



**TESTIMONY BY:**

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

February 6, 2019  
1:15 p.m.  
State Capitol, Room 225

**LATE**

**S.B. 665**  
**RELATING TO ELECTRIC FOOT SCOOTERS**

Senate Committee on Transportation

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The Department of Transportation **supports** S.B. 665 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, HDOT 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 that 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 5, 2019

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

Chair Inouye, Vice Chair Harimoto and Committee Members,

My name is Gabriel Scheer, Director of Government Relations for Lime, and I am here to testify in support of SB 665 - 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.

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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.

**SB-665**

Submitted on: 2/4/2019 11:11:20 AM

Testimony for TRS on 2/6/2019 1:15:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Kamalu Park	Individual	Support	No

Comments:

**SB665**

**Relating to Electric Foot Scooters**

**Hello, my name is Kamalu Park I am a sophomore at Le Jardin Academy in Kailua, Oahu. I am in support of SB665. I am representing myself in support of this bill.**

**I support this bill because I think that electric scooters need to be regulated and there should be laws and rules governing their actions. These electric scooters have become a new problem and I think people need to be more aware of what they should and should not be able to do with them. Scooter drivers sometimes think that they can drive them on the road or sidewalks causing problems such as added traffic or sidewalk jams. I feel that these troubles would decrease with this bill because then people will know where to drive them and I think that if there were laws regulating electric scooters it would help control some of the confusion that they cause.**

**I support and hope that this bill gets past so that scooters can be regulated so that our roads are safer.**

**Sincerely,**

**Kamalu Park**

**High School Student**

**Le Jardin Academy**

**LATE**

2019.02.06

Testimony comments submitted per SB 665 (dated 2019.01.18):

- Create a new part (XVIII) of HRS Chapter 291c specifically dedicated for e-scooters / electric foot scooters instead of altering XIII concerning bicycles, this would be a cleaner and more easily managed method, as e-scooters are very different operationally and have very dynamic equipment evolution versus bicycles which have been using Hawaii's roadways for over a century with little change.
- The definition of e-scooter/ electric foot scooter should be more in line with the intended vehicle characteristics as a neighborhood vehicle: power 250w maximum, weight of 40 LBS maximum without rider, 15 mph maximum speed, etc. versus the current proposed maximums that will likely allow motorized foot scooters that will create unintended negative health and safety outcomes with faster and heavier motorized foot scooters just now entering the marketplace.
- The definition of e-scooter/ electric foot scooter should include reference to having two mechanical brakes and a performance measure(s) for stopping distance based on average adult male weight and roadway conditions etc.
- Any revisions to HRS Section 286-2 pertaining to e-scooter/ electric foot scooter definition should include operational characteristics more in-line with the intended e-scooter/ electric foot scooter operating as a neighborhood vehicle: power 250w maximum, weight of 40 LBS maximum without rider, 15 mph maximum speed, etc. versus the current proposed maximums.
- The HRS Section 286-2 definition of e-scooter/ electric foot scooter should also include reference to having two mechanical brakes and a performance measure(s) for stopping distance based on average adult male weight and roadway conditions etc.
- There should also be a separate vehicle license tag only for e-scooter/ electric foot scooter due to their different operational and equipment inspection requirements versus bicycles, and as such should not be added to HRS Section 249-14; furthermore, mopeds should have their own sub section separate from bicycles.

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