




Electric Micromobility in Oregon: Study Recommendations

Transportation Electrification Infrastructure Needs Analysis (TEINA)

Oregon is working to reduce greenhouse gas emissions from transportation by rapidly electrifying its transportation network. Agencies and communities statewide are encouraging travelers to choose modes other than single-occupancy internal combustion vehicles and working to prioritize zero-emission modes like bicycling and walking. More than ever before, Oregonians are using electric micromobility vehicles - such as e-bikes, e-scooters, and others - to get around. People use these devices to commute, exercise, meet friends, reach transit connections and even move goods and freight. With such diverse uses, e-micromobility will play an important and growing role in serving communities' transportation needs. Increased adoption of e-micromobility can help the State's efforts to reduce emissions from transportation and improve community health, economic activity and roadway congestion. The following describes actionable strategies and best practices to facilitate the growth of e-micromobility.

Barrier	Key Recommendations
 <p>Infrastructure</p>	<ul style="list-style-type: none"> • Revisit current standards and guidelines for allocating right of way for different road users. • Increase secure parking through minimum standards for new private developments and by developing secure public parking facilities near transit hubs. • Promote charging access by developing public charging at mobility and delivery hubs and in conjunction with electric car charging installations where appropriate. • Promote coordination and integration between shared e-micromobility systems and transit agencies.
 <p>Cost</p>	<ul style="list-style-type: none"> • Create a rebate or similar purchase incentive that is graduated based on vehicle cost and household income for consumers to purchase e-micromobility devices. • Create a purchase incentive for businesses that acquire cargo bikes for delivering goods or services. • Consider offering a comprehensive suite of incentives for lower-income residents who replace older cars with a combination of e-micromobility, transit, or eligible cleaner vehicles. • Ensure that shared e-micromobility systems provide reduced subscription rates for historically underserved customers and promote those plans in culturally competent ways beyond system apps.
 <p>Education and Awareness</p>	<ul style="list-style-type: none"> • Support brand-neutral and culturally competent outreach, education, safety, and test ride opportunities. • Fund and promote lending libraries for e-micromobility devices.

Barrier

Key Recommendations



Data

- Ensure shared e-micromobility system providers are sharing key data using open source standards and in useful forms with local governments and regulators.
- Establish, publish, and follow clear standards to ensure that users' personally identifiable information is protected.



Equity

- Take a targeted universalism approach by designing programs and policies around communities with the greatest barriers to accessing e-micromobility.
- Link operational incentives for shared e-micromobility systems to desired equity outcomes, with clearly defined program goals, targeted data collection, and transparent evaluations.
- Include micromobility in universal basic mobility programs.
- Implement specific system designs to overcome barriers to access, such as age, mobility limitations, smartphone and credit card requirements, and English-only apps.



Administrative and Policy Issues

- Clarify vehicle definitions and categorizations, and consider joining other states in adopting the three-class definitions for e-bikes.
- Develop a clear definition and approach for commercial electric cargo bicycles that is flexible enough to allow the use of specialty vehicles (e.g., form factors, configurations, and motor capabilities), such as e-trikes.
- Pursue and leverage federal funding for shared e-micromobility programs through existing programs, and advocate for the creation of dedicated funding streams.
- Work with a non-profit operator to help smaller communities such as Corvallis, Bend, Eugene, and Salem develop and implement coordinated shared micromobility equipment, operations, and financial plans.
- Use pilot programs to establish and test zero-emission delivery zones.