

[REDACTED]

Subject: Public Hearing Comments

Date: Wednesday, August 5, 2026 at 7:24:09 PM Eastern Daylight Time

From: DoNotReply@delaware.gov

To: HearingComments, DNREC (MailBox Resources), [REDACTED]

Comments on Docket #2025-R-P-0017 - State Parks Regulations

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Comments:

I believe the notice of this public hearing is not sufficient to put the public on notice of DNREC's the proposed changes to its own current regulations restricting the use of all e-bikes on all trails. The notice says "One of the most notable proposals would restrict the use of Class 3 e-bikes in Delaware State Parks. The change is intended to address concerns about the speeds at which some riders are traveling on park trails, shared-use paths, and sidewalks. Class 3 e-bikes can reach speeds of up to 28 mph, and the proposed restriction is intended to improve safety for all park visitors." The DREC public notice is insufficient and not valid because it is misleading. The notice says the proposal would restrict the use of Class 3 emails, when in fact all classes of e-bike are currently restricted, including Class 3 e-bikes. The current DNREC regulation is highlighted below, and this last sentence is what DNREC proposes eliminating (without proper notice) 12.1.1 Bicycling is permitted only on roadways designated for public use, designated and signed bike paths and multiple-use trails designated and signed for such that use. Bicycles with electric motors are prohibited on all trails except with written permission from the Director. DNREC proposes adding the following regulation: 12.1.10 E-bikes are permitted to be used in the parks and upon designated bike paths so long as the e-bike is rated a Class 2 or lower. DNREC has provided no reasoning or support for this regulation change. DEREK has provided no support or reasoning for now allowing e-bikes which can go 20 mph on park trails such as unpaved trails like Gordons Pond and Breakwater Junction. Finally, DNREC has a representative on the DBC. DNREC is on notice that e-bikes have been the subject of several meetings and two letters from DBC to DelDOT. DNREC should have discussed its proposed elimination of its own regulations restricting e-bikes with the DBC before unilaterally publicly proposing such changes to its own regulations. In sum, I strongly oppose DNREC's proposed elimination of its own regulations restricting e-bikes on trails, and now allowing Class 1 and Class 2 e-bikes (which can go 20 mph without pedaling) on our trails.