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MICROMOBILITY DEVICES

REPORT TO THE MEDWAY SELECT BOARD

July 13, 2026

Chief of Police William Kingsbury

Over the past several years, the use of micromobility devices, including electric bicycles (e-bikes), electric scooters (e-scooters), electric skateboards, electric motorbikes (Mopeds), and other similar personal transportation devices, has increased significantly throughout Massachusetts and across the country. These devices provide convenient, affordable, and environmentally friendly transportation options for residents of all ages. They have become an increasingly common means of recreation and transportation, particularly among juveniles.

At the same time, the rapid growth in the use of these devices has created new public safety challenges for municipalities. Police departments nationwide have experienced an increase in complaints involving reckless operation, excessive speeds, sidewalk use, operation by underage riders, lack of protective equipment, and conflicts with pedestrians and motor vehicles. Many communities have also experienced uncertainty about how existing state laws apply to emerging technologies, resulting in inconsistent public understanding and enforcement.

The Medway Police Department has observed many of these same trends within our community. Officers have encountered numerous situations involving unsafe operation of micromobility devices, often involving juveniles operating high-powered electric bicycles and scooters in areas with pedestrian and vehicular traffic. While education has remained the Department's primary enforcement strategy, there are occasions when immediate intervention is necessary to prevent injury to riders or members of the public.

This report is intended to provide the Select Board with an overview of the current legal framework governing micromobility devices in Massachusetts, to identify the public safety concerns associated with their operation, to discuss the limitations of existing enforcement authority, and to present potential policy options for consideration. The goal is to support an informed discussion regarding how the Town can promote the safe and responsible use of micromobility devices while protecting the safety of all users of our roadways, sidewalks, parks, and public spaces.

EXECUTIVE SUMMARY

The use of micromobility devices, including electric bicycles (e-bikes), electric scooters (e-scooters), electric skateboards, and other battery-powered personal transportation devices, has increased dramatically in recent years. These devices provide residents with convenient, affordable, and environmentally friendly transportation and recreational opportunities. Their growing popularity, however, has also introduced new public safety concerns for municipalities throughout Massachusetts, including the Town of Medway.

The Medway Police Department has experienced an increase in complaints and enforcement activity involving the unsafe operation of micromobility devices. Common concerns include excessive speed, operation by juveniles, failure to obey traffic laws, riding on sidewalks and in parks, lack of helmet use, operation of high-powered devices in residential neighborhoods, and conflicts with pedestrians and motor vehicles. While many riders operate these devices responsibly, a small number of unsafe operators create significant risks to themselves and others.

Massachusetts law has not fully kept pace with the rapid evolution of micromobility technology. Existing statutes provide guidance for traditional bicycles, motorized bicycles (mopeds), motorized scooters, and certain classes of electric bicycles, but many newer high-performance devices do not fit neatly within current legal definitions. As a result, law enforcement officers frequently encounter uncertainty when determining how a particular device should be classified and what legal requirements apply. This ambiguity creates challenges for riders, parents, retailers, municipal officials, and police officers alike.

The Medway Police Department remains committed to addressing these concerns through a balanced approach that emphasizes education, voluntary compliance, and targeted enforcement when necessary. Officers routinely educate riders and parents regarding applicable laws and safe operating practices while taking enforcement action when conduct presents an immediate threat to public safety. Nevertheless, enforcement alone cannot resolve many of the issues associated with micromobility devices because municipalities are limited by the scope of existing state law.

This report provides the Select Board with an overview of the various types of micromobility devices currently in use, summarizes the applicable Massachusetts legal framework, identifies the principal public safety concerns, and discusses the practical challenges associated with enforcement. It also presents recommendations designed to improve safety through public education, parental engagement, school partnerships, data collection, regional collaboration, appropriate local policies, and continued advocacy for comprehensive statewide legislative reform.

The Town's objective should not be to discourage the responsible use of micromobility devices. These devices offer important transportation, recreational, and environmental benefits and will likely become an increasingly common part of everyday life. Rather, the goal should be to promote their safe and responsible use through clear laws, informed public education, reasonable enforcement, and cooperation among residents, municipal officials, educators, retailers, law enforcement, and state policymakers.

By adopting a proactive and collaborative approach, the Town of Medway can enhance public safety while supporting the responsible integration of micromobility devices into the community's transportation network.

TYPES OF MICROMOBILITY DEVICES

The term **micromobility device** generally refers to small, lightweight vehicles designed to transport one or two people over relatively short distances. These devices are typically powered by human effort, electric motors, or a combination of both. While they have become increasingly popular for commuting and recreation, the technology has evolved more rapidly than existing laws and regulations, resulting in a wide range of devices with varying capabilities.

The following categories represent the micromobility devices most commonly encountered by law enforcement.

1. Traditional Bicycles

Traditional bicycles are human-powered vehicles operated by pedals without electric assistance. They are governed by Massachusetts General Laws Chapter 85 and Chapter 90, which establish the rights and responsibilities of bicyclists when operating on public ways.

Although conventional bicycles remain the most common micromobility device, they generally present fewer enforcement challenges because they have well-established statutory definitions and operating requirements.

2. Electric Bicycles (E-Bikes)

Electric bicycles, commonly known as **e-bikes**, combine pedal power with an electric motor that assists the rider. Modern e-bikes vary significantly in design and performance and are generally classified into three categories:

- **Class 1:** Pedal-assist only, with motor assistance up to 20 miles per hour.
- **Class 2:** Equipped with a throttle that can propel the bicycle without pedaling, with assistance up to 20 miles per hour.
- **Class 3:** Pedal-assist bicycles capable of providing assistance up to 28 miles per hour.

Many Class 1 and Class 2 e-bikes resemble conventional bicycles and are intended primarily for transportation. However, higher-powered models may approach the performance characteristics of mopeds or motorcycles while maintaining the appearance of a bicycle.

3. Electric Scooters (E-Scooters)

Electric scooters are stand-up devices powered by rechargeable electric motors and controlled by a handlebar-mounted throttle. They typically have two wheels, although three-wheel models are also available.

Most consumer e-scooters have maximum speeds ranging from 15 to 25 miles per hour, while some high-performance models are capable of speeds exceeding 40 miles per hour.

These devices have become increasingly popular among juveniles and young adults due to their relatively low cost and ease of operation.

4. Electric Skateboards and One-Wheel Devices

This category includes electric skateboards, self-balancing boards, and single-wheel devices that use gyroscopic technology to maintain balance.

These devices require a higher degree of operator skill and can reach speeds exceeding 20 miles per hour. Because of their unique design, riders may be less visible to motorists and often have limited braking capability compared to bicycles or scooters.

5. Electric Mini-Bikes and Off-Road Motorcycles

Many manufacturers now market electric dirt bikes, mini-motorcycles, and motocross-style vehicles. Although these vehicles are often advertised as recreational devices intended for off-road use, they are frequently operated on public streets, sidewalks, parks, trails, and school property.

These vehicles often possess characteristics similar to motorcycles, including:

- Large electric motors
- High torque and rapid acceleration
- Speeds exceeding 40 to 50 miles per hour
- Motorcycle-style frames and suspension
- Significant vehicle weight

Because they are often sold online without registration or licensing requirements, owners may incorrectly assume they are legal to operate on public roadways.

6. Electric Mopeds and Low-Speed Motor Vehicles

Some electric vehicles fall within existing statutory definitions for mopeds, motorized bicycles, or low-speed vehicles.

Unlike bicycles, these vehicles may require registration, insurance, licensing, safety equipment, and compliance with motor vehicle laws depending upon their design and performance characteristics.

Determining the appropriate classification frequently requires examination of the manufacturer's specifications, maximum speed, motor output, and intended use.

PUBLIC SAFETY CONSIDERATIONS

Although these devices differ in design and legal classification, they share several characteristics that present common public safety concerns:

- Rapid acceleration and relatively high operating speeds.
- Quiet electric motors that reduce their detectability by pedestrians and motorists.

- Small size, allowing operation on sidewalks, bicycle paths, and other areas not intended for motor vehicles.
- Increasing popularity among juveniles who may have limited operating experience.
- Wide variation in performance, making it difficult for the public and sometimes law enforcement to distinguish between devices that are legally treated as bicycles and those that may legally be considered motor vehicles.

As technology continues to evolve, municipalities and law enforcement agencies will likely continue to encounter new categories of micromobility devices that do not fit neatly within existing statutory definitions. This evolving landscape presents ongoing challenges for education, enforcement, and public safety.

CURRENT MASSACHUSETTS LAW

Massachusetts law governing micromobility devices has not kept pace with the rapid evolution of electric transportation technology. While the Legislature has enacted statutes addressing bicycles, motorized bicycles (mopeds), motorized scooters, and, more recently, certain electric bicycles, many newer high-performance devices do not fit neatly within existing statutory definitions. As a result, law enforcement officers, municipal officials, retailers, and consumers often face uncertainty regarding how these devices should be classified and what laws apply.

The following summarizes the current legal framework.

1. Traditional Bicycles

Traditional bicycles are governed primarily by Massachusetts General Laws Chapter 85 and Chapter 90E.

Bicyclists have many of the same rights and responsibilities as motorists and must obey traffic control devices, ride in the proper direction of travel, and yield where required. Operators under the age of sixteen are required to wear an approved bicycle helmet. Traditional bicycles do not require registration, licensing, or insurance. It is permissible to ride traditional bicycles on sidewalks.

2. Electric Bicycles (E-Bikes)

In 2022, Massachusetts adopted statutory definitions for **Class 1** and **Class 2** electric bicycles.

An electric bicycle is defined as a bicycle with fully operable pedals and an electric motor producing no more than 750 watts. Current law recognizes:

- **Class 1:** Pedal-assist only, with motor assistance ending at 20 mph.
- **Class 2:** Throttle-assisted or pedal-assisted bicycles with motor assistance ending at 20 mph.

Under current law, these electric bicycles are **not considered motor vehicles**, and they are generally treated similarly to traditional bicycles for purposes of operation on public ways. Like traditional bicycles, operators under sixteen years of age must wear helmets. Registration, driver's licenses, and insurance are not required.

3. Motorized Bicycles (Mopeds)

Massachusetts separately regulates "motorized bicycles," commonly referred to as mopeds.

These vehicles:

- Require the operator to be at least sixteen years of age.
- Require a valid driver's license or learner's permit.
- May not exceed 25 miles per hour.
- Require approved protective headgear.
- May operate on public ways but are prohibited from off-street recreational bicycle paths.

Motorized bicycles remain subject to several provisions of Chapter 90 even though they are not treated as conventional motorcycles or passenger vehicles.

4. Motorized Scooters

Motorized scooters are regulated separately under Chapter 90.

Current law requires:

- A valid driver's license or learner's permit.
- Helmet use.
- Maximum operating speed of 20 mph.
- No passengers.
- No operation after sunset or before sunrise.
- Compliance with applicable traffic laws.

Violations generally carry relatively modest civil fines.

5. Devices Not Clearly Addressed by Current Law

Many of the devices currently creating public safety concerns are not specifically addressed by Massachusetts statutes.

Examples include:

- High-powered electric dirt bikes
- Electric mini-motorcycles
- Electric motocross bikes
- One-wheel electric devices
- Electric skateboards
- High-speed throttle-controlled bicycles exceeding statutory e-bike specifications

Some of these vehicles can exceed 40 to 60 miles per hour while outwardly resembling bicycles. Others lack pedals entirely but are marketed as "e-bikes" or "electric bicycles."

Because the statutory definitions were drafted before many of these products entered the marketplace, determining whether a device is legally a bicycle, motorized bicycle, motorized scooter, motorcycle, or unregistered motor vehicle frequently requires analysis of manufacturer specifications, motor output, top speed, and intended design. This creates uncertainty for consumers and complicates enforcement by police officers.

ENFORCEMENT CHALLENGES

The current legal framework presents several practical challenges for law enforcement agencies.

Rapidly evolving technology. Manufacturers regularly introduce new devices with greater speed, power, and capabilities than those contemplated by existing statutes.

Marketing versus legal classification. Devices are frequently advertised as "e-bikes" regardless of whether they meet the statutory definition of an electric bicycle. Consumers often believe that because a retailer markets a product as an e-bike, it may legally be operated wherever a bicycle is permitted.

Difficulty determining compliance. Officers in the field generally cannot determine a device's motor wattage, programmed speed, or manufacturer classification through visual observation alone. Two nearly identical devices may be subject to entirely different legal requirements.

Limited enforcement options. Existing statutes were not designed to regulate many modern micromobility devices. As a result, officers often must rely on more general traffic or motor vehicle laws rather than laws specifically tailored to these vehicles.

LEGISLATIVE ACTIVITY

Recognizing these shortcomings, Massachusetts has begun evaluating comprehensive reforms to its micromobility laws. A Special Commission on Micromobility issued recommendations in early 2026, and Governor Maura Healey subsequently filed the **Ride Safe Act**, which proposes a more comprehensive regulatory framework for electric bicycles, scooters, mopeds, and other emerging devices. At the time of this report, these proposals represent ongoing legislative efforts rather than current law, and municipalities must continue to operate under the existing statutory framework until any new legislation is enacted. If this legislation becomes law, it will go into effect on January 1, 2028.

PUBLIC SAFETY CONCERNS

The increasing use of micromobility devices has provided residents with new transportation and recreational opportunities. At the same time, these devices present a number of significant public safety concerns that affect riders, pedestrians, motorists, and emergency

responders. Many of these concerns stem from the combination of increasing vehicle performance, widespread use by inexperienced operators, and laws that have not kept pace with rapidly evolving technology.

Speed and Vehicle Performance

Many modern electric bicycles and similar devices are capable of speeds well beyond those traditionally associated with bicycles. While Massachusetts law defines electric bicycles as having motor assistance limited to 20 miles per hour, many commercially available devices are capable of significantly greater speeds. Some electric mini-bikes and motocross-style vehicles can exceed 40 to 60 miles per hour while retaining the general appearance of a bicycle.

These higher speeds reduce reaction time, increase stopping distances, and substantially increase the likelihood and severity of crashes. A collision involving a high-speed electric bicycle or mini-bike can generate impact forces comparable to those of a motorcycle, particularly when riders are not wearing protective equipment.

Juvenile Operators

One of the most significant concerns observed by the Medway Police Department is the increasing number of juveniles operating high-powered micromobility devices.

Many young riders have little or no formal training in the rules of the road and limited experience interacting with motor vehicle traffic. They may not fully appreciate stopping distances, traffic patterns, blind spots, or the risks associated with excessive speed.

Parents may also be unaware of the capabilities of these devices, believing they are purchasing products that operate similarly to traditional bicycles when, in reality, some models possess motorcycle-like acceleration and performance.

Helmet and Protective Equipment Use

Although Massachusetts law requires bicycle helmets for riders under sixteen years of age, compliance is inconsistent. Many operators of electric bicycles and scooters, particularly juveniles, ride without helmets or other protective equipment.

Because electric devices can attain substantially higher speeds than conventional bicycles, the consequences of head injuries and other traumatic injuries increase accordingly.

Interaction with Motor Vehicles

Micromobility devices frequently operate alongside passenger vehicles despite having vastly different acceleration characteristics, braking capabilities, and visibility.

Drivers may have difficulty judging the speed of approaching electric bicycles, particularly when those vehicles exceed speeds normally associated with bicycles. Likewise, riders may underestimate the risks associated with entering intersections, crossing roadways, or overtaking stopped traffic.

These interactions create increased potential for serious crashes.

Sidewalk and Shared-Use Path Conflicts

Many operators choose to ride on sidewalks, shared-use paths, parks, and recreational trails.

While these areas may appear safer than roadways, they frequently contain pedestrians, children, individuals with disabilities, and others who are not expecting fast-moving motorized vehicles.

Conflicts between pedestrians and high-speed micromobility devices have become increasingly common nationwide and present a significant concern for municipalities seeking to maintain safe public spaces.

Quiet Operation

Unlike gasoline-powered motorcycles or mopeds, electric vehicles produce very little noise.

Although reduced noise is generally viewed as an environmental benefit, it also means pedestrians, joggers, and motorists may not hear an approaching device until it is very close, increasing the likelihood of collisions.

Nighttime Operation

Many micromobility devices are operated after dark without adequate lighting or reflectors.

Some devices are sold with minimal lighting systems, while others are modified after purchase. Riders wearing dark clothing or operating unlit vehicles may be difficult for motorists to detect, increasing crash risk.

Vehicle Modifications

Many electric bicycles and scooters can be modified after purchase through software settings or aftermarket components that increase top speed or motor output.

These modifications may cause a device to exceed the specifications under which it was originally marketed, potentially changing its legal classification while also increasing the risk of serious injury.

Because these modifications are not always apparent through visual inspection, they create additional enforcement challenges for law enforcement officers.

Emergency Response Concerns

Emergency responders increasingly encounter crashes involving high-speed micromobility devices.

Compared with traditional bicycle crashes, incidents involving electric devices often involve:

- Higher impact speeds.
- More severe traumatic injuries.
- Greater need for advanced medical care.
- Increased property damage.
- More complex crash investigations.

Responders must also be aware of hazards associated with damaged lithium-ion battery systems, which can ignite or reignite following significant impacts.

Community Quality-of-Life Issues

Beyond traffic safety, residents have expressed concerns regarding the operation of micromobility devices in neighborhoods, parks, school grounds, and other public spaces.

Common complaints include:

- Excessive speed in residential neighborhoods.
- Riding on sidewalks.
- Operation through parks and athletic fields.
- Failure to obey stop signs and traffic signals.
- Groups of riders occupying roadways.
- Near collisions with pedestrians.
- Operation in prohibited areas.

These concerns affect not only public safety but also residents' perception of the safety and accessibility of public spaces.

A Balanced Approach

It is important to recognize that micromobility devices provide legitimate transportation, recreational, and environmental benefits. For many residents, they represent an affordable and efficient alternative to motor vehicles.

The challenge facing municipalities is not whether these devices should be permitted, but rather how to encourage their safe and responsible use while minimizing unnecessary risks to riders and the public. Achieving this balance will require a combination of public education, parental involvement, appropriate enforcement, engineering where appropriate, and continued legislative action to modernize the Commonwealth's regulatory framework.

ENFORCEMENT CHALLENGES

The Medway Police Department is committed to promoting the safe and lawful operation of micromobility devices through education, community outreach, and appropriate enforcement. Officers routinely engage with riders to explain applicable laws, encourage the use of protective equipment, and address unsafe behavior before it results in injury.

Despite these efforts, enforcing existing laws presents several significant challenges. These challenges are not unique to Medway and have been identified by law enforcement agencies throughout Massachusetts and across the country.

Rapidly Evolving Technology

Micromobility technology has advanced much more quickly than state laws and regulations.

Manufacturers introduce new models each year with increased speeds, larger motors, longer battery life, and features that blur the distinction between bicycles, mopeds, motorcycles, and off-road vehicles. As new products enter the market, existing statutes often fail to provide clear guidance regarding how these devices should be classified or regulated.

This places officers in the difficult position of applying laws that were written before many of today's devices existed.

Difficulty Determining Legal Classification

Many micromobility devices appear nearly identical despite being subject to entirely different legal requirements.

For example, two electric bicycles may look the same while one qualifies as a lawful Class 2 electric bicycle and the other exceeds the statutory motor wattage or speed limitations, making it subject to different motor vehicle laws.

Determining the proper legal classification often requires information that is unavailable during a roadside encounter, including:

- Manufacturer specifications
- Motor wattage
- Factory-programmed speed limitations
- Software modifications
- Vehicle identification information
- Intended design and use

These characteristics cannot usually be determined through visual observation alone.

Consumer Confusion

Retailers frequently advertise a wide variety of products as "electric bicycles" or "e-bikes," even when those products may not meet the statutory definition established by Massachusetts law.

As a result, many purchasers reasonably believe that any vehicle marketed as an e-bike may be legally operated wherever a traditional bicycle is permitted. Riders are often surprised to learn that different legal requirements may apply depending upon the vehicle's design and performance characteristics.

This misunderstanding can make voluntary compliance more difficult and place officers in the position of having to explain a complex legal framework during enforcement encounters.

Limited Enforcement Authority

Although officers may observe unsafe operation, the available enforcement options are often limited.

Current statutes do not comprehensively address many of the newer micromobility devices now being operated on public roadways and sidewalks. Depending upon the circumstances, officers may be limited to enforcing general traffic laws, equipment violations, or other provisions that were not specifically intended to regulate these devices.

The absence of a comprehensive statutory framework can lead to inconsistent enforcement outcomes and public confusion.

Juvenile Riders

A significant percentage of enforcement activity involves juveniles.

Many young riders lack driver's licenses and have never received formal instruction regarding traffic laws or safe roadway operation. In many cases, education and parental involvement are more effective than issuing citations.

When violations occur, officers frequently must balance the immediate need to prevent unsafe behavior with the long-term goal of encouraging voluntary compliance through education rather than punitive enforcement.

Seizure and Impoundment Limitations

One of the most common questions received by law enforcement agencies is whether officers may simply confiscate unsafe micromobility devices.

In Massachusetts, police officers generally do not possess broad authority to seize or permanently impound a micromobility device solely because it has been operated unlawfully. Absent specific statutory authority, a valid arrest, a lawful community caretaking purpose, or another recognized legal justification, the Fourth Amendment and Article XIV of the Massachusetts Declaration of Rights limit the seizure of private property.

Temporary impoundment may be appropriate in limited circumstances, such as when necessary to preserve evidence, protect public safety, or safeguard property until it can be released to a responsible parent or owner. However, these situations are fact-specific and do not provide general authority to confiscate devices as a deterrent or punishment.

A bicycle operated by a juvenile in violation of MGL C 85 s 11B can be impounded for up to 15 days. This can’t be applied to E-scooters, Class 3 E-bikes, or Motorized bicycles.

MGL c85 s 11B does allow officers to cite parents if they authorize or permit juveniles to operate unlawfully.

Resource Considerations

Addressing unsafe micromobility operation requires a significant investment of police resources.

Traffic enforcement, public education, parental notification, documentation, and follow-up all require officer time that must be balanced against emergency calls for service and other policing priorities. Repeated contacts with the same individuals may occur without meaningful long-term behavioral change if broader educational and legislative solutions are not available.

Need for Education

Education remains the most effective enforcement tool available.

The Department has prioritized educating riders and parents regarding:

- Applicable Massachusetts laws.
- Helmet requirements.
- Safe operating practices.
- Appropriate locations for operation.
- The performance capabilities of high-powered devices.
- The potential legal consequences of unsafe operation.

Many violations result from misunderstanding rather than intentional misconduct. Increasing public awareness can significantly improve voluntary compliance and reduce the need for formal enforcement.

The Need for Legislative Action

Ultimately, the most significant enforcement challenge is the absence of a comprehensive and modern legal framework.

Law enforcement agencies can enforce only those laws enacted by the Legislature. As micromobility technology continues to evolve, statutory definitions, equipment requirements, operating standards, licensing provisions, and enforcement authority must evolve as well.

Until state law is modernized, municipalities and police departments will continue to face uncertainty when regulating increasingly sophisticated micromobility devices. A coordinated approach that combines statewide legislative reform, public education, responsible parental oversight, and reasonable local enforcement will provide the greatest opportunity to improve public safety while preserving the benefits these devices offer to the community.

RECOMMENDATIONS

The increasing prevalence of micromobility devices presents a complex public safety challenge that cannot be addressed through enforcement alone. A successful strategy must balance the legitimate transportation and recreational benefits of these devices with the Town's responsibility to protect the safety of riders, pedestrians, and motorists.

The following recommendations are offered for the Select Board's consideration.

1. Continue a Public Education First Approach

Education should remain the cornerstone of the Town's response to micromobility safety.

The Police Department should continue to prioritize voluntary compliance through rider education before resorting to enforcement whenever appropriate. Educational efforts should focus on:

- Safe operating practices.
- Helmet use.
- Rules of the road.
- Appropriate locations for operation.
- The legal distinctions between bicycles, e-bikes, mopeds, and other motorized devices.
- The risks associated with excessive speed and reckless operation.

Educational materials should be made available through the Town's website, social media platforms, schools, youth organizations, and community events.

The Medway Fire Department and Parks and Recreation Department have both committed to joining the police in safety education. The schools have participated in education efforts in the past and would be a strong partner if able to join. Local residents have expressed interest in helping as well.

The police department has taught bicycle safety for the last thirty years. Unfortunately, recent efforts to hold e-bike safety classes have not resulted in strong participation by middle school-age juveniles, who make up the largest demographic of micromobility device users in Medway.

2. Expand Parent and Guardian Outreach

Parents play a critical role in ensuring the safe use of micromobility devices.

Many parents are unaware that some products marketed as electric bicycles possess acceleration and top speeds comparable to those of motorcycles. Before purchasing these devices, parents should understand:

- The device's maximum speed.
- Applicable Massachusetts laws.
- Helmet requirements.

- Appropriate riding locations.
- The importance of supervision for younger riders.

The Town should partner with schools and community organizations to provide educational resources aimed specifically at parents and guardians.

3. Strengthen School Partnerships

The Medway Police Department should continue to collaborate with school administrators to educate students on the safe and lawful operation of micromobility devices.

Safety presentations, bicycle rodeos, driver's education programs, and School Resource Officer outreach provide valuable opportunities to reinforce safe riding habits before unsafe behaviors become established.

4. Continue Targeted Enforcement

While education should remain the preferred approach, officers should continue targeted enforcement efforts when riders engage in behavior that creates an immediate risk to public safety.

Examples include:

- Reckless operation.
- Excessive speed.
- Failure to obey traffic control devices.
- Riding in prohibited areas.
- Operating unregistered motor vehicles on public ways.
- Operating devices that are improperly classified or otherwise unlawful under Massachusetts law.

Enforcement should focus on hazardous behavior rather than minor technical violations whenever possible.

5. Improve Data Collection

The Town should document complaints, crashes, warnings, citations, and enforcement activity involving micromobility devices.

Collecting accurate data will assist the Town in:

- Identifying trends.
- Evaluating the effectiveness of educational efforts.
- Supporting future grant applications.
- Informing policy decisions.
- Providing objective information to state policymakers considering legislative reforms.

6. Review Local Bylaws

Working with Town Counsel, the Select Board may wish to evaluate whether existing local bylaws adequately address the operation of micromobility devices on Town-owned property, including:

- Parks.
- Athletic fields.
- Playgrounds.
- Conservation areas.
- Municipal parking facilities.
- Other public property under municipal control.

Any local regulations should complement, rather than conflict with, state law and should be designed to improve public safety while remaining practical to enforce.

It must be noted that under state law, local by-laws and ordinances cannot be enforced against juveniles.

7. Support State Legislative Reform

Many of the issues discussed in this report cannot be resolved through local action alone.

The Select Board should consider supporting legislation that modernizes Massachusetts' micromobility laws by:

- Establishing clear and comprehensive definitions for emerging device types.
- Creating consistent equipment and safety standards.
- Clarifying where various classes of devices may legally operate.
- Establishing age requirements appropriate to device performance.
- Providing guidance regarding licensing and registration where appropriate.
- Addressing vehicle modifications that increase speed or performance beyond legal limits.
- Providing law enforcement with clear and consistent enforcement authority.

Uniform statewide standards would improve public understanding, simplify enforcement, and promote consistency among municipalities.

8. Encourage Responsible Retail Practices

The Town should encourage retailers and manufacturers to provide purchasers with clear information regarding:

- Applicable Massachusetts laws.
- Age recommendations.
- Helmet requirements.
- Safe operating practices.
- The legal classification of the device being sold.

Consumers should be able to determine whether a particular device is legally classified as an electric bicycle, a motorized bicycle, or another type of motor vehicle before making a

purchase. Medway does not currently have an operating retailer of these devices; as such, outreach to consumers would have a larger impact.

9. Continue Regional Collaboration

Because micromobility devices are frequently operated across municipal boundaries, the Medway Police Department should continue collaborating with neighboring police departments, regional planning agencies, state agencies, and professional organizations to share information, coordinate educational efforts, and promote consistent enforcement practices.

LOCAL ENFORCEMENT OPTIONS

- Strict enforcement will impact the use of these devices by underage users, who make up the majority of users in Medway.
- Safely enforce age and licensing restrictions for E-scooters:
    - E-scooters require the rider to be at least 16 years old.
    - Riders must have a learner's permit or driver's license.
    - Most riders in Medway are middle school age.
    - Parents and teens see these scooters as convenient means of transportation, which give teens and parents freedom formerly not available.
    - Educational outreach to parents and through the schools will hopefully reduce the number of underage users.
    - The police department will have to stop riders who appear underage to seize the scooter and possibly issue citations before releasing the scooter to parents.
- Safely enforce age and licensing restrictions on motorized bicycles (mopeds).
    - These devices are seen in Medway but not nearly as much as scooters and Class 1-3 bicycles.
    - There are a few middle school-aged teens who appear to be using these.
    - The department should also seek to educate first, then enforce.
- Helmet laws:
    - Although persons under 16 are required to wear helmets, there is no fine for not doing so. The department can impound certain devices for up to 15 days, though. A progressive approach should be used, starting with individual education, followed by parental education, then seizing devices for 2 days, then 5, then 10, then 15.
- Social media program
    - The department plans to develop a comprehensive social media campaign to educate riders, parents, and teens regarding the rules regarding these devices and their safe operation.

CONCLUSION

Micromobility devices are likely to become an increasingly common part of everyday transportation in Massachusetts. The MA DOT Beyond Mobility 2050 plan is a long-range plan to greatly increase the use of micromobility devices in public transportation. They provide important mobility, recreational, and environmental benefits and will continue to play an increasingly important role in how residents travel within communities.

The Town's objective should not be to discourage the responsible use of these devices, but rather to promote their safe integration into the transportation system. Achieving that goal will require cooperation among riders, parents, educators, retailers, municipal officials, law enforcement, and state policymakers.

By emphasizing education, encouraging responsible operation, collecting meaningful data, supporting reasonable enforcement, and advocating for modernized state laws, the Town of Medway can improve public safety while preserving the many benefits that micromobility devices offer to residents.

APPENDIX

SPECIAL COMMISSION ON MICROMOBILITY REPORT

JANUARY 2026

RECOMMENDATIONS

Spotlight: E-bikes

If the commission's recommendations are passed into law, this is how the rules for certain e-bikes would change.

Aventon Soltera 3 ADV

Motor Power **250W**
Top Speed **20 MPH**



Status Quo

Class 1 E-bike

- Helmet required for riders 16 years old and under
- Any age can operate
- Not allowed on sidewalks
- No battery safety requirement

Proposed

Tier 0.A
Class 1 E-bike

- ✔ Helmet required for riders 16 years old and under
- ✔ Any age can operate
- ✔ Allowed in Bike Lanes, Shared Use Paths, DCR unimproved trails
- ✘ Not allowed on sidewalks
- ✔ UL2271 battery
- ✔ UL2849 electrical system

Lectric XP4

Motor Power **500W**
Top Speed **28 MPH**



Status Quo

UNDEFINED

- Helmet required for riders 16 years old and under
- Any age can operate
- Not allowed on sidewalks
- No battery safety requirement
- Follow CSPC requirements for bicycles

Proposed

Tier 1.A
Class 3 E-bike

- ✔ Helmet required for all riders
- ✔ Must be 16+ years old to operate
- ✔ Allowed in Bike Lanes
- ✘ Not allowed on Shared Use Paths, DCR unimproved trails, or sidewalks
- ✔ UL2271 battery
- ✔ UL2849 electrical system

Sur-Ron LightBee X

Motor Power **8000W**
Top Speed **47 MPH**



Status Quo

Off-Highway Vehicle (OHV)

- Helmet required for riders 18 years old and under
- 18+ can operate unsupervised
- Allowed off-road and private property
- No battery safety requirement

Proposed

Off-Highway Vehicle (OHV)

Maximum speed pushes it out of Tiers 0, 1, and 2 (beyond 39 MPH).

Does not have a VIN to follow FMVSS requirements for a Motorcycle registration, which is required to qualify as a Tier 3.A.

PIN required to register as an Off-Highway Vehicle with the Massachusetts Environmental Police.

Spotlight: E-scooters

If the commission's recommendations are passed into law, this is how the rules for certain e-scooters would change.

GoTrax GXL 2

Motor Power **250W**
Top Speed **16 MPH**



Status Quo	Proposed
Motorized Scooter	**Tier 0.B**
Cannot operate over 20 MPH, must equip with stop and turn signals	16 years old and under must wear a helmet
Need a driver's license or learner's permit	Any age can operate
Allowed on public ways with speed limit 30 MPH or less	Allowed in Bike Lanes, Shared Use Paths
Not allowed between sunset and sunrise	No turn signals needed
No battery safety requirement	UL 2271 battery UL 2272 electrical system

Segway ZT3 Pro

Motor Power **650W**
Top Speed **25 MPH**



Status Quo	Proposed
Motorized Scooter	**Tier 1.B**
Cannot operate over 20 MPH, must equip with stop and turn signals	Helmet Required
Need a driver's license or learner's permit	16+ years old to operate
Allowed on public ways with speed limit 30 MPH or less	Allowed in Bike Lanes Not allowed on Shared Use Paths
Not allowed between sunset and sunrise	State MicroID required Education Requirement
No battery safety requirement	UL 2271 battery UL 2272 electrical system

Segway GT3 Pro Scooter

Motor Power **1700Wx2**
Top Speed **50 MPH**



Status Quo	Proposed
Motorized Scooter	**Out of Class Device**
Cannot operate over 20 MPH, must equip with stop and turn signals	Maximum speed pushes it out of Tiers 0, 1, and 2 (beyond 39 MPH).
Need a driver's license or learner's permit	Does not have a VIN to follow FMVSS requirements for a Motorcycle registration, which is required to qualify as a Tier 3.B.
Allowed on public ways with speed limit 30 MPH or less	PIN required to register as an Off-Highway Vehicle with the Massachusetts Environmental Police.
Not allowed between sunset and sunrise	
No battery safety requirement	