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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 8, 2019
10:00 a.m.
State Capitol, Room 423

H.B. 754
RELATING TO ELECTRIC FOOT SCOOTERS.

House Committee on Transportation

The Hawaii Department of Transportation (DOT) **supports** H.B. 754 with amendments.

This bill gives an electric foot scooter the same rights as bicycles. HDOT is concerned that high speed electric motor vehicles may negatively impact safety for scooter riders, bicyclists and pedestrians. Therefore, DOT recommends the following:

- 1) Must be 14+ to ride
- 2) Must be driven at 10 MPH or less on public sidewalks
- 3) Not allowed on streets

Should an electric foot scooter be parked on a sidewalk, it could increase the obstacles in which a pedestrian would have to navigate around especially in areas where the sidewalks are narrow. Such obstacles would make it more difficult for our most vulnerable road users that are visually impaired or those who need to use a personal mobility device. We recommend revising this bill to provide a separate designated parking area for the electric foot scooters to ensure the safety of the pedestrians.

Thank you for the opportunity to provide testimony.



February 7, 2019

House Committee on Transportation
Hawaii State Capitol
415 South Beretania St.
Honolulu, HI 96813

Chair Aquino, Vice Chair Hashimoto and Committee Members,

My name is Gabriel Scheer, Director of Government Relations for Lime, and I am here to testify in strong support of HB 754 - a bill to define "electric foot scooter" in state law.

As you well know, vehicle classifications and the rules governing them are determined at the state level. In Hawaii, electric foot scooters are not clearly defined, and, in the absence of this, may be interpreted as a moped or motorcycle, the laws of which are designed for vehicles that go 30 mph or more with a 5 horsepower engine or less. Lime's electric scooters are noncombustion engine vehicles that go approximately 15 mph or less, with a 300 watt, battery-powered engine.

We are working closely with Honolulu and other municipalities as they look at developing policies around scooter-share. In order for cities and counties to implement regulations around scooter-share, there must be a simple definition of it at the state level. This bill provides this straightforward definition, while continuing to permit local jurisdictions authority to regulate any scooter-share program.

Lime is a micromobility company offering scooter-share in communities around the globe, from Salt Lake City to Singapore, and Portland to Paris. With Lime, you can unlock a scooter ride for \$1 and pay 15 cents/minute. This clean mode of transportation is moving the needle in reducing vehicle congestion by providing residents and visitors with that first-mile, last mile connection to public transit, and providing an alternative to cars for short-trips. In fact, in review of our 2018 data in the over 100 markets we serve, we found that one-third of riders reported replacing a trip by car during their most recent trip, while one-fifth used it to connect to public transit. In cities, a person using a Lime scooter in conjunction with public transit pay on average 74% less than owning and operating a personal car.

HB-754

Submitted on: 2/8/2019 8:52:05 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Todd Boulanger	Bikeshare Hawaii	Oppose	Yes

Comments:

Bikeshare Hawaii does not support the House Bill.

Electric foot scooters should not be defined within the bike section.

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Testimony Opposing HB754

Aloha Transportation Chair Aquino, Vice Chair Hashimoto, and esteemed members of the Committee on Transportation:

Hawaii Bicycling League **opposes HB754**, which defines “electric foot scooters” as bicycles.

Electric foot scooters are not bicycles. They can be powered solely by an electric engine and move distinctly different from bicycles in terms of acceleration and handling potholes, gravel, and other road obstructions. Therefore, we strongly object to electric foot scooters being defined as bicycles.

We urge an approach that defines and regulates electric foot scooters separately from bicycles, such as is embodied in Senate Bill 665. Defining electric foot scooters as electric foot scooters provides the legislature the power to regulate them in a way that is appropriate to electric foot scooters.

California has a few years of experience with electric foot scooters (in Los Angeles, San Diego, San Francisco, and other cities), passing a law in 2016 and amending the law in 2018 (Assembly Bill 2989). We urge that the California experience and law be considered: prohibition on riding on sidewalks, maximum speed of 15 miles-per-hour, must be ridden mainly on streets with 25 mph speed limits, may be ridden in bike lanes/protected bike lanes, require a strong brake and driver’s license, must be parked upright on sidewalks and not obstruct people walking. A California colleague also suggested including a governor restricting speeds to 15 mph maximum.

Thank you very much for considering the comments of Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Daniel Alexander (808-275-6717, Daniel@hbl.org) or Chad Taniguchi (808-735-5756, chad@hbl.org).

Ride and Drive Aloha,

Daniel Alexander
Co-Executive Director
Hawaii Bicycling League

Chad Taniguchi
Director Emeritus
Hawaii Bicycling League

HB-754

Submitted on: 2/6/2019 9:50:34 AM

Testimony for TRN on 2/8/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Victor K. Ramos	Individual	Support	No

Comments: