

SENATE No. 3077



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May 4, 2026

To the Honorable Senate and House of Representatives,

I am pleased to submit for your consideration An Act to enhance the safe use of micromobility devices (the Ride Safe Act).

On November 20, 2024, I signed into law Chapter 238 of the Acts of 2024, also known as the Mass Leads Act. Section 306 of this law established a special commission to study and recommend ways to regulate micromobility vehicles, including mopeds, electric scooters and e-bikes. The Commission represented legislators and mix of state agencies, advocacy groups, municipalities, business groups and law enforcement. On January 31, 2026, the Commission published and submitted to the Legislature a report detailing a list of recommendations to support and ensure the safe use of micromobility vehicles. The legislation I am filing today builds on the Commission’s approach of centering safety of vulnerable users while also supporting the use of micromobility as an affordable, convenient transportation option.

Micromobility is already part of daily life in Massachusetts for many residents. This legislation provides clear rules to make roads and sidewalks safer, while also reducing traffic, expanding affordable transportation choices, and protecting pedestrians. For example, the bill establishes minimum age requirements for operating certain e-bikes and scooters, requires helmets for specific device categories, and introduces stronger requirements for higher-speed vehicles such as mopeds, including insurance standards. It also sets clear equipment requirements like lights, reflectors, and braking systems to improve visibility and reduce crashes. Together, these updates clarify where devices can operate, such as bike lanes, roadways and sidewalks, while limiting higher speed devices in areas where they pose safety risks.

This legislation will clarify and update current law to unlock new forms of affordable mobility for residents in a safe manner and establish a working group chaired by a designee from the Registry of Motor Vehicles to update crash reporting and explore additional micromobility matters, such as light weight registration options for micromobility devices.

This legislation positions Massachusetts as a national leader by moving beyond device-by-device rules and towards a unified, speed-based framework for all micromobility. It's a smarter, more consistent way to regulate devices based on how fast they go, not just what they're called.

I urge your favorable consideration of this legislation.

Respectfully submitted,

Maura T. Healey,
Governor

SENATE No. 3077

Senate, May 4, 2026 - Message from Her Excellency the Governor recommending legislation to enhance the safe use of micromobility devices.

The Commonwealth of Massachusetts

In the One Hundred and Ninety-Fourth General Court
(2025-2026)

An Act to enhance the safe use of micromobility devices.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. Section 1 of the chapter 90 of the General Laws, as appearing in the 2024
2 Official Edition, is hereby amended by inserting after the definition of “Class 2 e-bikes” the
3 following definition:-

4 “Class 3 e-bikes”, an electric bicycle or tricycle equipped with a motor that provides
5 assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle
6 reaches or exceeds the speed of 28 miles per hour.

7 SECTION 2. Said section 1 of said chapter 90, as so appearing, is hereby further
8 amended by inserting after the definition of “cross-over mirror” the following definition:-

9 “Cycle”, a powered or unpowered device with functional human powered pedals or a
10 device without human powered pedals on which a rider is seated during operation, including
11 bicycles as defined in section 1 of chapter 90E.

12 SECTION 3. Said section 1 of said chapter 90, as so appearing, is hereby further
13 amended by inserting, in line 104, after the word “bicycle”, the second time it appears, the
14 following words:- , or a class 3 electric bicycle; provided, that the definition of "electric bicycle"
15 shall not include a motorized bicycle.

16 SECTION 4. Said section 1 is hereby further amended by inserting after the definition of
17 “Massachusetts License” the following definition:-

18 “Micromobility device”, a small, lightweight transportation device intended for personal
19 use as an alternative to motor vehicles for travel in public access areas including ways, bikeways
20 or sidewalks, and as may be further defined by regulations promulgated by the registrar;
21 provided a “micromobility device” shall not include a motor vehicle, motorcycle, motorized
22 bicycles or mopeds, low speed vehicle, or limited use/low speed motorcycle.

23 SECTION 5. Said section 1 of said section 90, as so appearing, is hereby further
24 amended by inserting after the definition of “mobile telephone” the following definition:-

25 “Mobility aid device”, a device used by a pedestrian with a mobility disability to assist
26 with indoor and outdoor locomotion including electric personal assistive mobility device
27 referenced in the definition of vulnerable user definition, group wheelchairs, mobility carts and
28 other such devices.

29 SECTION 6. Said section 1 of said chapter 90, as so appearing, is hereby further
30 amended by striking out the definition of “Motorized bicycle” and inserting in place thereof the
31 following definition:-

32 “Motorized bicycle” or “Moped”, a pedal bicycle which has a helper motor, or a non-
33 pedal bicycle which has a motor, with either a cylinder capacity not exceeding 50 cubic
34 centimeters or the hybrid or electric powered equivalent, an automatic transmission, and which is
35 capable of a maximum speed of no more than 30 miles per hour; provided, that the definition of
36 “motorized bicycle” shall not include an electric bicycle.

37 SECTION 7. Said section 1 of said chapter 90, as so appearing, is hereby further
38 amended by striking out the definition of ”Motorized scooter”.

39 SECTION 8. Said section 1 of said chapter 90, as so appearing, is hereby further
40 amended by inserting after the definition of “Police officer” the following definition:-

41 “Powered micromobility device”, A micromobility device that has an onboard motor
42 capable of delivering tractive power to the device either as power-assist to human powered
43 propulsion or as sole propulsion or throttle. Powered micromobility devices shall (i) include
44 electronic scooters, skateboards, hoverboards, unicycles etc. and (ii) exclude mobility aid
45 devices.

46 SECTION 9. Said section 1 is hereby further amended by inserting after the definition of
47 “School pupil” the following 2 definitions:-

48 “Scooter”, a powered or unpowered device without pedals where the rider can sit and/or
49 stand on a footboard for typical operation.

50 “Solely Human Powered or Unpowered micromobility device”, a micromobility device
51 propelled exclusively by human muscular effort and has no onboard motor capable of delivering
52 tractive power to the device; provided further that “Solely Human powered micromobility

53 devices shall: (i) include, but not be limited to, non-electric bicycles, unpowered scooters,
54 skateboards, longboards, unicycles, roller skates, inline skates and other such unpowered
55 micromobility devices and (ii) not include mobility aid devices.

56 SECTION 10. Section 1B of said chapter 90, as so appearing, is hereby amended by
57 striking out, in line 1, the word “A” and inserting in place thereof the following words:- A
58 motorized bicycle shall not be operated upon any way, as defined in section one within the
59 commonwealth without obtaining an annual registration and sticker or plate bearing a distinctive
60 number, by application as prescribed by the registrar.

61 SECTION 11. The first paragraph of said section 1B of said chapter 90, as so appearing,
62 is hereby further amended by striking out the last sentence and inserting in place thereof the
63 following sentence:- Motorized bicycles shall be excluded from operating on bike lanes and off-
64 street recreational bicycle paths.

65 SECTION 12. Said section 1B of said chapter 90, as so appearing, is hereby further
66 amended by adding the following paragraph:-

67 No motorized bicycle shall be registered under this section unless the application therefor
68 is accompanied by a certificate as defined in section 34A or unless the registrar is otherwise
69 satisfied that the provision of compulsory liability insurance has been met for such applicant and
70 motorized bicycle.

71 SECTION 13. Section 1C of said chapter 90, as so appearing, is hereby amended by
72 striking out, in line 1, the words “and motorized scooters”.

73 SECTION 14. Said chapter 90, as so appearing, is hereby amended by striking out
74 section 1E.

75 SECTION 15. Said chapter 90, as so appearing, is hereby further amended by inserting
76 after section 2 the following section:-

77 Section 2 ½. Notwithstanding any special or general law to the contrary, the registrar of
78 motor vehicles may issue number or registration plates of such size and design as determined in
79 their discretion for motor vehicles or micromobility devices not otherwise defined under section
80 1; provided that such motor vehicle is not eligible to be registered under chapter 90B. The
81 registrar may promulgate regulations defining each type of motor vehicle as well as requirements
82 and any restrictions for registration and operation, equipment, inspections and insurance for such
83 vehicles.

84 SECTION 16. Section 8B of said chapter 90, as so appearing, is hereby amended by
85 striking out, in line 20, the words “or motorized scooter.”.

86 SECTION 17. Said chapter 90, as so appearing, is hereby further amended by inserting
87 after section 63 the following section:-

88 Section 64. (a) For purposes of this section, the following terms shall have the following
89 meanings, unless the context clearly requires otherwise:-

90 “Maximum designed speed tier classification system”, the system by which
91 micromobility devices are categorized by the maximum speed, measured in miles per hour, the
92 manufacturer designed the device to attain on a flat surface in normal conditions by an average
93 rider.

94 “Speed Tier 0”, all unpowered micromobility devices and powered micromobility
95 devices with a maximum manufacturer assisted or designed speed, whichever is higher, of 20
96 miles per hour, including unpowered micromobility devices, class 1 and class 2 e-bikes and
97 mobility aid devices.

98 “Speed Tier 1”, powered micromobility devices with a maximum manufacturer assisted
99 or designed speed, whichever is higher, between 21 miles per hour and 30 miles per hour,
100 including, but not limited to, class 3 e-bikes.

101 “Speed Tier 2”, powered micromobility devices with a maximum manufacturer assisted
102 or designed speed, whichever is higher, between 31 miles per hour and 40 miles per hour,
103 provided that speed tier 2 shall not include, but not be limited to, low speed vehicles, limited use
104 motorcycles or low speed motorcycles.

105 “Speed Tier 3”, powered micromobility devices with a maximum manufacturer assisted
106 or designed speed, whichever is higher, greater than 40 miles per hour.

107 (b) Except as otherwise provided by state or federal law or regulations of the registrar,
108 powered micromobility devices sold, leased, rented or operated in the commonwealth shall have
109 a minimum battery rating of UL 2271 or equivalent standard.

110 (c) Except as otherwise provided by state or federal law or regulations of the registrar,
111 powered micromobility devices sold, leased, rented or operated in the commonwealth, except e-
112 bikes, shall have a minimum electrical system level rating of UL 2272 or equivalent standard.
113 Electric bicycles sold, leased, rented or operated in the commonwealth shall have a minimum
114 electrical system level rating of UL 2849 or equivalent standard.

115 (d) (1) (A) Except as otherwise required by state or federal law or regulations of the
116 registrar, speed tier 0 and speed tier 1 micromobility devices sold, leased, rented or operated in
117 the commonwealth shall be equipped with lights, brakes and an audible warning that satisfy the
118 requirements of Section 11B of Chapter 85 and federal requirements for bicycle reflectors and
119 brakes established in 16 C.F.R. Part 1512.

120 (B) Except as otherwise required by state or federal law or regulations of the registrar,
121 speed tier 2 and speed tier 3 micromobility devices sold, leased, rented or operated in the
122 commonwealth shall be equipped with lights, brakes and a horn that satisfy the requirements for
123 motor vehicles established in 49 C.F.R. 571.

124 (2) (A) Except as otherwise provided by state or federal law or regulations of the
125 registrar, any person 16 years of age or younger operating a speed tier 0 micromobility device,
126 except for a mobility aid device, or being carried as a passenger on such micromobility device on
127 a public way, bicycle path or on any other public right-of-way shall wear a helmet. Said helmet
128 shall fit the person's head, shall be secured to the person's head by straps while the micromobility
129 device is being operated, and shall meet the standards for helmets established by the United
130 States Consumer Product Safety Commission pursuant to 16 C.F.R. 1203. These requirements
131 shall not apply to a passenger if the passenger is in an enclosed trailer or other device which
132 adequately holds the passenger in place and protects the passenger's head from impact in a crash.

133 (B) Except as otherwise provided by state or federal law or regulations of the registrar, a
134 person operating a speed tier 1, 2 or 3 micromobility device or riding as a passenger on a
135 micromobility device, shall wear protective headgear conforming with such minimum standards
136 of construction and performance as the registrar may prescribe, and no person operating such a

137 micromobility device shall permit any other person to ride as a passenger on such micromobility
138 device unless such passenger is wearing such protective headgear.

139 (3) Except as otherwise required by state or federal law or regulations of the registrar, it
140 shall be unlawful for any person younger than 16 years of age to purchase, rent, lease or operate
141 any micromobility device designated as a speed tier 1, speed tier 2, or speed tier 3 micromobility
142 device; provided, however this restriction shall not apply to mobility aid devices.

143 (4) It shall be unlawful to operate a micromobility device with more passengers than the
144 device was designed to accommodate by the manufacturer, except as may be allowed by
145 regulation.

146 (5) (A) Except as otherwise provided by state or federal law or regulations of the
147 registrar, speed tier 0 micromobility devices and the operator of a speed tier 0 micromobility
148 device shall be afforded all of the rights and privileges, and shall be subject to all of the duties, of
149 the operator of a bicycle or duties related to a bicycle set forth in sections 11B and 11B½ of
150 chapter 85, or any other general or special law, regulation or local ordinance.

151 (B) Except as otherwise provided by state or federal law or regulations of the registrar,
152 speed tier 1 micromobility devices and the operator of such speed tier 1 micromobility device
153 shall be afforded all of the rights and privileges, and shall be subject to all of the duties, of the
154 operator of an electric bicycle or duties related to an electric bicycle set forth in section 11B¾ of
155 chapter 85, or any other general or special law, regulation or local ordinance.

156 (C) Except as otherwise provided by state or federal law or regulations of the registrar, it
157 shall be unlawful for any speed tier 2 or speed tier 3 micromobility devices to travel on

158 sidewalks, in bike lanes, bike paths, bike routes, separated micromobility lanes, or shared use
159 paths.

160 (e) It shall be unlawful to make any aftermarket modifications to a micromobility device
161 to increase either (i) the manufacturer designed speed or propulsion power of a micromobility
162 device or (ii) the manufacturer designed passenger capacity of a micromobility device, except as
163 may be allowed by regulation.

164 (f) No micromobility device shall be sold, rented, leased or operated in the
165 commonwealth if it does not satisfy the requirements of this section for the device's respective
166 speed tier based on the device's maximum manufacturer assisted or designed speed, whichever is
167 higher.

168 (g) Micromobility devices shall be subject to any speed limits and speed restrictions for
169 motor vehicles established by (i) municipalities or the division of highways of the Massachusetts
170 Department of Transportation pursuant to sections 17 and 18 of chapter 90; (ii) regulations of the
171 division of highways of the Massachusetts Department of Transportation under chapter 90E; or
172 (iii) rules or regulations of the department of conservation. Violation of such speed limits and
173 speed restrictions shall be subject to all civil and criminal fines applicable to the operation of a
174 motor vehicle in violation of such speed limits and restrictions. Micromobility devices shall also
175 be subject to all civil and criminal fines and penalties applicable to the operation of a motor
176 vehicle under sections 24 through 24R, inclusive, section 24V and section 25 of chapter 90,
177 provided that administrative penalties shall not apply, unless provided by regulations of the
178 registrar.

179 (h) The registrar may promulgate regulations establishing registration, licensure,
180 insurance, fines and other requirements for micromobility devices necessary to promote public
181 and roadway safety.

182 SECTION 18. Section 1 of chapter 90E of the General Laws, as appearing in the 2024
183 Official Edition, is hereby amended by striking out the definition of “Bike path” and inserting in
184 place thereof the following definition:-

185 “Bike path”, a route for the exclusive use of bicycles and speed tier 0 or speed tier 1
186 micromobility devices, separated by grade or other physical barrier from motor traffic; provided,
187 however, that motorized bicycles shall not be permitted to use bike paths.

188 SECTION 19. Said section 1 of said chapter 90E, as so appearing, is hereby further
189 amended by striking the definition of “bike lane” and inserting in place thereof the following:-

190 “Bike lane”, a lane on a street restricted to bicycles and speed tier 0 or speed tier 1
191 micromobility devices and so designated by means of painted lines, pavement coloring or other
192 appropriate markings; provided that motorized bicycles shall not be permitted to use bike lanes.

193 SECTION 20. Said section 1 of said chapter 90E, as so appearing, is hereby further
194 amended by striking out the definition of “bike route” and inserting in place thereof the
195 following definition:-

196 “Bike route”, a roadway shared by bicycles, micromobility devices and other forms of
197 transportation designated by the means of signs or pavement markings.

198 SECTION 21. Said section 1 of said chapter 90E, as so appearing, is hereby further
199 amended by striking the definition of “bicycle parking facility” and inserting in place thereof the
200 following:-

201 “Bicycle parking facility”, any facility for the temporary storage of bicycles or
202 micromobility devices which allows the frame and the wheels of the bicycle or micromobility
203 device to be locked so as to minimize the risk of theft and vandalism.

204 SECTION 22. Said section 1 of said chapter 90E, as so appearing, is hereby further
205 amended by inserting after the definition of “commissioner” the following definition:-

206 “Shared use path”, a path intended for transportation or recreational use that is designed
207 for people of all ages and abilities on foot or using motorized or non-motorized micromobility
208 devices and is physically separated from motorized vehicle traffic within a highway right-of-way
209 or an independent right-of-way with few crossflows with motor vehicles.

210 SECTION 23. There shall be a working group consisting of the registrar of motor
211 vehicles or their designee, the administrator of the Massachusetts Department of Transportation
212 highway division or their designee, the secretary of the executive office of public safety and
213 security or their designee, the commissioner of the division of insurance or their designee, the
214 commissioner of the department of conservation and recreation or their designee, the
215 commissioner of the department of public health or their designee, 1 representative of the
216 Massachusetts Municipal Association who shall appointed by the secretary of transportation, 1
217 representative of the micromobility device industry who shall be appointed by the secretary of
218 transportation, 1 representative of a citizen advocacy group appointed by the secretary of
219 transportation and 1 representative of the Massachusetts Chiefs of Police Association appointed

220 by the secretary of the executive office of public safety and security. The working group shall be
221 chaired by the registrar of motor vehicles or their designee.

222 The working group shall develop recommendations for a regulatory scheme and
223 additional legislation for the operation of micromobility devices, as provided in the report of
224 Special Commission on Micromobility and as specified in this section. The working group shall
225 make recommendations for requirements for micromobility registration or identification decal,
226 licensure to operate, clarify the roles of dealers and manufacturers, education, speed restrictions,
227 signage, travel allowances, insurance requirements, fines and penalties and additional operation
228 and safety standards and requirements for micromobility devices.

229 The working group shall develop a standardized form to report crashes and incidents
230 involving a motor vehicle, a vulnerable user or any micromobility device, as defined in section 1
231 of chapter 90 of the General Laws. The standardized form shall be used by any municipal,
232 county or state law enforcement official or emergency medical services provider who responds
233 to a crash or incident involving a motor vehicle and a vulnerable user. The corresponding report
234 for each crash or incident shall be transmitted to the registrar of motor vehicles. The registrar of
235 motor vehicles shall maintain a publicly accessible database of the standardized form reports;
236 provided, however, that no personally identifying information shall be published in the database.

237 The working group shall complete its work and issue a report of its findings and
238 recommendations by December 31, 2027 to be published on its website.

239 SECTION 24. Sections 7, 10, 13, 14 and 16 through 22, inclusive, of this act shall take
240 effect on January 1, 2028.