

OREGON LEGISLATIVE ASSEMBLY: Joint Committee on Transportation
Hearing for HB 3626 - Defines "powered micromobility device" for the vehicle code.
March 17, 2025

I am John MacArthur and I am the Sustainable Transportation Program Manager for the Transportation Research and Education Center (TREC) at Portland State University.

[Micromobility](#) refers to a range of small, lightweight vehicles operating at speeds typically below 30 mph. These vehicles include bicycles, electric bikes, electric scooters, electric skateboards, and shared bicycle fleets. In the last ten years, the industry has been evolving rapidly and often local and state policies and regulations have not been able to keep pace with the technology and new vehicle types coming to the market.

I have been researching micromobility, especially e-bikes, for over 15 years, and often consult and provide expertise to the micromobility industry and cities and states around the United States. Most recently, I was an author of the ODOT report: [Electric Micromobility in Oregon](#). The report highlights the potential of micromobility, including e-bikes, to be part of a statewide solution to provide sustainable, equitable, accessible, and affordable mobility. Through my and other colleagues' research, we have seen that micromobility, especially e-bikes, has the potential to get more people biking and more people biking more often. This can result in greater physical activity, significantly reduce driving, and could greatly reduce greenhouse emissions if adopted widely. We estimated in an [article](#) that a 15 percent shift to e-bikes in the Portland region would cut greenhouse gas emissions by 12 percent.

It is important to note the safety concerns of these new modes of transportation as more people purchase and use these devices in cities, communities, public lands, and trails around the state. It is time that the state updates its definitions, policies and regulations to align with other states and national standards and to address the changes in the industry over the last 25 years.

We need uniformity in the rules and regulations pertaining to micromobility to ensure these devices are safe for all users and to identify the ways micromobility devices can be best utilized to promote equity, safety, and climate goals in the transportation sector.

- *Safety First: Clear and Consistent Rules for Micromobility:* HB 3626 establishes uniform safety standards for e-bikes and other micromobility devices. By creating clear and enforceable rules, this bill helps protect riders, reduce crashes, and improve street safety for everyone. Standardized helmet laws and responsible age limits ensure that young riders are operating safely.
- *Public Awareness is Key to Safe Streets:* HB 3626 directs ODOT to educate Oregonians about micromobility laws and best practices. Increased awareness will help drivers, cyclists, and pedestrians safely share streets and pathways, reducing conflicts and improving road safety statewide.

- *Reducing Unsafe and Illegal Vehicles*: This bill helps law enforcement and transportation agencies focus on the real safety threats. Instead of targeting responsible e-bike riders, HB 3626 ensures that enforcement efforts go toward stopping motorcycles, mopeds, and illegally modified high-speed vehicles from misusing bike lanes and shared pathways.

For these reasons, I am in support of HB 3626. Thank you for your time and consideration.

My research can be found on the [TREC Research Website](#).