

September 7th, 2026

Joint Committee on Transportation
24 Beacon Street
Room 109-C, State House
Boston, MA 02133

Re: "The Ride Safe Act" Bill S.3077 An Act to Enhance the Safe Use of
Micromobility Devices

Dear Committee Members,

The Somerville Alliance for Safe Streets (SASS) is pleased to support the
proposed "Ride Safe Act"
(malegislature.gov/Bills/194/S3077) filed by Governor Healey.

SASS is a coalition of residents who work together to advocate for safe,
equitable, beneficial streets for everyone in Somerville, MA. We are
pedestrians, cyclists, motorists, transit users, seniors, and parents of young
children.

In recent years, the use of micromobility devices has increased
dramatically as an affordable and low-emission way to travel short
distances. Accompanying this use is the ambiguity of where such devices
belong and how fast they should be allowed to go. We see them in use
everywhere -- on both sidewalks and streets in the mix of motor vehicles,
pedestrians, and unpowered bicycles, and on multi-use paths with the
further mix of strollers, children, and dogs. Unfortunately, there has also
been an increase in crashes involving micromobility devices. Sometimes
these devices are driven by people who lack situational awareness, have
not yet learned the rules of the road, and cannot fully control their vehicle.
Regardless of whether the micromobility user caused the crash, their
deaths in crashes with vehicles have increased, including the deaths of
children.

We appreciate that this “Act to enhance the safe use of micromobility devices” seeks to address these many safety issues by organizing micromobility into a maximum speed-tier framework to provide a consistent way to determine where devices can operate and what safety rules apply. We also appreciate the minimum age requirements for operating certain e-bikes and scooters. We are encouraged by the proposal to form a working group to develop recommendations for a regulatory scheme and additional legislation for the operation of micromobility devices.

We realize this bill contains a subset of the recommendations set forth in the report by the Special Commission on Micromobility back in January. We would encourage adding to the bill the recommendation to “establish a default maximum speed of 20 mph on shared use paths, applicable statewide, unless otherwise posted. Path-operating entities retain the authority to lower the limit based on context-specific factors such as user volume, path width, crossings, geometry, and adjacent land uses.”

Having a robust way to collect data and report on incidents involving micromobility devices that do not also involve a motor vehicle has become increasingly important. We are pleased to see the bill’s proposal to create a standardized form to report crashes and incidents involving micromobility users (either alone, with each other, or in crashes with pedestrians, regardless of whether a motor vehicle is involved) to be included within MassDOT’s crash data system is an important step.

SASS believes that Bill S.3077 offers a timely opportunity to attract new riders to affordable low-emission ways to travel short distances, while providing clear rules to make roads and sidewalks safer and protecting pedestrians. Increased micromobility use will reduce motor vehicle traffic, reduce greenhouse gas emissions and travel times, thus benefiting everyone.

Thank you for your consideration.

Best regards,

SASS Steering Committee:

Chris Dwan, Ivaloo Street; Stephanie Galaitsi, Morrison Avenue; Joan Liu, Florence Street; Karen Molloy, Highland Avenue; Arah Schuur, Walker Street; Susann Wilkinson, Orchard Street; Larry Yu, Herbert Street; Edward Faulkner, Bay State Avenue; Roman Zadov, Grove Street; Ellin Reisner, Mt. Vernon Street; Alex Friedan, Lake Street; Cynthia Stillinger, Fairfax Street; John Callerame, Banks Street, Coralie Cooper, Conwell Street; David Hawley, Putnam Street

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cc: Pat Jehlen, Christine Barber, Mike Connolly, Mayor, Brad