



E-MICROMOBILITY REGULATION AND INVESTING IN DEVICE EDUCATION AND SAFETY (E-RIDES)

Background

The growth of the e-micromobility market (e-bikes, e-scooters, Segways etc.) and increased rates of ridership over the last several years have highlighted gaps and inconsistencies in current statute and insufficient safety education.

Problem

Existing law heavily focuses on the regulation of technology rather than the regulation of behavior. Inconsistencies significantly complicate public safety campaigns since it is difficult to convey those different types of e-micromobility. For example, previously defined devices such as e-bikes, and e-scooters, may not be ridden on sidewalks but new devices such as e-unicycles or e-skateboards are not prohibited. Current statute also creates speed restriction on top of age restrictions, which complicate enforcement.

Solution

E-RIDES (HB 3626), informed by the Interim Electric Micromobility Work Group, creates a broad definition of “Powered Micromobility devices” which captures new devices such as e-unicycles, e-skateboards, and powered skates. It simplifies age requirements for such devices to clear 12- and 16-year old cut off points. It directs the Oregon Department of Transportation to educate the public on these new laws, and provides \$250,000 from the General Fund to conduct the public education campaign. The -1 Amendment removes the statewide maximum speed limit of 15 mph applicable to only e-scooters, which complicated enforcement.

Supporters

