



March 17, 2025

Joint Transportation Committee  
Oregon State Legislature  
900 Court St NE  
Salem, OR 97301

Dear Co-Chairs McLain & Gorsek and Members of the Joint Transportation Committee,

On behalf of the Oregon Micromobility Network (OMN), I am writing to express our strong support for HB 3626, which establishes clear and enforceable micromobility regulations while improving safety for all road users. This bill reflects a year of robust stakeholder engagement with ODOT, local jurisdictions, industry representatives, and community organizations to ensure that micromobility policies reflect the realities of how people move in Oregon. It is in alignment with OMN's 2025 policy framework (attached below).

The rapid adoption of e-bikes and other micromobility devices presents both an opportunity and a challenge. Oregon needs consistent, sensible, streamlined regulations that provide clarity for users, local governments, and enforcement agencies. HB 3626 removes ambiguity by creating standardized definitions, safety requirements, and enforcement tools that ensure micromobility remains a safe and accessible mode of transportation.

This bill also prioritizes safety and education, ensuring that all road users, whether walking, biking, driving, or using micromobility, have the knowledge and resources to share streets and pathways safely. Increased investment in micromobility education and outreach will help prevent conflicts, reduce crashes, and promote safer interactions between all modes of travel.

HB 3626 aligns with Oregon's broader transportation and climate goals by integrating micromobility into a multimodal system that reduces congestion, lowers transportation costs, and improves public health. This legislation is a critical step toward ensuring micromobility is a safe, sustainable, and widely available transportation option for all Oregonians.

For these reasons, OMN urges the legislature to pass HB 3626. Thank you for your leadership on this issue, and we look forward to continuing to work together to support Oregon's micromobility future.

Sincerely,

Cameron Bennett  
*on behalf of Oregon Micromobility Network*



**Oregon needs clear and enforceable policy to keep micromobility safe and accessible, and so agencies are ready to support its integration into a complete, multimodal transportation system.**

Micromobility is being rapidly adopted by Oregonians, and shared systems are maturing in cities statewide. These devices enable users across rural, suburban, and urban areas to travel further and faster. They can extend the range of transit services and replace existing trips with added speed, affordability, and convenience.

Many Oregonians will readily embrace micromobility for transportation with the right policies, programs, and infrastructure in place. **Let's work together to reestablish Oregon as a national transportation innovation leader.**

Micromobility refers to small human- and electric-powered vehicles like bikes, e-bikes, scooters, e-scooters, skateboards, and other personal mobility devices. These options have the potential to **reduce costs, alleviate traffic congestion, improve public health, and reduce harmful GHG emissions pollution.**

We've already made great headway on this topic:

- [2023 ODOT Oregon Transportation Plan](#)
- [2023 DLCD Climate-Friendly and Equitable Communities Rulemaking](#)
- [2024 DEQ Climate Protection Program](#)
- 2024 Legislative session bills [HB4103](#) and [HB4067](#)
- Oregon Legislature Micromobility Work Group established in early 2024

But we can't rest on our laurels! We must act with urgency in the 2025 session to make sure that rapid micromobility innovation and public adoption does not outpace sensible regulation.

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**The Oregon Micromobility Network (OMN)** developed the policy framework below to help ensure that the 2025 Oregon Legislative session delivers on its promise by building broad consensus around policy which supports public and commercial interests. Our members represent local and state governments, shared system providers, academic institutions, nonprofits, transportation consultants, e-bike retailers and manufacturers, e-bike freight providers, advocacy organizations, and micromobility users. OMN is focused solely on these details and is one of the strongest groups of subject matter experts on the topic in North America.



## The Vision – Moving Forward for Sustained Success

### Focus on Fiscal Responsibility

- **Underscore the value of micromobility;** investments will save households and taxpayers money as people drive less, reducing congestion, safety costs, and maintenance needs.

### Support Rapid Adoption

- **Invest in shared micromobility systems,** such as bike- and scooter-share, pursuing transit integration and geographic expansion.
- **Promote device ownership** through equity-focused statewide incentive programs such as tax credits or rebates.

### Educate System Users

- **Include micromobility in driver education materials.**
- **Reinvest in bicycle education courses,** incorporating micromobility skills and knowledge with a focus on youth safety and driver education, emphasizing proper helmet use, traffic laws, and responsible riding practices.
- **Communicate changes** to how micromobility can be used in Oregon.
- **Invest in battery safety outreach** to reduce the risk of charging fires.

### Whole Systems Integration

- **Reframe “bicycle lanes” as “mobility lanes”** that accommodate users of all ages and abilities traveling on a variety of devices of different sizes and speeds. Standardize the provision of sufficient passing width and physical protection from motorist traffic.
- **Develop statewide guidance for speeds and use regulations** by location and infrastructure type, allowing flexibility for local regulations to supercede statewide ones.
- **Incorporate mode switch to micromobility in statewide planning and modeling efforts.** Consider the active Oregon Highway Plan update as an opportunity to operationalize the goals of the updated OTP through this framework.

## The Plan – Prioritize Safety & Clarify Regulations

### Put Safety First

- **Today:** Children under 16 are not allowed to operate e-bikes ([HB4103](#)) or e-scooters ([ORS 814.536](#)). This is out of line with many parents’ choices to let their children ride. Due to these age requirements, ODOT’s Safe Routes to School programs do not include micromobility.
  - **Suggestion:** Remove age restrictions for the operation of low-speed (up to 20 mph) micromobility devices, and allow operation of all micromobility devices for 14- and 15-year-olds with learner’s permits.



- **Suggestion:** Require micromobility safety education with bicycle/pedestrian education in schools, as in [Minnesota](#) and [Washington](#).
- **Today:** Regulations stipulate helmets are required on e-bikes for operators and riders younger than 16, and no helmets are required for those over 16 ([ORS 814.485](#)), but all e-scooter operators are required to wear a helmet, regardless of age ([ORS 814.534](#)).
  - **Suggestion:** Ensure all low-speed (20 mph or less) micromobility devices have the same helmet requirement: required for those under 16, and encouraged if 16 or older.
- **Today:** The e-bike definition ([HB4103](#)) does not require a [UL-certified battery](#); non-certified batteries pose fire safety risks and provide less value to customers.
  - **Suggestion:** Add language that all new batteries sold in Oregon must be UL-certified or otherwise meet a federal safety standard, like in [California](#) and [NYC](#), and proposed in [Minnesota](#).
- **Today:** The Oregon Friendly Driver course is not required to receive a driver's license.
  - **Suggestion:** Require the completion of the course to receive a driver's license, and/or incorporate materials from the course into driver education materials.
  - **Suggestion:** Incentivize the completion of the course through an insurance discount for drivers and/or a diversion program. [ORS 742.490](#) requires insurance providers to offer a premium reduction for adults 55 and older who complete a safety course, and [ORS 811.508](#) allows persons who are cited for distracted driving to complete a course as a diversion from being convicted.

### Clarify Device Definitions

- **Today:** There are [statutes defining some devices](#), but the lack of parity creates uncertainty, hampering micromobility's integration into Oregon's transportation framework.
  - **Suggestion:** Develop a blanket definition for *micromobility* that captures vehicle types not currently defined in statute, as well as new products yet to arrive. Examples include [SAE](#), [Minnesota](#), and [HB4067](#). The definition should include non-powered vehicles like standard bicycles. Develop regulations for specific vehicles as needed.
  - **Suggestion:** Ensure that any vehicle which—when purchased or modified—is capable of [exceeding 28 mph](#) with motor assistance is regulated as a motorcycle or another type of motor vehicle, as in [Utah](#) and [California](#).
  - **Suggestion:** Do not preclude commercial cargo use through wattage, wheel count, or weight restrictions; ensure that an exception is granted through a cargo classification.
  - **Suggestion:** Ensure that disability mobility devices are not unduly restricted.
  - **Suggestion:** Periodically review and revise these vehicle definitions to reflect the likely evolution of micromobility vehicles and their use.
- **Today:** Speed limits for motor-assisted scooters are set at 15 mph ([ORS 814.512](#)), which is lower than the industry standard and out of parity with e-bikes ([HB4103](#)).
  - **Suggestion:** Increase the maximum speed for scooters to 20 mph, to match e-bikes.
- **Today:** [HB4103](#) will adopt the standard three-class e-bike definition on January 1<sup>st</sup>, 2025.
  - **Suggestion:** Amend the definition of class 1 and 3 e-bikes to allow for a “walk” or “startup” mode, as in [California](#).