

Submitter: Chris Smith
On Behalf Of:
Committee: Joint Committee On Transportation
Measure, Appointment or Topic: HB2963

15 March 2025

Chairs McLain and Gorsek, and Members of the Joint Committee on Transportation
Oregon State Legislature
900 Court St NE
Salem, OR 97301

Dear Chairs McLain and Gorsek, and Members of the Joint Committee on Transportation,

I had the privilege of serving on the Steering Committee for Portland's most recent bicycle master plan (2010) and then also serving on its Planning Commission while incorporating that plan into the City's Transportation System Plan.

As long ago as 2010 we began thinking about how ebikes would extend the range of bicycle trips and began to plan bicycle facilities on steeper streets made accessible by these bikes.

In 2018 I took the plunge and purchased my own eCargo bike which has become my daily transportation vehicle (22,000 miles and counting). I've experienced how ebikes lead to longer and more frequent trips and equalize access to transportation for people with varying levels of physical ability.

This has given me the ability to observe how regular bikes, ebikes and scooters - along with other vehicles that do not meet the statutory definitions of bicycle - interact in the bike lane. My personal observation is that the vehicles that travel below 20 miles per hour generally share the space quite well. Conflicts most often arise from throttle-equipped vehicles that can exceed this speed.

I am writing to express my strong support for HB 3626, which will establish clear, sensible micromobility regulations while improving safety for all road users. I believe this bill carefully distinguishes the vehicle types that need greater regulation to ensure safety.

For these reasons, I urge the legislature to pass HB 3626. This bill will make Oregon's transportation system safer, more accessible, and more sustainable for everyone.

Thank you for your time and consideration. Please feel free to contact me if you have any questions.

Sincerely,

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