MEMO

To: **NOVA Parks Board of Directors**

Through: **Justin M. Wilson, Executive Director**

From: **Kevin Casalenuovo, Park Operations Superintendent**
Ryan Corder, Park Manager

Date: **November 18, 2026**

Re: **Revisions to W&OD Park Regulations (Supplemental)**

Recommendation: Adopt proposed amendments to the W&OD Park Regulations (§ 2.1 through § 2.6), with consideration of amendments to be responsive to the input received since advertisement.

Authorize the Executive Director to execute updated Memoranda of Understanding with participating local law enforcement agencies to clarify and empower patrol and enforcement operations along W&OD Park.

Strategic Plan Alignment: N/A

Financial Impact: N/A

Discussion:

Last week, the Board received our proposed W&OD Park Regulations for consideration on Thursday. As promised, we have included additional input below that we have received on the proposal since delivery of the agenda.

The input has continued to focus on concerns relating to the prohibition against Class 3 E-Bikes. Concerns have also been voiced against the requirement to obey signage and the potential for selective enforcement of the entirety of the regulation.

While we continue to recommend approval of the amendments as proposed, we do want to provide a few alternatives for consideration by the Board should it wish to be responsive to some of the concerns raised. If individual Board members wish to consider these amendments, this item should be removed from the Admin Items agenda for discussion and action.

Alternative Amendment 1: Remove 2.6.1 "Class 3 Electric Power Assisted Bicycle" from the proposed regulation.

City of Alexandria
Sean Kumar
Scott Price

Arlington County
Paul Ferguson
Michael A. Nardolilli

Fairfax County
Patricia Harrison
Stella Koch

City of Fairfax
Mark Chandler
Douglas Stewart

City of Falls Church
Paul Baldino
David Gustafson

Loudoun County
James Bonfils
Eric Woodall

A Class 3 Electric Power Assisted Bicycle is capable of achieving a top speed of 28 MPH. We continue to believe that such a speed is inconsistent with the mix of uses that we have on the W&OD.

However, given the input we have received from Electric Power Assisted Bicycle riders, expressing concerns regarding the potential confusion and selective enforcement that may occur by banning these devices, the Board could defer banning these devices while retaining the remainder of the proposed regulation. If the Board chooses this approach, we would suggest revisiting Electric Power Assisted Bicycle regulation next year, assuming there will be General Assembly action in the upcoming session that may clarify the issue.

Alternative Amendment 2: Revise 2.6.3 to read: "motorized Vehicles without pedals other than scooters or skateboards capable of speeds no more than 20 miles per hour"

As reflected in the input received, this amendment would clarify that those scooters and skateboards that are allowed on the W&OD must not be capable of exceeding a reasonable speed.

Alternative Amendment 3: The addition of section 2.7 entitled "Exceptions," to read: "Section 2.6 does not apply to (i) motorized wheelchairs and other power-driven mobility devices used by persons with mobility disabilities or (ii) vehicles operated by law enforcement or emergency services in the course of their duties."

As reflected in the input received, this amendment would clarify that these regulations would not impact mobility devices and essential public services.

Alternative Amendment 4: Revise 2.1 to reflect a later closing time (currently proposed as 9 PM)

While this has not been the subject of public input, we did receive a Board inquiry relating to this provision. Staff would have no objection if the closing time was extended until 10 PM.

Public Input:

Here is the input received since the delivery of the agenda last week:

Chris Budny

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. I appreciate attempts to bring clarity to trail usage and to rein in problematic user behavior via updated regulations. But I am convinced that NOVA Parks misses the mark with a proposed ban on Class 3 e-bikes, and language around obeying all signage uniformly. As a long-time walker and cyclist on the trail, with one of my 2 bikes being a Class 3, I do not believe this approach addresses the core issues of reckless behaviors and speeding (which in point of fact, can and does happen today on almost ANY conceivable wheeled device in use; not just Class 3 ebikes!) The reality of enforcing such ban will also be highly problematic and thus ultimately, ineffectual, inaccurate, and highly biased.
In my own experience, I don't take my ebike to its maximum assist for speed on the trail - nor even in bike lanes of roadways (and my bike has no self-propelled option to ride like a moped.) The closest I get

to full assist is tackling the massive uphill at Rosslyn - and then I am still 30% below max assist. I use a review mirror, a fantastically loud bell, and I call out my passes verbally ahead of time. I've commuted to work, accumulating thousands of miles this way, taking a car off the streets, and eliminating my car's pollution on every commute (while greatly improving my fitness in the process, as the ebike enabled me to get "into cycling" after decades of little-to-no exercise.) The worst behaviors I have encountered as a frequent trail user, are in fact almost entirely from hyperscooters, moped-like fat-tire e-dirt-bikes, and riders and walkers wearing over-ear headphones (oblivious to anything behind them)... Even occasionally, a manual-pedal-bike, the rider flying past me in full forward-lunge race-training mode, as I bike on average at 12-15mph.
Class 1, 2, and 3 e-bikes are legal in Virginia. Lumping legal Class 3 e-bikes with the unregulated, higher-speed e-motos, nearly-moped e-dirt-bikes, and hyperscooters, NOVA Parks is effectively acting to criminalize trail use by a wide range of its bicyclists (myself included) - spanning from daily long distance commuters, to leisure riders, to older riders needing a boost on hills, to parents with cargo bikes hauling their kids to school. Under the proposed regulation, riding a legal but trail-prohibited Class 3 on the W&OD even at a safe and appropriate speeds could lead to a citation. This is a flawed approach, and even the removal of every Class 3 bike in the state will not stop the reckless speeding and other poor behaviors of users on all the other types of vehicles currently using the trail; so many of which easily match or exceed the maximum assisted speed of a Class 3.
Similarly, the proposal creates confusion at intersections with a regulation requiring bicyclists to obey all stop signs. Virginia law says bicyclists have the same rights as pedestrians at a trail crosswalk, i.e. they may cross whenever clear to do so, they do not have to come to a complete stop; the crossing vehicle traffic that must stop/yield. But under the proposed regulation, rolling through a trail stop signeven when no cars are present, or cars have stopped and drivers waved you oncould lead to a citation. These regulations as currently written make it too easy for local law enforcement to simply pull over riders for a suspicion of having the wrong kind of bike, or rolling through a crossingperhaps high visibility policing action, but utterly low impact towards the underlying problems -- vs. encouraging and empowering action on the truly problematic, reckless, and unsafe behaviors on the trail.
The proposed regulations wont stem the tide of complaints because they arent addressing those root causes. But they will surely generate new complaints from bicyclists! As such, I urge that the Board refrain from prohibiting Class 3 Electric Power Assisted Bicycles (Section 2.6.1) and eliminate the proposed language about obeying all signage (Section 2.4). Additionally and more constructively, I strongly encourage the Board to direct NOVA Parks staff to convene a community stakeholder group to study and more collaboratively discuss trail safety, regulation, solutions and effective enforcement.
Respectfully,
Chris Budny

CJ Tombras

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.
The overly broad blanket prohibition on certain device types is well-intentioned but flawed. Class 1, 2, and 3 e-bikes are legal in Virginia. By lumping together legal Class 3 e-bikes with unregulated, higher-speed e-motos and hyperscooters, NOVA Parks is effectively criminalizing trail use by a wide range of its

bicyclists, from daily long distance commuters to older recreational riders needing a boost on the hills to parents cargo biking their kids to school. Under the proposed regulation, riding a legal but prohibited Class 3 on the W&OD under this new regulatory regimeeven at a safe and appropriate speed could lead to a citation.
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Steve Krehbiel

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Steve Krehbiel

Jason Haserodt

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Respectfully,
Jason Haserodt

Megan Jones

Dear NOVA Parks Board Members, I'm writing to express my concern about the proposed ban on Class 3 e-bikes on the W&OD Trail. I've lived in Arlington since 1997, ridden the W&OD more miles than I can count, served on Arlington's Bicycle Advisory Committee since 2009, and been involved in advocacy efforts to get more women and underrepresented groups on bicycles. I care deeply about making cycling

safe, accessible, and welcoming to everyone. I ride both traditional bicycles and a Cannondale Synapse Neo Allroad 2, a Class 3 pedal-assist bike. I've had four Achilles surgeries, and my e-bike has helped me continue riding and supporting youth through Phoenix Bikes. I ride with and coach young cyclists, supervise them on the trail, transport equipment, and teach them proper trail etiquette. Under the proposed regulation, I wouldn't be allowed to do any of that on my Cannondale on the W&OD. I wonder if there's a misunderstanding about what a Class 3 e-bike actually is. My Cannondale requires me to pedal, and the motor stops providing assistance at 28 mph. That doesn't mean I'm riding at 28 mph. It's not an e-moto or an electric motorcycle, and I think it's important to distinguish between these very different types of vehicles. I can reach 30 mph on my regular, non-electric bicycle. Does that make it more dangerous than my e-bike? Of course not. It's how someone rides that matters, not what they're riding. There's also the practical question of enforcement. My Synapse looks and functions much like a conventional gravel bike. How would someone enforcing this regulation distinguish it from a Class 1 e-bike without inspecting its specifications or classification label? A rider behaving dangerously on a traditional bicycle would still be permitted on the trail, while I could be prohibited simply because of my bicycle's classification, even if I'm riding responsibly at 12 mph. I completely understand the concerns about speeding, unsafe passing, and reckless behavior on the W&OD. I've seen those problems myself, and I support efforts to address them. But the proposed regulation already includes provisions against reckless riding. Why not focus on enforcing those rules rather than banning bicycles based on their motor assistance capabilities? After years of working to make cycling more accessible, it's frustrating to see a proposal that could take away opportunities from people who benefit from pedal assistance. In my case, that includes being able to support young riders and teach them how to safely share the trail. Isn't that exactly the kind of behavior we want to encourage? I'm also concerned about the proposed restrictions at trail crossings and the potential criminal penalties for common riding behaviors. These changes deserve more discussion and input from the people who regularly use the trail. I urge NOVA Parks to reconsider the Class 3 ban, make a clear distinction between pedal-assist bicycles and e-motos, and focus on unsafe behavior rather than the type of bicycle someone rides. Please take more time to engage with the cycling community before adopting these regulations. Thank you for your consideration.

Elizabeth Kiker

Dear NOVA Parks Board members and staff,

I am writing to comment on proposed regulations on use of the W&OD Trail. I am the executive director for the Washington Area Bicyclist Association. I have worked in biking for 20+ years. We always say we represent bicyclists who are age 8 to age 80, but we never actually did.

But MY GOODNESS. e-Bikes mean we DO. E-Bikes allow EVERYONE to be on their bike and EVERYONE to enjoy the trails. E-Motos are another, scarier, situation, entirely. The need to be regulated strongly, but not by banning e-bikes.

NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased. The overly broad blanket prohibition on certain device types is well-intentioned but flawed. Class 1, 2, and 3 e-bikes are legal in Virginia.

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Respectfully,
Elizabeth Kiker

Colin Reddig

Dear NOVA Parks, I am writing to comment on proposed regulations on use of the W&OD Trail. I personally use the trail for both recreation and sustainable transportation on my (slow) foot-powered bicycle, and I have concerns about the proposed prohibition of class 3 e-bikes. I often seen individuals riding (likely) unlicensed e-motos recklessly on both streets, trails, and busier roads. However, I am opposed to two key aspects of the proposed chahges. I truly appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased. I believe that it's important to draw a distinction between LEGAL Class 3 e-bikes and ILLEGAL e-motos, especially on our trails. NOVA Parks is ostracizing and criminalizing behavior by legal e-bike owners: from daily long distance commuters to older recreational riders needing a boost on the hills to parents cargo biking their kids to school. Under the proposed regulation, riding a legal but prohibited Class 3 on the W&OD under this new regulatory regimeeven at a safe and appropriate speed could lead to a citation. Likewise, NOVA Parks is creating confusion rather than clarity at intersections with its proposed regulation requiring bicyclists to obey all stop signs. Virginia law says bicyclists have the same rights as pedestrians at a trail crosswalk, i.e. they may cross when clear to do so, they do not have to come to a complete stop, and it is the crossing vehicle traffic that must stop/yield. But under the proposed regulation, rolling through a trail stop signeven if there are no cars or the cars have stopped and drivers waved you oncould lead to a citation. *Bicycle right-of-way through crossings has been shown repeatedly through various studies to reduce deaths*, because it reduces the amount of time a bicyclist is at potential risk of collision with a much larger vehicle. These regulations as currently written make it too easy for local law enforcement to simply pull riders over for behavior that is neither dangerous nor generating complaints. If the goal is to increase citations to cyclists that are riding safely, I believe this change will be effective. The proposed regulations wont stem the tide of complaints because they arent addressing the root causes. However, they will likely generate new complaints from people riding safely! I urge that the Board refrain from prohibiting Class 3 Electric Power Assisted Bicycles (Section 2.6.1) and eliminate the proposed language about obeying all signage (Section 2.4). Additionally and more constructively, I would encourage the Board to direct NOVA Parks staff to

convene a community stakeholder group to study and more collaboratively discuss trail safety, regulation, and effective enforcement.
Respectfully,
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Jason Rylander

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Respectfully,
Jason Rylander

Daniel Auerbach

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Respectfully,

Daniel Auerbach

Sheel Kumar

Dear NOVA Parks Board members and staff,

I own a Class 3 e-bike (with no throttle) and am a frequent rider on the W&OD trail. I'm concerned that this blanket ban of Class 3 e-bikes is abrupt, overarching, and will harm regular riders such as myself instead of addressing the core issues. Class 3 e-bikes are legal and have a regulated max-speed. They have allowed me, as someone with below average fitness, to be able to use the W&OD trail for commuting and for recreational purposes.

I obey all signage and ride safely without speeding. My concern is that prohibition on certain device types might be well-intentioned but will impact my daily life. Class 3 e-bikes are not the same as unregulated, higher-speed e-motos and hyperscooters. From my understanding, under the proposed regulation riding a legal but prohibited Class 3 on the W&OD at a safe and appropriate speed could lead to a citation.

Additionally, I'm confused with the proposed rules to require bicyclists to obey all stop signs. Virginia law says bicyclists have the same rights as pedestrians at a trail crosswalk, i.e. they may cross when clear to do so, they do not have to come to a complete stop, and it is the crossing vehicle traffic that must stop/yield. Is NOVA Parks attempting to override state and local laws? Will I get a citation for rolling through a trail stop sign even if no one else is there?

Or if a driver waved me on? In my opinion, we should be asking law enforcement to target truly problematic, reckless, and unsafe behavior. My worry is that the overarching rules will instead incentivize law enforcement from targeting those riding safely, but simply have a Class 3 e-bike or are safely crossing through an intersection. I recommend the Board refrain from prohibiting Class 3 Electric

Power Assisted Bicycles (Section 2.6.1) and eliminate the proposed language about obeying all signage (Section 2.4).
Additionally and more constructively, I would encourage the Board to direct NOVA Parks staff to convene a community stakeholder group to study and more collaboratively discuss trail safety, regulation, and effective enforcement.
Respectfully,
Sheel Kumar

Heather McMahon

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Heather McMahon

Dana Bres

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At the core, the Virginia statute is badly written and there will be little capacity to actually define a violation. Before NOVA Parks proceeds, you should solicit the relevant police agencies to articulate an enforcement rubric to demonstrate enforcement is actually possible. For example, what document contains a list of e-bike models by motor size? How will such a list be maintained?
A better strategy might be to engage with Virginia legislators to develop legislation that might actually make sense. I urge that the Board refrain from prohibiting Class 3 Electric Power Assisted Bicycles (Section 2.6.1) and eliminate the proposed language about obeying all signage (Section 2.4). Additionally and more constructively, I would encourage the Board to direct NOVA Parks staff to convene a community stakeholder group to study and more collaboratively discuss trail safety, regulation, and effective enforcement.
Respectfully,
Dana Bres

Steven Leutner

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.
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Sanjeev Rana

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Zachary Eichenberger

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Respectfully,
Zachary Eichenberger

John Lihach John Lihach

Dear NOVA Parks Board members and staff,
The only action this authority needs to take is simply post a speed limit. I've been using the WO&D year-round since 1987 and am profoundly aware that no speed limit is posted anywhere for anyone whatsoever. As a licensed USAC Cat. IV racer, my leg power can easily outpace anyone relying on a motor.
So, just do what DMV has been doing for the streets for 100+ years: post a speed limit.
Respectfully,
JOHN LIHACH

Andrew Stern

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. Ban class 3 e bikes. They suck
Respectfully,
Andrew Stern

Luis Uriarte

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Susan English

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Christiann Macauley

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Nick Shipp

Dear NOVA Parks Board members and staff,

I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. This first part is from me personally, then the stock text from the advocacy group follows. First of all, I fully understand and appreciate what the proposed regulations are designed to counter.

I've seen it all too, unlicensed and uninsured kids zipping down (and across) major roads on throttle e-bikes with no regard for or awareness of rules of the road. Adults on what look basically like motorcycles doing 30+ mph, silently, down shared pedestrian/bike paths, not announcing themselves when passing, etc. None of that is acceptable to me, and I would fully support regulations which tackle that sort of behavior. On the other hand, I own a class 3 e-bike as my commuter. 600W motor, top motorized speed of 28mph.

The only thing that would give it away visually as an e-bike is its somewhat thick frame. It has normal bike tires, I have a bicycle bell on it which I actually use, it has pedals which I actually use. In fact, when I ride on trails around here, I don't even turn on the motor. The only reason I even have the class-3 e-bike is for areas where there _is_ no trail and I'm forced onto a road, where cars are going 25-35mph.

I use my motor to get through those areas as quickly and safely as possible, to make it to the next trail entrance. Even there, this class of bike does _not_ just propel me to 28mph like those problem bikes we've all seen in the area. It only provides motorized assistance at a rate relative to how much power I'm putting down on the pedals. That means I have to be pedaling like an absolute madman to even get above about 24mph.

Then I get to the next trail and the motor goes back off, because the whole point for me is to get in some regular exercise. I don't think I'm part of the problem you're trying to address, but I do think I would be (in theory) negatively impacted. I'm not alone. Personally, if there are to be new regulations, I would favor redesigning the current regulations to be more universal.
The W&OD already theoretically restricts e-vehicle speeds and weight limits, it's just not enforced. So, first, why does that only apply to electric motors and not human power? I think most W&OD frequenters would agree that the cyclists who treat it like a race track and zip around corners, on the wrong side, at excessive speeds, are just as much of a problem as e-bike riders doing the same. The same rules should apply to everyone on the trail.
No excessive speed or reckless behavior, period. No over-weight vehicles, period. No need to think up some complex classification of vehicles, just address the actual problems. Second and finally, none of this matters if it isn't enforced.
That's the other big problem to address. I have _never_ seen police stopping or even watching bikes on the trail. Thanks for your time and consideration. Original text: While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage.
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Brian Daniel

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Gerritt Hansen

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encourage the Board to direct NOVA Parks staff to convene a community stakeholder group to study and more collaboratively discuss trail safety, regulation, and effective enforcement.
Respectfully,
Alex Mendelsohn

Charlene Mingus

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.
The overly broad blanket prohibition on certain device types is well-intentioned but flawed. Class 1, 2, and 3 e-bikes are legal in Virginia. By lumping together legal Class 3 e-bikes with unregulated, higher-speed e-motos and hyperscooters, NOVA Parks is effectively criminalizing trail use by a wide range of its bicyclists, from daily long distance commuters to older recreational riders needing a boost on the hills to parents cargo biking their kids to school. Under the proposed regulation, riding a legal but prohibited Class 3 on the W&OD under this new regulatory regimeeven at a safe and appropriate speed could lead to a citation.
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Respectfully,
Charlene Mingus

Weisbruch, Paul

Dear NOVA Parks Leadership, I am writing to express my strong concern and opposition to the proposed ban on Class 3 e-bikes on NOVA Parks trails. As a physician at Inova Health, I care for patients recovering from heart attacks, strokes, and numerous other medical conditions who are working hard to regain their health, strength, and independence. Many of these patients have shared with me what a godsend pedal-assist e-bikes have been in allowing them to return to exercise and enjoy our wonderful trail system. For them, the benefit of an e-bike is never speed, but accessibility. The pedal assistance provides the extra support needed to navigate the many hills along our trails and the ability to receive assistance when fatigue sets in. This allows individuals who might otherwise be unable to participate to

safely enjoy the physical, mental, and social benefits of cycling. To unilaterally take this opportunity away from them is inequitable and, frankly, runs counter to the very spirit of making our parks and trails accessible to everyone. If the concern is excessive speed and safety, then speed should be the issue addressed and consistently enforced, regardless of the type of bicycle. Our trails are already frequented by non-pedal-assist bicycles traveling at rapid or unsafe speeds, yet the proposed restriction singles out a category of e-bike rather than addressing the actual behavior that creates risk. Furthermore, Class 3 e-bikes represent a prominent segment of the bicycle market, and asking individuals, including those recovering from serious medical conditions, to now purchase an entirely new bicycle to comply with an arbitrary classification cutoff is an unreasonable financial burden. My patients are not seeking to go faster; they are seeking the assistance necessary to participate safely and equitably alongside everyone else. I strongly urge NOVA Parks to reconsider this proposal and pursue reasonable, enforceable speed and safety standards rather than a blanket ban that disproportionately disadvantages individuals with legitimate physical limitations. Our parks and trails should be places that expand access and opportunity, not create barriers for those who need a little extra assistance to enjoy them.
Sincerely,
Paul Weisbruch, MD (Disclaimer: The opinions expressed in this correspondence are solely my own and do not necessarily represent the views or positions of Inova Health)

Steven Otto

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.
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encourage the Board to direct NOVA Parks staff to convene a community stakeholder group to study and more collaboratively discuss trail safety, regulation, and effective enforcement.
Respectfully,
Steven Otto

Kevin Hollerbach

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.
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Respectfully,
Kevin Hollerbach

Chris Slatt

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. While I agree that action is needed to reign in problematic behavior on the trail, I am concerned that NOVA Parks is completely missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased. The overly broad blanket prohibition on certain device types is well-intentioned but flawed.

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Respectfully,
Chris Slatt

Jamie Piziali

Dear NOVA Parks Board members, I use the W&OD Trail regularly, and it matters a great deal to me and to many of my neighbors in Northern Virginia. I bike to work for my commute and rarely drive, using the trails for errands, to get to doctor's appointments and more. I'm writing about the proposed trail regulations. I support the goal of making trail rules clearer and addressing unsafe behavior. Two parts of the proposal, though, won't get there: the ban on Class 3 e-bikes and the requirement to obey all signage. Neither one directly targets the real problem, which is excessive speed - which could be enforced for all legal e-bikes without banning legal e-bikes. Both could also lead to enforcement that is inconsistent and does little good. On e-bikes: Virginia law allows Class 1, 2, and 3 e-bikes. The proposal puts legal Class 3 bikes in the same category as unregulated e-motos and hyperscooters, which are much faster. That would affect many ordinary riders, including long-distance commuters, older cyclists who need help on hills, and parents carrying children on cargo bikes. Someone riding a Class 3 bike at a safe, reasonable speed could still be ticketed simply because of the bike they own. On stop signs: Under Virginia law, a cyclist in a trail crosswalk has the same rights as a pedestrian. Cyclists can proceed when the crossing is clear and don't have to come to a full stop, and drivers must yield. The proposed rule conflicts with that. A rider who rolls through an empty crossing, or who goes after a driver has stopped and waved them across, could be cited. That makes the rules less clear, not more. In practice, both provisions invite easy stops for technical violations, like having the wrong bike or not putting a foot down, instead of focusing enforcement on genuinely reckless riding. That won't reduce the complaints NOVA Parks is hearing. It will probably create new ones. I respectfully ask the Board to: 1.Drop the proposed prohibition on Class 3 Electric Power Assisted Bicycles (Section 2.6.1). 2.Remove the new language requiring compliance with all signage (Section 2.4). 3.Direct staff to form a community stakeholder group to work through trail safety, regulation, and enforcement together. Thank you for considering these comments. Jamie Piziali City of Alexandria resident

Trevor Wagner

Dear NOVA Parks Board members and staff,

I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. Here is a personal story, followed by general feedback below. I have a class 3 e-bike with an 1150-watt motor.

It is only 1150-watt as the bike weighs 80 pounds. I commute into DC every day from Alexandria - no issues. My wife's same brand of e-bike is a class 2 with a 750-watt motor. Both bikes can go up to 28mph with pedal-assist, each capped at 20mph without pedaling.

Different motors, classes, but same possible top speed. In the spring I help coach lacrosse at a high school in Arlington. After practice or games, I then ride home to Alexandria on the O&D trail. Like every commute, I am safe, have no incidents and am courteous.

When it is safe, I am up to 28mph on the visible straight-aways. E-motos and gas-powered vehicles must be eliminated from all trails in the DC area. I would include any e-bike caught throttling (not pedaling) and exceeding 25pmh. There are some out there that can do it.

I see cyclists everyday on road bikes that go over 28mph, and they are clipped in and not able to stop or steer away from danger as I can on my bike. I see more side-by-side road bikers, and road bikes in groups traveling at excess speeds that cause more disruption than pedaling e-bikes. For a responsible e-biker on a class 3 safely going a speed, then the punishment is too much. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage.

Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased. The overly broad blanket prohibition on certain device types is well-intentioned but flawed. Class 1, 2, and 3 e-bikes are legal in Virginia. By lumping together legal Class 3 e-bikes with unregulated, higher-speed e-motos and hyperscooters, NOVA Parks is effectively criminalizing trail use by a wide range of its bicyclists, from daily long distance commuters to older recreational riders needing a boost on the hills to parents cargo biking their kids to school.

Under the proposed regulation, riding a legal but prohibited Class 3 on the W&OD under this new regulatory regimeeven at a safe and appropriate speed could lead to a citation. Likewise, NOVA Parks is creating confusion rather than clarity at intersections with its proposed regulation requiring bicyclists to obey all stop signs. Virginia law says bicyclists have the same rights as pedestrians at a trail crosswalk, i.e. they may cross when clear to do so, they do not have to come to a complete stop, and it is the crossing vehicle traffic that must stop/yield. But under the proposed regulation, rolling through a trail stop signeven if there are no cars or the cars have stopped and drivers waved you oncould lead to a citation.

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Additionally and more constructively, I would encourage the Board to direct NOVA Parks staff to convene a community stakeholder group to study and more collaboratively discuss trail safety, regulation, and effective enforcement.

Respectfully,

Trevor Wagner

Donald Bamford

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.
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I myself ride a Class 3 e-bike on the W&OD and have for many years. (I actually remember watching the trains cross Rt 123 as a youth!) I almost never run the power level above the minimum. I therefore almost never exceed 15 or 20 mph as I am essentially a cyclist using mostly human power. I resent being targeted by this proposal as I do not agree that I am part of the problem. As the owner of the A-1 Cycling bike shops I want to continue recommending our customers to this national treasure of a trail.
But not if the Board introduces even more confusion in e-bike regulations. We have enough confusion already. Legal, classed e-bikes are not the problem. Likewise, NOVA Parks is creating confusion rather than clarity at intersections with its proposed regulation requiring bicyclists to obey all stop signs. Virginia law says bicyclists have the same rights as pedestrians at a trail crosswalk, i.e. they may cross when clear to do so, they do not have to come to a complete stop, and it is the crossing vehicle traffic that must stop/yield. But under the proposed regulation, rolling through a trail stop signeven if there are no cars or the cars have stopped and drivers waved you oncould lead to a citation. These regulations as currently written make it too easy for local law enforcement to simply pull riders over for having the wrong kind of bike or rolling through a crossinghigh visibility but low impact policingrather than encouraging and empowering them to target the truly problematic, reckless, and unsafe behavior. The proposed regulations wont stem the tide of complaints because they arent addressing the root causes. But they will surely generate new complaints from bicyclists! As such, I urge that the Board refrain from prohibiting Class 3 Electric Power Assisted Bicycles (Section 2.6.1) and eliminate the proposed language about obeying all signage (Section 2.4). Additionally and more constructively, I would encourage the Board to direct NOVA Parks staff to convene a community stakeholder group to study and more collaboratively discuss trail safety, regulation, and effective enforcement.
Respectfully,
Donald Bamford

John Talbert

Dear NOVA Parks Board members and staff,
As an infrequent, but passionate rider on the W&OD I was unaware of the 20MPH limit. PLEASE POST SIGNS, and 75% of your fast cycle issues will go away. Posting signs especially near top of the steeper downhills will really help raise awareness. While I am ride conventional bicycle, I do support allowing Type 1 e-bicycles on W&OD.

I do tend to agree that Type 2 and Type 3 are more problematic and should be prohibited, with a fine. However, I would suggest the prohibition only be enforced where a different rule has been broken in conjunction with riding a non-permitted type of cycle. If someone is riding a Type 2 or 3 respectfully and safely, we should not penalize this good behavior just because of equipment choice.
Respectfully,
John Talbert

Dwight Rowe

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.
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Respectfully,
Dwight Rowe

Jason Williams

Dear NOVA Parks Board members Good morning. I am writing to comment on proposed regulations on use of the W&OD Trail specific to "eBike" use. Thank you for taking eDevice concerns seriously and developing regulations. Please Be considerate of eBicycles and eBicyclists to include Class 3 eBicycles. Unfortunately, eBike has evolved into a loose umbrella term that many (especially social media) have thrown around and caused increased ignorance in the general public. Therefore, sadly, most eBicycles get "bastardized" into the nuisance "eBike" category. In addition, there is confusion at many levels to

include our First Responders, Elected Officials, and Gov Staff that are charged with the development of these regulations. Confusion is apparent especially if one is not well informed on the topic or an experienced cyclist themselves. I have experienced multiple occurrences of misstated or misinterpreted information at many meetings regarding eDevices. It seems the concern, from what I have read, is the greater than 20mph pedalmotor assisted speed of the class3 eBicycle. Here is a strong point and conclusion to make.... One must pedal and continuously pedal to achieve and maintain the speed on an eBicycle. As a long time road cyclist, I myself can maintain speeds greater than 25-30mph on an analogue bike. Therefore, the motor is NOT the issue. It is the behavior. I can attest, eBicyclist are stewards of proper behavior. And all respectable cyclists that I know would honor safe speeds and behavior in a public area. Now, whereas, on the throttle non-class rated / unregulated eDevices such as the eMOTO, EdirtBike, SurRon, etc, one does not need to pedal. Therefore, the rider is not truly immersed in the ride experience. Riders do not get tired due to the lack of physical pedaling and will reach and maintain excessive speeds continuously. In addition, most riders on these unregulated eDevices choose to misbehave and taunt other patrons. This is where we MUST draw the line : Ban non-class rated / unregulated eDevices outside and past eBicycles. To assist and ease the confusion by law enforcers, eBicycles are class rated and are required to have a class rate sticker on their frame. And obviously, behavior is an indication of negligence for concern.
Respectfully,
Jason Williams

Gao Chen

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.
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Respectfully,
Gao Chen

Peter Tenerelli

Dear NOVA Parks Board members and staff,
I am in my late 50s and now ride an e-bike on the W&OD trail commuting to work, errands, and for pleasure. Riding an e-bike makes the commute feasible and assists on hills and longer rides at my age. I love to be in the fresh air and have been a rider on the W&OD for 30 years. I am writing to comment on proposed regulations on use of the W&OD Trail.
The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased. The overly broad blanket prohibition on certain device types is well-intentioned but flawed. Class 1, 2, and 3 e-bikes are legal in Virginia. By lumping together legal Class 3 e-bikes with unregulated, higher-speed e-motos and hyperscooters, NOVA Parks is effectively criminalizing trail use by a wide range of its bicyclists, from daily long distance commuters to older recreational riders needing a boost on the hills to parents cargo biking their kids to school. Under the proposed regulation, riding a legal but prohibited Class 3 on the W&OD under this new regulatory regimeeven at a safe and appropriate speed could lead to a citation. Likewise, NOVA Parks is creating confusion rather than clarity at intersections with its proposed regulation requiring bicyclists to obey all stop signs.
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Respectfully,
Peter Tenerelli

Bill Stewart

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. Ban ALL vehicles with a motor. All of them. No motorized vehicles.
This Trail is full of people constantly. Riding bikes. Walking. Jogging.

Etc Any motorized vehicles are a hazard. Electric bikes. electric scooters. electric anything. The trail is already full. And has been full for 30 years.
We don't need Electric vehicles. NOVA Parks is creating confusion rather than clarity at intersections with its proposed regulation requiring bicyclists to obey all stop signs. Virginia law says bicyclists have the same rights as pedestrians at a trail crosswalk, i.e. they may cross when clear to do so, they do not have to come to a stop. Thanks!
Bill stewart Larson Stewart William Stewart

Jonathan Sitko

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.
The overly broad blanket prohibition on certain device types is well-intentioned but flawed. Class 1, 2, and 3 e-bikes are legal in Virginia. By lumping together legal Class 3 e-bikes with unregulated, higher-speed e-motos and hyperscooters, NOVA Parks is effectively criminalizing trail use by a wide range of its bicyclists, from daily long distance commuters to older recreational riders needing a boost on the hills to parents cargo biking their kids to school. Under the proposed regulation, riding a legal but prohibited Class 3 on the W&OD under this new regulatory regimeeven at a safe and appropriate speed could lead to a citation.
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Respectfully,
Jonathan Sitko

Gary Stoiber

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There are way too many e-mopeds on the trail with non effective "pedals" and the rider just pushing the throttle for forward momentum. I have zero problems with e-bikes for taking kids to school, shopping or taking in the scenery with the rider putting some effort.
Respectfully,
Mark Wolff

Georgia Lucas

Dear NOVA Parks Board members and staff,
I regularly ride my pedal-assist e-bike on the W&OD Trail for both commuting and for fun. I am writing to comment on proposed regulations on use of the W&OD Trail. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around

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Joseph Marshall

Dear NOVA Parks Board members and staff,
I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. Two weeks ago, my wife and I rode from Ashburn to Purcellville and back on our Class 2 E-bicycles enjoying lunch at Purcellville. We had no problems yielding to others on the trail as needed and often were waived through intersections by courteous drivers.
We found when we stopped as they waved us through created a much more dangerous situation as no one was sure who should move next. I told my supervisor in Prince William County that this trail is a great example of a multi-purpose active mobility and recreational trail that we should emulate in PWC, but now I am worried you will change this experience in a bad way. While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bicycles and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.
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Respectfully,
Joseph Marshall Chair Prince William County Trails and Blueways Council

Bike Falls Church

Dear NOVA Parks Leadership, (cc Falls Church Council, PC and CACT Chairs, and other bike/ped advocates), Please find attached the Bike-Walk-Falls Church comments on the proposed NOVA Parks Regulation 2. In summary: Thank you for undertaking this update to the W&OD Trail regulations. The W&OD is a vital regional transportation and recreation corridor. We welcome clearer rules addressing dangerous motorized devices, reckless operation, and appropriate trail behavior. We support the overall direction of the proposal; however, we encourage the Board to revise three provisions before adoption: the blanket prohibition on Class 3 electric bicycles, the requirement to obey posted signs, and the definition of vehicles subject to regulation. NOVA Parks Board should also understand that this regulation would create criminal infractions punishable by fines up to $250 while similar local regulations for e-bikes and shared use path stop signs are more minor noncriminal ones (civil or traffic infractions). A car driver who runs a stop sign across the W&OD gets a $30 fine to pay online. Under this regulation a parent on a RadWagon affordable/popular e-cargo bike who rolls through the same intersection can face fines of $500 plus court fees and a permanent criminal record. NOVA Park's intent with these regulations or the intent of Police Chiefs or local government leaders will not be relevant - individual sworn police officers will enforce the regulation across the relevant jurisdictions and their police chiefs and local governments do not have the authority to tell them to selectively enforce legally enacted regulations of NOVA Parks. When a crash happens, these laws will be used by those officers and courts to assign fault - turning what are commonly accepted behaviors today (riding a family e-bike cautiously through a trail stop sign on quiet Spring St) into contributory negligence stripping the injured cyclist of any right to restitution. Last week Justin you told us that the intent here is to improve safety and the trail experience and that the police have said they expect these laws to be almost exclusively enforced after a crash. So it's unclear how these components of the proposed regulation will reduce speeding on the trail (by all types of users) or safety at intersections. In our 2018-2023 study of TREDS data we found ~9 injuries/yr reported by the police at/near W&OD crossings - do we need to criminalize the behavior of 99% of W&OD cyclists just to throw the book at the 9 who get hurt year year (with an

extra book at the subset of those on an otherwise-legal Class 3 e-bike)? Kind regards, Andrew Olesen for Bike-Walk-Roll Falls Church

Jim Durham

Thank you again for Tuesday's discussion of draft W&OD Park Regulation 2.0. Attached is a letter with suggested technical changes, along with a markup of the draft regulation.
I ask that you share the letter and markup with NOVA Parks' outside counsel for review and forward them to the Board with a recommendation to consider updated language that better addresses safety problems on the trail before its meeting next week. While I am not a lawyer, I have learned a great deal over the past six months about e-device safety issues and potential solutions in Virginia through my work on the DMV-led HB1120 Micromobility Safety Stakeholder Workgroup.
In brief, NOVA Parks' proposed Regulation 2.0 would codify the prohibition on Class 3 e-bikes (whose motor assistance stops at 28 mph), but would appear to leave the faster devices your staff identified as the primary safety problem, those traveling 30 to 40 mph, outside its prohibitions. The suggested changes would:
1. Broaden the "Vehicle" definition so devices moved by motor alone are covered.
2. Cap the scooter exemption at 20 mph, consistent with NOVA Parks guidance and Virginia Code.
3. Define and prohibit motorized devices capable of exceeding 20 mph on motor power alone.
4. Cross-reference § 1.14 so trail and parkwide rules on motor vehicles and mopeds stay consistent.
I would be glad to discuss any of these suggestions. Thank you for your work and that of your staff to keep the W&OD Trail safe for everyone.

Rachel Porter

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William Buscher

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Bayley Vanderpoel

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Tim Dellinger:

youre thinking of closing the w&od trail to class 3 e-bikes those are safe to use and my girlfriend rides one to accompany me. well no longer be able to ride together if you disallow her from riding her e-bike.

lets be smart about what were doing here and allow reasonable e-bikes.

Fernando Gracia:

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My family uses a class 3 e-bike to carry our children to school, to soccer practice and to go to the grocery store. These cargo bikes are not like the e-motos that we are all concerned about and which abuse the privilege to use the greenways in our area. This blanket ban on all class 3 e-bikes will make it dangerous for me and my family to go on our daily journeys to school, church, grocery store, and other places we constantly go to be members of our community.

The overly broad blanket prohibition on certain device types is well-intentioned but flawed. Class 1, 2, and 3 e-bikes are legal in Virginia. By lumping together legal Class 3 e-bikes with unregulated, higher-speed e-motos and hyperscooters, NOVA Parks is effectively criminalizing trail use by a wide range of its bicyclists, from daily long distance commuters to older recreational riders needing a boost on the hills to parents cargo biking their kids to school. Under the proposed regulation, riding a legal but prohibited Class 3 on the W&OD under this new regulatory regimeeven at a safe and appropriate speed could lead to a citation.

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Chris Cummings:

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Linda Wernery:

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As such, I urge that the Board refrain from prohibiting Class 3 Electric Power Assisted Bicycles (Section 2.6.1) and eliminate the proposed language about obeying all signage (Section 2.4). Additionally and more constructively, I would encourage the Board to direct NOVA Parks staff to convene a community stakeholder group to study and more collaboratively discuss trail safety, regulation, and effective enforcement.

Tom Wood:

I am writing as a dedicated user of the W&OD Trail who relies on a Class-2 e-bike as my sole source of independent transportation and daily exercise. Because this trail is my literal lifeline for daily mobility and health, I am concerned that upcoming regulatory choices could directly impact my quality of life.
I support the Board's intent to curb heavy, high-powered vehicles like e-motorcycles that do not belong on a multi-use path. However, focusing exclusively on motor classification leaves a glaring safety gap unaddressed: high-speed behavior from traditional cyclists.
I regularly ride the stretch of the trail between Great Falls Street in Falls Church and Hunter Mill Road approaching Reston. This ~8.5-mile corridor cuts through dense residential areas and downtown hubs, meaning it is constantly filled with pedestrians, families, strollers, and pets. On any given day, traditional road cyclists moving at 25+ mph present a severe speed hazard—frequently worse than compliant e-bikes.
Yet, under the proposed framework, these high-speed traditional riders face zero velocity restrictions. One can only surmise that the reason the "MAMILs" (Middle-Aged Men In Lycra) are getting a complete speed exemption is simply because they are louder and more aggressive than everybody else when pressing their desires on public servants. Giving them a free pass sends a terrible message to the community: it signals that aggressive, bullying behavior on the trail is precisely what the park authority will reward.
I am concerned that the loud MAMILs are giving you advice to just ban all e-bikes as the simple fix. Please do not listen to them, nor take that advice, because it is coming from a very selfish, thoughtless, and reckless mentality. Class 2 e-bikes are a safe and essential mode of transportation.
Thank you for your time and for protecting the W&OD Trail as a safe, accessible resource for those of us who depend on it every day.

Alex Nelson:

I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia.

While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.

The overly broad blanket prohibition on certain device types is well-intentioned but flawed. Class 1, 2, and 3 e-bikes are legal in Virginia. By lumping together legal Class 3 e-bikes with unregulated, higher-speed e-motos and hyperscooters, NOVA Parks is effectively criminalizing trail use by a wide range of its bicyclists, from daily long distance commuters to older recreational riders needing a boost on the hills to parents cargo biking their kids to school. Under the proposed regulation, riding a legal but prohibited Class 3 on the W&OD under this new regulatory regimeeven at a safe and appropriate speed could lead to a citation.

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Robert Klein:

I appreciate the need for updated regulations, especially to address misuse of the trail by gas and certain electric-powered vehicles that are likely inappropriate for used on a shared multi-use trail. However, Class 3 e-bikes should be explicitly allowed on the trail.

Electric bikes allow for much higher levels of speed but clear guidelines in line with the "preset" classes defined in Virginia law is the only reasonable and, importantly, enforceable option. The only realistic option to ensure enforcement is to allow up to class 3 ebikes as defined under Virginia law, as essentially all models currently on the market come "out of the box" with the ability to switch classes up to 3. Bad actors can adjust all these bikes after sale if they are determined to but good actors riding standard ebikes (almost all of which can be ridden as class 3) should not be worried about enforcement when trying to make use of the trail. Any regulation that attempts to single out class 3 bikes (which almost all ebikes can be) is fundamentally not able to be reasonably and fairly enforced, even if its intent were laudable. The idea of police offers stopping trail users and trying to go through their settings (was it set as 2? as 3?) is impractical. The idea of banning essentially all ebikes that can be configured as class 3 would also be ridiculous (and fail to address any after-market modifications likely from dangerous riders).

Finally, some trail users (especially when travelling in Fairfax or Loudon counties) may live in areas where some portion of their ride takes them on arterial roads. While my own bike is unusual in that it is actually limited to class 2 for now, if I lived or regularly travelled to one of those areas, class 3 settings would be essential to make that portion of the ride safe. We should be encouraging those very riders and offering them a safe route, especially as even at their top speed class 3 bikes are not able to be assisted electronically to levels beyond experienced riders using pedaled bikes. In fact, they arguably face a higher speed limit as a practical matter. Riders who use both streets and the trail shouldn't be worried about toggling the wrong setting (which on some bikes can be complex) if they are riding responsibly.

Arguably just as worrisome in the new proposal is the idea that the trail would deviate from Virginia law, which says bicyclists have the same rights as pedestrians at a trail crosswalk, i.e. they may cross when clear to do so, they do not have to come to a complete stop, and it is the crossing vehicle traffic that must stop/yield. Under the proposed regulation, rolling through a trail stop signeven if there are no cars or the cars have stopped and drivers waved you oncould lead to a citation. This is a deeply unsafe idea, as bicyclists stopping at intersections when there is no cross-traffic are safest (and make others safest) by continuing through. Ironically, this regulation would be least painful (literally) for ebike users that

also seem unfairly targeted. For riders of bikes relying on their own power who can't easily restart and are likely to face new cross-traffic dangers, this regulation would be at odds with not just efficent, but safe riding practices.

As such, I urge that the Board refrain from prohibiting Class 3 Electric Power Assisted Bicycles (Section 2.6.1) and eliminate the proposed language about obeying all signage (Section 2.4). Class 3 bicycles should be explicitly allowed. And non-ebike riders should also be respected by avoiding stop restriction rules that unfairly penalize pedal power and will ironically push more people to buy ebikes and put themselves of unfair harassment or enforcement as ebike riders.

Gillian Burgess:

Thank you for your stewardship of the Washington & Old Dominion Trail, an extraordinary public asset that connects communities and makes walking, bicycling, recreation, and everyday transportation possible for so many Northern Virginians. I also appreciate your public service and the work required to maintain such a heavily used trail. I recognize that unsafe and inconsiderate behavior by some trail users is a genuine problem and that NOVA Parks has a responsibility to address it.

I regularly use the W&OD trail as I bike around Arlington and Northern Virginia and all three of my children use the W&OD to bike to school. We appreciate the efforts to make the trail safer, but are concerned about two aspects of the proposed regulations: the restrictions based on the type of electric bicycle or other device a person rides, and the provisions that could reinforce enforcement of problematic stop signs. I also urge the Board to reconsider the proposed trail hours and to prioritize physical improvements that reduce conflicts between users.

Electric bicycles: regulate behavior, not appearance or device category

We need to recognize the context in which these rules are being proposed. Public education, product labeling, retail practices, and regulation have not kept pace with the proliferation of electric bicycles and electric motorcycles marketed to families. Many parents bought Class 3 e-bikes or e-motos for children without clear, reliable information about their legal status or appropriate use, often because these devices seemed like an affordable alternative to driving or other transportation. This does not excuse dangerous riding, but it matters when designing a fair response.

A categorical device restriction can turn an otherwise careful, courteous rider into an offender without any evidence of unsafe behavior. It can also invite police involvement based on an officer's impression of what a bicycle looks like, even though e-bike classes are not readily distinguishable by sight. That discretion creates risks of mistaken stops and disproportionate enforcement against young people and other vulnerable members of our community. We should be particularly cautious when adopting rules that expand the grounds for police encounters.

The better focus is on observable conduct: excessive or unsafe speed for conditions, reckless passing, failure to yield, intimidation, and endangerment. The proposed regulation already addresses dangerous behavior, which can be enforcement in the case of a crash. NOVA Parks can reinforce those standards through education, clear signage, targeted enforcement of actual unsafe conduct, and design improvements without treating every rider of a particular category of bicycle as a safety threat.

Stop signs: consistency with Virginia law and traffic-control standards

The stop-sign provisions also raise serious rule-of-law concerns. Virginia Code § 46.2-924(E) specifically addresses when localities may require users of shared-use paths to stop at crossings without traffic-control signals, subject to adoption of a local ordinance. Nova Parks does not have the authority to adopt such an ordinance. Separately, 24VAC30-315-10(A) expressly applies the National Manual on Uniform Traffic Control Devices (MUTCD) to bicycle trails open to public travel.

The MUTCD restricts STOP signs used in conjunction with operating traffic signals, subject to defined exceptions. Nova Park should not be placing stops signs where the law does not require trail users to stop.
NOVA Parks has placed STOP signs at W&OD crossings in circumstances that appear inconsistent with these requirements. Signs that direct trail users to stop even when a traffic signal permits them to cross are particularly baffling: they create conflicting instructions rather than clarity. Before creating or strengthening penalties for failure to obey signs, NOVA Parks should undertake a review of the legal authority its STOP sign and its compliance with the applicable MUTCD provisions. The Board should also explain how the proposed rule interacts with Virginia Code § 46.2-924(E) (recognizing that the Attorney General's June 2013 opinion, which predates that provision).

Trail hours and equity

I am also concerned about the proposed 5 a.m. to 9 p.m. trail hours. A fixed 9 p.m. closure is not obviously tied to darkness or a demonstrated safety threshold; in winter, it becomes dark hours earlier. People traveling on the trail at night may include workers with late shifts, people without access to a car, and others for whom the trail is a critical transportation route. For example, I need to take the trail to travel home from PTA meetings, which end at 9pm.
Closing the trail at night can push people biking onto roads where they face greater exposure to motor traffic during particularly dangerous times. NOVA Parks assess the transportation and equity impacts and consider whether narrower measures would address any documented problems.
Invest in solutions that reduce conflict
There is a proven way to reduce conflicts among people traveling at different speeds: provide separate space. NOVA Parks' dual-trail improvements in Falls Church demonstrate the value of separating faster-moving users from walkers and other slower-moving trail users. Expanding dual-trail sections in Arlington and other congested corridors should be a priority, alongside better crossing design, predictable rules, education, and enforcement of dangerous behavior.
I urge the Board to retain and strengthen behavior-based safety provisions, reconsider categorical device bans and the proposed hours, review the legality of existing STOP signs before expanding their enforcement, and commit to a plan for dual-trail expansion. The W&OD is too important as both a recreational resource and a transportation corridor to adopt rules that may undermine access and trust without a demonstrated safety benefit.
Thank you again for your service and for considering these comments.

Matthew Levine:

I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia.

While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.

The overly broad blanket prohibition on certain device types is well-intentioned but flawed. Class 1, 2, and 3 e-bikes are legal in Virginia. By lumping together legal Class 3 e-bikes with unregulated, higher-speed e-motos and hyperscooters, NOVA Parks is effectively criminalizing trail use by a wide range of its bicyclists, from daily long distance commuters to older recreational riders needing a boost on the hills to parents cargo biking their kids to school. Under the proposed regulation, riding a legal but prohibited

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Luz Caballero:

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Meg Enriquez:

I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia.

My son uses it daily to ride his e-bike from Bluemont to HB Woodlawn. He would not have a safe route to school if he were prohibited from using the trail to get to school. We set a limit on the bike for speed and trust that he is riding respectfully.

While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.

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Paul Snodgrass:

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Patricio Garcia:

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Patricia Schnell

I am writing to comment on proposed regulations on use of the W&OD Trail. The W&OD is a vital and much-loved transportation and recreation resource for me and community members across Northern Virginia. I use it on my regular bike as well as a class 2 e-cargo bike that is better for transporting groceries etc. My kids use it on class 1 ebikes to travel to and from school and practices.

While I appreciate staffs attempts to bring clarity to trail usage and rein in problematic behavior via updated regulations, I am concerned that NOVA Parks is missing the mark with its proposed ban on Class 3 e-bikes and its language around obeying all signage. Its approach does not directly address the core issue of speeding and risks enforcement that is both ineffectual and biased.

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Kiersta Navarro:

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Karen Goldstein:

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The overly broad blanket prohibition on certain device types is well-intentioned but flawed. Class 1, 2, and 3 e-bikes are legal in Virginia. By lumping together legal Class 3 e-bikes with unregulated, higher-speed e-motos and hyperscooters, NOVA Parks is effectively criminalizing trail use by a wide range of its bicyclists, from daily long distance commuters to older recreational riders needing a boost on the hills to parents cargo biking their kids to school. Under the proposed regulation, riding a legal but prohibited Class 3 on the W&OD under this new regulatory regimeeven at a safe and appropriate speed could lead to a citation.

Likewise, NOVA Parks is creating confusion rather than clarity at intersections with its proposed regulation requiring bicyclists to obey all stop signs. Virginia law says bicyclists have the same rights as pedestrians at a trail crosswalk, i.e. they may cross when clear to do so, they do not have to come to a complete stop, and it is the crossing vehicle traffic that must stop/yield. But under the proposed regulation, rolling through a trail stop signeven if there are no cars or the cars have stopped and drivers waved you oncould lead to a citation.

These regulations as currently written make it too easy for local law enforcement to simply pull riders over for having the wrong kind of bike or rolling through a crossinghigh visibility but low impact policingrather than encouraging and empowering them to target the truly problematic, reckless, and unsafe behavior. The proposed regulations wont stem the tide of complaints because they arent addressing the root causes. But they will surely generate new complaints from bicyclists!

As such, I urge that the Board refrain from prohibiting Class 3 Electric Power Assisted Bicycles (Section 2.6.1) and eliminate the proposed language about obeying all signage (Section 2.4). Additionally and more constructively, I would encourage the Board to direct NOVA Parks staff to convene a community stakeholder group to study and more collaboratively discuss trail safety, regulation, and effective enforcement.

John Hamilton:

I am writing on behalf of the Virginia Bicycling Federation (VBF) to support NOVA Parks' commitment to keeping the W&OD Trail safe and comfortable for everyone who uses it. Drawing on VBF's participation

in the DMV-led HB1120 micromobility work group and DMV's report provided to stakeholders in October 2026, VBF offers three recommendations.
Collect data to understand the problem and measure progress. Stakeholders stressed the need for reliable crash and injury data, and the report recommends that DMV work with the Office of Emergency Medical Services to collect data on crashes involving only micromobility devices and pedestrians, the kinds of crashes that occur on trails. VBF encourages NOVA Parks to collect similar data on the W&OD Trail to guide its decisions and measure progress.
Regulate the devices of greatest concern. The report highlights "the heightened safety risks posed to pedestrians by the operation of higher-speed devices" and finds that injury severity increases significantly above 20 mph. Several of its recommendations, including a minimum operator age of 16 and expanded local helmet authority, use 20 mph on motor power alone as the threshold. NOVA Parks staff have similarly identified devices traveling 30 to 40 mph as a primary safety concern on the trail. Devices with motors over 750 watts or that can exceed 20 mph on motor power alone pose real risks to people walking, running, and riding bicycles. VBF encourages the Board to consider whether park regulations need to be updated to prohibit these higher-speed devices on the trail.
Expand education and outreach. Stakeholders frequently highlighted the need for public education, noting that many operators and parents lack awareness of device capabilities, and the report recommends a statewide DMV safety campaign and law enforcement-to-community education. NOVA Parks already partners with local jurisdictions on e-device education and trail safety events. VBF encourages NOVA Parks to continue those efforts and to let us know how VBF members in Northern Virginia can help.
VBF would welcome the opportunity to work with NOVA Parks staff on these measures.

Allan Williams:

The named organizations above sent out a request to individuals like me to weigh in with our comments on a proposed ban on Class 3 e-bikes on the W&OD trail.
The request was for individuals to express their opposition to the proposed ban, but the text also promised that individuals could submit their own specific comments, whether in favor of, or opposed to the proposed ban.
I personally support the ban on Class 3 e-bikes on the trail, at least for the present. I accessed the referenced survey form, and entered my name, address and other identifying information. Upon entering that information, the survey immediately closed, before I could enter my comments in favor of the ban. The survey interface then expressed thanks for my support of these organizations' position.
I therefore suggest to you that any effort by these organizations to claim these surveys as reflecting broad on-line support should be viewed with deep suspicion.
I also will take this opportunity to my present support for the proposed ban. My support is based on a more nuanced evaluation of the present state of cycling, both assisted and unassisted, within the County, and the particular risks that heavy, high-speed e-bikes present to the community at large. In no particular order, the following conditions should be considered by the Board and the working groups evaluating the proposed ban.
1. It is true that many regular cyclists can achieve speeds in excess of 20 mph on the W&OD trail. I am, or at least used to be, one of them. (Advancing age may be a factor.) My observation is that these cyclists can sustain such speeds only after much conditioning, experience and competence. The latter two elements tend to make these cyclists safe users of the W&OD trail, and their safe behaviors tend to carry over into their behavior in more difficult and crowded conditions elsewhere in the County.
2. Regular cyclists, even the fast ones, tend to ride much more slowly on Arlington's many hills and in urbanized areas, where it is hard to accelerate a regular bicycle to the speeds achievable with all classes of e-bike, let alone Class 3, under the same conditions. Many users of regular bikes in these situations

admittedly lack competence and safety awareness, but, as a class, they tend to interact more safely and predictably with pedestrians, other cyclists and pedestrians.
3. Because a Class 3 e-bike is not appreciably faster than a trained cyclist on the W&OD trail, their introduction is really not necessary for a cyclist to save time riding the trail. It is more in the community interest to expect trail cyclists to train themselves, and gain relevant experience, if they find that level of speed necessary.
4. Therefore, the practical impact of allowing Class 3 e-bikes onto the W&OD trail at this time is likely to generate an increase in the number of inadequately trained and unsafde e-cyclists on the trail and, by extension, onto other County infrastructure. The increased speed and acceleration of e-bikes, combined with the weight of rider, e-bike and any payload, increase the risks of injury and death to themselves, other cyclists and pedestrians.
5. WABA and Sustainable Mobility, to their credit, suggest enforcement as an approach to achieving some level of safety concerning e-bikes. However, until such time as the County can expand training, education and, preferably licensure of Class 3 and higher e-bikes, and expand the size and authority of its enforcement mechanisms, the proposed e-bike ban is certainly one practical, and easily implemented, tool for the County to better promote safe cycling within its borders.
Christian De Pace:

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