

**SB 1532 A STAFF MEASURE SUMMARY**  
**House Committee On Transportation Policy**

**Carrier:** Rep. Witt

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**Action Date:** 02/19/18  
**Action:** Do Pass the A-Eng bill.  
**Vote:** 9-0-0-0  
**Yeas:** 9 - Bonham, Evans, McLain, Meek, Noble, Salinas, Vial, Wilson, Witt  
**Fiscal:** No fiscal impact  
**Revenue:** No revenue impact  
**Prepared By:** Patrick Brennan, LPRO Analyst

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**WHAT THE MEASURE DOES:**

Modifies the definition of "motor assisted scooter" for purposes of the Oregon Vehicle Code.

**ISSUES DISCUSSED:**

- Improved stability of four-wheel scooters
- Rights and responsibilities for operators of motorized scooters on public roads

**EFFECT OF AMENDMENT:**

No amendment.

**BACKGROUND:**

ORS 801.348 defines "motor assisted scooter" as a vehicle designed to operate on the ground, equipped with not more than three wheels, and with handlebars and foot support or seat for the operator's use. The scooter may be powered by human propulsion or a motor; if equipped with a motor, the scooter must be incapable of exceeding 24 miles per hour. Motor assisted scooters may operate in a manner similar to other vehicles on roads with a speed limit of 25 miles per hour or less; on roads with higher speed limits, the scooter must be operated in a bicycle lane. The operator may not carry passengers, and must wear a bicycle helmet.

While Oregon law permits motor assisted scooters with three or fewer wheels, manufacturers offer a wide variety of scooters that feature four wheels but otherwise meet the requirements of Oregon law. Some other types of scooters feature three or four wheels but utilize steering mechanisms that do not fit the definition of handlebars. Designs with four wheels may provide a greater level of stability for navigating road hazards, steep inclines, or curb cut-outs.

Senate Bill 1532-A revises the definition of "motor assisted scooter" to allow for designs with four wheels, and also eliminates references to handlebars to allow for designs featuring other steering mechanisms.