

### CITY OF SAN DIEGO SCOOTER REGULATIONS

**POSITION:** The Chamber's Public Policy Committee voted to SUPPORT the proposal on April 9, 2019. The Chamber's Board of Directors voted to SUPPORT the bill on April 25, 2019.

**RATIONALE:** The Infrastructure, Housing & Land Use Committee continues to support mobility options that provide value to the City and help transport individuals while supporting Climate Action Plan goals.

**STATUS:** The proposal will be before City Council on April 23, 2019.

#### SUMMARY

In response to the arrival of scooters as mobility options within the San Diego in 2018, Mayor Faulconer has proposed a regulatory framework that addresses speed, placement, permitting, and liability for scooter use. The regulations provide two identified windows in which a scooter company can request or amend a permit (at \$150); limits speeds depending on area (with specific attention being paid to more congested parts of the City such as areas along the waterfront); outlines exactly how scooters may be distributed within the City each morning; creates "corrals" to encourage better scooter etiquette upon completion of a ride, and; requires indemnification for the City from liability. The regulations further require extensive data compilation that will help to inform policy makers with regard to scooter usage, trips, and miles traveled.

#### INDUSTRY/IES IMPACTED

Industries impacted by this proposal are scooter companies, and other companies offering micro-mobility solutions may look to these regulations as possible examples to replicate in the future.

#### SUPPORTERS

- Downtown San Diego Partnership

#### OPPONENTS

None Known

#### ARGUMENTS IN FAVOR

Scooters are an innovative first- and last-mile solution that the City should embrace by creating a sound regulatory framework.

#### ARGUMENTS IN OPPOSITION

- Scooters present a safety hazard for San Diego residents.
- Scooters should be banned as they too often block sidewalks and right of ways, which is particularly problematic for individuals with disabilities being able to freely move around within the community.

#### MORE INFORMATION

Scooters are regulated by the state's vehicle code, requiring them to abide by all existing traffic laws. As such it is currently, and would remain under these regulations, illegal for underage riders to operate scooters, and for more than one person to operate a scooter at any time. The City currently cites illegal scooter operation, and the proposal would not relax any existing regulations. Individuals over the age of 18, again per state law, are not required to wear helmets.

Per a vote of the City's Active Transportation and Infrastructure Committee, the regulations would be brought back to Council for review, and a possible update, six months after Council approval.