

An Act Relative to Improving Safety on the Roads of the Commonwealth

Electric Scooters

Would treat electric scooters as bicycles for regulatory measures and establish an advisory group to recommend more permanent policies.

Proposed MGL Chapter 90 Section 1 Amendment (definitions)

"Electric Scooter", a device that shall not be operated at a speed in excess of 20 miles per hour without human propulsion. The operation of electric scooters shall be subject to section 11B of chapter 85; provided, however, notwithstanding section 11B, paragraph 2(i) of chapter 85, a seat shall not be required on an electric scooter.

Bill Provision

The Department of Transportation shall establish a low-speed mobility device advisory working group to review the use of electric scooters and other micro-mobility devices throughout the commonwealth. By December 31, 2020, the group shall submit a report to the governor and general court regarding the use of low-speed mobility devices in the commonwealth, including, but not limited to, specific recommendations for changes to the general laws of the commonwealth after December 31, 2020.



Future Safety Considerations

Nighttime Usage	Three of the four known shared e-scooter fatalities in the U.S. have taken place between 1 a.m. and 5 a.m according to Scooter Bird's Safety Report in April 2019.
Unlicensed / Underage Riders	In a 2017 study by Siman-Tov et al, of 795 e-bike and e-scooter injuries documented, 51% of injured motorized scooter riders were age 14 or younger.
Safe Operation	Over a one-year period in two Los Angeles emergency departments, more people were injured while riding standing electric scooters than by riding bicycles or traveling on foot, according to a study published in the medical journal JAMA Network Open.

WHY

- Existing law did not anticipate current technology. The current definitions for motorized bicycle and motorized scooter are intended for travel at much higher speeds alongside motor vehicles
- Many communities in the Commonwealth have recently experienced the introduction of a variety of new mobility devices, including pedal-assist bicycles, motorized skateboards, and electric scooters

OBJECTIVES

- Provide valuable 'last mile' connections to and from the transit system
- Offer new on-demand mobility options for users with disabilities
- Encourage safety and the successful integration into our existing transportation network
- Establish an appropriate regulatory regime



Commission on the Future of Transportation in the Commonwealth:
Micromobility options are with us to stay, and properly integrating them into our transportation system will be a critical step toward addressing future mobility.

BROOKLINE E-SCOOTER PILOT PROGRAM FREQUENTLY ASKED QUESTIONS

Is the Town charging a fee to the companies for participating in the pilot program?

Yes, the companies are paying the Town a \$1000 license fee and a \$1 per Scooter per day surcharge. The fees, surcharges and penalties will be placed in the general fund and be used for program administration and enforcement; safe travel infrastructure; and expanded and affordable access.

Which companies are participating in the pilot program?



<https://www.bird.co>

Customer service: 1-866-205-2442; hello@bird.co



www.limebike.com

Customer Service: 1-888-546-3345; support@li.me



The Boston Globe

What are the requirements for electric scooter use?

Helmet use is required
Sidewalk riding is prohibited
Minimum age requirement of 18 years old
Scooters may operate from 6am to 9pm



Patch

Where can I ride a Scooter?

You can ride in bike lanes, multi-use paths and city streets. Do not ride on the sidewalk.

Where can I park a Scooter?

Use the kickstand and park Scooters on the sidewalk in between the street curb and walking path. Leave space for people walking and people with disabilities to access transit stops, parked cars, bike racks, loading zones, and crosswalks, as well as other amenities.

Don't park and block access to:

- ADA Curb ramps & Disabled parking spaces;
- Transit zones including bus stops, shelters, passenger waiting areas and bus layover and staging zones, except at existing bicycle racks;
- Loading zones;
- Street furniture that requires pedestrian access (for example - benches, parking pay stations, bus shelters, transit information signs, etc.);
- Building Entryways and Driveways.