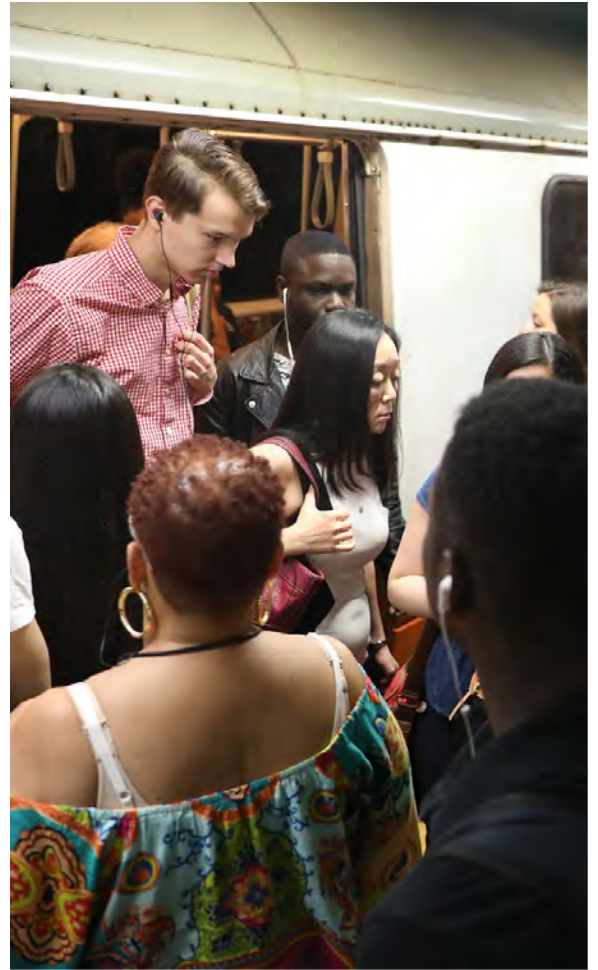


Micromobility 101

Educational Webinar

Spring 2026





What is

Micromobility?



What is **not**
Micromobility?

Quadbike (OHV*)



Snowmobiles (OHV*)



E-Dirt Bike (OHV*)



Motorcycles



*Off-Highway Vehicle

Who uses
Micromobility?



Older adults



People with disabilities

Hobbyists



Delivery drivers



Families & children



Commuters

Brief History of **Micromobility**



In 1817, the first
bicycle was invented
in Germany

It was called the
Laufmaschine,
or “running
machine”



**The Autoped
was invented
in 1918**

It is considered
the predecessor
to the modern e-
scooter



2025

8 communities

5500 bikes

590 docks

4.6 million trips

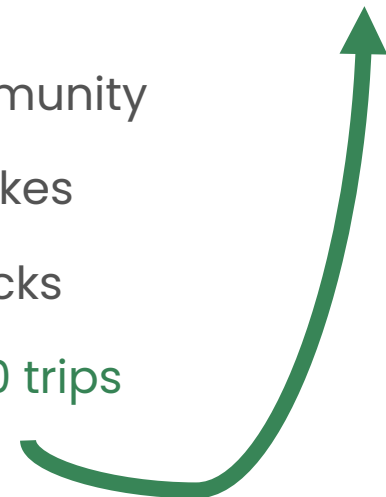
2011

1 community

600 bikes

60 docks

141,000 trips





Why

Micromobility?



Affordable



Economic access



**First and Last Mile
Connections**

What **now?**

Details emerge on 13-year-old killed in e-bike crash in Stoneham

The deadly crash has spurred safety talks on Beacon Hill.

LOCAL

Authorities identify person killed while riding electronic scooter in Gardner



By Maria Papadopoulos, Boston 25 News

July 10, 2023 at 1:02 pm EDT

Man dies after being struck by e-bike in Copley Square last month



BOSTON

TD

TD

BOSTON
POLICE

BOSTON STRONG
MOVE IT. LAW OVER

CENTURY

January 2026

Special Commission on Micromobility Report

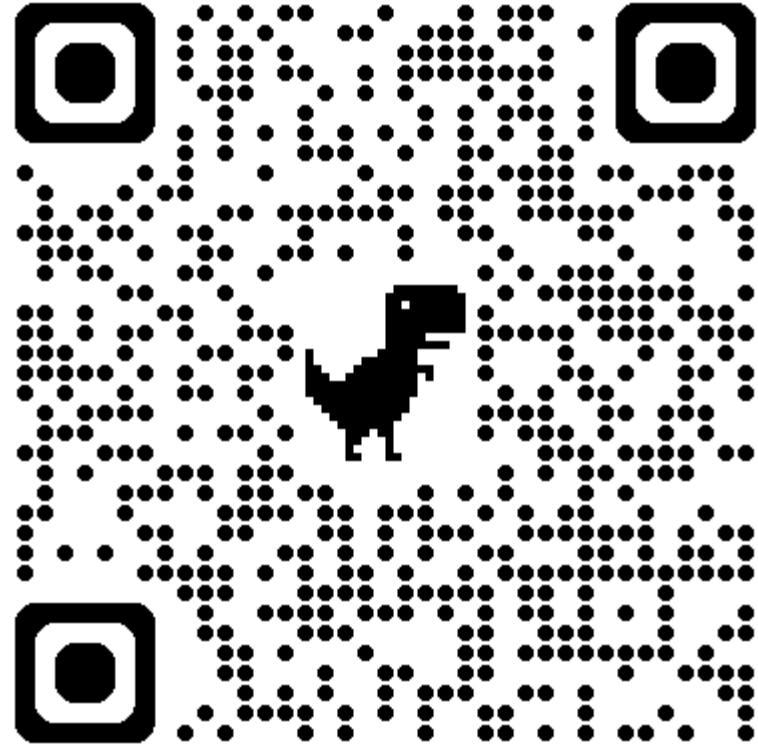


- **Commission convened in 2024**
 - Met across 2025
 - Report filed with Legislature in 2026

- **Goal:** study current state and local regulations and make recommendations to:
 - Promote safety and clarity
 - Expand mobility options
 - Achieve economic vitality

- **Recommendation 1: Legislative and Regulatory Changes:** The legislature should add the
- **Recommendation 2: Speed-Based Classification Schema:** The Commission recommends that
- **Recommendation 3: Micro ID:** The legislature should establish a time-limited working group
- **Recommendation 4: Police Training:** The Massachusetts State Police Academy and the
- **Recommendation 5: Crash Report and Vulnerable User Data:** The legislature should amend
- **Recommendation 6: Default Maximum Speed on Paths:** The legislature should establish a
- **Recommendation 7: Education Campaign:** Law enforcement and state and
- **Recommendation 8: Automated Enforcement:** The legislature should authorize automated
- **Recommendation 9: Model Municipal Traffic Control Ordinance:** MassDOT should include
- **Recommendation 10: Design Guidance:** MassDOT and DCR should develop context-sensitive
- **Recommendation 11: Micromobility Integration:** The MBTA and other RTAs should adopt
- **Recommendation 12: Funding for Upgrades:** The legislature should increase appropriations
- **Recommendation 13: Expand Bikeshare:** The legislature should establish a reliable and
- **Recommendation 14: Fund More E-bike Subsidies:** The legislature should fund,
- **Recommendation 15: Commercial Use Micromobility Study:** The legislature
- **Recommendation 16: Presumed Liability Study:** MassDOT should work with an academic

Scan this QR
code to
access the
**Full and
Summary
Reports**



Micromobility **Myths**

Myth #1: All micromobility is too fast

Reality: Most micromobility are designed to move below city speeds

Tier 0 0-20 MPH	A. Human-powered Micromobility Device
	B. Powered Micromobility Device
	C. Mobility Aid Device
Tier 1 21-30 MPH	A. Class 3 E-bike
	B. Powered Micromobility Device
	C. Moped^ with 2 or 3 wheels
Tier 2 31-40 MPH	A. Limited Use Motorcycle
	B. Powered Micromobility Device
Tier 3 41+ MPH	A. Motorcycle
	B. Powered Micromobility Device

^ Currently called Motorized Bicycle in MGL

“Powered” and “motor” in this case can refer to electric, gas, hybrid, or other non-human-powered propulsion

Myth #2: Micromobility is
inherently unsafe

Reality: Unclear roadway rules
make streets unsafe for **everyone**

Lectric XP4

Motor Power **500W**

Top Speed **28 MPH**



Status Quo

UNDEFINED

- Helmet required for riders 16 years old and under
- Any age can operate
- Not allowed on sidewalks
- ✗ No battery safety requirement
- Follow CSPC requirements for bicycles

Proposed

Tier 1.A Class 3 E-bike

- ✓ Helmet required for all riders
- ✓ Must be 16+ years old to operate
- ✓ Allowed in Bike Lanes
- ✗ Not allowed on Shared Use Paths, DCR unimproved trails, or sidewalks
- ✓ UL2271 battery
- ✓ UL2849 electrical system



MASSACHUSETTS MICROMOBILITY

MAX SPEED

30 MPH

MOTOR: 500 WATTS



SCAN FOR INFO

ID: MA1234567

Myth #3: There's no room on our streets for micromobility

Reality: Majority of micromobility devices are small, efficient, and take up less space on the street



Guessing
game!





















Looking Ahead

What can **you** do next?

- **Read the Special Commission on Micromobility Report**
 - Full Report
 - Summary
- **Be an educated consumer**
 - Watch Safe Routes to School Webinars
 - Visit, call, or learn from your local bikeshops
- **Visit the **Micromobility Hub**, a resource library (coming soon!)**
 - Check out The Lab @ MassDOT's webpage
- **Follow MassDOT on Instagram and FB to stay informed**



Remember—Safety is a shared responsibility!



Questions & **Answers**