



February 15th, 2024

Senator Gorsek, Co-Chair
Representative McLain, Co-Chair
Joint Committee on Transportation
Oregon State Legislature
900 Court St. NE
Salem, Oregon 97301

Dear Co-Chair, Gorsek, Cochair McClain and members of the Committee,

At The Environmental Center, we harbor a profound belief in the amazing potential of electric bicycles (ebikes) to redefine transportation and we have seen it's interest explode in recent years. Our vision aligns seamlessly with the pursuit of efficient, environmentally friendly, and equitable mobility solutions. Because of this we are interested in exploring the potential to take a deep dive and improve out e-bike rules and regulations.

Components of HB4103 are a good step in the right direction, including the goal to align Oregon's e-bike regulations with the well recognized three class system Class 1, 2, and 3. Being based in Bend, Oregon we are in the heart of one of the largest examples of youth ebike riders statewide. As the law currently is written, our youth and teens are not afforded the ability to legally ride any electric bike until they turn 16. This is pretty rare, with [41 states](#) allowing riders under 16 some level of legal e-bike access.

We applaud the proposal to lower the age limit for ebike riders as it represents a step in the right direction. We support Oregon following the lead of our neighboring states by allowing riders under 16 access to not just class 1, but also class 2 ebikes. Class 1 and Class 2 ebikes have the same speed limitation of 20 mph, while class 3 is allowed to travel upwards of 28mph.

We believe that the speed component of class 1 and 2 is a much better corollary to safety for riders and other street users, than the presence or absence of a throttle.

We also believe that bicycle education is crucial for kids to navigate roads safely, learn rules, and build confidence and skills. It's disappointing that statewide funding for this was not included in the final version of this bill, and I urge its inclusion in future sessions.

In conclusion, while HB4103 lays a promising foundation for e-bike regulation in Oregon, there remains work to be done. We urge policymakers to consider the broader implications of this legislation, ensuring that it reflects the diverse needs of our communities. Let us seize this opportunity not only to lead in regulation but also to foster a culture of safe and accessible transportation for all.

Thank you for your time and consideration.

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