

Introduced January 6, 2020  
Public Hearing January 21, 2020  
Council Action March 2, 2020  
Executive Action March 5, 2020  
Effective Date May 5, 2020

## County Council of Howard County, Maryland

2020 Legislative Session

Legislative Day No. 1

### Bill No. 3-2020

Introduced by: The Chairperson at the request of the County Executive

AN ACT permitting a publicly accessible electric scooter sharing system for short-term electric scooter trips on certain County rights-of way; requiring certain information in support of an application for a permit; requiring permit fees as part of the permit; and generally related to electric scooters on public rights-of-way in Howard County.

Introduced and read first time January 6, 2020. Ordered posted and hearing scheduled.

By order

Diane Schwartz Jones  
Diane Schwartz Jones, Administrator

Having been posted and notice of time & place of hearing & title of Bill having been published according to Charter, the Bill was read for a second time at a public hearing on January 21, 2020.

By order

Diane Schwartz Jones  
Diane Schwartz Jones, Administrator

This Bill was read the third time on March 2, 2020 and Passed , Passed with amendments , Failed .

By order

Diane Schwartz Jones  
Diane Schwartz Jones, Administrator

Sealed with the County Seal and presented to the County Executive for approval this 4th day of March, 2020 at 10 a.m./p.m.

By order

Diane Schwartz Jones  
Diane Schwartz Jones, Administrator

Approved Vetoed by the County Executive March 5, 2020

Calvin Ball  
Calvin Ball, County Executive

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment

1 *Section 1. Be It Enacted by the County Council of Howard County, Maryland that the*  
2 *County Code is amended as follows:*

3 1. By amending Title 18 "Public Works"

4 Section 18.207(b)

5  
6 ~~2.~~ *By amending Title 21 "Traffic Control and Transportation"*

7 *Section 21.101(x)*

8  
9 ~~3.~~ *By adding Title 21 "Traffic Control and Transportation"*

10 *Subtitle 8. "Publicly Accessible Electric Scooter Sharing System Permit"*

11 **Title 18. Public Works.**

12 **Subtitle 2. Roads.**

13  
14 **Section 18.207. - Nontransit activity on County roads—Prohibited.**

15 (b) Definitions:

16 (1) County road means the paved portion of a County owned or controlled road, road right-  
17 of-way, or bridge, including the shoulder, and the median areas, regardless of whether the  
18 median areas are paved.

19 (2) Patronage means support, benefaction, investment, backing, sponsorship, aid, or  
20 donations regardless of whether anything is given in return.

21 (3) Nontransit activity means any activity not related to transit and includes, but is not  
22 limited to buying, selling, offering, giving of anything, and soliciting or seeking  
23 patronage, by any means or media.

24 (4) Site-specific vending/operating means selling or offering to sell goods or services from a  
25 stationary location on a County road with valid licenses and permits.

26 (5) Transit means traveling, crossing, conveying goods or persons, by vehicle or on foot, and  
27 includes related activities such as parking, stopping, resting, and observing. A VEHICLE  
28 INCLUDES A SCOOTER OPERATED UNDER A PERMIT COVERED BY SECTION 21.800 OF THIS  
29 CODE.

30  
31 **Title 21. Traffic Control and Transportation.**

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31

**Subtitle 1. Definitions, General Provisions.**

**Section 21.101. Definitions.**

(x) *Motor* ~~[[vehicle]]~~ *VEHICLE*:

(1) MEANS ~~[[means]]~~ a vehicle which is self-propelled or propelled by electric power, but not operated upon rails.

(2) DOES NOT INCLUDE AN ELECTRIC LOW SPEED SCOOTER AS DEFINED BY SECTION 11-117.2 OF THE TRANSPORTATION ARTICLE OF THE ANNOTATED CODE OF MARYLAND.

**Title 21. Traffic Control and Transportation.**

**SUBTITLE 8. PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM PERMIT.**

**SECTION 21.800. PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM PERMIT PROCESS; DEFINITIONS.**

(A) *PERMIT AUTHORITY*. THERE IS A PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM PERMIT IN HOWARD COUNTY WITHIN THE COLUMBIA PLANNING AREA. A PERMIT IS REQUIRED WHEN A PERSON OPERATES A PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM WITHIN THE PUBLIC RIGHTS-OF-WAY.

(B) *MAXIMUM NUMBER OF PERMITS ISSUED*. THE COUNTY SHALL ISSUE NO MORE THAN FOUR TWO PERMITS PER YEAR.

(C) *DEFINITIONS*. EXCEPT AS PROVIDED IN PARAGRAPH (6) OF THIS SUBSECTION, IN THIS SUBTITLE, THE FOLLOWING TERMS SHALL HAVE THE MEANINGS INDICATED:

(1) *ADMINISTRATOR* MEANS THE ADMINISTRATOR OF THE OFFICE OF TRANSPORTATION.

(2) *PERMIT* MEANS THE PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM PERMIT THAT SHALL INCLUDE THE TERMS REQUIRED BY SECTION 21.802 OF THIS SUBTITLE.

(3) *PERSON* MEANS AN INDIVIDUAL, CORPORATION, PARTNERSHIP, BUSINESS TRUST, LIMITED LIABILITY COMPANY, OR ANY OTHER TYPE OF BUSINESS ENTITY.

(4) *PUBLIC RIGHTS-OF-WAY* MEANS THE:

(I) ROADS OWNED AND MAINTAINED BY THE COUNTY;

(II) PATHWAYS AND PARK LAND OWNED BY THE COUNTY;

(III) SIDEWALKS OWNED BY THE COUNTY; AND



BY THE COUNCIL

This Bill, having been approved by the Executive and returned to the Council, stands enacted on March 5, 2020.

Diane Schwartz Jones  
Diane Schwartz Jones, Administrator to the County Council

BY THE COUNCIL

This Bill, having been passed by the yeas and nays of two-thirds of the members of the Council notwithstanding the objections of the Executive, stands enacted on \_\_\_\_\_, 2020.

\_\_\_\_\_  
Diane Schwartz Jones, Administrator to the County Council

BY THE COUNCIL

This Bill, having received neither the approval nor the disapproval of the Executive within ten days of its presentation, stands enacted on \_\_\_\_\_, 2020.

\_\_\_\_\_  
Diane Schwartz Jones, Administrator to the County Council

BY THE COUNCIL

This Bill, not having been considered on final reading within the time required by Charter, stands failed for want of consideration on \_\_\_\_\_, 2020.

\_\_\_\_\_  
Diane Schwartz Jones, Administrator to the County Council

BY THE COUNCIL

This Bill, having been disapproved by the Executive and having failed on passage upon consideration by the Council stands failed on \_\_\_\_\_, 2020.

\_\_\_\_\_  
Diane Schwartz Jones, Administrator to the County Council

BY THE COUNCIL

This Bill, the withdrawal of which received a vote of two-thirds (2/3) of the members of the Council, is withdrawn from further consideration on \_\_\_\_\_, 2020.

\_\_\_\_\_  
Diane Schwartz Jones, Administrator to the County Council

ADOPTED March 2, 2020  
FAILED \_\_\_\_\_  
SIGNATURE Diana Schwartz Jones

Amendment 8 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 3  
Date: March 2, 2020

Amendment No. 8

*(This amendment clarifies that a scooter is a vehicle operated pursuant to a Publicly Accessible Electric Scooter Sharing System Permit and thus a transit activity permissible on County roads.)*

1 On page 1, after line 2, insert:

2 "1. By amending Title 18 "Public Works"  
3 Section 18.207(b)".

4  
5 On page 1, in line 3, strike "1" and substitute "2".

6  
7 On page 1, in line 6, strike "2" and substitute "3".

8  
9 On page 1, in line 8, insert:

10 "Title 18. Public Works.

11 Subtitle 2. Roads.

12  
13 Section 18.207. - Nontransit activity on County roads—Prohibited.

14 (b) Definitions:

15 (1) County road means the paved portion of a County owned or controlled road, road right-  
16 of-way, or bridge, including the shoulder, and the median areas, regardless of whether the  
17 median areas are paved.

18 (2) Patronage means support, benefaction, investment, backing, sponsorship, aid, or  
19 donations regardless of whether anything is given in return.

20 (3) Nontransit activity means any activity not related to transit and includes, but is not  
21 limited to buying, selling, offering, giving of anything, and soliciting or seeking  
22 patronage, by any means or media.

1 (4) Site-specific vending/operating means selling or offering to sell goods or services from a  
2 stationary location on a County road with valid licenses and permits.

3 (5) Transit means traveling, crossing, conveying goods or persons, by vehicle or on foot, and  
4 includes related activities such as parking, stopping, resting, and observing. A VEHICLE  
5 INCLUDES A SCOOTER OPERATED UNDER A PERMIT ISSUED PURSUANT TO SECTION 21.800  
6 OF THIS CODE.”.

ADOPTED: March 2, 2020

FAILED

SIGNATURE

James Stewart

Amendment 9 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 3  
Date: March 2, 2020

Amendment No. 9

*(This amendment clarifies that the area where scooters will be allowed is the Columbia Planning Area and that there may be two permits issued instead of four.)*

- 1 On page 1, in line 25, after "COUNTY" insert "WITHIN THE COLUMBIA PLANNING AREA".
- 2
- 3 On page 1, in line 27, strike "FOUR" and substitute "TWO".
- 4
- 5 On page 3, in line 4, after "OPERATED" insert "WITHIN THE COLUMBIA PLANNING AREA".
- 6
- 7 On page 3, in line 5, after "PARKED" insert "WITHIN THE COLUMBIA PLANNING AREA".



ADOPTED March 2, 2020  
FAILED \_\_\_\_\_  
SIGNATURE Diane Schwartz Jones

**Amendment 10 to Council Bill No. 3-2020**

**BY: Deb Jung**

**Legislative Day No. 3**

**Date: March 2, 2020**

**Amendment No. 10**

*(This Amendment requires that applicants have appropriate capabilities.)*

1 On page 2, in line 27, strike "AND".

2

3 Also on page 2, after line 27, insert

4 " (4) PROOF SATISFACTORY TO THE OFFICE OF TRANSPORTATION THAT THE APPLICANT IS A BUSINESS  
5 ENTITY IN GOOD STANDING AND THAT DEMONSTRATES THAT THE APPLICANT HAS THE CAPACITY AND  
6 EXPERIENCE TO SUCCESSFULLY OPERATE A PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING  
7 SYSTEM; AND".

8

9 Also on page 2, in line 28, strike "(4)" and substitute "(5)".

ADOPTED March 2, 2020

FAILED

SIGNATURE

*[Handwritten Signature]*

Amendment 11 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 3  
Date: March 2, 2020

Amendment No. 11

*(Related to requirements of the permit, this amendment requires approval from the Columbia Association or proof of approval from private property owners to operate on pathways. This amendment also requires that a permit include a requirement that a person under the age of 18 shall not have access to a scooter.)*

1 On page 3, in line 19, strike "AND".

2

3 On page 3, after line 19, insert:

4 "(13) A REQUIREMENT THAT PERMISSION MUST BE OBTAINED FROM THE COLUMBIA ASSOCIATION  
5 TO OPERATE ON COLUMBIA ASSOCIATION PATHWAYS;

6 (14) A REQUIREMENT THAT THE PERMIT HOLDER SHALL PROVIDE AN AFFIDAVIT THAT THE PERMIT  
7 HOLDER HAS ENTERED INTO THE NECESSARY AGREEMENT WITH A PRIVATE PROPERTY OWNER TO  
8 OPERATE ON PRIVATE PROPERTY:

9 (i) AT THE TIME OF THE PERMIT APPLICATION; AND

10 (ii) AS A NEW AGREEMENT IS ENTERED INTO DURING THE TERM OF THE PERMIT;

11 (15) A REQUIREMENT THAT A PERSON UNDER THE AGE OF 18 MAY NOT HAVE ACCESS TO A  
12 SCOOTER; AND".

13

14 On page 3, in line 20, strike "(13)" and substitute "(16)".

ADOPTED March 2, 2020

FAILED  
SIGNATURE Doreen Schmitt

Amendment 12 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 3  
Date: March 2, 2020

Amendment No. 12

(This amendment:

1. Requires a permit holder to provide helmet incentives, ensure the condition of a scooter, and provide certain contact information;
2. Requires a permit holder to take certain actions with regards to the Americans with Disabilities Act;
3. Requires the Multimodal Transportation Board to review and make recommendations on the form of the permit.)

1 On page 3, after line 22, insert:

2 “(C) DUTIES OF A PERMIT HOLDER.

3 (1) HELMET INCENTIVES. A PERMIT HOLDER SHALL ENCOURAGE THE USE OF HELMETS  
4 THROUGH INCENTIVE PROGRAMS LIKE DISCOUNTS OR GIVEAWAYS.

5 (2) CONDITION OF SCOOTER. A PERMIT HOLDER SHALL ENSURE THAT EACH SCOOTER THAT THE  
6 HOLDER PROVIDES TO A USER UNDER THIS SUBTITLE IS IN GOOD WORKING CONDITION AND  
7 MEETS THE SAFETY AND QUALITY STANDARDS THAT THE OFFICE OF TRANSPORTATION  
8 REQUIRES.

9 (3) LABEL CONTAINING CONTACT INFORMATION. A PERMIT HOLDER SHALL ENSURE THAT EACH  
10 SCOOTER CONTAINS A PROMINENT LABEL THAT PROVIDES THE NAME AND CONTACT  
11 INFORMATION OF THE PERMIT HOLDER.

12 (4) COMPLIANCE RELATED TO THE AMERICANS WITH DISABILITIES ACT. RELATED TO SCOOTER  
13 USE, THE PERMIT HOLDER SHALL:

- 14 (1) EDUCATE SCOOTER USERS ON THE AMERICANS WITH DISABILITIES ACT; AND
- 15 (2) ENSURE COMPLIANCE WITH THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES  
16 ACT.

17 (D) MULTIMODAL TRANSPORTATION BOARD. PRIOR TO ANNUAL EXECUTION, THE MULTIMODAL  
18 TRANSPORTATION BOARD SHALL REVIEW AND PROVIDE RECOMMENDATIONS TO THE OFFICE OF  
19 TRANSPORTATION ON THE FORM OF THE PERMIT. THE BOARD’S REVIEW SHALL INCLUDE THE  
20 OPERATING ZONES AND SHALL TAKE PLACE AT A PUBLIC HEARING.”.

ADOPTED March 2, 2020

FAILED

SIGNATURE

*Diana Stewart-Joo*

Amendment 13 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 13

*(This Amendment provides for the Permit fee and the Permit term.)*

1 On page 3, beginning in line 27, strike "FORTH IN THE PERMIT ENTERED INTO UNDER SECTION 21.802 OF  
2 THIS SUBTITLE" and substitute "BY COUNCIL RESOLUTION".

3  
4 Also on page 3, after line 29, insert:

5 "SECTION 21.804. TERM.

6 (A) IN GENERAL.

7 A PERMIT EXPIRES ONE YEAR AFTER THE DAY THAT THE PERMIT IS ISSUED.

8 (B) NON-RENEWAL.

9 (1) A PERMIT MAY NOT BE RENEWED, HOWEVER, A PERMIT HOLDER MAY APPLY FOR A NEW PERMIT.

10 (2) THE OFFICE OF TRANSPORTATION MAY ISSUE A SECOND OR SUBSEQUENT PERMIT WITH AN  
11 EFFECTIVE DATE THAT ALLOWS FOR CONTINUITY OF THE BUSINESS OF THE APPLICANT."

12  
13 On page 4:

- 14 • in line 1, strike "SECTION 21.805" and substitute "SECTION 21.805".
- 15 • in line 6, strike "SECTION 21.806" and substitute "SECTION 21.806".
- 16 • in line 18, strike "SECTION 21.807" and substitute "SECTION 21.807".

ADOPTED March 2, 2020  
FAILED \_\_\_\_\_  
SIGNATURE Diana Stewart Jones

Amendment 14 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 14

*(This Amendment provides for reports.)*

1 On page 4, after line 17, insert:

2 **SECTION 21.806. REPORT.**

3 (A) IN GENERAL.

4 THE OFFICE OF TRANSPORTATION SHALL SUBMIT TO THE COUNTY EXECUTIVE AND, SUBJECT TO  
5 SECTION 22.1000 OF THE COUNTY CODE, THE COUNTY COUNCIL A REPORT ON THE OPERATION OF THE  
6 PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM.

7 (B) CONTENTS.

8 THE REPORT SHALL INCLUDE:

9 (1) INFORMATION ABOUT THE ACTIVITIES OF EACH PERMIT HOLDER;

10 (2) THE COST TO THE COUNTY OF OPERATING THE PUBLICLY ACCESSIBLE ELECTRIC SCOOTER  
11 SHARING SYSTEM;

12 (3) AN ANALYSIS OF ANY COMPLAINTS RELATED TO THE SYSTEM RECEIVED FROM THE PUBLIC,  
13 PROPERTY OWNERS, OR GOVERNMENTAL UNITS;

14 (4) INFORMATION ABOUT ACCIDENTS INVOLVING SCOOTERS USED IN THE PUBLICLY ACCESSIBLE  
15 ELECTRIC SCOOTER SHARING SYSTEM; AND

16 (5) RECOMMENDATIONS FOR CHANGES TO THIS SUBTITLE OR THE PERMITS ISSUED UNDER THIS  
17 SUBTITLE.

18 (C) DUE DATES.

19 THE INITIAL REPORT REQUIRED BY THIS SECTION SHALL BE SUBMITTED NOT LATER THAN EIGHT  
20 MONTHS AFTER THE DAY THE FIRST PERMIT IS ISSUED. SUBSEQUENT REPORTS SHALL BE ISSUED EACH  
21 YEAR ON OR BEFORE THE DAY THAT IS EIGHT MONTHS AFTER THE ANNIVERSARY OF THE DAY THE FIRST  
22 PERMIT IS ISSUED.”.

23

24 Also on page 4 in line 18, strike "SECTION 21.806" and substitute "SECTION 21.807".

25

ADOPTED March 2, 2020  
FAILED \_\_\_\_\_  
SIGNATURE Diane Oshewitz Jones

Amendment 15 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 15

*(This Amendment provides for duties of the Office of Transportation.)*

1 On page 4, after line 17, insert:

2 “SECTION 21.806. DUTIES OF THE OFFICE OF TRANSPORTATION.

3 (A) IN GENERAL.

4 THE OFFICE OF TRANSPORTATION SHALL DEVELOP AN OPERATIONS PLAN TO CARRY OUT THIS  
5 SUBTITLE.

6 (B) WEB PAGE.

7 THE OFFICE OF TRANSPORTATION SHALL HAVE A WEB SITE THAT INCLUDES:

8 (1) THE OPERATIONS PLAN; AND

9 (2) CONTACT INFORMATION FOR EACH PERMIT HOLDER.”.

10  
11 Also on page 4 in line 18, strike “SECTION 21.806” and substitute “SECTION 21.807”.

12

ADOPTED March 2, 2020  
FAILED \_\_\_\_\_  
SIGNATURE [Signature]

Amendment 16 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 16

*(This Amendment provides a short title that indicates that the subtitle is a pilot program.)*

- 1 On page 4, after line 24, insert:
- 2 "SECTION 21.807. SHORT TITLE.
- 3 THIS SUBTITLE IS THE PILOT HOWARD COUNTY SCOOTER SHARING SYSTEM ACT."



ADOPTED March 2, 2020  
FAILED  
SIGNATURE Deb Jung

Amendment 17 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 17

*(This Amendment provides that the initial Permit Fee is \$10,000.)*

1 On page 4, in line 25 after "**Section 2.**" insert:

2

3 "**And Be It Further Enacted by the County Council of Howard, County, Maryland, that the fee for a**  
4 **permit for a publicly accessible electric scooter sharing system from the effective date of this Act through**  
5 **June 30, 2020 is \$10,000 and that at the end of June 30, 2020, with no further action required by the**  
6 **County Council, this Section 2 of this Act shall be abrogated and of no further force and effect.**

7 **Section 3.** "

Introduced January 6, 2020  
Public Hearing January 21, 2020  
Council Action \_\_\_\_\_  
Executive Action \_\_\_\_\_  
Effective Date \_\_\_\_\_

### County Council of Howard County, Maryland

2020 Legislative Session

Legislative Day No. 1

Bill No. 23 -2020

Introduced by: The Chairperson at the request of the County Executive

AN ACT permitting a publicly accessible electric scooter sharing system for short-term electric scooter trips on certain County rights-of way; requiring certain information in support of an application for a permit; requiring permit fees as part of the permit; and generally related to electric scooters on public rights-of-way in Howard County.

Introduced and read first time January 6, 2020. Ordered posted and hearing scheduled.  
By order Diane A. Jones  
Diane Schwartz Jones, Administrator

Having been posted and notice of time & place of hearing & title of Bill having been published according to Charter, the Bill was read for a second time at a public hearing on January 21, 2020.  
By order Diane A. Jones  
Diane Schwartz Jones, Administrator

This Bill was read the third time on \_\_\_\_\_, 2020 and Passed \_\_\_\_\_, Passed with amendments \_\_\_\_\_, Failed \_\_\_\_\_.  
By order \_\_\_\_\_  
Diane Schwartz Jones, Administrator

Sealed with the County Seal and presented to the County Executive for approval this \_\_\_ day of \_\_\_\_\_, 2020 at \_\_\_ a.m./p.m.  
By order \_\_\_\_\_  
Diane Schwartz Jones, Administrator

Approved/Vetoed by the County Executive \_\_\_\_\_, 2020  
\_\_\_\_\_  
Calvin Ball, County Executive

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment

1 **Section 1. Be It Enacted** by the County Council of Howard County, Maryland that the Howard  
2 County Code is amended as follows:

- 3 1. By amending Title 21 "Traffic Control and Transportation"  
4 Section 21.101(x)
- 5
- 6 2. By adding Title 21 "Traffic Control and Transportation"  
7 Subtitle 8. "Publicly Accessible Electric Scooter Sharing System Permit".  
8

9 **Title 21. Traffic Control and Transportation.**  
10 **Subtitle 1. Definitions, General Provisions.**

11  
12 **Section 21.101. Definitions.**

13 (x) *Motor* ~~[[vehicle]]~~VEHICLE:

- 14 (1) MEANS ~~[[means]]~~ a vehicle which is self-propelled or propelled by electric power, but not  
15 operated upon rails.
- 16 (2) DOES NOT INCLUDE AN ELECTRIC LOW SPEED SCOOTER AS DEFINED BY SECTION 11-117.2  
17 OF THE TRANSPORTATION ARTICLE OF THE ANNOTATED CODE OF MARYLAND.  
18

19 **Title 21. Traffic Control and Transportation.**

20 **SUBTITLE 8. PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM PERMIT.**

21  
22 **SECTION 21.800. PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM PERMIT**  
23 **PROCESS; DEFINITIONS.**

24 (A) *PERMIT AUTHORITY.* THERE IS A PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM  
25 PERMIT IN HOWARD COUNTY. A PERMIT IS REQUIRED WHEN A PERSON OPERATES A PUBLICLY  
26 ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM WITHIN THE PUBLIC RIGHTS-OF-WAY.

27 (B) *MAXIMUM NUMBER OF PERMITS ISSUED.* THE COUNTY SHALL ISSUE NO MORE THAN FOUR PERMITS  
28 PER YEAR.

29 (C) *DEFINITIONS.* EXCEPT AS PROVIDED IN PARAGRAPH (6) OF THIS SUBSECTION, IN THIS SUBTITLE,  
30 THE FOLLOWING TERMS SHALL HAVE THE MEANINGS INDICATED:

- 31 (1) *ADMINISTRATOR* MEANS THE ADMINISTRATOR OF THE OFFICE OF TRANSPORTATION.

1 (2) *PERMIT* MEANS THE PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM PERMIT  
2 THAT SHALL INCLUDE THE TERMS REQUIRED BY SECTION 21.802 OF THIS SUBTITLE.

3 (3) *PERSON* MEANS AN INDIVIDUAL, CORPORATION, PARTNERSHIP, BUSINESS TRUST, LIMITED  
4 LIABILITY COMPANY, OR ANY OTHER TYPE OF BUSINESS ENTITY.

5 (4) *PUBLIC RIGHTS-OF-WAY* MEANS THE:

6 (I) ROADS OWNED AND MAINTAINED BY THE COUNTY;

7 (II) PATHWAYS AND PARK LAND OWNED BY THE COUNTY;

8 (III) SIDEWALKS OWNED BY THE COUNTY; AND

9 (IV) REAL PROPERTY OWNED AND CONTROLLED BY THE COUNTY.

10 (5) *PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM* MEANS A PROGRAM PROVIDING  
11 ELECTRIC SCOOTERS FOR SHORT-TERM TRIPS WITHOUT REQUIRING THE INSTALLATION OF  
12 ANY INFRASTRUCTURE WITHIN THE COUNTY OTHER THAN THE DEPLOYMENT OF SCOOTERS  
13 OR UTILIZING A DOCKING SYSTEM FOR CHARGING THAT IS DEPLOYED AND MAINTAINED BY  
14 THE PERMIT HOLDER WITH THE WRITTEN APPROVAL OF A PROPERTY OWNER.

15 (6) *SCOOTER* MEANS AN "ELECTRIC LOW SPEED SCOOTER" AS DEFINED BY SECTION 11.117.2 OF  
16 THE TRANSPORTATION ARTICLE OF THE ANNOTATED CODE OF MARYLAND. A SCOOTER  
17 WILL BE TREATED AS A BICYCLE, AS DEFINED BY SECTION 11-104 OF THE TRANSPORTATION  
18 ARTICLE OF THE ANNOTATED CODE OF MARYLAND, WHEREVER THE TERM "BICYCLE" IS  
19 USED IN THIS CODE.

20  
21 **SECTION 21.801. PERMIT APPLICATION.**

22 (A) *PERMIT APPLICATION*. THE ADMINISTRATOR SHALL CREATE AN APPLICATION FORM THAT SHALL  
23 REQUIRE AN APPLICANT TO SUBMIT THE FOLLOWING INFORMATION:

24 (1) THE APPLICANT'S FULL LEGAL NAME AND ANY TRADE NAME UNDER WHICH THE APPLICANT  
25 OPERATES;

26 (2) PROOF OF ADEQUATE INSURANCE;

27 (3) A BOND OR OTHER SECURITY ACCEPTABLE TO THE COUNTY; AND

28 (4) SUCH OTHER INFORMATION AS THE COUNTY MAY REQUIRE IN AN APPLICATION FORM.

29 (B) *CONSIDERATION OF AN APPLICATION*. THE ADMINISTRATOR, IN CONSULTATION WITH THE  
30 DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS, SHALL CONSIDER AN APPLICATION SUBMITTED  
31 UNDER THIS SECTION.

1 **SECTION 21.802. PERMIT TO OPERATE A PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SYSTEM;**  
2 **PERMIT TERMS; PERMIT ISSUANCE.**

3 (A) *TERMS OF THE PERMIT.* A PERMIT SHALL INCLUDE, WITHOUT LIMITATION:

- 4 (1) A DESIGNATION OF THE AREAS WHERE SCOOTERS MAY BE OPERATED;
- 5 (2) A DESIGNATION OF THE AREAS WHERE SCOOTERS MAY BE PARKED;
- 6 (3) THE REQUIREMENT TO PROVIDE A DEVICE USED TO REGULATE THE SCOOTER SPEED;
- 7 (4) RESPONSIBILITIES OF THE PERMIT HOLDER;
- 8 (5) THE REQUIREMENT TO PAY AN ANNUAL PERMIT FEE AND THE AMOUNT OF THE FEE;
- 9 (6) A REQUIREMENT THAT THE PERMIT HOLDER WILL PROVIDE A BOND OR OTHER SECURITY  
10 ACCEPTABLE TO THE COUNTY WHICH BOND SHALL BE IN AN AMOUNT SUFFICIENT TO COVER  
11 COSTS TO THE COUNTY;
- 12 (7) A REQUIREMENT TO KEEP AND PROVIDE CERTAIN DATA AND REPORTS;
- 13 (8) A REQUIREMENT TO HOLD CERTAIN LEVELS OF GENERAL LIABILITY INSURANCE COVERAGE  
14 AND WORKERS' COMPENSATION INSURANCE COVERAGE;
- 15 (9) INDEMNIFICATION OF THE COUNTY BY THE PERMIT HOLDER;
- 16 (10) THE TERM OF THE PERMIT AND ANY CONDITIONS OF PERMIT MODIFICATION;
- 17 (11) THE MINIMUM AND MAXIMUM NUMBER OF SCOOTERS THAT A PERMIT HOLDER CAN  
18 OPERATE;
- 19 (12) CONDITIONS UNDER WHICH THE PERMIT CAN BE REVOKED; AND
- 20 (13) ANY OTHER REQUIREMENT THAT THE ADMINISTRATOR DEEMS NECESSARY.

21 (B) *NONTRANSFERABLE.* A PERMIT ISSUED UNDER THIS SUBTITLE IS NOT ASSIGNABLE OR  
22 TRANSFERRABLE TO OR SHAREABLE WITH ANY OTHER PERSON NOT IDENTIFIED IN THE PERMIT.

23  
24 **SECTION 21.803. PERMIT FEES.**

25 PRIOR TO THE ISSUANCE OF A PERMIT UNDER THIS SUBTITLE, THE COUNTY SHALL CHARGE, AND AN  
26 APPLICANT SHALL PAY, A PERMIT FEE FOR A PERMIT ISSUED UNDER THIS SUBTITLE. THE AMOUNT OF  
27 THE PERMIT FEE SHALL BE SET FORTH IN THE PERMIT ENTERED INTO UNDER SECTION 21.802 OF THIS  
28 SUBTITLE.

1 **SECTION 21.804. USE OF PUBLIC RIGHTS-OF-WAY.**

2 NOTHING IN THIS SUBTITLE SHALL OTHERWISE AFFECT OR LIMIT THE COUNTY'S PROPRIETARY RIGHT  
3 TO CHARGE A SEPARATE FEE OR TO REQUIRE A SEPARATE CONSENT FOR ACCESS TO OR THE USE OF  
4 THE PUBLIC RIGHTS-OF-WAY.

5  
6 **SECTION 21.805. PENALTIES.**

7 (A) THE COUNTY MAY INSTITUTE ANY ACTION AT LAW OR EQUITY, INCLUDING INJUNCTION, TO  
8 ENFORCE THE PROVISIONS OF THIS SUBTITLE OR THE PERMIT.

9 (B) ALTERNATIVELY, AND IN ADDITION TO AND CONCURRENT WITH ALL OTHER REMEDIES, THE  
10 COUNTY MAY ENFORCE THE PROVISIONS OF THIS SUBTITLE OR THE PERMIT WITH CIVIL PENALTIES IN  
11 ACCORDANCE WITH TITLE 24 OF THIS CODE. A VIOLATION OF THIS SUBTITLE IS A CLASS C OFFENSE  
12 AS PROVIDED IN SECTION 24.107 OF THIS CODE. EACH DAY THAT A VIOLATION CONTINUES IS A  
13 SEPARATE OFFENSE. EACH SCOOTER THAT FAILS TO COMPLY WITH THE PERMIT IS A SEPARATE  
14 VIOLATION.

15 (C) A PERSON WHO VIOLATES ANY PROVISION OF THIS SUBTITLE OR THE PERMIT IS GUILTY OF A  
16 MISDEMEANOR AND, UPON CONVICTION, IS SUBJECT TO A FINE WHICH SHALL NOT EXCEED \$1,000.00.

17  
18 **SECTION 21.806. SEVERABILITY.**

19 IF ANY SECTION, SUBSECTION, SENTENCE, CLAUSE, PHRASE OR PORTION OF THIS SUBTITLE IS HELD  
20 INVALID BY ANY COURT OF COMPETENT JURISDICTION, THAT PORTION SHALL BE DEEMED A  
21 SEPARATE, DISTINCT AND INDEPENDENT PROVISION; AND THE INVALIDITY SHALL NOT AFFECT THE  
22 VALIDITY OF THE REMAINING PORTIONS OF THE SUBTITLE AND FOR THIS PURPOSE, THE PROVISIONS  
23 OF THIS ACT ARE DECLARED SEVERABLE.

24  
25 *Section 2. And Be It Further Enacted by the County Council of Howard County, Maryland that*  
26 *this Act shall become effective 61 days after its enactment.*

10

11

Not introduced at  
request of Administrator  
see 2/28/2020  
Emily Jones

Amendment 1 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 2  
Date February 3, 2020

Amendment No. 1

(This amendment clarifies that a scooter is a vehicle pursuant to Section 18.207 of the County Code and thus a transit activity permissible on County roads.)

1 On page 1, after line 2, insert:

2 "1. By amending Title 18 "Public Works"  
3 Section 18.207(b)".

4  
5 On page 1, in line 3, strike "1" and substitute "2".

6  
7 On page 1, in line 6, strike "2" and substitute "1".

8  
9 On page 1, in line 8, insert:

10 "Title 18. Public Works.  
11 Subtitle 2. Roads.

12  
13 Section 18.207. - Nontransit activity on County roads—Prohibited.

14 (b) Definitions:

15 (1) County road means the paved portion of a County owned or controlled road, road right-  
16 of-way, or bridge, including the shoulder, and the median areas, regardless of whether the  
17 median areas are paved.

18 (2) Patronage means support, benefaction, investment, backing, sponsorship, aid, or  
19 donations regardless of whether anything is given in return.

20 (3) Nontransit activity means any activity not related to transit and includes, but is not  
21 limited to buying, selling, offering, giving of anything, and soliciting or seeking  
22 patronage by any means or media.



1 (4) Site-specific vending/operating means selling or offering to sell goods or services from a  
2 stationary location on a County road with valid licenses and permits.

3 (5) Transit means traveling, crossing, conveying goods or persons, by vehicle or on foot, and  
4 includes related activities such as parking, stopping, resting, and observing. A VEHICLE  
5 INCLUDES A SCOOTER AS DEFINED BY SECTION 21.800(C) OF THIS CODE.”.

**Jones, Diane**

---

**From:** Sager, Jennifer  
**Sent:** Friday, February 28, 2020 2:48 PM  
**To:** Jones, Diane  
**Cc:** Sayers, Margery; Wimberly, Theo  
**Subject:** RE: CB3-2020 and what is not to be moved

We should not move Amendments 1-7 for introduction. .

Am 1 is now Am 8  
Am 2 is now Am 9  
Am 3 and Am 4 are now part of Am 11  
Am 5 and Am 6 are now part of Am 12  
Am 7 is now Am 14

**From:** Jones, Diane  
**Sent:** Friday, February 28, 2020 2:14 PM  
**To:** Sager, Jennifer <jsager@howardcountymd.gov>  
**Cc:** Sayers, Margery <msayers@howardcountymd.gov>; Wimberly, Theo <twimberly@howardcountymd.gov>  
**Subject:** CB3-2020 and what is not to be moved

Hi Jennifer,

In anticipation of Monday, can you please send me an email confirming which pre-filed amendments for CB3-2020 are not to be moved for introduction. I know we discussed it, but I would appreciate an email for the legislative record. I will make corresponding provisions in the Script for Monday night.

Thank you,

Diane

*Diane Schwartz Jones  
County Council Administrator  
Howard County Council  
3430 Court House Drive  
Ellicott City, Maryland 21043  
(410)313-3111*

Not introduced at  
request of Administration.  
see, 2/28/2020 email  
*Neene Schwartz Jones*

Amendment 2 to Council Bill No. 3-2020

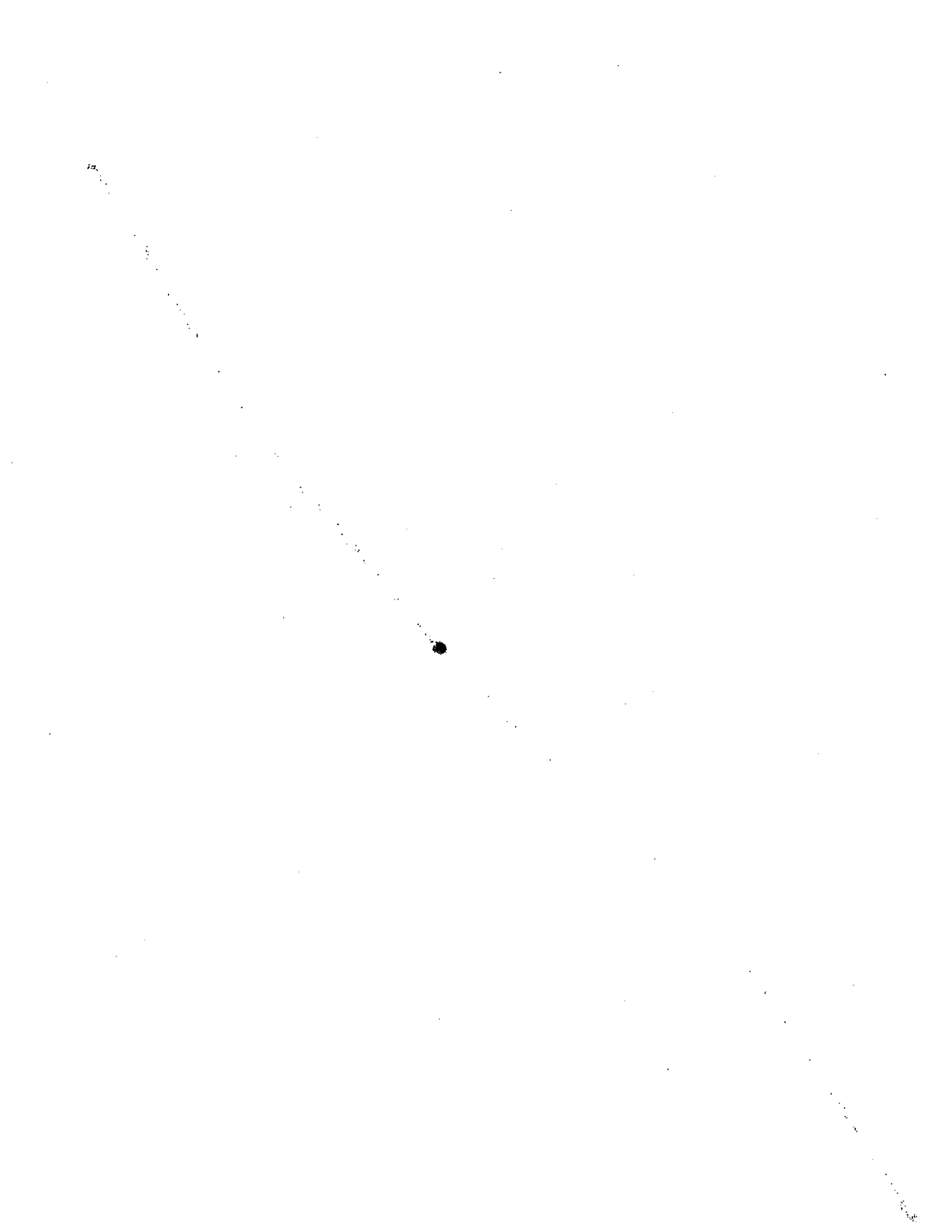
**BY: The Chairperson at the request  
of the County Executive**

**Legislative Day 2  
Date: February 3, 2020**

**Amendment No. 2**

*(This amendment changes the maximum number of permits issued from four to two.)*

- 1 On page 1, in line 27, strike "FOUR" and substitute "TWO".



Not introduced at req est  
of administration.  
See, 2/28/2020 email  
Diane Schwartz Jones

Amendment 3 to Council Bill No. 3-2020

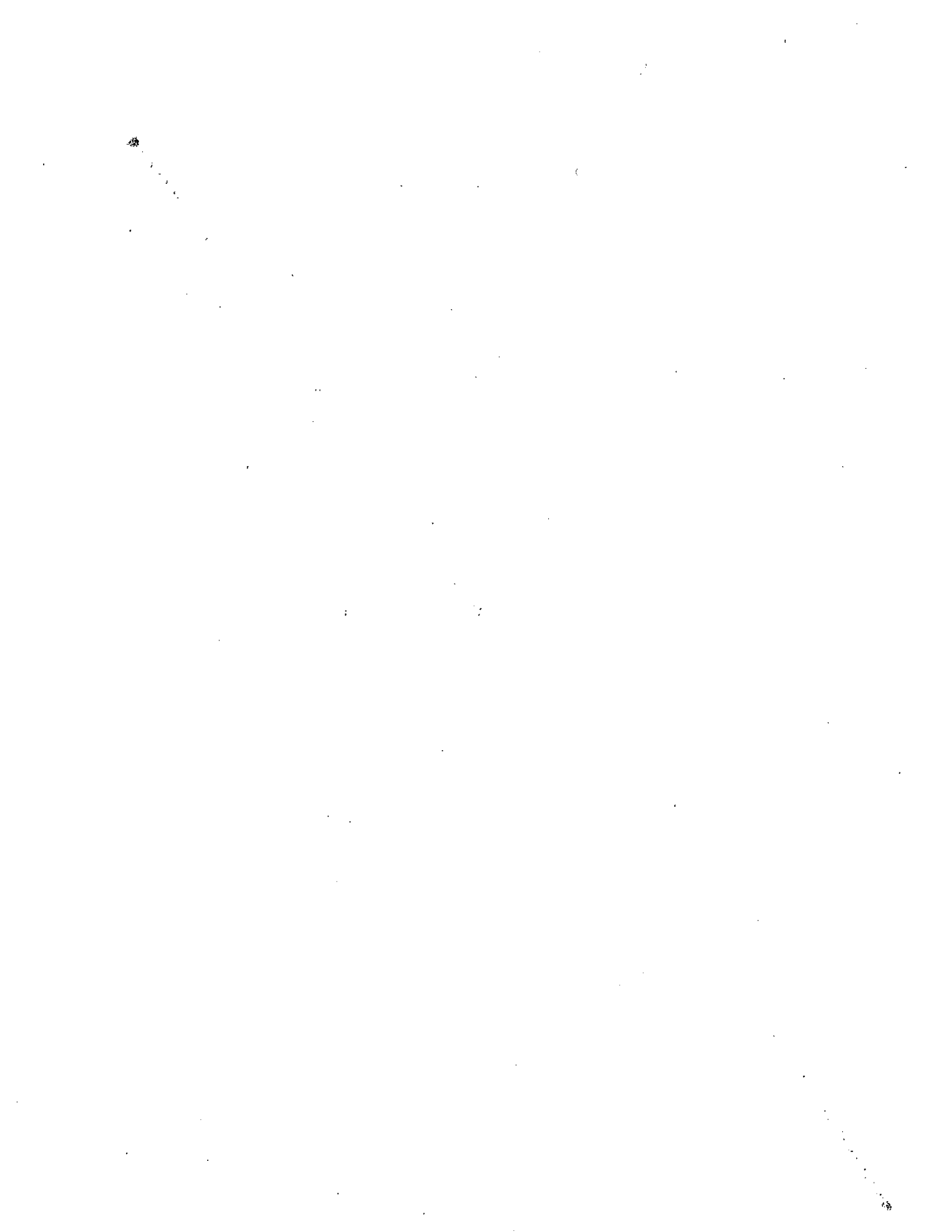
BY: The Chairperson at the request  
of the County Executive

Legislative Day 2  
Date: February 3, 2020

Amendment No. 3

*(This amendment adds that a permit shall include a requirement that a person under the age of 18 may not have access to a scooter.)*

- 1 On page 3, in line 19, strike "AND".
- 2
- 3 On page 3, after line 19, insert:
- 4 "(13) A REQUIREMENT THAT A PERSON UNDER THE AGE OF 18 MAY NOT HAVE ACCESS TO A
- 5 SCOOTER; AND".
- 6
- 7 On page 3, in line 20, strike "(13)" and substitute (14)".



Not introduced at the rec. list  
of the Administration.  
see, 2/28/2020 email.

*Dennis Schwartz Jones*

Amendment 4 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 2  
Date: February 3, 2020

Amendment No. 4

*(This amendment requires approval from the Columbia Association or other private property owner to operate on certain pathways.)*

1 On page 3, in line 19, strike "AND".

2

3 On page 3, after line 19, insert:

4 "(13) A REQUIREMENT THAT PERMISSION MUST BE OBTAINED FROM THE COLUMBIA ASSOCIATION  
5 TO OPERATE ON COLUMBIA ASSOCIATION PATHWAYS;

6 (14) A REQUIREMENT THAT ANY AGREEMENTS WITH A PRIVATE PROPERTY OWNER TO OPERATE ON  
7 PRIVATE PROPERTY BE SHARED WITH THE COUNTY AT THE TIME OF THE PERMIT APPLICATION AND  
8 AS THEY ARE ENTERED INTO THROUGHOUT THE TERM OF THE PERMIT; AND"

9

10 On page 3, in line 20, strike "(13)" and substitute "(15)".

11





Not introduced at the request  
of the Administration,  
see, 2/28/2020 email.

*Diane Johnson*

Amendment 5 to Council Bill No. 3-2020

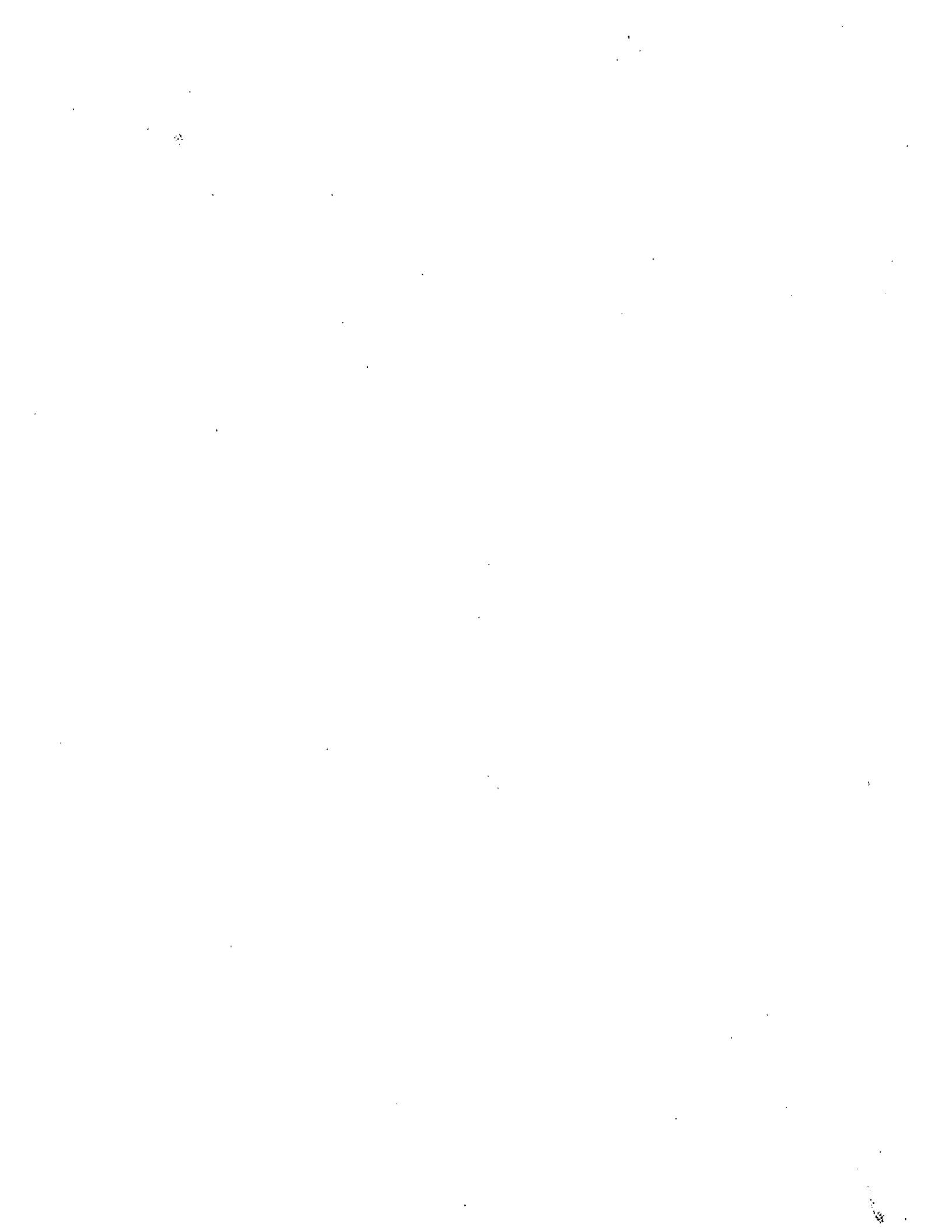
BY: The Chairperson at the request  
of the County Executive

Legislative Day 2  
Date: February 3, 2020

Amendment No. 5

*(This amendment requires that permit holders encourage the use of helmets.)*

- 1 On page 3, after line 22, insert:
- 2 "(C) HELMET INCENTIVES. A PERMIT HOLDER SHALL ENCOURAGE THE USE OF HELMETS THROUGH
- 3 INCENTIVE PROGRAMS LIKE DISCOUNTS OR GIVEAWAYS."



Not introduced at the request  
of the Administration.  
See, 2/28/2020 email  
Deane Schwartz Jones

Amendment 6 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 12  
Date: February 3, 2020

Amendment No. 6

*(This amendment requires that the Multimodal Transportation Board shall review the permit.)*

- 1 On page 3, after line 22, insert:
- 2 “(C) MULTIMODAL TRANSPORTATION BOARD. PRIOR TO ANNUAL EXECUTION, THE MULTIMODAL
- 3 TRANSPORTATION BOARD SHALL REVIEW THE PERMIT TERMS AND CONDITIONS INCLUDING THE
- 4 OPERATING ZONES. THE REVIEW SHALL TAKE PLACE AT A PUBLIC HEARING.”.



Not introduced at the request  
of the Administration,  
see, 2/28/2020 email.  
Viviane Schwartz Jones

Amendment 7 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 2  
Date: February 3, 2020

Amendment No. 7

*(This amendment adds a report following 6 months of operations.)*

- 1 On page 4, in line 24, insert:
- 2 "Section 2. And Be It Further Enacted by the County Council of Howard County, Maryland
- 3 that the Office of Transportation shall provide a report to the County Executive and the County
- 4 Council upon completion of the first 6 months of the first permit's term."
- 5
- 6 On page 4, in line 25, strike "2" and substitute "3".



Amendment 8 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 3  
Date: March 2, 2020

Amendment No. 8

*(This amendment clarifies that a scooter is a vehicle operated pursuant to a Publicly Accessible Electric Scooter, Sharing System Permit and thus a transit activity permissible on County roads.)*

1 On page 1, after line 2, insert:

2 "1. By amending Title 18 "Public Works"  
3 Section 18.207(b)".

4  
5 On page 1, in line 3, strike "1" and substitute "2".

6  
7 On page 1, in line 6, strike "2" and substitute "3".

8  
9 On page 1, in line 8, insert:

10 "Title 18. Public Works.

11 Subtitle 2. Roads.

12  
13 Section 18.207. - Nontransit activity on County roads—Prohibited.

14 (b) Definitions:

15 (1) County road means the paved portion of a County owned or controlled road, road right-  
16 of-way, or bridge, including the shoulder, and the median areas, regardless of whether the  
17 median areas are paved.

18 (2) Patronage means support, benefaction, investment, backing, sponsorship, aid, or  
19 donations regardless of whether anything is given in return.

20 (3) Nontransit activity means any activity not related to transit and includes, but is not  
21 limited to buying, selling, offering, giving of anything, and soliciting or seeking  
22 patronage, by any means or media.

1 (4) Site-specific vending/operating means selling or offering to sell goods or services from a  
2 stationary location on a County road with valid licenses and permits.

3 (5) Transit means traveling, crossing, conveying goods or persons, by vehicle or on foot, and  
4 includes related activities such as parking, stopping, resting, and observing. A VEHICLE  
5 INCLUDES A SCOOTER OPERATED UNDER A PERMIT ISSUED PURSUANT TO SECTION 21.800  
6 OF THIS CODE.”.



Amendment 9 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 3  
Date: March 2, 2020

Amendment No. 9

*(This amendment clarifies that the area where scooters will be allowed is the Columbia Planning Area and that there may be two permits issued instead of four.)*

- 1 On page 1, in line 25, after "COUNTY" insert "WITHIN THE COLUMBIA PLANNING AREA".
- 2
- 3 On page 1, in line 27, strike "FOUR" and substitute "TWO".
- 4
- 5 On page 3, in line 4, after "OPERATED" insert "WITHIN THE COLUMBIA PLANNING AREA".
- 6
- 7 On page 3, in line 5, after "PARKED" insert "WITHIN THE COLUMBIA PLANNING AREA".

Amendment 10 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 10

*(This Amendment requires that applicants have appropriate capabilities.)*

1 On page 2, in line 27, strike "AND".

2

3 Also on page 2, after line 27, insert

4 " (4) PROOF SATISFACTORY TO THE OFFICE OF TRANSPORTATION THAT THE APPLICANT IS A BUSINESS  
5 ENTITY IN GOOD STANDING AND THAT DEMONSTRATES THAT THE APPLICANT HAS THE CAPACITY AND  
6 EXPERIENCE TO SUCCESSFULLY OPERATE A PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING  
7 SYSTEM; AND".

8

9 Also on page 2, in line 28, strike "(4)" and substitute "(5)".

Amendment 11 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 3  
Date: March 2, 2020

Amendment No. 11

*(Related to requirements of the permit, this amendment requires approval from the Columbia Association or proof of approval from private property owners to operate on pathways. This amendment also requires that a permit include a requirement that a person under the age of 18 shall not have access to a scooter.)*

1 On page 3, in line 19, strike "AND".

2

3 On page 3, after line 19, insert:

4 "(13) A REQUIREMENT THAT PERMISSION MUST BE OBTAINED FROM THE COLUMBIA ASSOCIATION  
5 TO OPERATE ON COLUMBIA ASSOCIATION PATHWAYS;

6 (14) A REQUIREMENT THAT THE PERMIT HOLDER SHALL PROVIDE AN AFFIDAVIT THAT THE PERMIT  
7 HOLDER HAS ENTERED INTO THE NECESSARY AGREEMENT WITH A PRIVATE PROPERTY OWNER TO  
8 OPERATE ON PRIVATE PROPERTY:

9 (i) AT THE TIME OF THE PERMIT APPLICATION; AND

10 (ii) AS A NEW AGREEMENT IS ENTERED INTO DURING THE TERM OF THE PERMIT;

11 (15) A REQUIREMENT THAT A PERSON UNDER THE AGE OF 18 MAY NOT HAVE ACCESS TO A  
12 SCOOTER; AND"

13

14 On page 3, in line 20, strike "(13)" and substitute "(16)".

Amendment 12 to Council Bill No. 3-2020

BY: The Chairperson at the request  
of the County Executive

Legislative Day 3  
Date: March 2, 2020

Amendment No. 12

(This amendment:

1. Requires a permit holder to provide helmet incentives, ensure the condition of a scooter, and provide certain contact information;
2. Requires a permit holder to take certain actions with regards to the Americans with Disabilities Act;
3. Requires the Multimodal Transportation Board to review and make recommendations on the form of the permit.)

1 On page 3, after line 22, insert:

2 “(C) DUTIES OF A PERMIT HOLDER.

3 (1) HELMET INCENTIVES. A PERMIT HOLDER SHALL ENCOURAGE THE USE OF HELMETS  
4 THROUGH INCENTIVE PROGRAMS LIKE DISCOUNTS OR GIVEAWAYS.

5 (2) CONDITION OF SCOOTER. A PERMIT HOLDER SHALL ENSURE THAT EACH SCOOTER THAT THE  
6 HOLDER PROVIDES TO A USER UNDER THIS SUBTITLE IS IN GOOD WORKING CONDITION AND  
7 MEETS THE SAFETY AND QUALITY STANDARDS THAT THE OFFICE OF TRANSPORTATION  
8 REQUIRES.

9 (3) LABEL CONTAINING CONTACT INFORMATION. A PERMIT HOLDER SHALL ENSURE THAT EACH  
10 SCOOTER CONTAINS A PROMINENT LABEL THAT PROVIDES THE NAME AND CONTACT  
11 INFORMATION OF THE PERMIT HOLDER.

12 (4) COMPLIANCE RELATED TO THE AMERICANS WITH DISABILITIES ACT. RELATED TO SCOOTER  
13 USE, THE PERMIT HOLDER SHALL:

14 (1) EDUCATE SCOOTER USERS ON THE AMERICANS WITH DISABILITIES ACT; AND

15 (2) ENSURE COMPLIANCE WITH THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES  
16 ACT.

17 (D) MULTIMODAL TRANSPORTATION BOARD. PRIOR TO ANNUAL EXECUTION, THE MULTIMODAL  
18 TRANSPORTATION BOARD SHALL REVIEW AND PROVIDE RECOMMENDATIONS TO THE OFFICE OF  
19 TRANSPORTATION ON THE FORM OF THE PERMIT. THE BOARD’S REVIEW SHALL INCLUDE THE  
20 OPERATING ZONES AND SHALL TAKE PLACE AT A PUBLIC HEARING.”.

Amendment 13 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 13

*(This Amendment provides for the Permit fee and the Permit term.)*

1 On page 3, beginning in line 27, strike "FORTH IN THE PERMIT ENTERED INTO UNDER SECTION 21.802 OF  
2 THIS SUBTITLE" and substitute "BY COUNCIL RESOLUTION".

3  
4 Also on page 3, after line 29, insert:

5 "SECTION 21.804. TERM.

6 (A) IN GENERAL.

7 A PERMIT EXPIRES ONE YEAR AFTER THE DAY THAT THE PERMIT IS ISSUED.

8 (B) NON-RENEWAL.

9 (1) A PERMIT MAY NOT BE RENEWED, HOWEVER, A PERMIT HOLDER MAY APPLY FOR A NEW PERMIT.

10 (2) THE OFFICE OF TRANSPORTATION MAY ISSUE A SECOND OR SUBSEQUENT PERMIT WITH AN  
11 EFFECTIVE DATE THAT ALLOWS FOR CONTINUITY OF THE BUSINESS OF THE APPLICANT."

12  
13 On page 4:

- 14 • in line 1, strike "SECTION 21.805" and substitute "SECTION 21.805".
- 15 • in line 6, strike "SECTION 21.806" and substitute "SECTION 21.806".
- 16 • in line 18, strike "SECTION 21.807" and substitute "SECTION 21.807".

Amendment 14 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 14

*(This Amendment provides for reports.)*

1 On page 4, after line 17, insert:

2 **“SECTION 21.806. REPORT.**

3 **(A) IN GENERAL.**

4 THE OFFICE OF TRANSPORTATION SHALL SUBMIT TO THE COUNTY EXECUTIVE AND, SUBJECT TO  
5 SECTION 22.1000 OF THE COUNTY CODE, THE COUNTY COUNCIL A REPORT ON THE OPERATION OF THE  
6 PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING SYSTEM.

7 **(B) CONTENTS.**

8 **THE REPORT SHALL INCLUDE:**

9 **(1) INFORMATION ABOUT THE ACTIVITIES OF EACH PERMIT HOLDER;**

10 **(2) THE COST TO THE COUNTY OF OPERATING THE PUBLICLY ACCESSIBLE ELECTRIC SCOOTER**  
11 **SHARING SYSTEM;**

12 **(3) AN ANALYSIS OF ANY COMPLAINTS RELATED TO THE SYSTEM RECEIVED FROM THE PUBLIC,**  
13 **PROPERTY OWNERS, OR GOVERNMENTAL UNITS;**

14 **(4) INFORMATION ABOUT ACCIDENTS INVOLVING SCOOTERS USED IN THE PUBLICLY ACCESSIBLE**  
15 **ELECTRIC SCOOTER SHARING SYSTEM; AND**

16 **(5) RECOMMENDATIONS FOR CHANGES TO THIS SUBTITLE OR THE PERMITS ISSUED UNDER THIS**  
17 **SUBTITLE.**

18 **(C) DUE DATES.**

19 **THE INITIAL REPORT REQUIRED BY THIS SECTION SHALL BE SUBMITTED NOT LATER THAN EIGHT**  
20 **MONTHS AFTER THE DAY THE FIRST PERMIT IS ISSUED. SUBSEQUENT REPORTS SHALL BE ISSUED EACH**  
21 **YEAR ON OR BEFORE THE DAY THAT IS EIGHT MONTHS AFTER THE ANNIVERSARY OF THE DAY THE FIRST**  
22 **PERMIT IS ISSUED.”.**

23

24

Also on page 4 in line 18, strike "SECTION 21.806" and substitute "SECTION 21.807".

25

Amendment 15 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 15

*(This Amendment provides for duties of the Office of Transportation.)*

1 On page 4, after line 17, insert:

2 **“SECTION 21.806. DUTIES OF THE OFFICE OF TRANSPORTATION.**

3 **(A) IN GENERAL.**

4 **THE OFFICE OF TRANSPORTATION SHALL DEVELOP AN OPERATIONS PLAN TO CARRY OUT THIS**

5 **SUBTITLE.**

6 **(B) WEB PAGE.**

7 **THE OFFICE OF TRANSPORTATION SHALL HAVE A WEB SITE THAT INCLUDES:**

8 **(1) THE OPERATIONS PLAN; AND**

9 **(2) CONTACT INFORMATION FOR EACH PERMIT HOLDER.”**

10

11 Also on page 4 in line 18, strike “SECTION 21.806” and substitute **“SECTION 21.807”**.

12



Amendment 16 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 16

*(This Amendment provides a short title that indicates that the subtitle is a pilot program.)*

- 1 On page 4, after line 24, insert:
- 2 **SECTION 21.807. SHORT TITLE.**
- 3 **THIS SUBTITLE IS THE PILOT HOWARD COUNTY SCOOTER SHARING SYSTEM ACT.**

Amendment 17 to Council Bill No. 3-2020

BY: Deb Jung

Legislative Day No. 3

Date: March 2, 2020

Amendment No. 17

*(This Amendment provides that the initial Permit Fee is \$10,000.)*

1 On page 4, in line 25 after "**Section 2.**" insert:

2

3 *"And Be It Further Enacted by the County Council of Howard, County, Maryland, that the fee for a*  
4 *permit for a publicly accessible electric scooter sharing system from the effective date of this Act through*  
5 *June 30, 2020 is \$10,000 and that at the end of June 30, 2020, with no further action required by the*  
6 *County Council, this Section 2 of this Act shall be abrogated and of no further force and effect.*

7 **Section 3.** "

DRAFT TEMPORARY ENROLLED

CB3-2020

Introduced \_\_\_\_\_  
Public Hearing \_\_\_\_\_  
Council Action \_\_\_\_\_  
Executive Action \_\_\_\_\_  
Effective Date \_\_\_\_\_

## County Council of Howard County, Maryland

2020 Legislative Session

Legislative Day No. 1

### Bill No. 3-2020

Introduced by: The Chairperson at the request of the County Executive

AN ACT permitting a publicly accessible electric scooter sharing system for short-term electric scooter trips on certain County rights-of way; requiring certain information in support of an application for a permit; requiring permit fees as part of the permit; and generally related to electric scooters on public rights-of-way in Howard County.

---

Introduced and read first time \_\_\_\_\_, 2020. Ordered posted and hearing scheduled.

By order \_\_\_\_\_  
Diane Schwartz Jones, Administrator

Having been posted and notice of time & place of hearing & title of Bill having been published according to Charter, the Bill was read for a second time at a public hearing on \_\_\_\_\_, 2020.

By order \_\_\_\_\_  
Diane Schwartz Jones, Administrator

This Bill was read the third time on \_\_\_\_\_, 2020 and Passed \_\_\_\_\_, Passed with amendments \_\_\_\_\_, Failed \_\_\_\_\_.

By order \_\_\_\_\_  
Diane Schwartz Jones, Administrator

Sealed with the County Seal and presented to the County Executive for approval this \_\_\_ day of \_\_\_\_\_, 2020 at \_\_\_ a.m./p.m.

By order \_\_\_\_\_  
Diane Schwartz Jones, Administrator

Approved/Vetoed by the County Executive \_\_\_\_\_, 2020

\_\_\_\_\_  
Calvin Ball, County Executive

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment

1 ANY INFRASTRUCTURE WITHIN THE COUNTY OTHER THAN THE DEPLOYMENT OF SCOOTERS  
2 OR UTILIZING A DOCKING SYSTEM FOR CHARGING THAT IS DEPLOYED AND MAINTAINED BY  
3 THE PERMIT HOLDER WITH THE WRITTEN APPROVAL OF A PROPERTY OWNER.

4 (6) *SCOOTER* MEANS AN "ELECTRIC LOW SPEED SCOOTER" AS DEFINED BY SECTION 11.117.2 OF  
5 THE TRANSPORTATION ARTICLE OF THE ANNOTATED CODE OF MARYLAND. A SCOOTER  
6 WILL BE TREATED AS A BICYCLE, AS DEFINED BY SECTION 11-104 OF THE TRANSPORTATION  
7 ARTICLE OF THE ANNOTATED CODE OF MARYLAND, WHEREVER THE TERM "BICYCLE" IS  
8 USED IN THIS CODE.

9  
10 **SECTION 21.801. PERMIT APPLICATION.**

11 (A) *PERMIT APPLICATION.* THE ADMINISTRATOR SHALL CREATE AN APPLICATION FORM THAT SHALL  
12 REQUIRE AN APPLICANT TO SUBMIT THE FOLLOWING INFORMATION:

- 13 (1) THE APPLICANT'S FULL LEGAL NAME AND ANY TRADE NAME UNDER WHICH THE APPLICANT  
14 OPERATES;  
15 (2) PROOF OF ADEQUATE INSURANCE;  
16 (3) A BOND OR OTHER SECURITY ACCEPTABLE TO THE COUNTY; AND  
17 (4) SUCH OTHER INFORMATION AS THE COUNTY MAY REQUIRE IN AN APPLICATION FORM.

18 (B) *CONSIDERATION OF AN APPLICATION.* THE ADMINISTRATOR, IN CONSULTATION WITH THE  
19 DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS, SHALL CONSIDER AN APPLICATION SUBMITTED  
20 UNDER THIS SECTION.

21  
22 **SECTION 21.802. PERMIT TO OPERATE A PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SYSTEM;  
23 PERMIT TERMS; PERMIT ISSUANCE.**

24 (A) *TERMS OF THE PERMIT.* A PERMIT SHALL INCLUDE, WITHOUT LIMITATION:

- 25 (1) A DESIGNATION OF THE AREAS WHERE SCOOTERS MAY BE OPERATED;  
26 (2) A DESIGNATION OF THE AREAS WHERE SCOOTERS MAY BE PARKED;  
27 (3) THE REQUIREMENT TO PROVIDE A DEVICE USED TO REGULATE THE SCOOTER SPEED;  
28 (4) RESPONSIBILITIES OF THE PERMIT HOLDER;  
29 (5) THE REQUIREMENT TO PAY AN ANNUAL PERMIT FEE AND THE AMOUNT OF THE FEE;  
30 (6) A REQUIREMENT THAT THE PERMIT HOLDER WILL PROVIDE A BOND OR OTHER SECURITY  
31 ACCEPTABLE TO THE COUNTY WHICH BOND SHALL BE IN AN AMOUNT SUFFICIENT TO COVER  
32 COSTS TO THE COUNTY;

1 (7) A REQUIREMENT TO KEEP AND PROVIDE CERTAIN DATA AND REPORTS;

2 (8) A REQUIREMENT TO HOLD CERTAIN LEVELS OF GENERAL LIABILITY INSURANCE COVERAGE  
3 AND WORKERS' COMPENSATION INSURANCE COVERAGE;

4 (9) INDEMNIFICATION OF THE COUNTY BY THE PERMIT HOLDER;

5 (10) THE TERM OF THE PERMIT AND ANY CONDITIONS OF PERMIT MODIFICATION;

6 (11) THE MINIMUM AND MAXIMUM NUMBER OF SCOOTERS THAT A PERMIT HOLDER CAN  
7 OPERATE;

8 (12) CONDITIONS UNDER WHICH THE PERMIT CAN BE REVOKED;

9 (13) A REQUIREMENT THAT A PERSON UNDER THE AGE OF 18 MAY NOT HAVE ACCESS TO A  
10 SCOOTER;

11 (14) A REQUIREMENT THAT PERMISSION MUST BE OBTAINED FROM THE COLUMBIA  
12 ASSOCIATION TO OPERATE ON COLUMBIA ASSOCIATION PATHWAYS;

13 (15) A REQUIREMENT THAT ANY AGREEMENTS WITH A PRIVATE PROPERTY OWNER TO OPERATE  
14 ON PRIVATE PROPERTY BE SHARED WITH THE COUNTY AT THE TIME OF THE PERMIT  
15 APPLICATION AND AS THEY ARE ENTERED INTO THROUGHOUT THE TERM OF THE PERMIT;  
16 AND

17 ~~(13)~~ (16) ANY OTHER REQUIREMENT THAT THE ADMINISTRATOR DEEMS NECESSARY.

18 (B) *NONTRANSFERABLE*. A PERMIT ISSUED UNDER THIS SUBTITLE IS NOT ASSIGNABLE OR  
19 TRANSFERRABLE TO OR SHAREABLE WITH ANY OTHER PERSON NOT IDENTIFIED IN THE PERMIT.

20 (C) *HELMET INCENTIVES*. A PERMIT HOLDER SHALL ENCOURAGE THE USE OF HELMETS THROUGH  
21 INCENTIVE PROGRAMS LIKE DISCOUNTS OR GIVEAWAYS.

22 (D) *MULTIMODAL TRANSPORTATION BOARD*. PRIOR TO ANNUAL EXECUTION, THE MULTIMODAL  
23 TRANSPORTATION BOARD SHALL REVIEW THE PERMIT TERMS AND CONDITIONS INCLUDING THE  
24 OPERATING ZONES. THE REVIEW SHALL TAKE PLACE AT A PUBLIC HEARING.

25  
26 **SECTION 21.803. PERMIT FEES.**

27 PRIOR TO THE ISSUANCE OF A PERMIT UNDER THIS SUBTITLE, THE COUNTY SHALL CHARGE, AND AN  
28 APPLICANT SHALL PAY, A PERMIT FEE FOR A PERMIT ISSUED UNDER THIS SUBTITLE. THE AMOUNT OF  
29 THE PERMIT FEE SHALL BE SET FORTH IN THE PERMIT ENTERED INTO UNDER SECTION 21.802 OF THIS  
30 SUBTITLE.

31  
32 **SECTION 21.804. USE OF PUBLIC RIGHTS-OF-WAY.**

1 NOTHING IN THIS SUBTITLE SHALL OTHERWISE AFFECT OR LIMIT THE COUNTY'S PROPRIETARY RIGHT  
2 TO CHARGE A SEPARATE FEE OR TO REQUIRE A SEPARATE CONSENT FOR ACCESS TO OR THE USE OF  
3 THE PUBLIC RIGHTS-OF-WAY.

4  
5 **SECTION 21.805. PENALTIES.**

6 (A) THE COUNTY MAY INSTITUTE ANY ACTION AT LAW OR EQUITY, INCLUDING INJUNCTION, TO  
7 ENFORCE THE PROVISIONS OF THIS SUBTITLE OR THE PERMIT.

8 (B) ALTERNATIVELY, AND IN ADDITION TO AND CONCURRENT WITH ALL OTHER REMEDIES, THE  
9 COUNTY MAY ENFORCE THE PROVISIONS OF THIS SUBTITLE OR THE PERMIT WITH CIVIL PENALTIES IN  
10 ACCORDANCE WITH TITLE 24 OF THIS CODE. A VIOLATION OF THIS SUBTITLE IS A CLASS C OFFENSE  
11 AS PROVIDED IN SECTION 24.107 OF THIS CODE. EACH DAY THAT A VIOLATION CONTINUES IS A  
12 SEPARATE OFFENSE. EACH SCOOTER THAT FAILS TO COMPLY WITH THE PERMIT IS A SEPARATE  
13 VIOLATION.

14 (C) A PERSON WHO VIOLATES ANY PROVISION OF THIS SUBTITLE OR THE PERMIT IS GUILTY OF A  
15 MISDEMEANOR AND, UPON CONVICTION, IS SUBJECT TO A FINE WHICH SHALL NOT EXCEED \$1,000.00.

16  
17 **SECTION 21.806. SEVERABILITY.**

18 IF ANY SECTION, SUBSECTION, SENTENCE, CLAUSE, PHRASE OR PORTION OF THIS SUBTITLE IS HELD  
19 INVALID BY ANY COURT OF COMPETENT JURISDICTION, THAT PORTION SHALL BE DEEMED A  
20 SEPARATE, DISTINCT AND INDEPENDENT PROVISION; AND THE INVALIDITY SHALL NOT AFFECT THE  
21 VALIDITY OF THE REMAINING PORTIONS OF THE SUBTITLE AND FOR THIS PURPOSE, THE PROVISIONS  
22 OF THIS ACT ARE DECLARED SEVERABLE.

23  
24 *Section 2. And Be It Further Enacted by the County Council of Howard County, Maryland that*  
25 *the Office of Transportation shall provide a report to the County Executive and the County Council*  
26 *upon completion of the first 6 months of the first permit's term.*

27  
28 *Section 23. And Be It Further Enacted by the County Council of Howard County, Maryland that*  
29 *this Act shall become effective 61 days after its enactment.*

**Office of the County Auditor  
Auditor's Analysis**

**Amendment 8  
Council Bill No. 3-2020**

Amendment Proposed by: County Executive

Introduced: January 6, 2020

Auditor: Michelle R. Harrod

---

Fiscal Impact:

There will be no fiscal impact resulting from the County Executive's amendment.

Purpose:

Amendment 8 to Council Bill 3-2020 clarifies that a scooter is a vehicle and can be used for transit activities on a County road.

Other Comments:

None.



**Office of the County Auditor  
Auditor's Analysis**

**Amendment 9  
Council Bill No. 3-2020**

Amendment Proposed by: County Executive

Introduced: January 6, 2020

Auditor: Michelle R. Harrod

---

Fiscal Impact:

The fiscal impact of Amendment 9 to Council Bill 3-2020 is the reduction in potential revenue by \$20,000.

As introduced, CB3-2020 provides for up to four permits for vendors providing an electric scooter sharing system at a fee of \$10,000 each. This amendment reduces the maximum number of permits from four to two. Therefore, it reduces the potential revenue for a third and fourth permit fee.

Purpose:

Amendment 9 clarifies that the Columbia Planning Area is the designated area where use of a scooter is permitted. It further reduces the maximum number of permits to two.

Other Comments:

None.

**Office of the County Auditor  
Auditor's Analysis**

**Amendment 11  
Council Bill No. 3-2020**

Amendment Proposed by: County Executive

Introduced: January 6, 2020

Auditor: Michelle R. Harrod

---

Fiscal Impact:

There will be no fiscal impact resulting from the County Executive's amendment.

Purpose:

Amendment 11 to Council Bill 3-2020 requires the permit holder to obtain and provide to the County:

- Documentation that the Columbia Association (CA) allows the permit holder to operate on CA pathways.
- An affidavit from private property owners that grants the permit holder the ability to operate on their property.

This amendment further requires the permit holder to prohibit access to a scooter for persons under the age of 18.

Other Comments:

None.

**Office of the County Auditor  
Auditor's Analysis**

**Amendment 12  
Council Bill No. 3-2020**

Amendment Proposed by: County Executive  
Introduced: January 6, 2020  
Auditor: Michelle R. Harrod

---

Fiscal Impact:

There will be no fiscal impact resulting from the County Executive's amendment.

Purpose:

Amendment 12 to Council Bill 3-2020 requires the permit holder to do the following:

- Provide incentives for the use of helmets;
- Provide scooters in good working condition that meet safety and quality standards;
- Ensure the permit holder's contact information is located on each scooter; and
- Educate and ensure compliance with requirements of the Americans with Disabilities Act.

This amendment further requires the Multimodal Transportation Board review and provide recommendations on the form of the permit. Public Hearings shall take place for review of operating zones.

Other Comments:

None.

**Office of the County Auditor  
Auditor's Analysis**

**Amendments 10, 13, 14, 15, 16, and 17  
Council Bill No. 3-2020**

Amendment Proposed by: Deb Jung

Introduced: January 6, 2020

Auditor: Michelle R. Harrod

---

Fiscal Impact:

There will be no fiscal impact resulting from Councilmember Jung's amendments. According to the Office of Transportation (OOT), costs associated with creating the Operating Plan would be covered by the permit fee collected.

Purpose:

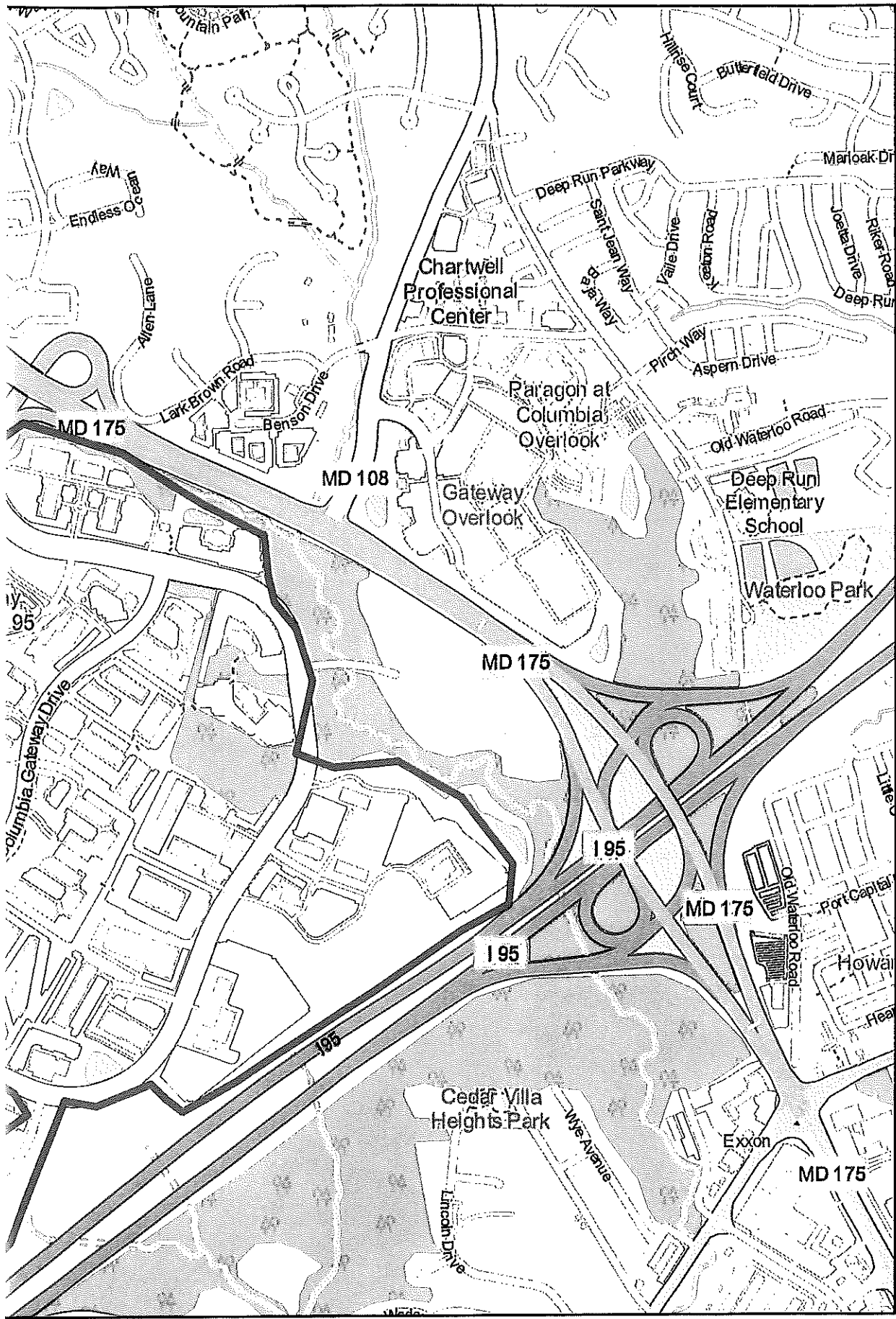
The changes introduced by these amendments include:

- A10 - Requiring that the applicant is a business in Good Standing and has demonstrated ability to successfully operate a scooter sharing system;
- A13 - Establishing a one-year non-renewable permit;
- A14 - Defining reporting requirements for the program;
- A15 - Requiring that the OOT create an operations plan and maintain a web page that includes the plan as well as permit holder contact information;
- A16 - Designating the program as The Pilot Howard County Scooter Sharing System Act; and
- A17 - Setting the initial fee at \$10,000 which is in effect through June 30, 2020.

Other Comments:

The OOT indicated during the Council work session for this bill that proposed reporting requirements could be handled with existing staff at no additional cost to the County.

# Gateway Area



**Sayers, Margery**

---

**From:** LINDA Wengel <lwengel@msn.com>  
**Sent:** Tuesday, March 3, 2020 9:06 PM  
**To:** Joel Broida; Foehrkolb Lynn; Baker Jeryl; kevinafitzgeraldmred@gmail.com; Hillen Robin; Dworkin Dean; Loeber Pat; Colavita Lisa; Eagan Lin; CouncilMail; Jung, Deb  
**Cc:** Broida Joel  
**Subject:** Re: Four screen shots did the trick to capture the article some were unable open from the Washington Post about rental e-scooters in the District of Columbia

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

The Council has decided to limit permits to two companies.

---

**From:** Joel Broida <jbroida1@gmail.com>  
**Sent:** Tuesday, March 3, 2020 8:58:07 PM  
**To:** Foehrkolb Lynn <lfoehrkolb@yahoo.com>; Baker Jeryl <villagemanager@columbiatowncenter.org>; kevinafitzgeraldmred@gmail.com <kevinafitzgeraldmred@gmail.com>; Hillen Robin <beausimon6@gmail.com>; Dworkin Dean <dean-917@hotmail.com>; Loeber Pat <tcvillage@columbiatowncenter.org>; Colavita Lisa <lisa@columbiatowncenter.org>; Eagan Lin <Lin.Eagan@ca-board.org>; Councilmail <Councilmail@howardcountymd.gov>; Jung Deb <djung@howardcountymd.gov>  
**Cc:** Broida Joel <jbroida1@gmail.com>  
**Subject:** Four screen shots did the trick to capture the article some were unable open from the Washington Post about rental e-scooters in the District of Columbia

Lynn.... I say, never say ever....it sometimes takes a work around. I understand your annoyance with ads and my major annoyance is robocalls at dinner time or just after. We may solve that by purchasing a new set of four phone that include an "call locker option."

While in Baltimore today to be with Gail for an appointment at Hopkins and by chance we saw two of the 2-wheel e-scooters. One was being ridden by a young man or ably on his way to work going east on Pratt Street. However, the second one was unattended resting in the middle of the sidewalk which is a good example of some of the issues concerning various neighborhoods in the District of Columbia.

Joel Broida

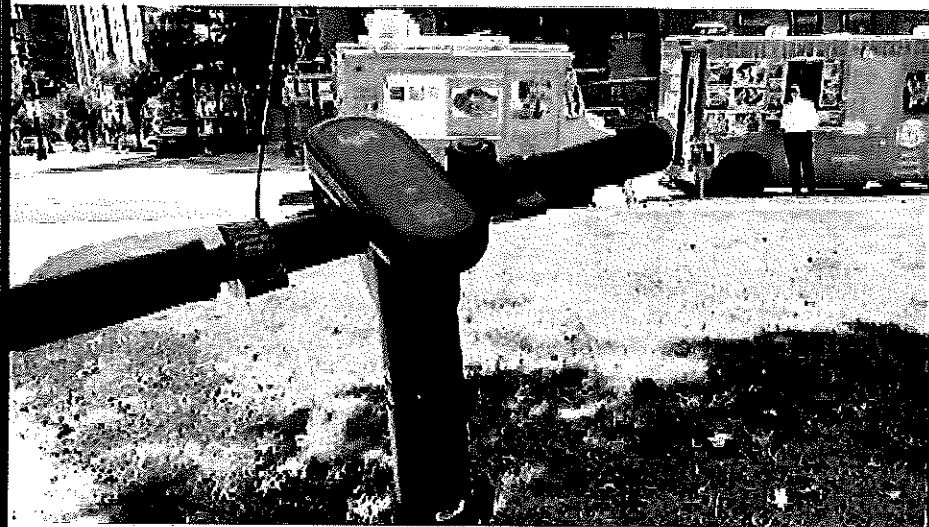
Done

Gridlock

# Lime, Bird, three others lose appeals to operate scooters in D.C.

By Levi Arant  
February 27 at 6:54 PM ET

The decision by the District Department of Transportation means only Jump, Lyft, Skip and Spin can operate in the city



A Lyft scooter at the public Square. The company says it has the right to operate scooters in D.C. until 2020, but that the DOT is pushing it out.

The scooter companies Lime and Bird will have to leave the District come April 1 after losing their appeals to continue operating in the city.

The District Department of



Done



The District Department of Transportation announced in December that it had selected four of the eight companies that had been operating in the city to continue providing service under its revised e-scooter program. Jump, Lyft, Skip and Spin won bids to deploy a combined total of up to 10,000 scooters in the city. Lime and Bird appealed the decision, as did three other companies — Helbiz, Wheels and Clevr Mobility — who had hoped to operate in the District. Neither Bolt or Razor, which had been operating in the city, choose to appeal the decision. Bolt stopped operating at the end of December, when its permit expired, and Razor will cease operations at the end of March.



ESKORTING CARE  
HOW TO TAKE THE RISK

ESKORTING CARE

"Having fewer companies enables us to more effectively manage the program and create an easier user experience for people who are hoping to access these," DDOT Director Jeff Maroofian said in explaining the decision.

*[D.C. residents weigh in on the future of e-scooters in the District]*

"We're obviously disappointed by the ruling and are actively exploring ways to continue serving District residents in 2020," a Lime spokesman said.

"We're proud of our partnership we've enjoyed with the District, the community organizations we support, and our performance as the longest-serving operator in the city."

Since their arrival in 2017, scooters have become a popular option for those looking for an easy way to move around the District, which was one of the first U.S. cities to allow the services to operate. And while the two-wheeled vehicles have their share of detractors, there is no sign they are going away.

In October, the city announced plans to reduce the number of scooter operators in the District to four. Four slots were also set aside for e-bike operators. Thirteen scooter companies and five e-bike companies applied, according to DDOT. An interagency committee evaluated the applications on a 198-point scale and selected the top point-earners — Jump, Lyft, Skip and Spin.



Done



The selection of Skip raised some eyebrows after one of its scooters caught fire last summer. The company suspended operations for six weeks and acknowledged that past safety lapses had contributed to the scooter fire downtown and another at its warehouse involving batteries. The city allowed the company to resume operating in August, saying it had demonstrated that it was taking "clear steps" to ensure it was following best safety practices.



Under the new rules, the four companies can apply to expand their fleets on a semiannual basis. DDOT says it will grant expansions after evaluating a company's performance. For example, a company that starts with 2,500 scooters in April could potentially have 5,000 in service. If all four companies were to be approved for the maximum expansion, there could be 20,000 scooters operating in the city.

As part of their agreement to operate in the District, the companies must allow DDOT to install GPS trackers on a random sample of devices for research purposes and also must report within 24 hours any issue that could affect public safety. That includes criminal activity, traffic crashes and fires involving their devices.

*[Jump, Lift, Skip and Spin win bids to provide scooter service in D.C. in 2020.]*

The scooter companies also will be required to provide scooters in all eight wards of the city and will be limited to a maximum of 1,000 vehicles in the central business district. The 2020 permit increases to 20 the minimum number of vehicles that must be deployed in each ward by 6 a.m. daily and establishes "equity" zones, primarily east of the Anacostia River, where companies will be required to deploy at least 400 vehicles for use during the morning rush hour.

Done



As part of the effort to better manage complaints of scooters cluttering sidewalks, DDOT officials announced last month they are installing 100 off-sidewalk parking corrals for e-scooters and bicycles. The corrals will be placed in the area between stop signs and the start of parking zones to ensure that illegally parked cars do not block the visibility of crosswalks and intersections.

The corrals were first piloted in business-improvement districts and commercial areas where there were large numbers of dockless vehicles. The new locations will be placed in residential areas where sidewalks are narrower and more likely to be blocked when dockless scooters or bikes are left on them. (Here is a map of where the parking corrals will be placed.)



*This post has been corrected to reflect that Bolt and Razor, two companies that had previously operated in the District, opted not to appeal the December decision. In addition to Lime and Bird, three other companies, Helbiz, Wheels and Clevr Mobility did appeal DDOT's decision, but subsequently lost.*

Leo Aratan writes about transportation issues, including how people get around - or don't. Her beat includes airlines and airports, as well as the agencies that oversee them.

TOP STORIES



Sent from my iPad

## Sayers, Margery

---

**From:** Joel Broida <jbroida1@gmail.com>  
**Sent:** Tuesday, March 3, 2020 8:58 PM  
**To:** Foehrkolb Lynn; Baker Jeryl; kevinafitzgeraldmred@gmail.com; Hillen Robin; Dworkin Dean; Loeber Pat; Colavita Lisa; Eagan Lin; CouncilMail; Jung, Deb  
**Cc:** Broida Joel  
**Subject:** Four screen shots did the trick to capture the article some were unable open from the Washington Post about rental e-scooters in the District of Columbia

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Lynn.... I say, never say ever....it sometimes takes a work around. I understand your annoyance with ads and my major annoyance is robocalls at dinner time or just after. We may solve that by purchasing a new set of four phone that include an "call locker option."

While in Baltimore today to be with Gail for an appointment at Hopkins and by chance we saw two of the 2-wheel e-scooters. One was being ridden by a young man or ably on his way to work going east on Pratt Street. However, the second one was unattended resting in the middle of the sidewalk which is a good example of some of the issues concerning various neighborhoods in the District of Columbia.

Joel Broida

Done

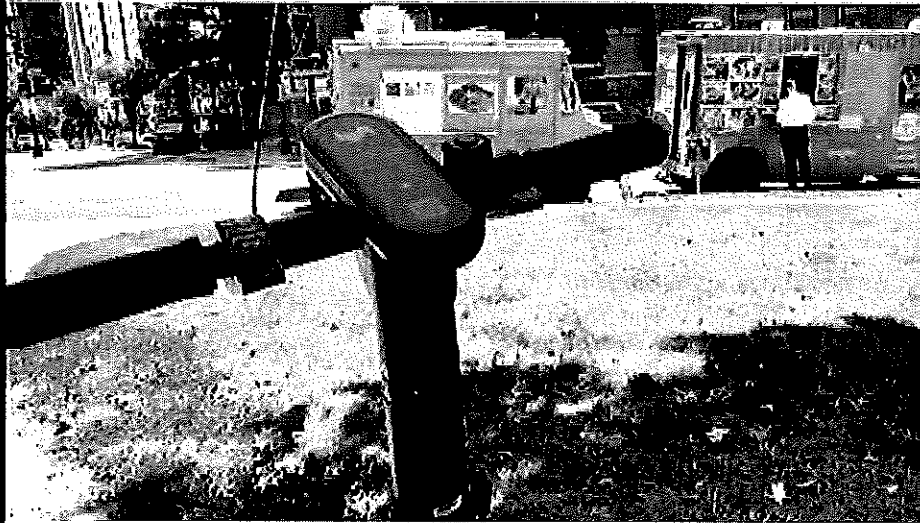


Gridlock

# Lime, Bird, three others lose appeals to operate scooters in D.C.

By Lee A. Fowler  
February 27 at 6:54 PM ET

The decision by the District Department of Transportation means only Jump, Lyft, Skip and Spin can operate in the city



A Lyft scooter at a station in D.C. The company is one of four that lost its appeal to operate scooters in D.C. after a 2020 ban by the Metropolitan Police.

The scooter companies Lime and Bird will have to leave the District come April 1 after losing their appeals to continue operating in the city.

The District Department of



AMSTERDAM  
ARCHITECTURE

Done



The District Department of Transportation announced in December that it had selected four of the eight companies that had been operating in the city to continue providing service under its revised e-scooter program. Jump, Lyft, Skip and Spin won bids to deploy a combined total of up to 10,000 scooters in the city. Lime and Bird appealed the decision, as did three other companies — Helbiz, Wheels and Clevr Mobility — who had hoped to operate in the District. Neither Bolt or Razor, which had been operating in the city, choose to appeal the decision. Bolt stopped operating at the end of December, when its permit expired, and Razor will cease operations at the end of March.



"Having fewer companies enables us to more effectively manage the program and create an easier user experience for people who are hoping to access these," DDOT Director Jeff Murootian said in explaining the decision.

*[D.C. residents weigh in on the future of e-scooters in the District]*

"We're obviously disappointed by the ruling and are actively exploring ways to continue serving District residents in 2020," a Lime spokesman said. "We're proud of our partnership we've enjoyed with the District, the community organizations we support, and our performance as the longest-serving operator in the city."

Since their arrival in 2017, scooters have become a popular option for those looking for an easy way to move around the District, which was one of the first U.S. cities to allow the services to operate. And while the two-wheeled vehicles have their share of detractors, there is no sign they are going away.

In October, the city announced plans to reduce the number of scooter operators in the District to four. Four slots were also set aside for e-bike operators. Thirteen scooter companies and five e-bike companies applied, according to DDOT. An interagency committee evaluated the applications on a 198-point scale and selected the top point-earners — Jump, Lyft, Skip and Spin.

Done



The selection of Skip raised some eyebrows after one of its scooters caught fire last summer. The company suspended operations for six weeks and acknowledged that past safety lapses had contributed to the scooter fire downtown and another at its warehouse involving batteries. The city allowed the company to resume operating in August, saying it had demonstrated that it was taking "clear steps" to ensure it was following best safety practices.



Under the new rules, the four companies can apply to expand their fleets on a semiannual basis. DDOT says it will grant expansions after evaluating a company's performance. For example, a company that starts with 2,500 scooters in April could potentially have 5,000 in service. If all four companies were to be approved for the maximum expansion, there could be 20,000 scooters operating in the city.

As part of their agreement to operate in the District, the companies must allow DDOT to install GPS trackers on a random sample of devices for research purposes and also must report within 24 hours any issue that could affect public safety. That includes criminal activity, traffic crashes and fires involving their devices.

*[Jump. Left. Skip and Spin win bids to provide scooter service in D.C. in 2020.]*

The scooter companies also will be required to provide scooters in all eight wards of the city and will be limited to a maximum of 1,000 vehicles in the central business district. The 2020 permit increases to 20 the minimum number of vehicles that must be deployed in each ward by 6 a.m. daily and establishes "equity" zones, primarily east of the Anacostia River, where companies will be required to deploy at least 400 vehicles for use during the morning rush hour.

Done



As part of the effort to better manage complaints of scooters cluttering sidewalks, DDOT officials announced last month they are installing 100 off-side-walk parking corrals for e-scooters and bicycles. The corrals will be placed in the area between stop signs and the start of parking zones to ensure that illegally parked cars do not block the visibility of crosswalks and intersections.

The corrals were first piloted in business-improvement districts and commercial areas where there were large numbers of dockless vehicles. The new locations will be placed in residential areas where sidewalks are narrower and more likely to be blocked when dockless scooters or bikes are left on them. (Here is a map of where the parking corrals will be placed.)



*This post has been corrected to reflect that Bolt and Razor, two companies that had previously operated in the District, opted not to appeal the December decision. In addition to Lime and Bird, three other companies, Helbiz, Wheels and Cleer Mobility did appeal DDOT's decision, but subsequently lost.*

Leti Avram writes about transportation issues, including how people get around - or don't. Her beat includes airlines and airports, as well as the agencies that oversee them.

TOP STORIES



Sent from my iPad

## Sayers, Margery

---

**From:** Joel Broida <jbroida1@gmail.com>  
**Sent:** Tuesday, March 3, 2020 12:13 AM  
**To:** Foehrkolb Lynn; kevinafitzgeraldmred@gmail.com; Hillen Robin; Dworkin Dean; Baker Jeryl; Loeber Pat; Colavita Lisa; Eagan Lin; Jung, Deb; Ball, Calvin; CouncilMail; Milton.Matthews@columbiaassociation.org  
**Cc:** Broida Joel  
**Subject:** The Washington Post: Lime, Bird, three others lose appeals to operate scooters in D.C.

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Lynn et al., I was unable to attend the County Council session this evening when the heavily amended CB3-2020 scooter bill was on the agenda.

*I sure hope that the Council was aware and considered the recent actions being taken by the District of Columbia by making several significant changes to alter their e-scooter regulations and a remarkable reduction in the number of scooter vendors as well as a reduction in the number of available rental scooters.*

Shame on us if we fail to learn from others successes and failures such as the one highlighted in the attached article about e-scooters in DC. There is still time to make sure we have set this program with forethought as you well know. It is essential that this endeavor is set up and carried out the first time. It will cost you in credibility and other realms if you ignore already known facts and truth.

Joel Broida, Howard County and Columbia Resident since 1970.

I thought you might like this story from The Washington Post.

Lime, Bird, three others lose appeals to operate scooters in D.C.  
The decision by the District Department of Transportation means that starting April 1, only Jump, Lyft, Skip and Spin will be allowed to operate in the city.

<https://www.washingtonpost.com/transportation/2020/02/27/lime-bird-bolt-razor-lose-appeals-operate-scooters-dc/>

Sent from my iPad



## Sayers, Margery

---

**From:** joel hurewitz <joelhurewitz@gmail.com>  
**Sent:** Monday, March 2, 2020 1:24 PM  
**To:** CouncilMail  
**Cc:** Eatough, Christopher; Gartner, Bruce; Sager, Jennifer; Kuc, Gary  
**Subject:** Re: CB3-2020 Additional Clarifying Amendments are Needed

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council,

I generally support the proposed amendments to CB3. However, I still believe that for the sake of clarity and completeness that a specific amendment is needed to include in Section 21.503 the electric scooter hearing under the powers and duties of the Multimodal Transportation Board. None of the current enumerated powers clearly include the electric scooter hearing. This is the section where the public would primarily look to find the powers of the board, not in the subtitle on electric scooters.

Sincerely,

Joel Hurewitz

On Mon, Feb 3, 2020 at 5:43 AM joel hurewitz <[joelhurewitz@gmail.com](mailto:joelhurewitz@gmail.com)> wrote:

Dear Council,

In addition to the Columbia Village covenant provision, additional clarifying amendments to CB3-2020 in the spirit of Amendment 1 are also appropriate.

In places where electric scooters are to be regulated or prohibited, the provisions and signage requirements in Title 19, Subtitle 5 - Public Recreation on Private Lands and Section 21.403 need clarification. In particular, electric scooter riders are unlikely to understand that scooters are legally considered as bicycles when reading any sign that prohibits bicycles.

Section 21.503 should be amended to add a scooter permit public hearing to the Multimodal Transportation Board's duties and responsibilities.

Title 28 should be amended to add scooters to the duties and reporting requirements of the Downtown Columbia Partnership.

In addition, there does not appear to be a provision in CB3 to require that the Office of Transportation will conspicuously post the permit, supporting documentation, complaint, and contact information on the Office's webpage.

Please let me know if you have any questions.

Sincerely,

Joel Hurewitz

### CB3 E-Scooter Amendment Requests

<b>Amendment File Name/Status</b>	<b>Short Description</b>	<b>Explanation</b>
	"Columbia Planning Area" zone for defining usage area	Drafting from the Administration. The Councilmember asked for the map of the planning area to be attached but OoT felt that this is a standard DPZ zoning map that didn't need legislative definition/submission.
	Amend Amendment 6 to task the Multimodal Transportation Board with giving recommendations on the content of the form of the permit.	Drafting from the Administration.
<b>Safety/CMJung Final draft complete</b>	Scooter condition	A permit holder shall ensure that each scooter that the holder provides to a user under this subtitle is in good working condition and meets the safety and quality standards that the Office of Transportation requires.
<b>Contact/CMJung Final draft complete</b>	Permit holder contact information	Each scooter must include a prominent label that provides the name and contact information of the permit holder.
<b>Fee/CMJung Final draft NOT Complete</b>	Permit fee	\$10,000 and shall be changed by Council

<b>Report/CMJung Final draft NOT complete</b>	Reporting requirements	The Office of Transportation shall submit to the County Executive and, subject to Section 22.1000 of the County Code, the County Council a report on the operation of the publicly accessible electric scooter sharing system. The report shall include information about the activities of each permit holder; the cost to the County of operating the publicly accessible electric scooter sharing system; an analysis of any complaints related to the system received by the public property owners, or governmental units; and recommendations for changes to the subtitle or permits. The initial report under this section shall be submitted eight months after the day the first permit is issued. Subsequent reports shall be issued each year on the eight-month anniversary of the day the first permit is issued.
<b>Pilot/CMJung Final draft complete</b>	Pilot	This subtitle is the Pilot Howard County Scooter Sharing System Act
<b>Duties/CMJung Final draft complete</b>	Duties of OoT defined	The Office of Transportation shall develop an operations plan to carry out this subtitle. The Office of Transportation shall have a website that includes the operations plan and information about how to contact each permit holder.
<b>Applicant/CMJung Final draft complete</b>	Applicant good standing	Proof satisfactory to the Office of Transportation that the applicant is a business entity in good standing and that demonstrates that the applicant has the capacity and experience to successfully operate a publicly accessible electric scooter sharing system;
<b>Final/CMJung Final draft</b>	Terms of permit	A permit expires one year after the day that the permit is issued. A permit may not be renewed, however, a permit holder may apply for a new permit. The Office of Transportation may issue a second or subsequent permit with an effective date that allows for continuity of the business of the applicant.

**Revocation/CMJung**  
**Final Draft Not**  
**Complete**

Revocation

Office of Transportation may deny, suspend, or revoke a permit issued under this subtitle if the applicant or permit holder knowingly makes a false representation or false statement in an application report or other document that the permit holder submits or is required to keep under this subtitle; is convicted under the laws of the US or any state of a felony or a misdemeanor that is directly related to the fitness and qualification of the permit holder to engage in the activities allowed under the permit; violates any provision of this subtitle or any term or condition of the permit; fails to maintain the insurance or bond required by this subtitle; operates or attempts to operate a publicly accessible electric scooter sharing system within the public right-of-way without holding a permit to do so. Before the Office Transportation takes any final action under subsection A of this section, the office shall give the person against whom the action is contemplated an opportunity for a hearing before the office. Notice of the opportunity for a hearing shall be sent by certified mail to the last known address of the person. The person may be represented at the hearing by counsel. If, after notice, the person against whom the action is contemplated declines to participate in a hearing or fails to appear, the office may, nevertheless, hear and determine the matter.

**Sayers, Margery**

---

**From:** Steve Singer <sws@DedicatedResponse.com>  
**Sent:** Saturday, February 8, 2020 6:11 PM  
**To:** CouncilMail  
**Cc:** Ball, Calvin  
**Subject:** CB3-2020  
**Attachments:** Badeau 2019.pdf; Buehler AJPH.2016.pdf; Electric Scooters AJPH.2019.305499.pdf; Trivedi\_2019\_oi\_180307.pdf

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Attached is a sample of four recent scientific articles (out of 15 found in a survey of PubMed, the National Institutes of Health medical archive on February 2).

These articles link an increase in serious traffic injuries to the introduction of electric scooters.

This is not surprising; while driving in Baltimore over the past eighteen months, I have personally witnessed more than half a dozen unsafe uses --riders nearly always without helmets, two middle-school children riding in tandem on one scooter, an adult driving a scooter with a pre-schooler grinning and hanging on for dear life.

Caution should prompt the Council to amend this bill, asking health experts within the County government to:

- a) evaluate the recent literature;
- b) consult with colleagues in Baltimore City and other nearby jurisdictions where scooters have been introduced;
- c) provide an informed, written report to the Council about how best to mitigate safety risks.

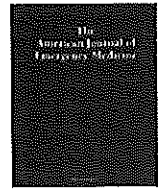
Such a study and report should precede the setup of any permitting process or its approval.



Steve Singer

9430 Diamondback Drive  
Columbia, Maryland 21045-1812

Telephone: +1 410 730 8722  
Email: sws@DedicatedResponse.com



## Brief Report

## Emergency department visits for electric scooter-related injuries after introduction of an urban rental program



Austin Badeau, MD<sup>a</sup>, Chad Carman, DO<sup>b</sup>, Michael Newman, MS<sup>a</sup>, Jacob Steenblik, MPH, MHA, BSN<sup>a</sup>, Margaret Carlson, BS<sup>a</sup>, Troy Madsen, MD<sup>a,\*</sup>

<sup>a</sup> University of Utah School of Medicine, Salt Lake City, UT, United States of America

<sup>b</sup> Salt Lake Regional Medical Center, Salt Lake City, UT, United States of America

## ARTICLE INFO

## Article history:

Received 1 April 2019

Received in revised form 29 April 2019

Accepted 2 May 2019

## ABSTRACT

**Background:** Providers in Salt Lake City emergency departments (EDs) anecdotally noted a significant number of electronic scooter (e-scooter)-related injuries since the launch of e-scooter rentals in the downtown area in June 2018. The aim of this study was to quantify and characterize these injuries.

**Methods:** We reviewed the electronic medical records of the University of Utah ED and the Salt Lake Regional Medical Center ED. Using a broad keyword search for “scooter,” we examined all notes for ED visits between June 15–November 15, 2017, and June 15–November 15, 2018, and identified e-scooter related injuries. The 2017 data pre-dated the launch of the e-scooter share programs in Salt Lake City and served as a control period.

**Results:** We noted 8 scooter-related injuries in 2017 and 50 in 2018. Injury types from the 2018 period included: major head injury (8%); major musculoskeletal injury (36%); minor head injury (12%); minor musculoskeletal injury (34%); and superficial soft tissue injury (40%). 24% of patients presented via ambulance and 6% presented as a trauma activation. 16% of patients required hospital admission and 14% had an injury requiring operative repair. 16% reported alcohol intoxication and none of the patients reported wearing a helmet at the time of the injury.

**Conclusion:** Since the launch of e-scooter share programs in Salt Lake City, we have seen a substantial increase in e-scooter related trauma in our EDs. Of particular note is the number of patients with major head injuries and major musculoskeletal injuries.

© 2019 Elsevier Inc. All rights reserved.

## 1. Introduction

Modes of transportation in the United States continue to evolve with our advancing technology and desire to find more economical and environmentally conscious mediums of traveling in cities. Perhaps none more evident of this are the “dockless e-scooter share” electric scooters (e-scooters) that have appeared on the sidewalks and streets of over 100 cities in 20+ states. [1] While safety regulations between these e-scooter companies and city officials who grant their business licenses appear to have been discussed, there are a growing number of reports from around the country highlighting the numerous injuries that have occurred while riding e-scooters. [2–5]

Physicians in Salt Lake City emergency departments (EDs) noted a significant number of e-scooter-related injuries since the launch of e-scooters in the downtown area in June 2018. We suspect that emergency departments around the country are witnessing a similar pattern of ED visits related to e-scooter accidents. We hypothesized that our

investigation would reveal an increase in the number of e-scooter related injuries presenting to urban EDs after the launch of the dockless e-scooter share companies in Salt Lake City. The aim of this study was to quantify and characterize the nature of these injuries.

## 2. Methods

We conducted a retrospective review of the electronic medical record at the University of Utah Hospital Emergency Department and Salt Lake Regional Medical Center Emergency Department to evaluate patients presenting to the emergency department with e-scooter related injuries between June 15–November 15, 2017, as well as June 15–November 15, 2018. The 2017 time period pre-dated the launch of e-scooter share programs in Salt Lake City and served as a control arm of our study. We recognized that e-scooters existed prior to the launch of area rental programs and used this 2017 period as a baseline for scooter-related injuries prior to the wider availability through rental programs.

The University of Utah Hospital Emergency Department is an urban, academic, Level 1 Trauma Center, located in Salt Lake City with

\* Corresponding author.

E-mail address: [troy.madsen@hsc.utah.edu](mailto:troy.madsen@hsc.utah.edu) (T. Madsen).

**Table 1**  
Patient presentation characteristics during the 2018 study period

Characteristic	Average/% of total
Female gender	50%
Age	34 years (range: 18–72)
Arrival via ambulance	24%
Trauma activation	6%
Alcohol intoxication	16%
Helmet use	0%

approximately 50,000 patient visits per year. Salt Lake Regional Medical Center is an urban community emergency department located in downtown Salt Lake City with approximately 10,000 patient visits per year.

We queried ED records of the University of Utah Hospital and Salt Lake Regional Medical Center for patients who presented to the ED during the two study periods of June 15–November 15, 2017, and June 15–November 15, 2018, by searching for occurrences of the word “scooter” within any text note generated during the ED encounter. We did not utilize billing codes (International Classification of Diseases, Tenth Revision, Clinical Modification – ICD-10-CM) typically used to identify patients in retrospective studies due to the lack of e-scooter accident codes within ICD-10-CM.

The lead study investigators (AB, CM, TM), then reviewed individual records generated through the broad search, including ED Triage Notes, ED Provider Notes, History and Physicals, Consult Notes, and Discharge Summaries. We excluded encounters that had been flagged due to the use of the term “scooter” but which involved knee scooters, mobility scooters, Rascal® scooters, mopeds, motorcycles, and non-motorized foot powered scooters (i.e. Razor®).

We calculated the total number of e-scooter related ED visits at each institution for both study time periods. For patient encounters that met the inclusion criteria in the 2018 time period, we collected basic patient demographic data as well as details of the injury. We analyzed the data utilizing descriptive statistics, with data presented utilizing percentages for categorical variables and means for continuous variables (STATA v. 12.0, StataCorp, College Station, TX).

The primary study outcome was the number of ED visits related to e-scooter related trauma during the two study periods. Our secondary outcomes included: type and location of injury or injuries, whether the patient was helmeted, whether the patient reported being intoxicated at the time of the accident, the location of the accident (sidewalk, bike lane, road, etc.), the patient's disposition from the ED (home,

admitted to the hospital, taken to the operating room), whether the patient's visit triggered a trauma activation, means of patient arrival (private vehicle versus ambulance), and the type of e-scooter involved in the accident (privately owned, rental, or not reported).

### 3. Results

During the 2017 study period, eight e-scooter related visits presented to the two EDs. During the 2018 study period, 50 e-scooter related visits presented to the EDs: 13 at Salt Lake Regional Medical Center and 37 at the University of Utah Hospital. Half of patients injured during the 2018 study period were female, with an age range of 18–72 years old and an average age of 34 years. (Table 1)

Injury types included: major head injury (skull fracture and intracranial hemorrhage) 4 patients (8%); major musculoskeletal injury (fractures and dislocations): 18 patients (36%); minor head injury (closed head injury/concussion) 6 patients (12%); minor musculoskeletal injury (sprains and strains): 17 patients (34%); and superficial soft tissue injury (abrasions, hematomas, and lacerations): 20 patients (40%). Fourteen patients (28%) presented with multiple injury types and thus received more than one classification. (Fig. 1).

Twelve patients (24%) arrived to the ED via ambulance. Three patients (6%) were designated as trauma activations and had mobilization of all of the associated personnel and resources. Eight patients (16%) required hospital admission and 7 patients (14%) had an injury requiring operative repair. (Table 1).

Twenty-two (44%) patients reported that the accident occurred on a sidewalk. Eight patients (16%) reported alcohol intoxication at the time of the accident, and none of the patients reported wearing a helmet at the time of the injury. One patient (2%) reported that the e-scooter was privately owned and was not a rental e-scooter. (Table 1).

### 4. Limitations

Limitations of this study include its retrospective design, single city (though multi-center) patient population, and its limited study period. Due to its retrospective nature, this study relied on the accuracy and completeness of the electronic medical record. As e-scooter related injuries are a relatively new phenomenon in the ED we were not able to reliably use billing codes (International Classification of Diseases, Tenth Revision, Clinical Modification – ICD-10-CM) typically used to identify patients in retrospective studies. Instead we performed a string search for “scooter” for every note associated with an ED encounter during

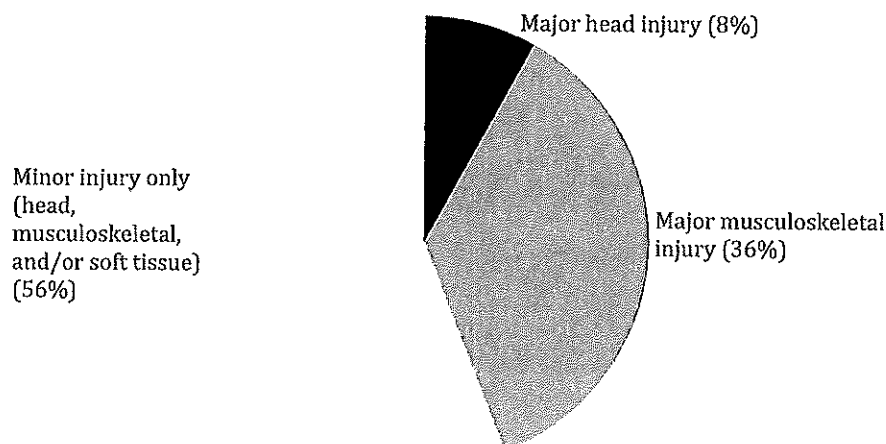


Fig. 1. Injury types during the 2018 study period.

the study periods. Using this method, we feel we were able to accurately measure our primary outcome.

Collecting complete information on some of our secondary outcomes was more limited by the retrospective nature of the study. In particular, we were limited by provider documentation when evaluating whether the patient was wearing a helmet, whether the patient was intoxicated, the location of the accident, and whether the e-scooter was a rental versus a personally owned e-scooter.

Also limiting this study was its single city patient population. Though the study involved two centers, they both serve the downtown Salt Lake City area. City characteristics are an important consideration when attempting to generalize the results of this study. For example, city population, population density, city layout, topography, availability of sidewalks, availability of bike lanes, robust public transportation system, and weather could all affect the incidence of e-scooter related trauma.

Lastly, this study was limited by a five-month study period. The decision to limit our evaluation to give months was multifactorial. Given the ever-increasing presence of e-scooters in our city and around the country we felt a public health/safety responsibility to provide a timely (even if limited) evaluation of e-scooter related trauma seen at our institutions. Additionally, given cold, snowy conditions during the winter months in Salt Lake City we anticipated a significant decrease in e-scooter usage following our study period. We even speculated that the fleet of scooters may be removed during the winter months by their respective companies. This of course means that the incidence we witnessed during our 5-month period cannot be extrapolated to create an expected annual incidence of e-scooter related trauma in Salt Lake City. In more temperate climates (i.e. California, Texas, etc.) we expect that e-scooter use remains more consistent throughout the year.

## 5. Discussion

Since the launch of e-scooter share programs in Salt Lake City, we have seen a 625% increase in e-scooter related trauma in our EDs. The total number of e-scooter related trauma in our city is probably under-represented in this study as many patients likely present to urgent care clinics or primary care clinics as witnessed on the University of Texas at Austin campus where 110 scooter-related injuries were treated at the on-campus primary care clinic in a 3-month period. [5] We suspect that EDS around the country in cities with similar scooter share programs are witnessing a similar pattern of ED visits related to e-scooter accidents. This hypothesis has been borne out in recent studies and publications which have also observed a significant number of e-scooter related traumas. [2-6]

Of note, we saw a large number of patients with major/minor head injuries and no patients reported helmet use. Our findings do not appear to be unique; a similarly designed study out of UCLA Medical Center also reported 100 head injuries (40.2%) with only 4.4% of the total 249 patients wearing a helmet. Lack of helmet use was again observed in 94.3% of riders during a public observation component of this study. [3]

These findings are particularly troubling given what the medical community has learned about the short- and long-term sequelae of head trauma (even "minor") in the last decade. While e-scooter user agreements and their respective companies publicly encourage helmet use, recently passed legislation in California allows riders over 18 years old to ride without wearing a helmet. [7,8] Also concerning is that 22 (44%) of the accidents in our study reportedly occurred on sidewalks which are prohibited from e-scooter use in Salt Lake City. In the

observational component of the UCLA study, 26.4% of riders were riding on sidewalks. [3]

In conclusion, our study demonstrates a significant increase in e-scooter related trauma since the launch of dockless e-scooters in Salt Lake City. These injuries included a substantial percentage of head injuries and major orthopedic injuries. We anticipate a growing number of e-scooter related trauma in our EDs and around the country as e-scooter use continues to increase.

## Meetings

Presented at the Annual Meeting of the Society for Academic Emergency Medicine, May 14–17, 2019, Las Vegas, NV.

## Grants

None.

## Conflicts of interest

None of the authors has any conflicts of interest to report.

## Author contributions

AB and TM conceived the study. CC was responsible data collection, data analysis and data organization at Salt Lake Regional Medical Center. MN, JS, and MC were responsible for data collection at the University of Utah. AB and TM were responsible for data analysis and data organization at the University of Utah. AB drafted the manuscript, and all authors contributed substantially to its revision. TM takes responsibility for the paper as a whole.

## References

- [1] Ellingson, A. Year-old Bird surpasses 10 million rides. L.A. Biz. <https://www.bizjournals.com/losangeles/news/2018/09/20/year-old-bird-surpasses-10-million-rides.html>. Published September 20, 2018. Accessed March 24, 2019.
- [2] Felton, R. E-Scooter Ride-share industry leaves injuries and angered cities in its path. A Consumer Reports investigation finds 1,500 e-scooter injuries across the country, and many hospitals still don't track them. Consum Rep. <https://www.consumerreports.org/product-safety/e-scooter-ride-share-industry-leaves-injuries-and-angered-cities-in-its-path> Published February 5, 2019. Accessed March 21, 2019.
- [3] Trivedi TK, Lui C, Antonio AL, Wheaton N, Kreger V, Yap A, et al. Injuries associated with standing electric scooter use. *JAMA Netw Open* 2019;2(1).
- [4] Woodyard, C. Study: Electric scooters sending lots of riders to emergency rooms with injuries. USA Today. <https://www.usatoday.com/story/news/nation/2019/01/25/scooters-injuries-hospitals-emergency-rooms-jama-bikes-study/2665343002>. Published January 25, 2019. Accessed March 14, 2019.
- [5] Jervis, R. Are scooters safe? Government scientists study health risks as scooters descend on cities. USA Today. <https://www.usatoday.com/story/news/2018/12/13/dockless-scooters-austin-cdc-study-health-risk/2298911002>. Published December 13, 2018. Accessed March 14, 2019.
- [6] Felton, R. Electric scooter injuries on the rise as riders go without helmets. Head injuries and fractures are common, a UCLA study finds. Consum Rep. <https://www.consumerreports.org/product-safety/electric-scooter-injuries-rise-as-riders-go-without-helmets>. Published January 25, 2019. Accessed March 21, 2019.
- [7] Flora H, Chen P, Gloria T, Low E, AB-2989 motorized scooter; use of helmet: maximum speed. California Legislative Information. [https://leginfo.ca.gov/faces/billTextClient.xhtml?bill\\_id=201720180AB2989](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB2989) Published August 31, 2018. Accessed March 24, 2019.
- [8] Gomez L. Riding an e-scooter without a helmet to be legal in California. What could go wrong? San Diego Union-Tribune. <https://www.sandiegouniontribune.com/opinion/the-conversation/sd-callifornia-helmets-optional-forelectric-scooters-20180920.htmlstory.html> Published September 20, 2018. Accessed March 24, 2019.



# Trends in Walking and Cycling Safety: Recent Evidence From High-Income Countries, With a Focus on the United States and Germany

Ralph Buehler, PhD, and John Pucher, PhD

**Objectives.** To examine changes in pedestrian and cyclist fatalities per capita (1990–2014) and per kilometer (2000–2010) in selected high-income countries, and in fatalities and serious injuries per kilometer by age in the United States and Germany (2001–2009).

**Methods.** We used Organisation for Economic Cooperation and Development data to estimate 5-year annual averages of per-capita fatalities relative to the 1990–1994 average. To control for exposure, we divided fatalities and serious injuries by kilometers of walking or cycling per year for countries with comparable data from national household travel surveys.

**Results.** Most countries have reduced pedestrian and cyclist fatality rates per capita and per kilometer. The serious injuries data show smaller declines or even increases in rates per kilometer. There are large differences by age group in fatality and serious injury rates per kilometer, with seniors having the highest rates. The United States has much higher fatality and serious injury rates per kilometer than the other countries examined, and has made the least progress in reducing per-capita fatality rates.

**Conclusions.** The United States must greatly improve walking and cycling conditions. All countries should focus safety programs on seniors and children. (*Am J Public Health*. 2017;107:281–287. doi:10.2105/AJPH.2016.303546)

separate fatality rates for walking and cycling over time. Nor do they control for exposure rates such as the number of trips, distance, or hours walked and cycled, which are crucial in measuring the safety of these 2 nonmotorized modes.<sup>1</sup> Yet another gap in the OECD reports is the variation in walking and cycling safety by age group. Several studies suggest that children and seniors are especially vulnerable to walking and cycling injuries and fatalities.<sup>4,11</sup>

We first show trends in pedestrian and cyclist fatalities per capita from 1990 to 2014 for 11 major OECD countries on 4 continents to provide a broader context for the narrower analysis of the United States and Germany that follows. Most of the article is devoted to a detailed analysis of changes between 2001–2002 and 2008–2009 in pedestrian and cyclist fatalities and serious injuries per kilometer in the United States and Germany, disaggregated by the same 4 age groups used in both countries' national travel surveys: 5 to 14, 15 to 24, 25 to 64, and 65 years and older. We focused on the United States and Germany because their 2 most recent national travel surveys are almost identical in methodology and timing, and because their data on fatalities and serious injuries are comparably defined.<sup>12</sup> The 2 countries are similar in other respects as well: high per-capita incomes, high rates of car ownership, nearly identical rates of driver licensing, extensive high-quality road networks, and similarly advanced systems of emergency medical care, both at the crash site

Improved traffic safety for pedestrians and cyclists is an important goal of public health policies in countries throughout the world.<sup>1–3</sup> The World Health Organization (WHO) has identified traffic injuries and fatalities as among the world's 5 most important causes of unnatural death, with predictions that they will become the leading cause by 2030.<sup>2</sup> As of 2015, they were already the leading cause of unnatural death among persons in the group aged 15 to 29 years. Reducing pedestrian and cyclist deaths and injuries is obviously a benefit in itself. In addition, however, safer walking and cycling conditions have been shown to increase levels of walking and cycling, especially among vulnerable or risk-averse groups such as children, seniors, and women.<sup>4–9</sup> Increasing walking and cycling rates would help raise the low physical activity levels in most developed countries, thus contributing to improved public health.<sup>3,5,10</sup>

The Organisation for Economic Cooperation and Development (OECD) issues

annual reports with international comparisons of traffic safety over recent decades.<sup>1</sup> The OECD reports falling rates of total traffic fatalities per capita in most developed countries, including the United States, where traffic fatalities per capita fell by 46% from 1990 to 2014.<sup>1</sup> There are large differences among countries, however, and the United States has suffered for many years from a much higher traffic fatality rate per capita than most other OECD countries. In 2014, for example, the per-capita fatality rate in the United States was 2 to 3 times higher than that in most Western European countries.<sup>1</sup> The OECD's published reports do not include

## ABOUT THE AUTHORS

Ralph Buehler is with the School of Public and International Affairs, Virginia Tech, Alexandria. John Pucher is with the Bloustein School of Planning and Public Policy, Rutgers University, New Brunswick, NJ.

Correspondence should be sent to Ralph Buehler, PhD, Associate Professor in Urban Affairs and Planning, School of Public and International Affairs, Virginia Tech, Alexandria Center, 1021 Prince St, Suite 200, Alexandria, VA 22314 (e-mail: ralphbu@vt.edu). Reprints can be ordered at <http://www.ajph.org> by clicking the "Reprints" link.

This article was accepted October 22, 2016.  
doi: 10.2105/AJPH.2016.303546

and in hospitals.<sup>12–14</sup> As noted in the Discussion section, however, there are large differences in government policies toward walking and cycling, thus highlighting the importance of public policies in improving pedestrian and cyclist safety.

## METHODS

For annual data on pedestrian and cyclist fatalities, we used the official national traffic fatality data reported by each member country to OECD, which expresses them as annual totals as well as per-capita rates to enable comparison among countries of different sizes.<sup>1</sup> For almost all countries, the fatalities include deaths occurring within 30 days of the injury. The OECD's fatality statistics are based on police reports, which underestimate pedestrian and cyclist fatalities, as noted in our discussion of data limitations later in this article.<sup>1,15</sup> Because only a few countries have alternative sources of fatality data, we used the OECD data to ensure the same definition of traffic fatalities and the same reporting method for all countries. Upon special request by the authors, OECD provided fatality data disaggregated by mode of travel (e.g., pedestrian vs cyclist) and by age group (5 to 14, 15 to 24, 25 to 64, and ≥ 65 y).<sup>16</sup> For per-capita comparisons, we used the OECD's estimates of fatalities per 100 000 population, based on fatality and population data provided by countries to the OECD.

Especially in countries with low cycling levels, cyclist fatalities can fluctuate widely from year to year because of small numbers. To smooth out fluctuations and provide more reliable estimates, we calculated 5-year annual averages of fatalities per 100 000 population for both cyclists and pedestrians: 1990–1994, 1995–1999, 2000–2004, 2005–2009, 2010–2014. We only used the OECD data since 1990 to include Germany, which was reunified in 1990.

To focus on trends since 1990, we showed all per-capita fatality rates relative to the base period of 1990–1994. This also controlled indirectly (albeit imperfectly) for the very different levels of walking and cycling in the various countries. Expressing per capita rates relative to 1990 avoids the unfair comparison of countries with different walking and cycling levels and focuses instead

on the degree of improvement in each country since 1990. It is only possible to calculate per-kilometer fatality rates for a few countries with reliable exposure data from comparable travel surveys, which explains the widespread use of per-capita rates by international organizations (such as OECD) to compare traffic safety among many countries.

Whereas the per-capita data are based on population-level numbers, the per-kilometer rates require sample estimates from national travel surveys to calculate exposure levels. The samples from such surveys are scaled up to the population level by using representative weights. In our analysis, we calculated total kilometers walked and cycled—by age group and in total—over roughly the decade of 2000 to 2010 (slightly different survey years) for the United States, Germany, the United Kingdom, the Netherlands, and Denmark.<sup>17–21</sup> We divided those exposure levels into the 5- or 6-year annual average pedestrian or cyclist fatalities for the period bracketing each country's survey years: the 2 years before, during, and after the US and German surveys (which were both conducted over a 2-year period), and the 2 years before, during, and after the UK, Dutch, and Danish surveys (1-year survey period).

It was only possible to calculate confidence intervals for the United States and Germany. The authors had access to the micro data sets for both of their travel surveys, thus enabling calculation of confidence intervals and a *t* test of the statistical significance of differences between the countries and over time. As shown in Table A in Appendix A (available as a supplement to the online version of this article at <http://www.ajph.org>), the US and German travel surveys are highly comparable, using the same methodology and timing (2001–2002 and 2008–2009). Access to the micro data sets for the United Kingdom, the Netherlands, and Denmark was denied to the authors, and the agencies that conducted the surveys were not willing to calculate the standard deviations of estimates necessary for our analysis.

Moreover, the British, Dutch, and Danish surveys used slightly different age categories and survey years than those of the US and German surveys. Thus, the remainder of this article focuses on the United States and

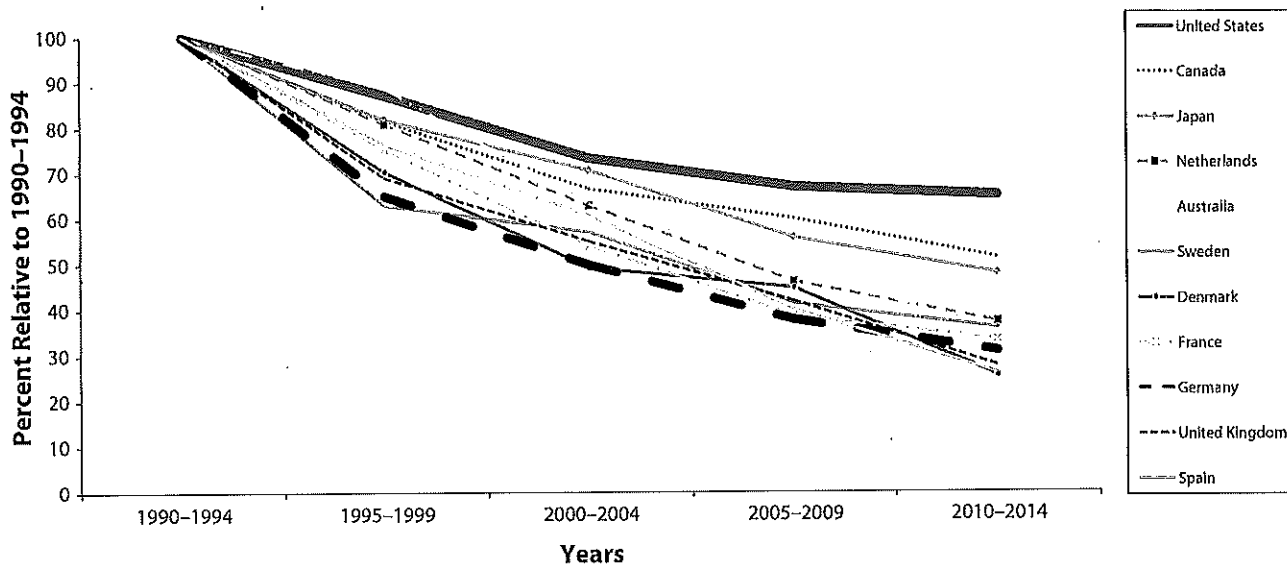
Germany. Nevertheless, we include Figures A and B in Appendix B, available as a supplement to the online version of this article at <http://www.ajph.org>, for readers who are interested in the 5-country comparison of fatality rates per kilometer, even though data for the United Kingdom, the Netherlands, and Denmark do not permit calculation of confidence intervals, and thus do not enable firm conclusions about statistical significance.

This article's comparison of severe pedestrian and cyclist injury rates per kilometer is limited to the United States and Germany for the same reason. In addition, the United Kingdom, the Netherlands, and Denmark had definitions of severe injuries that were not exactly comparable to those used in the United States and Germany (overnight hospitalization), but instead included lists of specific kinds of injuries categorized as serious, often in combination with the hospitalization criterion.<sup>1</sup> For both the United States and Germany, we calculated 2-year annual averages of serious injuries because both of their travel surveys were over the same 2-year periods.

There is one difference in the severe injury data in the United States and Germany. The German data are population-level numbers, based on comprehensive, nationwide collection of police reports combined with hospital reports on the status of patients.<sup>22</sup> The US data are sample estimates from the Centers for Disease Control and Prevention's (CDC's) WISQARS injury database derived from hospital reports and not police reports.<sup>23</sup> The CDC uses representative weights to scale up the sample results to population levels. Thus, the US ratios of serious injuries to kilometers walked or cycled are sample estimates of injuries divided by sample estimates of kilometers traveled. The German ratio is the population-level number of injuries divided by a sample estimate of kilometers traveled. Appendix C (available as a supplement to the online version of this article at <http://www.ajph.org>) provides details of the methodology used to calculate fatality and injury rates, confidence intervals, and a *t* test of statistical significance.

## RESULTS

Figures 1 and 2 show trends in pedestrian and cyclist fatality rates per 100 000



Note. For comparison, the 1990-1994 average was set at 100%.

Source. Calculated by the authors on the basis of data from the Organisation for Economic Cooperation and Development.<sup>16</sup>

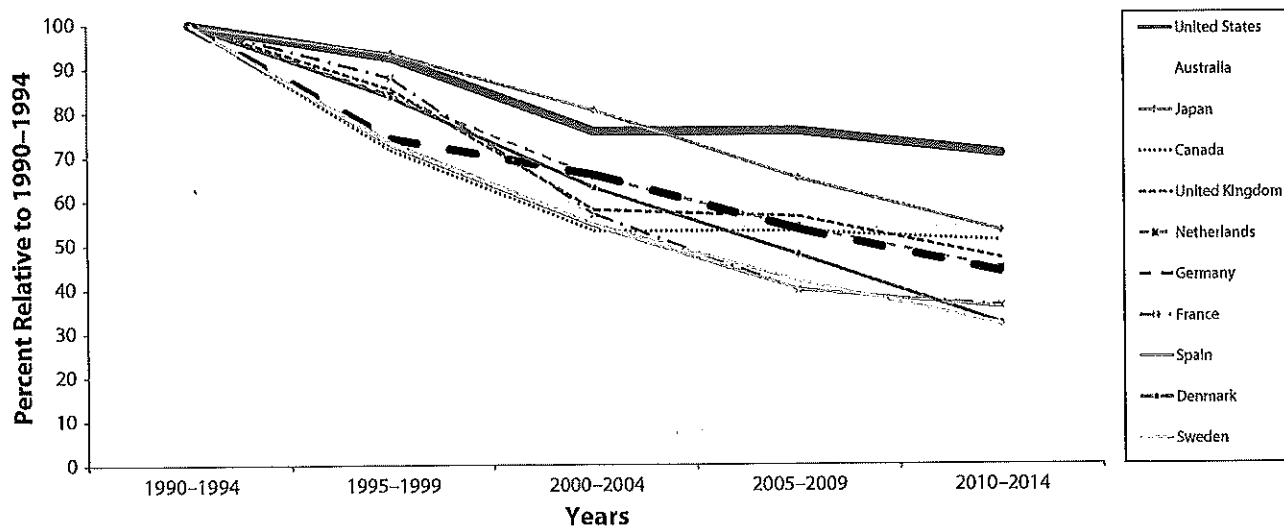
**FIGURE 1—Trend in Pedestrian Fatality Rate per 100 000 Population 1990-2014, 5-Year Annual Averages Relative to 1990-1994 Average**

population in the United States, Canada, Australia, Japan, the United Kingdom, the Netherlands, Sweden, Denmark, Germany, France, and Spain. Both the fatality and population data on which the rates are based are population-level numbers and not sample estimates. Rates are shown as 5-year annual averages for 5 periods, with those average rates

expressed relative to the average for the base period of 1990-1994.

Without exception, all 11 countries succeeded in reducing pedestrian and cyclist fatality rates per capita between the periods of 1990-1994 and 2010-2014. By far, the least progress has been made in the United States. Its pedestrian fatality rate per capita fell by 35%

compared with 49% in Canada, 52% in Japan, and 63% to 75% in Australia and the 7 Western European countries. Similarly, the cyclist fatality rate in the United States fell by 30% compared with 46% in Australia, 47% in Japan, 49% in Canada, and by 53% to 68% in Western Europe. These per-capita rates do not adjust for changes in walking and cycling



Note. For comparison, the 1990-1994 average was set at 100%.

Source. Calculated by the authors on the basis of data from the Organisation for Economic Cooperation and Development.<sup>16</sup>

**FIGURE 2—Trend in Cyclist Fatality Rate per 100 000 Population 1990-2014, 5-Year Annual Averages Relative to 1990-1994 Average**

levels over time, but the large percentage reductions suggest improvement in walking and cycling safety.

Table 1 shows pedestrian and cyclist fatality rates per 100 million kilometers walked and biked in the United States and Germany for 2001–2002 and 2008–2009, disaggregated by the same 4 age groups in each country: 5 to 14, 15 to 24, 25 to 64, and 65 years and older. In both survey periods, fatality rates in the United States were significantly higher than in Germany for all age groups ( $P < .05$ ). In 2008–2009, for the population as a whole, pedestrian fatality rates in the United States were about 5 times higher than in Germany (9.7 vs 1.9) and more than 3 times higher for cyclists (4.7 vs 1.3).

There is, however, much variation among age groups. The fatality rate for senior pedestrians is roughly twice as high as for the population as a whole in both the United States (21.5 vs 9.7) and Germany (3.8 vs 1.9). Similarly, the fatality rate for senior cyclists is much higher than average in both the United States (7.6 vs 4.7) and Germany

(4.2 vs 1.3). By comparison, children have much lower fatality rates per kilometer walked than the population as a whole in both countries: 2.9 versus 9.7 (United States) and 0.9 versus 1.9 (Germany). Children have slightly lower fatality rates per 100 million kilometers cycled: 4.1 versus 4.7 (United States) and 0.9 versus 1.3 (Germany). In both the United States and Germany, fatality rates per 100 million kilometers declined for both pedestrians and cyclists and among all age groups from 2001–2002 to 2008–2009. The declines were statistically significant except for German pedestrians aged 15 to 24 years and 25 to 64 years—for which rates fell only slightly—and for US pedestrians and cyclists aged 15 to 24 years and 65 years and older, 2 age groups with small sample sizes in the National Household Travel Survey.<sup>18</sup>

As already noted, we could not calculate confidence intervals for fatality rates per 100 million kilometers estimated for the Netherlands, Denmark, and the United Kingdom. For their populations as a whole, however, the fatality rates for the Netherlands and

Denmark are so low, and their levels of walking and cycling are so high (yielding large sample sizes),<sup>24</sup> that the estimated rates are almost certainly statistically significantly lower than those for the United States. For example, for all age groups combined, the estimated pedestrian fatality rate per 100 million kilometers in 2010 was 1.2 in the Netherlands and 2.5 in Denmark, compared with 9.7 in the United States (Figure A in Appendix B). Similarly, the estimated cyclist fatality rate in 2010 was 1.0 in the Netherlands and 1.1 in Denmark, compared with 4.7 in the United States (Figure B in Appendix B). The corresponding rates for the United Kingdom in 2010 were 2.7 for walking and 2.5 for cycling, also much lower than in the United States. These estimates suggest that the United States has, by far, the most dangerous walking and cycling among the 5 countries. We can only report with 95% statistical confidence, however, that walking and cycling fatality rates per kilometer are much higher in the United States than in Germany.

Confirming the importance of injuries, the number of severe pedestrian and cyclist injuries (requiring overnight hospitalization) far exceeds the number of fatalities. In 2008–2009, the ratio of severe injuries to fatalities for pedestrians was 8 to 1 in the United States and 13 to 1 in Germany. The ratio is many times higher for cycling: 44 to 1 in the United States and 34 to 1 in Germany.

As shown in Table 2, the rate of serious pedestrian injuries per 100 million kilometers in the United States rose significantly from 70.4 in 2001–2002 to 72.9 in 2008–2009 ( $P < .05$ ). In Germany, the rate fell from 29.4 to 24.4 ( $P < .05$ ). The rate of serious cyclist injuries fell from 230.5 to 207.1 in the United States ( $P < .05$ ), and from 47.2 to 44.2 in Germany (but not significantly at  $P < .05$ ). For their populations as a whole, the rate of severe pedestrian injuries in 2008–2009 was 3.0 times higher in the United States than in Germany, and the rate of severe cyclist injuries was 4.7 times higher in the United States. As with fatalities, however, there is variation among the 4 age groups. Most striking for the United States is the high severe injury rate for senior pedestrians, almost twice the national average (131.4 vs 72.9). Moreover, that rate rose significantly from 2001–2002 to 2008–2009 ( $P < .05$ ). Similarly, the

**TABLE 1—Pedestrian and Cyclist Fatality Rates per 100 Million Kilometers Walked or Cycled: United States and Germany, 2000–2001 and 2008–2009**

Age Group	Pedestrian Fatality Rates per 100 Million km Walked (95% CI)		Cyclist Fatality Rates per 100 Million km Cycled (95% CI)	
	2001–2002	2008–2009	2001–2002	2008–2009
5–14 y				
United States	4.4 <sup>a</sup> (4.1, 4.7)	2.9 <sup>a</sup> (2.6, 3.2)	5.9 <sup>a</sup> (5.3, 6.7)	4.1 <sup>a</sup> (3.6, 4.8)
Germany	1.2 <sup>a</sup> (1.1, 1.4)	0.9 <sup>a</sup> (0.8, 1.0)	1.3 <sup>a</sup> (1.1, 1.6)	0.9 <sup>a</sup> (0.7, 1.0)
15–24 y				
United States	11.9 (8.8, 18.3)	9.6 (8.6, 10.8)	10.0 (4.2, 15.8)	4.2 (3.1, 6.6)
Germany	2.1 (1.8, 2.5)	2.0 (1.8, 2.2)	1.0 <sup>a</sup> (0.9, 1.3)	0.6 <sup>a</sup> (0.5, 0.7)
25–64 y				
United States	13.2 <sup>a</sup> (13.1, 13.3)	9.6 <sup>a</sup> (9.5, 9.7)	6.9 <sup>a</sup> (6.7, 7.1)	4.7 <sup>a</sup> (4.4, 5.0)
Germany	1.2 (1.1, 1.3)	1.1 (1.0, 1.2)	1.4 <sup>a</sup> (1.2, 1.6)	0.9 <sup>a</sup> (0.8, 0.9)
≥ 65 y				
United States	23.9 (23.2, 24.7)	21.5 (13.6, 51.2)	11.2 (10.1, 12.5)	7.6 (2.8, 12.4)
Germany	6.4 <sup>a</sup> (5.8, 7.1)	3.8 <sup>a</sup> (3.6, 4.0)	7.3 <sup>a</sup> (6.1, 9.1)	4.2 <sup>a</sup> (4.0, 4.4)
All				
United States	11.6 <sup>a</sup> (11.5, 11.7)	9.7 <sup>a</sup> (9.6, 9.8)	6.8 <sup>a</sup> (6.8, 6.9)	4.7 <sup>a</sup> (4.7, 4.7)
Germany	2.6 <sup>a</sup> (2.4, 2.7)	1.9 <sup>a</sup> (1.7, 2.0)	2.0 <sup>a</sup> (1.8, 2.2)	1.3 <sup>a</sup> (1.2, 1.5)

Note. CI = confidence interval. Differences in fatality rates between the United States and Germany were statistically significant ( $P < .05$ ) for all age groups and both survey periods.

Source. Calculated by the authors on the basis of data from the Organisation for Economic Co-operation and Development, the US Department of Transportation, and the German Federal Ministry of Transport.<sup>16–18</sup>

<sup>a</sup>These estimates indicate a statistically significant ( $P < .05$ ) change between 2001–2002 and 2008–2009.

**TABLE 2—Pedestrian and Cyclist Serious Injury Rates per 100 Million Kilometers Walked or Cycled: United States and Germany, 2000–2001 and 2008–2009**

Age Group	Pedestrian Injury Rates per 100 Million km Walked (95% CI)		Cyclist Injury Rates per 100 Million km Cycled (95% CI)	
	2001–2002	2008–2009	2001–2002	2008–2009
5–14 y				
United States	84.5 <sup>a</sup> (82.3, 86.7)	66.5 <sup>a</sup> (64.0, 69.0)	392.9 <sup>a</sup> (387.2, 398.6)	415.7 <sup>a</sup> (408.6, 422.8)
Germany	73.2 (64.9, 83.9)	74.8 (67.6, 83.7)	63.0 (53.6, 76.5)	55.9 (47.8, 67.3)
15–24 y				
United States	76.2 (72.3, 80.1)	79.1 (75.7, 82.4)	305.2 <sup>a</sup> (285.9, 326.7)	176.0 <sup>a</sup> (170.5, 181.6)
Germany	33.5 (28.7, 40.2)	32.5 (29.7, 35.7)	46.7 <sup>a</sup> (39.7, 56.7)	36.4 <sup>a</sup> (32.4, 41.7)
25–64 y				
United States	62.2 (59.6, 64.7)	61.8 (60.1, 63.5)	141.5 <sup>a</sup> (137.0, 145.9)	156.5 <sup>a</sup> (152.7, 160.2)
Germany	16.8 <sup>a</sup> (15.2, 18.7)	14.3 <sup>a</sup> (13.3, 15.6)	38.8 (33.6, 46.1)	38.2 (35.0, 42.1)
≥ 65 y				
United States	98.6 <sup>a</sup> (91.9, 105.2)	131.4 <sup>a</sup> (126.6, 136.2)	351.3 <sup>a</sup> (312.3, 390.3)	337.3 <sup>a</sup> (308.2, 368.4)
Germany	43.7 <sup>a</sup> (39.8, 48.5)	30.4 <sup>a</sup> (28.7, 32.1)	77.1 (64.5, 95.9)	68.5 (65.6, 71.7)
All				
United States	70.4 <sup>a</sup> (69.0, 71.7)	72.9 <sup>a</sup> (71.7, 74.1)	230.5 <sup>a</sup> (228.1, 232.8)	207.1 <sup>a</sup> (204.5, 209.6)
Germany	29.4 <sup>a</sup> (27.8, 31.3)	24.4 <sup>a</sup> (22.7, 26.4)	47.2 (43.0, 52.3)	44.2 (40.4, 48.8)

Note. CI = confidence interval. Differences in serious injury rates between the United States and Germany were statistically significant ( $P < .05$ ) for all age groups and both survey periods, except for child pedestrians.

Source. Calculated by the authors on the basis of data from the Centers for Disease Control and Prevention, the German Federal Office of Statistics, the US Department of Transportation, and the German Federal Ministry of Transport.<sup>17,18,22,23</sup>

<sup>a</sup>These estimates indicate a statistically significant ( $P < .05$ ) change between 2001–2002 and 2008–2009.

severe injury rate for cyclists in 2008–2009 in the United States was much higher for children (415.7) and seniors (337.3) than the national average (207.1). The rate for children rose significantly over the decade, from 392.9 to 415.7 ( $P < .05$ ). The rate for seniors fell slightly (from 351.3 to 337.3), but not statistically significantly.

In Germany, child pedestrians in 2008–2009 had a walking injury rate 3 times as high as the national average (74.8 vs 24.4), even higher than the rate for children in the United States (66.5), the only instance in Table 2 in which the serious injury rate in Germany is higher than that in the United States. By comparison, the serious injury rate for senior pedestrians in Germany in 2008–2009 was only slightly higher than the national average (30.4 vs 24.4), and less than a fourth the rate for seniors in the United States (131.4). There is less variation among age groups in cycling injury rates in Germany than in the United States, but children (55.9) and senior (68.5) cyclists have higher rates than the national average (44.2). It is noteworthy that the

injury rate for child cyclists in the United States in 2008–2009 was more than 7 times higher than in Germany (415.7 vs 55.9) and that the rate for senior cyclists was 5 times higher in the United States than in Germany (337.3 vs 68.5).

## DISCUSSION

In all 11 countries shown in Figures 1 and 2, pedestrian and cyclist fatality rates per capita fell between 1990 and 2014, but the smallest reductions were in the United States. Moreover, fatality rates per kilometer in 2010 were much higher in the United States than in Germany, the Netherlands, Denmark, and the United Kingdom. Serious injury rates per kilometer were also much higher in the United States than in Germany, the 2 countries with comparable injury data.

One possible explanation for greater pedestrian and cycling safety in northern European countries is the far more extensive and better quality walking and cycling

infrastructure in Europe.<sup>12,25–30</sup> In contrast with the United States, many northern European cities have extensive auto-free zones in much of their centers; most neighborhood streets traffic-calmed with speed limits of 30 kilometers per hour (20 miles per hour) or less; sidewalks on both sides of almost every street; pedestrian refuge islands for crossing wide streets; clearly marked crosswalks, often raised and with special lighting; and pedestrian signals at intersections and midblock crosswalks with ample crossing times. Facilitating safe and convenient cycling, many northern European cities have extensive systems of separate bikeways, both on-road and off-road, often including priority traffic signals and advance stop lines for cyclists at intersections.<sup>25,31</sup> US cities only began building separate bike facilities in the 1990s, and, even currently, they lag far behind northern European cities in the extent, quality, and integration of their bikeways.<sup>8,13,14,24,31,32</sup>

In addition to better infrastructure, some European countries provide mandatory traffic education in schools—to teach safe walking and cycling skills—and require far stricter motorist training and licensing than in the United States.<sup>25</sup> Further promoting traffic safety, police enforcement of traffic regulations is much stricter in northern Europe, both for motorists and nonmotorists.<sup>25</sup>

Although pedestrian and cyclist safety is much higher in Germany than in the United States, fatality rates per kilometer fell significantly in both countries for their populations as a whole between 2001–2002 and 2008–2009, the 2 periods of their most recent national travel surveys. By comparison, severe injury rates per kilometer fell significantly only for German pedestrians, while the severe injury rate for US pedestrians rose. Injury rates for both German and US cyclists fell slightly, but only statistically significantly in the United States. In short, there has been more improvement in reducing walking and bicycling fatalities than serious injuries, which greatly exceed the number of fatalities.

Moreover, there is important and statistically significant variation in both fatality and injury rates among the 4 age groups examined in the United States and Germany. Senior pedestrians and cyclists have 2 to 3 times as high a fatality rate per kilometer than the population as a whole. Seniors in the

United States also have much higher walking and cycling injury rates than the population as whole, but US children have an even higher cycling injury rate than seniors. In Germany, children have, by far, the highest walking injury rate—3 times the national average—and children and seniors both have cycling injury rates higher than the national average. Our analysis confirms the special vulnerability of seniors and children when walking and cycling.

The falling per-capita fatality rates in the United States and Germany from 1990 to 2014 and falling per-kilometer fatality rates from 2001–2002 to 2008–2009 do not necessarily mean that walking and cycling conditions have been getting safer. The likelihood of fatal injury has fallen, but serious injury rates have fallen less (or increased). The difference in fatality and serious injury trends might be attributable to improved emergency medical technology, both at the site of the incident and at the hospital, thus reducing the percentage of serious injuries resulting in death. Our findings are consistent with those of the annual OECD reports on overall traffic safety trends, which find that traffic fatalities per capita have declined more than serious injuries from 2000 to 2014 in member countries for which both fatality and serious injury data are available.<sup>1</sup>

The unknown degree of reliability and comparability of the fatality and injury data fundamentally limit the conclusions that can be drawn from the analysis. Police reports understate total pedestrian and cyclist fatalities because they only include traffic crashes on public roadways.<sup>1,15</sup> For example, the CDC's hospital-based statistics on pedestrian and cyclist fatalities in the United States from 1999 to 2014 averaged 16% higher for cyclists and 21% higher for pedestrians than police-reported fatalities.<sup>1,23,33</sup> Similarly, in the Netherlands, hospital fatality data from 1996 to 2014 were 11% higher than police data for pedestrians and 18% higher for cyclists.<sup>1</sup> In short, it is likely that the calculated fatality rates are underestimates for all countries. In addition, the serious injury data for the United States and Germany are only partly comparable. They both rely on the same criterion of an overnight hospital stay, but the US injury data (from CDC) are derived from a representative sample of hospital reports,

whereas the German data are collected through a comprehensive national canvassing of coordinated police and hospital reports.<sup>22,23</sup>

There is yet another reason to interpret the fatality and injury statistics with caution. They do not control for differences in where and how walking and cycling take place. Because the vast majority of pedestrian and cyclist fatalities are attributable to collisions with motor vehicles, roadways are the most lethal environment for walking and cycling.<sup>1,2,7,26</sup> Walking and cycling are safer on completely separate off-road facilities, such as mixed-use recreational paths, or in car-free zones, traffic-calmed residential streets (with slower speeds and less traffic), and physically separated on-street facilities (such as cycle tracks).<sup>11,28,30,32,34,35</sup> Thus, the provision of more and better separate facilities is a key to improving overall walking and cycling safety. Such facilities are especially important for children and seniors, who are most likely to be killed or seriously injured if hit by a motor vehicle.<sup>1,2,4,7,26</sup> AJPH

#### CONTRIBUTORS

J. Pucher initiated the research and led the writing of the article. R. Buehler had primary responsibility for the data analysis and created the tables and figures. Both authors conceptualized the analysis and guided the study design and data analysis. Both authors participated in interpreting the findings and reviewing successive drafts of the article.

#### ACKNOWLEDGMENTS

The authors thank Veronique Feypell of the Organisation for Economic Cooperation and Development (OECD; International Transport Forum, Paris office) for having provided us with annual fatality data from 1990 to 2014 for each of OECD's member countries, disaggregated by age group and means of transportation. We also thank the team of statisticians at the Virginia Tech Department of Statistics and their Laboratory of Interdisciplinary Statistical Analysis for their assistance with our statistical analysis at several stages, especially with the calculation of standard errors, confidence intervals, and levels of statistical significance for estimates of fatality and serious injury rates that are ratios of sample estimates, and thus require a special methodology to calculate statistical measures of reliability.

#### HUMAN PARTICIPANT PROTECTION

The analysis was based on statistical data sets and did not require human participants.

#### REFERENCES

1. *Road Safety Annual Report 2016*. Organisation for Economic Cooperation and Development, International Transport Forum, International Traffic Safety, Data and Analysis Division. 2016. Available at: <http://dx.doi.org/10.1787/irtad-2016-en>. Accessed November 9, 2016.
2. *Global Status Report on Road Safety 2015*. Geneva, Switzerland: World Health Organization; 2015.

3. *Physical Activity and Health: A Report of the Surgeon General*. Atlanta, GA: US Department of Health and Human Services; 1996.
4. McDonald N. Children and cycling. In: Pucher J, Buehler R, eds. *City Cycling*. Cambridge, MA: MIT Press; 2012: 235–255.
5. Buehler R, Götschi T, Winters M. Moving toward active transportation: how policies can encourage walking and bicycling. *Active Living Research: Research Brief and Synthesis*. 2016. Available at: [http://activelivingresearch.org/sites/default/files/ALR\\_Review\\_ActiveTransport\\_January2016.pdf](http://activelivingresearch.org/sites/default/files/ALR_Review_ActiveTransport_January2016.pdf). Accessed September 12, 2016.
6. Pucher J, Dill J, Handy S. Infrastructure, programs, and policies to increase bicycling: an international review. *Prev Med*. 2010;50(suppl 1):S106–S125.
7. *Pedestrian Safety: A Road Safety Manual for Decision-Makers and Practitioners*. World Health Organization. 2013. Available at: <http://www.who.int/roadsafety/projects/manuals/pedestrian/en>. Accessed November 9, 2016.
8. *Bicycling and Walking in the United States: 2016 Benchmarking Report*. Alliance for Biking and Walking. 2016. Available at: <http://www.bikewalkalliance.org/resources/benchmarking>. Accessed November 9, 2016.
9. Jacobsen PL, Ragland DR, Komanoff C. Safety in numbers for walkers and bicyclists: exploring the mechanisms. *Inj Prev*. 2015;21(4):217–220.
10. Bassett DR Jr, Pucher J, Buehler R, Thompson DL, Crouter SE. Walking, cycling, and obesity rates in Europe, North America and Australia. *J Phys Act Health*. 2008;5(6):795–814.
11. Sanford T, McCulloch CE, Calicut RA, Carroll PR, Breyer BN. Bicycle trauma injuries and hospital admissions in the United States, 1998–2013. *JAMA*. 2015; 314(9):947–949.
12. Buehler R, Pucher J, Merom D, Bauman A. Active travel in Germany and the US: contributions of daily walking and cycling to physical activity. *Am J Prev Med*. 2011;41(3):241–250.
13. Pucher J, Dijkstra L. Making walking and cycling safer: lessons from Europe. *Transp Q*. 2000;54(3):25–50.
14. Pucher J, Dijkstra L. Promoting safe walking and cycling to improve public health: lessons from The Netherlands and Germany. *Am J Public Health*. 2003; 93(9):1509–1516.
15. Lusk AC, Asgarzadeh M, Farvid MS. Database improvements for motor vehicle/bicycle crash analysis. *Inj Prev*. 2015;21(4):221–230.
16. International comparison of cyclist and pedestrian traffic fatalities and fatality rates per 100,000 population by age group. In: *IRTAD Road Safety Database*. Paris, France: Organisation for Economic Cooperation and Development, International Transport Forum, International Traffic Safety Data and Analysis Division; 2016.
17. *German National Household Travel Survey (MID), 2001–2002 & 2008–2009*. German Federal Ministry of Transport. 2010. Available at: <http://www.mobilitaet-in-deutschland.de>. Accessed November 9, 2016.
18. *National Household Travel Survey (NHTS), 2001–2002 & 2008–2009*. US Department of Transportation. 2010. Available at: <http://nhts.ornl.gov/index.shtml>. Accessed November 9, 2016.
19. *Dutch National Travel Survey*. Institute for Road Safety Research. 2016. Available at: <https://www.swov.nl/UK/Research/cijfers/Toelichting-gegevensbronnen/Personenmobiliteit-UK.html>. Accessed November 9, 2016.

20. Average distance travelled and average number of trips by age, and mode: 2002, 2003, 2010, and 2014. In: *National Travel Survey*. Department for Transport. 2016. Table NTS0605. Available at: <https://www.gov.uk/government/collections/national-travel-survey-statistics>. Accessed November 9, 2016.
21. Hansen AS, Jensen C. Traffic safety 2007–2010. In: *DTU Transport Report*. 4. Technical University of Denmark. 2012;4. Available at: [http://www.dtu.dk/nyheder/2012/04/webnyhed\\_ny-rapport-om-risiko-i-trafikken?id=5f4912c7-dd9a-4aba-a23d-cfe540746bbc](http://www.dtu.dk/nyheder/2012/04/webnyhed_ny-rapport-om-risiko-i-trafikken?id=5f4912c7-dd9a-4aba-a23d-cfe540746bbc). Accessed November 9, 2016.
22. Severe traffic injuries in Germany 1991–2014. In: *Traffic Safety in Germany*. German Federal Statistical Office. 2015. Table 5.6.3. Available at: <https://www.destatis.de/DE/Publikationen/Thematisch/TransportVerkehr/Verkehrsunfaelle/VerkehrsunfaelleZeitreihen.html>. Accessed November 9, 2016.
23. Web-based Injury Statistics Query and Reporting System (WISQARS). Centers for Disease Control and Prevention, Injury Data and Statistics Division. 2016. Available at: <https://www.cdc.gov/injury/wisqars>. Accessed November 9, 2016.
24. Buehler R, Pucher J, Gerike R, Goetschi T. Reducing car dependence in the heart of Europe: lessons from Germany, Austria, and Switzerland. *Transp Rev*. 2017;37(1):4–28.
25. Pucher J, Buehler R. Making cycling irresistible: lessons from the Netherlands, Denmark, and Germany. *Transp Rev*. 2008;28(1):495–528.
26. *Achieving Traffic Safety Goals in the United States: Lessons From Other Nations*. Transportation Research Board. 2011. TRB Special Report 300. Available at: <http://onlinepubs.trb.org/onlinepubs/sr/sr300.pdf>. Accessed November 9, 2016.
27. Making urban mobility greener and safer. In: *State of European Cities in 2016*. UN Habitat and European Union. 2016: 112–137. Available at: [http://ec.europa.eu/regional\\_policy/en/information/publications/reports/2016/state-of-european-cities-report-2016](http://ec.europa.eu/regional_policy/en/information/publications/reports/2016/state-of-european-cities-report-2016). Accessed November 9, 2016.
28. Hass-Klau C. *The Pedestrian and the City*. New York, NY: Routledge; 2015.
29. Newman P, Kenworthy J. *The End of Automobile Dependence: How Cities Are Moving Beyond Car-Based Planning*. Washington, DC: Island Press; 2015.
30. Teschke K, Harris MA, Reynolds CC, et al. Route infrastructure and the risk of injuries to bicyclists: a case-crossover study. *Am J Public Health*. 2012;102(12):2336–2343.
31. Lanzendorf M, Busch-Geertsema A. The cycling boom in large German cities—empirical evidence for successful cycling campaigns. *Transp Policy*. 2014;36(C):26–33.
32. Furth PG. Bicycling infrastructure for mass cycling: a trans-Atlantic comparison. In: Pucher J, Buehler R, eds. *City Cycling*. Cambridge, MA: MIT Press; 2012: 105–140.
33. *Traffic Safety Facts 2013: A Compilation of Motor Vehicle Crash Data From the Fatality Analysis Reporting System and the General Estimates System*. US Department of Transportation, National Highway Traffic Safety Administration. 2013. Available at: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812139>. Accessed November 9, 2016.
34. Lusk AC, Furth PG, Morency P, Miranda-Moreno LF, Willett WC, Dennerlein JT. Risk of injury for bicycling on cycle tracks versus in the street. *Inj Prev*. 2011; 17(2):131–135.
35. Lusk AC, Morency P, Miranda-Moreno LF, Willett WC, Dennerlein JT. Bicycle guidelines and crash rates on cycle tracks in the United States. *Am J Public Health*. 2013;103(7):1240–1248.

these findings to the lack of disease-prevention services, such as opioid agonist therapies and SSPs in Puerto Rico.<sup>2</sup> These low HIV prevalence numbers among PWID in Puerto Rico may stem from PWID's everyday practices helping prevent HIV infection despite sustained injection paraphernalia sharing. In a context of increasing poverty, identifying these practices and understanding how they are maintained despite all the contextual disincentives to remain HIV safe may help save lives through their systematic dissemination.

A recent editorial in *AJPH* addressed the negative impact that the US law Puerto Rico Oversight, Management, and Economic Stability Act (2016) has over the economy and health of Puerto Ricans.<sup>7</sup> It is also true that the Puerto Rican government could still significantly improve its efforts to prevent disease, death, and the structurally forced

US-bound migration of PWID searching for services they lack in Puerto Rico.<sup>2</sup> Science has conclusively shown that SSPs and opioid agonist therapies save lives (and governmental resources) by preventing infections. To save lives, the Puerto Rican government must start supporting evidence-based interventions: opioid agonist therapies, SSPs and the distribution of naloxone through SSPs, methadone clinics and prisons. Finally, the scientific community concurs that it is no longer medically sound to deny HCV treatment to PWID. We do not need more research on the efficacy of these interventions. They work. The data are conclusive. The political inertia costs lives. *AJPH*

Camila Gelpí-Acosta, PhD

Carlos E. Rodríguez-Díaz, PhD

Yesenia Aponte-Meléndez, MA  
Roberto Abadie, PhD

#### CONTRIBUTORS

The authors contributed equally to this article.

#### CONFLICTS OF INTEREST

The authors have no conflicts of interest to declare.

#### REFERENCES

1. Degenhardt L, Peacock A, Colledge S, et al. Global prevalence of injecting drug use and sociodemographic characteristics and prevalence of HIV, HBV, and HCV in people who inject drugs: a multistage systematic review. *Lancet Glob Health*. 2017;5(12):e1192-e1207.
2. Gelpí-Acosta C, Guarino H, Benoit E, Deren S, Pouget ER, Rodríguez A. Injection risk norms and practices among migrant Puerto Rican people who inject drugs in New York City: the limits of acculturation theory. *Int J Drug Policy*. 2019;69:60-69.
3. Puerto Rico Department of Health. Puerto Rico HIV/AIDS surveillance summary: cumulative HIV/AIDS cases diagnosed as of February 28, 2019. 2019. Available at: <http://www.salud.gov.pr/Estadisticas-Registros-y-Publicaciones/Estadisticas%20VIH/Estad%20C3%ADsticas%20Generales/2019/Febrero%202019/Puerto%20Rico%20HIVAIDS%20Surveillance%20Summary.pdf>. Accessed November 23, 2019.
4. Thrash C, Welch-Lazoritz M, Gauthier G, et al. Rural and urban injection drug use in Puerto Rico: network implications for human immunodeficiency virus and hepatitis C virus infection. *J Ethn Subst Abuse*. 2018;17(2):199-222.
5. Abadie R, Welch-Lazoritz M, Gelpí-Acosta C, Reyes JC, Dombrowski K. Understanding differences in HIV and HCV prevalence according to differentiated risk behaviors in a sample of PWID in rural Puerto Rico. *Harm Reduct J*. 2016;13:10.
6. Martínez-Guzmán DA. Perfil de la Población Confinada, año 2015 [Profile of the Incarcerated Population, 2015]. 2015. Available at: [http://ac.gobierno.pr/correccion/wp-content/uploads/2015/12/perfil\\_poblacion\\_confinado2015.pdf](http://ac.gobierno.pr/correccion/wp-content/uploads/2015/12/perfil_poblacion_confinado2015.pdf). Accessed November 23, 2019.
7. Rodríguez-Díaz CE. Maria in Puerto Rico: natural disaster in a colonial archipelago. *Am J Public Health*. 2018;108(1):30-32.

## Electric Scooters: Case Reports Indicate a Growing Public Health Concern

With the introduction of rideshare electric "dockless" scooters in 2017 by Bird Rides, Inc, a new type of affordable transportation became available to the public. Often seen along the sidewalks and street corners of downtown metropolitan areas, these devices are strategically designed for the heavily congested, urban population centers. Patrons download an application on their smartphone, enter billing information, and then link the account to any available electric scooter. Although commercially available models exist with a top speed of 50 miles per hour and

a range of 75 miles, electric scooters from Bird and Lime travel at a top speed of 15 miles per hour and have a range between 15 and 20 miles. On completion, the rider leaves the scooter along the sidewalk, where it waits for the next interested patron. Some of the appealing aspects of these devices include low cost, ease of accessibility, and the ability to bypass the often standstill traffic conditions by using the bike lanes, surface street, and sidewalk.

Over the past two years, market demand has grown, with multiple companies (e.g., Bird,

Lime, Spin, Uber, and Lyft) entering the industry. Electric scooters and their derivative will become a \$42 billion industry by 2030.<sup>1</sup> However, in parallel with their growing popularity has been an awareness of their safety hazards. Reports across the United States cite various types of injuries, from skin abrasions and

ankle sprains to major injuries including open fractures, traumatic brain injuries, and even death.<sup>2-4</sup>

### RECENT CATASTROPHIC INJURIES

Cedars-Sinai serves a large trauma catchment area in west Los Angeles, California, which represents ground zero for the introduction of electric scooters partly because of the high pedestrian traffic, tourist activity,

#### ABOUT THE AUTHORS

Peyton L. Nisson and Ray Chu are with the Department of Neurosurgery, Cedars-Sinai, Los Angeles, CA. Eric Ley is with the Department of Surgery, Cedars-Sinai.

Correspondence should be sent to Ray Chu, MD, Associate Professor, Department of Neurosurgery, Cedars-Sinai, 127 S San Vicente Blvd, Advanced Health Sciences Pavilion, A6600, Los Angeles, CA 90048 (e-mail: ray.chu@chs.org). Reprints can be ordered at <http://www.ajph.org> by clicking the "Reprints" link.

This editorial was accepted November 16, 2019.

doi: 10.2105/AJPH.2019.305499



and surrounding universities.<sup>5</sup> Almost overnight, we experienced a significant rise in trauma activations and hospital admissions attributed to electric scooters. In 2018, the total number of trauma activations related to electric scooters at Cedars-Sinai was 30; in 2019, we will receive approximately 100. By comparison, Los Angeles County General Hospital, the largest trauma center in Los Angeles County, had zero electric scooter-related trauma activations in 2018, whereas the 2019 estimate is 300.

Recently, two patients were admitted to our institution after catastrophic electric scooter-related collisions. One patient was an otherwise healthy 23-year-old man who was riding a scooter when he was struck by a motor vehicle, which sent him flying approximately 20 feet. On arrival to Cedars-Sinai, the patient went into a pulseless rhythm, and we initiated chest compressions. Despite our best efforts, he was declared dead soon after arrival. This patient marks the ninth known death linked with electric scooter use that has been cited across the United States.<sup>4</sup>

Less than a few weeks after this death, another patient experienced a severe traumatic brain injury after being struck by an electric scooter while in a crosswalk. This 75-year-old gentleman had numerous skull fractures with multiple intracranial hemorrhages and large-territory infarcts. After one month in the neurology intensive care unit, he showed little recovery and was eventually transferred to a long-term-care facility, flaccid in all extremities.

Our experience serves as a warning regarding the public health safety ramifications associated with the use of these devices. In particular, our second

case shows that not only riders are at risk for severe injury, which constitute most of the emergency department admissions (92%–98%), but also pedestrians.<sup>2,3</sup> The combination of mass and force from an electric scooter rider can be lethal. Pedestrian injuries after collisions with electric scooters will likely increase as the industry continues to expand and the space on sidewalks becomes increasingly congested with scooters.

## POLICY AND ACTION

Multiple cities have enacted laws to try to curb the associated dangers. In Atlanta, Georgia, scooters were banned at night; Nashville, Tennessee, weighed banning their use; and Santa Monica, California, filed a lawsuit against one of the companies. In a comprehensive effort, Los Angeles and other cities released a Vision Zero strategic plan to reduce all traffic-related deaths by 2025. The Vision Zero plan includes traffic safety protocols on how to reduce injuries related to emerging mobility devices such as electric scooters. Although no easy solution exists to reduce all hazards associated with electric scooters, safety standards are necessary and feasible to achieve zero deaths related to their use.

A fruitful discussion on this topic must place the use of these devices within the greater context of other transportation devices. In a theoretical sense, no transportation device is without risk. Motor vehicles, which represent the most commonly used means of transit, still constitute the vast majority of emergency department traumas, with an estimated 89 related deaths per day in the United States.<sup>6</sup> Bicyclists and joggers are

the source of numerous hospital admissions and deaths reported each year.<sup>7</sup> However, these types of travel are far more ingrained in our society and less likely to fall under scrutiny than the recently introduced electric scooters. We must recognize that without an objective comparison of rider miles or ride hours to the number of severe injuries incurred from other types of transportation in urban areas, the attributable relative risk of scooters cannot be fully described. As such, it is important to be cautionary of any major, knee-jerk responses.

With that said, however, our anecdotal experience and the growing concern for the safety of these devices require lawmakers and stakeholders to take policy steps to prevent injuries from occurring. Outright banning electric scooters would represent the most extreme form of action and would be premature until clear evidence exists that these devices represent a greater danger than other types of transportation. A ban would not only deter innovation and ingenuity but also fail to allow new innovations to address these, and future, safety hazards.

## FUTURE DIRECTIONS

Our experience suggests that several thoughtful, targeted interventions may be necessary. Because helmet use is limited while riding electric scooters, newer, more portable helmet designs may lead to increased use. Many riders describe injuries during their first electric scooter ride related to their unexpected speed, which suggests that initial rides should have a limit to the acceleration and top speed. Other riders stated that their injuries occurred while

holding a bag or phone, which indicates the need for a cage to hold these items. Potholes or other road hazards that led to a crash suggest that improvements in the electric scooter shocks may reduce injuries.

One important characteristic worth stressing is how silent electric scooters are. Additionally, they are typically dark in color and do not have the high-powered lights or reflectors required by cars and motorcycles. This combination makes scooters particularly prone to collisions with pedestrians. Simple interventions such as a noise alerting sound and additional lights or reflectors could lead to a reduction in scooter versus pedestrian injuries. Dedicated paths that separate electric scooters from both pedestrians and automobiles also would provide significant protection to both riders and pedestrians.

Given the projected growth of the electric scooter industry, we predict that the injury burden from these devices will exceed other pedestrian- or bicycle-related trauma and be second only to automobile collisions in related mortality. Targeting zero deaths is an achievable goal, and further discussion on how best to address this growing public health concern is necessary. *AJPH*

*Peyton L. Nisson, MD*

*Eric Ley, MD*

*Ray Chu, MD*

## CONTRIBUTORS

All of the authors contributed equally to this editorial.

## CONFLICTS OF INTEREST

The authors have no conflicts of interest to disclose.

## REFERENCES

1. Grand View Research, Inc. Electric scooters market size worth \$41.98 billion by 2030 | CAGR 8.5%. Grand View Research, Inc. June 17, 2019. Available

at: <https://www.prnewswire.com/news-releases/electric-scooters-market-size-worth-41-98-billion-by-2030-cagr-8-5-grand-view-research-inc-300869248.html>. Accessed October 24, 2019.

2. Trivedi TK, Liu C, Antonio ALM, et al. Injuries associated with standing electric scooter use. *JAMA Netw Open*. 2019;2(1):e187381.

3. Badeau A, Carman C, Newman M, Steenblik J, Carlson M, Madsen T. Emergency department visits for electric scooter-related injuries after introduction of an urban rental program. *Am J Emerg Med*. 2019;37(8):1531–1533.

4. Felton R. 8 Deaths now tied to e-scooters. June 3, 2019. Available at: <https://www.consumerreports.org/product-safety/deaths-tied-to-e-scooters>. Accessed January 25, 2019.

5. Hall M. Bird scooters flying around town. September 26, 2017. Available at: <https://www.smdp.com/bird-scooters-flying-around-town/162647>. Accessed September 25, 2019.

6. Evans L. Traffic fatality reductions: United States compared with 25 other countries. *Am J Public Health*. 2014;104(8):1501–1507.

7. Buehler R, Pucher J. Trends in walking and cycling safety: recent evidence from high-income countries, with a focus on the United States and Germany. *Am J Public Health*. 2017;107(2):281–287.



Original Investigation | Emergency Medicine

# Injuries Associated With Standing Electric Scooter Use

Tarak K. Trivedi, MD, MS; Charles Liu, MD; Anna Liza M. Antonio, DrPH; Natasha Wheaton, MD; Vanessa Kreger, MD, MPH; Anna Yap, MD; David Schriger, MD, MPH; Joann G. Elmore, MD, MPH

## Abstract

**IMPORTANCE** Since September 2017, standing electric scooters have proliferated rapidly as an inexpensive, easy mode of transportation. Although there are regulations for safe riding established by both electric scooter companies and local governments, public common use practices and the incidence and types of injuries associated with these standing electric scooters are unknown.

**OBJECTIVE** To characterize injuries associated with standing electric scooter use, the clinical outcomes of injured patients, and common use practices in the first US metropolitan area to experience adoption of this technology.

**DESIGN, SETTING, AND PARTICIPANTS** This study of a case series used retrospective cohort medical record review of all patients presenting with injuries associated with standing electric scooter use between September 1, 2017, and August 31, 2018, at 2 urban emergency departments associated with an academic medical center in Southern California. All electric scooter riders at selected public intersections in the community surrounding the 2 hospitals were also observed during a 7-hour observation period in September 2018.

**MAIN OUTCOMES AND MEASURES** Incidence and characteristics of injuries and observation of riders' common use practices.

**RESULTS** Two hundred forty-nine patients (145 [58.2%] male; mean [SD] age, 33.7 [15.3] years) presented to the emergency department with injuries associated with standing electric scooter use during the study period. Two hundred twenty-eight (91.6%) were injured as riders and 21 (8.4%) as nonriders. Twenty-seven patients were younger than 18 years (10.8%). Ten riders (4.4%) were documented as having worn a helmet, and 12 patients (4.8%) had either a blood alcohol level greater than 0.05% or were perceived to be intoxicated by a physician. Frequent injuries included fractures (79 [31.7%]), head injury (100 [40.2%]), and contusions, sprains, and lacerations without fracture or head injury (69 [27.7%]). The majority of patients (234 [94.0%]) were discharged home from the emergency department; of the 15 admitted patients, 2 had severe injuries and were admitted to the intensive care unit. Among 193 observed electric scooter riders in the local community in September 2018, 182 (94.3%) were not wearing a helmet.

**CONCLUSIONS AND RELEVANCE** Injuries associated with standing electric scooter use are a new phenomenon and vary in severity. In this study, helmet use was low and a significant subset of injuries occurred in patients younger than 18 years, the minimum age permitted by private scooter company regulations. These findings may inform public policy regarding standing electric scooter use.

JAMA Network Open. 2019;2(1):e187381. doi:10.1001/jamanetworkopen.2018.7381

## Key Points

**Question** What are the types of injuries associated with standing electric scooter use and the characteristics and behaviors of injured patients?

**Findings** In this study of a case series, 249 patients presented to the emergency department with injuries associated with electric scooter use during a 1-year period, with 10.8% of patients younger than 18 years and only 4.4% of riders documented to be wearing a helmet. The most common injuries were fractures (31.7%), head injuries (40.2%), and soft-tissue injuries (27.7%).

**Meaning** In this study, injuries associated with electric scooter use were common, ranged in severity, and suggest low rates of adherence to existing regulations around rider age and low rates of helmet use.

+ Invited Commentary

+ Supplemental content

Author affiliations and article information are listed at the end of this article.

Open Access. This is an open access article distributed under the terms of the CC-BY License.

JAMA Network Open. 2019;2(1):e187381. doi:10.1001/jamanetworkopen.2018.7381

January 25, 2019 | 1/9

## Introduction

Standing electric scooters first appeared in Santa Monica, California, in September 2017, when the micromobility company Bird Rides, Inc, placed thousands of their scooters all around the city.<sup>1</sup> These scooters were immediately popular with riders, presumably due to their ease of use, convenience, and low cost. The scooters are located and unlocked using a downloaded smartphone application, rides are paid for by the minute, and the ride can be ended anywhere the rider decides. With a maximum speed of 15 mph,<sup>2</sup> these short-range electric vehicles consist of a narrow platform on which the rider stands with 1 foot in front of the other and a waist-high rod with handlebars for steering; after kicking off initially with 1 foot, riders accelerate and brake the scooter using triggers activated with their thumbs.

Companies offering standing electric scooters are rapidly expanding in the United States. For example, Lime-S scooters are available in more than 60 US cities and 6 cities internationally,<sup>3</sup> and in April 2018, Bird Rides, Inc, announced more than 1 million completed rides.<sup>4</sup> Today, several major companies, including Bird and Lime, offer dockless electric scooter services, and several other companies, including the ride-sharing companies Uber and Lyft, have recently entered the market.<sup>5</sup> Availability is projected to grow rapidly, with market analysis showing that Lime was valued at \$1.1 billion and its rival Bird was valued at more than \$2 billion.<sup>6</sup>

The early personal transporters by Segway, introduced in 2001, were few in number, expensive to use, restricted to tourist locations, and associated with a specific set of injuries.<sup>7</sup> In comparison, many thousands of riders are now using standing electric scooters daily on US streets shared with millions of pedestrians and drivers. Therefore, understanding the impact of rising scooter use on public health is more important than ever. Local laws regarding electric scooters are variable, with most locales prohibiting riding on the sidewalk and requiring the use of helmets,<sup>8</sup> but no uniform set of policies exists, and differences in enforcement further amplify this variation. The scooter rental smartphone applications require riders to state that they will comply with state and local laws, show proof of a driver's license, be older than 18 years, and use a helmet as part of their initial user agreements, but it is unclear to what extent these requirements are followed. Debates over the role of greater regulation of electric scooters continue in cities like San Francisco<sup>9</sup> and Santa Monica, California.<sup>10</sup> Of note, a bill supported by Bird to remove the helmet requirement for riders aged 18 years and older was recently signed into law in California,<sup>11,12</sup> illustrating the timeliness of this issue as well as the importance of garnering evidence to guide policy.

Given our institution's proximity to where these electric scooters were first available in the United States, we have the unique ability to describe injuries associated with electric scooters that were severe enough to trigger an emergency department (ED) visit over the course of 1 year. We report on the patient demographic and clinical characteristics of injuries associated with electric scooter use evaluated in our institution's 2 EDs. Additionally, we conducted public observations to describe common scooter riding practices in the community near the 2 EDs.

## Methods

### Study Design

We retrospectively analyzed deidentified data from all patient encounters for standing electric scooter injuries presenting to either of 2 EDs affiliated with the University of California, Los Angeles (UCLA), Ronald Reagan UCLA Medical Center and UCLA Medical Center-Santa Monica. We report summary statistics on the continuous and categorical variables of interest. Additionally, we observed a convenience sample of scooter riders to describe common use practices of standing electric scooters in the community surrounding our hospitals (eAppendix in the Supplement). The UCLA institutional review board approved all aspects of this study with waiver of informed patient consent. The study was conducted using the Strengthening the Reporting of Observational Studies in Epidemiology (STROBE) reporting guideline.<sup>13</sup>

**Data Collection**

We identified all ED encounters for injuries associated with standing electric scooter use in patients of any age by querying our unified electronic medical record for ED encounters between September 1, 2017, and August 31, 2018, that contained a clinician note with any of the non-case-sensitive terms "scooter," "bird," or "lime." Two of us (T.K.T. and C.L.) reviewed the medical records to verify eligibility and excluded ED encounters that were not due to trauma associated with standing electric scooter use. The eAppendix in the Supplement describes our process of determining inclusion and data abstraction, and eTable 1 in the Supplement details how categories of injuries were assigned using *International Classification of Diseases, Ninth Revision, Clinical Modification (ICD-9-CM)* diagnosis codes.

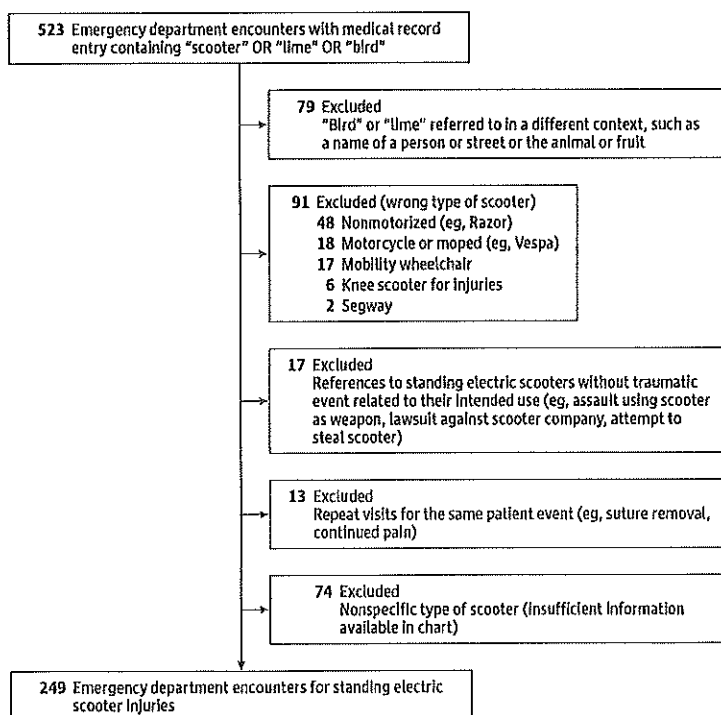
**Statistical Analysis**

In this descriptive study of a case series, we report proportions, calculate means and standard deviations for normally distributed data, and calculate medians and interquartile ranges for data that were not normally distributed.

**Results**

Two hundred forty-nine patients (145 [58.2%] male; mean [SD] age, 33.7 [15.3] years) presented to the emergency department with injuries associated with standing electric scooter use during the study period (Figure; eFigure in the Supplement). The demographic and incident characteristics of these patients are shown in Table 1. A majority of patients (152 [61.0%]) were between the ages of 18 and 40, although ages ranged from 8 to 89, and 27 patients (10.8%) were younger than 18 years. Of the 249 patients, 228 (91.6%) were riders and 21 (8.4%) were nonrider pedestrians (11 hit by a scooter, 5 tripped over a parked scooter, and 5 were attempting to lift or carry a scooter not in use).

Figure. Identifying Visits for Injuries Associated With Standing Electric Scooter Use



A majority of ED visits (141 [56.6%]) occurred during the late afternoon and evening hours, between 3 PM and 11 PM.

Among scooter riders, the most common mechanisms of injury were fall (183 riders [80.2%]), collision with an object (25 riders [11.0%]), and being hit by a moving vehicle or object (20 riders [8.8%]). Only 10 riders were documented as wearing a helmet, constituting 4.4% of all riders or 11.9% of riders whose helmet use status was documented. Twelve patients (4.8%) had physician-documented intoxication or a blood alcohol level greater than 0.05%.

Table 2 describes the ED evaluation and injury characteristics of patients presenting with injuries associated with standing electric scooter use. The majority of patients (200 [80.3%]) received imaging in the ED, with the most common imaging studies being radiographs or computed tomography of the distal upper extremity (36.5%), computed tomography of the head (29.7%), and radiographs or computed tomography of the distal lower extremity (20.1%). A total of 8.4% of patients underwent a trauma-protocol computed tomography scan (head, cervical spine, chest, abdomen, and pelvis), indicating high concern for serious injury. Two hundred thirty-four patients (94.0%) were discharged home from the ED.

Table 1. Patient and Accident Characteristics for ED Visits Associated With Standing Electric Scooters During a 1-Year Period

Characteristic	No. (%)		
	Riders (n = 228)	Nonriders (n = 21)	Total (N = 249)
<b>Demographic Characteristics</b>			
<b>Age, y</b>			
<18	26 (11.4)	1 (4.8)	27 (10.8)
18-25	61 (26.8)	1 (4.8)	62 (24.9)
26-40	85 (37.3)	5 (23.8)	90 (36.1)
41-64	51 (22.4)	10 (47.6)	61 (24.5)
≥65	5 (2.2)	4 (19.1)	9 (3.6)
Male	134 (58.9)	11 (52.4)	145 (58.2)
<b>Accident Characteristics</b>			
<b>Mechanism of Injury</b>			
<b>Rider</b>			
Fail, no specific details	183 (80.2)	NA	NA
Collision with an object	25 (11.0)	NA	NA
Hit by a vehicle or moving object	20 (8.8)	NA	NA
<b>Nonrider</b>			
Hit by scooter	NA	11 (52.4)	NA
Tripped over scooter in road	NA	5 (23.8)	NA
Other <sup>a</sup>	NA	5 (23.8)	NA
<b>Mechanism of ED transport</b>			
Self-presented	151 (66.2)	17 (81.0)	168 (67.5)
Emergency medical services	77 (33.8)	4 (19.1)	81 (32.5)
Emergency medical services trauma activation	20 (8.8)	0	20 (8.0)
<b>Time of day</b>			
7 AM-3 PM	57 (25.0)	8 (38.1)	65 (26.1)
3 PM-11 PM	130 (57.0)	11 (52.4)	141 (56.6)
11 PM-7 AM	41 (18.0)	2 (9.5)	43 (17.3)
<b>Helmet use<sup>b</sup></b>			
Unknown	144 (63.2)	NA	NA
No helmet	74 (32.5)	NA	NA
Wearing a helmet	10 (4.4)	NA	NA
<b>Drug or alcohol intoxication<sup>c</sup></b>			
Blood alcohol level >0.05% or subjectively indicated by physician	12 (5.2)	0	12 (4.8)

Abbreviations: ED, emergency department; NA, not applicable.

<sup>a</sup> Other mechanisms involved 4 people injuring foot while attempting to lift or manipulate scooter and 1 person who injured their hand while trying to lift scooter.

<sup>b</sup> Numbers for nonriders are not calculated, as they would not be wearing helmets. One nonrider was a bicyclist wearing a helmet who was hit by a scooter.

<sup>c</sup> Patients were considered not intoxicated unless there was physician documentation of intoxication or blood alcohol testing with a result of greater than 0.05%.

Table 2. Emergency Department Resource Use and Injury Characteristics

Characteristic	No. (%)		
	Riders (n = 228) <sup>a</sup>	Nonriders (n = 21) <sup>a</sup>	Total (N = 249) <sup>a</sup>
<b>Triage acuity</b>			
1: Most concerning	2 (0.9)	0	2 (0.8)
2	26 (11.4)	0	26 (10.4)
3	52 (22.8)	7 (33.3)	59 (23.7)
4	139 (61.0)	14 (66.7)	153 (61.4)
5: Least concerning	6 (2.6)	0	6 (2.4)
Missing <sup>b</sup>	3 (1.3)	0	3 (1.2)
<b>Imaging</b>			
Received any radiograph or CT	183 (80.3)	17 (81.0)	200 (80.3)
Received extremity radiograph or CT			
Upper extremity			
Distal	87 (38.2)	4 (19.0)	91 (36.5)
Proximal	39 (17.1)	3 (14.3)	42 (16.9)
Lower extremity			
Distal	47 (20.6)	3 (14.3)	50 (20.1)
Proximal	21 (9.2)	2 (9.5)	23 (9.2)
Received other radiography or CT <sup>c</sup>			
Chest radiograph	40 (17.5)	3 (14.3)	43 (17.3)
CT			
Head	66 (28.9)	8 (38.1)	74 (29.7)
Head and cervical spine	44 (19.3)	1 (4.8)	45 (18.1)
Head, cervical spine, chest, abdomen, and pelvis	21 (9.2)	0	21 (8.4)
Face	23 (10.1)	2 (9.5)	25 (10.0)
Cervical spine	45 (19.7)	1 (4.8)	46 (18.5)
Abdomen	22 (9.6)	0	22 (8.8)
Chest	21 (9.2)	0	21 (8.4)
<b>ED length of stay for discharged patients<sup>c</sup></b>			
Patients discharged, No.	214	20	234
<4 h	156 (72.9)	19 (95.0)	175 (70.3)
>4 h	58 (27.1)	1 (5.0)	59 (23.7)
<b>ED disposition</b>			
Home	214 (93.9)	20 (95.2)	234 (94.0)
Admit to floor or observation	12 (5.3)	1 (4.8)	13 (5.2)
Intensive care unit	2 (0.9)	0	2 (0.8)
<b>Injury characteristics<sup>d</sup></b>			
Any fracture	71 (31.1)	8 (38.1)	79 (31.7)
Upper extremity			
Distal	30 (13.2)	1 (4.8)	31 (12.5)
Proximal	15 (6.6)	2 (9.5)	17 (6.8)
Lower extremity			
Distal	9 (4.0)	2 (9.5)	11 (4.4)
Proximal	3 (1.3)	0	3 (1.2)
Facial	12 (5.3)	2 (9.5)	14 (5.6)
Vertebral column	2 (0.9)	0	2 (0.8)
Thoracic	3 (1.3)	1 (4.8)	4 (1.6)
Head injury	92 (40.4)	8 (38.0)	100 (40.2)
Minor head injury <sup>e</sup>	87 (38.2)	8 (38.0)	95 (38.2)
Intracranial hemorrhage	5 (2.2)	0	5 (2.0)
Contusions, sprains, and lacerations with no fracture or head injury	63 (27.5)	6 (28.6)	69 (27.7)

(continued)

Table 2. Emergency Department Resource Use and Injury Characteristics (continued)

Characteristic	No. (%)		
	Riders (n = 228) <sup>a</sup>	Nonriders (n = 21) <sup>a</sup>	Total (N = 249) <sup>a</sup>
<b>Dislocations</b>			
Major <sup>f</sup>	9 (3.9)	0	9 (3.6)
Minor <sup>g</sup>	2 (0.9)	0	2 (0.8)
Procedural sedation for fracture reduction or joint dislocation	8 (3.5)	0	8 (3.2)
<b>Lacerations</b>			
Major Intra-abdominal or Intrathoracic Injuries <sup>h</sup>	65 (28.5)	6 (28.6)	71 (28.1)
	3 (1.3)	0	3 (1.2)

Abbreviations: CT, computed tomography; ED, emergency department.

<sup>a</sup> Unless otherwise noted.

<sup>b</sup> 3 Cases were missing an acuity; on review, all 3 were trauma activations.

<sup>c</sup> Proportions calculated based only on discharged patients.

<sup>d</sup> Categories are not mutually exclusive.

<sup>e</sup> Minor head injuries include all closed head injuries without skull fracture or intracranial hemorrhage.

<sup>f</sup> Major dislocations include dislocations of the jaw, hips, shoulders, elbows, knees, and ankles.

<sup>g</sup> Minor dislocations included dislocations of the fingers or foot.

<sup>h</sup> Major Intra-abdominal or Intrathoracic Injuries were defined as any internal injury of the thorax, abdomen, and pelvis represented by *International Classification of Diseases, Ninth Revision*, codes 860 to 869. The 3 cases included a splenic laceration and 2 lung contusions.

Among the 15 patients (6.0%) who were admitted or transferred, 13 patients were admitted to a floor or observation bed and 2 patients to the intensive care unit (one with traumatic subarachnoid hemorrhage, the other with a subdural hematoma). The reasons for hospitalization for the 15 patients admitted were orthopedic injuries (n = 5), intracranial hemorrhage (n = 5), major intra-abdominal or intrathoracic injuries (n = 3), cervical spine fracture (n = 1), and concussion (n = 1).

The most common injuries were fracture (79 patients [31.7%]), head injury (100 [40.2%]), and contusions, sprains, and lacerations without fracture or head injury (69 [27.7%]). Common fracture locations included the distal upper extremity (31 [12.5%]), proximal upper extremity (17 [6.8%]), distal lower extremity (11 [4.4%]), and face (14 [5.6%]). There was 1 open fracture. Eight patients (3.2%) received procedural sedation in the ED for reduction of a fracture or dislocation. Ninety-five patients (38.2%) sustained a minor head injury (head injury without intracranial hemorrhage or skull fracture), and 5 patients (2.0%) had an intracranial hemorrhage. Five of 95 patients (5.3%) with a minor head injury were documented as wearing a helmet during the incident, while none of the 5 patients with an intracranial hemorrhage had such documentation. Three patients had injuries to the intrathoracic or intra-abdominal organs, specifically pulmonary contusion, pneumothorax or hemothorax, and splenic injury.

A total of 193 scooter riders were observed during 3 public observation sessions, and the following unsafe riding practices were observed: no helmet use (182 riders [94.3%]), tandem riding (15 riders [7.8%]), and failure to comply with traffic laws (18 riders [9.3%]), as shown in eTable 2 in the Supplement. Additionally, many riders were observed to be riding on the sidewalk (51 riders [26.4%]), where scooter use is prohibited.

## Discussion

To our knowledge, this is the first study examining the injury patterns and clinical outcomes of patients presenting to the ED after incidents involving standing electric scooters. This rapidly expanding technology is a disruptive force in short-distance transportation, and policy makers seeking to understand associated risks and appropriate regulatory responses should seriously consider its effects on public health. Riders share roads with fast-moving vehicular traffic but appear to underestimate hazards; we found that 94.3% of observed riders in our community were not



wearing a helmet. Unsurprisingly, injuries associated with standing electric scooter use are prevalent, with 249 patients presenting to the ED over the course of 1 year in our study of 2 EDs. Comparatively, in a post hoc analysis prompted by the review process, we identified 195 visits for bicyclist injuries (ICD-10 V10-V19) and 181 visits for pedestrian injuries (ICD-10 V00-V09) during the same time period at the 2 EDs. Scooter injuries documented in this study were mostly minor, but could also be severe and costly, with 6.0% of patients admitted to the hospital, and 0.8% admitted to the intensive care unit.

Like standing electric scooters, personal transporters launched by Segway offered a novel and convenient means of short-distance transportation, but came with a serious risk for orthopedic and neurologic trauma.<sup>14-16</sup> Segway-related injuries commonly included upper and lower extremity fractures, but some were severe, including reported cases of intracranial hemorrhage requiring admission to the intensive care unit.<sup>16</sup> We noted similar patterns of injury with standing electric scooters. However, unlike Segway transporters, standing electric scooters could have substantial impact on public health given their low cost, popularity, and accessibility.

While riders of electric scooters in California are required to be at least 16 years old by state law and 18 years old by company rental agreements,<sup>17,18</sup> we found that 10.8% of electric scooter injuries were in patients younger than 18 years. This suggests that current self-enforced regulations imposed by private electric scooter companies may be inadequate. Although California law required helmet use while operating electric scooters during the entire study period, only 4.4% of injured scooter riders were documented to be wearing a helmet. A newly passed California law will make helmet use optional for electric scooter riders older than 18 years on January 1, 2019<sup>11,12</sup>; it is unclear how this change in policy will affect rider practices and injury patterns.

### Limitations

While this is the first study, to our knowledge, of trauma associated with electric scooter use to provide data on a full year of ED visits, our study is retrospective and therefore necessarily limited to available clinical variables. Future work would benefit from efforts to improve ED clinician documentation of relevant incident characteristics, such as helmet use. We likely underestimated the number of electric scooter-associated injuries for several reasons. We excluded 74 ED encounters where it was suspected, but not clear, that an electric scooter was involved, and we did not include outpatient visits to urgent care or primary care clinics for minor injuries. Additionally, scooter use and availability rapidly increased toward the end of our study period, evidenced by the fact that most associated injuries occurred during the later months of the study (eFigure in the Supplement). We were also unable to evaluate the geographic and urban planning factors influencing the incidence and severity of these injuries. Future work should include prospective data collection and examine the effects of bikeway availability and speed limits, which may modify the occurrence of injuries associated with electric scooter use. It would also be meaningful to characterize the costs incurred by patients and the health care system from trauma associated with electric scooter use. This descriptive study was unable to identify any risk factors for injury; future work could use data from private scooter companies to calculate the rates of injury based on number of trips, distance traveled, and demographic characteristics of scooter users.

### Conclusions

Standing electric scooters are a novel, innovative, and rapidly expanding form of transportation with the potential to alleviate traffic congestion, provide affordable transportation to residents of all incomes, and reshape how commuters travel the "last mile" to home or work. Our findings provide insight into the public health and safety risks associated with this rapidly growing form of transportation and provide a foundation for modernizing public policy to keep pace with this trend.

## ARTICLE INFORMATION

Accepted for Publication: November 29, 2018.

Published: January 25, 2019. doi:10.1001/jamanetworkopen.2018.7381

Open Access: This is an open access article distributed under the terms of the CC-BY License. © 2019 Trivedi TK et al. *JAMA Network Open*.

Corresponding Author: Tarak K. Trivedi, MD, MS, National Clinician Scholar Program, University of California, Los Angeles, 1100 Glendon Ave, Ste 900, Los Angeles, CA 90024 (tktrivedi@mednet.ucla.edu).

Author Affiliations: Veterans Administration, Greater Los Angeles Healthcare System, Los Angeles, California (Trivedi, Liu); National Clinician Scholars Program, University of California, Los Angeles, Los Angeles, California (Trivedi, Liu, Elmore); Department of Emergency Medicine, University of California, Los Angeles (Trivedi, Wheaton, Kreger, Yap, Schriger); Department of Surgery, Stanford University, Stanford, California (Liu); Department of Surgery, University of California, Los Angeles (Liu); Office of Health Informatics and Analytics, UCLA Health, University of California, Los Angeles (Antonio); Division of General Internal Medicine and Health Services Research, University of California, Los Angeles (Elmore).

Author Contributions: Drs Trivedi and Liu had full access to all of the data in the study and take responsibility for the integrity of the data and the accuracy of the data analysis.

Concept and design: Trivedi, Antonio, Wheaton, Kreger, Yap, Schriger, Elmore.

Acquisition, analysis, or interpretation of data: Trivedi, Liu, Antonio, Wheaton, Kreger, Yap, Schriger.

Drafting of the manuscript: Trivedi, Liu, Antonio, Wheaton, Kreger, Yap, Schriger.

Critical revision of the manuscript for important intellectual content: Trivedi, Liu, Wheaton, Kreger, Yap, Schriger, Elmore.

Statistical analysis: Trivedi, Antonio, Wheaton, Schriger.

Obtained funding: Elmore.

Administrative, technical, or material support: Trivedi, Schriger.

Supervision: Schriger, Elmore.

Conflict of Interest Disclosures: None reported.

Funding/Support: Drs Trivedi and Liu were supported by the UCLA National Clinician Scholars Program at the David Geffen School of Medicine at UCLA. Drs Trivedi and Liu are supported by the VA Office of Academic Affiliations through the VA/National Clinician Scholars Program. Dr Schriger's time was supported in part by a grant from the Korein Foundation.

Role of the Funder/Sponsor: The funders had no role in the design and conduct of the study; collection, management, analysis, and interpretation of the data; preparation, review, or approval of the manuscript; and decision to submit the manuscript for publication.

Disclaimer: The contents do not represent the views of the US Department of Veterans Affairs or the US government.

## REFERENCES

1. Hall M. Bird scooters flying around town. *Santa Monica Daily Press*. <http://www.smdp.com/bird-scooters-flying-around-town/162647>. Published September 26, 2017. Accessed September 13, 2018.
2. Hollister S, Holland P, Serrels M, Little M. The electric scooter war continues, here's how they work (FAQ). *CNET*. <https://www.cnet.com/news/electric-scooters-bikes-dockless-ride-share-bird-lime-jump-spln-scoot/>. Published May 30, 2018. Accessed November 12, 2018.
3. Lime. Locations. <https://www.lime.com/locations>. Accessed September 13, 2018.
4. Bird. Bird riders fly one million rides. <https://www.bird.co/press/bird-riders-fly-one-million-rides/>. Published April 22, 2018. Accessed September 13, 2018.
5. McFarland M. Lyft launches a scooter service. Uber is close behind. *CNN*. <https://money.cnn.com/2018/09/06/technology/lyft-scooters-denver-uber/index.html>. Published September 6, 2018. Accessed September 13, 2018.
6. O'Brien C. Lime VP on company's meteoric rise to \$1 billion valuation. *VentureBeat*. <https://venturebeat.com/2018/07/02/lime-vp-on-companys-meteoric-rise-to-1-billion-valuation/>. Published July 2, 2018. Accessed September 13, 2018.
7. Boniface K, McKay MP, Lucas R, Shaffer A, Sikka N. Serious injuries related to the Segway personal transporter: a case series. *Ann Emerg Med*. 2011;57(4):370-374. doi:10.1016/j.annemergmed.2010.06.551
8. City of Santa Monica Planning and Urban Development. Scooter and bike share services. <https://www.smgov.net/Departments/PCD/Transportation/Shared-Mobility-Services/>. Accessed September 18, 2018.

9. Said C, Sernoffsky E. Bye-bye, SF Scooters as Bird, Lime, and Spin go on hiatus. *San Francisco Chronicle*. <https://www.sfchronicle.com/business/article/Bye-bye-SF-scooters-as-Bird-Lime-and-Spin-go-on-12966874.php>. Published June 5, 2018. Updated June 5, 2018. Accessed September 13, 2018.
10. Newberry L. Bird and Lime deactivate scooter services in Santa Monica for a day in protest. *Los Angeles Times*. <http://www.latimes.com/local/lanow/la-me-ln-santa-monica-scooter-suspension-20180814-story.html>. Published August 14, 2018. Accessed September 13, 2018.
11. Flora H, Chen P, Gloria T, Low E. AB-2989 Motorized scooter; use of helmet; maximum speed. California Legislative Information. [https://leginfo.ca.gov/faces/billTextClient.xhtml?bill\\_id=201720180AB2989](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB2989). Published August 31, 2018. Accessed September 13, 2018.
12. Gomez L. Riding an e-scooter without a helmet to be legal in California. what could go wrong? *San Diego Union-Tribune*. <https://www.sandiegouniontribune.com/opinion/the-conversation/sd-california-helmets-optional-for-electric-scooters-20180920-htmistory.html>. Published September 20, 2018. Accessed November 12, 2018.
13. von Elm E, Altman DG, Egger M, Pocock SJ, Gøtzsche PC, Vandenbroucke JP; STROBE Initiative. The Strengthening the Reporting of Observational Studies in Epidemiology (STROBE) statement: guidelines for reporting observational studies. *Lancet*. 2007;370(9596):1453-1457. doi:10.1016/S0140-6736(07)61602-X
14. Pourmand A, Liao J, Pines JM, Mazer-Amirshahi M. Segway personal transporter-related injuries: a systematic literature review and implications for acute and emergency care. *J Emerg Med*. 2018;54(5):630-635. doi:10.1016/j.jemermed.2017.12.019
15. Ashurst J, Wagner B. Injuries following Segway personal transporter accidents: case report and review of the literature. *West J Emerg Med*. 2015;16(5):693-695. doi:10.5811/westjem.2015.7.26549
16. Roeder D, Busch C, Spitaler R, Hertz H. Segway® related injuries in Vienna: report from the Lorenz Böhler Trauma Centre. *Eur J Trauma Emerg Surg*. 2016;42(2):203-205. doi:10.1007/s00068-015-0532-x
17. State of California Department of Motor Vehicles. Motorized scooter registration. <https://www.dmv.ca.gov/portal/dmv/detail/vr/scooters>. Updated 2018. Accessed August 9, 2018.
18. Thomson Reuters Westlaw. FindLaw. California Code, Vehicle Code—VEH § 21235. <https://codes.findlaw.com/ca/vehicle-code/veh-sect-21235.html>. Published March 9, 2009. Accessed August 9, 2018.

**SUPPLEMENT.****eAppendix.** Supplemental Methods**eTable 1.** ICD-9 Codes and Other Criteria Used to Generate Injury Categories**eTable 2.** Observation of Rider Behaviors and Pediatric Riders**eFigure.** Case Frequency by Date, Definite Cases (Included) vs Unclear Cases (Excluded)

## Sayers, Margery

---

**From:** Joel Broida <jbroida1@gmail.com>  
**Sent:** Saturday, February 8, 2020 1:59 PM  
**To:** Ball, Calvin; CouncilMail; HCCA; FoehrKolb Lynn; Fitzgerald Kevin; Hillen Robin; Dworkin Dean; Baker Jeryl; Loeber Pat; Colavita Lisa; Lin.eagan@ca-board.org; Milton.Matthews@columbiaassociation.org; Columbia Association Board  
**Cc:** Broida Joel; HCCA; sws@dedicatedresponse.com; bhawkins@jhmi.edu; Berla Nancy  
**Subject:** More background information related to CB-3 2020  
**Attachments:** Badeau 2019.pdf; trivedi\_2019\_oj\_180307.pdf; Electric Scooters AJPH.2019.305499.pdf; Buehler AJPH.2016.pdf

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

In light of the pending proposal the introduction I thought the attached items might be of interest to you all. Being a now retired two wheel Segway owner/user, incidentally these devices are classified by the State of Maryland as PERSONAL MOBILITY DEVICE(S), not vehicles, I say now retired because both my wife and I have difficulty in getting on and off of the Segways, are at risk for falling when getting on and off them, and that's not good for anyone, and so we sold them back to our dealer in Annapolis who uses them for tourist tours. By the way, there is a new Segway equipped with a seat made for aged and/or disabled people.

Back to CB-3....I urge you to require e-scooter vendors include 3 and/or 4 wheel scooters and require docking stations for all of their rental scooters. Other jurisdictions have already allowed rental scooters to be left almost anywhere by the riders which is problematic. In some cases these jurisdictions have been able to terminate the rental contracts for this or other reasons. Worst case, the contracts were poorly written and just had to live with.

Regardless of the kinds of e-scooter services you agree to.....please include "user training" and wearing of "approved safety helmets". Also, there is already an ongoing "bike rental service" with docking stations operating in and around Downtown Columbia and possibly at locations throughout Howard County. What has been learned from this experience that might well be applicable to an e-scooter rental service. No reason to reinvent the wheel, doing otherwise might well prevent bad things from happening to good people like....falls, injuries, or even fatal events like those cited in the attachments.

What's the rush to vote on CB-3 2020 anyway? Scooters will not alleviate the need for or the use of motor vehicles, parking space for motor vehicles, street and roadway repairs, public transit services, use of fire and rescue services in Downtown Columbia or for that matter the whole of Howard County.

That's my 2 cents more.

Respectfully submitted,

Joel Broida, Resident of Columbia and Howard County since 1972  
5400 Vantage Point Road, Apt.413  
Columbia, MD 21044  
[jbroida1@gmail.com](mailto:jbroida1@gmail.com)  
420.993.1033  
443.996.0095 cell

Sent from my iPad

**Sayers, Margery**

---

**From:** Jung, Deb  
**Sent:** Saturday, February 15, 2020 12:05 PM  
**To:** Sayers, Margery  
**Subject:** FW: Scooters

Deb Jung  
Council Chair, District 4  
Howard County Council  
3430 Court House Dr., Ellicott City, MD 21043  
410-313-2001

Sign-up for my District Update [here](#).

**From:** Sherri Lazas <sherri.lazas@gmail.com>  
**Sent:** Friday, January 31, 2020 10:29 PM  
**To:** Jung, Deb <djung@howardcountymd.gov>  
**Subject:** Scooters

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Hello Councilwoman Jung,

I'm a county resident who lives in the Columbia downtown area and I've only heard of the idea of county scooters this evening. My grown children now live in areas where shooter rentals are prominent and I myself have enjoyed these as a means of quick and easy transportation. I'd love to see these in Columbia and I support the bill CB3-2020.

Thank you,

Sherri Lazas, Realtor  
240-899-2521 (c)  
Cummings & Co. Realtors  
410-883-0033 (o)

## Sayers, Margery

---

**From:** Jung, Deb  
**Sent:** Saturday, February 15, 2020 12:02 PM  
**To:** Sayers, Margery  
**Subject:** FW:

Great to hear from you. Thanks so much for contacting me with your support for the bill.

Deb Jung  
Council Chair, District 4  
Howard County Council  
3430 Court House Dr., Ellicott City, MD 21043  
410-313-2001

-----Original Message-----

**From:** Tam <tamara.bream@gmail.com>  
**Sent:** Monday, February 3, 2020 9:40 AM  
**To:** Jung, Deb <djung@howardcountymd.gov>  
**Subject:**

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Good morning Ms. Jung.

I am writing to express support in the expansion of transportation options in down town Columbia. You may recall that we met at the DTC happy hour. My husband and I move into Governors Grant. Thank you for your continued support.

Tamara Pié  
10234 Brighton Ridge Way  
Columbia, MD 21044

Sent from my iPhone  
410-599-9096

CB3-2020



## Howard County Office of Transportation

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Bruce Gartner, Administrator

[bgartner@howardcountymd.gov](mailto:bgartner@howardcountymd.gov)

FAX 410-313-1655

TDD 410-313-2323

**Date:** January 2, 2020

**To:** Members of the Howard County Council

**From:** Bruce Gartner, Administrator, Howard County Office of Transportation

**Subject:** Staff Testimony for Council Bill 3-2020, Electric Scooter Sharing Permits

Council Bill 3-2020 represents the enabling legislation for an electric scooter sharing permit process and fee, to be managed primarily by the Howard County Office of Transportation.

Electric scooter sharing systems are now operational in Baltimore City, Montgomery County and Washington D.C. Electric scooter sharing companies have recently expressed interest in operating in Howard County, specifically in the areas of Downtown Columbia and Gateway Business Park.

Encouraging the use of transportation options other than the single occupancy vehicle has been a priority of the Ball Administration in response to an overwhelming citizen concern about the negative impacts of traffic congestion. In addition to lessening congestion, the use of transit, walking, biking and other alternatives such as e-scooters are just a few options that promote outdoor activity, healthier lifestyles and increase mobility options. The use of e-scooters are becoming more prevalent across the region and the County has an opportunity to safely their use encourage through a permit process.

To provide permission for a scooter sharing company to operate in public areas, such as pathways, streets, sidewalks and bike lanes, most jurisdictions create a permit process. Howard County is developing a permit process, based on best practices and on the experiences of Baltimore City, Montgomery County and Washington D.C. The permit will dictate the parameters that the scooter sharing companies must operate under, including the speed of the scooters, where they can be parked, minimum and maximum quantities, operator response time, data sharing, insurance requirements and permit fees. An enforceable permit process is the best option Howard County has of encouraging the safe and responsible use of this new shared use mobility option that shares both public and private spaces for transportation such as roadways, sidewalks, pathways and other public spaces.

Council Bill 3-2020 also clarifies the definition of electric low speed scooters, bringing the County Code into agreement with the State Code, where electric low speed scooters are defined the same as bicycles and follow the same regulations for use.

The electric scooter sharing system permit process will be managed by the Howard County Office of Transportation and is expected to begin in May of 2020. Information regarding electric scooter permits, including the permit terms and conditions, application scoring process and permitted vendors will be posted on the Office of Transportation website. The draft terms and conditions for the permit are attached as Exhibit A.

The Office of Transportation supports Council Bill 3-2020 and recommends adoption by the County Council.



## Exhibit A:

### DRAFT: TERMS AND CONDITIONS FOR THE PERMIT TO OPERATE A PUBLICLY ACCESSIBLE ELECTRIC SCOOTER SHARING PROGRAM ON PUBLIC RIGHT-OF-WAY IN HOWARD COUNTY

#### Article I. Definitions

For the purposes of this permit, the following terms, phrases, words, and their derivations, shall have the meaning given below, unless more specifically defined within a specific article or paragraph of this document. When not inconsistent with the context, words used in the present tense include the future and past tense, and words in the singular number include the plural number. The words "shall" and "will" are mandatory and "may" is permissive. Words not defined shall be given their common and ordinary meaning.

**A. Publicly Accessible Electric Scooter Sharing System:** a program providing electric Scooters for short-term trips without requiring the installation of any infrastructure within Howard County other than the deployment of vehicles or utilizing a docking system for charging that is deployed and maintained by the permit holder with the written approval of a property owner.

**B. Scooter:** a motorized electric transportation device with tandem wheels and a standing platform that is available to the public for rental through a rental system that can be parked with or without a physical dock. A Scooter shall be considered an "electric low speed Scooter", as defined in the Maryland Annotated Code, Transportation Article, Section 11-117.2.

**C. Scooter Parking Area:** the following areas where Scooters may be parked, provided that a minimum 4-foot clear zone for pedestrians is maintained at all times:

1. On a public sidewalk;
2. In the public right-of-way between the sidewalk and the curb; and
3. At a bike rack, if the bike rack is located in the public right-of-way but somewhere other than a public sidewalk, or the public right-of-way between the sidewalk and the curb.
4. At a docking station or other approved location on private property, with explicit written permission of the private property owner.

**D. Speed Governor:** a device that ensures the motor of a Scooter is incapable of propelling the vehicle at a rate of speed in excess of the mandated speed limit on level ground.

## **Article II. Responsibilities of Permit holder**

### **A. Fleet**

1. Permit holder may operate Scooters, the countywide total of which shall not be less than 100 Scooters and no more than 200.
2. Permit holder shall certify that all Scooters deployed are equipped with a Speed Governor that ensures the vehicle will not travel in excess of fifteen (15) miles per hour on level ground.
3. Permit holder shall ensure each Scooter is in working order, well maintained, and clean.
4. Permit holder shall affix its logo to each Scooter in Howard County so that it is clearly visible and shall not allow other logos or advertisements to appear on any Scooter.
5. Permit holder shall provide at minimum a toll-free telephone number, email, and website address on each Scooter stating how to report an incorrectly parked Scooter. This information shall also be provided in a format readable by the visually impaired.
6. Permit holder shall display a unique identification number on each Scooter deployed.
7. Permit holder understands that Scooters are included within the legal definition of "bicycle" under Section 11-104 of the Transportation Article, MD Annotated Code. Therefore, Scooters are specifically allowed to operate in the same locations as bicycles. In Howard County, this includes on sidewalks except where signs are posted to prohibit use.
8. Permit holder shall certify that all Scooters deployed meet the ANSI/CAN/UL Standard for Electrical Systems for Personal E-Mobility Devices (UL Standard 2271 or 2272), in addition to any applicable federal or state safety laws or regulations. As an alternative to certification of UL Standard 2271 or 2272, permit holder may submit documentation demonstrating that Scooters meet a standard that provides equivalent safety protections.
9. Permit holder shall inform users of all applicable State and County laws and regulations, including, but not limited to, those regarding speed limits, parking, age restrictions, helmet usage and sidewalk riding. Permit holder shall also provide safety tips to users. This information must be provided on program app and website. Permit holder must attend a minimum of two (2) community events per year to educate potential users on laws, regulations, and safety tips regarding Scooters. All users must explicitly confirm that they are aware of all applicable laws, regulations, and safety tips before using a Scooter.
10. Permit holder must ensure Scooters can be located and unlocked using a smartphone application, or by manually entering a customer's account number.
11. Permit holder must have the ability to restrict Scooter use and Scooter parking in private areas that are not specifically permitted through electronic geofencing.
12. Permit holder must provide Howard County with access to its smart phone application used to rent trips, that allows certain Howard County employees to unlock any improperly parked Scooters for the purpose of moving such vehicles to the nearest available proper parking location.
13. Permit holder must provide Howard County with at least five (5) account logins for which rentals will be free of charge, for testing purposes only.
14. All Scooters must be equipped with on-board GPS technology that does not obtain spatial information by relying on a customer's smart phone.

15. GPS data shall be transmitted from all Scooters at a minimum of every 90 seconds while in use to ensure accurate location data is conveyed.

16. GPS data shall be transmitted from all Scooters at a minimum of every 60 minutes while parked to ensure accurate location data is conveyed.

17. Permit holders shall not require customers to grant location services from their smart phones, and shall not require access to contacts, photos, or other personal files. Permit holders may request that customers "opt in" to granting location services for improved functionality, provided that failure or refusal to grant location services shall not result in a customer being unable to use the permit holder's Scooters.

18. Permit holder shall ensure customer data privacy and that operator policies are in accordance with Howard County's data privacy policies. Permit holder shall not share any personal data of customers who use their mobility services with third parties (e.g. advertisers, investors etc.). Exceptions to this prohibition include third parties with whom the permit holder has contractual agreements to conduct business transactions (e.g., payment processing), or when data sharing may be required by Howard County, state or federal law. Permit holder shall provide clear notification to customers and to Howard County about what data will be accessed and explain how and why data will be used.

19. Permit holders are required to turn off access to their Scooters daily between the nighttime hours of midnight to 5am.

20. Permit holder shall cooperate with Howard County requests to suspend or alter service and remove Scooters from public space during extreme weather events, health emergencies related to communicable diseases, or special events.

21. Within thirty (30) calendar days of receipt of a Permit, permit holder shall file an operational plan with OOT. Operational plans shall include, at a minimum:

- a. Hours and days of operation, and any limitations thereon.
- b. Communication methods for educating users about safe operations and proper parking.
- c. Procedures for ensuring that the Scooters are safe for use and well maintained.
- d. Procedures for responding to extreme weather events and special events.
- e. Procedures for responding to complaints.

## **B. Parking**

1. Scooters must be parked:

- a. To maintain a pedestrian travel space to a width of at least four (4) feet.
- b. To maintain unimpeded access to entrances to private property or driveways.
- c. To maintain unimpeded access to bus stops and shelters.
- e. To maintain vehicular travel area for any vehicle.
- f. To ensure the Scooter remains upright.
- g. Outside of any protected tree planting or landscaped area.
- h. On public property or on private property with the expressed written consent of the private property owner.

2. Permit holder will use all of its communication platforms to educate users on proper Scooter parking and will track, verify, and incentivize proper parking.
3. Permit holder will remove improperly parked Scooters in accordance with local law and without prior notice from Howard County.
4. When a Scooter is incorrectly parked (i.e., violates any term of paragraph 1 of this section), Permit holder shall move that Scooter within two (2) hours of notification, including notifications through its communication platforms.
5. If a Scooter has not moved from the same location for five (5) consecutive days, permit holder will relocate the vehicle to another location.
6. Permit holder shall not allow parking of Scooters or trips to terminate on property that is not public right-of-way within Howard County, without the consent of the property owner.
7. Permit holder shall only distribute Scooters in operating zones 1, 2 and 3, as shown in Exhibit A. Scooter trips may terminate outside of zones 1, 2 and 3, but a new trip will not begin outside of these zones. Permit holder shall move Scooters parked outside of these operating zones back into an operating zone within 24 hours.

#### **C. Permit Fees and Performance Bond**

1. Permit holder agrees to pay an annual application fee of ten thousand dollars (\$10,000) per permit. The permit fee is applicable to the timeframe stated in article IVa of this document. If more than half of the permit timeframe has passed at the time of permit acceptance, the permit fee is reduced to five thousand dollars (\$5,000).
2. Permit holder agrees to provide a ten thousand dollar (\$10,000) refundable bond or other security acceptable to the Howard County Office of Transportation (OOT) to be retained in the event the permit holder fails to remove from the public right-of-way Scooters that are unsafe, unpermitted, or abandoned, or if Howard County must remove, relocate, impound, or store Scooters due to improper parking, safety hazards, or any other violation of these regulations or the terms and conditions of these terms and conditions. If the bond is completely depleted, the permit holder agrees to provide an additional ten thousand dollar (\$10,000) bond.
3. The Administrator of OOT may require compensation from the Permit holder's bond to recover all costs and penalties. The Administrator shall provide written notice to the Permit holder stating the reasons for and the amount required and advising the Permit holder that any objection must be submitted, in writing, no later than seven (7) calendar days after the date of the written notice. The Administrator shall provide a notice of reconsideration in writing and shall send such notice to the Permit holder three (3) calendar days before the Administrator initiates withdrawal from the security bond, if applicable.
4. If permit holder's permit is revoked, any fees paid for the current or past months of operations will not be refunded by Howard County.
5. A permit issued is not assignable or transferrable to or shareable with any other business or person not identified in the Permit application.

#### **D. Data and Reporting**

1. Permit holder shall provide a publicly accessible application program interface, clearly posted on the company's website that shows, at minimum, the current location of any Scooters available for rental at all times. To protect customer privacy, vehicle locations should not be included for vehicles on an active ride.

2. Permit holder will follow Mobility Data Specification (MDS) to describe mobility vehicle trips and their routes, location and status of each vehicle at any point in time and historically. All trip data must be anonymized.
3. Permit holder shall provide a monthly report within 5 business days of the end of the month, using a template approved by Howard County. Monthly report will include data on Scooter usage, reported crashes, vandalism, theft, maintenance and repairs, customer service, and complaints.
4. Permit holder will notify the OOT within 24 hours of vendor notification of any reported crash or injury involving the permit holder's Scooters that results in personal injury.
5. During the permit period, OOT may require the permit holder to conduct a user survey. Survey questions shall be submitted to OOT for review prior to initiating the survey. Survey results shall be shared with OOT.

#### **E. Criminal Investigation**

1. In the event a permit holder's Scooters are suspected to be involved in criminal activity, permit holder will provide the Howard County Police Department with any available data pertaining to the recent locations of Scooters and customer information pertaining to recent rentals Scooters.

#### **F. Insurance**

1. At all times during the term of this Permit and any use of the public right-of-way by Permit holder pursuant to this Permit, Permit holder shall maintain the insurance coverage set forth below:
  - a. Commercial General Liability Insurance coverage of One Million Dollars (\$1,000,000) per occurrence with Howard County as an additional insured;
  - b. Workers' Compensation Insurance coverage for all employees involved in operations pertaining to this Permit including Employer's Liability Insurance coverage of at least One Hundred Thousand Dollars (\$100,000) per occurrence. Permit holder agrees to comply at all times with the provisions of the Workers' Compensation laws of the state of Maryland.

#### **G. Indemnification**

1. Permit holder shall defend, indemnify and hold harmless Howard County Government, its officers, directors, employees, agents, servants, successors, assigns and subsidiaries (collectively "the Indemnified Parties"), from and against any and all losses and liabilities, penalties, fines, forfeitures, demands, claims, causes of action, suits, costs and expenses incidental thereto (including cost of defense and attorney's fees), which any of the Indemnified Parties may hereafter incur, be responsible for, or pay as a result of any and all legal liabilities associated with the use of the public right-of-way by Permit holder's vehicles, provided that Permit holder shall not be so obligated in the event that the claim or occurrence at issue arose out of the gross negligence or willful misconduct of the Indemnified Parties or any one of them.
2. Permit holder also agrees to hold harmless Howard County Government and its officers and employees for any loss or damage to persons or property, arising out of or in any way related to Permit holder's use of the public space, public right-of-way, or public structure.

#### **H. Advertising**

1. Permit holder shall not advertise or publish Howard County Government's participation in or endorsement of the program in Permit holder's marketing or promotional materials without Howard County's prior written consent.
2. Permit holder shall not utilize its Scooters for the sale or display of third party advertising.

### **I. Anti-competitive behavior**

Permit holder agrees not to engage in anti-competitive behavior with other Publicly Accessible Electric Scooter Sharing System operators, including falsifying data and sabotaging vehicles.

### **J. Revocation of Permit**

1. Howard County may revoke the permit holder's permit for failure to comply with any of these terms and conditions.
2. In the event Howard County revokes the permit holder's permit, permit holder shall remove its Scooters from public space within fifteen (15) business days. Howard County may impound Scooters that are not removed from public space.
3. Howard County, in its sole discretion and without prior notice, may remove Scooters from the public right-of-way if an emergency arises. In such instances, Howard County will attempt to notify the permitted operator as soon as reasonably practicable thereafter.

**Article III. Key Officials and Contact Persons**

All notices, requests, modifications, and other communications that are required to be in writing shall be personally delivered or mailed via first class mail or emailed to the addresses below:

Howard County Office of Transportation

Administrator: Bruce Gartner

3430 Court House Drive, Ellicott City, MD 21043

410-313-0702 (office)

[bgartner@howardcountymd.gov](mailto:bgartner@howardcountymd.gov)

**Article IV. Effective Date, Term of Permit, and Modification**

A. The Permit shall be effective on May 2, 2020, and shall remain in effect until May 1, 2021.

B. Any modification of this Permit shall be valid only if approved by OOT in writing.

**Article V. Required and Standard Clauses**

A. Monitoring and Records. Permit holder will be subject to scheduled and unscheduled monitoring reviews to ensure compliance with all applicable requirements. OOT shall maintain records of all actions taken pursuant to the Permit and these terms and conditions and shall make records available to Permit holder for inspection, if requested.

B. Assignment. No transfer or assignment of the Permit, or of any part thereof or interest therein, directly or indirectly, voluntarily or involuntarily, shall be made unless such transfer or assignment is first approved in writing by OOT.

C. Confidential Information. OOT and Permit holder will use, restrict, safeguard and dispose of all information related to the Permit and these terms and conditions, in accordance with all relevant federal and local statutes, regulations, policies. Information received by either OOT or Permit holder in the performance of responsibilities associated with the Permit and these terms and conditions shall remain the property of OOT.

**Article VI. Affirmations**

A. Authority. Permit holder has the power to enter into this Permit and the undersigned has full power, authority and legal right to enter into this Permit and to undertake the implementation of the Permit contemplated herein.

B. Good Standing. Permit holder certifies that it has is registered to do business in, and is and shall remain in good standing in, the State of Maryland.

**Article VII. Termination**

Notwithstanding the provisions in Article III and the Revocation clause of the Permit, OOT may terminate the Permit and these terms and conditions in whole or in part by giving 30 days advance written notice to Permit holder.

IN WITNESS WHEREOF, the undersigned has caused these presents to be executed on the date specified below. By signing below, [Permit holder NAME] agrees to be bound by these terms and conditions.

[Permit holder NAME]

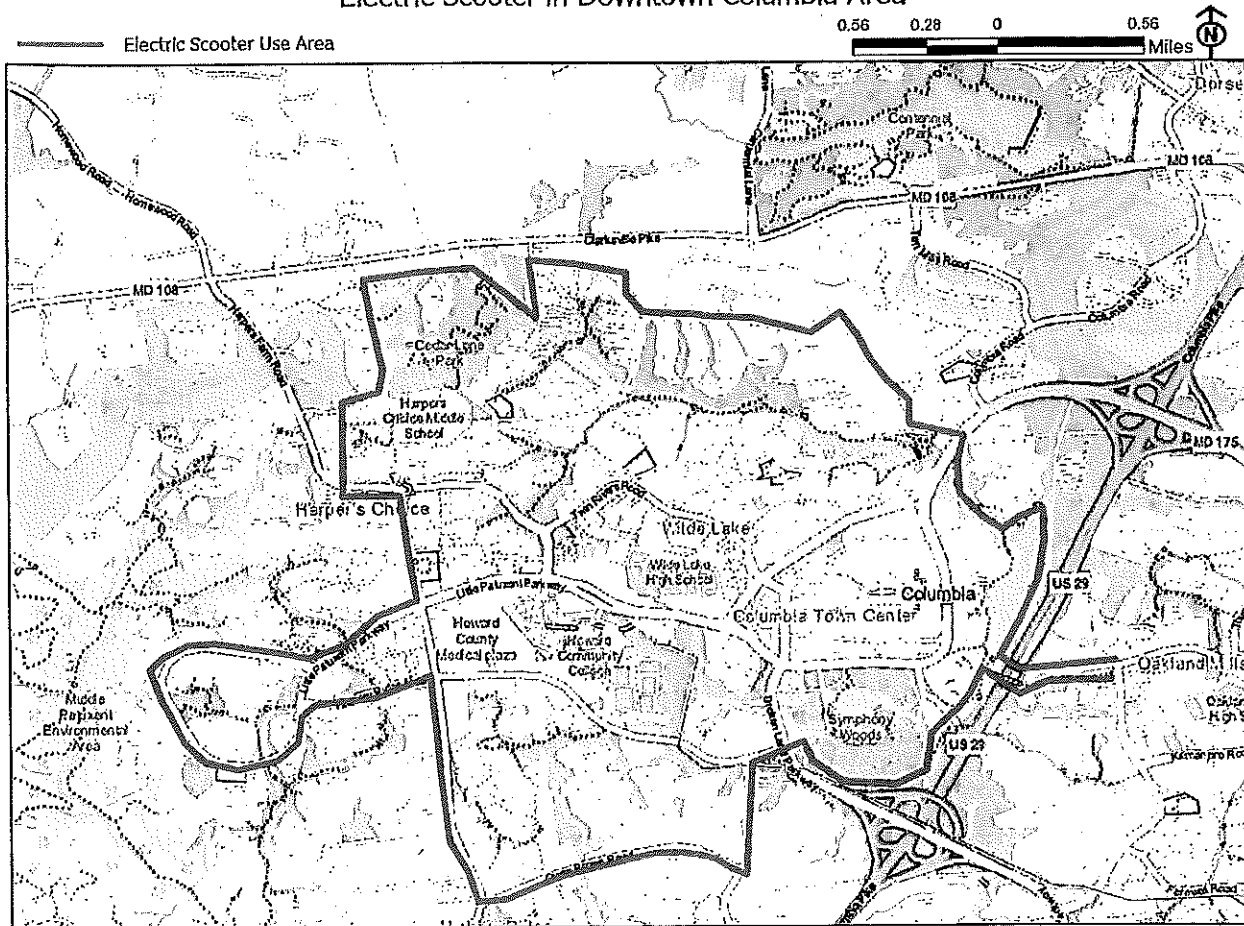
By: \_\_\_\_\_ Date: \_\_\_\_\_ [NAME] Authorized  
Representative – [Permit holder NAME]



**Exhibit A: Maps of Operating Zones**

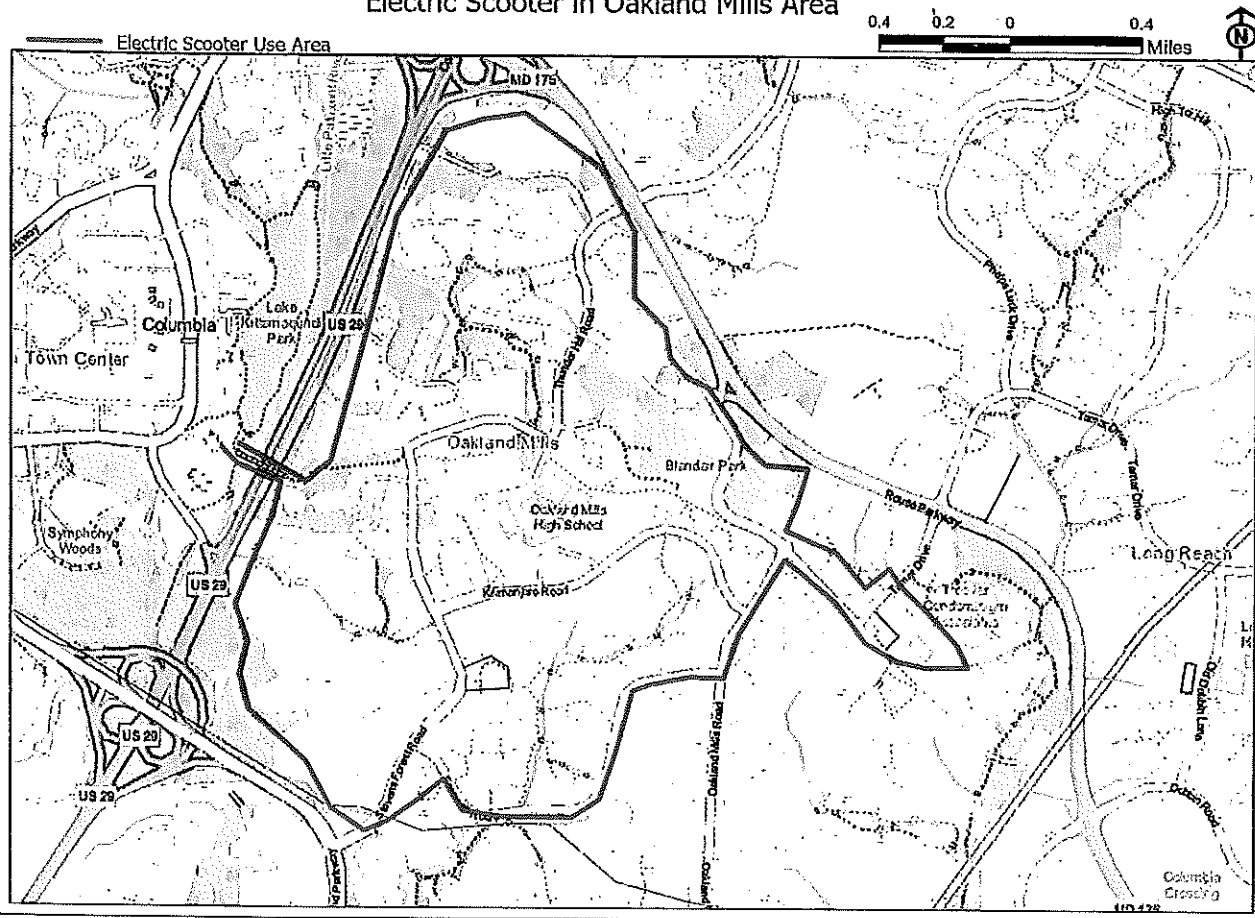
**Zone 1:**

**Electric Scooter in Downtown Columbia Area**



Zone 2:

Electric Scooter in Oakland Mills Area





**Sayers, Margery**

---

**From:** Jeryl Baker <villagemanager@columbiatowncenter.org>  
**Sent:** Tuesday, January 21, 2020 10:40 AM  
**To:** Gartner, Bruce; Jung, Deb; CouncilMail; Phillip Dodge; Lynn Foehrkolb; Kevin Fitzgerald  
**Subject:** Scooter Legislation  
**Attachments:** Scooter Legislation.docx

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Good morning Council Members and others involved in the proposed CB No. 3-2020,

The Town Center Community Association Board has been discussing the upcoming scooter legislation and we would like to submit the attached letter listing our concerns for your consideration. We look forward to working with you to make this the best program it can be for all our residents. Thank you.

*Jeryl Baker*  
Village Manager, Executive Director

Town Center Community Association  
Historic Oakland Manor  
5430 Vantage Point Road  
Columbia, MD 21044  
410-730-4744 phone  
410-730-1823 fax  
[villagemanager@columbiatowncenter.org](mailto:villagemanager@columbiatowncenter.org)  
[www.columbiatowncenter.org](http://www.columbiatowncenter.org)  
[www.historic-oakland.com](http://www.historic-oakland.com)



# Town Center Community Association

## BOARD OF DIRECTORS

Lynn Foehrkolb  
Joel Broida  
Kirsten Coombs  
Kevin Fitzgerald  
Robin Hillen  
Dean Dworkin

## COLUMBIA COUNCIL

Lin Eagan

## CB No. 3-2020 Scooter Legislation

The Columbia Town Center Association Board recognizes forthcoming innovations in short trip transportation. If thoughtfully implemented, new options could provide benefits to the residents of Columbia. We have questions that we would like addressed in the County Council Bill No 3-0202 or as part of the scooter permitting process:

- Are there existing laws or codes that cover all dockless permits? Some cities now have dockless bikes, scooters, and even mopeds.
- How were the designated areas of operation identified? Do the boundaries take into consideration other modes of transportation like nearest bus stops?
- Are four permit holders the right amount? It appears that a maximum of 800 scooters will be allowed. How was this number determined? It's unclear if this an appropriate amount.
- We are concerned for safety of pedestrians on narrow paths, sidewalks, and shared multi-use paths. Could there be a lower than 10 mph limit as seen in other jurisdictions? Could residents ask that certain paths or sections of paths have no scooter (dismount) signs added?
- Will scooters be allowed on Little Patuxent Pkwy as a connection from East and West Columbia, and Gateway?
- Who will monitor scooters left on public sidewalks or anywhere else?
- How will the county monitor for violations? Are there new enforcement requirements for the Police?
- Will there be new signage or road striping that indicates where scooters are allowed or dis-allowed?
- Will the county provide a public information campaign, including do's and don'ts for riders?
- How does the county measure success? Will permit holder's data be shared with County Dept of Transportation?
- We ask that you all give serious consideration to the inclusion of three-wheel scooters equipped with seats and seat belts provided for disabled and/or aged Columbia and other Howard County Residents.

These thoughts are given in an effort to preserve resident safety and the high quality of life we enjoy in Columbia Town Center.



Lisa Markovitz  
The People's Voice – Ellicott City  
CB3

It is commendable to consider alternate forms of transportation for those who cannot afford a car, and/or need to supplement public services, or even improve something very locally; however, when a new method of public use of rights of ways is under consideration, the public will want to have detailed assurances to address multiple concerns.

Many sidewalks lead to nowhere and have gaps, or aren't really wide enough for pedestrian shared usage with bicycles or scooters. The definition in the Bill equating the scooters to bicycles, depending on the State definition there, would be helpful where bicycles are disallowed, having those same rules, but there may be areas where scooters should be considered differently than bicycles. There will be issues here with CA rules, and scooter definitions, as usage increases with the permit addition of stations.

Maybe a new type of definition for this mode of transportation should be defined so as to capture any safety needs separately.

The language regarding the permit procedure, should have additional requirements like volume, placement location and more details about requiring private property permissions. Important issues like minimum driver ages, and helmet requirements, should be in the code and not just on the planned permit form.

Also, how is the concern that scooters will be left lying around going to be addressed?

Thank you.



HOWARD COUNTY COUNCIL  
AFFIDAVIT OF AUTHORIZATION  
TO TESTIFY ON BEHALF OF AN ORGANIZATION

I, Lisa Markovitz, have been duly authorized by  
(name of individual)

The People's Voice to deliver testimony to the  
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CB 3-2020 to express the organization's  
(bill or resolution number)

support for / opposition to / request to amend this legislation.  
(Please circle one.)

Printed Name: Lisa Markovitz

Signature: [Handwritten Signature]

Date: 1/21/2020

Organization: The People's Voice

Organization Address: 3600 Saint John's Lane - Suite D

Ellicott City MD 21043

Number of Members: 3327 (Howard)

Name of Chair/President: Lisa Markovitz

*This form can be submitted electronically via email to [councilmail@howardcountymd.gov](mailto:councilmail@howardcountymd.gov) no later than 5pm the day of the Public Hearing or delivered in person the night of the Public Hearing before testifying.*



**Sayers, Margery**

---

**From:** Jessica Bellah <jessica.bellah@columbiaassociation.org>  
**Sent:** Friday, January 17, 2020 4:41 PM  
**To:** CouncilMail  
**Subject:** Testimony CB3-2020, Electronic Scooters  
**Attachments:** CB3-2020 CA testimony escooters.pdf

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Good Afternoon,

On behalf of Columbia Association, please find attached to this email written testimony for Council Bill 3-2020.

Thank you,  
Jessica

**Jessica Bellah, AICP**  
**Senior Community Planner**  
Phone: 410-715-3166  
Email: Jessica.Bellah@ColumbiaAssociation.org  
ColumbiaAssociation.org

"The information transmitted is intended only for the person to which it is addressed and may contain proprietary or privileged material. Any review, re-transmission, dissemination or other use of or action taken in reliance on this information by a person other than the intended recipient is prohibited. If you received this information in error, please contact the sender and delete the information. Thank you for your cooperation."



6310 Hillside Court, Suite 100  
Columbia, MD 21046-1070  
410-715-3000, Fax 410-715-3042  
ColumbiaAssociation.org

January 17, 2020

The Honorable Deb Jung  
Chairperson  
Howard County Council  
3430 Courthouse Drive  
Ellicott City, MD 21043

Re: Council Bill 3-2020 - Electric Scooter Sharing System

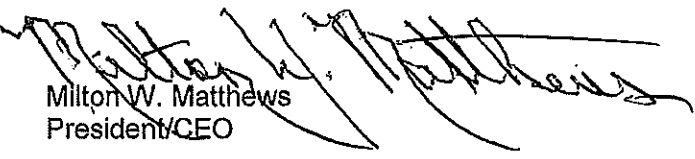
Dear Chairperson Jung and Members of the County Council:

Columbia Association is pleased to share our support for Council Bill 3-2020, which empowers the Office of Transportation to establish and administer a permit process to manage electronic scooter sharing in Columbia.

Columbia Association (CA) appreciates the efforts the Office of Transportation has made to inform and work with our staff on this topic. CA sees value in providing the community with a seamless and safe user experience related to e-scooter operations. We believe the proposed permit process is the most appropriate tool to manage the integration of this new transportation option.

We encourage you to approve CB 3-2020, and we look forward to working with the Office of Transportation in advancing transportation choice throughout the community.

Sincerely,



Milton W. Matthews  
President/CEO

**Sayers, Margery**

---

**From:** Jones, Opel  
**Sent:** Wednesday, February 5, 2020 8:49 PM  
**To:** Sayers, Margery  
**Subject:** FW: Scooters

**From:** Michelle Stewart <birdmiller48@gmail.com>  
**Sent:** Thursday, January 23, 2020 4:09 PM  
**To:** Walsh, Elizabeth <ewalsh@howardcountymd.gov>; Jones, Opel <ojones@howardcountymd.gov>; Rigby, Christiana <crigby@howardcountymd.gov>; Jung, Deb <djung@howardcountymd.gov>; Yungmann, David <dyungmann@howardcountymd.gov>  
**Subject:** Scooters

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

PLEASE do not allow electric scooters on our Columbia lake pathways. It is already sometimes treacherous to the strollers (walkers) and baby strollers, dog walkers, etc. to have bikes whizzing by - we do NOT need more people/kids whizzing by on scooters without a word of warning as many unfortunately do.

Not a good idea!!!

Michelle Stewart  
Lake Elkhorn

## Sayers, Margery

---

**From:** Walsh, Elizabeth  
**Sent:** Monday, February 3, 2020 4:19 PM  
**To:** CouncilMail  
**Cc:** Jones, Diane  
**Subject:** FW: CB3 - Electric Scooters

FYI, I sent this to Bruce just now. I don't think the scooter legislation is where it needs to be to pass tonight, so will be moving to table. I hope that some of you please join me in getting more of the details right before allowing permitting to proceed.



Liz Walsh, Council Member  
Howard County Council  
Serving District 1: Ellicott City, Dorsey's Search, Elkridge & Hanover

3430 Court House Drive  
Ellicott City, MD 21043  
410.313.2001

---

**From:** Walsh, Elizabeth  
**Sent:** Monday, February 3, 2020 4:16 PM  
**To:** Gartner, Bruce <bgartner@howardcountymd.gov>  
**Subject:** CB3 - Electric Scooters

Good afternoon, Bruce: Wanted to let you know: I'm not opposed to the concept generally, I just don't think the bill is where it needs to be—amended or not—to do it right. I'll be moving to table tonight so we can resolve together in the next few weeks.



Liz Walsh, Council Member  
Howard County Council  
Serving District 1: Ellicott City, Dorsey's Search, Elkridge & Hanover

3430 Court House Drive  
Ellicott City, MD 21043  
410.313.2001

**Sayers, Margery**

---

**From:** joel hurewitz <joelhurewitz@gmail.com>  
**Sent:** Monday, February 3, 2020 5:43 AM  
**To:** CouncilMail  
**Cc:** Eatough, Christopher; Gartner, Bruce; Sager, Jennifer; Kuc, Gary  
**Subject:** CB3-2020 Additional Clarifying Amendments are Needed

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council,

In addition to the Columbia Village covenant provision, additional clarifying amendments to CB3-2020 in the spirit of Amendment 1 are also appropriate.

In places where electric scooters are to be regulated or prohibited, the provisions and signage requirements in Title 19, Subtitle 5 - Public Recreation on Private Lands and Section 21.403 need clarification. In particular, electric scooter riders are unlikely to understand that scooters are legally considered as bicycles when reading any sign that prohibits bicycles.

Section 21.503 should be amended to add a scooter permit public hearing to the Multimodal Transportation Board's duties and responsibilities.

Title 28 should be amended to add scooters to the duties and reporting requirements of the Downtown Columbia Partnership.

In addition, there does not appear to be a provision in CB3 to require that the Office of Transportation will conspicuously post the permit, supporting documentation, complaint, and contact information on the Office's webpage.

Please let me know if you have any questions.

Sincerely,

Joel Hurewitz

## **Sayers, Margery**

---

**From:** joel hurewitz <joelhurewitz@gmail.com>  
**Sent:** Sunday, February 2, 2020 10:43 PM  
**To:** CouncilMail  
**Cc:** Ball, Calvin; Eatough, Christopher; Gartner, Bruce; Sager, Jennifer  
**Subject:** CB3-2020 Columbia Village Covenant Amendment Needed

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council,

The amendments for CB3 address many points omitted from the draft of the bill. However, I believe that is also necessary to address the issue that approval from the Architectural Committee from the appropriate Columbia Village Community Associations might be needed, especially for example, if the scooter companies wish to put docking stations on the Kimco properties in the village centers.

During the break in the Council Work Session, I spoke with the representative from Spin. I tried to explain that Architectural Committee approval might be needed in addition to any agreements with the private property owners. He stated that they would not operate on private property without permission. I said that was missing the point and that possibly approval from the Columbia Village Community Associations might also be needed. Because of this unique requirement, I think is imperative that these out-of-state companies be on notice that Architectural Committee approval might be necessary.

Therefore, I propose that the following language be added as Amendment 1 to Amendment 4:

(15) A REQUIREMENT TO OBTAIN COOPERATION OF A PRIVATE PROPERTY OWNER TO ACQUIRE ANY NECESSARY APPROVALS FROM THE ARCHITECTURAL COMMITTEE OF THE APPROPRIATE COLUMBIA VILLAGE COMMUNITY ASSOCIATION (PURSUANT TO THE COVENANTS, DEEDS, AGREEMENTS, AND/OR DECLARATIONS OF RECORD AND ANY RULES OR GUIDELINES PURSUANT THERETO) AND TO SHARE WITH THE COUNTY THE COMMUNITY ASSOCIATION'S APPROVAL AT THE TIME OF THE PERMIT APPLICATION AND AS THEY ARE OBTAINED THROUGHOUT THE TERM OF THE PERMIT, AND

I know that the Council, especially Councilwoman Rigby with her past membership on the Kings Contrivance Village Board, recognizes the role that the village covenants play in land use in Columbia. The Wilde Lake Board has a short discussion on e-scooters scheduled for Monday evening. As a member of the Harper's Choice Board, I had the scooter covenant issue placed on the agenda for the Board meeting on Tuesday; I hope to have the Board endorse the language for Amendment 1 to Amendment 4.

If the Council would like to have this input from the Columbia Villages, I urge the Council to delay taking final action on CB3 this month.

I would appreciate if you could have your offices respond Monday afternoon with your general thoughts on including the Columbia Village covenant language in the bill and the sense of the Council on whether there will be a final vote on the bill at Monday's Legislative Session.

As always, I am happy to discuss this topic further.

Sincerely,

Joel Hurewitz

## Sayers, Margery

---

**From:** MAK-BLK <circle5064@verizon.net>  
**Sent:** Saturday, February 1, 2020 5:26 AM  
**To:** HOWARD-CITIZEN@yahoogroups.com; lfoehrkolb@yahoo.com;  
kevinafitzgerald@outlook.com; beausimon6@gmail.com; dean-917@hotmail.com;  
villagemanager@columbiatowncenter.org; tcvillage@columbiatowncenter.org;  
Covenants@Columbiatowncenter.org; beertrekker@hotmail.com  
**Cc:** jbroida1@gmail.com; Ball, Calvin; CouncilMail; howard-citizen@yahoogroups.com;  
stukohn@verizon.net; nancyberla@gmail.com  
**Subject:** RE: [HOWARD-CITIZEN] Electric Scooters: Case Reports Indicate a Growing Public Health  
Concern | AJPH | Vol. 110 Issue 2; CB3-2020 scooters

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Nick, all it takes is a Google search of the accidents and deaths from these scooters to realize how dangerous they are but it's HoCo so why not add scooters and folks who can't safely ride them to our congested roads and our walking paths. What could go wrong.

Remember we only have one hospital, one ER and despite many dedicated professionals just not enough room or personnel to now add scooter accident victims.

Why listen to reason, health and safety concerns when you can then ignore residents complaints because it's already out there.

Maria Alvarez

---

On Saturday, February 1, 2020 Nick Nichols beertrekker <HOWARD-CITIZEN@yahoogroups.com> wrote:

Joel you righteous man!

I'm sure the Council has thought about all the negatives Joel as our elected officials are known to care deeply about what their constituents and the easily passified public feel about such important matters.

Their track record is impeccable when it comes to weighing evidence and then ignoring it.

So while you're cautionary words I'm sure scare them more than the Corona virus, I assure you that like cancer scooters are inevitable.

I look forward to seeing them clog our pathways around lakes and inside and outside movie theaters and Mall areas. MPP, around schools, a dumpster near you etc. soon.

If you need evidence of an idea whose time should never have come it's rental bicycles in Ellicott City where there are no places for people to ride bikes because the sidewalks are for people and the cars are not forgiving, neither are the hills but hey those pretty white bikes look great sitting there on the La Palapa parking lot don't they?!



But I digress...

An inglorious cancer of scooters will come soon to make Columbia even more utopian!

This response inspired by Quentin Tarantino.

Nick Nichols Woodstock

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: "Joel Broida jbroida1@gmail.com [HOWARD-CITIZEN]" <HOWARD-CITIZEN@yahoogroups.com>

Date: 1/31/20 10:36 PM (GMT-05:00)

To: Foehrkolb Lynn <lfoehrkolb@yahoo.com>, Fitzgerald Kevin <kevinafitzgerald@outlook.com>, Hillen Robin <beausimon6@gmail.com>, Dworkin Dean <dean-917@hotmail.com>, Baker Jeryl <villagemanager@columbiatowncenter.org>, Loeber Pat <tcvillage@columbiatowncenter.org>, Colavita Lisa <Covenants@Columbiatowncenter.org>

Cc: Broida Joel <jbroida1@gmail.com>, Ball Calvin <CalvinBall@howardcountymd.gov>, Councilmail <Councilmail@howardcountymd.gov>, HCCA <howard-citizen@yahoogroups.com>, Kohn Stu <stukohn@verizon.net>, Berla Nancy <nancyberla@gmail.com>

Subject: [HOWARD-CITIZEN] Electric Scooters: Case Reports Indicate a Growing Public Health Concern | AJPH | Vol. 110 Issue 2; CB3-2020 scooters

FYI .....suggest that the Howard County Council use caution in the consideration of CB3-2020 two-wheel scooters for use on multi-modal pathways and on public streets and roads.

Regards to all.

Joel Broida, Resident of Columbia and Howard County since 1970

5400 Vantage Point Road, Apt.413

Columbia, MD 21044

410.992.1033

443.996.0095

jbroida1@gmail.com

<https://ajph.aphapublications.org/doi/abs/10.2105/AJPH.2019.305499>

Sent from my iPad

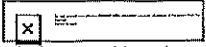
Posted by: Nick Nichols <beertrekker@hotmail.com>

[Reply via web post](#) • [Reply to sender](#) • [Reply to group](#) • [Start a New Topic](#) • [Messages in this topic \(2\)](#)

NOTE 1: When you choose REPLY, it will go to the entire group.  
To send to one member, enter that address in the TO window.

NOTE 2: HCCA does not take responsibility for the content of messages posted on the listserv; assertions should be verified before placing reliance on them.

**VISIT YOUR GROUP**



• [Privacy](#) • [Unsubscribe](#) • [Terms of Use](#)

## Sayers, Margery

---

**From:** Nick Nichols <beertrekker@hotmail.com>  
**Sent:** Saturday, February 1, 2020 4:37 AM  
**To:** HOWARD-CITIZEN@yahoogroups.com; Foehrkolb Lynn; Fitzgerald Kevin; Hillen Robin; Dworkin Dean; Baker Jeryl; Loeber Pat; Colavita Lisa; Nick Nichols  
**Cc:** Broida Joel; Ball, Calvin; CouncilMail; HCCA; Kohn Stu; Berla Nancy  
**Subject:** RE: [HOWARD-CITIZEN] Electric Scooters: Case Reports Indicate a Growing Public Health Concern | AJPH | Vol. 110 Issue 2; CB3-2020 scooters

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Joel you righteous man!

I'm sure the Council has thought about all the negatives Joel as our elected officials are known to care deeply about what their constituents and the easily passified public feel about such important matters.

Their track record is impeccable when it comes to weighing evidence and then ignoring it.

So while you're cautionary words I'm sure scare them more than the Corona virus, I assure you that like cancer scooters are inevitable.

I look forward to seeing them clog our pathways around lakes and inside and outside movie theaters and Mall areas. MPP, around schools, a dumpster near you etc. soon.

If you need evidence of an idea whose time should never have come it's rental bicycles in Ellicott City where there are no places for people to ride bikes because the sidewalks are for people and the cars are not forgiving, neither are the hills but hey those pretty white bikes look great sitting there on the La Palapa parking lot don't they?!

But I digress...

An inglorious cancer of scooters will come soon to make Columbia even more utopian!

This response inspired by Quentin Tarantino.

Nick Nichols Woodstock

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: "Joel Broida jbroida1@gmail.com [HOWARD-CITIZEN]" <HOWARD-CITIZEN@yahoogroups.com>  
Date: 1/31/20 10:36 PM (GMT-05:00)  
To: Foehrkolb Lynn <lfoehrkolb@yahoo.com>, Fitzgerald Kevin <kevinafitzgerald@outlook.com>, Hillen Robin <beausimon6@gmail.com>, Dworkin Dean <dean-917@hotmail.com>, Baker Jeryl <villagemanager@columbiatowncenter.org>, Loeber Pat <tcvillage@columbiatowncenter.org>, Colavita Lisa <Covenants@Columbiatowncenter.org>  
Cc: Broida Joel <jbroida1@gmail.com>, Ball Calvin <CalvinBall@howardcountymd.gov>, Councilmail <Councilmail@howardcountymd.gov>, HCCA <howard-citizen@yahoogroups.com>, Kohn Stu <stukohn@verizon.net>, Berla Nancy <nancyberla@gmail.com>

Subject: [HOWARD-CITIZEN] Electric Scooters: Case Reports Indicate a Growing Public Health Concern | AJPH | Vol. 110 .  
Issue 2; CB3-2020 scooters

FYI .....suggest that the Howard County Council use caution in the consideration of CB3-2020 two-wheel scooters for use on multi- modal pathways and on public streets and roads.

Regards to all.

Joel Broida, Resident of Columbia and Howard County since 1970  
5400 Vantage Point Road, Apt.413  
Columbia, MD 21044  
410.992.1033  
443.996.0095  
jbroida1@gmail.com

<https://ajph.aphapublications.org/doi/abs/10.2105/AJPH.2019.305499>

Sent from my iPad

---

Posted by: Joel Broida <jbroida1@gmail.com>

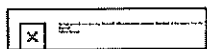
---

[Reply via web post](#) • [Reply to sender](#) • [Reply to group](#) • [Start a New Topic](#) • [Messages in this topic \(1\)](#)

NOTE 1: When you choose REPLY, it will go to the entire group.  
To send to one member, enter that address in the TO window.

NOTE 2: HCCA does not take responsibility for the content of messages posted on the listserv; assertions should be verified before placing reliance on them.

**VISIT YOUR GROUP**



• [Privacy](#) • [Unsubscribe](#) • [Terms of Use](#)

## Sayers, Margery

---

**From:** Joel Broida <jbroida1@gmail.com>  
**Sent:** Friday, January 31, 2020 10:36 PM  
**To:** Foehrkolb Lynn; Fitzgerald Kevin; Hillen Robin; Dworkin Dean; Baker Jeryl; Loeber Pat; Colavita Lisa  
**Cc:** Broida Joel; Ball, Calvin; CouncilMail; HCCA; Kohn Stu; Berla Nancy  
**Subject:** Electric Scooters: Case Reports Indicate a Growing Public Health Concern | AJPH | Vol. 110 Issue 2; CB3-2020 scooters

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

FYI .....suggest that the Howard County Council use caution in the consideration of CB3-2020 two-wheel scooters for use on multi-modal pathways and on public streets and roads.

Regards to all.

Joel Broida, Resident of Columbia and Howard County since 1970  
5400 Vantage Point Road, Apt.413  
Columbia, MD 21044  
410.992.1033  
443.996.0095  
jbroida1@gmail.com

<https://ajph.aphapublications.org/doi/abs/10.2105/AJPH.2019.305499>

Sent from my iPad

**Sayers, Margery**

---

**From:** Lisa Schlossnagle <lisabmrss@gmail.com>  
**Sent:** Friday, January 31, 2020 7:37 AM  
**To:** CouncilMail  
**Subject:** CB3-2020 - support bill, oppose amendment 3

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Good morning,

I have been to cities with sharable e-scooter services. They provide an easy, low-cost mode of transportation to a variety of people for a variety of purposes. These services also come with their own set of problems. It seems to me that the bill, through the proposed permit process, attempts to prevent many of these problems and/or provide a mechanism for remedy when the problems arise. I support the bill and the amendment to keep the initial program smaller than the original bill proposed. I also support the amendment to establish an annual review process that includes a public hearing.

However, I am opposed to amendment 3, which would restrict e-scooter use to people age 18 and over. People age 16 and 17 should be allowed to rent and use these sharable scooters, too, as many of them are also driving cars. I don't see a compelling reason for the higher age limit on e-scooters.

Sincerely,  
Lisa Schlossnagle

**Office of the County Auditor  
Auditor's Analysis**

**Amendments 1 thru 7  
Council Bill No. 3-2020**

Amendment Proposed by: County Executive

Introduced: January 6, 2020

Auditor: Michelle R. Harrod

---

Fiscal Impact:

Amendment 2 to Council Bill 3-2020 is the only amendment which has a fiscal impact to this legislation. The fiscal impact of Amendment 2 is the reduction in potential revenue by \$20,000.

As introduced, Council Bill 3 provides for up to four permits for vendors providing an electric scooter sharing system at a fee of \$10,000 each. Amendment 2 reduces the maximum number of permits from four to two. Therefore, reduces potential revenue for a third and fourth permit fee.

Purpose:

**Amendment 1** clarifies under Section 18.207 of the County Code that a scooter is classified as a vehicle.

**Amendment 2** reduces the number of annual electric scooter sharing system permits to two.

**Amendment 3** prohibits a person under the age of 18 from having access to a scooter.

**Amendment 4** requires the permit applicant to obtain an agreement from Columbia Association (CA) or other private property owners to operate on CA pathways or on private property. Furthermore, this agreement must be shared with the County at the time of permit application.

**Amendment 5** requires a permit holder to encourage the use of helmets through incentive programs.

**Amendment 6** requires a public hearing in which permits are reviewed by the Multimodal Transportation Board.

**Amendment 7** requires the Office of Transportation provide a report to the County Executive and County Council upon completion of the first 6 months of this program.

Other Comments:

The Office of Transportation has confirmed there are no additional costs expected from these proposed amendments.