



GEORGIA STATE SENATE

SENATE RESEARCH OFFICE

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THE FINAL REPORT OF THE SENATE STUDY COMMITTEE ON EVALUATING E-SCOOTERS AND OTHER INNOVATIVE MOBILITY OPTIONS FOR GEORGIANS

COMMITTEE MEMBERS

Senator Steve Gooch – Committee Chair
District 51

Senator John Albers
District 56

Senator Brandon Beach
District 21

Senator Frank Ginn
District 47

Senator Butch Miller
District 49

Prepared by the Senate Research Office
2019

COMMITTEE FOCUS, CREATION, AND DUTIES

The Senate Study Committee on Evaluating E-Scooters and Other Innovative Mobility Options for Georgians was created by Senate Resolution 479 to study how local governments, state agencies, and universities can work with companies providing shareable e-scooters and other micromobility technologies.¹

Senator Steve Gooch of the 51st served as the Committee Chair. The other Senate members included: Senator John Albers of the 56th, Senator Brandon Beach of the 21st, Senator Frank Ginn of the 47th, and Senator Butch Miller of the 49th.

The Committee has held four meetings: one at the Georgia World Congress Center (GWCC) on September 23rd, one at the State Capitol on October 15th, one on November 4th at the Atlanta BeltLine Center, and a final meeting to adopt a final report at the State Capitol on November 22nd. The Committee heard testimony from the following individuals: Nima Daivari, Lime Scooters; Cheyanne Woodyard, Bird Scooters; Marco McCottry, Wheels Scooters; Elliott Caldwell, Georgia Bikes; Chief of Police Paul Guerrucci, Georgia World Congress Center Police Department; Alex Azarian, Senate Research Office; Clint Mueller, Association County Commissioners of Georgia (ACCG); Michael McPherson and Allison Ailes, Georgia Municipal Association (GMA); Carry Bearn, City of Atlanta; Jacob Tzegaegbe, City of Atlanta; Allison Rye, Athens-Clarke County Commission; Sherrie Hines, Athens-Clarke County; Cleta Winslow, Atlanta City Council; Clyde Higgs and Jill Johnson, the Atlanta BeltLine; Ashley Jones, Casey Tanner, Trip Addison, and Grant Thomas, University System of Georgia; Justin Kirnon, MARTA; Scott Haggard, the Atlanta-Region Transit Link Authority (ATL); Andrew Heath, GDOT; Major Darin Schierbaum, Atlanta Police Department; and Doctor Daniel Wu and Doctor Jonathon Rupp, Grady Memorial Hospital.

COMMITTEE FINDINGS

Background

Dockless electric scooters first appeared in the United States in September 2017 when a little-known startup company named Bird deployed hundreds of the devices in Santa Monica, California. Over the next two years, these devices would be methodically dispatched to numerous cities throughout the nation. Following a national trend, e-scooters first appeared in Atlanta literally overnight in May 2018. Scooter companies such as Lime, Bird, and Wheels currently have agreements to operate in three Georgia cities: Atlanta, Brookhaven, and Decatur; as well as in the portions of Statesboro occupied by Georgia Southern University.

Loved by some and despised by others, the affordability and accessibility of these polarizing devices cannot be denied and give them the potential to reduce traffic congestion, improve air quality, and provide a convenient first mile/last mile mobility option. However, scooters also pose several transportation and public safety problems for state and local governments. In many cases, governments, such as Atlanta, have been forced into a reactionary posture, developing regulations after scooters already have been widely adopted within their jurisdictions. Some cities and states have embraced this new form of mobility, while others have enacted strict regulations or outright bans due to the various risks scooters pose for riders, motor vehicles, and pedestrians. The rapid growth in the number of shared micromobility trips and the introduction of scooters has required cities and states to focus new attention on how best to regulate these new devices and services.

The Study Committee's three main meetings respectively focused on three themes:

1. Micromobility Technology and Deployment;
2. State and Local Government Challenges and Concerns; and
3. Public and Personal Safety.

¹ <http://www.legis.ga.gov/legislation/en-US/Display/20192020/SR/479>

Micromobility Technology & Deployment

Lime, Bird, and Wheels all made presentations on their respective company's operations in Georgia as well as nationwide. They also demonstrated their devices and apps, while also addressing safety and injury concerns. All three representatives for the scooter providers urged the Committee to establish a clear definition for dockless micromobility devices so that local governments can more easily draft clear regulations. A definition that anticipates evolving technology would also eliminate the need for the General Assembly to amend the definition each year.

The providers believe that the biggest safety issues are new/inexperienced riders and the lack of a coordinated education initiative targeting not only riders, but motor vehicle drivers too. Bird's app does require first time users to watch a tutorial before a scooter can be activated. Providers also indicated that unlike bikes, major head trauma (other than scrapes) is not a major issue with scooters. Instead scooter injuries generally affect extremities when riders attempt to break their fall by extending their feet or hands.

Another concern is a patchwork of rules of the road ordinances in which one city might have a different set of rules, such as speed limit, or where/when scooters may operate, from a neighboring city - thus confusing riders.

Georgia Bikes gave a brief overview of their activities in Georgia, the dangers of biking in the metro area, and answered questions on various bike and e-bike laws. The group stressed that because of some inherent differences between bikes and scooters, total parity with bikes and bike laws is not conceivable, but near-parity is more realistic. In essence, Georgia Bikes warned against copying and pasting the state bike laws and substituting "bikes" with "scooters."

The Georgia World Congress Center Police Department testified on the homeland security dangers scooters pose around large crowds. They used an example of thousands of people in line to enter the Mercedes-Benz Stadium while scooters are mingled in with the crowd. An explosive device such as a pipe bomb could easily be hidden within a scooter and cause serious injuries to such a dense crowd. Because of this, scooters are banned on GWCC property, although they are still allowed on adjacent roads.

State & Local Governments Challenges and Concerns

The Senate Research Office gave an overview of e-scooter legislation adopted in other states. The other speakers representing local governments hit upon four common themes: a clear definition for scooters and other dockless devices; safety; nuisances; and local regulation. They indicated that state legislation should establish a framework which allows local governments to regulate the devices within their jurisdiction. GMA pointed out that although some cities have implemented bans/moratorium on scooters, other cities such as Albany have unsuccessfully lobbied scooter providers to deploy scooters in their city.

State and Local Government Actions

In Georgia, 15 cities have taken action on dockless shareable devices. Atlanta, Brookhaven, and Decatur all allow and regulate dockless scooters while 12 cities and consolidated governments ban them or have imposed a moratorium.² Additionally, 22 states have adopted legislation regulating, in some way, the use of shareable dockless e-scooters and other devices. Virtually every other state, including Georgia (SB 159), has scooter-related legislation pending in their respective legislatures. The 22 states that have enacted statutes are: Alabama; Arizona; Arkansas; California; Colorado; Connecticut; Florida; Indiana; Kansas; Kentucky; Louisiana; Maryland; Michigan; Nevada; New Jersey; New York; Oregon; Tennessee; Utah; Virginia; Washington; and Wisconsin.

Rules of the Road and Other Laws

- All states treat scooters as bicycles and/or motor vehicles for the purpose of abiding by the rules of the road.
- Many states set a statewide maximum speed for scooters at either 15 or 20 mph. Some states prohibit scooters from operating on roads with a speed limit above a certain speed – usually 35 mph.
- Some states, such as Kansas and Virginia, impose fines or civil penalties exclusive to scooter operators. These penalties are usually in the \$50 range. Louisiana, Nevada, Utah, and Washington specifically authorize local governments to assess moving and parking penalties applicable to scooter operators.

² Alpharetta, Athens-Clarke, Columbus, Lilburn, Macon-Bibb, Marietta, Norcross, Savannah, Smyrna, Snellville, Tucker, and Woodstock.

- New York and Oregon require scooters to be operated on a bicycle lane or an inline skate lane when one is present.
- California, Kentucky, and Oregon explicitly apply DUI laws to scooters. Utah prohibits the consumption or the transportation of alcohol while operating a scooter.
- New York requires scooters to be equipped with a bell or other device capable of giving a signal audible for a distance of at least 100 feet. However, the use of sirens or whistles is prohibited.
- New York provides punishments for leaving the scene of any accident caused by a scooter.
- New York expressly requires scooters to yield to pedestrians.
- Louisiana and Tennessee require vehicles overtaking and passing a scooter to leave a safe distance between the vehicle and the scooter of at least 3 feet.
- Under Georgia's SB 159 (pending), intentionally damaging or knocking over another person's bicycle or scooter is considered committing misdemeanor criminal trespass. Intentionally damaging another person's bicycle or scooter resulting in \$500 or more in damages; or recklessly or intentionally damaging another person's bicycle or scooter by means of fire or explosive is considered committing criminal damage to property and punishable by imprisonment from 1 to 5 years.

Minimum Age/Qualifications to Operate

- California is the only state to require scooter riders to possess a valid driver's license or permit.
- Several states establish a minimum age for operating a scooter. Of those states, most set the age at 16.
- California and Louisiana require riders under 18 and 17, respectively, to wear a helmet.
- Oregon is the only state to require all scooter riders to wear a helmet. Failure to wear a helmet is punishable by a \$25 fine.

Sidewalks

- California and Oregon are the only states that prohibit the operation of scooters on sidewalks. All other states allow local governments to authorize or prohibit the operation of scooters on sidewalks.
- Tennessee allows scooters to operate on sidewalks only when the electric motor is disengaged and only if the local government permits bicycles on sidewalks.
- Utah authorizes local governments to set a maximum speed for scooters operating on sidewalks.
- Scooters are allowed to be parked on sidewalks in most states as long as they do not obstruct pedestrians or other sidewalk traffic. Several states authorize local governments to prohibit scooters from being parked on sidewalks.
- Indiana allows local governments to prohibit scooters from being parked on sidewalks if that government provides adequate alternative parking locations in local rights-of-way.
- Georgia's SB 159 requires scooters operating upon a sidewalk to yield to pedestrians at all times. When passing a pedestrian, the operator must give warning through an audible sound, travel at a speed no faster than 7 mph, and maintain a distance of 2 feet between the scooter and the pedestrian. If maintaining a passing distance of 2 feet would expose the operator to any hazard, the operator must dismount the scooter.

Local Government Powers

- Alabama, Kansas, Louisiana, New York, Oregon, and Washington, and Wisconsin all expressly allow local governments to prohibit dockless scooters.
- Some states, such as Colorado, Connecticut, Nevada, Tennessee, and Utah prohibit local governments from regulating scooters in a manner more restrictive than how they regulate bicycles.
- Nearly all states authorize local governments to allow or prohibit the operation of scooters on sidewalks.
- Some states allow local governments to regulate scooter-share programs to an extent provided in state law. Such as requiring minimum insurance and prohibiting excessive fees. Utah prohibits local governments from imposing any unduly restrictive requirement on scooter-share operators, including requiring operation below cost.
- Arkansas, Nevada, and Utah authorize local governments to require scooter share programs to provide anonymized fleet and ride activity data for all trips starting or ending within their jurisdiction. Arkansas requires all ride activity resulting in an accident report to be included in this data.
- Colorado grandfathers all existing local scooter ordinances.

GMA and ACCG Concerns

GMA and ACCG urged the Committee to preserve and respect local decision making and ensure that scooters are required to abide by the rules of the road. They also expressed safety concerns over the devices, pointing out that, unlike bicycles, no government or industry safety standards exist for scooters.

Similar to the speakers at the Committee's previous meeting, GMA and ACCG insisted that a clear definition for dockless devices will need to be addressed in any proposed legislation. Establishing a definition will allow local governments to more easily regulate the devices. However, the Committee expressed concerns with local governments banning scooters, arguing that if too many jurisdictions ban them, then it may lead to the industry pulling out of Georgia.

City of Atlanta

Following a national trend, e-scooters arrived in Atlanta in May 2018. The city testified that e-scooters are becoming increasingly popular in Atlanta with over 3.3 million rides as of August 2019.

Month	Number of Dockless Trips	Car Trips Avoided*
February	317,000	95,000
March	363,000	109,000
April	504,000	151,000
May	528,000	158,000
June	576,000	172,800
July	608,000	182,400
August	452,000	135,600
Total	3,348,000	1,003,800

Source: City of Atlanta

The city indicated that the entirety of Midtown and Downtown are scooter hotspots. Corridors with existing bicycle infrastructure - Eastside Beltline and 10th Avenue Cycle Track - that offer separation from cars are especially popular with scooter riders. Scooter use is common beyond the core with ridership extending to West End, East Lake, and Southwest Atlanta. In January 2019, Atlanta City Council adopted an initial scooter regulatory framework:

Requirements of scooter companies

- Pay permit fee
- Educate riders on safety and rules
- Limit device speeds to 15mph
- Share ride and safety data
- Manage parking of their fleet

Requirements of scooter riders

- No riding on sidewalks or parking in the middle of a sidewalk
- One rider at a time
- No cellphone use while riding
- Yielding to pedestrians
- Follow rules of the road

Nine companies and 12,700 micromobility devices are permitted to operate in Atlanta.

Company	Permitted Scooters	Permitted E-Bikes	Currently Operating	Fees Collected
Bird	2,000		Y	\$91,100
Boaz	200		N	\$12,100
Bolt	1,000		Y	\$37,100
Gotcha	250	250	N (Pulled out of ATL Market)	\$12,100
Jump	1,500	500 (Pulled out of ATL Market)	Y	\$87,100
Lime	2,000		Y	\$91,100
Lyft	2,000		Y	\$87,100
Spin	2,000		N	\$87,100
Wheels	1,000		Y	\$37,100
Total	12,700		6 Operating	\$541,900

Source: City of Atlanta

Programmatic adjustments have continuously been made to improve safety and operations.

Sidewalk enforcement	<ul style="list-style-type: none"> APD has issued 235 warnings and 37 citations for riding scooters on the sidewalk
Parking enforcement	<ul style="list-style-type: none"> The Department of Public Works has impounded 4,000+ scooters for illegal parking
Beltline Regulations	<ul style="list-style-type: none"> City Planning introduced an 8mph limit for scooters on the Beltline Scooter parking zones with per company caps have been implemented
Limit on more scooters	<ul style="list-style-type: none"> City adopted policy to not accept new scooter companies until permitting process can be updated
Nighttime ride ban	<ul style="list-style-type: none"> City banned rented scooters from operating between 9pm and 4am
Education	<ul style="list-style-type: none"> City installed more than 200 decals about no sidewalk riding and where to park scooters Departments and companies have had active community education efforts to educate rider

Source: City of Atlanta

Despite scooter companies reporting monthly updates of documented safety concerns, as well as crashes and injuries reported by users or other community members, tracking and improving safety remains a challenge for Atlanta.

Month	Number of Trips	Crashes	Injuries	Fatalities
February	317,000	40	16	
March	363,000	48	18	
April	504,000	63	26	
May	528,000	62	26	1
June	576,000	73	39	
July	608,000	48	30	2
August	452,000	36	23	1 (East Point)
Total	3,348,000	370	178	4 (3 in ATL limits)

Source: City of Atlanta

Atlanta will overhaul the permitting process for scooter companies during the winter of 2019/2020. The micromobility ordinance re-write will aim to:

- Address oversaturation of the market with operators and devices;
- Improve distribution of devices across Atlanta and within equity zones;
- Maintain administrative flexibility needed to uphold the public interest;
- Enable better enforcement of ordinance and compliance by operators; and
- Improve safety for riders and others within the City right-of-way.

Atlanta BeltLine

The Atlanta BeltLine testified that the BeltLine is a popular place for scooters and a safe alternative because of the lack of cars. On average, there are over 500,000 monthly scooter trips on the BeltLine with the average trip traveling approximately one mile. It is also estimated that 1/3 of the scooter trips on the BeltLine replaced car trips.

Despite their popularity, scooters pose several challenges to the Beltline. Scooters are disliked by many pedestrians and cyclists. Additionally, their speed and clutter pose safety and nuisance issues. Safety concerns are addressed by implementing reduced speed zones (8 mph) on many parts of the trail. The nuisance of scattered unattended scooters either parked or laying around is mitigated by designating specific parking and no parking zones. In addition, an ongoing etiquette and education campaign has been implemented that addresses potential bad behavior by scooter users. All of these steps have greatly decreased the number of complaints submitted to the BeltLine by pedestrians and cyclists.

MARTA

MARTA testified on how scooters have been a valuable tool for the transit authority by providing a tool for first/last mile mobility and connectivity for its riders. Scooters are prohibited from being brought on MARTA's trains and buses. The authority's greatest concerns with scooters involve preventing them from blocking fare gates, especially the handicap gates, and also preventing them from passing beyond the gates and being left on platforms where they pose a risk to riders and trains. MARTA also indicated it is still in the process of drafting a systemwide parking plan for its stations and bus stops.

Athens-Clarke

Starting in the fall of 2018, Athens-Clarke and UGA documented issues with the scooters including reckless driving in and around vehicles, illegal sidewalk riding/parking, blocking ADA access, abandoning scooters on private property, and traveling the wrong way. In December 2018, the consolidated government responded by imposing a moratorium on scooters while appointing a working group to closely monitor and learn from Atlanta and study options for a future scooter ordinance. Athens-Clarke indicated that its major concerns are safety and devising an equitable fee/tax structure.

Throughout 2019 the working group met almost every month to work towards the development of a pilot program. On October 1, 2019, the County Commission extended the moratorium to June 4, 2020 to allow for additional time to develop the pilot program's RFP. The Pilot Program's focus and concerns include:

- Safety: operational safety and device design/maintenance;
- Geography and Infrastructure challenges / Greenways;
- ADA accessibility;
- Parking / Geofencing limitations;
- Enforcement and compliance with all state and local laws;
- Barriers to equitable use (e.g., expense, access, deployment);
- General Operations: dawn to dusk, helmet use, signaling;
- Privacy / Data Sharing / Geospatial data; and
- Environmental Impact & Sustainability

University System of Georgia

The University System testified that because each campus is unique, it does not have a systemwide policy on scooters and instead allows each campus to decide on its own policy. This has led to two opposite experiences between two major universities within the System: University of Georgia (UGA) and Georgia Southern University (GS).

UGA asserted that its top priority is to ensure a safe learning experience. The University's strict policy on scooters was prompted by an unsolicited and unauthorized drop-off of approximately 1,000 scooters in August 2018 by Bird Scooters in Athens resulting almost immediately in numerous incidents of unsafe and reckless scooter use throughout the city and around the campus. These incidents jeopardized the safety of students, faculty, and staff. Cameras affixed to UGA buses documented dangerous incidents that had the potential to cause significant physical injuries and harm to both riders and bystanders. In addition, scooters left on sidewalks created greater hardships for those with mobility challenges and other disabilities. Because of the University's grave concerns about the risks posed by the unsafe operation of scooters, the UGA Police Department began impounding scooters found on campus in August 2018 and applying O.C.G.A. § 40-6-144 against scooters operating on sidewalks. Specifically, this Code Section states: "No person shall drive any vehicle upon a sidewalk or sidewalk area..." UGA did acknowledge that privately owned scooters can continue to operate on its campus as long as they receive a permit to operate from the University, do not travel on sidewalks and other prohibited areas, and follow all pertinent traffic laws and rules of the road. The Committee expressed concerns with UGA's strict scooter policies and indicated that a shareable scooter program would provide students with a practical, affordable, and convenient alternative to the University's bus system; especially considering that the school collects from every student a non-negotiable \$121 per semester Transportation Fee to operate its 60-bus transit system at an annual cost of over \$11 million.

In contrast to UGA, GS testified on the success it has had with scooters on its campus. GS testified that its location is optimal for scooters since the campus has no access to public transportation, is relatively small, flat, and is situated entirely within Statesboro. Prior to the arrival of scooters at GS in September 2018, students had expressed longstanding concerns with the lack of transportation options from the campus to surrounding areas for several years. Lime Scooters approached GS and the two entered into an agreement to deploy scooters on campus. Since their deployment, scooters have provided over 385,000 trips covering more than 2,000 miles. Scooters are particularly ideal for international students who lack a state-issued driver's license. Although the agreement with Lime does not include a cap on the number of scooters, market forces dictate the numbers so that there is an adequate fleet of scooters to serve the University and surrounding areas. The University has also implemented a number of safety policies, including a 15mph speed limit, designating parking/no parking zones, and prohibiting charging in dorms. Unlike the Georgia cities that allow scooters to operate within their jurisdictions, GS allows students to travel on campus sidewalks and after dark. Lime employees also work on campus to ensure scooters are parked legally and not blocking ADA access points. Because of the success scooters have had for the University and for Lime, Statesboro represents a Top 20 global market for Lime. The Committee commends GS for coordinating with Lime and embracing a micromobility solution for its students' transportation needs. The Committee hopes that GS will serve as a model for other public entities when working with micromobility companies.

Public and Personal Safety

The safety risks scooters pose to riders, pedestrians, and even to motor vehicles is an ongoing challenge faced by all jurisdictions in which they have been deployed. Reckless or inexperienced riders have experienced and caused numerous injuries. Motor vehicles and pedestrians are still unaccustomed to scooters zipping by and their low visibility poses an increased danger of being struck by vehicles. Since their deployment, there have been four scooter-related deaths in metro-Atlanta:

1. Just after midnight, on May 16, 2019, 20-year-old Eric Amis, Jr. was hit and killed near the West Lake MARTA station. The car's driver was at-fault and charged.
2. On July 17th, William Alexander, 37, was hit and killed after dark by a CobbLinc bus as it jumped a curb corner while making a turn near the Arts Center MARTA station.
3. Amber Ford, 34, was riding a scooter on July 27th on 14th Street near Crescent Avenue when she was struck by a car, which left the scene.
4. On August 6th, Quienterry McGriff was riding a scooter around 6:30 a.m. in East Point when he ran a red light and was hit by an oil truck.

Atlanta Police Department (APD)

The Atlanta Police Department testified that although it is still learning to collect accurate and consistent scooter data, state crash reports indicate that there have been 57 recorded scooter accidents within Atlanta leading to numerous injuries, including three fatalities. Thirty-three of these accidents involved a collision with a motor vehicle. Countless other scooter accidents go unreported. Haphazardly parked scooters are one of the biggest complaints against the devices, many of which obstruct sidewalks, ADA access points, and loading zones.

The Department further testified that officers generally do not issue citations to first-time offenders, many of whom are tourists. Consequently, APD has issued over 600 warnings, and over 50 citations – almost exclusively to repeat offenders – since scooters first appeared on Atlanta streets. In addition to warnings and citations, the Department’s Public Affairs unit has undertaken an education program to educate scooter riders.

Grady Memorial Hospital

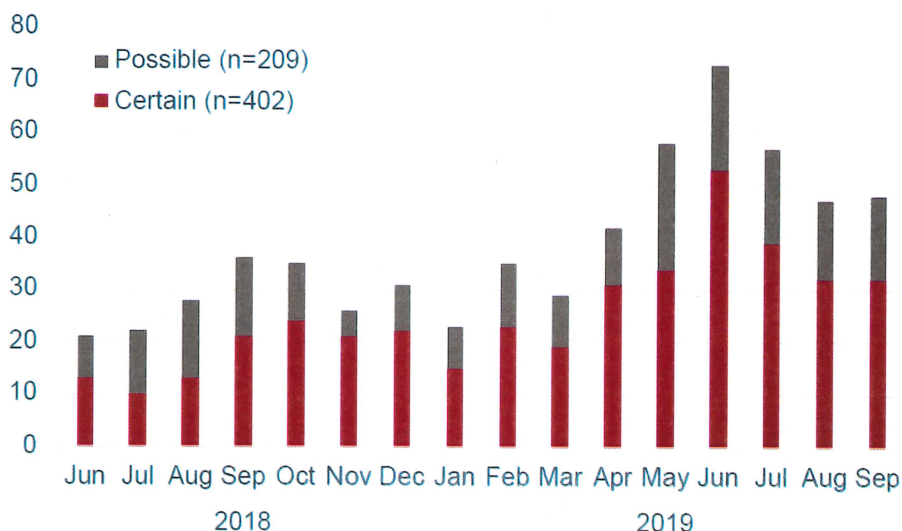
Grady Memorial Hospital explained that it started seeing scooter-related injuries almost immediately. The hospital testified on the difficulties in identifying, recording, and cataloguing scooter injuries. Part of the problem is that the term “scooter” is not defined or used consistently. For example, the subject of this Study Committee can be referred to as any of the following: Scooter; Electric Scooter; E-Scooter; Standing Scooter; Dockless Scooter; Shareable Scooter; Motorized Scooter; Micro-Mobility Scooter, etc. Another issue is that the term “scooter” can be applied to several distinct types of mobility devices.



Source: Grady Memorial Hospital

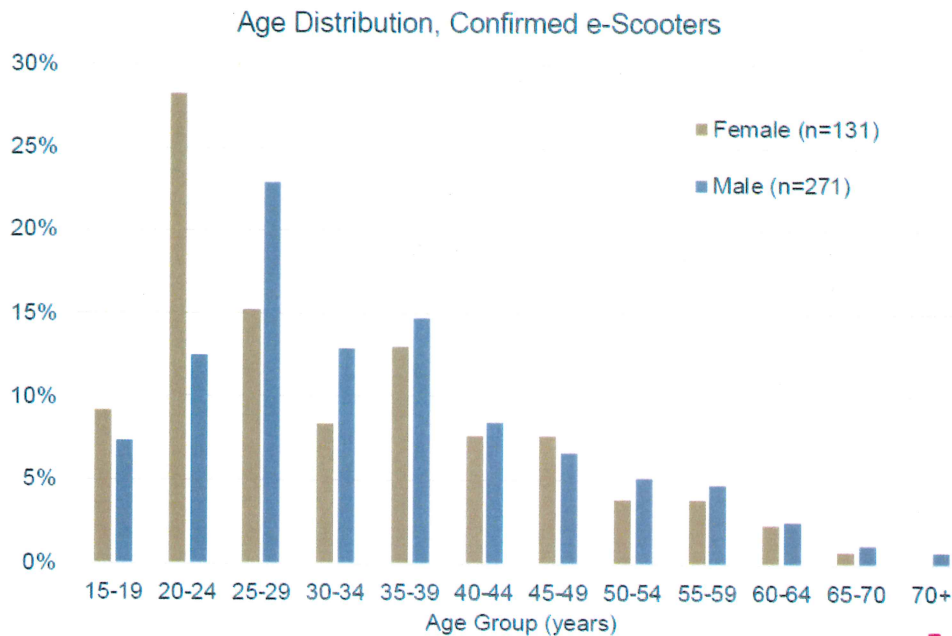
Consistent terms and definition aside, Grady is also challenged with numerous, yet non-specific codes for scooters. Initially, scooter-related injuries were coded as falls/fractures/scrapes, etc., with little to no references to scooters. The hospital soon responded with creating its own unique SCRATCH injury registry (Scooter CRash And Trauma CoHort) to more accurately record scooter injuries. After carefully searching various records, Grady was able to establish a more accurate picture on injuries experienced between June 2018 and September 2019. The hospital was able to positively identify 402 scooter-related injuries, and an additional 209 that were most-likely related to scooters.

Numbers of Injuries per Month



Source: Grady Memorial Hospital

Age Distribution by Sex



Grady discovered that of the 402 confirmed scooter-related injuries, 17% were the result of collisions with motor vehicles while more than 15% were due to environmental obstacles such as crashing into potholes, curbs, trees, etc. Less than 3% of the injuries were due to mechanical failure of a scooter. In virtually all of the incidents, helmet use was non-existent. Of the 141 patients tested for alcohol consumption, 30% had a blood alcohol concentration at or above .08. For the 402 confirmed scooter accidents, 322 patients were discharged after treatment (80%), 78 were admitted due to serious injuries (19%), and two resulted in fatalities (1%).

Conducting a subset analysis, Grady was able to more closely study the injuries of 90 patients and made the following findings:

- 40 patients (44%) had head injuries, including to the face;
- 33 patients (37%) had lower extremity injuries, with severe ankle injuries being the most common;
- 24 patients (27%) experienced injuries to their upper extremities. Of these upper extremity injuries, hand and wrist injuries were much more common than upper arm and shoulder injuries; and
- 18 patients (20%) experienced injuries to their torso.

COMMITTEE RECOMMENDATIONS

1. As it does for all other vehicles, the state should set the rules of the road for scooters and micromobility devices, and match them to existing rules for bicycles whenever possible, thus embracing “bike parity.” This matches the prevailing consensus of other states across the country. These rules should include equipment and where and when riders may ride.
2. The three-foot passing law for bicyclists should extend to scooter riders.
3. The state should clearly define e-scooters in statute so that all stakeholders, including riders, law enforcement, local governments staff, planners, and safety researchers, can uniformly use them, plan for them, and evaluate their effectiveness. However, this definition should be broad enough to anticipate future micromobility devices so that it neither hinders future innovation nor requires the General Assembly to repeatedly revise the definition year after year in response to advancements in technology.
4. State and local governments should be careful not to overregulate the micromobility industry in a way that may impede the growth of the industry in Georgia.
5. The state should ensure that Georgians that want to rent micromobility devices instead of owning them are able to do so in a non-discriminatory manner, and that local governments should not unduly burden this innovative new transportation technology. Specifically:
 - a. Local governments should not impose requirements on providers of shared micromobility devices that contradict state law.
 - b. Although the Committee believes in preserving local control, local governments should not restrict access to shared micromobility through bans and caps until a finding of necessity.
 - c. Riders of shared devices should not be subject to restrictions not imposed on riders of privately-owned devices.
 - d. Riders, local governments, and micromobility device manufacturers and providers are all each responsible for their own actions and should not shift liability for their wrongdoing to others.
6. The state should integrate the unique considerations surrounding micromobility devices into its impound code to guarantee due process.
 - a. The state establishes maximum rate tariffs for impounded motor vehicles based on weight and should proportionally extend those tariffs to impounded micro-mobility devices based on their weight as well.
 - b. To deter unlawful impounds, devices should not be impounded if they can be easily remedied.
7. State and local governments should embrace safer roads with dedicated infrastructure for bicycles and scooter, such as Lite Individual Transportation (LIT) lanes, as well as lower automobile speeds in corridors with high scooter and bicycle traffic.
8. The state should encourage safer e-scooter designs, such as establishing a minimum wheel diameter.
9. State and local governments should encourage the scooter industry to provide charging stations at fixed locations to help reduce clutter problems.

Respectfully Submitted,

**THE FINAL REPORT OF THE SENATE STUDY COMMITTEE ON EVALUATING
E-SCOOTERS AND OTHER INNOVATIVE MOBILITY OPTIONS FOR
GEORGIANS**

A handwritten signature in black ink, reading "Steve Gooch". The signature is written in a cursive style with a large, stylized "S" and "G".

Senator Steve Gooch – Committee Chair
District 51