



Lessons Learned in Consensus-Based Policy Development

What's next for the Oregon Micromobility Network?

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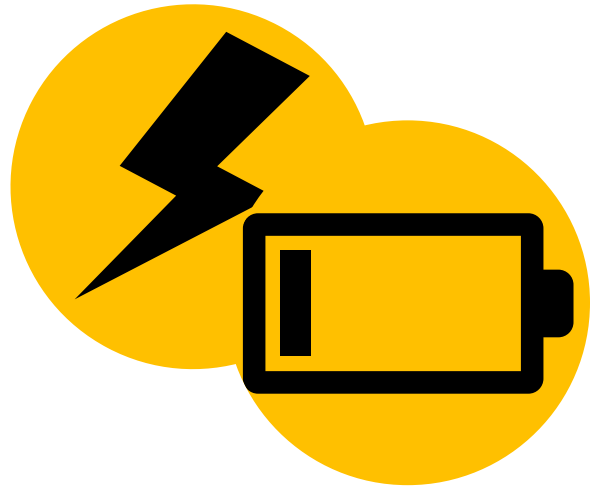
Oregon Micromobility Network



Agenda



About OMN



**Benefits &
Drawbacks
of our Model**



What's next?



**What's on
your mind?**

Who is the Oregon Micromobility Network?



**Academic
Institutions**



**Shared Mobility
Providers**



**State & Local
Governments**



**Bike &
Micromobility
Advocates**



**Community
Organizations**



**Logistics
Providers**



**Engineers
& Planners**



**Retailers &
Manufacturers**



**Safe Routes
to School
Professionals**



**Environmental
Organizations**



Objectives

Convene

a statewide
network of
micromobility
experts and
enthusiasts

Develop consensus

on policy and
programs

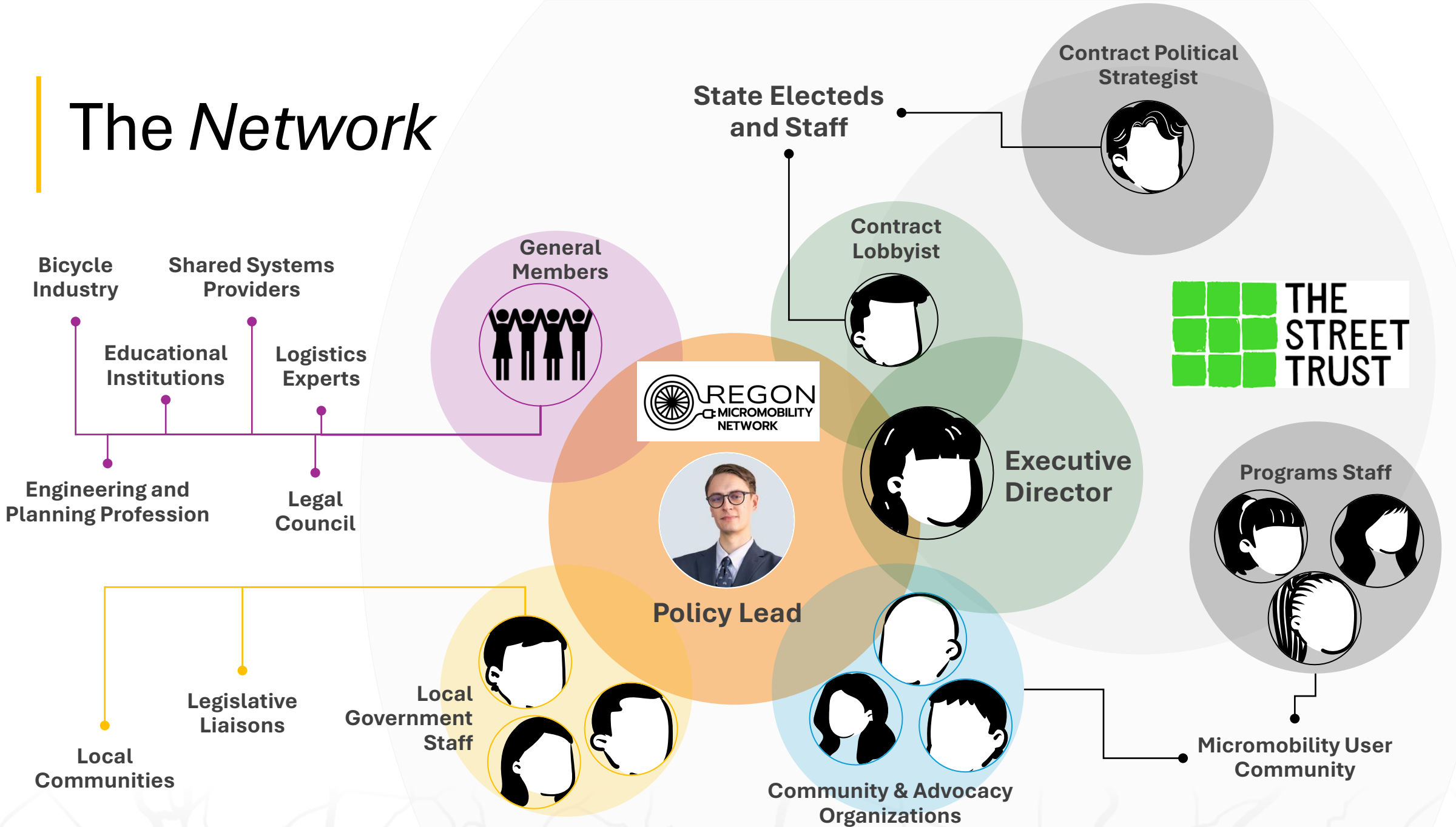
Advocate

to advance policy
and programs
goals

Build capacity

through
communications,
network building,
and fundraising

The Network



What have we learned?

A few benefits and drawbacks of our model...



Benefit #1

Turning a Minority Into a Majority

Presenting a unified,
representative front

Controlled narrative

- Coordinated media and communications
- Single voice

Minimized public dissent

- Consensus within compromise

Comprehensive representation

What this looks like: Representative testimony using common talking points

Drawback #1



Complex asks take
time to process

Controversy can be
quicksand

The antidote: standing meetings, with
seasonal frequency adjustment

- Lunch hour accommodates public sector employees

Loss of Agility

It takes time to
reach consensus



Benefit #2

Thorough Review of the Details

Every member contributes

Network includes people
with many different
perspectives

Products are
thoroughly vetted
from many angles

What this looks like: high volume of
comments to process; policy with
minimal holes, maximal coverage

The tide turns slowly

Strong dissent from a single party can change outcomes

The antidote: clear communication of tradeoffs

- Rely on subject matter experts to explain tough decisions

Drawback #2



Compromise

Keeping everyone happy is (almost) impossible



Benefit #3

Development of Community

Everyone's on
speed dial

Connecting people that
might not typically
interact, but are working
on related things

Hot-topic alerts

Knowledge-sharing
platform

What this looks like: working
relationships among Network
members

Few parties may feel that their needs are being prioritized enough for financial contribution

An incentive structure can defeat the purpose

The antidote: Parties must feel that their needs are being met

- Play defense, as well as offense; tell horror stories if needed
- Collect priorities into long-term plans

Bonus: Find a fiscal sponsor

Drawback #3



Fundraising

Lack of clear owners leads to a lack of buy in



Benefit #4

Preparedness

Finding the answer before
the question arrives

Thorough discussion yields
prepared policy positions

Established relationships
allow for quick asks

What this looks like: ability to
take opportunistic action in a
shifting landscape

Organizations must demonstrate power before being invited to the decision-making process

Disagreements can fester; consensus isn't permanent

Early missteps can cement mistrust

The antidote: Stick with it

Bonus: Hire a lobbyist

- Political football is the crux
- Get ahead of pinch points

Drawback #4



Trust Takes Time

Repeated interactions are prerequisite to progress

Proof of Concept

2023

- “**Advocate**” framing
- **Reactive** relationship with key legislators

- No demonstrable outcomes

2024

- “**Expert**” framing
- **Adversarial** relationship with key legislators

- “Kill” power in **public testimony**
- **Stripped bill** passed

2025

- “**Network**” framing
- **Trusted advisor** relationship with key legislators

- “Kill” power in **closed-door discussion**
- **Valued input** after bill drafting
- **Acceptable** bill passed by committee 10-2

2026

- “**Network**” framing
- **Key partner** relationship with key legislators

- **Direct consult** in drafting process
- **Top-of-the stack bill – Passed!**

House Bill 4007 – Passed and Signed!

Definitions

“Powered Micromobility Device”

- Up to 28 mph
- Less than 100 lbs.
- Catches device types not already defined

Ages

Low-speed devices for high schoolers

- Class 1 e-bikes and e-scooters 14+ (from 16+)
- Powered Micromobility Devices 16+

Helmets

Streamlined regulations

- Combined multiple statutes
- Helmet required if under 16
- Retained religious exemption

Devices

Consumer protection

- Storage battery or charging system must meet standards
- “Imposter vehicle” offense

What's Next?



**Celebrate
Wins**



**Press on the
Throttle**



**Deepen the
Network**



Scale



Gearing Up to 2027

Developing OMN's legislative priorities

What's on Our Minds?



E-Motos



**Micro-Freight
Vehicles**



Education



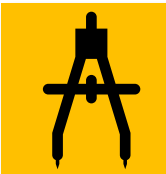
Ages



Crash Reporting



Insurance Coverage



Design and Planning

What's on Your Minds?

Emerging trends?

Community concerns?

Encouragement opportunities?

Funding needs?

Pain points?

Copying others' success?

Best practice alignment?

Hear me out...?

E-Motos

- Fix where HB 4007 fell short.
- Establish “e-moto” definition.
 - Set clearer boundaries for e-motos vs other devices.
- Making very clear to local shops the difference between e-bikes & e-motos; where the latter are allowed to be used (& getting info to customers)

Micro-Freight Vehicles

- Establish definitions and regulations for e-quads, cargo e-bikes, & kei trucks.
- Coordinate with ongoing efforts in Portland and Eugene.

Education

- Find funding for micromobility education.
- Require micromobility safety education with bike/ped programs in schools.
- Update the driver's licensing process, education courses, etc.
- Advisory committees & informing communities at point-of-sale – connect dots between state & local levels
 - Getting information to local groups who want to help but don't know existing policy work
 - Changing legislation info getting to local bike shops

Ages

- Continue to find alignment on minimum ages, particularly for class 1 and 2 e-bikes.

Crash Reporting

- Ensure that micromobility crashes are recorded and mode-attributed.
 - Will enable future data-informed decision-making.
- Align with emerging national best practices.

Insurance Coverage

- Specific asks to protect electric-assisted (e-bike, etc.) users in the same way bicyclists and pedestrians are.
 - Extend Underinsured motorist (UIM), Personal Injury Protection (PIP), and homeowners/renters coverage.
- Require insurance providers to inform purchasers of umbrella policies of the availability of UIM coverage, as they must do for auto insurance policies.
- Increase Oregon's insurance minimum to ensure sufficient coverage for crash victims.
- Communication – what DO people expect to be talking about when they bring up insurance? NJ law?
- Shared micromobility & transit providers being protected from liability if users aren't riding properly?

Design and Planning

- Bake additional micromobility considerations into formal planning processes.
 - Transportation System Plan (TSP) via Oregon Transportation Planning Rule
- Explore pathways to providing clearer design guidance for micromobility devices.
- Infrastructure – who’s designing safe ways to travel on micromobility devices?
 - Taking into account PWD using “bike” lanes instead of crumbling sidewalks – mobility lanes

Legislation & State Leadership

- State taking a leading role in disseminating info about ALL micromobility devices – normalizing lots of devices (& where they belong) – not just bike-focused
- OMN model potentially replicable for bigger transportation policy goals?

Come meet some devices!

Right after this...

PSU Montgomery Plaza

2:30-4:30pm



- B-Line cargo trike
- Forth e-bike fleet
- Icicle tricycle
- My “puppy” hauler 😊
- Electric unicycles, etc.

Immediate need for volunteers!

Monthly Meeting:

First Wednesdays noon-1pm

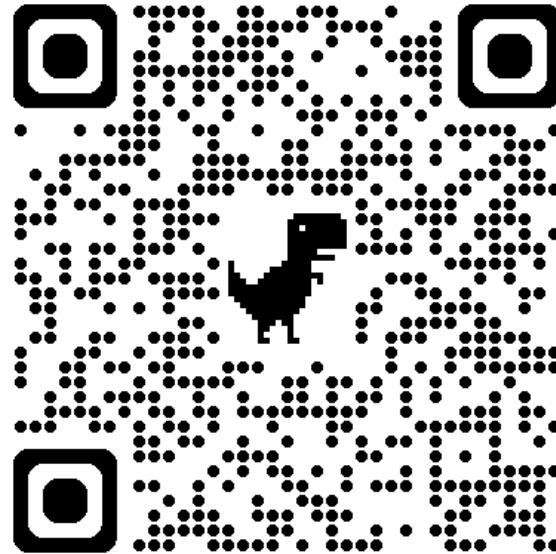
**Get
Involved!**

Join our Google Group!



groups.google.com/g/oregonmicromobility

Join our mailing list!



oregonmicromobility.org/get-involved

Thank You!

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