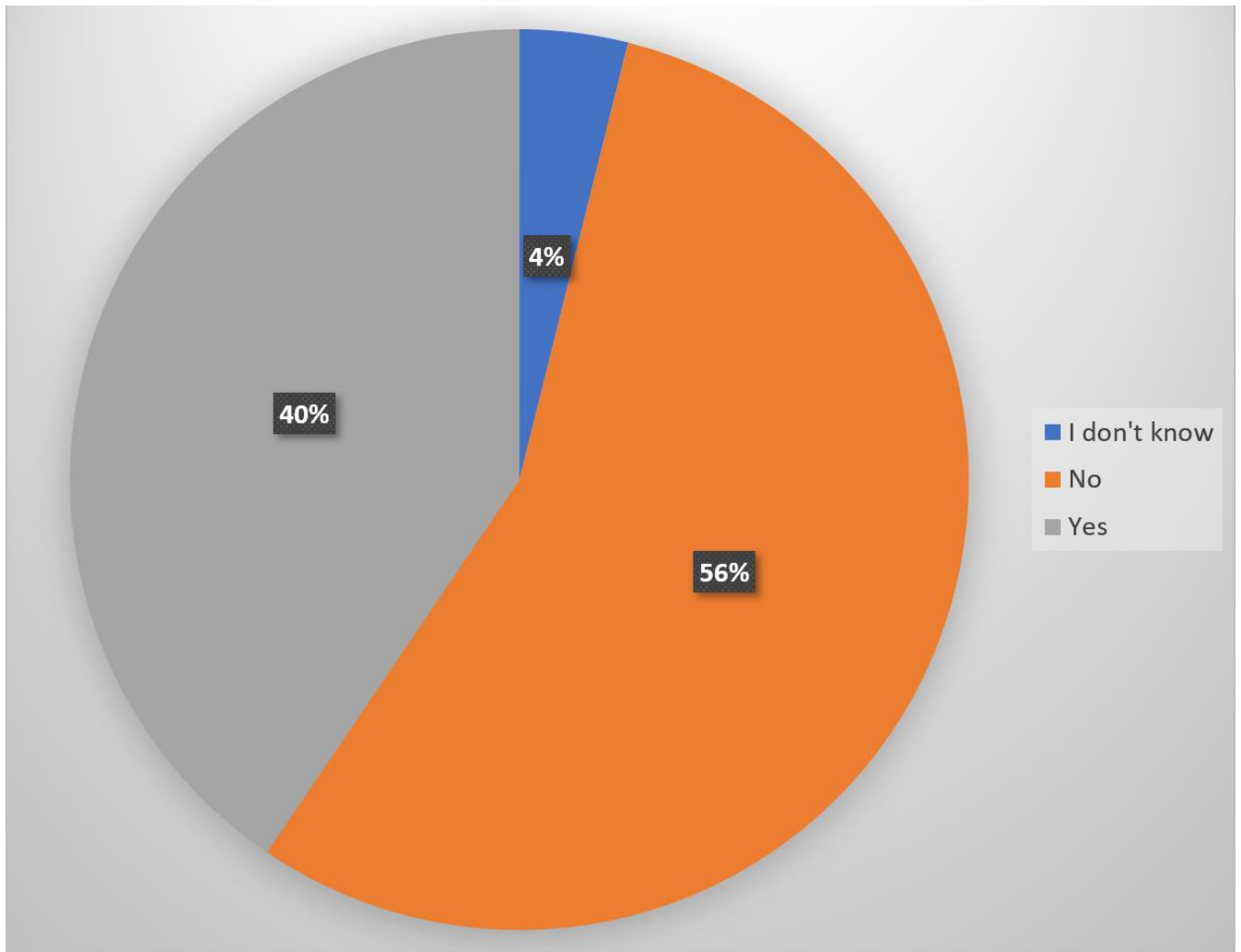


Table 5

Other reasons for disapproval of class 2 e-bikes'
Speed elevates the level of risk in quickly adjusting to traffic or other disruptions.
Same reason as above, I approve of e bikes but not 20mph
Created too much of a divide between users for example, slower, older walkers and 20mph ebikes. Already this occurs with competitive cyclists who are training and I worry evoked would make it more difficult for users to coexist on an increasingly crowded greenway.
Lack of oversight of posted speed limits
AGAIN - Greenways are overcrowded with people who refuse to respect the nature and others on the greenway by way of courteous and safe "on the left" and operating at unacceptable high rates of speed! Our greenways used to be a safe space with a vast majority of Nashvillian's following the laws in place which you refuse or cannot enforce now and you're publicly asking without shame if you can add to it? You want to ADD motorized bikes with ill fit and rude user to an intended and what used to be respected, clean, and beautiful NATURE space? SERIOUSLY???
They don?t seem to be as cautious as a manual cyclist. Essentially they seem to think they own the green way & tend not to follow the rules too fast/no helmet/passing even when crowded
Again! These are walking cycling pads they are not meant for motorized vehicles of any kind!
Bikers travel at higher speeds & they should not be permitted.
The bikes are too quiet to know they are coming. Our small child almost got hit by a group because they came around a curve from behind us without announcing themselves. We are on the greenway multiple times a week sometimes 7 days.
Pedal assist is great, I'm less comfortable with throttles.
It IS a motorized vehicle on the greenway

## Other reasons for disapproval of class 2 e-bikes'

Could you imagine having tourists who already have no idea what they're doing coming around a blind corner on one of the more wooded greenways, like Shelby Bottoms, and running smack dab into a kid or a deer? What about just running into you? Have you ever been hit by a bike, because if you haven't, please take my word: It hurts.

too risky. it seems like this is an opportunity to once again let money and developers control nashville. if this land is meant to be protected?quit doing the things that lead to its destruction it is a slippery slope.

Remember the time a councilman tried to sell fort negley to a developer?

I favor class 1 but oppose class 2 because it can move without pedal assist. Self-propelled electric device ought not be on greenway.

just today on the Edwin Warner Greenway where i biked 15 miles ave speed 10 to 12mph a group came by on a class 2 and the noise of the motor and the speed they were riding was insane. Also one of the women was obviously a novice rider and felt she was not safe on her bike.

Same reasons as above

I see the potential of another tourist attraction.

Noise

Speed, even 20 MPH is pretty fast. I have encountered the E bikes in Percy Warner and they are loud, heavy, and have heavy and wide tires, and are fast as they have been ridden there. All the riders I have observed appear to be young people, I would estimate in their 20?s.

I'm hard of hearing. Generally, I'm not bothered by cyclists travelling the speed limit or less as they have time to react. I have several times been passed by cyclists travelling well over the speed limit that would cause bodily harm if they make a slight error or if I make a slight change of direction. If someone can ride a bike at 20 mph without pedaling, that could increase the number of speeding bikes.

No way to monitor which class each bicycle is on greenway when already crowded greenways. Electric bikes and motorized one wheels are all over the greenways already.

Some of the cyclists already go too fast.

## Other reasons for disapproval of class 2 e-bikes'

.....

I don't think we're conceptualizing how fast 20 mph is. That's transportation that should have a bike lane. I'm highly in favor of bike lanes and the idea of ebikes replacing cars. That's not what they'd do on greenways.

Puts anyone on foot in danger

motorcycle on greenway

28mph is well above the current greenway speed limits--which at times feels high in some multi-user situations-- so allowing any mode of transport that exceeds those limits just seems to be begging for a bad situation.

No electric bikes should be permitted. However, I do approve of electric wheelchairs for disabled people.

Why do I not get to check reasons why I do approve of the use?

While quieter than cars they do make noise and disturb the quiet enjoyment. My main concern though is speed they go over the current limit of 15 miles per hour and the apparent sense of entitlement to pass even when there is no room to pass.

Don't need anything that can go faster than the posted speed limit of 15 mph. Cyclists can exceed that.

The green way should be reserved for natural environmental enjoyment. Bicycle a themselves can be annoying. Electric bikes dilute the greenway naturalist experience even more. Keep them out and I would go so far as to say keep all bikes out of what were and have been walking or running paths.

Similar to "precedent"; Motorized vs. non-motorized sets a "bright line" that is easily determined and enforced. The power of battery operated motors is increasing. A collision at 20 mph is potentially deadly or capable of serious/permanent injury. I often see a "one-wheel" cruising down our street, silently, at about 30 mph. Bikes are even worse. There are little kids on tricycles on the Greenways. If you want to use a motor, get on the street with other motors. The Greenways were intended for pedestrians and NON-MOTORIZED vehicles. Motorized vehicles are not compatible. Non-motorized bikes are a challenge enough.

## Other reasons for disapproval of class 2 e-bikes'

Same issue....electric bikers bring fear, overcrowding, dominance and trash.

Noise

Most Bikes and Recumbent Trikes have from 7 gears up to 24 gears. That makes it EASY to climb hills and get greatly needed exercise. If you have an electric bike, you will never exercise, because it's too hard to NOT use all that power assist. This creates more riders going at higher speeds than they could pedal, and over longer distances causing more accidents to slower walkers, children and even head on collisions in blind curves. Do NOT turn our great greenway trails into a race track!!!

I've seen too many accidents with regular bikes at slower speeds and the electrics will make accidents more frequent, but the electric speeds will make them more dangerous.

I've been riding Metro Greenways on Recumbent Trikes since 1991, and I have seen it all.

The ER/Ambulance has a terrible time getting to an injured person 3-4 miles downrange of the trailheads.

Please keep the electrics OFF our quiet trails and keep the speed reasonable.

In reality, it's not a precedent--it's allowing without question a motorized vehicle; I don't see how it doesn't fit the definition.

Speed limits should remain 15 mph on greenways

This type of bicycle is likely to be used by an inexperienced cyclist. I have personally witnessed the use of these type of e-bikes in other cities and they go way too fast for the circumstances. Inexperienced cyclists are much more likely to get into an accident.

Could invite more motorized toys and feel like a commuter route.

Enforcement

Electric bicycles may be used if they adhere to speed limit guidelines on greenway.

Not enough ability to enforce which type is being used. Speed is already not enforced with regular bicycles.



## Other reasons for disapproval of class 2 e-bikes'

Not having to pedal means not being as aware of surroundings.

As Class1 EBikes are dangerous, and Class2 more so

Class 2 are too fast, like motorcycles on greenway

I would allow a owner or user of a class II e-bike to use a greenway but their bike must be on a pedal-assist mode unless they have a medical exemption. I have always held that a majority of users of trails and greenways will follow the regulations and guidance if it is clear what these are. Unfortunately, there will be some that blatantly ignore it and then strategies on enforcement need to be considered.

I do not support any mode of transportation on greenways that doesn't require power input from the rider.

Why not allow motorcycles? And don't pretend otherwise: many class 2 bikes and some Class 1 bikes go considerably faster than 20mph, and I do not think speeds of these bikes will be effectively patrolled. I have no problem with electric bikes on roads, including roads such as the Natchez Trace. I do have a problem with mixing in relatively close quarters electric bikes with regular bikes, walkers and individuals in wheelchairs.

Cyclist are supposed to yield to pedestrians and do not. They call out "on your left" and expect you to move out of their way. Motorized cycles will only make this worse. Please let them use bike lanes on public roadways; that's where our tax dollars have already paid for a path just for them.

I approve as long as they adhere to the 15mph speed limit

Greenways are for exercise and contemplation. A class 2 e-bike is for transportation, not for the aforementioned uses.

I am fine to share the greenways with bicyclists.

When using a throttle without pedaling, one tends to be less aware of riding at speed and conditions that the bike/surface is prepared to handle eg: wet pavement, leaves - ability to slow can be impaired

## Other reasons for disapproval of class 2 e-bikes'

That sounds terrifying on already busy greenways

Users may not be trained or have sufficient experience.

Pedal assist>

Concerned about experience level. Lack of experience or ability to control a bike well at 20 can easily cause an accident with pedestrians especially as they approach groups populating both sides.

Many bicyclists ride above the speed limit on the trail, endangering walkers. It would be even more dangerous with e-bikes that can go even faster. There are many dog-walkers with long leashes that cross in front of bikes and children that wander. E-vehicles should be limited to roads.

These bikes are a hazard for all greenway users

This is no different than a motorbike because it works even while the user isn't pedaling. I don't recall that these have sound, but if they do, it would be stressful for the wildlife and those of us who don't want to hear a motorbike.

noise

Class 2s and 3s is just too much. Those belong on public roads.

No pedal taverns ... see I do have my boundaries.

Enforcement of speed limits.

Same as class 1 answer

## Other reasons for disapproval of class 2 e-bikes'

E-bikes are heavier than most bicycles, and can quickly exceed speeds normally achieved by a non e-bike. Higher speeds, coupled with a heavier and quieter vehicle equates to a potentially dangerous situation for pets and pedestrians? as well as wildlife. If Nashville designates specific trails/greenways as e-bike friendly, I would make an effort to avoid these areas. And since e-bikes are already approved for street use, I suggest leaving the greenways for pedestrians and non-motorized use.

Fear of inexperienced riders.

My reasons for objecting to class 2 electric bicycles are the same as for objecting to class 1 electric bicycles, except cubed.

In general, some cyclists do not abide by rules on the greenways. They cycle too fast and don't alert the walkers as they approach,

There is mention of a 15 mph speed limit. How is this going to be enforced? I have never seen rangers or police on the greenways. Also, the greenways that I use are already crowded. Seems very dangerous.

Kids safety

See above comments which apply equally to Class 1 and Class 2 Electric Bikes.

Same as above

Will be a repeat of the electric scooter problem downtown

Inexperienced cyclists rent ebikes and cannot control them - they also do not follow the standard trail rules

Dames above

These go too fast. I have seen them on the greenway and they go much faster than class 1.

## Other reasons for disapproval of class 2 e-bikes'

No one should be moving at 20 MPH on the greenway.

they have to include bells or something to notify people .

Just making sure that the speed limit still stays the same 15mph, right

An expansion of bike lanes in general and on the greenway would be even better!

There should be signs for basic bike etiquette and safety on the greenway

20 MPH is too fast for our greenways. 12-15 mph is more appropriate,

I would be fine with this if users wouldn't go over 15-20 mph. I.e., if speed limits could be regulated and enforced somehow.

For all the same reasons noted above

Terrible idea. Greenways are for exercise, in my opinion, not for motorized vehicles that require no pedaling.

There is currently a speed limit of 15 mph and I don't think that should change, regardless of the device.

I approve if people have their own bikes that are class 2 but prefer that citibikes are class 1 -- I found some instruction useful before riding a class 2 bike

Idiots will be idiots, regardless of what they ride, Bike, Ebike, etc. common courtesy can't be regulated.

## Other reasons for disapproval of class 2 e-bikes'

Class 2 ebikes have a throttle. Only difference. Same speed as class 1, but accessible to more riders. A throttle makes a huge impact on the rider's experience, but only when starting particularly on a hill. Inexperienced riders and those carrying cargo or passengers rely on throttling to get started, making the learning curve easier and more approachable. Having that opportunity in a car free environment is critical to encouraging more ridership and reducing vehicle travel in urban areas

Same as above

Tourists have taken over every other part of this city. We don't need drunk bachelor or bachelorette parties using the greenways as a theme park while they drunkenly ride motorized vehicles and mow down children, pets, and other residents.

They will go to fast. Already can be crowded. If you need to, maybe open only a certain area to these types of bikes. To me, they are similar to motorcycles. Or godly carts or???

I think slower ebikes on the Fenway should be allowed!

I would approve class 3 bikes instead of class 2 bikes on greenways. Speed limits are speed limits and I feel pedaling is a key to safety vs using a throttle

No way to regulate which class is being used.

Enforce 15mph all bikes

I am concerned about people pushing the envelope with speed. 20mph seems high.

However, if allowed, Greenways should require all bikes to be registered with a bike license plate since it is hard to tell them apart.

15-20mph too fast for the greenway in many spots esp during busy times - dangerous

I just would like the regular bicycles back

These are more like mopeds

## Other reasons for disapproval of class 2 e-bikes'

You can't relax and enjoy nature if you're worried about someone colliding with you from behind at 20MPH. I've had too many close calls with regular cyclist, and those Lime scooters, while I was walking on greenways.

There are a lot of children and elderly that walk, power walk, and run and kids and elderly cannot stop on a dime to some of these ridiculously fast and sometimes incompetent cyclists of all kinds. It is unsafe. Anything going above 15mph should go on the designating bike lanes right along side regular car traffic. They are designated and safe for those type of cyclist to use.

Honestly, I don't understand enough about the differences in ebikes to understand which is more or less invasive. I think probably we should take a break from the issue while frequent users like myself learn more about different kinds of ebikes. But I'm not in favor of anything motorized on the greenway by able bodies persons.

If allowed there is no way to regulate speeds or safety habits of users. Cyclists already speed recklessly and the paths are too narrow in most areas for children and cyclists.

Speed in the greenway and cause an accident to pedestrians and leashed animals

See above.

Again faster than the posted speed limit

The same reason as Class 1 e-bike.

Noise

Again, this is a dishonest, leading follow up. The throttle feature of Class 2 E-bikes does not make them operate much differently than a Class 1 E-bike or regular bike.

see above

EBike. I dont consider Ebike and Pedal Cycle the same. They are totally different. EBike in general are 3 times the Mass in weight of cyclist. They travel at Twice the Speed that pedal cyclist. That equates to 6 times the damage or liability to other Greenway users. As a local bicycle mechanic, I can attest that 10 percent of my customers are Ebike Users, but they account for 95% of the Crashes

## Other reasons for disapproval of class 2 e-bikes'

and Wrecks - this is due to the poor geometry and balance of 98% of Ebikes. So you want to place an apparatus that is 9 times more likely to injure the general public, resulting in an injury with 6 times the collision impact when this occurs - and it will occur, especially on hilly surfaces !!

People don't know how to act and racing will happen

Unlike class-1 ebikes, class-2 ebikes enable even the least-practiced riders to reach top speed. They pose a higher risk of collisions with pedestrians.

The greenway I use around McCabe golf course is now too crowded for all types of usage. Dogs should not be allowed on the greenway, they have their own dog park. Also, all forms of electric powered transportation, except wheelchairs, should not be allowed.

The speed they offer is just too high.

I favor eBikes when "speed is directly related to applied power", and that is not the case for Class 2 bikes which are simply "electric motorcycles". Actually, since Class 3 bikes only supply power when peddling, I do not object to them, either. I ride only my "normal bike" on the greenway, but I purchased an eBike when I was recovering from major surgery and have no issue with Class 1 or 3 bikes on the greenway.

Already have had near misses with children. Too many bike users have no concern for safety. It will be prone to multi litigation. HARM

See above.

I'm interpreting "Class 2 Electric Bikes" to NOT include other e-devices that don't require pedaling such as scooters, mono-wheeled skate boards, segways and other two wheeled electric vehicles configured like a small motorcycle. My concern is that most people would not differentiate between the formal definition of a Class 2 e-bike and these other devices. I am against any rule that would allow that misunderstanding. I suggest the rules REQUIRE functional pedals on the device and only on two wheeled vehicles, and allow for exceptions for other-abled users. Allowed devices should aid in active transportation and recreation and not provide for the avoidance of effort as a Class 2 would specifically permit. Also, the issue of compliance would need to be addressed in any legislation.

Cyclists going too fast is already an issue, we shouldn't make it worse. Enforcement of any of this will be nearly impossible.

## Other reasons for disapproval of class 2 e-bikes'

In general, I think the posted 15 mph speed limit should be respected in order to promote safety for walkers, joggers, and other non e-bike cyclists. As an owner of both a road bike and an e-bike, I know that I am much more likely to exceed 15 mph on an e-bike, regardless whether it is a class 1 or 2. The difference between 15 mph and 20 mph is pretty significant, enough to become extremely unsafe. And let's be real, no one on an e-bike is actually going to obey the 15 mph speed limit. In addition, there are countless ways to defeat the 20 mph speed limit. My class 2 can go 30+ mph if I pedal enough. Allowing e-bikes on the greenway may create safety concerns for some people especially walkers and parents with children, causing them to avoid it. That's the last thing we want.

I'm not certain about class 2, but I feel like Class 1 should definitely be allowed. I worry that banning all ebikes will be an ADA issue, but I wish we could limit them to 15mph regardless of class.

In my personal experience, class 2 users are often not paying attention to right of way.

My young children 7 and 5 like to bike on the greenway and I am concerned about safety concerns with ebikes. I would hate to see children be less safe on the greenway or use it less due to safety concerns from the speeds possible with ebikes. As a frequent walker on the greenways I don't want to worry about someone suddenly zooming up behind me on an ebike.

A Class 2 electric bicycle is NOT a bicycle according to most legal definitions. Definitions of bicycles used in law usually define the bicycle as a human-powered vehicle designed to transport by the act of pedaling. While Class 2 E-bikes have pedals, they also have thumb throttles or twist throttles, like a motorcycle, and do not require the user to pedal them in order to be propelled forward. A rider can just sit on the vehicle, twist a throttle and immediately be going 20mph with no pedaling and no human effort. This makes Class 2 E-bikes a motorized vehicle and NOT a bicycle. They should NOT be allowed on the Greenways, just as gas mini-bikes, e-motorcycles, and other vehicles with throttles are not.

However, Class 1 and Class 3 e-bikes should be allowed. Both classes require the user to pedal them to propel them forward. If the user stops pedaling, the bicycle will not propel itself on its own. The banning of Class 3 E-bikes from the Greenways in TN law may be due to a misunderstanding of how the pedal assist e-bike works. The bicycle will NOT reach 20mph or 28mph in the case of Class 3 unless the user can produce enough power when pedaling and combined with the electric assist to reach that speed. This is not easy to do for many riders. The speed limit on the Greenway is 15mph and both Class 1 and 3 E-bikes are capable of exceeding that speed. But so are many other cyclists and skaters. As users we self-regulate our power input into our bicycles and skates out of respect for the rules and other Greenway users. Since Class 3 E-bikes must be pedaled to move them forward, they should be allowed on the Greenways. The TN Law should be revised.

The speed of Class 2 E-bikes are not limited by the strength and stamina of the rider, since with the twist of throttle the vehicle can begin hurtling down the Greenway at 20mph with no human effort at all. Again, we can count on the user to follow the speed limit, but any speed or momentum they have



## Other reasons for disapproval of class 2 e-bikes'

can be the result of an electric motor with no human input at all. That is a motorized vehicle and NOT a bicycle. Class 1 and Class 3 E-bikes HAVE to be pedaled, putting the rider in control of the momentum of the bicycle and not the electric motor. This causes the rider to be more aware of their speed and in better control of the bicycle for general maneuvering and braking.

With etiquette/rules observed to keep the greenway experience courteous and safe

This is simply a matter of the complete lack of enforcement of any rules on greenways and that with electric bikes and skateboards/scooters, the operates acts as if they own the greenway, zooming at high speeds and expecting everyone else to get out of the way. It doesn't have to be this way. If we had a culture of respect or better greenway design, this could easily work. But we don't have these things, we shouldn't pretend we have these things and so allowing bikes that are motorized to go even without pedaling means we are going to have more accidents than already happen. Most are unreported. Who would you report them to? How would anything meaningful be done? I would love it if we created a culture where faster individuals on the greenway yielded to slower and that we had wide enough greenways that you could have separate lanes for bikes and scooters and lanes for runners and walkers. But we are a cheapskate city that doesn't prioritize pedestrian safety so we need at least one place that peds can go safely without fear of being run over. That should be the greenways.

Any sort of electric bicycles on greenways would imperil pedestrians who are walking, running, pushing baby carriages or walking dogs.

Go too fast

Noise

Disrupts the homeless illegally camping there, you know what with the trash piles burning and the scampering of rats. I guess rats being distracted by picnickers and bicyclists is it. Yeah. That's the problem.

Greenway paths are often narrow and challenging to juggle a bike when crowded. Folks with little cycling experience on an ebike are much more likely to cause injury to others on the path.

Safety

Existing rules for bicycles are not enforced. Ebike riders would be an additional group of which many would not follow the rules.

## Other reasons for disapproval of class 2 e-bikes'

Pedestrian safety

Same as above.

People tend to push limits and flaunt the rules whenever they can. As mentioned above in the list of options, it would set a precedent for other motorized vehicles. I have actually seen a motorcycle on the roads closed to motorized traffic in Percy Warner Park. And cars and trucks sometimes drive up the hill closed to traffic on the back side of the park. I stopped and questioned one young man in a truck. He was trying to get to Leigh's Summit. He couldn't get there from the front of the park but was sure he could from the back.

Inexperienced users

I would only allow class 2 for people with disabilities.

Cannot depend on people riding e-bikes to observe posted speed limits ie have you driven on interstates recently? which would result in safety concerns

The ebikes are NOT the problem! It is the bikers on regular bikes who are racing who are the problem. I have almost been hit twice by regular bikes. It is the biker not the ebikes.

I am there almost every day. The absolute failure by Metro to enforce greenway the 15 mph bicycle speed limits has placed pedestrians and children at serious risk of harm. I have witnessed near-collision incidents repeatedly. Someone is going to get killed if something isn't done.

Most people on ebikes are closer to walkers in that they are "casual users" of the trail. Inattention + speed equals accidents - see electric scooters. Traditional cyclists, in providing their own power, tend to be attentive. The same holds true for joggers, even though most wear earbuds.

Cyclists and evokes should be limited to 10 or 15 mph.

They don't realize how fast they are going and simply stopping pedaling will not slow them down.

Absolutely allow the ebikes. I plan on getting one as I'm getting older and could use the help up the hills.

Need to do everything possible to preserve a quiet serene environment.

I think these vehicles are reasonable, but the 20 mph speed is too high. I would be ok with a 15 mph or lower assist speed.

**Other reasons for disapproval of class 2 e-bikes'**

Safety, Would set a precedent for allowing motorized vehicles on the greenway

Safety, Crowded greenway, User enjoyment, Disruption of wildlife

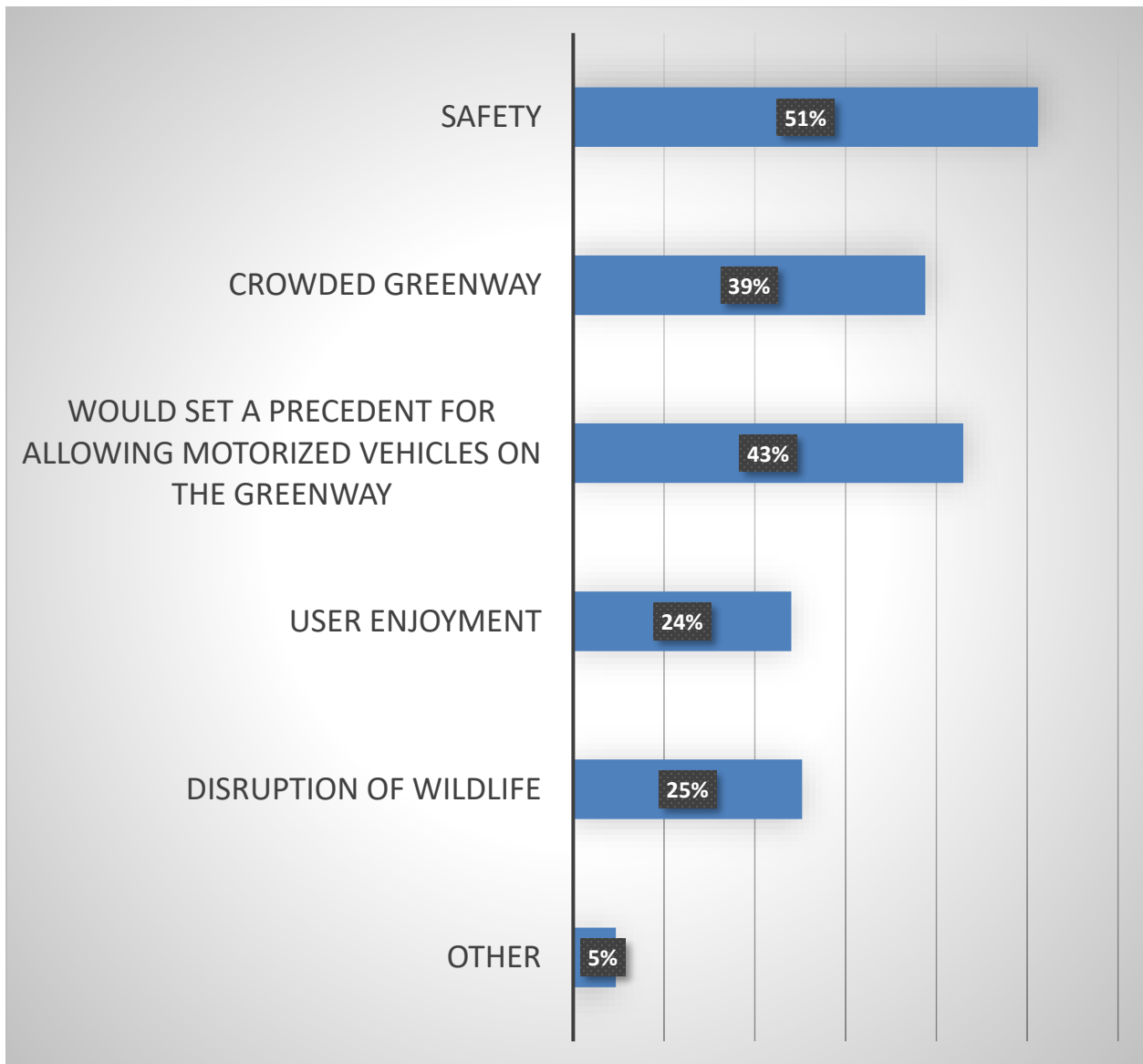
Safety, Crowded greenway, Would set a precedent for allowing motorized vehicles on the greenway, User enjoyment, Disruption of wildlife

Safety, Crowded greenway, Would set a precedent for allowing motorized vehicles on the greenway, User enjoyment

If no, then check all that apply:

- Safety
- Crowded greenway
- Would set a precedent for allowing motorized vehicles on the greenway
- User enjoyment
- Disruption of wildlife
- Other

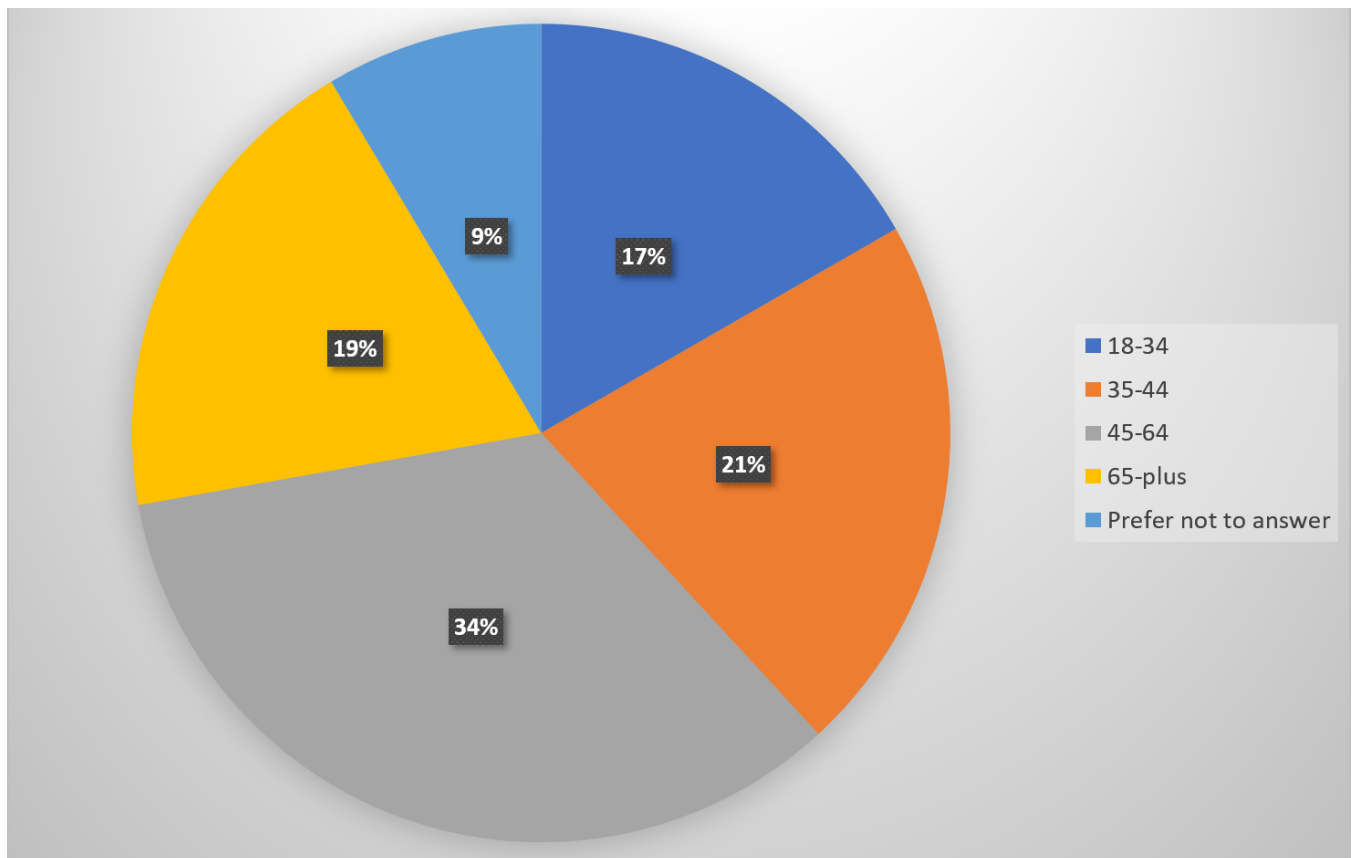
**Figure 10. Class 2 e-bike - Reasons for disapproval**



**What is your Age group?**

- 18-34
- 35 - 44
- 45-64
- 65-plus
- Prefer not to answer

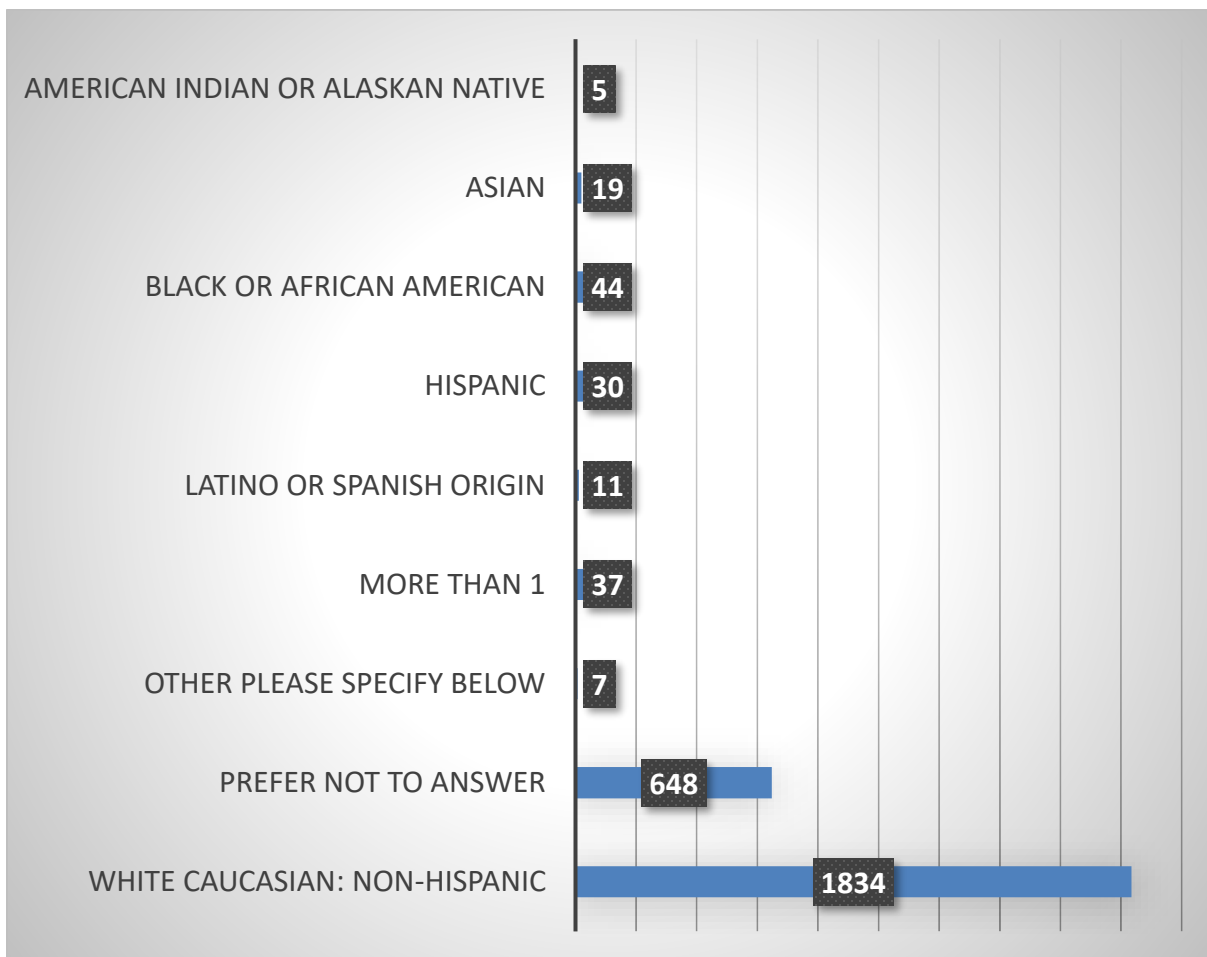
**Figure 11. Age group of respondents**



**Which of the following best describes your racial or ethnic identity?**

- American Indian or Alaskan Native
- Asian
- Black or African American
- Hispanic, Latino or Spanish Origin
- White (Caucasian: non-Hispanic)
- More than 1
- Prefer not to answer
- Other (please specify)

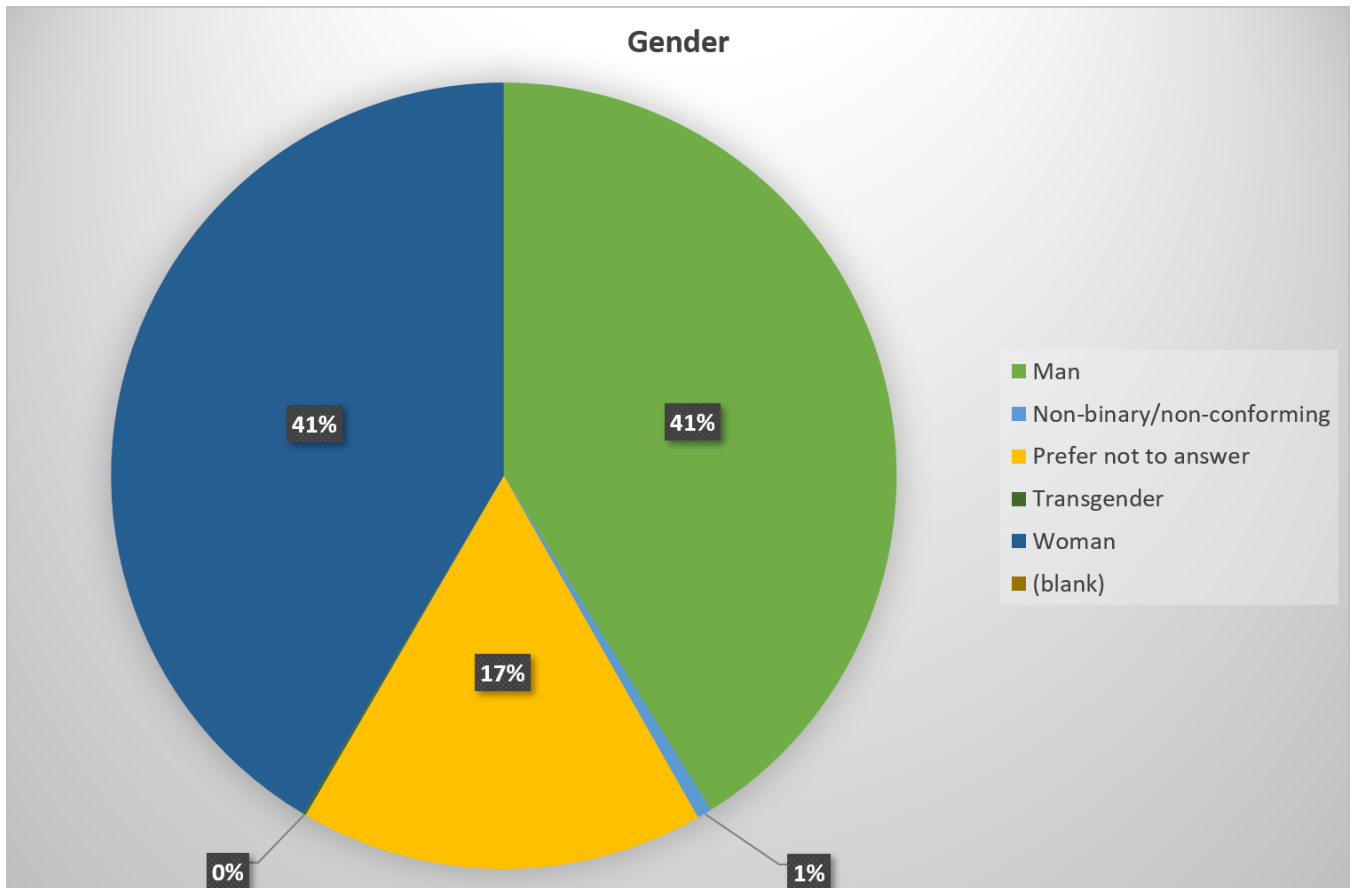
**Figure 12. Racial/ethnic identity of respondents**



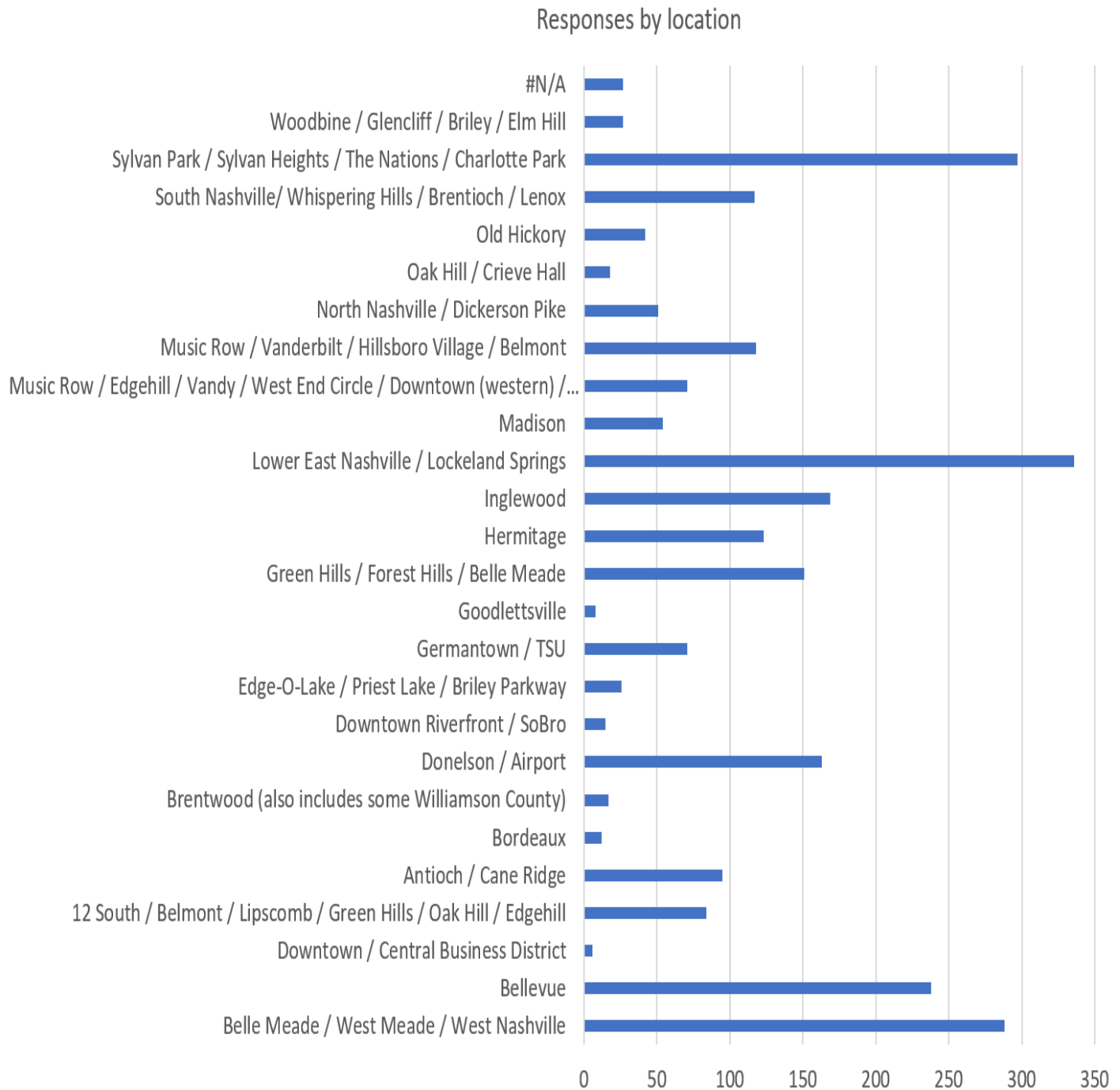
Which of the following best describes your gender identity?

- Man
- Woman
- Non-binary/non-conforming
- Transgender
- Prefer not to answer

Figure 13. Gender identity of respondents

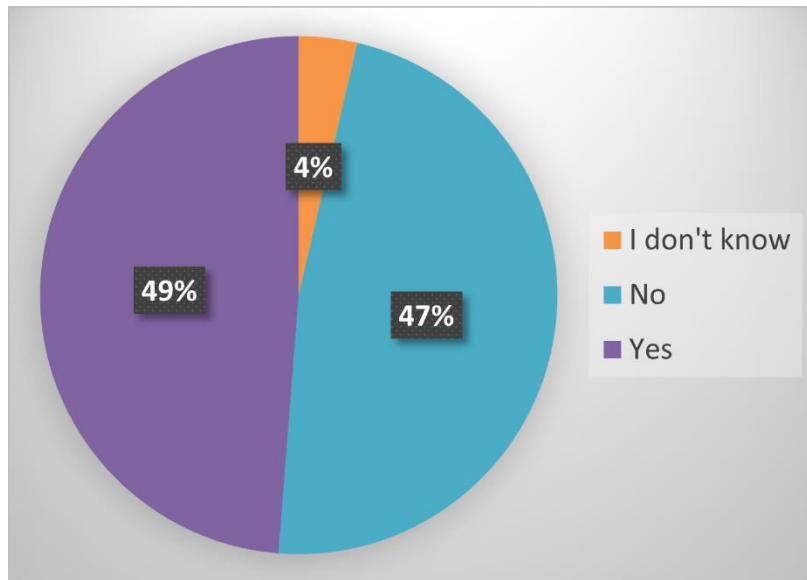


**Figure 14: Survey responses by location**

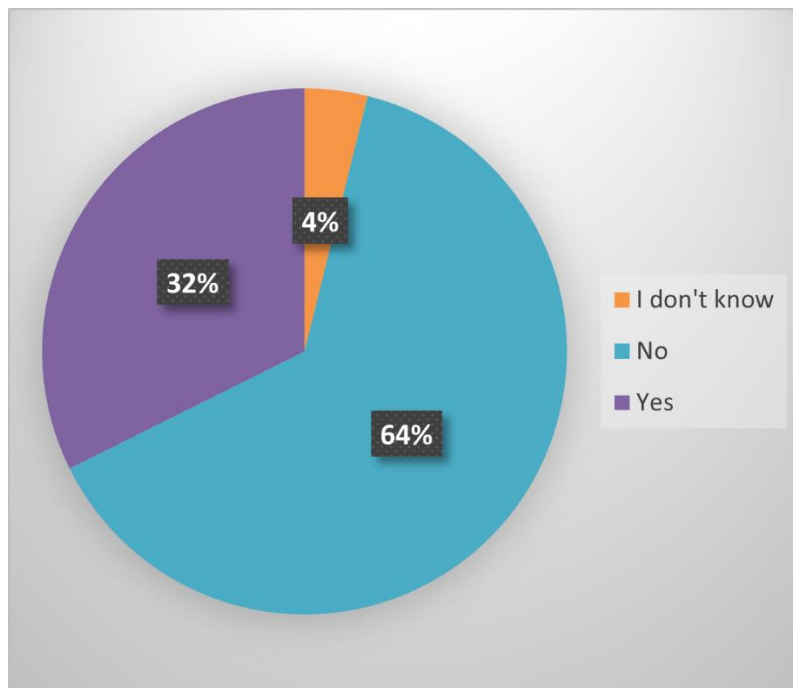




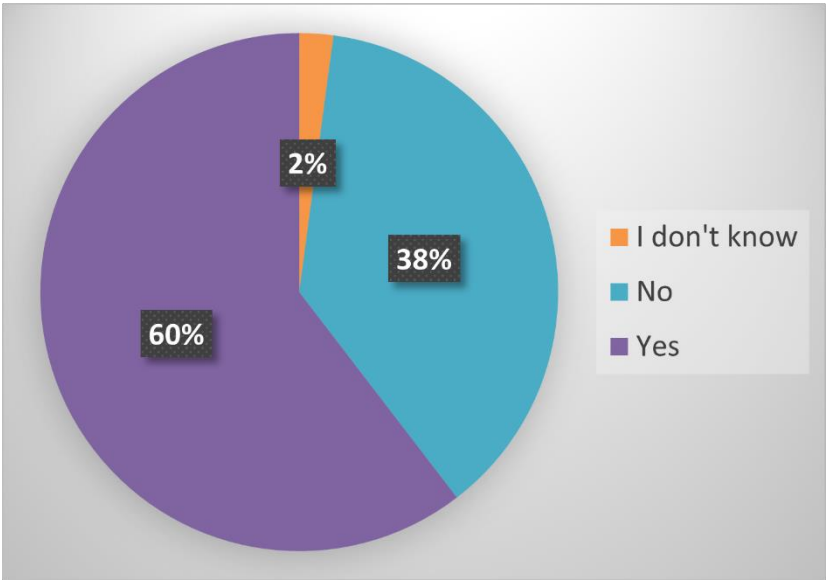
**Figure 15. Approval of Class 1 e-bikes: ages 65+ who are familiar with e-bikes**



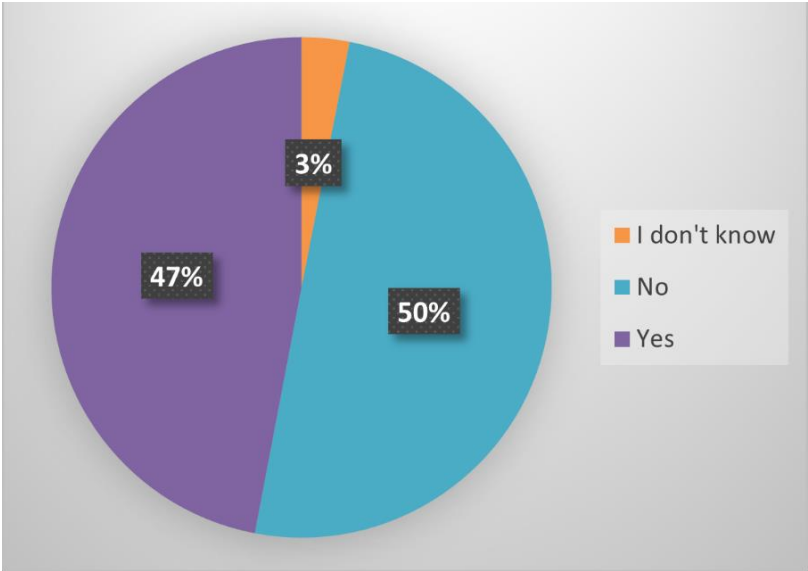
**Figure 16. Approval of Class 2 e-bikes: ages 65+ who are familiar with e-bikes**



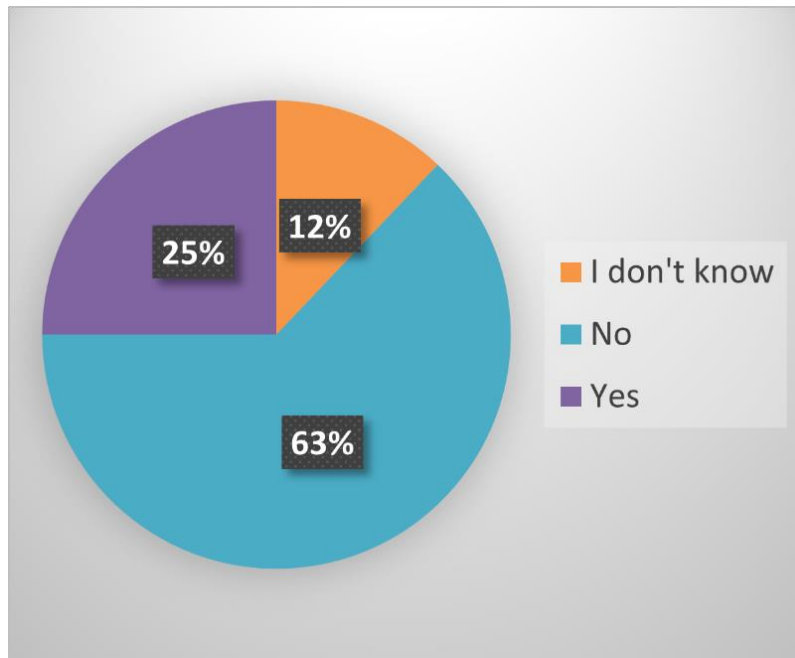
**Figure 17. Approval of Class 1 e-bikes: below ages 65 who are familiar with e-bikes**



**Figure 18. Approval of Class 2 e-bikes: below ages 65 who are familiar with e-bikes**



**Figure 19. Approval for Class 1 e-bikes: all ages, unfamiliar with ebikes**



**Figure 20. Approval for Class 2 e-bikes: all ages, unfamiliar with ebikes**

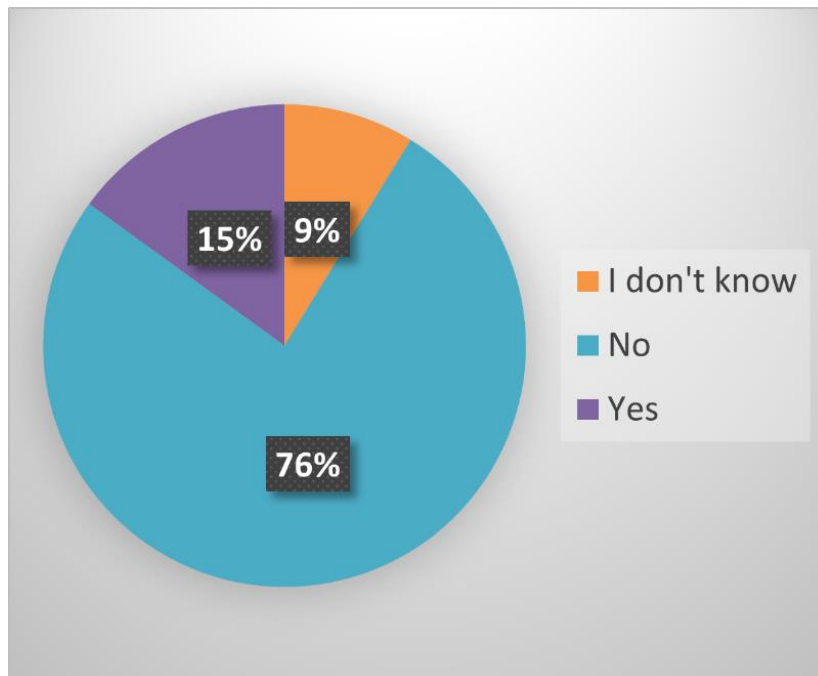


Table 6

<p><b>Additional comments</b></p>
<p>i think accident avoidance is more about speed than the type of bike ridden. Class 3 ebikes have an advantage to keeping the rider safe of Nashville streets. can you expect people to own multiple bikes if they want to take a "slow" leasurely nature ride on the greenways?</p>
<p>Bicycles should be welcomed on Nashville greenways regardless of whether or not they are electric, period. With e-bike ridership growing as quickly as it is, it would be a shame to see the Nashville Parks Department hamper their usefulness within the metro area by prohibiting them from greenways. E-bikes are becoming more commonplace because they make cycling more accessible for everyone, allowing people to ride longer and go farther and do so more comfortably thanks to that electric assist. With e-bikes there's the potential to get more people biking than ever before and that's something the city should be supporting rather than undermining. More people biking means less traffic and less emissions, which in turn makes a city more pedestrian friendly as well. These are all things modern cities should strive for, especially here in the US as we lag behind most of the rest of the world in those areas. When it comes to concerns regarding e-bikes on greenways, if anything we should be looking at improving greenway infrastructure as a potential solution rather than banning them outright. In order to better accommodate e-bikes, paths could be expanded and/or painted to have lanes designated for bikes and pedestrians among other things. E-bikes are certainly the future of cycling and could be key for the future of urban transit more broadly as well. Now is the time for Nashville as a city to embrace that future rather than shy away from it by supporting e-bike access to greenways.</p>
<p>Ebikes are a great alternative for those who can't afford a vehicle, people who find owning a vehicles to be a waste of money, or environmentally unfriendly. Vehicles are not necessary for transportation, safe routes are.</p>
<p>My family and I frequently use- and love!- Nashville's greenways. I run on our greenways 3-4 times a week, and we take family walks and bike rides there. During peak times the greenways are busy, and I've seen cyclists nearly hit runners and kids, especially coming around blind curves or blind hills. Allowing electric bikes would only exacerbate that problem. I would feel less safe on the greenways- especially taking my kids to the greenways. Electric or motorized transportation belongs on the road.</p>
<p>What does skin color have to do with this? If you want demographics please state so.</p>
<p>My wife and I traveled to New Zealand and Australia 3 years ago. Electric bicycles are an integral part of the cities. It was amazing to see how many people rode them. I will eventually buy one or 2 as I get older and I?m excited for the progression of what this will lead to for other forms of transportation. An electric bicycle doesn?t go any faster than the average road bicycle you see on the greenway. On the flats a normal road bicycle can average 18 mph. More than 18 if you are drafting with other bicycles. Downhill, a road bicycle can get up to 45 mph. These bicycles don?t have any electric assist.</p> <p>Just like anything else, people will hop up a bicycle just like a car. It?ll be hard for someone to put a roll cage on a bicycle. I say that to say, I don?t see anyone sacrificing their own safety for a bicycle ride.</p>

## Additional comments

Open it up! There's a whole new world of transportation Nashville needs. If you want to see a great example of what it looks like, go to Sydney, Australia or email me. I took pictures of their bike lanes.

Thanks for creating this survey. I've been waiting to see this come up for our city.

If a vehicle has a motor, it doesn't belong in the same place as people walking. Too high of a disparity between people. There will be collisions

We have seen e bikes used unsafely in downtown and other crowded areas. We do not feel they would be safe to operate on the greenway with children

I understand that there are bikes that can assist people with disabilities, although I am not clear which category that falls in. That said, I think allowing one type and not others would create a huge enforcement issue on the greenways.

I just think the e-bikes can go too fast. Even if they say something like "on your left" when passing, they are moving so fast, covering so much ground, that you can't hear them when they say it because they are pretty far back.

That's been my limited experience the only two times that I've see an e-bike, both on the Harpeth River greenway they seemed to be going too fast and it startled people.

It seems to me that anything over 12 miles an hour can get a rider, or nearby walkers, in trouble.

I know this is a tough call, because some people are not healthy enough to ride self propelled, want to get out in nature, and an e-bike is a good alternative for them. But, I just think the e-bikes have the potential to go too fast, endangering young kids, and others, who meander on the greenway. Maybe the walkers are not adhering strictly to the rules of the road, so they could be at fault, but a weighty, fast moving e-bike has the potential to cause a more serious accident.

Speed is the biggest issue for me. Just need to have folks follow the speed limit

bikes and ebikes should obey the 15mph speed limit and give priority to pedestrians.

Greenway system needs to be a part of the overall biking and transportation network not just for recreational user.

I think there should be considerations made for people with health conditions that would normally keep them from enjoying the greenways. I don't necessarily think anyone should be allowed to ride a

## Additional comments

bike that goes 20 mph on the same path that people walk on, but I think ebikes offer an opportunity for some people to enjoy the greenways that otherwise wouldn't be able to

Please be careful with this. As a person who enjoys the trail, it's not fair to make pedestrians feel uneasy about it.

Just allow ebikes on greenways. This is common sense and shouldn't require a study.

Some people are thoughtless in their use of greenways, regardless of whether they're on an ebike, a regular bike, a skateboard, or just running. This is the real problem. My concern is that thoughtless people on ebikes are more dangerous than thoughtless people on non-motorized things. But I also want a balance that with accessibility, and I think ebikes might make the greenways more accessible so I don't know.

The speed of eBikes cause biggest concern for safety

Please nothing over 15mph

Thank you for taking this poll!! The Greenway by Richland Creek has become much more crowded due to more high rise buildings/apt. in the area. It's nice to have a semi-quiet venture into nature.

I am ok with class 1 e-bikes if rider has a disability. Otherwise I am not ok with them on a greenway

All bikes on the Greenway have the potential to be dangerous. Riders need to respect other users. Bells and callous are helpful to pedestrians. Some riders, ebike or not, do not care for others. This is not something that we can regulate. Speed limits and an enforcement presence are our best options.

Thank you for seeking public input!

The greenways should be a place for pedestrians and traditional cyclists. Use of motorized vehicles of any kind represent a danger to others and disruptions to the beauty of nature they are hoping to enjoy. Children and people of all ages use the greenways and should be able to do so while feeling safe 20mph is way too fast for any transportation mechanism to be going on our greenways.

Ebikes are a great way for people who are physically impaired and/or have health and mobility issues to enjoy the greenways. The issue should be enforcing the speed limit and dealing with people walking all over the paths without paying attention. I've felt far more endangered by the "serious" cyclists

## Additional comments

using the greenways for training and groups of people who wander all over the paths and allow their dogs to do the same.

Exercising, spending time with friends and enjoying nature are my absolute favorite pastimes in Nashville!

what the fuck do race and gender or sex have to do with the logical or rather lack of reasoning of your question to litter and disrespect the nature and what should be peacefulness of the greenway?

I do not think e-bikes or e-bike users are a problem. Personally, having an e-bike has been of great benefit to my physical and mental health. I have observed the same in my mother who is elderly and rides her e-bike almost daily. I use mine regularly regularly for recreation and commuting to work. Generally, e-bike users are responsible and courteous. In my view, it is not the type of bike that can be problematic. It is the behavior of the user, and that should be the focus of anyone who is seeking to achieve greater safety on the greenways. I am not opposed to speed limits or courtesy rules like staying single file or announcing "on your left", etc.. But I am opposed to anything that would ban the use of e-bikes on the greenways. Doing so would effectively prevent many middle age or older persons, and persons with disabilities, from enjoying our beautiful greenways and all the accompanying benefits.

There needs to be a bike lane if we have electric bikes on these narrow green ways

There are regular cyclists that are not safe on the greenways currently. E bikes allow access for less bake bodied people to enjoy our greenways. Speeds for all people on greenways should be lowered no matter how they travel.

Electric bikes provide great opportunities for riders who are not in great physical condition to get exercise and enjoy nature. Despite misconceptions, electric bikes are not motorcycles and are not necessarily faster than road bikes, which are currently permitted on greenways.

I am in favor of letting e bikes on the greenway and roadways as long as they follow the speed limits and safety rules that normal bicycles are requires to follow.

I'm very much in favor of the current B-cycle program and it's new rollout with Class 2 system. Unfortunately, setting this precedent will allow other class 2 e-bikes to use the greenway that are far too dangerous. some of them are closer to electric mopeds than a classic bicycle.

The big problem with bikes is the they are faster than walkers and runners--when they come up behind you, YOU the walker have to get out of THEIR way--they are too dangerous and disruptive for a setting like this.

## Additional comments

Motorized vehicles belong on roads, not on greenways.

Nashville is growing too fast. Sometimes it seems like we're trying to accommodate everything for everyone. But when we do this we lose what Nashville was, what attracted everyone here in the first place. We need to preserve some things and let them stay the way they are.

There should be dedicated bike paths.

My class 1 e-bike provides me with exercise on the greenway nearly every day. At age 73 with aging knees, hips, and a lumbar fusion surgery I would not be able to continue riding at this level if not for my e-bike. Being able to ride on the safety of the greenway without the worry of traffic is very important to me. Nature is abundant. I counted 47 deer at Cornelia Fort at 5:50 pm yesterday as I was riding.

They are on greenway, why can't they use the lanes provided on city streets.

I would also support Class 3 electric bikes on the greenways. However, it also seems appropriate to specify and clearly communicate a speed limit on the greenways, or portions of them, applicable to all greenway travelers. I'd like us to do all we can to encourage use of greenways for commuting, and to assist commuting cyclists, including those using e-bikes, to have alternatives to our roads and highways.

My 80-year-old mother has been a cycling enthusiast for decades, but now uses an e-bike. I am so pleased that she is able to continue to get exercise, have adventures, and meet people using her e-bike. I want our greenways to be available to locals who are similarly situated -- and to my mother when she comes to visit.

I walk the Richland Greenway quite often. Although there are signs posted, it is extremely rare for cyclists to call out "on your left" when they pass. The other day I witnessed a man on a bicycle almost hit a leashed dog who had wandered slightly toward the middle of the path. There was no warning called to the person walking the dog. I can only imagine that e-cyclists would not call out either.

Many people with strollers or toddlers walk the Greenway. There are also many senior citizens as there is an assisted living place nearby. Electric bikes will only be a hazard to these people as they may not be able to hear them coming behind them. The Greenway should be a place for people to enjoy nature and exercise and not have to worry about being hit by a motorized vehicle.

I don't like the regular, non-electric bikes on the greenway. They go much too fast and you can't hear them until they are right on top of you. It's scary. Some will give you a warning with a bell or such, but that scares me, too, a loud noise out of the blue when one is enjoying the nature walk. A few of the bike riders are courteous and seem to understand and are careful and respectful of walkers, but most treat it as a speedway. I mentioned that I was out with an elderly person who can't walk but gets



## Additional comments

around on an electric scooter. I guess that was illegal, but he didn't scare anyone. All walkers and everyone else passed us.

Any cyclist should be asked to slow down around walkers and use a bell or alert of some type two signal approach or passing. This is with regular bikes as well as E bikes.

Bike trails should separate but I, generally do not approve of bikes on pedestrian ways...

I am not anti-ebike. I think they serve a great purpose for transportation. In fact, our family is considering buying one. But, they are not safe on the greenway. There isn't enough space and they are too quiet. They approach too quickly and don't often have time to announce themselves. It has been dangerous for our family and I have felt very unsafe.

I'm concerned especially about some of our crowded greenways, for example the Richland greenway. Especially where it intersects the area around the McCabe golf clubhouse, it is already very congested. Allowing electric bikes would just make things worse, and create some safety concerns in my opinion.

In multiple bad experiences with bicycles and razor scooters I have come to believe that you cannot count on people to show appropriate respect so you have to limit speeds and modalities of transportation on the narrow greenway or risk losing any semblance of peaceful experience for the vast majority of users. I love to cycle myself but these people refuse to show courtesy or even abide by the law. Nobody is there to enforce laws and it's bad enough that I have stopped going on the greenways as frequently.

Some greenways probably shouldn't have bikes at all. I don't ride my Class 1 ebike on the Richland Greenway because of the heavy pedestrian and pet traffic. Standard bikes are dangerous there. Cumberland River and Shelby Park are fine.

If you buy an e-bike on your own you can ride on the greenway with no restrictions. Might as well allow the bike racks. COVID took them away, and their return is long overdue.

Non electric bicycles easily hit speeds up to and over 20mph. Why restrict electric bicycles with a speed shut off at 20mph?

Pedal assist ebikes are great, please allow them on the Greenway.

The Mill Creek greenway already has hoverboards and electric scooters and it causes safety concerns - thx

## Additional comments

Electric bikes are probably most used by older folks who need a little help.

Please keep all motorized bikes scooters etc off the greenways

Please. Stop fucking up the greenways.

Honestly I can't believe this is even being considered. Most of the Greenways are already overcrowded. I see near misses frequently w small children and dogs. 20 miles per hour is very fast when walkers are sharing the path. Currently most people have to work pretty hard to go 20mph so it is less of an issue. Allowing these bikes in Greenways will result in people going 20 miles an hour who have no idea how to ride a bike. We stopped taking our grandchildren to the Atlanta Beltline for this very reason. Incredibly dangerous situation there.

If the e-rider follows the rules of the greenway it shouldn't be a problem. I am concerned about the precedent though. I am regularly seeing motorized skateboards causing a real hazard, If we allow e-bikes will other motorized vehicles be approved as well. Who is going to enforce compliance with the rules? Would we have tour groups on e-bikes? That would be disruptive. What about Segways? Will they be next. We don't want to turn the greenways into the new e-highway.

I have NEVER seen an electric bike moving too fast. I have OFTEN seen road bikes ridden at 5 or more mph above the 15 mph speed limit.

Many public roads in Davidson county do not have bike lanes or even shoulders. Cyclists especially those who ride at a slow pace, have limited reaction times, etc would benefit greatly by having access to greenways. Class 2 should be included as there are many people with a physical inability to pedal but would be in danger on public roads. Thanks

I see no issue with ebikes on the greenway, I feel everyone is pretty aware Of their surroundings when others are present.

also, I use it get to the Donelson/Hermitage Target, it's very convenient.

We have met or been passed by a motorcycle several times in past. We walk daily on the greenways. No motorcycles lately, several ebikes. They are mostly quiet and post no problems. At least not yet.  
Bjm

An electric bike allows me to spend quality time with my family. We all have one and biking on the greenway is one of our favorite things to do together. We don't feel safe biking on the roads.

I have no problem with class three electric bikes as long as they are restricted to the speed limit. Pedal bikes or push bikes can go more than 20 miles an hour but should also obey speed limits and exercise reasonable care under all of the circumstances.

## Additional comments

I am unopposed to anyone using a greenway to feel safe on an e-bike while they commute or use said greenway for leisure. The streets are hostile enough and we should not punish those trying to avoid using a car, bus or rideshare purely because they choose/need an e-bike. We cannot advocate for citizens to utilize alternative means of transport and making the city walk & bike friendly but eliminate a potentially critical pathway for those citizens. I oppose an outright ban on ebikes on greenways. A possible middle-ground is striping the greenways to provide a space that walkers in both directions can try to stay in and out of the way and a bi-directional center lane for the bikes/other. I know that greenway walkers tend to spread out in wide groups and that's not enjoyable for anyone moving faster and trying to pass these groups when they converge. If the stars align one day and the city becomes the walking/biking wonderland I dream of, then by all means ban everyone not walking or using an ADA device on greenways, but until then we need to share.

As I said, if you are going to ban electric bikes you need to ban all bikes on greenways. If you are worried about speed, you need to post a speed limit. We use our electric bikes to provide a "boost" up hills etc.

I have seen where e-bikes permit people to participate in cycling and enjoy the outdoors where physical and other limitations would have prevented them from doing so.

When I visited the Netherlands a few years ago, they allowed motorized bikes to use greenways. This was very disturbing and noisy. I never found out why this was allowed considering the Netherlands appears to promote safe bikeways. I fear allowing e-bikes, while quieter than motorbikes, will invite other motorized vehicles to want access to the greenways.

please take care of this land?you only get one chance to get it right. you have been entrusted with nashville?s greatest gift?quit looking for ways to monetize it!

The greenway can already feel unsafe Shelby Park specifically with cyclists flying by and not saying ?on your left? as they should. I?m all for ebikes but the greenway is not the place for them. I feel this would result in people going even faster and still not using the proper signal for passing, likely resulting in more injury/conflict.

Several friends have encouraged me to fill out the survey. There are also powered skate boards, and single wheel electric vehicles on the Greenway. It seems that there is no stopping this usage. The bicycles can be dangerous too. So probably better to ban the ebikes just to reduce their numbers.

At 20mph, bicyclists must observe greenway rules, whether electric assisted or not. Compliance must be the rider's responsibility, not enforced by rule or law

The face/point of interest ... I have over 2500 miles logged on my e-bike which would not be the case if it were not for the greenways. The streets terrify me so please do NOT ban class 1 e-bikes

Get the homeless out of Brookmead park 1st before you do anything else.

## Additional comments

Like virtually anything, it's the user not the device that can be problematic. Respectful and mindful users get lumped in and punished for the bad apple's behavior.

Please keep our greenways safe for those of us trying to stay healthy. THANK YOU!

Please do not limit the enjoyment and safety of riding electric bicycles on greenways. While electric bikes can go up to speeds 20 or 28, it very rarely happens, unless you are on a downhill, just like on a regular bike. When my parents come to visit, they rent electric bikes so we can ride together since they would be unable to handle the hills in Nashville or going 10+ miles without the assistance since they are in their 70s. I think that people who are unfamiliar with ebikes hear 20mph and think that is the speed of travel regularly used and that is NOT the case. When riding on the Shelby greenway, I travel at the same speed as all of the regular bikes. Even often being passed by cyclists who appear to be in training. Ebikes truly provide an opportunity for a wider range of people to ride bikes in Nashville safely who may otherwise not be able to ride a bike. Please do not limit our ability to safely exercise and enjoy nature too.

I feel that if any bike has made me feel unsafe it would have to be some cyclists that do not announce or let me know when they are passing. However this typically happens with competitive cyclist and has never happened with an e-bike. I also think that as long as the roads do not have a dedicated bike lane that is well maintained and enforced. ie riverside has branches that hit you and cars that park in them, the greenway is the best way to commute or attend events in downtown from East. This would severely limit the ability of citizens to limit their use of cars and other green house gas producing forms of transportation.

I live right on the greenway. We would LOVE electric bikes. We love using the greenway to spend time outside of our home. We also love going downtown for events. This would make life a lot easier to get from point A to point B!

We have a toddler. It would be great if they would have a place to hook a cart or seat to the bike.

E-bikes are and have been legal on greenways since 2016. Any attempt to limit the existing rights of e-bike riders will be met with vigorous opposition.

This is a very difficult issue. So many pedestrians use the greenways and many have toddlers and babies in carriages. The sharing of the space with electric bikes is not wasy as non-motorized bikes are similarly dangerous to pedestrians. Nashville is having a tough time adapting to the e-vehicle presence as the motorized and pedal powered users don't follow the rules of the road. Pedestrians just don't expect to have to deal with speeding bikes on greenways. Possibly all bikes should have to be walked in areas of high pedestrian traffic with these areas clearly marked as a 'bikers walk your bike' areas. This is a really tough area with so many head scratching issues.

20 mph is too fast on a greenway. I think they should be allowed but no motor use while on the greenway. Manual only. I would not want to eliminate the riders who are using them for alternative transportation routes.

## Additional comments

The layout of the Nashville greenways allows them to be used for transportation as well as for recreation. For example, Richland Creek Greenway is an important segment of a bike commute from Bellevue to Vanderbilt. The more people who use alternative means of transportation instead of cars, the better for traffic congestion and for the environment. If allowing e-bikes on the greenways gets more people out of cars for commuting, I'm all for it.

Opening up all greenways to the use of eBikes is extremely disruptive to the enjoyment of walkers and others on foot. There is nearly no compliance with current park rules to announce or slow down when passing. I am highly opposed to allowing electric and/or motorized vehicles in the park. The increase of use due to the pandemic has been significant, too.

Allowing one class of e bikes would make enforcement of other prohibited types very difficult. It's not as if they are easy to catch!

I am all for sharing the greenway for people who need electric mobility devices due to a physical disability. However, it has been my experience when walking or jogging in areas with lots of electric bikes on vacation that the riders tend to zone out and be more distracted by the scenery. They also seem to ride in bigger family sized or larger groups. So I fear they would take up way too much of the greenway path, introduce a safety risk to pedestrians and endanger wildlife. Thanks for letting me express my opinion and especially for creating and maintaining the awesome greenway!

In conclusion, the greenway does not appear to be designed for everybody's dog and strollers. It's crazy out there, when you're trying to train and for serious runners and walkers. The last thing we need are bikes!

I hate to be against e -bikes because I know some older people for whom they are a God send but I am terrified the scooters will be the next thing allowed. Best to keep the no motorized vehicles allowed standard. There are already too many distracted people on the Greenway. The "spandex bikers" are also a problem, more often than not they do signal they are passing and go by at speeds greater than 15 mph

Cyclists not using ebikes fail to announce their passing walkers/runners appropriately. I am concerned that those on ebikes won't as well and will be moving at speeds far faster than many cyclists. It is a recipe for disaster, much like the escooters have been on sidewalks. Those using these devices will not be the ones who end up seriously injured; it is the rest of us.

There is a difference in an older person or anyone, I suppose using a bike with a pedal assist for hills, etc, and on the other hand, what is essentially a motorcycle. I don't know how you regulate the difference.

Absolutely support allowing all e-bikes! Increasing bicycle usage in any form is a huge step towards making more livable communities! From commuting to exercise to reduced roadway congestion, the benefits are numerous. Any concern about safety should be dealt with thru speed limits, since even regular bikes and rollerbladers and others can present a hazard if traveling too fast.

Ebikes are a great way for more people to enjoy our Greenway! Speed limits should be enforced.

## Additional comments

You should also have asked a question regarding Class 3 e-bikes. I own a Class 3 e-bike and believe that they should also be allowed on Metro Greenways. I have been a cyclist since 1999, and ride on Metro greenways often. The key to using bikes on greenways, regardless of the type of bike or how it is powered, is to promote and enforce the 15 mph speed limit. I have seen plenty of non-e-bikes on the greenways which exceed this speed limit. An e-bike rider can and should control their speed on the greenway, just as a non-e-bike rider can and should. Thank you.

Cyclist and e-bike users do not follow the current cycling rules. They typically exceed the Greenway speed limit, do not follow announce when they passing walkers, and do not give right-of-way as they should.

If they followed the rules it would be better.

I don't know how the 28 mph bikes would be distinguished from the others.

Bicycles should have a bell, and 20 mph is too fast for a narrow walking trail used by dogs and children

Why should someone's race or gender matter in this particular survey? The more we categorize the more we divide.

At age 72, I would like to use my e-bike to enjoy the greenways. I have ridden e-bikes on the greenways in Chattanooga and enjoyed hours of travel, which could not be done by walking.

I'm a very avid cyclist, and while many scoff at the growing e-bike revolution, I think they're a great tool for less physically-fit individuals to get out, exercise, or even commute to work. I fully support them. However, Class II and Class III e-bikes behave more like mopeds and would tip the balance of what's allowed on the greenways. We do not the congestion and danger that they would add. Inevitably, people would see it as an invitation to ride Scooters on the Greenways as well.

The key to success with legislating new technologies on bike trails is not to regulate 'items', but to regulate 'speed'. Even class 3 ebikes and 3000w scooters are fine as long as they are operated under 20 mph on bike trails. Every other community which has dealt with this issue is reaching the same conclusion. It's the only way to future-proof your rule-making against new forms of personal transportation.

Fix the homeless issue before you try to fix the bike issue. The homeless taking over is a bigger issue.

Don't see why my race and gender is pertinent to this subject.

## Additional comments

I believe e-bikes are beneficial for people's health as some may not choose to ride a bike without having the assist that e-bikes provide. I also believe it helps people with physical limitations/handicaps to experience the outdoors in a way that provides liberation of movement not otherwise possible. Regulating them should take these things into consideration.

Nashville's transportation system is already fundamentally incompatible with walking, biking, and other non-automobile forms of transportation. Why throw up further roadblocks read: in addition to the critical lack of any significant infrastructure catered to non-car users to the usage of the few car-free options Nashville residents have available?

I support Class I on Greenways because it would increase use of Greenways by commuters and get cars off roads.

Electric bikes CURRENTLY do not seem to be an issue on the Greenway. I live within 100 yards of the Greenway and walk there basically every day. The only person I've seen on an ebike is an older lady ~60 who uses it for exercise.

The only issue I see coming up is in the future a company putting ebike rental stations near the Greenway. This would encourage unskilled riders to use ebikes. Currently there is no issue.

My e-bike has become my primary means of commuting to my job in the city - I think it could be a great option for a lot of people! Especially those living within 5 miles of core. City should encourage adoption if possible. I don't typically use the greenway because there are relatively good street options 5th Ave and 10th Ave in particular but I suspect some riders would be more comfortable on a dedicated path like the Greenway.

If power assist bikes are allowed the motors should be turned off

Let's connect more greenways, especially in the Belmont-Hillsboro Neighborhood! Thanks!

I have nothing against bicycle usage generally, but I fear that a small minority of bicycle users will make the Greenway experience less than optimal. The Greenways are not patrolled often and we are left to fend for ourselves. To my knowledge, bicycles are not regulated in any way by Metro; there is no registration of them and there is no licensing for bicycle riders. I just don't want the Greenway experience to devolve to become less than optimal.

Speed is what should be regulated. I bike frequently on many greenways. I keep it below 15mph as I do not think it is safe for pedestrians when I go faster. The dudes on carbon fiber frames and Lycra suits flying past me are dangerous even though they are human powered. Regulate speed not motor type legs vs electric. Also, most pedestrians are probably in bigger danger from cars in the parking lot or the roads leading to greenways than they ever would be from an ebike.

So many times we have complained about dogs off leash. It simply does no good! Several of my friends have stopped bringing their dogs on leash because the park WILL NOT INFORCE the rules. So many complaints but yet nothing is ever done. We finally saw an officer at Warner Park about a month

## Additional comments

ago. It is so sad the nothing is done. It will take a person to be hurt and a law suit filed before this board does anything this issue. I know several who have voiced their opinion to no avail!

Deadliest 6 months for pedestrians in Nashville and your worried about this!?!? Focus on what is killing people... E bikes on the Greenway is a non issue. More sidewalks, more protected bike lanes should be the only focus. This is a waste.

I would prefer my name not be attached to any public facing list of comments.

People using non-electric bikes can hit speeds as high as 20 mph especially while going downhill. The idea that those pedaling have more control than those using an electric assist bike is not a reasonable idea. If someone is using ANY bike dangerously, then they should be reported. Perhaps a tag on the bicycle would resolve the problem. The tag could be issued by you folks, and you would be able to find the person riding in a reckless manner when someone reports their tag number. My husband and I used to walk the greenways a great deal before he passed. Never once did we feel in danger due to bike riders being reckless. I am a safe car driver, and I am a safe pedal assist bike rider. Please do not penalize me for being unable to pedal up hills at my current age. Thank you.

My family and I love our e-bikes and without them may not utilize the greenway.

We used e-bikes in Acadia and loved them- they help provide access to people who maybe otherwise couldn?t get around as well.

Please do not forbid EBikes on the greenways. I truly love cycling there so much and it?s such a positive thing for my mental health.

I live in Sylvan Park and run on the Richland Park Greenway at least 3 times a week and walk with my dog and husband almost daily. There are a lot of dogs and infants in strollers and runners that use this trail and e-bikes will certainly cause a safety issue and potential legal issue for the city for the primary users of this greenway. I have personally almost been hit by a bike going way too fast before which could have easily hit or tripped on a dog, leash, or infant stroller. The curves and changing elevation on this trail add another layer of safety considerations. I have actually fell recently running on the trail as the bridges get VERY slick when wet and right now, with wet leaves this is another issue that should be addressed.

Thank you!!

Ebikes allow access for people that otherwise could not ride. Fast racing bike riders are more dangerous than a senior on an ebike, but speeds need to be limited and trail manners posted. PEOPLE often do NOT CALL OUT when passing!



## Additional comments

I think e-bikes are a good idea, but NO rental/commercial users!

The Greenways are an essential part of our city. Having more people enjoy them is the goal. Let's ride!

I am concerned about high-speed riders on the greenways, and want to focus on everyone paying attention to the safety of others

Please do not restrict Class 1e-bikes. We have cyclists at race speeds on the greenway that are not e-bikes.

E-bikes do not pose any extra safety risk if operated properly. Walkers 3 abreast, unleashed dogs and roadies exceeding the 15 mph speed limit pose a greater risk.

I hope the greenways are kept simple and uncluttered. However, some areas could use more safety features. Many people like to walk alone or have no companion. Nashville is no longer safe anywhere. Greenways can be isolated even in daytime and very woody. I would use them more often but feel uncomfortable in these facts. Thanks!

I ride around 2000 miles on Nashville's greenways every year. The E bike and board traffic has really picked up over the last year even though it's currently against the rules. I think the main problem with electric is that it changes the sport from getting exercise, to more of a thrill ride, and that usually attracts a more careless rider.

It's gaining popularity and I think it's okay as long as you don't exceed 20mph

By far the biggest problem on the greenway is ignorance of the rules

We need to encourage use of the Greenways, and allowing bike share programs, like B Cycle, should be a part of that effort.

Speeding cyclists are already a problem in this area. Too many blind corners, dark tunnels, and narrow areas where there is no where to dodge a speeding cyclist. Also, having cyclists yell 'on your left' isn't working. A bell would be better! A bell is understood in every language. It also can be heard when it is windy. Sell them for five dollars. Use the money to paint a center stripe or maybe even have an officer on the Greenway on the weekends.

## Additional comments

We use the ebike with our children on it. We wouldn't be able to go riding with the children on a regular bike. The key is to be considerate and ride at a speed appropriate for the conditions. Even 15 mph the posted limit is too fast at certain times/locations. People who are going to be inconsiderate are going to do so whether on an ebike or regular bike.

More protected bike paths please!

I think pedal assist ebikes are great! Throttle ebikes not so much. In my opinion when it has a throttle it becomes an electric moped. I can't use a gas powered moped on the green way so why can you use an electric one? But that's just nitpicking. In reality who cares not like anyone is going to enforce an ebike greenway law lol

It's very sad that you know how unpopular your stance is that that you have to bias the survey to the negative in order to try to ban ebikes on a key component of our transportation system. Why do I not find the choices to select why I think ebikes should be on the greenway, only why they should not? It's additionally very sad that Greenways for Nashville doesn't think of our greenways as important for transportation, only a place for elite recreationalists. It is further disappointing that they think it is fine to discriminate against the elderly and people with disabilities, many of whom have access to greenways greatly benefited by this technology.

E-bikes should be allowed and encouraged on our greenways, provided that they are operated in a safe manner. They provide new opportunities for exploration by bike that many people would have difficulty with if not for electric assistance

I feel that the green ways are a great way to relax and get away from the hustle and bustle of the city and when you add anything that is motorized you are taking away from the purpose The Greenway

I do not feel that the parks are properly monitored. We daily watch drug deals go down. Why are they not closed at dusk?

Most people that I have seen on electric bikes haven't mastered a normal bike. And never learned to basics of bike safety. No real biker could ever justify the need for an electric bike that cant go over 30 mph.

If you go this route divide the path into bike side and walkers. Paint white line

Every ebike rider i have encountered has been heads up and responsible. The problem I have seen on the greenways is walkers 3or 4 wide taking up the whole thing with no regard for anyone else.

I would support Class 3 e-bikes as well.

## Additional comments

I use an ebike class 2, if you care to transport my kids, age 2 and 4 on Shelby Bottoms Greenway, and other greenways, sometimes. It's the safest way to travel with them to Inglewood, and also opens up access to parks and greenways across the river. My kids love riding on the bike with me, and it gets us outdoor quality time that we do not have in a car. If we lost access to the greenway, we would ride less and drive more, which is bad for us and for Nashville. Side note: I've lived here for 10 years, and was riding a road bike on the greenway for years before having kids or an ebike. I've received far more dirty looks riding my road bike than on an ebike, despite riding under 15 mph and trying to be courteous and friendly on both bikes patience, friendly tone, "on your left" and "thanks!". I fear framing this as an ebike issue will bring out negative comments from people who are more anti-bike than specifically anti-electric bike.

Our family frequently uses the Greenways. We have observed e-bikes on the Greenways, and they already present a real hazard. They are heavy, do not stop quickly, are operated by people with limited skill, and operate at high speeds that are inconsistent with other users e.g., they can go fast up hills when other users are going slowly on the same hill. Even if the use was limited to only Class 1 e-bikes, there is not practical way to enforce this limitation. Allowing Class 1 e-bikes is essentially opening the Greenway to Class 3 e-bikes. If there is a desire to accommodate people with disabilities or health issues, then I suggest issuing licenses upon request on an honor system, so it is not burdensome with a sticker or other placard that could be prominently placed on the front tube of the e-bike. That way it would be obvious to other Greenway users who is complying with or violating the rules.

Some walkers on the trails take up the whole trail instead of walking single file on the right side. Some bicycle riders don't slow down when they see anybody else on the trails going slower than they want to. I think that these bicycle riders are worse than class 1 and class 2 electric bicycles.

All forms of micro-mobility should be allowed on greenways, as long as speed limits are enforced and riders take measures to be safe around pedestrians. Not difficult to make happen, but pedestrian safety is my biggest concern.

This survey was frustrating to take, because it seemed to provide far more space and encouragement for answers that express dissatisfaction toward cyclists, and far less space to express support for inclusive Greenways. My hope is anyone who evaluates these results keeps this in mind.

Even the non-electric bike riders can be unsafe and a nuisance when they exceed the speed limits they do often and refuse to stop or slow down if their lane is blocked. Electric bikes would only exacerbate the problem.

I am generally ok with Class 1 or 2 ebikes on greenways, particularly when it helps users commute or enjoy the greenways, just not at the sacrifice of others' enjoyment. I use Shelby Bottoms almost daily and I often see them travelling faster than safe and posted speed limits. I think Class 1 and 2 may be ok, but think enforcement would be too much of a burden. I also see other non-bike, scooters and uniwheeled sometimes going too fast or not respecting walkers and runners.

e-bikes help seniors like us go further and to negotiate hills when needed. The bikes are no worse than regular bikes in my opinion. I feel this questionnaire is not entirely neutral in form, and begs a "no" answer. There are reasons to select for the "no" but none for the "yes".

## Additional comments

This survey is poorly crafted and clearly slanted to generate negative responses. Even though the process is flawed, I felt it was important to provide a response that recognizes that multi-use paths are an essential part of Nashville's transportation network and should not exclude use by the fastest growing transportation option in the world.

bicyclists can already exceed the posted speed limit so we don't need e-bikes that can go even faster

E-bikes are great for getting to the greenway from my home, then continuing onto the path. Greenways are critical pieces of Nashville's transportation infrastructure. Even on my e-bike, I am sometimes passed by other cyclists; what's important is regulating the speed limit, not the type of bicycle. E-bikes provide assistance to parents carrying their children, older adults, and those with disabilities. It is important that greenways remain accessible for all Nasvillians wishing to ride a bicycle.

For many people, young and old, that have medical or disability issues, e-bikes offer the only type of exercise some of us can have, other than walking. Having back and hip issues, the e-bike has returned me to biking after many years of not being able to bike. While some have issues with e-bikes because of speed, the real issue is the rider. All types of bikes can cause safety issues with reckless riders. Courtesy and understanding the rules of the road with enforcement of present rules is all that is necessary. Don't let the few vocal voices of complaints ruin the access to exercise and enjoyment riding with fiends for the responsible rest of the population.

Keep natural environments as natural as possible without inserting or allowing mechanical means to invade that perspective.

What does gender identity have to do with this issue???

E-Scooters? Golf Carts? Vespas? Then what???

Besides fear, dominance, overcrowding...the highway bike lanes brought/ trash build up and rocks and stopped street sweepers & now bike lanes unsafe to use....the same will happen to the great Greenway walking trails.

I feel like the folks that have to decide on this should get out on the greenway themselves. We walk and bike. It is never, in our experience, the ebike folks who go zooming by. It is almost always, for lack of a better title, the speed bikers who wouldn't be caught dead on an ebike. Most folks on the ebikes are older and have no reason to be setting personal course records but are just enjoying the ride and honoring the 15mph limit. If not for my ebike I would not still be biking. Nashville hills had become too much for me but now with ebike pedal assist I can keep up and even enjoy the hills. It could almost be considered an ADA requirement if you look at it as essential to those who could not

## Additional comments

otherwise bike. We are not out to set speed records but to continue the enjoyment for years longer than previously thought possible.

My dad was an avid cyclist throughout his life. In the last 4 years of his life he couldn't safely get on a two wheeled biked and couldn't pedal for long. For him to enjoy being on the greenway with us, he got an electric bike. He loved it. After a time without being able to bike and be with us on the greenway, he was so glad to be back on a bike. His wasn't safe to be on the streets, but his electric trike on the greenway was perfect.

I am a sixty six year old diabetic. Exercise is essential to keep my diabetes in check. I am fully capable of peddling on flat ground. Going up hills, I need help. I have a 75 pound Schwinn Meridian Trike. It is very hard to pedal the trike with my body weight added up hill. I have added motor assist for the up hill battle. I have noted that a lot of people have motor assist on their bicycles on the greenway and I have never noted any speed demons. Most are much like me, retired and trying to get some exercise.

Bike riders, e-bikes, or horses need their own trail

Courtesy is already at times an issue with cyclists, joggers and walkers on the greenway. Noise with audible music & audio books is also an impediment to one?s quiet enjoyment. My concern is about increased discourtesy and noise with e-bikes on the greenway. I actually enjoy seeing people on e-bikes so it?s not that I?m against them per se, nor do I want to see more rules, but I would like us all to do a better job of cooperating on this shared space.

As I get older, I may need to use an ebike to enjoy cycling, and I would still like to be able to use the greenways! I'm 56, and that day may be coming soon. Thank you for asking for feedback & for supporting the greenways. They are truly one of Nashville's treasures.

Should you open the greenways up to motorized bikes, be advised you will HAVE to police the trails constantly and paint a yellow line down the middle of all 98 miles to keep folks safe. People do not observe the speed limit now, and will not in the future. Keep in mind the average walker is moving only 3-4 mph.

as a cyclist, I have to watch out for others especially unsupervised children on the greenway. these children and sometimes adults who are not aware that a cyclist can not stop 'on a dime' endanger both me and themselves. As cyclists we are responsible to watch out for pedestrians but they also need to be aware that we have a hard time stopping especially if going down a steep hill on the greenway.

Keep the greenways green. There are roads for motorized transportation.

The greenway needs to be serviced on a regular basis. The holes before you cross the bridges need to be filled, when I am cycling it is unsafe when your bike hit an uneven part of the road where the road meets the bridge.

I have had my bike serviced twice because of the problem all over the greenways.

## Additional comments

I use and own both road bikes and class 1 ebikes. I operate both safely. I was an avid cyclist, riding more than 50 miles at a time, but now am over 70 and enjoy ebike riding class 1 almost daily. I keep ebikes in nyc where they are very user friendly for cyclists and in Florida less user friendly. I can't imagine being banned from using my ebikes in Nashville parks and on greenways. Implying they are unsafe is unfair to those of us who will rely on them more and more as we age. It is also untrue. I do understand that Class 3, with throttles should not be allowed except on streets, but a class 1 is just a bicycle with a tiny bit of assistance for those of us who need it at times.

I do not want E bikes on the greenways. I cycle and do not feel they are safe.

Wish cyclists were respectful of walkers. Most do not let you know they are coming around you and fly fast by you.

I think we should try it and see how it goes. I ride bikes and feel unsafe riding on TN roads!!! So, I think people who ride electric bikes would feel that way too. I think a test or sign for rider and pedestrian safety would be helpful. Like not riding side by side when there are people, saying "behind you" or "on your left" to let people know when you are coming up behind you are simple, yet courteous ways to share the rode.

Why do you need to know my race? This question has absolutely nothing to do with race.

I think all motorized traffic should be kept off the greenway, electric, gas, or diesel. The ONLY exceptions should be allowing a handicapped person's motorized wheelchair/hoverround type transportation.

Cyclists don't provide adequate warning while passing. Greenways are crowded and many streets provide bike lanes which should be preferred by bike users

People with disabilities who like to ride bicycles use electric bicycles to assist them in enjoying the Greenway It's no different than somebody needing a wheelchair on the Greenway.

I think Class one should be treated like a Bicycle and class two should be treated like a motorcycle

Greenway users with earbuds/headphones in are a far bigger problem as they are often unaware of any activity happening around them and unable to safely react to any verbal information/warnings or hazardous situations.

I support bikes on the greenways!

## Additional comments

E-bikes are great!

The main problem with e-bikes is that you end up with people riding bikes who don't have the riding skills to match the speeds that these bikes are going. Experienced cyclist will ride at those speeds 20 mph or even more but they have been riding for years and have the skills maneuver, braking, judging situations to navigate around other greenway users, etc. to safely ride at those speeds. People on E-bikes typically do not have the fitness to ride at those speeds and E-bike riders tend to be older and thus have slower reaction times and less control over these vehicles. The net result is significantly more accidents and subsequent injuries, thus making our greenways less safe for everyone. There are several published studies that have established these patterns see for example this study from The Netherlands: <https://pubmed.ncbi.nlm.nih.gov/28537540/>

Speed limits should be clearly posted at 15 mph

Electric bikes should be allowed to use the greenways, primarily because the streets are horrendously unsafe for bike commuting.

I have only recently gotten an e-bike. Previously I rode a regular bike and often felt dog walkers and larger groups of walkers spread out across the greenway created a hazard. We won't even get into dog owners who failed to pick up after their pet.

I use greenways to get groceries and other essential items with my class 2 longtail e-bike. McCabe park greenway or bust. West End is dangerous for cyclists. Recreational racing cyclists are far more reckless with speeding on the greenways than I have been or would ever be carting groceries and stuff from Target and TJs to Edgehill. 20mph is easily within range on any regular road bike and any respectable rider can manage to exist politely on the greenway. Any speed over 20 mph is much harder to reach and maintain on an e-bike than on a non-electric cycle. Restricting class 2 bikes makes no sense to me whatsoever. The throttle is essential while driving with cargo and on city streets amongst cars.

If electric bikes are allowed I would limit the speed, but cautious to open door to motorized vehicle but on the other hand it is just a bike with an assist....semantics

I don't think scooters would feel safe on a path with baby carriers, runners walkers and senior citizens. It's a bit hard to separate electric scooters from electric bikes.

My family and I have been using ebikes on the greenway for over 10 years. We now have a 3 year old that rides in a bike trailer attached to our e bike. This is our most used past time as a family and I truly hope we can keep ebikes on the greenway. I've never gone faster than an actual peddling cyclist, they go way faster than I'm comfortable with on an ebike. Thank you!

## Additional comments

My eBike is really cheap and fast compared to the alternatives of walking or using my car. I use my bell when passing and I also slow down so it is pretty safe for other people. Please don't block them from trails!

We already have people on the greenway that are not paying attention they are listening to ear buds and do not hear others. An E bike addition to this environment could be even more dangerous.

I use a Class 1 e-bike for exercise. I'm 74, I have arthritis, and I love to get out in the fresh air and enjoy. An e-bike in no way endangers others or takes anybody's pleasure away. Automobile traffic frightens me, and I wish more was done for walking and cycling population.

i don't like being asked for a gender identity. would prefer to provide sex & not be asked to agree to sexist stereotypes.

I love the greenway. It's a place to relax, enjoy nature, walk and chat with neighbors. There are already many bikers speeding around making it less safe. Adding more bikes even electronic will just add more unsafe, fast bikers and make it harder for walkers and runners. Even if they are meant for the road, people will ride them in the greenway. Please don't ruin the McCabe greenway with these bikes!

Some people are physically unable to ride bicycles for long distances on the greenway do to medical issues. E-bikes allow those physically unable to ride to enjoy the greenways the way ready of us can. My mother is one of these peoe. When we go on family bike rides she uses her e-bikes because otherwise she would not be able to keep up and enjoy riding with us. By banning e-bikes from greenways you are effectively telling those that have a medical issue that they are not welcome

Regular roadway bike can often hit higher speeds then B Cycles. Greenway B Cycle stations should be opened!

Allowing E-bikes would open up the Greenway to be used as legitimate transportation. I can theoretically commute to work using the Greenway much safer than biking on busy highways, but having an E-bike would make that a legitimate possibility.

Please enforce leash laws!

I don't mind ebikes on the greenways as long as they still follow the posted speed limits. I think they're really helpful for commuters.

20 mph is too fast on the greenway shared with walkers at 2 to 3mph and runners at 5 to 10 mph. I would support electric bikes up to 10mph. Motorized vehicles belong on the road.



## Additional comments

Ban malfeasors, not methods.

I love riding my ebike on the green way. It's not any more dangerous than a normal bike on the green way.

I find the cyclists who are just using regular bicycles to already be aggressive on the greenways and often are going too fast to be safely using the paths. I can only imagine that ebikes would be like this, but worse.

The greenways that I most often use are very narrow in places and have sharp curves causing problems for walkers when some bikers who pedal fast also use the greenway. I believe that ebikes would exacerbate the potential for accidents between bikers and walkers.

Users moving faster than running pose a danger to the many slower users on the greenways

thank you for this survey...so very rare. But I do think that it was worded so as to favor the Ebikes...and the businesses who sell them.

With my age, I need a boost when riding my bike from time to time. If e bikes were banned, I would not be able to ride at all

I think e-bikes will help more people, especially the elderly to enjoy the greenways more. I support e-bikes on the greenways and look forward to owning one myself. The only problem I have ever encountered are with the younger skateboarders who lack maturity and understanding while riding their skateboards on the greenways.

No added comment

I have seen unicycles with electric motors as well on the freeway.

I wander about mixed use of walkers and bicyclists. Many cyclists move very fast and do not use voice or horn/bell warnings.

Is there ever going to be an expansion length of the Seven Mile Greenway? This greenway has a significant amount of use and needs to be longer than 1/4 1/2 round trip mile. No land purchase would be required.

I have walked, jogged, hiked, walked a dog, pushed a baby stroller, biked on busy roads, biked on paved bike paths, biked on mtn bike trails, paddled a kayak and canoe. My wife now rides an e-bike. I strongly advocate that Nashville should encourage human-powered recreation and transportation. And this includes appropriate use of e-bikes.

## Additional comments

Motorized vehicles have roads to ride on. Please keep something for people who walk. The bicycle folks are bad enough zipping in and out and around people.

I was planning to use an eBike for my work commute from Cherokee Park to Vanderbilt University on greenways now that there's a connector from my neighborhood to Centennial Park. I am waiting to make sure that eBikes will be approved for greenways. I used to cycle to work and I do NOT feel safe on a bicycle sharing streets with cars in Nashville. Most streets don't have bike lanes; drivers here aren't bike friendly. Riders should be required to use noisemakers to warn people of your approach and have lights on the front and back of a bicycle so they are more visible. But greenways should be open to eBikes.

Thanks for putting together this survey.

The most dangerous aspect of the greenways is walkers who don't stay to the right. They walk 3 across and block bicyclists who are hauling ass trying to get past them. The e-bikes would probably make things more dangerous because e-bike riders are probably not as experienced/serious as a real cyclist. Would be too dangerous and would make the greenways even more crowded than they already are.

I don't think electric bikes should be excluded if regular bikes are currently allowed. The longstanding issue is that several cyclists do not follow the speed limit, and particularly with the increased use of headphones, I suspect there will be more pedestrian-cyclist accidents. I'm not sure what the best solution is.

Please don't restrict use because this allows an entry point for handicap and those who need to build up to fitness. Tell people to chill, let people with disabilities use them to exercise and explore

I would love to see Greenway utilized by commuters and I think this is a great way to encourage it. I have only ever felt unsafe from the same biker I consistently see disobeying speed and right of way rules on the Greenway. Majority of users of this space respect it's shared purpose!

I have serious concerns with allowing electric bicycles on the greenway. My partner and I regularly use the greenway and prefer cycling. We have had countless near-accidents for a variety of reasons, primarily pedestrians crowding the greenway with children and dogs on too-long leashes. I am worried that placed another element into this already failing balance could cause major issues for safety.

As I age, I'm sure I will graduate to a class 1 e-bike at some point. I'd love to continue my pleasant journey along Nashville's expanding greenway system. Love you'all.

Nashville needs more transportation modes, not fewer. While I would not support a faster ebike or scooter or commercial ebike like delivery ones, this regulation is clearly one that is about pedal-assist bikes.

## Additional comments

We should allow e-bikes on the same trails as pedal bikes for people who want to exercise but do not have the physical health or accessibility to pedal only bikes. Post speed limits if necessary

Please do not allow electric bikes or vehicles on the greenway. The greenways already being shared by pedestrians, cyclists, dogs and kids is enough. There is no need for electric bikes to be on the greenways.

Greenways are just that... Green. Ways. An oasis of nature. Ultimately, the greenways are an escape from the bustling city and all the light, noise, and automated pollution. Electric-operated modes of transportation, regardless of function or speed, have no place on the greenways and should not be allowed.

The greenway is a calming place in a busy world!

Can we create two paths - one for walking/jogging & one for biking?! I used to live Minneapolis and all of the paths around the cities lakes had this dual path setup

My most important desire with the Greenways is for the Richland Greenway to connect to the 440 Greenway to provide off-road access from White Bridge Road to Centennial Park and Uptown.

As Nashville continues to meet the changing needs of it's growing community, I do not wish for the greenways to be exclusionary or restrictive in any that impedes access to the communities seeking to use it for transportation and recreation. I believe the greenways make up part of the transportation network that many people rely on and e-bikes are a solution for a diverse spectrum of riders and the future of the biking world --- concern their 2020 sales alone, and the number of cities with bikeshare that have e-bikes in their fleet or more broadly the number of cities that permit e-bikes and classify them as bicycles.

E-Bikes are perfectly safe and enable better usage of greenways. Road cyclists regularly ride at the same speeds.

I would approve of class 2 ebikes at less busy times like weekdays.

The greenways already have enough traffic with people who either don't care or don't understand the rules. Adding ebikes to the mix is an unnecessary invitation to more idiocy. We need more education of the users and perhaps some patrolling and fining of people who think the leash law doesn't apply to them or the bikers who don't call out "on your left," etc. The greenways in other cities I've lived do not have the problems we have in Nashville; southern manners disappear on the greenways, unfortunately.

## Additional comments

Greenways provide a relatively narrow path for two way, slow moving, pedestrian traffic. Greenways are not safe for faster modes of transportation.

I ride my pedal bike and don't feel very safe on normal bike lanes. I plan on buying an electric bike to replace my car for most errands.

Allowing electric bikes on the Greenway would absolutely open up the door to other motorized vehicles. If this happens, we should also go ahead and allow electric golf cart, go carts, and scooters. I get that this may be eco-friendly, however the Greenway was meant as a place to exercise and explore your city on your own power not to enjoy toys. If someone has an E bike that's great, use it on the road or in bike lanes.

Need signage bilingual instructing walkers to keep to the right side of road. Dangerous for cyclists.

More concerned with homeless setting up camps on greenways

Stop arguing about bike restrictions and focus on improving non-auto infrastructure.

Signage to remind all cyclists to shout on over take or use of horn/bell when passing pedestrians could be helpful.

This is a safety issue. Electric bikes are too quiet, go too fast and, given the mass and velocity of the bike and rider, have much momentum. A collision between a fast moving electric bike and a pedestrian will cause much harm to the pedestrian and possibly the bike rider.

It's not clear to me that allowing Class I but not Class II ebikes on Greenways is enforceable. It seems like speed is the critical factor. A Class II ebike might be perfectly safe if the rider is tooling around at 10 mph, but a Class I bike going 30 Mph down a hill is clearly not. I have seen ebikes on the greenway several times. They're generally not a problem.

What about powered skateboards going 20 mph?

I find greenways already dangerous with the speed of cyclists. I can't imagine what will happen with electric bikes, scooters, etc.

I enjoy cycling on it and would love for others to stay on their side and announce when they are approaching.

## Additional comments

I don't think E-Bikes should be allowed on the Greenways in Nashville. If they are, only Class 1 should be allowed because Class 2 are basically like riding a truly motorized vehicle. The whole point of a bike is to pedal it to get around. Class 2 are basically mopeds or tiny motorcycles.

Get with the times. People use ebikes for recreation and transportation?less cars, easier to plan and manage, healthier population. Let?s not try to demonize any user group, desired behaviors are not going to change with parks police enforcement, they don?t enforce anything currently and are glorified event security waste of tax \$. And let?s not try to connect ebikes to golf carts like that?s the next ask.

Bikes are great, but most who use e bikes are not experienced cyclists. It takes that to be able to control them at those speeds

I don't mind sharing.

I absolutely love the greenway and use it every day for walking and wildlife/bird-watching. Adding electric vehicles will completely change the greenway experience and drive away the abundant wildlife. Please don't allow electric vehicles. Thank you!

Regular bicycles are capable of reaching speeds in excess of 20 mph, so safety depends on the courtesy and competence of the riders.

The safe use of e-bikes, skates, dogs, or any device on the greenways comes down to personal responsibility. There are plenty of traditional bicycles that exceed 20+mph, so speed is not the issue. E-bikes also allow people with health conditions the opportunity to ride bike and enjoy all the benefits of biking when they otherwise may not have the ability to do so on a traditional bike. E-bikes are not actually motorized vehicles, they are simply bicycles with pedal assist battery power. There is no difference between the safe operation of a traditional bike or an e-bike on the greenway. It comes down to the rider managing their speed and steering responsibly and with consideration for other users of the greenway. Thank you for your understanding!

My support for e bikes is based on providing outdoor access / mobility to those who may not otherwise explore the outdoors / greenways.

I think as long as the bike users abide by the posted speed limit guidelines, such cyclists should also be able to enjoy our Greenways.

I regularly cycle on the greenways to get to and from destinations is in no way enjoyable. People block the whole thoroughfare with dogs and walking 3 or four deep. It is far slower than any other street. Too many conflicting recreational interests for the width of any given greenway

I think that electric bikes should be allowed on the greenway but should be subject to the same restrictions as pedal bikes, for example following the 15 mile per hour speed limit. Many cyclists on traditional road bikes often exceed this limit to the same degree or more than electric bikes are capable of. I have observed many cyclist on Shelby bottoms, for example, in excess of 20 to 25 miles an

## Additional comments

hour. Many of the cases where I feel that people are behaving unsafely it is often those cyclists who are looking for a good workout and don't want to slow down for pedestrians. I do not think allowing electric bicycles on the Greenway will have a negative impact in this regard. Likewise I think another significant safety issue on the greenway is speeding drivers in the Shelby Park area. I have often observed commuters in the morning and afternoon and access of 30 mile per hour in a 15 mile per hour zone. I have also both observed and been the direct result of drivers being aggressive towards runners and cyclists in that area. Concerns of safety I feel I should first focus on these larger problems while allowing open use of the greenways particularly for those who may have a difficult time exercising without pedal assistance.

Dangerous!!!! E bikes can go really fast and injure people and animals.

Go to ANY bicycle friendly city Quebec, Canada or Madison WI are two and you will see that ebikes are part of the system. Nashville is NOT a bike friendly city. Let's make it that way!!!! Allow ebikes!

I have stripped knees and cannot ride a normal bike. E-Bikes have been a blessing to both my husband and I.

I would love for Metro Parks to provide electric bikes. I prefer the kind that require people to pedal, however, it may make the bikes more accessible for people who may not be able to pedal if you offered class 2. I'd be happy with either.

Ebikes are an important commute and recreation option and should be allowed on the greenways. Just like other bikers and all users, ebike users need to adhere to regulations about speed limit 15mph, signaling when passing, etc. There needs to be more enforcement of these rules on the greenways by Parks Dept. There also needs to be a MUCH bigger citywide investment in bike lanes, sidewalks, and greenways and public transit so that greenways are not the only safe option for pedestrians and bikers.

E-bikes have given me and my family a new lease of life on cycling, I ride with my daughter on the back through Shelby and into Two Rivers and on to Opry Mills all the time. It's so important to keep this allowed on the greenways - a speed limit is fine but to ban them would be a big blow to everyone.

With knee and leg issues the e bike is the main thing my husband can use to exercise. We use the Greenway all the time. We are not racing but riding slower than many bikers. We want to keep doing this!!

I don't have a problem per se with ebikes on the greenways. I DO have a problem with ebike RIDERS who don't know/refuse to obey the rules of the road being on the greenways on their powered bikes.

I find that most e-bike owners are very responsible, follow speed limit and greenway signage, much more than some road cyclists who think the greenways are their training grounds for the Tour de France or dog walkers who let their dogs walk out in front of cyclists while they are trying to pass. eBikes are no different than regular bikes, and are a great way to explore the city of Nashville. If we want this city to reach it's true potential as a great place for ALL residents, e-bikes should be allowed

## Additional comments

on the Greenways. Unless Nashville wants to invest in separated bike/walking lanes for commuters, I would highly recommend leaving the greenways open to e-bikers like myself as a safe way to commute to my job downtown at the AT&T building - and I am doing the rest of Nashville a favor by keeping my gas-powered vehicle off the roads. One less car to clog up the roads! Thanks for letting me speak my opinion!

Why on the hell when we have an obesity epidemic do we want access to make people more lazy?

Love the Greenway! Keep up the good work

Ebikes are amazing, safe and just a form of bikes. They are used and legal in basically every city in the US including Nashville. They help more people access the greenways, for more things. Please do not discriminate against bike riders based on perceived effort. Also this survey is CLEARLY biased against ebikes.

Nashville Bicycle use to provide bicycle rental service in metro parks. They should be allowed again.

They bring the "scooter" mentality and problems to our beautiful greenways. Not a good idea, not at all.

When I feel unsafe due to cyclists on the Greenway it has ALWAYS been men on traditional cycles going too fast and not indicating that they are about to pass. E-bikes are no more or less dangerous than traditional bikes, and just as quiet. If you're concerned about safety. Public information campaigns to encourage safer cycling practices in general would be more effective. And honestly, enforcement of leash laws would be a more effective way to make me feel safe.

Too many walkers are 2 or more people wide across the greenway. It is hard if you are biking to ride around them

I ride the Harpeth Greenway. Many times there are families that aren't paying attention to cyclists. 20 mph is too fast to stop or maneuver around families spread across the Greenway

This survey is biased against e-bikes. You ask people to give reasons why they would not want e-bikes on greenways. But you don't ask people to give reasons why they would WANT

People already ride motorized vehicles on greenway near me Stones River, and cyclists also go too fast. Please keep our greenways safe by not opening them up to more traffic.

## Additional comments

I ride the greenways for recreation and have no problem with class 1 or 2 evoked on our greenways

Speed limit is what on a greenway? 15 mph correct? I d not ride my road bike on the greenway as. It is hard to keep it at or below the speed limit. I ride my mountain bike only. Now you are expecting to increase the speed limit to accommodate electric bikes? I surely hope not.

The threat of physical injury is huge. All it takes is one idiot to hit someone with one of those things coming from behind !

Bicyclists manually peddling are generally respectful on the greenway however, I don't believe I would feel safe with any motorized vehicle on the greenway. That is just one of the reasons I avoid going places that allow the motorized scooters. Most that ride them have no cares about anyone else on the sidewalks. They just zig zag all around and I always fear they are going to accidentally run over one of my little girls.

A motorized bicycle at 20 or 20+ mph can knock down an elderly person or child and break their bones. When I was 9 years old, I was knocked down by a kid on a regular bike and it broke my collar bone. If Metro loses common sense and these are approved, then Metro should be held liable for any issues and costs that arise.

The greenways were designed to help Nashvillians access a safe peaceful place to walk or exercise. Having regular bikes adds stress, as many bikers fail to notify walkers when they are coming. Would they be allowed only on certain greenways where pathways were larger? Is that feasible? This is a dicey issue.

My concern as there?s greater density that people will opt for ebike for commuter transportation and hinder the experience

I love the greenways for their health benefits both physically and mentally. I believe elec. bicycles would help people that are not in good physical shape to enjoy the greenways like I am blessed to do.

I think e-bikes are just as safe as riding a regular bike. The only thing is it might make dogs and others nervous on the greenway when passing. There should be rules for e-bike users when passing others on the greenway to both slow down and verbally announce themselves like any bike should.

I have no issue with regular bikes on the greenways, but do not want motorized vehicles of any kind on them, as that basically defeats the purpose of a greenway.

As an older adult, I have considered purchasing an electric bike to give me some assistance with hills and help with getting back to my car if I tire of riding. I have seen older adults riding electric bikes on the greenways in Chattanooga- they seemed more careful and responsible than many of the younger adults I have encountered on conventional road bikes on Nashville?s greenways.



## Additional comments

E-bikes are just like any other mode of transportation in that they are as safe as their operator. You don't tell people that they can't have a fast car on the road. You tell them that they can't drive that fast car too fast, then you have ways to monitor their speed and punish those who you catch not obeying. The same should apply to e-bikes on the greenway. I even think you should allow Class 3 e-bikes onto the Greenway, but regulate them to the Greenway's speed limit. I believe it is currently 15mph. Barring e-bikes from the greenway completely would put those who do own an e-bike onto the road with cars to commute instead of on the Greenway, making their commute much less safe.

Put more bike cops on the Greenway. Give them Class 3 e-bikes so they have an advantage. Pair them in teams of two.

I guarantee that no matter what you decide, e-bikes will remain on the Greenway unless you can figure out a way to disable them while they're on the Greenway. That sounds much more costly to me than investing in a small fleet of e-bikes for MNPD and creating a new assignment for some of our boys in blue. You could probably even mix the Greenway e-bike patrol into their normal week so that they have a little respite from their normal days. Maybe you could survey the MNPD force to see if they would appreciate such an assignment option.

The problem I see with them is the speed they can reach along with limited sight lines. With little ones and strollers on the greenway makes it very tough at those speeds.

Lets get real. Affordable housing in the context of RIGHT NOW is far greater a concern than Bob Mendes riding an e-bike on a Greenway.

The current enforcement of motorized vehicles on green ways, parks and sidewalks in Nashville is nonexistent. Most police officers do not even know what the laws are concerning bicycles on sidewalks. Before you begin expanding privileges regarding all of the above, your enforcement knowledge of existing laws/rules needs to improve GREATLY.

The use of motorized vehicles in these areas will decrease safety and be accompanied by fear resulting in lower pedestrian use which was the original intention for these areas. Also, the associated litigation costs will be borne by the very taxpayers you have scared off the green ways, etc.

Bike safety has nothing to do with eBike or not. It has to do with following the greenway rules and being courteous to others. I ride on the greenway daily and have yet to see an eBike rider present a safety hazard to pedestrians. Can't say the same for non eBike riders who disregard the rules very, very frequently. Also, who is going to enforce the rules? I haven't seen a law enforcement person on the greenway for over 5 years. I'd welcome their presence.

Keep adding greenways!!

## Additional comments

Zero lighting under the bridge and near the houses. Super unsafe under 440! Will get next to no use in the evenings.

E-bikes provide a valuable quality of life option for seniors and those who may not be able to use manual bikes on many areas of the greenway. Prohibiting their use would have a significant negative impact on these individuals and anyone that owns/enjoys using e-bikes.

I can't enjoy the Greenways currently due to age and health issues. An E-bike would allow me to participate in one of Nashville's great resources. I own an E-bike and want to be able to use it without fear of getting in trouble. Don't punish everyone for the bad actions of the few. I've been knocked down by rollerbladers using the walkers as slalom cones. Focus on behavior not equipment.

Cyclist who choose not to adhere to speed limits or offer the courtesy "on your left" call outs have already rendered large sections of the Shelby Bottoms and other Greenway unsafe and stressful during peak use days and hours. I can't imagine adding more bicycle traffic to already congested areas.

Even peddel bikes at enhance speed can scare and harm. When I ride such I try to stay at or just above walking speed..... greenways must give walkers "priority" .

In general, I think e-bikes are fine on public streets, however allowing them on greenways provides a possible safety issue with many that are walking or wheelchairing on the greenway. The person riding a class 1 or 2 doesn't realize they are going as fast as they are. Up to 20 mph "sounds" slow, but in reality, riding an e-bike over 10 mph, up to 20 mph is moving fast to a person who is walking at less than 4 mph. It also opens the door to allowing other motorized vehicles on the greenway. Let's keep the greenways for non-motorized vehicles...people-powered on greenways is the best.

E bikes are ok for greenways. Many Traditional cyclists pedal fast on greenways, and often dogs are off leash. So it really comes down to enforcing rules and holding people accountable if they cause damage of property or injury to others.

Let's stop dreaming up scenarios to justify our addiction to cars and placing barriers to using alternative forms of transportation. The hour is getting late.

Main issue is complete lack of confidence for safe operation. Fair number of curves, narrow spaces, etc. and would feel unsafe with high number of e-bikes. Horrible Lime scooter usage shows how uneducated users will be extremely unsafe and abuse available infrastructure.

motorized vehicles are allowed on streets and many recreational areas. Please protect our pedestrians and bikers that frequent Nashville green areas from motorized vehicles.

E-bikes should be allowed on Greenway, but I am concerned about safety. First, there aren't that many people around Nashville who own and use e-bikes currently. The biggest danger of having an ebike on the Greenway is a collision with a dog or child that jumps out in front of a rider. However, as a cyclist, it's pretty rare that it happens. I've had a couple of close calls, but never a crash with another Greenway user - and it's rare to have even a close call. It's usually easy to avoid. Finally, and the main reason e-bikes should be allowed on the Greenway, the Greenway remains a much safer place for an

## Additional comments

e-cyclist to be, compared to roads. While an e-bike may be the fastest thing on the greenway, it is still no match for a car. A car to cyclist collision on a road would put the cyclist at far greater risk for injury than a lower speed and rare collision on the greenway. Until Nashville has more protected bike lanes for cyclists to use, whether for recreation or commuting, e-bikes should be allowed on the greenway.

I've considered e-bike to make a long commute to work. Cycling in the roads was too dangerous so I looked into riding on the greenway for chunks of my route, but decided against it so I'm still driving back and forth.

I would prefer to enjoy the quieter parts of the route on the greenway. Cycling in traffic was actually \*more\* stressful than driving my car and not worth it.

I support all initiatives aimed at increasing alternative transportation options vs. personal motor vehicle travel.

I would love to have the e-bikes back on the greenway, as I do not have the ability to purchase a bike on my own. They are a good exercise use alternative.

They're too fast for a greenway. Lots of fun but even regular bikes need to keep it under 10 mph on a greenway. Too many walkers dogs and kids

Where do you put a stop to electric vehicle usage? These are walking and biking non motorized trails and not for electric bikes or vehicles. Get out and WALK!!

Unfortunately I think we would not be able to enforce a safe speed on the e bikes. And we can't depend on people to operate them safely. Just take a ride on the interstate

Electric bikes and bicycles belong on paved roads. There are already state laws treating cyclists on roadways. Parks and greenways should be only for walkers, hikers, joggers. There are other metro parks for dogs, skaters/skateboarders, etc encourage their use. It seems like people enjoying parks on foot are having constantly to right encroaching limited space of the parks.

I've felt unsafe on the greenway due to cyclists' speed and behavior who were riding traditional bikes. The 15 MPH speed limit must be enforced and people must report illegal and unsafe behavior on the greenways. E-bikes should be allowed because they make non-car transportation more viable in a city as spread out as Nashville. Until there is better infrastructure for multi-modal transportation in the city, the greenways will remain the only safe option for people trying to get from one place to another.

Please don't let this happen.

The bikes go way to fast on the greenways all the time. I have been knocked over. I have seen people jumping out of the way. I have seen others knocked over. It is not a racetrack. Speed needs to be enforced much more rigorously.

## Additional comments

Thank you for asking. Electric bicycles are a bad idea for the greenways.

We bought E-bikes after riding them in France. Before we bought E-bikes we were limited on where we could ride because my husband does not like pedaling up hills.

We rarely use any power unless we are going up big hills & then we only put it on level one.

We ride for exercise & to enjoy the countryside.

I have never seen anyone on an E-bike causing a problem.

We would really miss not being able to ride on the greenway if E-bikes are banned.

I ride my ebike on Nashville greenways. I do not exceed 15 mph even though my bike would allow me to do so. I always allow pedestrians to have the right of way, and make space for them while riding. Having an ebike is the only way i am able to ride my bike due to a health condition, and the greenways are where i feel it is safest to ride because of Nashville traffic. Please do not eliminate this option for those of us who are responsible riders. Ebikes are not motorized vehicles, but instead they are regular bikes with battery powered pedal assist. This helps a rider, who otherwise may not be able to ride, to enjoy the pleasure of riding a bike. I feel the happiest and most free when riding my bike as a form of movement. While other modes of exercise cause me significant pain, I am able to move pain-free on my ebike. It has been life-changing for me, and I would desperately miss the greenways.

I don't see any difference in electric bikes and regular bikes. They can both reach high speeds. There needs to be trail for bikes and trail for pedestrians.

Please DO NOT allow this! Isn't there one place we can enjoy nature in peace?

the greenways are vital for both recreation but also as a means of commuting not by car to work. It would be a shame to isolate the e-bike riders of this city when so many other forward-thinking urban centers are embracing electric transportation.

Have we not learned anything from the e-scooter debacle?

Greenway have too many bends and curves with blocked views to have anything motorized on a 6 ft wide path. Cyclist do not adhere to speed limits.

Racing cyclists should not be allowed on the greenways - but they are. They go way too fast. eBikes are typically limited /governed to a speed limit of 20mph or less. And if you are going to disallow, how are you going to enforce? My ebike doesn't look like an ebike and you can't tell whether or not my ebike has a throttle so you can't tell if it's class 1 or 2.

Signage on greenways and roads need to clearly state rules for pedestrians and cyclists. Signage currently is not clear.

## Additional comments

E-bikes should be welcomed on the greenway. They allow people to use the greenway for enjoyment as well as transportation. The major safety issue I have on greenways is pedestrians walking three abreast or allowing their dogs or children to wander across the width of the path. Of course all classes of users have some bad actors, and I think much of the problem is related to lack of education and signage as well as total lack of enforcement of existing greenway rules.

Please correct the Brookmeade greenway situation?that is much more of an issue than electric bikes.

My husband and I live uphill from the greenway, so we use our e-bikes to help us get home from riding there. Otherwise, we'd have to stop biking there. We're 73 yrs old and keep safety of ourselves and others upper most in our minds.

IF these are allowed - clear guidelines for use must be stated up front. Leaving people to make up their own rules such as the scooters could create chaos and an unsafe situation. Best if everyone understands what to expect.

You answered the question when said it would open the door. I'm sure there are reasonable people who would obey the speed and safety rules, and I'm just as sure that there are many who wouldn't.

First of all, thank you for soliciting public opinion on this topic. As an avid runner, I have had many near-misses with e-bikes on the greenways, especially when crowded on a pretty day. They wouldn't be a bad idea if people could be trusted to self-enforce common courtesy rules, but my experience dodging flying e-bikes has shown me that people love to bring them to the greenway and go as fast as possible, regardless of the number of other people around. It's not just e-bikes -- people also do this with motorized skateboards and other forms of motorized vehicles -- I've even seen gas-powered mopeds on Shelby Bottoms Greenway! There is no enforcement of the rules, and I don't expect that will change anytime. The greenways are narrow and frequently crowded. Electronic vehicles do not belong on them. Right now the situation is a serious accident waiting to happen.

I am generally in favor of promoting bicycle use for transportation and exercise. However, increasing any bicycle traffic on the greenways is not the way to accomplish this, due to the behavior of the overwhelming majority of cyclists. More enforcement is needed on the greenways, especially those like Richland Creek which are heavily used. Dogs are routinely off leash and allowed to crowd or threaten walkers even when on a leash. Dog feces is regularly left either on the greenway itself, nearby grass or discarded in plastic "poop scoop" bags along the greenway. Cyclists are aggressive and unsafe, expecting pedestrians to clear the path for them so they don't have to slow down or God forbid, stop to yield, even as they are in violation of the speed limit on the Greenway. Nashville's greenways should be and can be equally welcoming and enjoyable for all - walkers, joggers, cyclists and dog walkers - if the rules are enforced and followed by all. Unfortunately this is not the case currently.

The cyclists who have made us feel unsafe were not on ebikes. Rather, they are the road cyclists who ride at fast speeds. Perhaps rather than limit ebikes on greenways, simply post a speed limit for all cyclists.

## Additional comments

It's hard to believe this survey was approved given the amount of bias and misleading information it contains. I must have missed the questions asking why I support keeping e-bikes on greenways, so here are a few reasons. E-bikes are a life-changing transportation option for parents transporting kids, people with disabilities and medical conditions, and seniors. They allow people to ride farther and longer, replace car trips, and cut carbon emissions. Importantly, pedal assist bikes serve as mobility devices for those who are not physically able to ride regular bikes. To exclude them from the safest parts of our bikeway network would be discriminatory and would certainly lead to ADA lawsuits.

I would also mention that there is no practical distinction between class 1 and class 2 e-bikes, and including this in the survey only further clouds the picture. Both classes are limited to the same speed and function exactly the same 99% of the time. Class 2 bikes also rely primarily on pedal assistance - the throttle is mostly only useful for the few seconds it takes to start from a stop or on a hill, particularly when transporting children or cargo. Both classes are treated the same under state law and should not be regulated any differently on our greenways.

The greenway is already crowded and people don't follow the rules as is. Adding to that chaos would make it extremely in enjoyable and disruptive to wildlife.

As a walker on the greenway, I feel very safe, except for dogs I am afraid of dogs; however I never had a problem. The bikes have never scared me, I find them respectful and know when they are coming up behind me. I know enough to walk to the right and they know enough to pass on the left and announce they are coming up. As a cyclist on the greenway. I am very cautious and have always announced my passing on the left.

As it is cyclists go too fast and walkers have little room to get out of the way

Ebikes make sustainable transportation and access to inner city greenery more accessible to the community!

I do approve a pedal assist bikes if they are used properly on the trail. Going too fast and not watching out for others or driving wrecklessly on the trail is unacceptable.

I have been on the greenway where non eBikes come up behind and are going as fast as eBikes with no regard to walkers. Pedal assist bikes are important to people that are advancing in age to be able to enjoy the opportunities they help fund. There are always going to be responsible and irresponsible people. Don't penalize the responsible citizens

Pedal or motorized bike speed should be reduced on Greenways. They should only be allowed on certain greenways based on width of the path.

## Additional comments

I own an e-bike that I use regularly in and around the Nashville greenways, but I also understand that when cyclists are riding very fast, it can be intimidating. Might you come up with some sort of speed limits? Like, 10 miles or under within .5-mile of every greenway entrance? Might be a compromise.

I want to encourage commuting by bicycle and use of the Greenways for commuting purposes, but also worry that e-bikes and other motorized vehicles might cause safety issues and detract from the enjoyment of nature that the Greenways provide.

There have been many, many times that non electric cyclists have made me feel unsafe, or worry for my child's safety, on the greenway. I am glad to have cyclists on the greenway, I cycle there myself. However, many do not follow the posted rules for safe cycling. I am absolutely against more dangerous ebikes as long as regular bike safety rules are still not being followed or enforced.

I'm thinking about getting one for commute . Bikings fun but I think class 2 would be good for the hills to get downtown. If I'd need a seperate bike for weekend exploring it'd be disappointing.

Also i had a bcycle pass but we no longer have rental options at the greenway... :

This will ruin the Shelby Bottoms Greenway as lots of vendors renting electric bikes will pop up since it's so close to downtown, and the greenway will be overrun with electric bikes. Again, just like the electric scooter problem.

If allowed, ebikes should be mechanically restricted to 10 mph - 20 mph is completely unsafe to other trail users. This must be done mechanically, as enforcement of a lower speed limit would be impossible and user discretion cannot be relied upon.

I think these electric bicycles allow the full use of the greenway to people who may not normally have that ability. For example; elderly, someone with a disability, someone with limited physical stamina, etc. I think that is the main advantage of these cycles. I'm afraid that if they are not allowed, then we are essentially saying only the young and in-shape are permitted to use the greenways in that capacity.

I am convinced that greenways are for relaxation, walking, enjoying one's surroundings, but NOT to improve the commuting and/or transit circumstances for anyone. If e-bikes are allowed on greenways, then the door will have been opened for scooters and other vehicles that will absolutely contribute to more crowding on greenways and definitely introduce safety hazards that do not belong there. I do not care how fast or slow they are controlled, greenways are not meant to be a place where walkers need to be on constant alert to protect their personal safety. And by the way, if they are allowed, how will e-bike use be enforced? The same non-existent fashion in which scooters are enforced HA! ?

I feel that the safety concerns for cyclists would still be an issue no matter if the bikes are electric or not. We would prefer to see some regulation about speed for cyclists on the Greenway, or perhaps widening in certain areas to make it safer for pedestrians and walkers to share space. Personally, we have experienced cyclists tend to be very aggressive on the Greenway as if they have right of way over everyone else. It is dangerous for our children and our pets as well as ourselves.

Thank you for taking a survey!

## Additional comments

Support ebikes on greenway to allow greenways to be a viable, safe commuting alternative to commuting on city streets which often lack bike lanes.

Also, any increase in use will increase safety. Thx.

Please allow class 1 ebikes. I have never seen any issues with these. They help me enjoy riding after two knee surgeries. The scooters are another issue. Ebikes are not as dangerous as scooters, which I believe don't belong in the greenways.

Cyclists currently on the greenway are dangerous and not respectful of walkers now. Speeds would need to be monitored and this won't happen.

As a triathlon cyclist and an electric bike owner, I believe that cyclist riding road bikes with clip in pedals at high speeds pose a more dangerous situation than electric bikes, therefore I don't see why electric bikes should be banned.

Greenways connect Nashville, and portions of the greenway trails system in Nashville are designated as part of the Music City Bikeway. The Music City Bikeway comprises several federally and locally funded sections. Removing access to the trails systems for human-powered e-bikes would do a grave disservice to the spirit of the Music City Bikeway; notwithstanding the serious lack of low-stress bicycle infrastructure in Nashville.

I had not intended to own an e-bike for a while longer, but because of the way this "study" has come about, I have decided to purchase an e-bike conversion kit for use with one of my hybrid bicycles and commute from Madison to Brentwood - and yes, use the greenway trails as part of my route.

Additionally, I teach people how to ride bicycles, and one of the best parts about the "what's next" was being able to tell students they could rent a BCycle and practise on the trails in order to get used to handling, signaling, etc. Now, without easy BCycle access to the greenways, my students are either supposed to find and buy their own bicycle or throw themselves right into a higher-stress traffic lane situation. That's not right, especially when the Downtown Nashville Partnership spent years and lots of money to promote bikeshare in Nashville. Bikeshare presents an opportunity to increase access and equity among new and returning riders; in my particular adult learn-to-ride sessions, many are over 50 and less likely to want to invest in their own bicycle straightaway.

Greenways are so, so much more than just parks. Rolling straight to a "ban this" situation before taking other steps to create a system that is user friendly for all users is extreme and should be frowned upon.

Allowing class 1 and 2 e-bikes on greenways would be a further disincentive for people to do physical exercise. As e-bikes become more popular, especially as people age, there will be more of them and less people using the greenways under their own power. We need to do everything possible to encourage people to stay healthy. Using the greenways under their own power is a step to doing that. Please do not open up the greenways to these Class 1 and 2 motorized bikes.



## Additional comments

Need rules posted for cyclists passing walkers. Some give no warning. Others say "on your left" which is sometimes said too late to react. I would prefer people using a bell or ringer that they could first use 15 or 20 feet before reaching walker so walker can be aware and move appropriately. I would hate to see the greenways become a dangerous place to try and walk.

The greenways provide a safe place for families to bring their young kids to walk, run or ride their bikes. I've seen so many near collisions with cyclists who go too fast on the greenways with others—especially these young children.

The greenways are for peaceful, relaxation. I strongly oppose allowing e-bikes. If you do decide to allow them, perhaps you can designate one day a month they are allowed eg the last Saturday of a month. Allowing regular, daily use of e-bikes would destroy the parks and the parks, in my opinion, are the only thing Nashville hasn't destroyed in the last 10 years

I would absolutely love having electric bikes be able to use the Greenway. It seems no difference to me than using regular bikes. Regular bike cause no problems when I'm on my run.

I love cycling, running, walking. On greenways, there are lots of kids and sometimes cyclists are too fast and aggressive. E bikes would allow yet more people to use the greenway in this way. Those people can use streets and bike lanes. Leave the greenways for families and other leisure that is not that fast. I would also cap bike speeds for non e bikes too.

Please allow e-bikes to stay on the greenway! They are not creating problems as long as speed limits are observed.

There are already too many cyclists who exceed the speed limit, and don't let people know their presence behind them. We don't need to add quick moving motorized bikes to that mix.

If there is any way to enforce or encourage bikers to slow down around others or to warn pedestrians while approaching it would make such a huge difference. Every time I walk here we usually encounter one to five unsafe bikers not following safety protocols.

I believe electric bikes would be a hazard on the greenway especially in the narrower sections like the boardwalk near Kohl's in Hermitage, and when trying to pass people with dogs on or off leashes. The owner may not have time to pull the dog closer to them in time for the electric bike to pass safely. I am thinking there is a 15 mph speed limit on the greenway, but I've seen some regular bikers going faster than that and it's dangerous. An electric bike would make it even easier to exceed the speed limit.

I am more concerned with the behavior of ebicycle riders than of the vehicles themselves. Everyone should adhere to the existing rules of the greenway, Any cyclist exceeding 15 mph while sharing the greenway path is violating the existing rules, and creating a safety hazard. A cyclist can do this on a motorized or pedal-powered bike. The speed limit is the safest and fairest way to share our trails. eBike riders should also carry liability insurance, because they pose a safety hazard to others on the greenway. Also, our streets should offer better accomodation for cyclists, including bike lanes and wide shoulders, to encourage all cyclists to safely use them when possible. This could help avoid too much cycling traffic on greenways - which should be used primarily for slower recreation.

## Additional comments

Some of the greenways are already very crowded with people alone. Adding e-bikes to the curvy, crowded walkways is an accident waiting to happen. A cyclist and walker meeting around a bend isn't safe.

is it possible to have a trial run on the greenways of 3 or 4 months just to see if he electric bikes are a problem or not?

I realize that people want to recreate. Sometimes when recreating on your mode of choice there is the thrill for speed. I do it coming down hills that I've climbed after having left the greenway and returning.. I've come in contact more than once where E-assisted wheels, skateboards, ,and scooters have appeared from around a blind curve or spot going way to fast. I would not enjoy the proliferation of these modes of travel on our greenways.

It is important to keep in mind inclusivity. Class 1 e-bikes are a fantastic way for individuals who are less fit or handicapped to use cycling as a way to commute or exercise. I have seen this from personal experience. My parents are both avid bikers, but my mother could not keep up on her normal bike, which limited their use. The class 1 e-bike put my mother a roughly equal footing again, and both my parents now enjoy going on long bike rides together. I highlight this anecdote because other studies have shown that e-bikes have increase bike usage by women and marginalized groups. Allowing their continued use on greenways is therefore critical to promote inclusivity. Safety concerns are mainly from inconsiderate road cyclists speeding on the greenways. This is an exception; most road cyclist, including myself, slow down when encountering pedestrians.

There have already been electric vehicles popping up on the greenway. They simply move too fast to be safe in such crowded areas. I already often feel unsafe with the speed some cyclists choose to pass too close and too quickly on non-electric bikes--when my children 5 and 8 are riding their bikes on the greenway, for example, they have been passed very closely by cyclists riding very fast as they dodge between pedestrians and other cyclists without slowing. I also run with my dog on the Richland Creek Greenway 3-4 times a week and though she is always on leash and I always keep her close, we have been "surprised" by some electric and non-electric cyclists or skateboard/wheel riders who sneak up behind and pass inches away without announcing themselves.

Thank you for the survey.

thanks for caring

I rode on a Williamson greenway today noting the frequent signs for cyclists to ?slow down & call if passing.? How is a bike going potentially 20 mph going to respond to that? I hope well but fear injuries with this increased E-bike velocity.

The noise from electric bikes - and motorized skateboards - is intrusive.

## Additional comments

The greenway is overcrowded and dangerous now with a non electric bike. Mostly because walkers have the right of way and make a point to block the road. Adding electric bikes will create a very unsafe area.

All other cities in the US allow electric bikes, at least class 1 ebikes, so Nashville should not try to have a mandate that differs from our peers across the country.

I live right at the entrance to the Greenway near Footpath and have used the Greenway less frequently due to dogs off leash and cyclists going extremely fast while I walk my on leash dogs. Both other users activities are very dangerous to others. Electric bikes would only add to the danger of fast cyclists when there are people walking skating, running, etc on the Greenway.

My husband's only mode of transportation is his e-bike. And, while I'm at work, he has to transport our kids on the e-bike. When my daughter has tennis lessons at Shelby Park, or they need to get down to that area of East Nashville, the greenway is the safest way for them to go, but because e-bikes are banned on the greenway, they have to go on the street.

Greenway are too boring!!!! Too flat, paved, don't engage the river, through weedy trees/brush and not through real woods. Not worth spending time on them.

I love being able to access and use the greenways on an e-bike. It's a great way to explore the city and get outside. I feel much safer riding on a greenway than I do on the road since there are not many protected bike lanes.

While riding my bike I was hit by another cyclist when he was rounding the corner at a high rate of speed. The greenway isn't the spot for a Tour de France cyclist.

I think it's very important to allow e-bikes the same rights as a regular bike. The creation of the e-bike has allowed many people who would not normally be able to enjoy the freedom of biking due to some kind of disability as well to participate in a healthy form of exercise. They do not pose a significant threat to anyone and there hasn't been a noticeably higher rate of accidents using them as compared to the average non e-bike user. Everyone has the right to enjoy biking trails that were created to keep biking safe for those who choose an alternative form of transportation.

Electric bikes will be fine as long as people are polite. We haven't had real difficulties mixing regular bikes with walkers and runners.

Would like posted speed limit under 10 mph. Greenways could use more supervision

As the popularity of E bikes increase, speed limit signs should be more visible  
I would also like to note that the "racing" type bicyclists move it a much faster pace than a class 2 E bike could ever go.

## Additional comments

Bikers do not always announce their passing. Bikers are already going fast.

Due to my state of health at this point in life, my electric bicycle is my only means of exercise and it enables me to be outside to get that exercise.

Thank you for considering everyone's opinion on this subject

15mph limit is preferable to 20 in crowded greenway areas. safety is compromised when pedestrians and cyclists alike fail to follow the simple rules of the trail: walk to the right, announce when passing. We love our greenways!!! they add immeasurable value to the quality of life here. Thank you for all the work to keep them safe while expanding and connecting them.

I happen to have a class 3 e-bike. Didn't know they weren't allowed on the greenway. I guess I will no longer use the greenway. Which is a shame because I feel safe on the greenway and I don't run my bike at full speed on the greenway, I really don't pedal that fast. I know 15 mph is the speed limit.

I feel electric bikes are not "mopeds". They just help while pedaling to get up hilly areas.

I love using the greenways and do so, usually, several times a week. The only significant safety risk at this time is inconsiderate cyclists. Unfortunately, in my experience, they outnumber considerate cyclists.

As long as the e bikes follow the same speed limits placed on manual bicycles, I don't know why there is a problem with them being on a greenway. And I see a huge advantage to letting older or disabled folks use e bikes so that they can get up hills so long as they follow the speed limit rules that apply to everyone. I also don't think it is practical to distinguish between what kind of bikes people are using - it will lead to conflict.

Listen to the ideas being presented by the "Reclaim Brookmeade Park and Greenway for the People" Facebook group, and put them into action.

Thank you for conducting this survey! Please please please bring bikes back to Ted Rhodes Golf Course.

The Greenways for Nashville group does not represent my interests. They only care about recreation, not transportation. The only problems I have ever had while using the Greenways are from recreational users. Commuter cyclists, including e bike users like myself, are careful to watch our surroundings and speed. Greenways for Nashville seems to be a puppet group to influence the city to create a veneer of accessibility while catering to wealthy recreational users.

## Additional comments

I don't think motorized vehicles should be allowed on the greenways or trails. Roads are designed for motorized vehicles. I don't discriminate in the type of vehicle - none belong with the exception of some ada compliant vehicles

I moved here from Miami where it was flat. Most of the time I don't turn on my electric assist, which means that I am pedaling 50 extra pounds. There are hills between where I live and Shelby Park, where I usually ride. I need the assistance to get up the hills here and thus get to the park. Once I am on the greenway I rarely turn on the assist. I would not be able to ride my bike on the greenways at all if e-bikes are banned regardless of whether the motor is turned on. I don't understand why anyone wants to ban them, especially if it means that we can't ride them even if the motor is turned off. On another note, there are no signs on most of the greenways. When we get to an intersection we have no idea which way to turn to get where we want to go. It would make a HUGE difference if you would concentrate on making the greenways more user friendly rather than less use friendly. thank you

Please allow e-bikes on the greenways.

Thanks for taking this under consideration

Using an electric bike allows me to bike up the steep hills on the greenways. I always had to get off and walk my bike before.

I have a chronic foot injury and will be getting surgery for it. E-bikes do not aggravate my injury and allowed me to enjoy the city with my adult children and friends. It was so nice I had thought of getting an e-bike as an alternative to driving to work.

Love the greenways?build more! And keep them safe for people moving under own power

In my experience, e-bikes are similar to road bikes as far as interactions with other road/greenway users. It seems they should obey the same rules as road bikes.

alot of homeless people troll these and they are unsafe already, adding motorized transportation is going to add to the mix of danger.

Love E-bikes and I know people that normally would not ride traditional bikes that are riding ebikes. I have never felt unsafe on or around them.

I would be incredibly disappointed if e-bikes were prohibited on the greenway. We should encourage e-bike use to help reduce vehicle use within the city. I believe road bike riders going too fast are more of a concern than ebikes.

## Additional comments

Hi, I'm not against e-bikes at all. My concern is that users of them on the greenways will not use them responsibly. Of course, any user of the greenway, on foot or wheels, can be irresponsible and dangerous. However, e-bikes and other motorized devices allow people to go much faster than they could on muscle power alone, and speed on the greenway is dangerous for everyone. I think that there is no practical way to enforce any speed or safety rules with respect to e-bikes or other motorized devices on the greenway, and that the only realistic way to manage them is to prohibit them. It is too bad, since I realize that this will hamper those who would use them safely, and who may need to use such a device due to age or infirmity. I'm getting older, and I say this with an understanding that it will adversely affect me. However, I'm willing to accept that in order to help make the greenways safe and usable for the majority of people.

whether these bikes are banned or not, they will still be out there on the greenways, just like unleashed and/or unruly dogs, due to a lack of law enforcement presence. In 10 years of using the Richland Creek Greenway and the 440 Greenway, I have not once seen an officer from the police or parks department.

Electric assist will allow some to use the greenway who might need help but all electric will open the door for scooters and other electric vehicles.

Suggest lane stripes to delineate trail at high traffic volume area and blind corners. Require signaling while cycling at such locations. Educate at all trailheads the rule of the road while using greenway. Signage would be needed at trailhead identifying rules of use for those with Class 1-2 Ebikes. Allowing those with such Ebikes would promote more commuting options for those using Music City greenway from Hermitage-Donelson.

Let's use resources to add or lengthen greenways. The greenway at Whitfield Park in my neighborhood is only half a mile long and has been that way since inception. It also has no other services that other greenways have. I think a better use of resources would be adding more greenways and increasing amenities.

Greenways are already abused by traditional cyclists not observing safety of pedestrians. EBikes will make it worse.

We might use the extra property tax collections to build separate trails for bikes and pedestrians on greenways which would solve the safety issues with regular bikers, scatters and other fast movers and allow E-bikes there.

The MAJORITY of bicycle riders do NOT notify they are coming up behind you, often at high rates of speed. It's alarming and poor manners.

I am a senior citizen who walks daily on the Greenway. I love to see families w/ children, bikers, dog walkers if dogs are kept on leashes, in-line skaters, skateboarders using the Greenway.

Speeding bikers pose safety problems.

Posted bike speed is 15 mph. Some bikers do not ride single file or warn walkers ahead when they are about to pass.

## Additional comments

Allowing e-bikes that travel at 20mph without pedaling assistant encourages inattentiveness and speeding.

I am a huge supporter of our parks & greenways and have used them for 25+ yrs both Walking & cycling. Now that I am older & less mobile, I have found true joy on biking greenway on my ebike. Just as with a regular bike, speed limit should be posted and obeyed and you signal when approaching others. I do not find that I go any faster on my ebike that I use to on my city bike. Maybe not everyone obeys the speed. I?ve certainly had folks on racing Road bikes come up on me going way too fast on trail. Hopefully there?s a good solution to this.

I bike about 5x a week on many of Nashville? s greenways. . Many people on regular bikes go excessively fast and I believe it would be worse with e bikes.

I own a Class 1 e bike. I am a safe & courteous rider. I ring my bell when passing people. I am REGULARLY passed by younger people flying down the greenway & NOT announcing themselves. It startles me & I have been pushed off the pavement by some. There is NOTHING intrinsically unsafe about an e bike. Anyone on any mode of transportation can be unsafe to others. Speeding, not announcing while passing, letting your dog run out on an extended leash, walking 4 & 5 across--those things are unsafe. My e bike & I are not unsafe.

No scooters!

Greenways are wonderful!!

Electric bike users are generally older and on greenways purely for leisurely rides.

I accept motorized wheelchairs but not bikes.

PREFER keeping the greenways for walkers to use.

Greenways should be maintained for safe recreation not for commuters or tourists both of which should be using the road system to travel about town. If the problem is that the roads aren?t safe for cyclists the solution isn?t to make greenways unsafe for pedestrians. Instead focus on solutions to make roads safer.

I think eBikes are an incredible alternative to auto transportation and should be welcomed on Greenways as a way to fully realize the Greenways' usefulness as real urban transportation corridors. Efforts to ban them on these paths would be foolish. I've shared pathways with eBike riders for years

## Additional comments

with no issues - I've had far more issues with "fitness" riders in spandex suits riding top speed down these paths on regular racing bikes than anybody cruising along on an eBike.

No motorized vehicles of any sort on the Greenways

It would be very difficult for me to take long bike rides, which I really enjoy doing, without an e-bike to help up the hills! I love, love, love riding my e-bike on the greenways and honestly it's not even possible to go that fast on them.

I support the use of E-bikes on Nashville's greenways. E-bikes will make Nashville's greenways one of its best resources, in my opinion accessible to a larger group of people.

E scooters should be allowed as well. Speed limits are generally followed and safety should always be 1st. There is a large community of one wheel riders, EUC riders and motorized scooters that are a pleasure to watch go by. Families enjoy being out together with their different toys. If a family can be together and enjoy nature and a beautiful greenway , we should allow them to do that.

It seems like the greenway is meant to be a somewhat peaceful place, integrated with nature?at least where we access it in Shelby Park. Allowing Class 1 bicycles seems like a compromise if others use the greenway to get around town.

How can more fast vehicles be good for the animals? I love seeing the deer families?.

Nashville native who wishes the greenway in our zip code would be taken care of like all the others in the city!!

I love the green ways. Several years ago my husband and I decided to see as many as possible and now we have friends who join us. And whoever thought of the little pocket parks in flood plains where houses could not be rebuilt, was a GENIUS. Thanks to everyone involved with parks, greenways, etc.!!!

I believe Nashville B Cycle should be allowed on greenways.

I would strongly support building more greenways. I would also strongly support building more dedicated bike lane and more sidewalks in Nashville

As far as I can tell, most E-bikes don't perform much differently then regular bikes with respect to speed or handling therefore probably don't create any new safety issues.



## Additional comments

Allowing E-Bikes will set an unforeseen precedent decreasing pedestrian safety and greenway tranquility.

Time trial skinny tire cyclists speed all the time and are way more dangerous than any ebike. Just check Strava app times. Types of cycles have nothing to do with enforcing speed limits. Without an ebike, people tend to drive to Shelby with their bikes because the hills getting out of the park are so steep. Limiting access to ebikes is short sighted especially when the goal of the city should be to encourage biking of all kinds to alleviate traffic and CO2.

I will volunteer to help keep the greenway safe. They are a county treasure. Thank you

E bikes can be used on roads. Not appropriate for greenways with so many walkers including many children on beginner bikes.

E-bikes should be subject to speed limits on the greenway. Not 20-30 mph. That would be a hazard. But 5 mph would be appropriate.

Our greenways are already full of walkers, runners and traditional cyclists. I find cyclists very unwilling to cede space to pedestrians and an electric bike would even be worse. They also can come up on blind curves very fast not allowing pedestrians to move out of the way.

I appreciate your soliciting opinions. Ebikes can be dangerous for riders and pedestrians - having to navigate paths with walkers, runners and dogs increases variables with different users sharing narrow space at different speeds. Ebikes get folks where they need to go and disrupt the recreational feel of the greenways. The greenways offer fabulous access to nature within the city. Part of that is the sense of slowing down and being able to greet neighbors face to face.

I own an ebike and it is just a bike. The electric assist helps but I can pedal as fast without any assistance. An ebike is a bicycle. It's not a scooter or a motorcycle. Speed limits on greenways can be obeyed or ignored on a regular bicycle the same as an ebike. It comes down to being a responsible rider whether they are on an ebike or a regular bike. All bikes should be allowed to use the greenways.

We need to continue prioritizing infrastructure to allow safe multimodal transportation. Ideally, greenways would have a separate lane for cyclists, whether electric or not and roads would have bike lanes separated from traffic by some type of safety element - bollards, low wall, planters, etc.

Expanding Greenway to include designated bike areas would help with safety concerns. Currently bikes go WAY too fast on the Richland Greenway and I can't imagine e-bikes being any worse. Slow down signs or speed bumps might help around hills and curves.

I am in favor of people using greenways. I just wish users were more considerate. I often walk with a stroller. I often see a lot of zig zagging and dog walkers not cleaning up after their dogs. Also, I have concerns about walking alone when I can see signs of homeless camping.

## Additional comments

E-bikes can be ridden responsibly and seniors often cannot pedal up hills or even inclines without assistance. Riding on the Greenways in Bellevue is a big part of recreation for many including seniors. The E-bike can be ridden without any assist if there are crowds on the greenway.

I have NEVER seen an ELECTRIC bike ridden dangerously; I have OFTEN seen REGULAR bikes ridden well above the speed limit and zooming past me with no warning!!

Can?t wait to see Nashville B Cycle available so I can see more of the greenways!

Even regular bicycles can present some challenges if the rider isn't careful -- they move fast, on narrow paths, where people and animals are moving slower and on foot. An e-bike could be dangerous.

That said, the worst thing I experience on the greenways right now is people who walk their dogs off-leash because "their dog is friendly" or "he likes to have some freedom". Those people are dangerous and selfish and make me wish for more park police to enforce leash laws.

Not the point of the survey, I know, but I feel compelled to mention this whenever possible.

The main issue with electric bikes on the greenways is bottleneaking at the bridges. Particularly Shelby has several wooden deck bridges. Electric bike users are typically less experienced than normal cyclists and do not have the best control. Under wet conditions they can easily lose traction on the wooden surfaces, which has happened to me about a half dozen times on a regular bike, and cause an accident. I think the best solution would be to install a high friction surface on all the bridges since I find it doubtful that passing an ordinance to prohibit electric bikes on trails will be in any way enforceable. There are some good roll on products that would work on the bridges with minimal prep time. I am an engineer and can offer some suggestions if you like. I am a very avid user of the Shelby greenway.

I see elderly and toddlers on the greenways who would not be able to react quickly to avoid an accidental collision even if they saw it coming. My concern is being blind-sided by a speeding rider. I have had some really close calls and I don't think Metro should be encouraging powersports, or any kind of speed on these trails. Cyclist should be limited to 10mph or less on trails. They have the streets if they want to go fast.

I think education of rules and regulations of greenway use by all users not only of potential e-bikes but ALL users needs to be ramped up and enforced. We have been surprised by bike riders wizzing by with no verbal warning "on the left" , " behind you" etc and have had our leashed dog attacked by unleashed dogs whose owners were very "sorry" and apologetic because their dog "has never done that before. "

Please don?t allow this to happen!

## Additional comments

E bikes are bikes

The most dangerous vehicles in the city are cars. Please continue to provide separated spaces so all road users can get to their destination safely.

I walk on the greenway almost daily, cycle weekly, and have noticed the influx of electric bikes. They're faster than anything else on the greenway and the riders seem far less likely to announce their passing. I'm less concerned about the pedal assist options and see how they're helpful in getting more people into cycling. Pedal assisted riders seem to need better instruction on how to share the paths, be courteous in announcing passing, and looking out for others though. The larger throttle assisted bikes are a nuisance. I've seen many with tires as wide as a small motorcycle and the riders almost never announce passing. They're dangerous in a pedestrian setting and don't belong on the greenway

All cyclists should bicycle at 15 mph or less on greenways. 15 mph is the official speed limit. That is reasonable and safe. I see no difference between regular bicycle and an e bike effectively. All riders must be safe. Bike to the right. Walk to the right. Run to the right. Pedestrians walking and runners running and cyclists all must pay attention and be courteous.

Everyone should have the opportunity to use the greenways/bikeways, even if they need the assistance of an electric bike. By proposing to eliminate electric bikes, you risk eliminating people who are just getting started in their fitness or cycling journey.

Nashville streets and drivers are often hostile and dangerous places to ride bikes safely. Limiting ebikes greenway access will force those users to ride in less safe conditions on the roads. Do not inhibit ebikes from safe bike trail/ greenway access for the sake of comfort of unaware pedestrians on those same paths.

Plus electric bikes means more parts that can break down and cause failures: more room for error and more room for mishaps more congestion on greenway

Banning electric bike access on the Greenway is ridiculous. Almost ALL of the problems I've experienced on the Greenway are from non-electric cyclists trying to race through or dogs off leash running about.

We have had some close calls with cyclists traveling very fast on the Richland Creek Greenway and have wondered if there should be a caution as to speed.

In my experience, most bike greenway users are respectful and announce their presence when approaching. I do not believe a Class 1 and Class 2 bike would change a biker's protocol on the greenway.

My only caveat to saying yes to electric bikes on the greenway is that it should be privately owned electric bikes. NO commercial e-bike companies allowed to rent e-bikes near greenways, or their use on greenways. Is such a regulation possible? E-bikes open the door to increased greenway use by

## Additional comments

people who couldn't or didn't walk or bicycle but at what level does this increase cause the parks and greenways to be unsafe and overcrowded? I'm sure you are researching peer city experience with this issue:

When walking from Two Rivers to the airport I have experienced several near misses from cyclists. The tunnels are especially dangerous and I've seen children crying and dogs refusing to walk through after cyclists speed through. Reckless cyclists are the main reason we quit using these wonderful trails.

Regular cyclists often do not say, "on your left" when passing. Perhaps they think others can hear them coming, but I am always startled if they don't announce themselves.

All riders of e-bikes need to understand rules of road for cyclists to promote safety.

We should get designated lanes for only bikes. We have some but not enough.

Please don't take away an extremely fun and safe outdoor activity! I always wear a helmet, utilize a bike bell when needed, and don't go very fast to begin with. Greenways and electric bikes could transform our city in a positive way! Imagine a quiet commute through some trees rather than rattling down Gallatin in a giant fuming metal death trap!

Seniors use the Greenways and some have a difficult time around bikes in general also our handicap community use the greenways and EBikes could present a problem for them, I can see riders on EBikes flying down greenways unconcerned about others safety.

I reiterate that Inglewood has no other non-traffic areas for recreation. Roads are narrow, drivers are distracted, and it is frustrating that powered vehicles take the priority over walking, running and just slowing down to enjoy nature.

We would love for the boardwalk bridge on the Millcreek Greenway that is right behind our house on Chandler Cove Way to be resurfaced. It is extremely noisy and when it rains or is icy out it is very slippery. The current surface is about the worst thing you could have chosen for a bridge on a greenway. The noise of people crossing especially on bikes and skateboards is horrible! We can even hear it inside our house.

People with strollers & dogs could be overwhelmed coping with e bikes besides us seniors who move a lot slower. If ppl want exercise ride a regular bike. Speed is a major safety issue.

Please make greenways safer. Remove homeless from greenways woods. Jefferson street bridge to metro center !!!

I get that some people need the electric assist, I think those people would use the Greenways responsibly, but if you open it up to all manner of electric vehicles, the result will be danger and chaos. Let 'em ride in the streets.

## Additional comments

IMO, the cyclists that pose the biggest danger aren't the type that would use an ebike.

Please do not allow ebikes on the Greenways. They are already crowded with bikers, dog walkers and runners.

Anything that enables or encourages anyone to get outside and use the greenways should be allowed and supported.

Why are asking about gender? I thought the topic was electronic bikes on the greenway.

As someone who has used the Greenways for over 15 years in almost every possible capacity, I acknowledge that there are some users who are not respectful of other users, whether it be speed, being on the wrong side, not controlling kids or dogs, etc. There is a need for Parks, Greenways, and individual users to help encourage good, respectful behavior. However, this survey appears biased against E-bikes and paints them in a negative light without evidence. E-bikes are no more dangerous than a regular bicycle. E-bikes do not pollute with noise or emissions or otherwise disturb wildlife, nature, or other Greenway users. E-bikes democratize the mode of transportation, allowing users of different ages, abilities, and fitness levels to travel, recreate, and exercise in a way they otherwise couldn't. Parks and Greenways would be wise to embrace the opportunity that E-bikes bring; users of E-Bikes and Parks and Greenways are largely the same group of supporters that have similar goals for the Nashville community.

It's not the bike that creates danger, it's the operator.

I think it is really important to allow people that want to enjoy the Greenway to be able to get out there on the Ebikes. Some people are not able to ride a regular bike but still deserve the safety and protection provided by the greenways. I ride at least three days a week in different greenways, see lots of Ebikes, and never once have had an issue or felt unsafe with their presence. I don't own an Ebike yet, but I am 56 and will be buying one soon to get back and forth from 12S to downtown for daytime and evening events to avoid traffic and very high parking fees.

The problem is cyclists going too fast, racing past walkers and other bikers on the greenways, not ebikes.

I suggest that Electric Bikes will be far less dangerous than the folks playing Lance Armstrong. Those guys will take you out even though they are on conventional Bikes.

## Additional comments

Please make sure regular non ebikes obey speed limits too. I've almost been hit by a dude on a regular road bike going way to fast

My strong fear is that even if the most benign e bike is allowed we will see all versions on greenways due to a lack of enforcement.

I think some greenways would be good and some McCabes not. I walk 5+ miles almost every day for the last 16 years.

The dog walkers with a leash allow the dog to walk on the opposite side causing the leash to stretch across the greenway.  
The people with small children allow the children to run free with the speed limit being 15 miles per hour!

biggest problem I see on greenways is the walkers/runners with headphones and dogs on long leashes or no leash at all. Thanks for doing this survey.

Honestly wasn't aware electric bikes were not allowed. Actually been thinking of getting one to be able to enjoy more of the Greenway. Just so much pedaling I can do at age 63! HA!

As long as the e bikes are monitored and have to follow the same speed limits as cyclists I think it's great to get more people out enjoying the fresh air and participating in cycling.

I'm unsure why electric bikes of this class are being reviewed. These bikes assist people with physical limits to enjoy biking. The only dangerous bikers are those going way faster than 20 mph by their own power. Keep the electric bikes!

As an avid cyclist, I've had more problems with cyclists exceeding the speed limit and not respecting other riders or pedestrians.

Whether powered or not, speed and not giving the right-of-way are my greatest concerns.

I was almost mowed down by one of the scooters getting off a bus on West End a year ago. My daughter luckily got off the bus before me and saw him coming and stopped me from getting off the bus. I am elderly and have enough to worry about with the crime against older people I do not need this to worry about too. Falls and accidents can be the end of life for the elderly!!!!!!!

Electric assist E bikes require the rider to be engaged just like a regular cyclist .So they are aware of there surroundings .Class 2 E bikes allow for the rider to easily be distracted since they do not have to pedal .

## Additional comments

I am with the person that gave the reason that they are necessary . It is so difficult to keep moving when we are older . We need all the encouragement we can get because Of past injuries , arthritis and other illnesses.

Following the posted speed limit should be the rule, not the type of bike. Commuters use e-bikes to safely navigate city streets where dedicated bike lanes are unavailable; cutting off access to the greenway for these commuters would negatively impact us all. There are much bigger safety concerns than whether a bicycle is fully human-powered or has powered assist such as off-leash dogs, flooded pathways, nonworking water fountains, walkers taking up the entire pathway & not paying attention to those around them needing to pass, bikers passing without alerting, etc..

I really like having bikes available for rent on Greenway a.

Electric bikes would have to give way to pedestrians and move at speed of path traffic if congested.

As long as a speed limit is in force, I'm fine with class 1 & 2 on the Greenways, as well as regular bicycles.

Please keep the few quiet places in Nashville quiet.

Class 1 eBikes, but ONLY if helmets are mandatory.

Strongly oppose the use of e bikes on the greenways.

I live along the Stones River Greenway and I know that people currently use motorized skateboards contrary to current rules so I know people will abuse it if you allow electric bikes of any class.

Please do SOMETHING about Brookmeade greenway. It is unusable and unsafe! Our tax dollars deserve action. I hold the Cooper administration and the city council responsible for inaction. They have been made aware of the situation many times! Does someone have to die to get your attention? Sad.

Not Applicable. I am a daily e bike commuter. If I am not allowed to use the greenway, I will be forced to ride on Charlotte Pike at night, which is dangerous, since there isn't a continuous bike lane.

## Additional comments

Bikers often go too fast. Many close calls and dangerous particularly on crowded weekends. Many of ebikes are seniors so not allowing them would impact this group.

I love our greenways and appreciate all the parks employees who take care of them. Many greenway users are thoughtless, inconsiderate and ignorant. They can't understand the greenway is a path with TWO WAY traffic and dog walkers let their dogs off the leash, and walkers take up the whole width of the greenway. Need more signs reminding people to keep right, stay in their lane, and watch for two way traffic. Thank you for the survey. E bikes would be a bad idea on the greenway.

Respectful bike riding E Bike or otherwise has always been my experience on almost all Davidson County greenways. Please don't consider a ban on a growing form of transportation and leisure.

I use a class 1 electric bicycle as my primary means of transportation. Electric bicycles can make active transportation viable for many people who wouldn't otherwise bike. I believe it is vital for Nashville to allow electric bikes on our greenways to help alleviate our congested roadways, provide safe bicycling environments and combat climate change.

why would you pass legislation that will not be enforced anyway? That just makes government look ridiculous. Most e bike riders are older and slower and pose no issues on The Greenway. If you eliminate the Green Way from the Nashville bicycle transportation system you will force ebikers into more dangerous situations and their injuries will be your fault. It's difficult to ride a bicycle of any type in Nashville without using part of the greenway system. Any regulation on the greenway Network should be based on something like speed limit that applies to everything and not singling out any one type of transportation unless there is a real problem with that type of transportation.

I have never seen an electric bicyclist stop to admire the view, smell the roses, or do anything other than convincing me that they are just trying to avoid the street.

As long as people slow down when passing, and give warning I don't care what they ride. Bikes tend to startle people as you can't hear them coming.

If allowed, Metro must be prepared for multiple lawsuits. Greenway paths are narrow, felled trees and flora overgrowth often restricts passage. Bikes have a tendency to take over that may discourage walkers, runners, parents strolling in facts etc.

I wonder how any prohibitions would be enforced. Signs don't really prevent people from doing what they want to do. I think I have seen electric scooters on a greenway, though I don't know whether they fall in the prohibited category as it now stands.

Metro Parks Plan to Play Masterplan identifies that the Nashville Greenway system should be used for transportation purposes, and part of Nashville's transportation system. The Bcycle bike share system is designed to use the Greenway system, and is now all e-bike equipped. Transportation cyclists and Bcycle users are expected to use e-bikes. Since encouraging transportation cyclists is a stated goal of Metro Parks Plan to Play Masterplan, banning e-bikes from Greenways is contrary to that Masterplan, as well as the WalknBike Ped Bike Plan and Metro's Comprehensive Plan, both of which have goals to



## Additional comments

increase cycling levels.

I do not believe there is any evidence of safety concerns or increased crashes from e-bike use on greenways - although there is plenty of evidence of greater crash rates resulting from cycling on roads open to motor traffic compared to cycling on paths closed to motor traffic, which would appear to be the intent of this proposal to ban e-bikes from greenways.

Instead of banning e-bikes, legislation should be aimed at banning vehicles that emit pollutants, dirt, fumes and noise, and exceed a reasonable speed. I think this is the intent of the motorized vehicle ban, not reducing cycling below their already very low levels.

I have owned a Type 2 e-bike for around a decade, since my children were ages 1 and 2. Without the e-bike, I would simply not have been able to get out with my children to park places accessible by greenway when they were that age.

Many times, my children and I have cycled from Lockeland Elementary school down to the Shelby Bottoms Nature Center by greenway, and I would not have been able to make this journey and have the confidence of being able to carry both kids and supplies back uphill without the electric assist.

As they grew older and used their own bikes on the greenways, my ebike has enabled me to carry them home from rides where they became tired en-route; again, journeys outdoors in parks that would simply be impossible to plan without the reassurance of my electric assist.

I do not go faster on my ebike than on my fully pedal cycle: If anything I am slower, because the electric assist enables me to carry more stuff and take my children further away from streets, which is surely the point of the greenway system.

It already unsafe with roller scatters, skate boards, and the few ebikes.

No one honors speed. Small children can only jump so far. I have been almost run down a couple times. I go everyday.

Greenways are an important way to get around in the city due to traffic conflicts. They should get more funding and be in more places as they are big help with that problem.

I support using the greenway by users of certain e-bikes for recreation as well as transportation. Many greenways have become transportation corridors for those choosing to not use cars. The use of a more heavy duty vehicle for this purpose to transport a small amount of cargo or other passengers, such as children is greatly aided by the ability to have electric assistance.

Accommodating these on our greenways is acceptable until we develop and provide a more extensive and robust network of appropriate pathways to accommodate the non-recreational non-car user. Until that time, allowing a moderate level of e-vehicles on the existing greenways seems acceptable. But really, add more non-car transportation corridors.

Check out:

## Additional comments

natco.org publications such as <https://nacto.org/publication/dont-give-up-at-the-intersection/> and <https://crowplatform.com/product/design-manual-for-bicycle-traffic/>

Please don't pass another law that cannot be enforced

I believe that there is data showing that Ebikes are less likely to exceed a safe speed than regular bikes. It would be foolish to prohibit them from use of the green ways. They facilitate use of bikes by older and less fit riders

Electric bicycles allow people who want to exercise or spend time cycling with friends to do so even if they're older or not in optimal physical shape. You cannot tell many electric bicycles from other bikes.

There needs to be more information posted on the proper protocol for all bike riders on the walkways. Some do not know to alert walkers that they are passing on the right. I've had a few bikers cut close by me with no notice.

Don't punish all for the actions of the few.

I love my electric bike. It allows me the opportunity to enjoy the outdoors and to get the exercise i need to stay healthy. I am very cautious and polite on all greenways. Please do not take away our access. I work hard, I pay my taxes to support our city and parks. Thank you for all the wonderful greenways in Nashville, they are wonderful. Kind Regards. Ronnie Phillips-Antioch TN

E-bikes are non-human powered vehicles and as such should not be allowed on trail systems made for use by human powered activity. Ride them on the road.

I'm in support of ebikes, and one wheels. My main concern is of the cyclists doing the Tour de France down the greenway at a high rate of speed. I also hope to eventually see more charging stations on the greenway for ebikes/emachines.

Ebikes can and should be an important part of any modern transportation system. Compared to the dangers of cars, their downside and risk to riders and others is minuscule, the same as for regular bicycles. I have studied this issue for some time and can think of no reason to regulate class 1 or 2 ebikes differently than non-battery bicycles. Thank you for your attention to this and for offering the survey. Ryan

Do you all really want batchlorette parties whipping down the greenway drunk to get downtown? This is an absolutely terrible idea.

I use the greenway because I feel safe there, away from moving vehicular traffic. Allowing a bike which travels near vehicular speeds to use the greenway will reduce my feeling of safety, and for that reason

## Additional comments

I oppose e-bikes on Greenways and the precedent they set.  
Thank you! for the opportunity to weigh in.

Both bikes have a margin of 20mph as max speed for use. This exceeds the current speed limit and is a danger to walkers, strollers, manual bikers. Greenways are connectors but they are also a critical asset to the pleasure and enjoyment of being outside, The focus should be on the pleasure, not the speed of getting there. Smell the roses. If a person is physically not able to pedal a bike, they can walk

The greenways are a critical part of our transportation infrastructure - banning e-bikes winds up being discriminatory against folks who want to ride them and might not be able bodied enough to use a regular bicycle. If bikes are allowed, e-bikes should be too. Greenways are one of the only safe ways to navigate around the city without a car because of Nashville's inadequate infrastructure.

I have used greenways and bike paths in other parts of the country. Their presence has resulted in a degradation of the experience and a decrease in safety.

Nature does not equate motorized vehicles of any kind.

Defining walking space & biking space would be beneficial, as some current bikers seem to go too fast and walkers in groups forget to provide space for others.  
Perhaps a painted bike lane would help.

I support bikeways and improving our access to recreation and transportation of all modes. But bikes at higher speeds make walking with friends, dogs, children and strollers perilous. . Motorized bikes would be very disruptive on our greenways.

Please stop trying to ruin all the fun! We have LOVED the greenway E bike experience and are always Very respectful of others. Just post the rules at entry points ..we all help Pay and deserve To use the greenways

Speed limits established on the greenway should be sufficient. Everyone should follow the rules for the peaceful enjoyment of the paths. We have enjoyed the significant mileage of the Nashville greenways much much more since we got our pedal assist bicycles. We walk there every day with our dogs and bike on them many times a week now for exercise. We are respectful of other on the trail and make sure to always let them know when we are passing and do so at lower speeds.

If these E bikes are stationed @ Greenway entrances those that ride/ rent them may not know how to communicate for passing creating a hazard. I predominantly use the McCabe golf course greenway. Other Greenways may be ok for E bikes.

The greenway is already crowded. An electric bike isn't even providing much exercise. It will scare off the wildlife and disrupt the peaceful nature of the greenway. I almost get hit by normal bikes on the greenway. It will be even worse with electric bikes.

## Additional comments

Please consider the current users of the greenways when making this decision! We don't need the peace of the greenways taken from us and spoiled by faster bikes! Pedestrians and ebikes do NOT mix well. Some kids in our neighborhood have ebikes and I would not want my younger children trying to ride their bikes on a greenway where an ebike could zoom up behind them!

I can see that some folks would be concerned about electric bikes on the greenway, but it will provide more access for folks, and generally most people are pretty conscientious when using wheeled transport on the greenways.

Hope this can be used to expand greenway access in the future.  
Current infrastructure is lacking

Electric assist bikes seem to be no faster than a regular bike. They are wonderful for most riders and no more dangerous than a regular bicycle which I ride as well.

I am the owner of Ride615 Bicycle Shop and I'm a great supporter of wider e-bike use. However, I've been bothered by my experiences on the Greenway and with customers who purchase Class 2 E-bikes which we don't sell. The main reason they purchase them is that they DON'T have to pedal them! Many of these folks will pedal them, but they tell me they can just stop pedaling when they want and just let the motor do the work. That's why they buy them. Currently Class 2 E-bikes are the fastest selling class in the market. While people are using them to "get out-side," and it does get more people on a "bicycle," an increase of these motorized vehicles on the Greenways is going to create unnecessary tensions between all users. Since Class 3 are currently banned by the state, and unless that can be changed see my comments above, Class 1 should be the only class of e-bike allowed on the Greenways.

The issue of ebikes is simply that it means that there are lots more people who are poorly skilled at sharing the narrow greenway paths who now become capable of going at speeds where their carelessness will hurt others. We already have an issue with standard cyclists, but that is partially mitigated by the fact that most cyclists who can pedal under their own power over 12 mph have at least some modicum of bike handling skills, although not necessarily the mindset to yield. We can say all we want about their being a 15 mph speed limit, but that is a complete joke. Its a matter of the complete lack of enforcement of any rules on greenways. With electric bikes and skateboards/scooters, you allow unskilled, inexperienced riders to zoom at speeds up to 29 mph, but they don't have the skills or common sense to know how to handle being in a narrow space with short sightlines. And just like the driver of the car, the powered operator acts as if they own the greenway, zooming at high speeds and expecting everyone else to get out of the way. It doesn't have to be this way. If we had a culture of respect or better greenway design, this could easily work. But we don't have these things, we shouldn't pretend we have these things until we do and so allowing bikes that are motorized to go even without pedaling means we are going to have more accidents than already happen. Most accidents are unreported. Who would you report them to? How would anything meaningful be done? I would love it if we created a culture where faster individuals on the greenway yielded to slower and that we had wide enough greenways that you could have separate lanes for bikes and scooters and lanes for runners and walkers. But we are a cheapskate city that doesn't

## Additional comments

prioritize pedestrian safety so we need at least one place that peds can go safely without fear of being run over. That should be the greenways. I would allow ebikes during commuting hours of 7am to 10 am and 4 pm to 7 pm on weekdays. Or you could require a greenway license for all ebikes and scooters, where the tag is displayed on the bike and the number could be used to report.

As a bike commuter i would feel safer and more obligated if there was a bike path that did not share the road with cars going from the west side all the way to the east/ Shelby bottoms

I haven't been able to use the bikes yet because there are never any at the docking station near Centennial.

Please do not destroy our greenways by allowing electric bicycles. Greenways are for walking and running. People on bicycles often endanger pedestrians by failing to signal properly when approaching those on foot. Don't make this situation worse by allowing electric bikes.

ebikes are the future?there is currently a speed limit for any type of bike on all greenways?! more frequently notice people on traditional road bikes exceeding that speed limit than i do people riding ebikes?banning ebikes is not the answer?i dont know how it would be possible to enforce a speed limit on a greenway other than more signage and education?we especially should not prohibit those who rely on ebikes the elderly or those with physical limitations from enjoying our greenways?it is up to each citizen to respect the rules of the pathway and encourage responsible and enjoyable usage?if we prohibit ebikes, then we should also prohibit those riding traditional road bikes in a reckless fashion?see the slippery slope there?

I?d love to see metro rent electric bikes at the Kohl?s trailhead!

As long as ebike users are safely passing those around them and notifying people when they are approaching them, I don?t see a problem with it. I think normal bikes should abide by that rule too.

My age, race and gender identity is not relevant in the least to my inability to use My only neighborhood Park!!! Due to the lack of care by the Mayor?s office and metro parks. You all should be ashamed of yourselves.

I purchased my e-bike when I moved very close to the Richland greenway mid-2019. With back my issues an e-bike helps me get exercise I would otherwise not get when I?m having a flare up. In addition, I like the exercise that I get when biking to work. It is unsafe for me to ride Charlotte Pike to work, but I am able to ride on the Richland greenway to the Richland neighborhood onto the I440 greenway, then the park and ultimately to my office a block down. I take extreme caution when I?m on my e-bike not only for my own safety but for the safety of others. If e-bikes were to be banned, I would have no other choice than to sell my bike due to the heavy traffic where I live and that would be a shame. Thank you.

## Additional comments

No motors! That's the whole point of a Green way. Currently bicyclists are supposed to keep below 15 mph. This would be so dangerous to dog and small children.

I have a trike. I call it a ?brike?. I converted it to an e-bike to assist going up steep hills as its heavier than a regular bike. I use it to go to the grocery store and sometimes ride to the library. I use Richland Greenway 2 to 3 times a week.

Bike rules need to be enforced, give everyone a bell. Most bikes are extremely quiet.

For older, active people like me, I would be interested in using a class 1 e-bike on the Greenway.

I have seen more gas-powered bikes modified than I have E-bikes over the years.

I have been a member of b cycle nashville for 3 years. since covid 19 restrictions shut down the access city wide i have not been able to use this service. i live in the north section and ted rhodes station was my walking distance access to get a bicycle. since the reopening and these new restrictions it is no longer convenient for me to use the system. i also lost out on an opportunity to have a year of my reimbursed stolen membership that the bicycle offered its members. i feel highly discriminated against having lost this access due to the ted rhodes station not being reinstated for use. it was my main source of transportation. i am a low income senior and the bicycle system had provided an economical opportunity for me to get around the city safely via the greenway. i now have to spend my money riding on bus routes. i used to go out for simple rides to just enjoy visiting the chewcrew grazing along the cumberland river. taking a ride into germantown and shopping on a regular basis to get just a few things and take a bike ride. i went to the farmer's market regularly on saturdays to get fresh produce and eggs. I went to the library and the turnip truck and would have been able to go to the wholefoods market had this whole lockdown business not taken root and destroyed the city life with draconian mandates. i can say without a doubt my level of health has decreased with the dramatic decline in my activity and the psychological impact of all these mandates and the unnecessary fear propagation implanted by authorities has affected the population negatively. my last point is to say that electric cycles do not have to be on to use. unless they are turned on they are just like a regular peddle bike. you can easily put up signs requesting bicycle patrons to turn off the electric power when in situations of mixed use activity. thank you for taking the time to read and understand my position.

We, my Wife and I use the Greenways to exercise and travel downtown to avoid traffic and parking problems on a regular basis. I don't believe typical pedestrians even realize we have pedal assist when required. We LOVE the Greenways!

The greenways already suffer from a lack of enforcement of existing rules.

## Additional comments

I have enjoyed my electric bicycle for the last three years on the greenways. I travel to Dollar general and food places near my home next to Lenox village. I hope the powers that decide this question have the understanding of the improvement to everyday Life in electric bike offers. There's always going to be a few bad people but overall electric bikes will change the world for the better.

I would like to see e-bike Class I Greenway use limited to those with medical needs, and e-bike rentals banned from Greenway use.

Given how popular the greenway is in my neighborhood - it's a bit like a human highway at times - any kind of moving vehicle seems a really bad idea.

Start patrolling the Greenway and remove vagrants and the vagrant camps around the Greenway.

Presently the speed limit on the greenway is 14 so with e bikes would the speed limit then be increased to 20?

More bike lanes on certain streets would be helpful as well so commuting by bicycle is an option. As it is Nashville drivers are not educated in road safety with other vehicles such as bicycles and motorcycles. There should be more caution used and citations given if a cyclist is hit. Greenways are the safest places for e-bike and regular cyclists not motorcyclists. Widening these paths would also be helpful to support alternative transportation methods which also support healthy lifestyles in a growing cosmopolitan city such as Nashville.

I have use eBikes on trails in other cities. I only feel safe cycling on trails. I would enjoy cycling more if I had a pedal assist electric bike to help me navigate the hilly terrain on the Nashville greenways.

I have experienced several instances of near collision with cyclists going too fast on greenways. I've witnessed even more. Going too fast, not announcing passing or multiple cyclist riding side by side leaving little to no room for walkers.

If no ebikes then bring back the regular bikes!

I have lived in Nashville for close to 30 years and have been a frequent user of the greenways for all 30 of those years. It's one of my absolutely favorite things about this city. As you no doubt know, the greenways have become more crowded over the last five years or so, corresponding to the historic growth our city is experiencing. As the greenways become more crowded, safety becomes a larger issue. I've noticed a growth in the number of casual cyclists who aren't familiar with the protocol of telling those in front of you that you're approaching on the left or the right. Just this weekend, for example, I was walking my dog and had a close call with a cyclist who came up quickly from behind me without letting me know he was approaching. He cycled right by, never acknowledging that he almost caused a collision.

## Additional comments

My concern about motorized bikes on the greenway is that if they are ridden by those unfamiliar with yielding to pedestrians and announcing their presence to walkers and slower cyclists, that they can be a real danger -- both to pedestrians who can be struck by a bike including dogs, but also to the rider, who may fall while trying to avoid a collision on a busy greenway. This is especially true of the class of e-bikes that assist even when the rider is not pedalling, as the natural tendency is to assume that when you stop pedalling, the bike slows. So even when a cyclist may intend to slow down as they approach people, the fact is that the bike may not respond as they think it will.

I am also concerned about addition crowding that allowing ebikes on the greenway may cause, as well as the slippery slope of allowing motorized vehicles on the greenway.

I absolutely love the greenways and want to keep them as safe and peaceful as possible.

Thank you for allowing us to voice our opinions via this survey.

Please no ebikes or other mechanically propelled vehicles on greenways

Me and my dog have almost been run over several times by the bicycles and there are a lot of children on the greenway

As I mentioned, I am a cyclist and walker. I also run. My husband and I live near a greenway and the Warner Parks. We go there almost every day. We bought our current home because of the proximity to these Nashville treasures. We love nature and the sanctuary that the parks provide to wildlife. We also love to see kids and dogs getting out with their responsible parents and owners getting exercise and fresh air. Please keep the greenways safe. But it would also be a wonderful asset to Nashville to have MANY, MANY more sidewalks and bike lanes. Not only would those be assets, but would make Nashville greener, commuter friendly, safer, and a happier place to be.

I love the greenways ~ they are here for all of us to enjoy. Cyclists have already made it hard to get into the turning lanes on Riverside Drive with all the poles and those hard plastic armadillo things on the street. They have more "right of way" than a driver in a car.

Ebikes opens up the greenways to older residents

Ebikes would be wonderful for differently abled people. Riding a bike is a multi skill processing information skill.

I admit, I have concerns about rambunctious unskilled folks on ebikes zipping around walkers of all ages, dogs, strollers as the bikes become even more popular.

Imagine on Stony River Greenway from Kohl's to dam!



## Additional comments

I support some use of a ebike its more a safety concern. I also think people need to wear helmets.

Ebikes allow my wife and I to stay active. Previously we had to give up cycling because certain areas and hills were too strenuous. Thank you.

I think this question is going to be difficult to enforce. How are class 1, 2,3, differentiated in the field? I've gotten to 70mph on a road bicycle, and know many who cruise at the 15-35 mph. It might be more practical to require bells when passing pedestrians, and require other noise makers when the bike is in motion slicking spoke noise makers. Lived in Denver and did not have an issue. Denver integrated their light rail and bike paths, so you could almost live without a car there.

The times I have felt unsafe on the greenways have been due to users not being considerate of other - walkers more than 2 abreast, conventional cyclists riding too fast for conditions, dog walkers who don?t control their dogs. E-cyclists are no better nor worse than conventional cyclists if they aren?t considerate. Conventional cyclists can greatly exceed the speed of e-bikes, even faster than Class-3 ebikes. There may be a posted speed limit for all bikes on the greenways, but as with cars on the roads, there is no mechanism for enforcement.

This allowance would set a precedent for people to use many other types of electric vehicles on our greenways. It would be policy / regulation interpretation to some degree. I also question enforcement as once we open this door, other motorized vehicle users may believe that thy can also use them, and out park rangers may not have the ability to enforce the policy. Our greenways are a sanctuary for so many people. In a city that is becoming more and more crowded, we need them quiet and serene.

I?m not a fan of any bikes on greenway. Too often they don?t identify their approach and are startling when they zoom by.

I strongly support e-bikes on the greenway. In my age group, the extra assistance provided by e-bikes opens greater opportunities for exercise and spending time with grandchildren.

I'm in favor of banning all bicycles from Greenways. Cyclists routinely create unsafe situations on McCabe greenway especially when greenway is already crowded with walkers.

I think motorized bikes would be a disaster on the Greenways

The Greenway Committee should promote cycling rather than trying to make it illegal

Signage is not the answer.

## Additional comments

I am fine with allowing other faster bikes on Greenways, but I think they should have a designated lane. And do people really know how to politely use of Greenways and how to share the area of use with others. Maybe we should revisit this. While downtown, one always feels like skateboarders/segway are over-running the walking pedestrians, kinda SCARY!

I feel as long as e-bike riders keep their mph to 15 then what's the difference e we it's a traditional bike?

I use the greenway daily and spend some of the time collecting litter. I am concerned that motorized vehicles will only further crowd and possibly result in unsafe passage for walkers, runners and those wanting to commune with nature-let alone preserving the integrity for the greenway inhabitants animals that share their space with us humans.

I'm fine with ebikes on the greenway. The regular cyclist already go too fast sometimes so I don't think it would be any worse. Plus it could encourage people to ride ebikes instead of using their cars.

Please do not allow electric bikes on our wonderful greenways. Concerned about safety and ruining the wonderful environment we currently enjoy on our lovely greenways.

This is a potentially costly and unnecessary prohibition. I own two e-bikes. My parents are both mobility challenged. One of the only ways I can get them into nature is to haul their mobility scooters and my ebike to the parking area at Orchard Bend where there is no parking for this purpose, btw. There, we unload everything and they ride the scooters and I ride the ebike with them.\* I've also ridden there on an ebike while my nephew rides beside me on his regular bicycle. I also use the ebike to pick up trash in the large basket. The other way I ride on the greenway is to ride from my own driveway on Cane Ridge over to the greenway. There are no sidewalks, no shoulder and it is very dangerous and curvy on Cane Ridge. The ONLY way I can ride over to the greenway safely is to use the ebike to get there. I pedal the entire time I am riding. The greenway is already a challenge for those with mobility issues for instance getting my Dad to/from the steps to the creek and this would be an additional and unnecessary challenge. You will never get a call about me and how I ride on the greenway UNLESS you pass an ordinance that simply prohibits my bike. Then, someone will call "just because" even though I'm riding safely, even though I pick up trash, even though I go slow, even though I'm no danger to anyone. This would be an unnecessary and undue pressure on the few park police we have. Additionally, those on regular bikes can be as dangerous as an ebike. It's about the riders, not the equipment. Ebikes are expensive. We might be even more careful for that reason. Thank you for listening. Feel free to call with questions. 615-497-2981

Gender has no bearing on this issue since trails are meant for the general public, regardless of gender.

I think paths should be exclusively restricted for bikes or other wheeled transport OR for walkers. They should only be for bikes AND walkers if the lanes are wide enough to accommodate a bike lane and a walker lane, and the two lanes should be clearly delineated.

## Additional comments

I don't understand why you are so concerned with ebikes when we cannot even walk on our greenway let alone ride a bike.

E bikes are another way that people with cardio or pulmonary disabilities could enjoy the Greenways. Speed and pedestrian safety is always a concern.

While I understand the possible safety aspect and there will always be bad actors in any situation, the allowance of e-bikes allows those who do not have the capability of riding an unassisted bike the opportunity to enjoy the greenway on a bike those with physical disabilities, elderly, etc.

I just do not see the benefit of riding an electric bike on the Greenways...not for exercise, not for enjoying nature...I would be in favor of electric vehicles for handicapped persons though.

Cyclist often go fast enough to cause problems, the last thing we need are people on electric bicycles going fast.

E-bikes are motorized. They have a motor.

Due to reckless riding by some cyclists, Greenway needs more patrols.

Greenway surface is most rough in areas near the Percy Priest Dam and transitions from path to bridges is also rough all the way to Shelby Bottoms which pose trip hazards and possible bike damage. Not enough trash cans are provided, I see where dog walkers leave their plastic bags of poop on the sides of trails and occasional water bottles are seen.

What are the plans for future greenways?

The bike lanes on Old Hickory Blvd, 37076 are useless, in my 30yrs in this area I could count the number of bikes on my hand that has I've seen using them. A off highway loop from the Dam to Stewards Ferry to Kohl's would be better served.

Create specific and exclusive lanes for the bikers. I've seen that in parks in other states. People are too volatile to share the same space these days.

If e-Bikes are allowed, there will need to be more patrolling of the greenways, especially in crowded areas, like Shelby Park and bottoms.

Electric bikes should be limited to the roads like other motorized vehicles. They are inimical to the very concept of the greenways.

## Additional comments

The greenways are great. The best way to use them is for everyone to be respectful of each other's space. When it is congested, it is always best to slow down and move to the right to allow space for everyone. Thank you for studying this!

Greenways are primarily used for exercise. Electric bikes will cause conflict.

I love my ebike and I need it to be able to get to and from work. If ebikes are banned from greenways I'll be put in danger riding on roads without bike lanes with cars going more than double my speed. Cyclists on racing style bikes are capable of speeds significantly faster than I am on my ebike and they are welcome on greenways. There's really no fair reason why I should be banned from enjoying the greenways with my ebike.

Please do not ban the ebikes. I plan on getting one and I need the help as I'm getting older. The racing cyclists blow by you at 30 mph. The ebikes are just nice people out there for a cruise. Please don't turn Tennessee into Illinois with insane laws governing every aspect of our lives. The ebikes can use the trails just like everyone else. Please!

For the last several years scooters and ebikes have already caused disturbance on Sheelby Bottoms Greenway, even though supposedly not allowed. Have even experienced motorcycle and a go kart! Keep it peaceful please.

I own and often operate my Class one eBike on the greenways. I also ride a regular bicycle. In fact I can ride FASTER on my traditional bike than on my eBike. It doesn't matter what you are riding, eBike or regular bike, if you DO NOT observe the speed limit. The biggest danger on the greenway is by far people roller blading with headsets on. It's a daily danger as they weave ?left to right,? oblivious to everything around them.

Gender and race questions are superfluous in this context.

Bcycle needs to have access to greenways. Greenways are destinations but also routes for bicycles.

The greenways are too narrow

I will require motorized mobility devices before too long.

Human powered bikes are dangerous enough! Too many riders show NO courtesy or concern for walkers; rarely do they slow down and call out "on your left" to let you know they are approaching. Opening up to e-bikes will then open up powered skateboards and unicycles. Please do NOT allow this to be approved.

## Additional comments

Y?all need to let all electric vehicles use the greenways. We all pay taxes, which built the greenways. I like to ride my electric mobility device and should be allowed to on the greenways.

Trails back up to house and have already had issues with motorized vehicles on trails, including cars, golf carts, motorcycles and bikes screaming past at high rates of speeds yelling to get out of their way.

I would prefer to see the use of e-bikes limited to roads shared by automobiles and motorcycles. They should be restricted from greenways, sidewalks and other surfaces where motorized vehicles are denied access.

Tell people to chill, let people with disabilities use them to exercise and explore

Signage would be needed at trailhead identifying rules of use for those with Class 1-2 Ebikes. Allowing those with such Ebikes would promote more commuting options for those using Music City greenway from Hermitage-Donelson.

Greenways and electric bikes could transform our city in a positive way! Imagine a quiet commute through some trees rather than rattling down gallatin in a giant fuming metal death trap!

I am a daily e bike commuter. If I am not allowed to use the greenway, I will be forced to ride on Charlotte Pike at night, which is dangerous, since there isn't a continuous bike lane.

## Peer City and Data Review

### Statistics on Sales of E-bikes and Pedal Bikes

- Bicycle sales in the United States were up 65% between 2019 and 2020
- Pedal Bikes:
  - “Overall, industry sales of bicycles seem to be stable at around 15 to 20 million bicycle units annually, plus parts, accessories and service, which historically is a very healthy number for the industry.” ([Bikehike.org](#))
- E-bikes sales in US were up 145% between 2019 and 2020
- E-bike numbers:
  - “Edward Benjamin, managing director of eCycleElectric, tracks brick-and-mortar retail sales and counts the number of e-bikes sold directly to customers using import data from overseas e-bike and e-bike component suppliers. He estimates 437,000 were sold in 2020.” ([E-bikes get up to speed in popularity, providing a workout easier on the heart, 2021](#))

### Differences in Experience and Perceptions Between Ebike Users and Bicycle Users

- Investigation of the differences of the cycling experience and perceptions between e-bike and conventional bicycle users, using samples drawn from independent bicycle dealer customers.
- The purpose of the survey is to understand the differences of cycling experiences and perceptions of e-bike and bicycle users, and future e-bike purchase inclination.
- A total of 806 respondents in the United States took the on-line survey, including 363 e-bike-owning respondents. The results show that e-bikes play a more important role in utilitarian travel, such as commuting and running errands, compared to a conventional bicycle.
- Conventional bicycle-owning respondents use their bicycles more for recreation and exercise.
- e-bike owners tend to bike longer distances and take more trips per week.
- Both e-bike respondents and bicycle respondents stated that improved health was a key factor for cycling,
- Millennials and Generation X respondents cycle to save time and improve the environment.
- An ordered logit model is proposed for evaluating factors that influence interest in future e-bike ownership.

- Travel purpose, e-bike familiarity, annual household income, and education level are statistically significant factors in the model. (Ling, 2017)

Minneapolis, Minnesota Parks and Recreation Dept.

**Bikeshare program:**

- 3 types of bikes introduced - dockless, docked, and e-bike.
- Dockless bikes were discontinued after 2 seasons.

**Ebike usage in parks and greenways are governed by ordinance**

- Definition of bicycle,
- Frame # required,
- Impounding authorization and sales of impounded bikes
- Restrictions on riding on sidewalks
- Bicycle events

**Enforcement.**

- Separated pedestrian/bike path system
- Anywhere there is a bike path there is a ped path.
- Ped path usually hugs waterways and natural scenery.
- 54+ miles of paths are separated.

**Vendor responsibility**

- Traceable accounts
- 311 has entire category dedicated to shared mobility.
- Liability insurance and contractor licenses required for bike vendors

**Equity**

- Each company has a "sliding scale" to meet economic needs
- Empty kiosks in underserved areas are serviced first

**Maintenance**

- Vendor collects bikes and recharges them
- Issues are reported to the Vendor
- Specific 311 category created for public to report issues

**Data Collection**

- Vendor collects data regarding service equity, safety, user demographics, etc.
- Annual/bi-annual report to city.

**Pilot Projects**

- None. Introduced a slow rollout for e-bikes in waves of releases. **Due to existing separated infrastructure the transition was very seamless.**

### **Trail Management**

- Minneapolis Parks Board Planning Division

Source: Annie Olson, Minneapolis Parks and Recreation Dept.

### Raleigh, North Carolina - Direct Conversation Parks Dept?

#### **Enforcement**

- Police department enforces speed on the greenway.
- City Council created a greenway unit of 6 officers and a sergeant.

#### **Bikeshare**

- Bikes are electric assist
- Top speed of around 12 mph on level ground
- Heavy with a low center of gravity.

#### **Issues**

- Private rental issues in a neighboring jurisdiction where bikes have higher throttle speeds and don't have the mass/inertia of Raleigh's bikeshare bikes.

#### **Accessibility/Equity**

- Increased accessibility for people with injuries and older people.
- Partnered with local advocacy group to help over age 55 riders learn to use the bikeshare system.

Source: Paul Black, City of Raleigh, North Carolina Transportation Department

### Austin, TX

#### **Electric Scooter and Bike Parkland Trail Pilot Program**

- Conducted Jan 2019 through September 2019
- Allowed electric scooters and electric bikes on certain parkland trails that were identified as contributing to the transportation network.
- Educational pop ups along the trail.
- Anecdotal data suggested that many micro-mobility users on the Butler Trail are visiting Austin.
- Park Rangers conducted 150 hours of speed monitoring



- Installed trail counters
- Data collected on the number and type of users
- Installed trail etiquette signage
- Studied areas of limited capacity
- Studied areas with divided-use options
- Analysis of reports from 311 calls
- Analysis of on-line survey results
- Scooter speed the most reported behavior of concern
- Geofence was implemented in the final month. Limited the speed of rented electric bikes and scooters to less than 8mph on all prohibited parkland trails.

• **Recommendations from Pilot Program**

- The Parks and Recreation Department has a responsibility to support the use of trails for recreational means in a comfortable setting.
- The City of Austin has a goal to be compact and connected and there is strong evidence that parkland trails play an important role in this goal.
- Revise city code to clarify that electric scooters are allowed on identified paved parkland trails that were part of the pilot and address potential future additions to the rented micromobility device offerings.
- Ann and Roy Butler Trail will continue to be for pedestrian and bike traffic only
- Continue geofence and review effectiveness to include not allowing scooters to operate within geofenced area.
- Work with partners at the Austin Transportation Department to create concession opportunities for rented electric bikes and scooters staging in identified parking areas.
- Codify trail speed limits and work with APD on implementation of the enforcement of codified speed limit.
- Recommendations have been presented to the Parks and Recreation Board and the Urban Transportation Commission.
- Continuing need to manage, evaluate and adjust rules to ensure that all trail users have a safe and enjoyable experience including the top two reasons cited for using parkland trails- exercise and enjoying nature by being outside
- Update state and local laws to clarify where ebikes are permitted (restrictions apply)
- Geofence restricted areas

Source:

(Kimberly McNeeley, 2020)

## Boulder County, Colorado

### Ebike Regulations

- Passive recreation is a foundation of Boulder County Parks and Open Space since its inception
- 1978 Definition of Passive recreation was codified in part as non-motorized outdoor recreation and motorized recreation was not allowed on Boulder County Open Space
- 2017 State law changed the definition of ebikes to non-motorized
- 2018 Boulder County prohibited ebikes on bike paths. Followed by a year of public outreach and input
- Staff recommended a 1-year pilot study allowing Class 1 and Class 2 ebikes on county open space trails on the plains beginning on January 1, 2019
- Pilot study - 3 goals developed based on public input:
  - Study the visitor and trail impacts of ebikes
  - Work with Planning Commission to explore options for updating passive recreation definition as a means for allowing ebikes on certain trails
  - Robust public engagement process
- Class 1 and 2 E-bikes are allowed on designated regional and open space trails in the plains. E-bikes are prohibited on all other county open space trails.
- Individuals with mobility disabilities are allowed to use Other Power-Driven Mobility devices (OPDMDs), which can include e-bikes, on all trails open for pedestrian use unless a particular trail has been designated as inappropriate for use by OPDMDs
- Enforcement - Boulder has a Mountain Bike Patrol and Volunteer Ranger Corps.
- Bikes limited to commuter paths since 2018
- Results of pilot program would help determine the long-term management of e-bikes.
- Pilot put on hold due to discrepancy in ebike definitions in different sections of city code and debate over a city ordinance that directed portions of sales tax revenue to recreation land acquisition and upkeep and its mandate for "no motorized vehicles, other than those necessary for maintenance, emergencies or safety.
- Another provision of the ordinance allows the city to adopt rules and regulations that would align with state and federal regulations.

## Colorado Springs, Colorado

### Ebike Pilot Program Put on Hold

- Pilot program was to have started in June, 2021 to study whether or not e-bikes should be allowed on all city-managed trails where other bikes are allowed.
- The city indefinitely postponed the program due to legal questions related to city codes definitions of nonmotorized trails and federal and state definitions of e-bikes, as well as a city ordinance which directed portions of sales tax revenue to recreation, land acquisition and upkeep, that some said would be violated if e-bikes were allowed.
- Results of a recent city survey highlighted the conflict between creating outdoor access for older citizens, people with injuries or physical challenges versus setting a precedent for negative changes to already-crowded trails such as trail damage, user conflicts and speeding.

(Boster, 2021)

### Montgomery, Maryland Pilot Study

- June, 2019 six-month pilot program to study the impact of Class I e-bikes and battery-powered e-scooters on five hard-surface trails and hiker-biker park trails
- Phase 1 allowed personal e-bikes. Phase 2 allowed e-scooters and e-bikes provided by commercial vendors.
- Study was parks-focused
- Tested the use of e-bikes and e-scooters on hiker-biker trails and then to hard-surface trails that are busier with greater potential for conflicts between users.
- The study analyzed:
  - Conflicts with existing user groups
  - Safety
  - Infractions, violations, theft, and/or other observations by Park Police and Parks staff
  - Operational challenges and logistics
  - Differences between personal users and commercial users
  - Public input on items in addition to those listed above
- Study would determine if e-vehicles should be:
  - studied further
  - allowed permanently on the hiker-biker park trails studied;
  - allowed for certain types of users only;
  - allowed on additional trails not included in the Parks Pilot Program
  - not allowed on hiker-biker trails should there be valid reasons; or
  - considered and/or implemented in ways other than those noted above.

- Study resulted in a March, 2021 Park Directive issued to authorize the use of Electric Bicycles and Electric Scooters on some hard surface trails except where expressly prohibited and posted accordingly.

(Montgomery Parks, n.d.)

### Summit County, Colorado Community Input Process

- Summit County maintains an extensive paved multi-use Recreation Pathway System, known as the Recpath,
- Over 200,000 trips are taken on the Recpath each year between May and October
- A new Colorado law took effect on Aug. 9, 2017, authorizing the operation of Class 1 or Class 2 e-bikes on bike or pedestrian paths where bicycles are authorized to travel. The bill also allows local authorities to regulate the use of e-bikes in their own jurisdictions.
- Summit County and the towns of Breckenridge, Dillon, Frisco, and Silverthorne maintain and manage their respective sections of Recpath, with their own rules and regulations but were considering a unified system of regulations.
- Prior to the Summit County Board of County Commissioners BOCC's adoption of a new resolution on April 23, 2019, all e-bikes were prohibited on the Recpath, except for use by persons with disabilities as defined by the Americans with Disabilities Act.
- Recpath Regulations stated that no person shall operate a motorized vehicle on the Recpath, and motorized vehicles include every vehicle that is self-propelled, including e-bikes.
- Electric Assisted Bike (EAB) device is a vehicle with two wheels, operable pedals, an electric motor not exceeding 750 watts, with a top speed of 20 miles per hour.
- On the Recpath persons with a mobility disability may use any EAB (Electric Assisted Bike) that has maximum power-driven speed equal or less than 20 mph, is no wider than 36 inches, and has brakes that enable the operator to make the wheels skid on dry, level and clean pavement.
- No 'Other Power Driven Mobility Devices (OPDMD) may be used, including but not limited to any gas or combustible fuel powered devices, ATV's, golf carts, or motorcycles. Wheelchairs and manually-powered mobility aids are allowed.
- **Public Input Process**
  - Should electric bicycles be allowed on the Summit County Recreational Pathway System.
  - Open house was held to obtain input about the use of e-bikes on the Recpath.
  - 7-question online survey by Summit County Open Space and Trails department from February 20 through March 19, 2018 to obtain public input regarding e-

bikes on the Recpath. The survey took about five minutes to complete and had over 1,000 responses.

- The (BOCC) received numerous comments both for and against allowing e-bikes on the Recpath. In response, the BOCC tasked the Open Space & Trails Department with gathering more feedback from the public about e-bikes to determine whether this use might be appropriate on all, or portions, of the Recpath system.
- On April 23, 2019, at a public hearing, the BOCC **approved a resolution to allow Class 1 e-bikes** on the Recpath, which is a paved pathway. All Class 2, Class 3 and unclassified e-bikes are prohibited on the Recpath.
- E-bikes are not permitted on natural surface trails dedicated as non-motorized.

(Summit County, Colorado, n.d.)

### Seattle, Washington E-Mobility Pilot Study and Policy

- New policy allowing e-mobility devices on trails owned by Seattle Parks and Recreation is now consistent with rules for Seattle's multi-use trails.
- In 2018, Washington State passed a law allowing some e-bikes on shared-use paths, unless a local regulation prohibited it.
- In Seattle, the only regulation limiting such devices was with Seattle Parks and Recreation, (SPR) creating inconsistent regulations with other agencies that regulated such devices.
- SPR conducted a pilot study allowing the same e-bikes on multi-use trails as those regulated by other entities in the City.
- New 15 mph speed limit was set for all users on shared-use paths.
- Community survey about multi-use trails
- Gathered trail data
- This public input showed that the vast majority of those surveyed in Seattle support both the allowance of Class 1 and Class 2 e-bikes in Seattle (electric-assist limited to 20 mph) and also the new 15 mph speed limit for all users.
- Top concerns of those people surveyed were regulatory consistency, accessibility, and safety.
- A new Multi-use trail policy began in August, 2020, which included
  - 15 mph speed limit for all users
  - E-mobility devices allowed on multi-use trails (under 750-watt motor, e-assist stops at 20 mph)
  - No other forms of motorized vehicles allowed

- Clarification of roles and responsibilities
- Speed limit signs will be installed along these multi-use trails
- Information will be shared about the updated policy with community partners and stakeholders.

(Kyle Morrison, 2020)

## Safety-Focused

New York City – Hudson River Greenway

**Connie Fishman, Executive Director, Hudson River Park Friends**

- Hudson River Greenway prohibits ebikes for safety of other bikers and pedestrians
- Excessive speed and running stops create unsafe conditions for pedestrians and other cyclists
- Couriers are a big problem – time is money for them

### **New York City Banned Ebikes From Upper West Side Bike Lanes**

**June, 2021**

- A growing number of New Yorkers are calling for a ban on e-bikes and e-scooters in bike lanes and public spaces
- E-bike fatalities surged 233 percent from just six in 2019 to 20 in 2020, according to city Department of Transportation data. As of June 2021, there had been eight fatalities including at least two pedestrians.
- An Upper West Side Community Board committee voted to ban electric bikes from bike lanes in that area.
- First, the board conducted a vote on an amendment to widen bike lanes so that slow and fast bikes could ride separately, but that resolution failed

### **New York City –PATH Train Banned E-bikes , June, 2021**

- Port Authority’s PATH trains between Manhattan and New Jersey banned E-bikes due to claims about dangerous lithium batteries.
- New policy expands on an existing 2018 ban on other forms of electric mobility including scooters and skateboards.

- According to Lyft, 4000 of their e-bikes have gone nearly 15.7 million miles in total without a single fire or explosion
- NYC MTA does not ban e-bikes on any of its rail systems (only requirement is \$5 permit) (Henry Beers Shenk, 2021)

### Ebike Safety White Paper Prepared for People for Bikes 2019

- Analysis of survey results indicate that there has been little change in the primary reasons individuals are motivated to purchase an e-bike, and they tend to be related to various barriers which deter individuals from riding a standard bicycle; reducing physical exertion, challenging topography and replacing car trips continue to reign as a few
- “The resultant approximate annual injury rate is 1.4 injuries per 1,000 e-bikes.” (2016) United States
- “The approximate annual injury rate per active bicycle is about 10 injuries per year per 1,000 conventional bicycles”. (2019) United States
- “There are many complicating factors in comparing these two categories of bicycles. E-bikes are most often used for urban utilitarian riding (though gravel and mountain e-bikes are a growing segment), whereas conventional bicycle sales are driven by mountain bike sales in recent years. Baseline safety exposure data is difficult to gather in comparable ways.” (United States) (Cherry, October 15, 2019)

### White Paper prepared for Northern Virginia Regional Park Authority, Author Toole Design Group (TDG) 2017

- This memorandum was prepared to inform NVRPA policy regarding the use of electric bicycles (E-bikes) on the NVRPA path system
- TDG has conducted a literature review of existing E-bike popularity, usage, safety, policy, and legislation.
- "Research indicates that E-bikes pose no significant safety concerns when compared with regular bicycles"
- E-bikes make cycling more accessible and attractive to a larger segment of the population.
- E-bikes may help attract cyclists that are less able-bodied and more utilitarian in their cycling preferences, which could help explain why many studies seem to show a decrease in potentially risky behavior when E-cyclists are around other vulnerable road users.
- " TDG [Toole] recommends that the NVRPA follow guidance provided in the model legislation and explicitly allow E-bikes that fall under the Class I and Class II designations, while forbidding the use of Class III E-bikes.
- Due to their relatively recent increase in popularity, many trail agencies across the United States have yet to adopt formal policies regarding the use of E-bikes on their trail networks.
- Note article was written in 2017, prior to Tennessee State legislation regarding ebikes.

- Per research conducted by Langford et. al., E-bike riders exhibit nearly identical safety behaviors as standard bicycle riders.<sup>7</sup> Research was conducted by tracking bicycle movements on a bikeshare program that included standard bicycles and E-bikes. Of the 4 safety statistics measured, e-bikes and traditional bicycles has similar infraction rates for wrong-way riding, stopping at STOP signs, and stopping at red lights. The last metric observed was bicycle speed. E-bikes were observed to travel slightly faster than standard bicycles when traveling on roadways (13.3kph vs. 10.4kph), however E-bike speeds were observed to be lower than standard bicycle speeds on shared-use paths (11.0kph vs. 12.6kph).
- Paper notes that many municipalities establish speed limits for all vehicle types along with signage.
- Study state that there is limited user-survey information regarding ebieks on multi-use paths.
- TDG recommends that the NVRPA adopt short term policies to facilitate the use E-bikes on their trail system

Source: White paper included in the appendix of this study



## Ebikes show distinct pattern of severe injury

- Data collected 2000 to 2017 by the United States Consumer Product Safety Commission's National Electronic Injury Surveillance System (NEISS), on injuries involving all three types of vehicles.
- E-bike injuries three times as likely to involve a collision with a pedestrian than either scooter or traditional bike injuries
- Injuries from e-bikes were found to be more serious, said DiMaggio, who directs the injury research program in the division of trauma and surgical critical care at NYU Langone Health in New York City.
- Of more than 245 million injuries reported in the study period, 130,797 involved powered-scooter accidents, accounting for 5.3 per 10,000 U.S. emergency department injuries. There were 3,075 e-bike injuries, or 0.13 per 10,000. In addition, about 9.4 million pedal bicycle injuries accounted for 385.4 per 10,000 of all emergency department injuries.
- Largest proportion of people involved in e-bike accidents were in the 18-44 and 45-64 age groups, the authors note. Ten-to-14-year-olds made up the largest group of those injured with powered scooters.
- 17% of e-bike accident victims suffered internal injuries compared to about 7.5% for both powered scooters and pedal bikes.
- Speed and lack of proper biking infrastructure may be reason why e-bike injuries can be more serious
- Need exists to introduce ebikes in a safe and responsible manner, asking questions about possible need for urban design and built environment modifications like docking stations or dedicated lanes, policy changes mandating helmets and education initiatives."

(Vishwadha Chander, 2019)

## Review of Injury Studies White Paper

### Doug Terry, Vanderbilt University Medical Center

- Injuries to head and extremities common are in both conventional bikes and electric bikes.
- Overall injury severity is low in both groups.
- Compared to conventional bikes, electric bikes (ebikes or EB) have

- Slightly higher injury severity / comorbidities, and more likely to need treatment at Emergency Dept.
  - When a head injury occurs, it's more likely to be a mod-severe TBI in ebikers compared to conventional. However, overall TBI rates are likely the same. Wearing a helmet drastically reduces TBI risk.
  - Certain injury types more common, like pelvic injuries, more common in ebikes.
  - Also more common to have an accident when mounting/dismounting ebike and on curves.
- Ebike injuries look more like conventional bike injuries than motorcycle injuries.
  - Related to following the rules of the road - riders of e-bike behave very similarly to riders of bicycles. Violation rates were very high for both vehicles. Riders of regular bicycles and e-bikes both ride wrong-way on 45% and 44% of segments, respectively. We find that average on-road speeds of e-bike riders (13.3 kph) were higher than regular bicyclists (10.4 kph) but shared use path (greenway) speeds of e-bike riders (11.0 kph) were lower than regular bicyclists (12.6 kph). At stop control intersections, both bicycle and e-bike riders violate the stop signs at the similar rate with bicycles violating stop signs at a slightly higher rate at low speed thresholds (80% violations at 6 kph, 40% violations at 11 kph). Bicycles and e-bikes violate traffic signals at similar rates

Source: Complete paper included in appendix.

## Litigation and Legislation

### Southern Environmental Law Center Review of Ebike Litigation and Legislation

- **Question Presented**
  - What are the most prevalent issues regarding recent litigation and legislation involving electric bicycles?
- **Brief Answer**
  - Because much litigation regarding electric bicycles is likely taking place in trial courts over personal injury issues, it is difficult to discern via Westlaw database searches the most prominent practical issues arising out of the increasing prevalence of electric bicycles. However, one can look to both state legislation and a few federal civil cases to discern that many environmental groups are worried about danger to trail pedestrians, bikers, and equestrians, potential wildlife disturbance, and trail erosion or damage.
- **Conclusion**

- There is not currently enough available litigation to make a comprehensive survey of litigated issues regarding electric bicycles. However, the ongoing litigation against federal agencies by community groups outlined in this memo present an interesting example of legal challenges mounted against e-bikes.

Source: Complete report included in appendix.

#### "PEER Sues to Overturn Extended Ebike Access in National Parks"

- PEER – Public Employees for Environmental Responsibility
- Mission: “PEER protects public employees who protect our environment. We are a service organization for environmental and public health professionals, land managers, scientists, enforcement officers and other civil servants dedicated to upholding environmental laws and values. We work with current and former federal, state, local and tribal employees.
- PEER filed a lawsuit to overturn the Interior Department’s 2019 move to expand e-Bike access in the National Park System
- Suit claims that NPS violated federal regulations governing procedure for how new NPS policies are implemented
- Claim that lack of public comment/ participation is in violation of federal and park regulations
- The policy change came without public disclosure and without an opportunity for the public to comment on it before it was implemented.
- 2 years later, national park superintendents were given the discretion to allow ebikes or not and if they have allowed ebikes, that they should reconsider their decision.  
(Kurt Repanshek, 2019)

## Review of Peer City E-bike Laws

### Austin, Texas

- Texas Transportation Code Sec. 664.001. DEFINITIONS. In this chapter:
- (1) "Class 1 electric bicycle" means an electric bicycle:
  - (A) equipped with a motor that assists the rider only when the rider is pedaling; and
  - (B) with a top assisted speed of 20 miles per hour or less.
- (2) "Class 2 electric bicycle" means an electric bicycle:
  - (A) equipped with a motor that may be used to propel the bicycle without the pedaling of the rider; and
  - (B) with a top assisted speed of 20 miles per hour or less.
- (3) "Class 3 electric bicycle" means an electric bicycle:
  - (A) equipped with a motor that assists the rider only when the rider is pedaling; and
  - (B) with a top assisted speed of more than 20 but less than 28 miles per hour.
- (4) "Electric bicycle" means a bicycle:
  - (A) equipped with:
    - (i) fully operable pedals; and
    - (ii) an electric motor of fewer than 750 watts; and
  - (B) with a top assisted speed of 28 miles per hour or less.
- (5) "Top assisted speed" means the speed at which the bicycle's motor ceases propelling the bicycle or assisting the rider.(Added by Acts 2019, 86th Leg., R.S., Ch. 485 (H.B. **2188**), Sec. 8, eff. September 1, 2019.)
- As of 2019, ebikes are allowed on all Texas trails except natural surface trails. (City of Austin, n.d.)

### § 8-1-31 - USE OF MOTOR VEHICLES IN PUBLIC RECREATION AREAS.

- Texas Parks and Wildlife Department is considering new regulations around e-bike access but does not currently allow e-bikes on non-motorized trails.

## Boulder, Colorado

- On Nov. 8, 2018, the Board of County Commissioners approved a one-year pilot period starting Jan. 1, 2019, to allow e-bikes on certain trails, specifically the regional trails and the plains trails minus the Boulder Canyon Trail, the Coalton Trail, the Mayhoffer Singletree Trail north of Coal Creek Drive, and trails at Walden Ponds.
  
- The decision also called for staff to study the mechanism by which the county might make such a policy permanent if so decided at a later date following robust discussion with the public and the Planning Commission who will help design the pilot study in coordination with the Board of Commissioners in order to collect the data necessary for that decision.
  
- Boulder County conducted a **pilot study** and received public input and ultimately recommended to the Board of County Commissioners to allow class 1 and class 2 e-bikes. I've listed their rationale for recommending e-bikes below:
  - E-bikes are here and though they are a small portion of trail visitors today, their use will likely continue to increase as price points become more competitive combined with demographic trends of aging baby boomers. Acceptance of e-bikes is fairly high and will likely continue to grow. As the technology evolves, it will become more difficult to distinguish some e-bikes from conventional bikes.
  
  - The importance of enhancing trail connectivity among municipal neighborhoods, local open spaces, and regional trails is identified in the BOCC's 2019-2023 Land and Water Stewardship Strategic Priority. All municipalities within Boulder County allow e-bikes on either their multimodal trails (City of Boulder) or all trails that allow conventional bikes (all other municipalities).

- The accessibility and sustainability benefits provided by class 1 and class 2 e-bikes outweigh the negatives that may result from crowding, conflict, and safety concerns. These trends are a result of increased recreational demand and use by all visitors, not just e-bikes, and should be broadly addressed.
- One lesson from the pilot study research is that the county can be more proactive in its trail maintenance, hazard signage, and education and outreach efforts regarding trail courtesy for all visitors and user types.
- On Nov. 13, 2019, the Board of County Commissioners (BOCC) approved allowing class 1 and class 2 e-bikes on Boulder County trails on the plains where regular bikes are allowed, including regional trails and trails on open space parks, with certain exceptions. Those exceptions include anywhere e-bikes are not allowed due to underlying existing land restriction and three trails requested by the City of Boulder: The Boulder Canyon Trail (due to prohibition of motorized uses on a parcel owned by City of Boulder), Coalton Trail and Mayhoffer-Singletree Trail (because these two county trails lead to city-owned trails where e-bikes are not allowed, and there is no option to leave the trail).

(Boulder County, n.d.)

- Boulder County Parks and Open Space Memo to County Commission:

(Boulder County, 2019)

### Charlotte, North Carolina

- The state of North Carolina (NC) defines an electric bike as a bicycle with a small helper motor with less than 750W and a maximum speed of 25mph on flat surfaces.

- Electric bicycles are permitted to ride on all public highways and roadways with a posted speed limit of less than 25mph, on sidewalks, in bike lanes and on bike paths. Operators of electric bikes must yield the right-of-way to pedestrian and human-powered devices.
- According to the North Carolina Division of Parks and Recreation, e-bikes are allowed access to designated bicycle trails and do not qualify as fully motorized.
- The City of Charlotte's Bicycle Program works to make bicycling in Charlotte safe, comfortable, and convenient for people of all ages, abilities, and neighborhoods. In recognition of its efforts to improve its bicycle environment, the City of Charlotte is recognized by the League of American Bicyclists as a bronze-level Bicycle Friendly Community.

### Colorado Springs, Colorado

- **E-bike use on Colorado Parks and Wildlife Lands**
  - 1 and 2 e-bikes are allowed the same access as road bikes and mountain bikes, while class 3 e-bikes are only to be allowed on roadways and in designated bike lanes.
- **E-bike use on State Park Lands**
  - Class 1 and 2 e-bikes are allowed on roadways and designated bike lanes and on multi-use trails and other areas (e.g.,campgrounds) that are open to non-motorized biking.
  - Class 3 e-bikes are only allowed on designated roadways and designated bike lanes.
- **E-bike use on State Wildlife Areas**
  - In State Wildlife Areas, e-bikes are allowed on designated roads and within designated camping or parking areas where motorized vehicles are allowed.
  - They are prohibited in all other areas.
- **E-bike use on State Trust Lands**
  - Public access on State Trust Lands is restricted to hunting, fishing and watchable wildlife activity. E-bikes are only allowed for use on designated

roads when being used for these activities. Visitors to State Trust Lands are required to possess a proper and valid hunting or fishing license.

- A pilot program to expand e-bike access on city-owned and maintained trails has been postponed until further notice.
- Colorado Springs allows Class 1 e-bikes to operate on Urban Trails. These trails are typically described as local commuting and recreational trails which traverse neighborhoods and connect to the core of the City of Colorado Springs.
- At this time e-bikes are not to be operated on what is commonly known as multi-use trails. These trails are always soft surfaces and are part of large Regional Park or Open Space property infrastructure.

### Denver, Colorado

- Relevant state law information can be found in the Colorado Springs section.
- All Denver bike paths allow Class 1 and 2 e-Bikes with Class 3 allowable under certain circumstances.
- Like bike paths, Class 1 and 2 e-Bikes are allowed on all Denver and Colorado multi-use trails. Some multi-use trails allow Class 3 e-Bikes, but it depends on the individual trail. If Class 3 e-Bikes are not allowed there will be a signed indicator at trail entrances.
- Denver has one of the best bike trail systems in the country, and those trails are open to Class 1 and 2 e-Bikes without restriction and Class 3 if you follow the respective trail rules and speed limits. Denver encourages eBikes to stay in the road unless it's dangerous in which case you should ride carefully on sidewalks.

### Ft. Worth, Texas

- Texas Transportation Code Sec. 664.001. DEFINITIONS. In this chapter:
- (1) "Class 1 electric bicycle" means an electric bicycle:
  - (A) equipped with a motor that assists the rider only when the rider is pedaling; and
  - (B) with a top assisted speed of 20 miles per hour or less.
- (2) "Class 2 electric bicycle" means an electric bicycle:



- (A) equipped with a motor that may be used to propel the bicycle without the pedaling of the rider; and
  - (B) with a top assisted speed of 20 miles per hour or less.
- (3) "Class 3 electric bicycle" means an electric bicycle:
  - (A) equipped with a motor that assists the rider only when the rider is pedaling; and
  - (B) with a top assisted speed of more than 20 but less than 28 miles per hour.
- (4) "Electric bicycle" means a bicycle:
  - (A) equipped with:
    - (i) fully operable pedals; and
    - (ii) an electric motor of fewer than 750 watts; and
  - (B) with a top assisted speed of 28 miles per hour or less.
- (5) "Top assisted speed" means the speed at which the bicycle's motor ceases propelling the bicycle or assisting the rider. (Added by Acts 2019, 86th Leg., R.S., Ch. 485 (H.B. **2188**), Sec. 8, eff. September 1, 2019.)
- Electric bicycles are permitted in Ft. Worth, but we are unable to locate city rules/ordinances about their permission to be in parks and on trails.

### New York City, New York

- New York City Electric Bikes Chart found here: - (New York City DOT)<sup>3</sup>  
[https://www1.nyc.gov/html/dot/downloads/pdf/ebikes-more\\_english.pdf](https://www1.nyc.gov/html/dot/downloads/pdf/ebikes-more_english.pdf)
- NYC park rules prohibit motor vehicles in a park, except on designated park roads, greenways, and parking areas. This includes all e-bikes, scooters, mopeds, and other motorized vehicles, as defined by the New York State Department of Motor Vehicle Code.
- While New York State's definition of a motor vehicle explicitly excludes all three classes of e-bikes, the same piece of legislation allows municipalities to pass their own regulations

regarding the usage of e-bikes and other vehicles. It is therefore legal for the Parks Department to ban e-bikes and e-scooters from inside NYC parks.

### St. Louis, Missouri

- E-Bikes shall be Pedelec, meaning a bicycle with an electric motor which assists the rider but only while they are pedaling. The Consumer Product Safety Act regulates the use of low speed electric bicycles to “two-or three-wheeled vehicles with fully operable pedals and an electric motor of less than 750 watts (1 horse power), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator, is less than 20 mph” (Saint Louis County Parks)
  
- The following rules are applied to the operation of E-Bikes:
  - E-Bikes shall have no more than one rider at a time.
  - The minimum age of an E-Bike operator is 16 years unless supervised by an adult.
  - E-Bikes must not be operated in a dangerous or reckless manner that may jeopardize the safety of the operator, employees, or the general public or that may cause damage to property.
  - The operator of the E-Bike must abide by all rules of the bicycling policy.
  - Saint Louis County Parks reserves the right to limit E-Bike use if such limitation is required to protect the public health, safety and welfare of park users.
  - Saint Louis County Parks accepts no responsibility for transporting the E-Bike to and from any trail.
  - The operator of the E-Bike is responsible for ensuring the device works properly, per manufacturer’s instructions.

- Saint Louis County Parks accepts no responsibility for providing battery or emergency retrieval of E-Bikes under any circumstances, including, but not limited to, failed power of the device.
- Saint Louis County Parks accepts no liability for damages to the E-Bike or injury to the operator, whether caused by operator, another trail user or any other circumstance.
- Saint Louis County Parks accepts no liability for damages caused by the operator of the E-Bike or injury to others caused by the operator of the E-Bike.
- E-Bikes shall not exceed typical trail speeds based on existing trail conditions.
- E-Bike operators shall obey all traffic laws.
- E-Bikes are allowed on all trails open to bicycles.

## **Equity, Bikeshare and Bike Rental**

- **Minneapolis, MN:**
  - Each commercial vendor has a “sliding scale” to meet economic needs – certain people can pay less.
  - Empty kiosks in underdeveloped areas are serviced first
- **Memphis, TN:**
  - Required vendors to have certain percent of fleet available to the equity “zones.” About 10 equity zones established, they need to have about 20% of the overall fleet available to these areas. More required for scooters, bikeshare does good job by themselves.
- **Seattle, WA:**
  - In 2019 and 2020 the city had a goal of 10% deployment in equity areas.
  - These areas have been referred to as “equity focus areas” in the micro-mobility permit applications and represent neighborhoods with limited access to opportunity and low bike share usage during the 2018 bike-share pilot
- **Chattanooga**
  - Expansion of stations in low-income areas.

- Promotional events in those low-income areas and give out free annual memberships.
- Low \$50.00 annual membership rates. Option for multiple lower payments for low-income members.
- Won a state multimodal access grant to expand bike share in a traditionally minority and lower income community in our city (Avondale, Boyce Station, East Chattanooga).
- **Raleigh**
  - 25% of stations are in equity zones.

### Bike Share Review

#### BIKE SHARE VS BIKE RENTAL<sup>1</sup>

<u>BIKE SHARE</u>	<u>BIKE RENTAL</u>
For short, 30-minute rides to:	For longer rides to:
Get you across town	Explore town
Get to the bus	Enjoy the scenic trails
Run errands	Get outside as a family
Get to an event	Make the most of your vacation
Skip parking and traffic	

### Bike Share Equity And Accessibility

Two key elements of successful bike share programs are station **location** and **reduced fare programs for qualified groups**.

#### **STATION LOCATION:**

Extensive research by NACTO and others shows that ensuring that bike share stations are placed within an easy, 3-5 minute walking distance of one another throughout a contiguous program area is paramount to successful, sustainable, equitable bike share. Meaningful participation by residents, community and civic groups, businesses, and elected officials plays a significant role in the public acceptance of a bike share program.<sup>2</sup>

## Bike Share Pricing Examples:

### *Nashville BCycle, pre-2021 as operated by non-profit partnership:*

24-hour Pass: \$5/unlimited 60-minute trips, then \$1.50 for/30-min for every trip over 1 hour

Annual Pass: \$60/unlimited 60-minute trips, then \$1.50 for/30-min for every trip over 1 hour

30 stations with 260+ classic bicycles

**2019 data shows 68% of trips started and ended within parks**

**G:\Greenways General\Bcycle\usage data 2019**

### *Chattanooga's Bike Chattanooga:*

Standard Single Trip: \$8.00 for unlimited 60-minute trips in 24 hours, then \$5.00 for each additional 30-minute overage

Annual Membership: \$50/unlimited 60-minute rides, then \$5.00 for each additional 30-minute overage

Income-Eligible Program: Not Found

42 stations with 345 traditional bikes and 55 ebikes

Open Data Portal: Not found

<https://bikechattanooga.com/bikes/>

### *Boston's BLUEbikes:*

Standard Single Trip: \$2.95 for the first 30 minutes and \$2.50 for each additional 30-minute

Annual Membership: \$109/unlimited 45-minute rides, then \$2.50 per additional 30 minutes

Income-Eligible Program: \$5/month for unlimited 60-minute trips, then \$2 per additional 30 minutes

325 BLUEbikes stations and over 3,500 bikes – 100% traditional bikes

Open Data Portal: <https://www.bluebikes.com/system-data>

<https://www.bluebikes.com/>

### *LA's Metro Bike Share:*

Standard Single Trip: \$1.75/30-minutes

Annual Membership: \$150/unlimited 30-minute rides, then \$1.75 per additional 30 minutes

Reduced Fare Program for 62+, Students, Persons with Disabilities and low income: \$5/month for unlimited 30-minute trips

150 stations and 1,500 bikes, primarily traditional bikes with some ebikes

Open Data Portal: <https://bikeshare.metro.net/about/data/>

<https://bikeshare.metro.net/>

#### *D.C.'s Capital Bikeshare:*

Standard Single Trip: \$1 to unlock, then \$1.50/30-minutes

Annual Membership: \$95/unlimited 45-minute rides, then \$0.05 /minute for classic bike and \$0.010/ minute for ebike

Qualified Individuals can pay \$5/year membership for unlimited 60-minute trips

5,000 bikes and 600+ stations – A mix of traditional bikes and ebikes, open data shows that @20% of trips in 12/2021 were on ebikes

<https://www.capitalbikeshare.com/>

**Open Data Portal:** <https://opendata.dc.gov/datasets/DCGIS::capital-bike-share-locations/about>

#### *Memphis' Explore Bikeshare:*

Standard Single Trip: \$5/20-minutes, then \$.20/minute

Annual Membership: \$120/unlimited 60-minute rides, then \$.20/minute

No Reduced Fare Program Found

110 bikes and 27 stations, all ebikes (counted on app)

<https://explorebikeshare.bcycle.com/Home>

**Open Data Portal: Not found**

#### *Aspen's We-cycle:*

Standard Single Trip: Free 30-minute rides, then \$.50/minutes for classic bikes and \$5.00/min for ebikes

50 stations with 230 traditional bicycles, 25 ebikes

<https://www.we-cycle.org/>

Interested in a longer ride? Visit our local bike shops: <https://www.we-cycle.org/how-it-works/>

Open Data Portal: Not found, Annual Report Data: <https://www.we-cycle.org/reports/2020-annual-report/>

*Nashville Bike Rentals (near greenways):*

Bike the Greenway, mobile bike rental in Shelby Park: \$30/2 hours or \$45/4 hours

Shelby Ave Bicycle Co.: \$45/day

Green Fleet Bikes: \$45/day

*Nashville BCycle as currently operated by Trek Bicycle Corporation:*

Standard Single Trip: \$5/30-minutes

Annual Pass: \$120/unlimited 120-minute trips\*, then \$3.00 per additional 30 minutes

\*Limited time offer of 120-minutes

No Reduced Fare Program

No Open Data Portal

<https://nashville.bcycle.com/home-2021>

**REFERENCES:**

<sup>1</sup> [www.we-cycle.org/how-it-works/](https://www.we-cycle.org/how-it-works/)

<sup>2</sup>The National Association of City Transportation Officials' 2016 *Bike Share Station Siting Guide* provides high-level guidance on physical bike share station siting types and principles. Selecting good individual station locations while maintaining walkable distances between stations throughout the system can maximize ridership and increase safety.

[https://nacto.org/wp-content/uploads/2016/04/NACTO-Bike-Share-Siting-Guide\\_FINAL.pdf](https://nacto.org/wp-content/uploads/2016/04/NACTO-Bike-Share-Siting-Guide_FINAL.pdf)

**The Better Bike Share Partnership** is a collaboration funded by The JPB Foundation to build equitable and replicable shared micromobility systems. The partners include The City of Philadelphia, the National Association of City Transportation Officials (NACTO) and the PeopleForBikes Foundation. Initially funded in 2014 for a three-year period, The JPB Foundation has continued to support the program, most recently in 2020 for an additional three years.: <https://betterbikeshare.org/>

NACTO Bike Share Siting Guide 1

- NACTO’s Bike Share Station Siting Guide highlights best practices in station siting from around the United States and provides guidance on bike share station typologies and principles. Shows multiple examples of a variety of siting types that show how bike share stations can be situated in the street scape.
- Extensive research by NACTO and others shows that ensuring that bike share stations are placed within an easy, 3-5 minute walking distance of one another throughout a contiguous program area is paramount to successful, sustainable, equitable bike share. Meaningful participation by residents, community and civic groups, businesses, and elected officials plays a significant role in the public acceptance of a bike share program
- **Station typologies covered in this guide:** Stations in the street, stations on the sidewalk, and stations in Open space.
- **Bike share siting goals:**
  - Accessible and convenient. Designed for Safety. Operationally Feasible. Enhance the pedestrian realm. Part of the streetscape hierarchy.
  - Bike share stations are the most visible components of a bike share system. As a result, station placement is one of the most public and challenging aspects of the bike share planning process.
- **Stations in the street:**
  - Next to curb, next to curb flipped, stations in median, stations offset/floating in parking lanes, case study for Austin, TX
- **Stations in Open Spaces: Parks, plazas, parking lots, case study for New York, NY**
  - “When placing stations in parks, it is important to consider the type and size of the park and the intensity of its uses and attractions.”
  - Stations are best placed when adjacent to main entrances and large attractions. Parks without large-scale attractions are better placing the stations in the periphery where they can be easily reached by park-goers and non-park-goers alike, regardless of time of day.



- When selecting locations within parks, avoid locations that are isolated, especially in off-peak hours. Special attention should be paid to park uses and pedestrian volumes to ensure that stations will be used and useable at all times.
  - Designers should pay additional attention to ensuring that stations are accessible by operations vehicles (rebalancing and maintenance), especially in parks or places with unpaved paths and free flowing pedestrian activity.
- **Materials and Design elements**
    - On-street stations are typically protected from moving vehicles by a variety of traffic control treatments including parking regulations, paint and striping, reflective delineators, wheelstops, and other physical barriers
    - Flexible delineators, thermoplastic striping, wheel stops, blocks, planters, bollards, concrete curbs, and fencing are all great for separating and protecting bikers as well as the stations that support them.
- **Surfaces**
    - Asphalt, concrete, brick, cobblestones, or permeable pavers. Bike share stations need a hard surface that will not sink under the weight of the station or degrade or erode with heavy use. Ensuring that rebalancing and maintenance vehicles can reach the station without damaging lawns or getting stuck in the mud is essential.
- **Utility Points and loading access**
    - It is common industry practice to allow the bikes to sit on utility points, drainage covers, and tree grates. Most cities leave a small amount of room—ranging from a few inches to about a foot between station plates and utility access points. Stations may need to be temporarily deactivated or relocated to accommodate major utility projects.
    - Conflict areas, such as loading zones or service entrances, can be address by adding blank plates (standard plates without docks attached) to create gaps in stations in front of loading bay doors.

**Sources:**

- <sup>1</sup>**The National Association of City Transpiration Officials' 2016 *Bike Share Station Siting Guide*** provides high-level guidance on physical bike share station siting types and principles. Selecting good individual station locations while maintaining walkable distances between stations throughout the system can maximize ridership and increase safety.
- [https://nacto.org/wp-content/uploads/2016/04/NACTO-Bike-Share-Siting-Guide\\_FINAL.pdf](https://nacto.org/wp-content/uploads/2016/04/NACTO-Bike-Share-Siting-Guide_FINAL.pdf)

**Enforcement**

- How are safety issues handled and rules enforced? What is your process for the public to report issues with ebikes?
  - **Memphis:**

- Depends on the trail. Some trails have co-management agreement with another organization.
- Shelby farm greenline has Memphis Police Control, county sherriff, parks rangers, etc.
- Educational signs have been posted at trail heads about the introduction of e-bikes and the safety guidelines for them
- **Seattle:**
  - Seattle Police had to tighten enforcement of biking on the sidewalk, but that is the majority of the enforcement.
- **Portland:**
  - ORS 814.410 - Unsafe operation of bicycle on sidewalk; class D traffic violation for anyone unsafe driving on a sidewalk. Illegal to drive on sidewalk downtown, certain areas.
- **Denver**
  - During pilot project phase, Park ranger was stationed on the trail not just to catch speeders, but to observe and tell people about the new rules  
(David Sachs, 2019) and interview
- **Raleigh**
  - Recently created a greenway unit of 6 sworn officers and a sergeant . (Source : interview)
- **Minneapolis:**
  - Ordinance 2018-015: definition of bicycle, frame # required, impounding authorization, sales of impounded bikes, riding on sidewalks, bicycle events, public liability insurance, contractor or license required, and enforcement.
  - Try to put enforcement on vendors.
  - Measures to identify who is responsible for things like vandalism and abandoned bikes with traceable accounts and GPS.
  - Outreach via educational campaign for trail rules and social media posts to raise awareness.
  - 311 has entire category for shared mobility

## Draft Considerations from Peer City Reviews

### One year pilot study of Ebikes on Greenways

- Parks to determine which greenway(s)
- Conducted by consultant
- Data collection
  - Who
  - What
  - When
  - Why
  - How
  - Speed
- In-person intercepts to gather data on user conflicts and incident reports
- All electric bikes should have sticker that labels class (currently required by state law).
- Educational campaign-safety, etiquette, trash, dogs, call out, ears open, yield right of way to pedestrians, move over, 'slow and say hello'-type slogan, etc.
- Traffic calming recommendations –striping, signage, landscaping, trail separation, etc
- Licensing –owner identification?
- Plan for expansion
  - Future uses
  - Size limits
  - Courier uses
- Other?

### Commercial Fleet Management

- Vendor contracts through competitive bid process-managed by Parks Department and NDOT?
- Parks Department creates rules and manages fleets on greenways and in parks?
- Partner with NDOT in the future when street-based biking infrastructure is built?
- Mixed fleet –pedal and ebike to meet percentages from community input –50/50?
- Reduced fees in lower income areas?
- Different payment methods –annual memberships, pay monthly option, etc.?
- Docked fleets only?
- Dockless ebikes should continue to be geofenced off the greenways?
- Ebike fleets restricted assist to max. 15mph; restrict to lower speed during high volume hours (determined as part of pilot)?
- Other?

### Rule enforcement

- Codify Speed limit?
- Codify which class of e-bikes are permitted on greenways? Both private and fleet?
- Dedicated trail officers?
- Cameras?
- Rules for couriers and delivery services?
- Restrictions on size of bikes and passenger capacity?
- Other?

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# Appendix

## Studies about Electric Bicycles

August 21, 2021

Doug Terry, VUMC

### Doug's Takeaways

- Injuries to head and extremities common are in both conventional bikes and electric bikes.
- Overall injury severity is low in both groups.
- Compared to conventional bikes, electric bikes (ebikes or EB) have
  - Slightly higher injury severity / comorbidities, and more likely to need treatment at Emergency Dept.
  - When a head injury occurs, it's more likely to be a mod-severe TBI in ebikers compared to conventional. However, overall TBI rates are likely the same. Wearing a helmet drastically reduces TBI risk.
  - Certain injury types more common, like pelvic injuries, more common in ebikes.
  - Also more common to have an accident when mounting/dismounting ebike and on curves.
- Ebike injuries look more like conventional bike injuries than motorcycle injuries.
- Related to following the rules of the road - riders of e-bike behave very similarly to riders of bicycles. Violation rates were very high for both vehicles. Riders of regular bicycles and e-bikes both ride wrong-way on 45% and 44% of segments, respectively. We find that average on-road speeds of e-bike riders (13.3 kph) were higher than regular bicyclists (10.4 kph) but shared use path (greenway) speeds of e-bike riders (11.0 kph) were lower than regular bicyclists (12.6 kph). At stop control intersections, both bicycle and e-bike riders violate the stop signs at the similar rate with bicycles violating stop signs at a slightly higher rate at low speed thresholds (80% violations at 6 kph, 40% violations at 11 kph). Bicycles and e-bikes violate traffic signals at similar rates (70% violation rate).



## Capua et al. (2019) from Israel

### A Comparison of Manual versus Electric Bicycle Injuries Presenting to a Pediatric Emergency Department

- Analyzed all pediatric patients presenting to the ED with an injury related to E-bike or manual bicycle use.
- A total of 196 cyclist injuries presented to the ED; 85 related to E-bike use and 111 to manual bicycle riders. The mean age of E-bikers was 13.7 years (7.5–16 years) and of manual bicycle riders was 9.9 years (3–16 years).
- Injuries to the head and the extremities were common in both groups. E-bikers had significantly more intra-abdominal organ injury ( $P=0.047$ ).
- Injury severity scores were low overall, but injuries of higher severity ( $ISS>9$ ) only occurred among the E-bikers.
- Pediatric E-bike injuries tend to be more severe than those sustained during manual bicycle riding.

## Sporri et al. 2021 - Switzerland

### Comparison of Injury Patterns between Electric Bicycle, Bicycle and Motorcycle Accidents

- To test the hypothesis of whether accidents involving E-bikes bear more resemblance to motorcycle accidents than conventional bicyclists, this study evaluates the injury pattern and severity of E-bike injuries in direct comparison to injuries involving motorcycle and bicycle accidents.
- Analysis of 1796 patients who were treated at a Level I Trauma Center due to traffic accident, involving bicycles, E-bikes or motorcycles, were evaluated and compared with regard to injury patterns and injury severity.
- The following distribution was found in the individual groups: 67 E-bike, 1141 bicycle and 588 motorcycle accidents.
- The injury pattern of E-bikers resembled that of bicyclists much more than that of motorcyclists.
- The patients with E-bike accidents were almost 14 years older and had a higher incidence of moderate traumatic brain injuries than patients with bicycle accidents, in spite of the fact that E-bike riders were nearly twice as likely to wear a helmet as compared to bicycle riders.

- The rate of pelvic injuries in E-bike accidents was twice as high compared with bicycle accidents, whereas the rate of upper extremity injuries was higher following bicycle accidents.

### **Verbeek et al. – The Netherlands**

#### **E-bike and classic bicycle-related traumatic brain injuries presenting to the emergency department**

- Analyzed all patients with bicycle-related injuries attending the ED of a level 1 trauma centre. The primary outcomes were frequency and severity of TBI. The patient Injury Severity Score, surgical intervention, hospitalisation and 30-day mortality were secondary outcomes. Independent risk factors for TBI were identified with multiple logistic regression.
- **The frequency of TBI was not significantly different between the e-bike and classic bicycle group (respectively, n=56, 15% vs n=73, 16%; p=0.61).**
- After adjusting for age, gender, velocity, anticoagulation use and alcohol intoxication, the OR for TBI with an e-bike compared with classic bicycle was 0.90 (95% CI 0.56 to 1.45).
- Independent of type of bicycle, TBI was more likely if velocity was 26–45 km/hour, OR 8.14 (95% CI 2.36 to 28.08), the patient was highly alcohol intoxicated, OR 7.02 (95% CI 2.88 to 17.08) or used anticoagulants, OR 2.18 (95% CI 1.20 to 3.97).
- **TBI severity was similar in both groups (p=0.65): eight e-bike and seven classic bicycle accident victims had serious TBI.**

### **Verstappen et al. (2020) – The Netherlands**

#### **Bicycle-related injuries in the emergency department: a comparison between E-bikes and conventional bicycles: a prospective observational study**

- All patients  $\geq 16$  years who presented at the ED with an e-bike or conventional bicycle accident were eligible for inclusion. Primary outcomes were mechanisms and severity of injury. Injury severity was defined by the abbreviated injury score and the injury severity score (ISS).
- Charlson comorbidity index was higher in e-bikers (3.1 vs. 1.2,  $P < 0.001$ ). Mechanism of injury and ISS did not differ between the groups (median ISS 4.0), even though two e-bikers were severely injured (ISS  $\geq 16$ ). Except for a higher rate of thoracic trauma and soft-skin injuries in e-bikers, no differences were found in the mechanism or severity of injury between e-bike and CB accidents.

- Alcohol was consumed twice as frequently in conventional bike-related injuries (40% vs. 19.2%,  $P < 0.01$ ). An additional finding was that 20–40% of all injured people had consumed alcohol.
- Need for surgery slightly higher in convention bike group.

### **Langford et al. (2015) – Knoxville TN**

#### **Risky riding: Naturalistic methods comparing safety behavior from conventional bicycle riders and electric bike riders**

- This work describes the results of a naturalistic GPS-based safety study between regular bicycle (i.e., standard bicycle) and e-bike riders in the context of a unique bikesharing system that allows comparisons between instrumented bike technologies.
- We focus on rider safety behavior under four situations: (1) riding in the correct direction on directional roadway segments, (2) speed on on-road and shared use paths, (3) stopping behavior at stop-controlled intersections, and (4) stopping behavior at signalized intersections.
- We find that, with few exceptions, riders of e-bike behave very similarly to riders of bicycles. Violation rates were very high for both vehicles. Riders of regular bicycles and e-bikes both ride wrong-way on 45% and 44% of segments, respectively. We find that average on-road speeds of e-bike riders (13.3 kph) were higher than regular bicyclists (10.4 kph) but shared use path (greenway) speeds of e-bike riders (11.0 kph) were lower than regular bicyclists (12.6 kph). At stop control intersections, both bicycle and e-bike riders violate the stop signs at the similar rate with bicycles violating stop signs at a slightly higher rate at low speed thresholds (80% violations at 6 kph, 40% violations at 11 kph). Bicycles and e-bikes violate traffic signals at similar rates (70% violation rate).
- These findings suggest that, among the same population of users, e-bike riders exhibit nearly identical safety behavior as regular bike riders and should be regulated in similar ways.

### **Schepers et al. (2014) – The Netherlands**

#### **The safety of electrically assisted bicycles compared to classic bicycles**

- Crashes with electric bikes (EBs) are more often single-bicycle crashes while (dis)mounting and occur more often in curves and while overtaking.
- The significant OR of 1.92 for EBs suggests that, after controlling for gender, age and the amount of bicycle use, EB users are more at risk of having a crash for which treatment at an ED is needed than CB users.

- Women less likely to crash. People who infrequently use bikes are more likely to crash. Older hospitalized more than younger following a crash.

### **Baschera et al. (2019) – Switzerland**

#### **Comparison of the Incidence and Severity of Traumatic Brain Injury Caused by Electrical Bicycle and Bicycle Accidents—A Retrospective Cohort Study From a Swiss Level I Trauma Center**

- compared the incidence and severity of TBI in E-bikers and conventional bicyclists. included patients at a Swiss level 1 trauma center.
- primary outcome = the association between TBI and the bicycle type. The secondary outcome was the association between helmet use and TBI severity.
- Of 557 patients injured riding an E-bike or a bicycle, 60% sustained a TBI, most of which were mild (E-bike, 78%; bicycle, 88%). TBI was more often moderate or severe E-bikers than in bicyclists (P [ 0.04). Intracranial hemorrhage, traumatic subarachnoid hemorrhage, and subdural hematoma occurred significantly more often in E-bikers than in bicyclists (P < 0.05). Neurosurgical intervention was necessary for 5 E-bikers (7%) and 25 (5%) bicyclists (P [ 0.15).
- Wearing a helmet correlated with a lower risk of neurosurgical intervention in bicyclists (OR=0.21; P=0.01) and a lower risk of calvarial fractures in both bicyclists (OR, 0.16; P < 0.01) and E-bikers (OR, 0.21; P=0.03).

### **Tenenbaum et al. (2017) from Israel**

#### **Orthopaedic injuries among electric bicycle users**

- Out of 549 total e-bike related hospitalizations, 360 (65%) patients sustained orthopaedic injuries, out of them 230 (63.8%) sustained limb/pelvis/spine fractures. Lower extremity fractures were more prevalent than upper extremity fractures (p < 0.001). The tibia was the most fractured bone (19.2%).
- Patients over the age of 50 years were at the highest risk for spine (20. 5%, p=0.0001), pelvis (15.9%, p=0.0001) and femoral neck (15.9%, p = 0.0172) fractures relative to other age groups.
- Approximately 42% of patients sustained associated injuries, with head/neck/face injuries being the most prevalent (30.3%). followed by chest (11.9%) and abdominal injury (13.3%).

- A collision between E-bike and a motorized vehicle was the mechanism of injury in 35% of cases. In this mechanism of injury, patients had 1.7 times the risk for associated injuries ( $p < 0.0001$ ) and the risk for major trauma (ISS score  $>15$ ) was more than the double ( $p = 0.03$ ).
- One third of patients with orthopaedic injuries required treatment in the operating room.
- Treatment varied depending on the type of fracture.

Southern Environmental Law Center  
**Review of Ebike Litigation and Legislation**

QUESTION PRESENTED

What are the most prevalent issues regarding recent litigation and legislation involving electric bicycles?

BRIEF ANSWER

Because much litigation regarding electric bicycles is likely taking place in trial courts over personal injury issues, it is difficult to discern via Westlaw database searches the most prominent practical issues arising out of the increasing prevalence of electric bicycles. However, one can look to both state legislation and a few federal civil cases to discern that many environmental groups are worried about danger to trail pedestrians, bikers, and equestrians, potential wildlife disturbance, and trail erosion or damage.

**I. State and Local E-bike Legislation**

A. Survey of state e-bike legislation

State and local legislation is trending toward widespread acceptance of electric bicycles on streets, trails, and greenways. The District of Columbia (D.C.) and 44 other states statutorily define electric bicycles (e-bikes).<sup>1</sup> Twenty-six states (Arizona, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Idaho, Illinois, Indiana, Louisiana, Maine, Maryland, Michigan, New Hampshire, New

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<sup>1</sup> State Electric Bicycle Laws | A Legislative Primer (2021). Available at <https://www.ncsl.org/research/transportation/state-electric-bicycle-laws-a-legislative-primer.aspx>.

York, Ohio, Oklahoma, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, Wisconsin and Wyoming) have created a three-tiered e-bike classification system intended to differentiate between models with varying speed capabilities. Id. These states have almost identical defining language for e-bikes, as well as similar safety and operation requirements. Id. At least 25 states and D.C. have some sort of helmet requirement for e-bike riders and passengers. Id. Of the 43 states and D.C. that define e-bikes, some state laws, such as in Arizona, Minnesota, Utah and Washington, specifically allow e-bike operation on facilities such as bicycle paths or greenways, although many carve out exceptions for localities to enact stricter operation regulations on such bike and pedestrian facilities. Id. These carveouts for local control represent the best way for community organizations to pressure local governments to create mindful and effective e-bike legislation.

## II. Federal Legislation and Litigation

### A. National Parks Service

On August 29, 2019, the Secretary of the Interior signed Secretarial Order 3376 entitled “Increasing Recreational Opportunities through the Use of Electric Bikes” to address the use of e-bikes on lands managed by the United States Department of the Interior.<sup>2</sup> Under the order, essentially, e-bikes were to be treated in the same manner as traditional, non-electric bicycles. Id. The next day, Deputy NPS Director Daniel P. Smith issued a policy memorandum (the Smith Memo), addressing the use of e-bikes on NPS lands.<sup>3</sup> Over a year later, on November 2, 2020, after undergoing notice and comment pursuant to the APA, the NPS published in the Federal Register its final e-bikes rule, and it

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<sup>2</sup> Order No. 3376 (2019). Available at [https://www.doi.gov/sites/doi.gov/files/elips/documents/so\\_3376\\_-\\_increasing\\_recreational\\_opportunities\\_through\\_the\\_use\\_of\\_electric\\_bikes\\_-508\\_0.pdf](https://www.doi.gov/sites/doi.gov/files/elips/documents/so_3376_-_increasing_recreational_opportunities_through_the_use_of_electric_bikes_-508_0.pdf).

<sup>3</sup> Pub. Emps. for Env't Resp. v. Nat'l Park Serv., No. CV 19-3629 (RC), 2021 WL 1198047 at \*2 (D.D.C. Mar. 30, 2021).

went into effect on December 2, 2020. Id. The Final Rule amended NPS Regulation 36 C.F.R. § 1.4 to add a new category of “electric bicycle” and exclude e-bikes from the definition of “motor vehicles,” while the Smith Memo only changed its interpretation of NPS's existing regulations to conclude that e-bikes do not fall into the category of “motor vehicles.” Id.

On June 30, 2021, the NPS released an order clarifying that the original policy memorandum has been replaced with the Final Rule.<sup>4</sup> This order also reminds superintendents that they have the discretion to allow or ban e-bikes and directs superintendents of park units that allowed e-bikes on trails under the rescinded e-bike policy to reconsider that decision under the new e-bike regulation. Id. at 1. It goes on to say that the NPS is working with the Department of Transportation Volpe Center to review e-bike use and "potential resource and visitor impacts. Superintendents should apply relevant information to the specific conditions at their park to inform their decision regarding e-bike use on trails and administrative roads....." Id. at 3.

B. Public Employees for Environmental Responsibility v. National Park Service

On December 5, 2019, a group of non-profit environmental organizations and interested individuals brought action against the National Park Service (NPS), the United States Department of the Interior, the Director of the National Park Service, and the Secretary of the Interior, challenging the NPS' policy memorandum under the Administrative Procedure Act (APA), 5 U.S.C. §§ 701–06 (2012), and various other statutes.<sup>5</sup> In their complaint, the various plaintiffs alleged that e-bikes exacerbate an existing safety issue for slow visitors on foot or horseback, carry a higher risk of collision and disturbance

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<sup>4</sup> Reviewing Electric Bicycle Use on Trails and Administrative Roads under the EBike Regulation (2021). Available at [https://www.peer.org/wp-content/uploads/2021/07/7\\_1\\_21\\_Reviewing\\_E-bikes\\_Use\\_Memo.pdf?eType=EmailBlastContent&eId=6151591e-9209-437c-a83a-a0dfac105877](https://www.peer.org/wp-content/uploads/2021/07/7_1_21_Reviewing_E-bikes_Use_Memo.pdf?eType=EmailBlastContent&eId=6151591e-9209-437c-a83a-a0dfac105877).

<sup>5</sup> Pub. Emps. for Env't Resp. v. Nat'l Park Serv., No. CV 19-3629 (RC), 2021 WL 1198047 (D.D.C. Mar. 30, 2021).



than traditional bikes, and cause more harm to wildlife due to their noise and speed, thus reducing the enjoyment of parks and trails. Id. While the case was pending, the NPS promulgated its Final Rule on e-bikes which supersedes the policy memorandum that was the focus of the plaintiffs' original complaint. Id. The litigation is still ongoing, and the legal challenges raised center around the APA, National Environmental Policy Act (NEPA), and the Federal Vacancies and Reform Act (FVRA). Id. This case is not extremely helpful to answering the question at hand, but it does present an interesting example of how e-bikes and e-bike legislation are becoming increasingly accepted and prevalent at the federal level.

C. Back Country Horsemen of America et al v. U.S. Forest Service

Another case regarding e-bike use on park trails was recently settled in California. On October 23, 2019, multiple community groups, including the Back Country Horsemen of America, the Backcountry Horsemen of California, Gold Country Trails Council, The Wilderness Society and The Forest Issues Group, filed suit against the Forest Service to challenge Forest Service's decision to allow e-bikes to operate on non-motorized trails in the Tahoe National Forest.<sup>6</sup> Prior to the decision, e-bike use was not allowed on NFS roads and trails unless they are designated for motor vehicle use. Id.

The case was settled out of court in spring of 2020. Id. As a part of the agreement, the Tahoe National Forest removed wording from its website that was added last July that extended access on trails classified as non-motorized to pedal-assist e-bikes and replaced it with language saying that e-bike use is not currently allowed on National Forest land that is closed to motorized use.<sup>7</sup> The site now reads

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<sup>6</sup> BCHA, BCH California and Others File Litigation Challenging Tahoe National Forest's Approval of Motorized Electric Bikes on Non-motorized Trails (2019). Available at <https://www.bcha.org/blog/2019/10/23/california-groups-sue-to-keep-motorized-electric-bikes-off-non-motorized-trails-in-tahoe-national-forest/>.

<sup>7</sup> E-bike Use on the Tahoe NF (2019). Available at <https://www.fs.usda.gov/detail/tahoe/recreation/?cid=FSEPRD719803>.

that “E-bike use is currently not allowed on NFS roads and trails unless they are designated for motor vehicle use. Id. E-bike use in the Tahoe National Forest is currently allowed only on NFS roads, on NFS trails, and in areas on NFS lands that are designated for motor vehicle use, as reflected on a motor vehicle use map.” Id. This year, the Tahoe National Forest has finalized the environmental analysis for the “East Zone Connectivity Project” and has made the decision to allow Class-1, pedal assisted e-Bikes on an additional 35 miles of National Forest System trails. Id. Another analysis project is underway in the Forest Service’s Tahoe Basin Management Unit and has so far received more than 500 comments in response to the proposal, both for and against expanding e-bike access.<sup>8</sup> The proposal would open 87 miles of the Tahoe Basin’s 375 miles of non-motorized trails to Class 1 e-bikes. The plan also calls for opening another 23 miles of new trails that would be e-bike accessible. Id.

#### CONCLUSION

There is not currently enough available litigation to make a comprehensive survey of litigated issues regarding electric bicycles. However, the ongoing litigation against federal agencies by community groups outlined in this memo present an interesting example of legal challenges mounted against e-bikes.

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<sup>8</sup> Basin Wide Trails Analysis Project (2021). Available at <https://www.fs.usda.gov/project/?project=54566>.

## Metropolitan Nashville and Davidson County, TN Legislation Text RS2021-1101

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A resolution calling for the Nashville Department of Transportation and Multimodal Infrastructure, the Greenways and Open Space Commission, and the Metro Legal Department to solicit community input and gather data from other cities regarding the authorization of electric bicycles on Metro greenways and to request a moratorium on any Council legislation related to electric bicycles on greenways until the community input and data can be collected. WHEREAS, the Greenways Commission was established in 1994 under Mayor Phil Bredesen with a goal of learning from other cities with successful greenway systems about how Nashville could expand our Parks System with linear parks connecting open spaces even as development was beginning to accelerate, and in 1995 the first greenway was built along the Harpeth River, followed by greenways at Shelby Bottoms, along the Stones River, and now Nashville has nearly 100 miles of greenways including two bridges used exclusively by pedestrians and cyclists over the Cumberland River; and WHEREAS, Greenways are tremendously popular with Nashvillians and visitors of diverse backgrounds, ages, and athletic abilities, and were a major source of recreation, solace, and exercise during the past year of the restrictions due to the pandemic, and have been used by thousands of people every year since their creations; and WHEREAS, Greenways offer mobility options for both recreation and commuting for both pedestrians and cyclists, which is an important piece of Nashville's multi-modal transportation plan; and WHEREAS, Metro Park rules currently prohibit the use of motorized vehicles on Nashville Greenways and restrict speed of bicycles to 15 miles per hour, which is important for the safety and enjoyment of pedestrians on the Greenways; and WHEREAS, there has been an increase in the number of electric assist bicycles (e-bikes) in Nashville including on Nashville Greenways, and there are different classes of e-bikes that distinguish between whether the bikes have pedals and what maximum speed they are capable of attaining with electric assist; and WHEREAS, state law contains specific provisions making clear that electric bicycles and any person operating an electric bicycle are not subject to any requirements or laws applicable to motor vehicles in Tennessee, and state law also contains provisions that apply to e-bikes on paths and trails where bicycles are authorized to travel. The Metropolitan Department of Law has advised that the current Metro Parks rules prohibiting motorized vehicles do not effectively prohibit e-bikes on greenways in Nashville; and WHEREAS, it is the desire of Metro Parks, the Greenways Commission, and the Metro Council along with community partners to ensure that all users of the Greenways have a safe experience on the Greenways and to take into consideration that there is an existing e-bike community in Nashville that has been riding on the Greenways; and WHEREAS, the Framework for Considering Motorized Use on Nonmotorized Trails and Pedestrian Walkways under 23 U.S.C Section 217 spells out a process for decision making that includes community engagement, safety considerations, planning requirements, environmental considerations, initial trial periods, and monitoring; and WHEREAS, with the understanding that e-bikes are being ridden on Greenways now and that more e-bikes will be in Nashville in the future including shared use fleets of e-bikes, it would be beneficial to follow a similar framework as Nashville adapts to the emergence of new technologies like e-bikes, and time is needed to implement the steps and make thoughtful, informed decisions about how best to use our Greenways and about whether it is appropriate to limit the use of e-bikes in Metro Parks as permitted under existing state law.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That the Metropolitan Council hereby goes on record as requesting the Nashville Department of Transportation and Multimodal Infrastructure (NDOT), the Greenways and Open Space Commission

of the Metropolitan Board of Parks and Recreation, and the Metro Legal Department to solicit input from the community regarding the use of electric assist bicycles (e-bikes) on greenways of the Metropolitan Government. Further, the Council requests that NDOT, the Greenways and Open Space Commission, and the Metro Legal Department gather and review data from peer cities related to e-bikes on greenways to determine whether it would be appropriate to consider regulations more restrictive than current state law. NDOT, the Greenways and Open Space Commission, and the Metro Legal Department should further work with organizations including Walk Bike Nashville and Greenways for Nashville when soliciting community input and gathering peer city data and other information relevant to this process. This community engagement and information gathering process should be completed by January 1, 2022.

Section 2. That the Metropolitan Council further goes on record as requesting a moratorium on consideration of any legislation related to e-bikes on Metro greenways until the community engagement and peer city review conducted by NDOT and the Greenways and Open Space Commission is completed. The Council will refrain from filing any legislation to impose regulations on e-bikes that is more restrictive than current state law until this work is completed.

Section 3. This Resolution shall take effect from and after its adoption, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

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