

**Note: Anyone wishing to speak at any Transportation Advisory Committee meeting is encouraged to do so. If you wish to speak, please raise your hand in the virtual room and, after you have been recognized by the Chair, give your name and City for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.**

**TRANSPORTATION ADVISORY COMMITTEE**

**June 18, 2026**

AGENDA

**CALL TO ORDER 4:00PM: Meeting Held Virtually Via Zoom:**

**Link: <https://zoom.us/j/94830438616>**

- I. ANNOUNCEMENTS**
- II. CONSENT AGENDA**
  - A. Approval of May 21, 2026 Minutes
- III. PUBLIC FORUM (4:05-4:20)**
- IV. REPORTS FROM OTHER CITY COMMITTEES (4:20-4:30)**
- V. NEW BUSINESS**
  - A. First Street Timed Parking Change Request (4:30-4:50, action required, discuss timed parking change and make recommendations if any for alteration).
  - B. Clear Creek Drive Marking Request (4:50-5:00, action required, discuss no parking marking request and make recommendation if any for alteration).
- VI. UNFINISHED BUSINESS**
  - A. E-Bike Safety and Education (5:00-5:45, action required, discuss E-bike Safety and Education Per Mayors Request)
  - B. TAC email/See Click Fix Review and Responses (5:45-6:00, action required, discuss as necessary)
- VII. INFORMATIONAL ITEMS**
  - A. AMC Code Updates
- VIII. AGENDA BUILDING – Future Meetings**
- IX. ADJOURNMENT: 6:00 PM**

**Next Meeting Date: July 16, 2026**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email [scott.fleury@ashland.or.us](mailto:scott.fleury@ashland.or.us). Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

**CITY OF  
ASHLAND**



# ASHLAND TRANSPORTATION ADVISORY COMMITTEE

## MINUTES

May 21, 2026

### CALL TO ORDER: 4:00 PM

**Members Present:** Linda Peterson Adams, Dave Kahn, Thor Morris, Dylan Dahle, Mark Brouillard, Joe Graf, Dave Richards, Nick David, Corinne Vieville

**Staff Present:** Scott Fleury, Marlena Correnti

**Council Liaison Present:** Eric Hansen

**Council Liaison Absent:** Gina DuQuenne

**Guests:** Edem Gomez – RVTID, Laura Marshall, Weston Overland, Mardi Mastain, Carey Mastain, Robin Donaldson, Connie Lynn, [Mandi], Christian Langenstein, David Arron, Gary German, Michael Allen, Julie Tidus, Michele Warrence-Schreiber, [Neil and Lorena], [Susan], [Tanya's iPad]

### ANNOUNCEMENTS

- Previous month TAC Agenda & Minutes – [April 16, 2026](#)
- May 26, 2026: Council and Parks and Rec will meet to discuss median redesign
  - Request for public comment on City website

### CONSENT AGENDA

- Approval of April 16, 2026 Minutes - CORRECTIONS:
  - Site versus *sight*
  - Announcement misspelled

**Vieville moves to approve Minutes with aforementioned corrections. Brouillard seconds. Approved.**

### PUBLIC FORUM

- Thank you for your comments! Reminder: There are many ways to share your comment or concern with TAC:
  - Submit [TAC contact form](#) on the City website
  - Use [SeeClickFix](#)
  - Attend monthly meetings via Zoom – Public attendees can indicate their intent to speak with a virtual “hand raise” which will be visible to the Chair and/or meeting host.
    - TAC meetings are held on the third Thursday of each month from 4:00 – 6:00 PM PST

### REPORTS FROM OTHER CITY COMMITTEES

- Council – Hansen:
  - TrAC-proposed Dormouse Trail in Lithia Park has moved forward to Parks Commission; robust 30-day public engagement expected
  - Wayfinding sign designs have been approved
  - Community Center and Pioneer Hall opening to the public soon
  - North Mountain Street Loan approved
  - Wastewater pipe rehabilitation approved; epoxy liners emit strawberry scent
- Parks – Fleury:
  - Winburn Way and ADA Project: Parks intends to move forward with ADA parking spaces for access to the Japanese Garden
  - Brouillard: *Up at Ferry Pond, is head-in only parking enforced?*

## ASHLAND TRANSPORTATION ADVISORY COMMITTEE

### MINUTES

May 21, 2026

- Fleury to consult with Officer Moore
- Planning Commission – Brouillard: discussion of paid private parking for public access will go to Council
- RVTD – Gomez: Thank you, Ashland, for coming out to support RVTD!
  - Levy passed, money will be distributed Fall 2026; RVTD to maintain existing services and add more
    - Kahn & Peterson Adams request RVTD reinstate Mike Fergier – Transportation Option Coordinator
  - May is National Bike Month

### NEW BUSINESS

- Granite Street Traffic Calming
  - Staff Report – Fleury: Per TSP, Granite Street is a neighborhood collector roadway.
    - TAC packet contains ADTs, speed table, cross-section design from the street design standards
    - Currently, the only traffic control along this corridor is the two-way stop at the intersection of Nutley and Granite; all the feeder streets have Stop or Yield signs as they access into Granite Street
  - Public Testimony:
    - M. Mastain: expressed interest in cooperative approach and requested timeline for potential solutions; mentions that speed study [with speed indicator] could alter drivers' behavior. 15 mph speed limit and a bus stop sign on High Street desired, among crosswalks at each staircase and other mentions in Traffic Calming application
    - C. Mastain: Granite is an access street, not just a residential street; crosswalks desired for pedestrian safety
    - Lynn: Granite is a crucial wildlife corridor; crosswalks would help reduce speed and increase driver awareness
    - Donaldson: requests crosswalks at all Granite Street staircases; cites that only Alice Peil Walkway has signage
    - [Mandi]: remarks that young children and elderly folks utilize Alice Peil Walkway as an access point to the plaza, Lithia Park, and the Artisan Market
    - Tidus: Granite Street is a major pedestrian corridor; witnessed Near Misses, asking for signage, striping, and greater visibility
    - [Tanya's iPad]: Granite Street has residents of all ages; desires crosswalk at school bus stop
    - Arron: requests crosswalks and a 4-way stop at the intersection of Granite and Nutley
  - Questions for Public Works Director:
    - Brouillard: *What is the degree of the slope?*
      - Fleury: Will confirm, but believes 12-14%
    - Brouillard: *If a crosswalk goes in, how much delineation or separation is required?*
      - Fleury: If parking was eliminated, you could get down to 20 feet. If you need parking on one side, you're at 27 feet. 29 feet is the separation on the upper section currently, so it could become 24 feet with a 5-foot sidewalk, hypothetically.
    - Graf: *Could Granite Street become a Bicycle Boulevard?*
      - Fleury: Based on ADT and posted speed limit, yes, Granite Street does qualify for Bicycle Boulevard status under ORS.
        - Bicycle Boulevard: City has statutory ability to designate the speed as 20 mph, with sharrows, and Share the Road signs for this conversion

## ASHLAND TRANSPORTATION ADVISORY COMMITTEE

### MINUTES

May 21, 2026

- Bicycle Boulevards exist on Faith Ave, Orange Ave, and B Street currently; this is a relatively quick structural change that could occur outside of engineering analysis for other applications.
- Peterson Adams: *How would water treatment plant (WTP) construction impact Granite Street?*
  - Fleury: WTP construction on the physical site will not begin until early 2027. Work is expected to last approximately 30 months, and driving activity will be variable. Early on, there will be considerable heavy truck traffic on Granite Street.
- Peterson Adams: *What is TAC's purview here?*
  - Fleury: new crosswalks would fall under the National Association of City Transportation Officials (NACTO) guidance; mid-block crosswalks are subject to an engineering study to formally validate the safety of those changes, which includes sight distance and lighting among additional analysis. New crosswalks would have to be made ADA-compliant which is quite expensive, and would require the removal of existing parking spaces (at minimum four parking spaces eliminated).
    - With respect to traffic control (going from a two-way to a four-way stop), City must validate the warrants in the Manual of Uniform Traffic Control Devices (MUTCD), which also requires an engineering study.
      - Brouillard: Ashland Municipal Code (AMC) prohibits this change as it violates Resolution 1990-03: Adopting Standards for Stop Signs, Yield Signs & No Parking Zones. Changing the two-way stop to a four-way stop at Granite and Nutley would require changing the existing AMC adopted standards.
- David: *What is the prescriptive speed for the width of [Granite Street] and its classification?*
  - Fleury: All residential roadways, unless otherwise designated, are 25 mph statutory speed.
- David: *Clarifying, the latest speed survey data was not correlated with the speed sign that was previously up on Granite. Is that correct?*
  - Fleury: Correct. The speed sign (radar trailer) was out in Fall 2025. The tube counters (which run across the roadway and are much less visible to drivers) collected the speed data that is reflected in the TAC packet.
- Dahle: *Is parking allowed on East of West side of Granite Street currently?*
  - Fleury: The lower section of Granite Street allows parking on the east side. Upper section allows parking on both sides of street.
- Dahle: *Does TAC have the power to designate Granite Street as a Bicycle Boulevard without Council approval?*
  - Fleury: Yes. The Public Works Director, as designee for roadway system management, has authority to make traffic calming changes based on the ORS.
- David: *Are there any significant hurdles anticipated in changing Granite Street to a Bicycle Boulevard? What cost estimates can you provide?*
  - Fleury: No, a temporary conversion of Granite Street into a Bicycle Boulevard would be the most immediate course of action. Existing operational budget would allow for this change to be made. Cost estimates are as follows:
    - \$250 for a sign + signpost installation
    - \$450-\$650 for thermoplastic sharrow markings; one would be needed about every 250 feet (estimated \$3000-\$5000 in short term implementation)

**ASHLAND TRANSPORTATION ADVISORY COMMITTEE**  
**MINUTES**  
**May 21, 2026**

- Dahle: *If a motion to make Granite Street into a Bicycle Boulevard passes, could it be completed by the 4<sup>th</sup> of July?*
  - Fleury: Possibly. Will consult with Street Department Supervisor, Schweizer.

David moves to have Public Works Director present a set of low-cost design solutions for Granite Street for TAC to deliberate on and select at the next June TAC meeting. Dahle seconds.

David withdraws motion. Dahle withdraws second.

**Vieville motions to institute a Bicycle Boulevard on Granite Street. Graf seconds. David and Dahle vote no. Motion passes.**

**UNFINISHED BUSINESS**

- Ashland Municipal Code Updates
  - Bicycle License: APD Chief advised leaving language as is
  - Reviewed skateboard rules and regulations
- Review Traffic Calming Program

**David moves to approve final draft of the 2026 Traffic Calming Program. Morris seconds. Unanimous approval.**

- TAC email/SeeClickFix Review and Response
  - Oak & Nevada:
    - Peterson Adams: *Does this qualify for a 4-way stop?*
      - Fleury: not without a study; can investigate intersection sight distance and parking
    - Correnti to send Overland and Marshall copy of 2026 Traffic Calming Program application

**INFORMATIONAL ITEMS:**

- Enterprise System Funding (Transportation)

**AGENDA BUILDING – Future Meetings:**

- TSP Update

**ADJOURNMENT:** 6:00 PM

**Next Meeting Date: June 18, 2026 via Zoom from 4:00 PM – 6:00 PM**

*Respectfully submitted,*

*Marlena Correnti, Administrative Assistant*

Questions and Answer:

Laura Marshall 03:59 PM

It's Laura Marshall signing in please and thank you

This question has been answered live

Scott Fleury 04:00 PM

We see you in the waiting room Laura. I believe you are here for the Oak St. Stop sign request?

Weston 04:11 PM

Weston here signing in for Oak st. Only got about 20 mins.

This question has been answered live

Scott Fleury 04:12 PM

Weston-we won't get to the Oak St. for a while as it is under unfinished business. If you want to provide written comment to me I can relay that to the group when we discuss.

Weston 04:22 PM

Oak/ Nevada street cars come in fast going down oak and up from eagle mill. Only two way stop. Difficult to see around corners whose coming. Dangerous for drivers & people Kids crossing. Road has become busier over the years. Confusion also at times because of speed bump if it is in fact a 2 way or 4 way stop. In my opinion , everything would be solved if 4 way stop is added. Less confusion and safer. Same thing was done while back for W Nevada/helman. Anything else I missed, Laura is here. Thx.

Scott Fleury 04:23 PM

Thanks Weston-will convey.

David Arron 04:38 PM

I also have raised my hand but was not acknowledged. Please confirm you see me. Thanks!

David Arron

Scott Fleury 04:38 PM

David,

Scott Fleury 04:38 PM

you are in the meeting and Linda will call on you shortly.

David Arron 04:39 PM

Thanks !

Scott Fleury 04:40 PM

No problem.

robin donaldson 04:42 PM

scott please unmute me

Scott Fleury 04:43 PM

You should be able to unmute yourself. I clicked the prompt

robin donaldson 04:43 PM

I was unmuted and then got muted.

Scott Fleury 04:44 PM

Please try again? no sure why it isn't working.

robin donaldson 04:49 PM

thank you Scott.

Scott Fleury 04:49 PM

Thank you and glad you were able to get unmuted and provide comment!

Laura Marshall 04:57 PM

Are you still going to call on me for Oak and Nevada? It's Laura Marshall

Scott Fleury 05:05 PM

Laura if you are still here we will call on you.

Carey Mastain 05:38 PM

How much would it cost to put in sidewalks and ADA updates at the intersection of Nutley and Granite? How about starting with that??

Scott Fleury 05:42 PM

Just installation of an ADA ramp would be in the neighborhood of 50k outside of sidewalk.

Carey Mastain 05:55 PM

Is that 50K per ramp or per intersection?

Scott Fleury 05:56 PM

25 to 50k per ramp is the general rule of thumb for intersection corners. That includes design, survey and construction. They are extremely expensive because they don't have much in the way of tolerances.

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Zoom Chat:

00:06:09 Scott Fleury: Those interested in providing comment during the Granite St. discussion please raise your hand. We will admit you into the meeting when that time comes to provide comment. Thanks

00:27:03 Eric Hansen: Congrats RVT! Glad to hear it Edem.

00:30:44 Nick David: Linda, you should let them know that they're not muted!

00:40:54 Marlana Correnti (she/her): I am present, audio issue?

01:00:17 Scott Fleury: Everyone, i will be putting non-members back into the lobby. Thanks-

01:05:15 Eric Hansen: Can somebody mute the gallery? Connie and Robin...

01:29:16 Thor Morris: It sounded like installing mid-block sidewalks would face challenges

01:29:23 Thor Morris: \*crosswalks

01:34:13 Eric Hansen: Yes, love the bicycle boulevard idea for now.

01:50:12 Eric Hansen: Skateboarding is still not a crime 🤔

01:50:34 Thor Morris: skateboarding may not be a crime, but there are a lot of rules about them in the book

01:54:37 Marlana Correnti (she/her): Yes, I sent!

01:57:32 Marlana Correnti (she/her): My sincere apologies, Laura, I will download and resend the file in another format.

01:58:19 Marlana Correnti (she/her): 👍

02:04:03 Eric Hansen: Heard. F&B is a must make move to keep funding flowing. Or... we're going to pay somehow.

02:04:21 Nick David: The F&B is my favorite tax

# Memo

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DATE: June 2, 2026

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: First Street Time Parking Change – Request

**BACKGROUND:**

Public Works was contacted by a representative of the Ashland Food CO-OP regarding alterations to current timed parking restrictions along the corridor.

The request is to reduce the current 2-hour timing to 30 minutes and 1-hour for a majority of the spaces adjacent to the CO-OP, reference attachment.

**Figure 1: North View**



**CONCLUSION:**

The TAC should review the documents and associated timing change request and make a recommendation if any for changes to the Public Works Director for implementation.

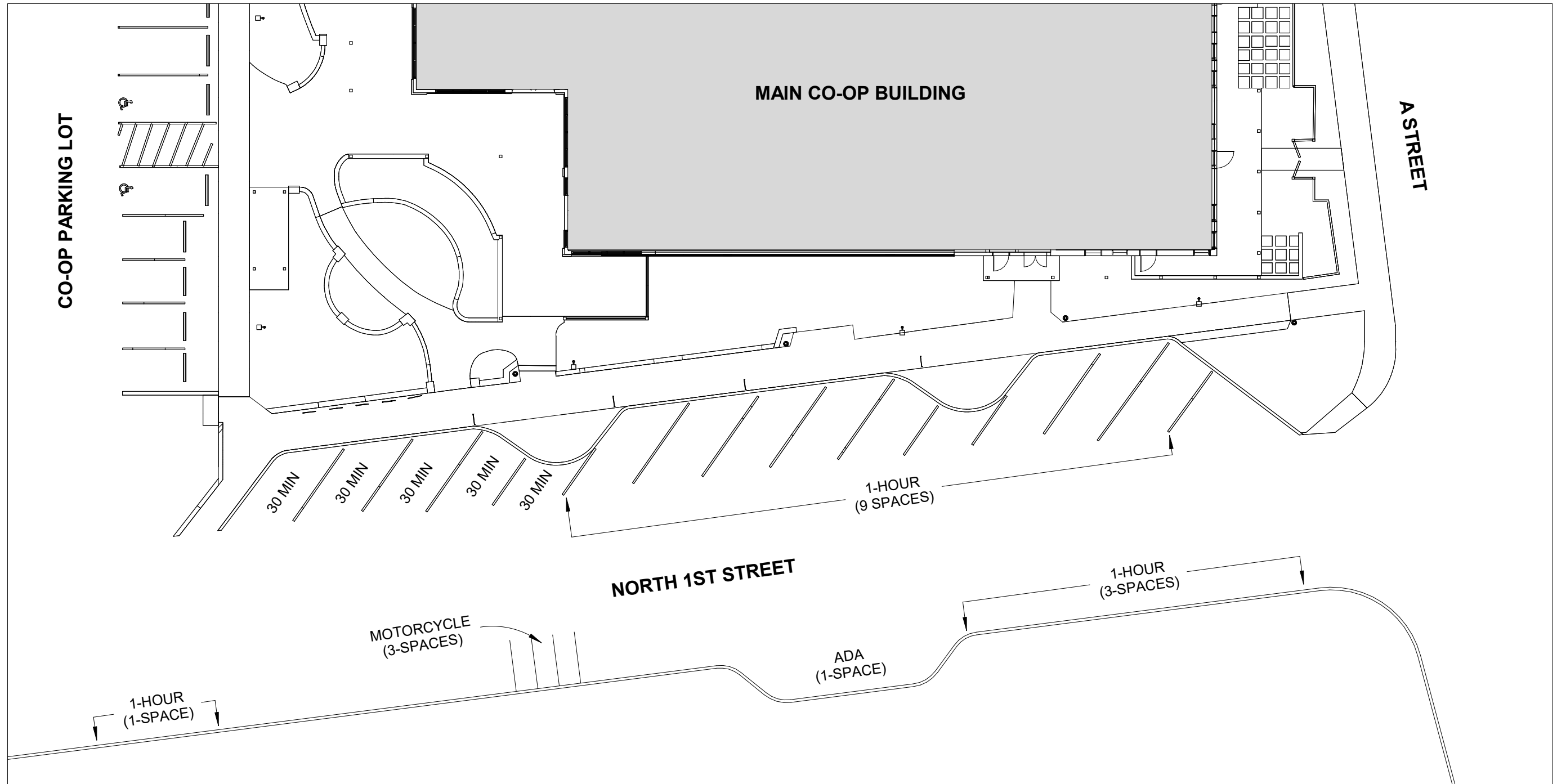
**CITY OF ASHLAND**

20 East Main Street  
Ashland, Oregon 97520  
[ashland.or.us](http://ashland.or.us)

Tel: 541.488.6002  
Fax: 541.488.5311  
TTY: 800.735.2900

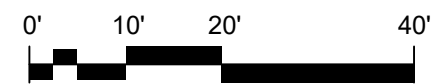
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# 1ST STREET PARKING EXHIBIT

1" = 20'-0" (11" X 17")  
1" = 40'-0" (22" X 34")



**ASHLAND FOOD CO-OP**  
5.19.26



# Memo

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DATE: June 2, 2026

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Clear Creek Drive Markings – Request

**BACKGROUND:**

Public Works was contacted by a representative of True South Solar requesting curb markings to restrict parking near the driveway access to the business complex, reference figure 1 below.

*“We are making this request because delivery trucks and trucks from construction and excavation sites down the street fail to turn around on our driveway (125 Clear Creek Drive) when cars are parked too close to the three corners marked in the photo. Their multiple attempts block traffic, and we’ve had our mailbox hit twice this season”.*

**Figure 1:** Marking Request



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20 East Main Street  
Ashland, Oregon 97520  
[ashland.or.us](http://ashland.or.us)

Tel: 541.488.6002  
Fax: 541.488.5311  
TTY: 800.735.2900

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**Figure 2:** East View



**Figure 3:** West View



**CONCLUSION:**

The TAC should review the request and make a recommendation if any for changes to the Public Works Director for implementation.

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Fax: 541.488.5311  
TTY: 800.735.2900

# Memo

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DATE: June 9, 2026

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: E-Bike Discussion (cont)

**BACKGROUND:**

Recently there has been some discussion by elected officials regarding E-bike use and associated regulations based on HB 4007 that passed recently lowering the age limit from 16 to 14 for Class 1 E-bikes, see below.

Oregon Lawmakers Lower Age for Riding an E-Bike From 16 to 14

The transportation bill HB 4007 passed the Oregon Senate on March 5.

Young teens can finally ride e-bikes legally, thanks to legislation that just passed the Oregon Senate last night. The transportation bill, House Bill 4007, passed with 28 ayes, two excused absences, and zero dissenters after its third reading March 5.

The bill lowers the age for riding a Class 1 e-bike from 16 to 14. Class 1 e-bikes have a motor that kicks in when the rider is pedaling and tops out at speeds of 20 mph. The age for riding Class 2 and 3 bikes, which both have throttles, remains age 16.

Megan Ramey is the Safe Routes to School manager for the Hood River County School District. She helped work on the legislation with the Oregon Micromobility Network, an organization that advocates policy changes for, essentially, small things with wheels, like bicycles, scooters and skateboards. To her, the legislation is a win.

**Mayor Graham request:**

I would like the TAC to take it up as an issue to see if there might be some recommendations that should come forward to that study session or directly to Council regarding steps we might take to improve safety. Is that something that can happen in the near term

**TAC Previous discussion:**

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20 East Main Street  
Ashland, Oregon 97520  
[ashland.or.us](http://ashland.or.us)

Tel: 541.488.6002  
Fax: 541.488.5311  
TTY: 800.735.2900



# Memo

At the March 4, 2025 City Council Business Meeting, staff presented the Transportation Advisory Committees (TAC) recommendation to utilize staff time to develop updated code language specific to E-bikes.

Motion by Brouillard, 2<sup>nd</sup> by Dahle, **“The Transportation Advisory Committee recommends the Council request staff investigate municipal code development regarding E-Bike regulations”.**

All approved.

The Council accepted the TAC’s recommendation regarding moving forward with E-Bike regulations within a Municipal Code update. They would like to see specific bulleted items brought forward to them for consideration prior to formally developing a full update to section 11 of the Municipal Code. Staff informed them with the other work the TAC has embarked upon this year, that code language recommendations would most likely come to them later in the year.

A major component of the Council discussion was “what is it we are trying to solve” and “how do we enforce” with no current traffic enforcement officer on staff and PD generally understaffed in total.

As a reminder the TAC discussed licensure, identifying features, educational requirements, insurance requirements as potential code components. The TAC was also interested to see what if any code changes came from the legislature in the current session.

Staff also and Councilor Hansen also mentioned education and outreach was a component of the E-Bike process being worked on by the TAC. The Council was supportive of education and outreach by the TAC moving forward.

1. Coordinate with RVTB on education
2. Develop brochures and educational materials
  - a. City website
  - b. Bike shops
  - c. Utility Billing flyer
  - d. Southern Oregon University
  - e. Safe Routes to School Coordinator
  - f. Ashland School District
  - g. Ashland Police Department

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# Memo

Since that time the TAC was waiting to see what if any regulations the legislature would adopt or change regarding E-bike regulations.

Staff has attached the following information to this staff report for background reference on discussions had by the TAC already.

1. 2024 Staff Report
2. Ashland Municipal Code 11.52
3. Brouillard edits to AMC 11.52
4. HB 4103
5. Kahn E-bike background
6. Educational Materials

## **CONCLUSION:**

The TAC should review the request and make a recommendation if any for changes to the Public Works Director for implementation.

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20 East Main Street  
Ashland, Oregon 97520  
[ashland.or.us](http://ashland.or.us)

Tel: 541.488.6002  
Fax: 541.488.5311  
TTY: 800.735.2900



# Memo

CITY OF  
ASHLAND

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Date: December 12, 2024  
From: Scott A. Fleury  
To: Transportation Advisory Committee  
RE: E-Bikes

## **BACKGROUND:**

This is a continued discussion topic of the TAC.

## **November 2024 Background:**

There has been much discussion recently at TAC meetings regarding E-Bike usage within the City, including public comment on safety related issues due to speed.

This is a formal/continued discussion in order to develop a plan moving forward to educate the public and tie into potential signage/striping improvements, specifically along the central Ashland bike path as previously discussed.

## **Bicycle Rules/Background:**

Oregon law defines a "bicycle" as a vehicle which is designed to be operated on the ground on no more than three wheels. The wheels must measure at least 14" in diameter. The vehicle must have a seat for the rider and be propelled exclusively by human power.

### E-Bikes and E-Scooters

"Electric assist bicycles" - also called "e-bikes" - are bicycles that are operated by pedaling, but get an extra boost from an electric motor. Electric assist bicycles are considered a bicycle in the Oregon Vehicle Code, but there are a few different rules that apply to electric assist and e-bikes. The minimum age to operate an e-bike is 16. People riding e-bikes may ride in bicycle lanes and on paths, but not on sidewalks. If there is not a bicycle lane, you can ride an e-bike or e-scooter in the lane with traffic. Cities, counties, and land owners often have their own rules about where e-bikes are allowed (especially in parks and on trails). Check the rules for your area before purchasing or using an e-bike.

Electric scooters, or "e-scooters", are subject to the same rules as e-bikes, except people of all ages must wear a helmet while riding an e-scooter and travel at a max speed of 15 miles per hour.

Information on pocket bikes, mini-motorbikes, motor-assisted scooters, mopeds, Segway's and similar motorized vehicles that do not qualify as e-bikes is available at: [www.oregonwalkbike.org](http://www.oregonwalkbike.org) under "Oregon Laws and Regulations."

Skateboards, Non-Motorized Scooters, and Skates

Skateboards, non-motorized scooters and skates are allowed in bicycle lanes in Oregon. Skateboards, non-motorized scooters and skates can be used on sidewalks in Oregon unless prohibited by local rules. When riding on the sidewalk, be considerate of people who are walking and let people know when you are approaching to pass them.

#### Mobility Devices

People who use mobility devices such as wheelchairs or motor assisted scooters are also allowed to use bicycle lanes and paths under Oregon law. These devices may move slower than bicycles, so be considerate when sharing the bicycle lane and passing.

Oregon's e-bike classification system is similar to many other states and includes three classes:

- Class 1: Pedal-assist only, with no throttle, and a maximum speed of 20 mph
- Class 2: Pedal-assist and throttle-assisted, with a maximum speed of 20 mph
- Class 3: Pedal-assist only, with no throttle, and a maximum speed of 28 mph

E-bikes in Oregon are treated like regular bicycles and are subject to the same regulations, as long as they meet the following criteria:

- The motor has a maximum power output of 1,000 watts
- The bike has pedals that allow it to be propelled by human power
- The bike does not exceed 20 mph

E-bikes are allowed on bike paths but not on sidewalks. Riders under 16 years old are required to wear helmets. E-bikes are not subject to the same registration, licensing, or insurance requirements as motor vehicles.

#### **CONCLUSION:**

Action required, discuss E-bike issues within the City and possible process/education improvements.

Attached:

HB 4103 (Takes effect January 1, 2025).

## Chapter 11.52

### BICYCLES

Sections:

- 11.52.010 Definitions**
- 11.52.015 Standards**
- 11.52.030 Regulations**
- 11.52.050 Responsibility of Parent or Guardian**
- 11.52.060 Failure to Report Accidents**
- 11.52.070 Bicycle License Required**
- 11.52.080 Issuance of License**
- 11.52.090 License Tags – Registration Cards**
- 11.52.100 License Fee**

#### **11.52.010 Definitions**

The following words and phrases, when used in this Chapter, shall, for the purpose of this Chapter have the following meanings:

- A. Bicycles mean every device propelled exclusively by human power upon which any person may ride and is designed to travel with not more than three (3) wheels in contact with the ground and which are more than fourteen (14) inches in diameter.
- B. Bike Lane - where bicycle travel and demand is substantial and where adequate width is available, a portion of the roadway may be designated for preferential use by bicyclists.
- C. Bike Path - a bike path is a bikeway which is physically separated from motorized vehicular traffic by an open space or barrier and may be within the roadway right-of-way or within an independent right-of-way.
- D. Riding is the act of propelling the bicycle by means other than pushing it with the hands.
- E. Shared Roadway - on a shared roadway facility, bicyclists share the normal vehicle lanes with motorists. Where bicycle travel is significant, these roadways are signed as bicycle routes.
- F. Shoulder Bikeway - smooth paved roadway shoulders provide a good area where bicyclists can ride with few conflicts with faster moving motor vehicle traffic. Where bicycle travel is significant, shoulder bikeway routes are signed as bicycle routes.
- G. Operating is the act of having one or more feet on the pedals to propel the bicycle.

H. Rental Agency is any person, firm, co-partnership, association or corporation engaged in the business of offering for rent, and renting, bicycles for use by members of the public. (Ord. 2513, amended, 1989; Ord. 2439 § 1, amended, 1988; Ord. 1787 § 1, amended, 1973)

### **11.52.015 Standards**

The State of Oregon Bicycle Master Plan approved by the Oregon Department of Transportation on March 15, 1988, is incorporated by reference. (Ord. 2513, amended, 1989)

### **11.52.030 Regulations**

- A. *Riding on sidewalks in the C-1-D District.* No person shall ride or operate a bicycle on a sidewalk in the district or commercial zone.
- B. *Racing.* No person shall engage in, or cause others to engage in, a bicycle race upon the streets or any other public property of this City without permission of the City Manager. Major races involving closure or restructuring of city streets must be permitted pursuant to AMC [11.12.050](#).
- C. *Method of Riding.* A person shall not ride a bicycle other than with their feet on the pedals and facing the front of the bicycle. No bicycle shall carry more persons at one time than the number for which it is equipped.
- D. *Carrying Articles.* No person operating a bicycle shall carry any packages, bundles, or articles which prevent the rider from keeping at least one (1) hand upon the handlebars and in full control of said bicycle.
- E. *Traffic Regulations.* The use of a bicycle in the City shall be subject to all of the provisions or laws of the State and the laws of the City, including those applicable to the drivers of motor vehicles, except as to the latter, those provisions that by their very nature have no application.
- F. *Speed on Bicycle Routes.* No bicycle shall be ridden on a bicycle route at a speed greater than reasonable and prudent for the circumstances when approaching a pedestrian.
- G. *Riding Abreast.* No person shall ride a bicycle upon any street, highway, bicycle route or lane in the City abreast, or side-by-side of any other person so riding or propelling a bicycle when it interferes or impedes the normal and reasonable movement of traffic or pedestrians.
- H. *Hitching on Vehicles.* No person, while riding a bicycle shall in any way attaches themselves or the bicycle to any other moving vehicle.
- I. *Bicycle Parking.* No person shall park a bicycle upon a street, other than in the roadway and against the curb, or against a lamppost designated for bicycle parking, or in a rack provided for the purpose of supporting bicycles, or on the curb in a manner so as to afford the least obstruction to pedestrian traffic.

J. Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Any violation of this section is a Class IV violation, except for H, which is a Class II violation.

K. *Bicycle Impoundment.* In addition to any other penalty, the court may order impoundment of a bicycle used in an offense committed under this chapter until such time as may appear just and reasonable. (Ord. 3192, amended, 11/17/2020; Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010; Ord. 2986, amended, 06/16/2009)

### **11.52.050 Responsibility of Parent or Guardian**

A. The parent or guardian of any child shall not authorize or knowingly permit any child to violate any of the provisions of this Chapter.

B. Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Any violation of this section is a Class III violation. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

### **11.52.060 Failure to Report Accidents**

A. The operator of any bicycle involved in an accident resulting in injury, death, or damage to personal property shall within seventy-two (72) hours file a written report of such accident with the Police Department.

B. Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Any violation of this section is a Class II violation. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

### **11.52.070 Bicycle License Required**

A. No persons shall operate a bicycle upon the streets, lanes or routes of the City unless such bicycle has been licensed as provided for in this Chapter.

B. A nonresident who has complied with the bicycle registration provisions of the City or county in which they are a resident may operate a bicycle without having first acquired an Ashland bicycle license.

C. Any person who violates any provision of this Chapter is subject to Section [1.08.020](#) of the Ashland Municipal Code. Any violation of this section is a Class II Violation.

D. In addition to any other penalty, the court may order impoundment of a bicycle used in an offense until such time as may appear just and reasonable. (Ord. 3137, amended, 2017; Ord. 3027, amended, 08/03/2010)

### **11.52.080 Issuance of License**

The Police Department, or a bicycle shop in Ashland approved by the Police Department, is authorized and directed to issue, upon written application, bicycle licenses. Such license shall be valid for the life of the bicycle from the date of issuance, as long as the license is clearly legible and the ownership of the bicycle is not transferred to another. When a bicycle that is licensed pursuant to this Chapter is sold or transferred to another person who is also a resident of the City, then the new owner or such bicycle shall, within thirty (30) days from the date of transfer, acquire a new license. Designated agencies or shops shall report such transaction to the Police Department each month and with appropriate fees and forms. (Ord. 2439, amended, 1988; Ord. 2114 § 1, amended, 1981; Ord. 1791 § 1, amended, 1973; Ord. 1787 § 11, amended, 1973)

### **11.52.090 License Tags – Registration Cards**

The City shall provide license tags together with a registration card for each bicycle license issued pursuant to this Chapter. The license tag shall have numbers stamped thereon in numerical order, beginning with number 1; shall have the name of the City printed thereon; and shall be suitable for attachment to the bicycle at a place designated by the Chief of Police. The Police Department shall keep a record of information for each bicycle licensed in order to assist with the recovery of lost or stolen bicycles. (Ord. 2439, amended, 1988; Ord. 1791 § 1, amended, 1973; Ord. 1787 § 12, amended, 1973)

### **11.52.100 License Fee**

Each bicycle license shall be issued upon compliance with the foregoing provisions and upon payment of the required fee as set forth in a Resolution adopted by the City Council. (Ord. 2439, amended, 1988; Ord. 2114 § 2, amended, 1981; Ord. 1791 § 1, amended, 1973; Ord. 1787 § 13, amended, 1973)

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**The Ashland Municipal Code is current through Ordinance 3276, and legislation passed through December 2, 2025.**

Disclaimer: The City Recorder's office has the official version of the Ashland Municipal Code. Users should contact the City Recorder's office for ordinances passed subsequent to the ordinance cited above.

[City Website: www.ashlandoregon.gov](http://www.ashlandoregon.gov)

[City Telephone: 541.488.5307](tel:541.488.5307)

[Hosted by General Code.](#)

## 11.52

### 1.52.010 – Purpose and Applicability

The City recognizes bicycles as a legitimate mode of transportation. Bicycle operators have the same rights and responsibilities as drivers of motor vehicles, except as otherwise provided by law.

This Chapter establishes rules for the safe and predictable operation of bicycles within the City.

### 11.52.020 – Definitions

For purposes of this Chapter:

Bicycle means a device propelled primarily by human power upon which a person may ride.

Electric Bicycle (E-bike) means a bicycle equipped with an electric motor and meeting the definition established under Oregon law.

### 11.52.030 – General Operating Rules

#### A. Obedience to Traffic Laws

Bicycle operators shall obey all applicable traffic control devices and laws.

#### B. Control and Operation

A person shall operate a bicycle in a safe manner and maintain control at all times.

#### C. Carrying Articles

A bicycle operator shall not carry any item that prevents safe control of the bicycle.

#### D. Riding Abreast

Riding side-by-side is permitted except where it impedes traffic or creates a safety hazard.

#### E. Speed and Pedestrian Safety

A bicycle operator shall reduce speed and exercise due care when approaching or passing pedestrians.

#### F. Attachment to Vehicles

A person shall not attach a bicycle to any moving vehicle.

### 11.52.040 – Sidewalk and Restricted Area Riding

A. Bicycle riding on sidewalks may be restricted in designated commercial or high-pedestrian areas where posted.

B. Where permitted, bicycle operators on sidewalks shall yield the right-of-way to pedestrians and operate at a safe speed.

#### 11.52.050 – Bicycle Parking

Bicycles shall be parked in a manner that does not obstruct pedestrian or vehicle traffic. Where bicycle parking facilities are provided, their use is encouraged.

#### 11.52.060 – Electric Bicycles

Electric bicycles are permitted wherever bicycles are allowed, unless otherwise restricted by law or posted regulation.

#### 11.52.070 – Penalties

Any person who violates a provision of this Chapter is subject to applicable provisions of the Ashland Municipal Code.

**Enrolled**  
**House Bill 4103**

Sponsored by Representative LEVY E; Representatives MANNIX, NGUYEN D, RESCHKE, Senator PROZANSKI (Pre-session filed.)

CHAPTER .....

AN ACT

Relating to electric assisted bicycles; amending ORS 801.150, 801.258 and 807.020.

**Be It Enacted by the People of the State of Oregon:**

**SECTION 1.** ORS 801.258 is amended to read:

801.258. [*“Electric assisted bicycle” means a vehicle that:*]

[*(1) Is designed to be operated on the ground on wheels;*]

[*(2) Has a seat or saddle for use of the rider;*]

[*(3) Is designed to travel with not more than three wheels in contact with the ground;*]

[*(4) Has both fully operative pedals for human propulsion and an electric motor; and*]

[*(5) Is equipped with an electric motor that:*]

[*(a) Has a power output of not more than 1,000 watts; and*]

[*(b) Is incapable of propelling the vehicle at a speed of greater than 20 miles per hour on level ground.*]

**(1) “Class 1 electric assisted bicycle” means an electric assisted bicycle that:**

**(a) Provides assistance only when the rider is pedaling; and**

**(b) Ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.**

**(2) “Class 2 electric assisted bicycle” means an electric assisted bicycle that:**

**(a) May be propelled by its motor without a rider pedaling; and**

**(b) Ceases to provide assistance once the bicycle reaches a speed of 20 miles per hour.**

**(3) “Class 3 electric assisted bicycle” means an electric assisted bicycle that:**

**(a) Provides assistance only when the rider is pedaling;**

**(b) Ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour;**

**and**

**(c) Is equipped with a speedometer.**

**(4) “Electric assisted bicycle” means a bicycle that is equipped with an electric motor and that is a Class 1 electric assisted bicycle, a Class 2 electric assisted bicycle or a Class 3 electric assisted bicycle.**

**SECTION 2.** ORS 801.150 is amended to read:

801.150. “Bicycle” means a vehicle that:

(1) Is designed to be operated on the ground on wheels;

(2) Has a seat or saddle for use of the rider;

(3) Is designed to travel with not more than three wheels in contact with the ground;

(4) Is propelled exclusively by human power; *[and]*

(5) Has every wheel more than 14 inches in diameter or two tandem wheels either of which is more than 14 inches in diameter[.]; **and**

**(6) Is equipped with pedals.**

**SECTION 3.** ORS 807.020 is amended to read:

807.020. A person who is granted a driving privilege by this section may exercise the driving privilege described without violation of the requirements under ORS 807.010. A grant of driving privileges to operate a motor vehicle under this section is subject to suspension and revocation the same as other driving privileges granted under the vehicle code. This section is in addition to any exemptions from the vehicle code under ORS 801.026. The following persons are granted the described driving privileges:

(1) A person who is not a resident of this state or who has been a resident of this state for less than 30 days may operate a motor vehicle without an Oregon license or driver permit if the person holds a current out-of-state license issued to the person. For the purpose of this subsection, a person is a resident of this state if the person meets the residency requirements described in ORS 807.062. To qualify under this subsection, the person must have the out-of-state license or driver permit in the person's possession. A person is not granted driving privileges under this subsection:

(a) If the person is under the minimum age required to be eligible for driving privileges under ORS 807.060;

(b) During a period of suspension or revocation by this state or any other jurisdiction of driving privileges or of the right to apply for a license or driver permit issued by this state or any other jurisdiction; or

(c) That exceed the driving privileges granted to the person by the out-of-state license or driver permit.

(2) A person who is a member of the Armed Forces of the United States or a member of the commissioned corps of the National Oceanic and Atmospheric Administration may operate a motor vehicle without an Oregon license or driver permit if the person is operating a motor vehicle in the course of the person's duties in the Armed Forces or the National Oceanic and Atmospheric Administration.

(3) A person without a license or driver permit may operate a road roller or road machinery that is not required to be registered under the laws of this state.

(4) A person without a license or driver permit may temporarily operate, draw, move or propel a farm tractor or implement of husbandry.

(5) A person without a license or driver permit may operate a motor vehicle to demonstrate driving ability during the course of an examination administered under ORS 807.070 for the purpose of qualifying for a license or driver permit. This subsection only applies when an authorized examiner is in a seat beside the driver of the motor vehicle.

(6) Driving privileges for snowmobiles are exclusively as provided in ORS 821.150.

(7) Driving privileges for Class I all-terrain vehicles are exclusively as provided in ORS 821.170, unless a person is operating a Class I all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the Oregon Transportation Commission as open to all-terrain vehicles.

(8) Driving privileges for Class III all-terrain vehicles are exclusively as provided in ORS 821.172, unless a person is operating a Class III all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the commission as open to all-terrain vehicles.

(9) Driving privileges for Class IV all-terrain vehicles are exclusively as provided in ORS 821.176, unless a person is operating a Class IV all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the commission as open to all-terrain vehicles.

(10) A person without a license or driver permit may operate a golf cart in accordance with an ordinance adopted under ORS 810.070.

(11) The spouse of a member of the Armed Forces of the United States on active duty or the spouse of a member of the commissioned corps of the National Oceanic and Atmospheric Administration who is accompanying the member on assignment in this state may operate a motor vehicle

if the spouse has a current out-of-state license or driver permit issued to the spouse by another state in the spouse's possession.

(12) A person who is a member of the Armed Forces of the United States on active duty or a member of the commissioned corps of the National Oceanic and Atmospheric Administration may operate a motor vehicle if the person has a current out-of-state license or driver permit in the person's possession that is issued to the person by the person's state of domicile or by the Armed Forces of the United States in a foreign country. Driving privileges described under this subsection that are granted by the Armed Forces apply only for a period of 45 days from the time the person returns to the United States.

(13) A person who does not hold a motorcycle endorsement may operate a motorcycle if the person is:

(a) Within an enclosed cab;

(b) Operating a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour; or

(c) Operating an autocycle.

*[(14) A person may operate a bicycle that is not an electric assisted bicycle without any grant of driving privileges.]*

*[(15) A person may operate an electric assisted bicycle without a driver license or driver permit if the person is 16 years of age or older.]*

**(14) Except as provided in subsection (15) of this section, a person may operate a bicycle without any grant of driving privileges.**

**(15) A person may operate the following without any grant of driving privileges if the person is 16 years of age or older:**

**(a) A Class 1 electric assisted bicycle;**

**(b) A Class 2 electric assisted bicycle; or**

**(c) A Class 3 electric assisted bicycle.**

(16) A person may operate a motor assisted scooter without a driver license or driver permit if the person is 16 years of age or older.

(17) A person who is not a resident of this state or who has been a resident of this state for less than 30 days may operate a motor vehicle without an Oregon license or driver permit if the person is at least 15 years of age and has in the person's possession a current out-of-state equivalent of a Class C instruction driver permit issued to the person. For the purpose of this subsection, a person is a resident of this state if the person meets the residency requirements described in ORS 807.062. A person operating a motor vehicle under authority of this subsection has the same privileges and is subject to the same restrictions as a person operating under the authority of a Class C instruction driver permit issued as provided in ORS 807.280.

(18) A person may operate an electric personal assistive mobility device without any grant of driving privileges if the person is 16 years of age or older.

**Passed by House February 27, 2024**

.....  
Timothy G. Sekerak, Chief Clerk of House

.....  
Dan Rayfield, Speaker of House

**Passed by Senate March 4, 2024**

.....  
Rob Wagner, President of Senate

**Received by Governor:**

.....M,....., 2024

**Approved:**

.....M,....., 2024

.....  
Tina Kotek, Governor

**Filed in Office of Secretary of State:**

.....M,....., 2024

.....  
LaVonne Griffin-Valade, Secretary of State

## E-Bike Background (Kahn)

[here is info from Oregon.gov](#) on definitions, including ORS references. It doesn't include specific info on Class 4 e-bikes because they are not considered "bikes." Here's info on that:

A [Class 4 e-bike](#) is a type of electric-powered bicycle that can achieve speeds exceeding 28 mph and has a motor output above 750 watts, blurring the lines between bicycles and electric mopeds or motorcycles.

Here's a more detailed explanation:

- **Speed and Power:**

Class 4 e-bikes are characterized by their ability to reach speeds greater than 28 mph (45 km/h) and have a motor output exceeding 750 watts.

- **Classification:**

While they are sometimes referred to as "e-bikes," they are more accurately classified as motor vehicles, similar to mopeds or small motorcycles.

- **Throttle and Pedal Assist:**

Class 4 e-bikes can have any combination of throttle and pedal assist, meaning they can be propelled by either the rider pedaling or by the motor alone, or both.

- **Regulations:**

Due to their higher speeds and power output, Class 4 e-bikes are subject to regulations similar to those for mopeds or motorcycles, including the need for registration, motorcycle licenses, and potentially specific equipment like headlights and turn signals.

Since this info is widely available and doesn't seem to be disputed, it makes sense to me to go with these definitions.

As far as the definitions in the state law in Oregon state there are two that apply:

**801.258 "Electric assisted bicycle."** "Electric assisted bicycle" means a vehicle that:

- (1) Is designed to be operated on the ground on wheels;
- (2) Has a seat or saddle for use of the rider;
- (3) Is designed to travel with not more than three wheels in contact with the ground;
- (4) Has both fully operative pedals for human propulsion and an electric motor; and
- (5) Is equipped with an electric motor that:
  - (a) Has a power output of not more than 1,000 watts; and
  - (b) Is incapable of propelling the vehicle at a speed of greater than 20 miles per hour on level ground. [1997 c.400 §2; 1999 c.59 §233]

### Public Works Department

20 East Main Street  
Ashland, Oregon 97520  
[ashland.or.us](http://ashland.or.us)



**801.345 "Moped."** "Moped" means a vehicle, including any bicycle equipped with a power source, other than an electric assisted bicycle as defined in ORS 801.258 or a motor assisted scooter as defined in ORS 801.348, that complies with all of the following:

- (1) It is designed to be operated on the ground upon wheels.
- (2) It has a seat or saddle for use of the rider.
- (3) It is designed to travel with not more than three wheels in contact with the ground.
- (4) It is equipped with an independent power source that:
  - (a) Is capable of propelling the vehicle, unassisted, at a speed of not more than 30 miles per hour on a level road surface; and
  - (b) If the power source is a combustion engine, has a piston or rotor displacement of 35.01 to 50 cubic centimeters regardless of the number of chambers in the power source.
- (5) It is equipped with a power drive system that functions directly or automatically only and does not require clutching or shifting by the operator after the system is engaged. [1983 c.338 §59; 1985 c.16 §19; 1997 c.400 §5; 2001 c.749 §25]

Everyone seems to agree on Class 1, Class 2, and Class 4. There is some gray area with Class 3 e-bikes. Not quite an e-bike, but also not quite a moped.

[The City of Bend](#) seems to be intentionally vague with their e-bike rules, sidestepping definitions altogether. I see advantages to this.

1. More flexibility in term of enforcement (or lack of enforcement).
2. The onus is on the rider to figure it out.

The City of Eugene goes the other way, offering a [chart and lots of info](#). From my read, like they land on a conservative interpretation of state law: "Class 3 e-bikes are considered vehicles by the Oregon Vehicle Code and are not allowed in bike lanes or on shared-use paths. Class 3 e-bikes must travel in spaces that accommodate cars." I'd like more info on this from experts; as of now, I don't agree.

Oregon State Parks are currently [reassessing e-bike rules](#). Looks like they're leaning toward loosening regs.



## International Police Mountain Bike Association

### Board Position Paper - Use of e-Bikes by Public Safety Cyclists – February 2025

As the leader in the field of public safety cycling, IPMBA endeavors to keep abreast of changing technologies, methodologies, and other factors that affect public safety bike operations. This includes equipment and devices for use in training and in the field. IPMBA comprises a diverse group of law enforcement officers, EMS personnel, and security professionals. These public safety cyclists operate their equipment under a wide range of environmental conditions, from rocky trails to urban settings, and in all kinds of weather. IPMBA teaches the skills necessary to safely operate a bicycle in a patrol capacity. As in other areas of public safety, different environments call for different apparatus; therefore, vehicle operations skills are designed to be transferable to other, similar vehicles.

IPMBA has long encouraged its members to remain open-minded and to experiment with new products and technologies in an ongoing effort to increase safety, comfort, and effectiveness.

Electric bicycles, referred to as e-Bikes, have experienced widespread adoption throughout the cycling industry. Advancements in technology and a corresponding reduction in the cost of many makes and models have made them more appealing to and effective for public safety agencies, many of which have added e-Bikes to their bicycle fleets. In keeping with the mission of providing the best practices for public safety cycling training and operations, IPMBA will strive to meet the needs of those public safety cyclists who operate e-Bikes in the line of duty.

Content for this position paper includes input from IPMBA members, industry representatives, and other subject matter experts, as well as the results of an e-Bike survey conducted by IPMBA in January 2019.

This position paper was reviewed and approved by the IPMBA Board in April 2019, and updated in August 2020 and February 2025.

#### **Background:**

There continues to be confusion amongst consumers, retailers, suppliers, policy makers, and public safety professionals as to what comprises a legal e-Bike.

According to People for Bikes:

Under federal law, an electric bicycle is referred to as a “low-speed electric bicycle (LSEB),” which is defined as “a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.” Significantly, this definition provides a maximum assisted speed that an electric bicycle can travel when being powered only by the motor, but does not provide a maximum assisted speed for when an electric bicycle is being powered by a combination of human and motor power.

Federal law does not preempt any state traffic laws or vehicle codes. While there is a preemption provision in Public Law 107-319, that provision is limited in scope to product safety regulation. Therefore, Public Law 107-319 has no impact on state traffic laws or vehicle codes, which regulate the use of electric bicycles, and it is still necessary to update these laws to incorporate these devices.

Electric-assisted bicycles have been defined and regulated at the federal level since 2002. Public Law 107-319 established that electric bicycles are regulated as consumer products under the Consumer Product Safety Act, and more specifically, subject to the same regulations that govern traditional, human-powered bicycles. Thus, electric bicycles are regulated by the Consumer Product Safety Commission, and must comply with the bicycle safety standards at 16 C.F.R. Part 1512. In addition, electric bicycles are explicitly not “motor vehicles” for the purposes of federal law, and are not subject to National Highway Traffic Safety Administration vehicle standards. As a practical matter, Public Law 107-319 ensures that electric bicycles are designed, manufactured, and tested like traditional bicycles for the purposes of consumer product safety law. The main provisions of Public Law 107-319 are codified at 15 U.S.C. § 2085.”

In an effort to establish a uniform definition of an e-Bike, People for Bikes promotes a three-class system to categorize e-Bikes. As stated on their website, “In 2015, the Bicycle Product Suppliers Association (since merged with People for Bikes) mobilized manufacturers and suppliers to establish e-bike classifications based on the product sold in Europe and consistent with U.S. federal regulations around e-bike manufacturing and sales. E-bikes were organized into three classes, which separated low-speed e-bikes from higher-powered vehicles and simplified the process of establishing regulations around the use of each class.”

The three classes of e-Bikes are as follows:

- **Class 1:** a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles (32k) per hour.
- **Class 2:** a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles (32k) per hour.
- **Class 3:** a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles (45k) per hour, and is equipped with a speedometer.

For all classes, the maximum power output is 750 watts (1 h.p.), and manufacturers and distributors of electric bicycles would be required to apply a class identification label to each electric bicycle.

The three-class system also creates rules governing the use of electric bicycles, with safety as the top priority. Class 1 and 2 electric bicycles are permitted to travel anywhere traditional bikes are permitted, as the maximum assisted speed of these devices is closely aligned with speeds traveled by traditional bicycles. Class 3 electric bicycles may be ridden on streets and roadways where traditional bicycles are permitted, including bicycle lanes, but are restricted from slower speed areas such as multi-use paths. Class 3 electric bicycles are subject to additional requirements, such as a minimum user age and helmet mandate. Electric bicycles are not subject to any licensing, registration, or insurance requirements.

Electric vehicles which do not meet the definition of one of the three classes are referred to as Out of Class Electric Vehicles (OCEVs). E-Bikes that are designed or illegally modified to exceed the maximum speeds in each classification are not LSEBs and are subject to different regulatory standards for equipment and use. Some OCEVs can reach top assisted speeds of 50 mph/80 kph and weigh more than 150 pounds/68kg, not including accessories and duty gear. These OCEVs may be defined as mopeds, motorized bicycles, scooters, motorcycles, or motor vehicles, depending on the applicable vehicle code and may be marketed, sold, and used in compliance with the law. However, while OCEVs may have a place within a department’s vehicle fleet, agencies are advised not to treat them in the same manner as conventional bicycles or low-speed electric bicycles.



A current state-by-state status report pertaining to the model legislation is maintained on the People for Bikes website.

### **Position:**

IPMBA recognizes there are distinct differences, advantages, disadvantages, and other factors each agency must consider when deciding whether to integrate e-Bikes into a specific service environment. Therefore, IPMBA hereby authorizes participants in IPMBA training to ride e-Bikes that meet their agency's needs and that can be safely used to complete the training requirements. In addition, IPMBA recognizes that OCEVs are not legally defined and regulated as e-Bikes and, therefore, will not allow OCEVs in any IPMBA training. IPMBA does not believe that training designed to teach public safety personnel how to safely operate conventional bicycles or low-speed e-Bikes in the line of duty is sufficient for personnel assigned to use the potentially much faster and heavier OCEVs.

### **Decision Factors:**

When determining whether or not to invest in e-Bike technology, the following should be taken into consideration.

*Advantages:* Faster response times, less fatigue, expanded patrol range, increased carrying capacities, enhanced community engagement, and potentially more interest in bike units.

*Disadvantages:* Increased cost, increased weight, additional maintenance costs, and potentially more complicated technology failures.

*Other factors:* Effects on riding techniques, including slow-speed handling and obstacle-clearing skills; effects of increased speed on cycling in traffic and/or during group rides; technology-related factors such as battery life and riding range; tactical considerations; and legalities.

Those responsible for equipment selection and procurement are encouraged to conduct a needs assessment that includes such factors as operational environment, riding style, frequency, laws pertaining to e-Bike use and access, etc. They are encouraged to consult subject matter experts within the public safety and cycling industries to help ensure they make the right choices.

### **Training:**

IPMBA recommends that students first complete the applicable course on a conventional bicycle in order to develop competency in the basic skills and then undertake e-Bike-specific training to learn how to successfully transfer those skills to an e-Bike. Instructors may benefit from making conventional bikes available to those who choose to undergo initial training on an e-Bike in case they need to first gain confidence and skills on a bicycle that is not equipped with power-assist features.

IPMBA Instructors are responsible for ensuring that each student is equipped with a well-maintained, properly fitted, legal e-Bike and for evaluating the safety of all e-Bikes prior to the start of each course. These assessments are to identify obvious equipment problems that may jeopardize the safety of the operator. If an e-Bike is found to be poorly constructed or maintained, poorly fit or otherwise unsafe, illegally modified, or does not meet the classification of an LSEB, it is the instructor's responsibility to prohibit the rider from using it in training. It is the student's responsibility to heed the advice of the subject matter expert and either withdraw or locate a more suitable bicycle.



### **Out of Class Electric Vehicles:**

IPMBA foresees potential safety concerns, legal limitations, negative community perceptions, and liability issues arising from treating OCEVs like e-Bikes and therefore urges agencies to differentiate between low-speed electric bicycles and higher-speed OCEVs with respect to training and operations. While OCEVs may have a place in a department fleet, they should not be incorporated into bicycle operations for reasons including, but not limited to ones listed.

- Public safety cycling courses are not designed to teach riders how to operate at high speeds. Even riding a conventional bicycle at speeds greater than 28 mph/45 kph greatly increases the risk of serious injury in the event of a crash. Developing such skill requires a level of training and practice beyond what a public safety agency typically invests in bicycle training.
- Public safety cycling apparel, eyewear, and helmets are not designed to withstand the impact of high-speed crashes. The faster the vehicle, the greater the need for heavier, more durable personal protective equipment.
- OCEVs may or may not be equipped with adequate braking systems to compensate for their weight, speed, and rate of acceleration, putting riders at risk for collisions and crashes.
- OCEVs are not necessarily appropriate in environments and situations for which bicycles are uniquely well-suited. For instance, a rider may have difficulty operating an OCEV slowly and safely in crowds, navigating around and over obstacles, and carrying it up a set of stairs. OCEVs are also impractical for Bicycle Response Team maneuvers and less effective for stealth operations. OCEVs cannot be quickly mounted and carried on vehicle-mounted bicycle racks.
- Depending on the jurisdiction, it may be illegal to operate an OCEV on facilities often patrolled by bicycle, such as multi-use and off-road trails. Operating an OCEV in these areas may not be well-received by community members who are not afforded such privilege. In addition, operating an OCEV on pedestrian facilities during exigent situations, even if legal, could unduly endanger other users.
- There is a greater potential for equipment damage as the result of being dropped in the event of a dynamic dismount or otherwise in the course of normal operations.

### **Conclusion:**

It is the responsibility of instructors to familiarize themselves with e-Bikes and their operation, differences, advantages, disadvantages, and other considerations unique to public safety cyclists. If an instructor has little or no experience with e-Bikes, it may be difficult to instruct students on the proper operations of an e-Bike and the need to alter certain techniques to successfully complete required skills. However, instructors are not, nor should they be expected to be, experts in e-Bike construction or knowledgeable about all makes, models and drive unit (motor) types.

IPMBA teaches the skills needed to operate bicycles safely and effectively within a front-line service environment. We embrace technological changes and encourage agencies to select bicycles that best suit their service environment. It is the responsibility of the IPMBA instructor to ensure that each rider masters all skills necessary to successfully complete the training requirements so they will be able to handle their individual bicycles competently in technical, vehicular, and operational cycling situations.

Electric bikes and scooters, powered by lithium-ion batteries, enhance our lives, but with such convenience comes responsibility. In many cities, lithium-ion batteries have become one of the leading causes of fires and fire deaths. Learn how to charge your devices safely.

## Where to Buy Devices and Equipment



Purchase from a **trusted retailer** who stands behind their products.

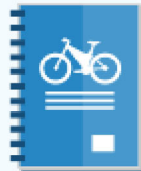


Purchase devices that have a **manufacturer's warranty**.



Purchase devices that have been tested and listed by a **Nationally Recognized Testing Laboratory** and have one or more of these symbols.

## What to do Once You Get Your New Device



Always **review the device's manual** before using.



Always use **manufacturer provided gear**.



Always purchase additional batteries from **reputable retailers**. Uncertified batteries can be a fire hazard.

## Where to Charge and Where to Store



Always charge and plug **directly into a wall outlet**.



Charge in a **flat, dry area** away from children and sunlight.



**Never charge near doors or entryways** – if a fire occurs, it can block your exit.



**Never leave a charging battery unattended**. Unplug as soon as it is done charging, and never charge overnight.

## Signs of a Problem



If you notice an **odd odor, discoloration, or hear something unusual** from your device, it could be a sign of danger. Move the device from anything flammable and call 911.

## Take CHARGE of Battery Safety

- C**hoose certified products
- H**andle lithium-ion devices with care
- A**lways stay alert for warning signs
- R**ecycle devices and batteries properly
- G**et out quickly if there's a fire
- E**ducate others on safe practices

# RIDE READY

## **R**ide Predictably

- Ride in a straight line to minimize weaving in traffic
- Signal before making a turn
- Check behind you before making a turn or changing lanes

## **E**mbrace the Rules of the Road

- Obey all traffic signals and signs
- Ride in the rightmost lane or bicycle lane in the same direction as traffic

## **A**lways Think Ahead

- Make sure your bike is good to go with an ABC-E Quick Check
- Carry tools and supplies for your ride
- Watch for turning vehicles and car doors
- Brake sooner on an e-bike. You will need to slow down sooner because e-bikes have more power, speed, and weight than conventional bicycles

## **D**o Be Seen and Be Safe

- Ride where people can see you
- Wear bright clothing
- Use a front white light, rear red light and reflectors if riding during times of darkness

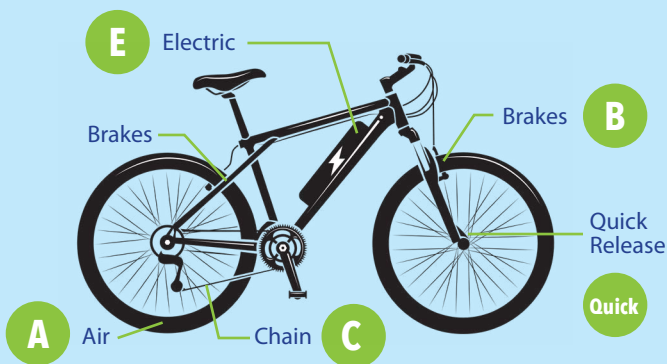
## **Y**ou Control Your Safety

- Always wear a helmet
- Ride at a safe speed that is appropriate for where you are riding
- Think for yourself on group rides. While riding in a group is fun, it is crucial that you rely on your own judgement rather than someone else's

# E-Bike

## SAFE CYCLING TIPS

Bicycle Safety Check is as easy as A.B.C.E. Quick Check



### ABC-E Quick Check

**Air** - check tires for air

**Brakes** - check brakes for wear

**Chain & Cassette** - check for excessive wear/dirt

**Electric** - check battery and electric components

**Quick** - check quick releases

**Check** - check the bike for any potential issues

### Safety Tips when Riding

#### **Be Safe:**

Wear a helmet

Identify hazards and be ready to react

#### **Be Visible:**

Dress for safety and be seen

Wear reflective clothing to be seen at night

#### **Be Aware:**

Think ahead. Pay attention to vehicles, bicyclists, and pedestrians

Follow rules and road signs. Follow traffic direction of travel

#### **Be Predictable:**

Ride in a safe and consistent manner

Communicate your intentions with hand and arm signals

For more safety tips, please visit us  
online at [www.chp.ca.gov/Bike-and-Ped-Safety](http://www.chp.ca.gov/Bike-and-Ped-Safety)

Or scan our QR code





Transportation Advisory Committee – Email Reviews  
June 2026

New Business Review SeeClickFix and email submissions

- Helman School Parking Lot
- Sheridan No-Parking



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State	Oregon
Zip Code	97520
Phone Number	
Email Address	
Message to Transportation Advisory Committee	<p>Im a student at Ashland Highschool, Me and my group are working on a civic project which has helped us realized how unsafe is Hellman's Elementary School parking-lot is. We have reached out to their principal that has stated that people drive too fast in their parking lot that sooner or later could course s serious accident. Me and my group propose the implementation of speed bumps to help reduce speed while driving there so it becomes a safer learning environment. Also the implemententation of a stop sign when exiting the parking-lot, ensuring parents that take their little kids home don't have any accidents We would appreciate any feedback from yo Thanks</p>
Attachments	<i>Field not completed.</i>

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[EXTERNAL SENDER]

## Transportation Advisory Committee Contact Form

Name	[REDACTED]
Address	[REDACTED]
City	ashland
State	oregon
Zip Code	97520
Phone Number	[REDACTED]
Email Address	[REDACTED]



Message to Transportation Advisory Committee

I'm a high school student at Ashland High doing a civics project on traffic concerns around schools with my classmate [REDACTED]. After contacting every principal in the Ashland school district, we have found that Helman Elementary has the highest need for new speed bumps and traffic signage in the parking lot. We have heard from both Officer Bates and Principal Susan Hollandsworth of Helman Elementary, and both have explained that parents speed heavily in the parking lot during pickup and drop-off times. This poses a safety risk to everyone around Helman Elementary. The best solution to this issue is to put multiple speed bumps in the parking lot to make sure parents can slow down. Thank you for your time. Please take this issue to heart.

Attachments *Field not completed.*

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State	oregon
Zip Code	97520
Phone Number	
Email Address	

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Message to Transportation Advisory Committee

Hello, a small group of students and I are working on a project to reduce traffic accidents and unsafe driving conditions. Helman Elementary School has multiple straightaway parking lots with no stop signs or speed bumps to regulate traffic. The exits also do not have any stop signs or signals, and people tend to speed off without stopping all the way. These traffic conditions in the parking lots have led to speeding and people pulling in and out of the parking lot at unsafe speeds. These unsafe driving conditions should not be allowed in the Helman parking lot. The principle of Helman, Susan Hollandsworth, has also noticed these patterns, stating that, "the speed is shocking at how fast people race through." For these reasons, I urge the Transportation Advisory Committee to review these findings and implement proper measures to combat these unsafe issues. Speed bumps, stop signs, and speed limit signs are what the school needs. Thank you.

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Attachments [Helman parking lot.png](#)

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Email not displaying correctly? [View it in your browser.](#)

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State	OR
Zip Code	97520-1524
Phone Number	[REDACTED]
Email Address	[REDACTED]

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Message to Transportation  
Advisory Committee

We've lived at 337 Sheridan St. for over 35 years. Sheridan is particularly narrow and steep in our block with No Parking going uphill, but parking allowed going downhill. Over the years, with more homes built further up Sheridan, traffic has increased considerably.

At our driveway, it has always been a bit of a problem when the people at 300 Sheridan across from us have had visitors who parked going downhill across from our driveway. But we've managed to get in and out. However, it's getting harder to safely get in and out of our driveway because of increased number of cars and people speeding both uphill and downhill. Please come and see what it looks like from our driveway as we try to pull in or out. We've dealt with the issue by being very cautious. However, it looks like things will get a bit more dangerous.

Recently, we and neighbors have heard that the house at 300 Sheridan will be renovated. It's been empty for several months but in the past weeks, trucks have been parked on the street and people are looking over the house. Today, one truck was parked across from our driveway. We were able to drive out, but if a speeder had come down the hill, it could have been a problem.

We believe it's time that the curb across from our driveway be painted No Parking yellow. And we believe this should be done immediately, please. If you need more information, please contact me.

Thank you.

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Attachments	<i>Field not completed.</i>
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