

Roxanne Maher

From: Roxanne Maher
Sent: Friday, August 7, 2026 7:39 AM
To: Town Council Group
Cc: Fred Allyn, III
Subject: Fwd: E-Bike Accident in Gales Ferry

Begin forwarded message:

From: "Fred Allyn, III" <mayor@ledyardct.org>
Date: August 6, 2026 at 5:26:20 PM EDT
To: Stephano and Adaliss <stephanoandaliss@gmail.com>
Cc: Roxanne Maher <council@ledyardct.org>
Subject: RE: E-Bike Accident in Gales Ferry

Good afternoon,

Thank you for the email and I'm sorry to hear of your son's accident with an e-bike rider and the injuries he sustained. I will share this with the Town Council as they draft the ordinances (laws) and my role is to see the laws are enforced by various departments. The Council's task will be to determine if they feel the need is sufficient to regulate. Generally speaking, ordinances are not approved for one occurrence situations. If the Council determines the need is sufficient, they may choose to then draft and pass an ordinance. The state does give municipalities the right to regulate e-bikes and classifies these bikes in four categories with the highest classification essentially being more scooter or moped than bicycle. By CT law, all e-bike riders are required to wear helmets.

Thank you again for reaching out and I'm sorry to hear of your son's injuries. I hope he is on the mend!

Best,

Fred
Fred B. Allyn III



Mayor, Town of Ledyard, CT
741 Colonel Ledyard Hwy.
Ledyard, CT 06339
Tel (860) 464-3221
www.ledyardct.org

NOTICE* Effective June 11, 2018
Town Hall hours are 7:30AM-4:45PM Mon-Thurs
CLOSED FRIDAYS

From: Stephano and Adaliss <stephanoandaliss@gmail.com>
Sent: Wednesday, August 5, 2026 1:13 AM
To: Fred Allyn, III <mayor@ledyardct.org>
Subject: E-Bike Accident in Gales Ferry

Adaliss Stravoravdis
9 Ramblewood Drive
Gales Ferry, CT, 06335
860-801-4673
StephanoandAdaliss@gmail.com

August 5, 2026

The Honorable Fred Allyn, III
Mayor, Gales Ferry, CT
Mayor's Office
741 Colonel Ledyard Highway
Ledyard, CT 06339

Dear Mayor Allyn,

I am writing to you as a resident of Gales Ferry and as a parent, following a serious incident that took place earlier today. My child was struck by a teenager riding an e-bike while pulling into the driveway. He has significant bruising on the right side of his body (from his face down to his back) and is currently in a great deal of pain - we are confirming potential nerve damage. I am sharing our family's experience because I believe it points to a gap in our local rules that puts every resident, and especially children, at risk. I am happy to provide photos of the injuries upon request.

E-bikes sold today can reach speeds of 30 miles per hour within seconds, yet in most cases a rider needs no permit, no license, no training, and no minimum age to operate one on our streets and sidewalks. A vehicle capable of that kind of acceleration deserves a level of oversight closer to what we require of mopeds and motorcycles, not the informal, unregulated status it currently has.

Since 2017, e-bikes have been linked to more than 360,000 total ER visits and over 230 deaths in the U.S. [Marzzacco Niven & Associates](#)

Teens and kids are disproportionately affected: about 41% of e-bike ER visits in 2024–2025 involved patients ages 10 to 19, and pediatric e-bike injuries jumped from about 4% of all recorded NEISS cases in 2019 to nearly **50%** in 2023! Some children's hospitals now report e-bikes as their **leading cause of trauma visits** — Rady Children's Hospital in San Diego alone treated 446 e-bike patients in 2025, representing 40% of all trauma activations.

I am asking you and the Town Council to treat this as a public safety priority before another child, cyclist, or pedestrian is hurt.

I understand that budgets and staffing are limited, so I want to offer some options that would not require significant new spending:

- Require registration and a visible identification sticker for e-bikes operated on town roads and sidewalks
- A low-cost, town-issued sticker or plate (similar to a bicycle license) would let riders and their bikes be identified after an incident and would create a natural point for the town to hand out basic safety-rule information.
- Set a minimum age and require a basic safety course for higher-speed (Class 2 and 3) e-bikes
- Many states already distinguish e-bike classes by top speed and throttle type. Adopting a minimum-age rule for the faster classes, paired with a short online safety course, could be implemented largely through existing state guidance and would cost little to enforce.
- Post speed-limit and shared-road signage in residential and high-traffic areas
- Clear signage near schools, parks, and residential streets reminding riders of speed limits and right-of-way rules is inexpensive relative to infrastructure changes and reinforces expectations for both riders and drivers.
- Direct local police to enforce existing traffic laws for e-bike riders.

- Reckless riding, failure to yield, and riding on sidewalks where prohibited are often already against the law. A short-term enforcement and warning campaign, followed by citations, would use resources we already have.

- Partner with the school district on an e-bike safety education campaign

- A brief assembly, flyer, or unit in health or driver's education classes could reach the riders themselves and their parents at minimal cost.

I recognize that e-bikes offer real benefits, including affordable transportation and reduced car traffic, and I am not asking the town to ban them. I am asking for reasonable, low-cost guardrails so that the speed these bikes are capable of is matched by an equivalent level of accountability for the riders operating them.

I would welcome the opportunity to speak with you or attend a Town Council meeting to discuss this further, and I am glad to share photos and additional details about what happened to my child. Thank you for your attention to this matter and for your service to our community.

Sincerely,

Adaliss Stravoravdis
Gales Ferry

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Stephano and Adaliss

