

STATE AND LOCAL SURVEY OF LAWS REGULATING ESCOOTER SHARING SERVICES

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INTRODUCTION

The growth and use of electric scooters (escooters) for personal transportation has exploded over the last several years. Much of this growth has been driven by scooter sharing companies, which, rather than pursuing a model of personal ownership, deploy and maintain fleets of scooters throughout a region and allow individuals to use a mobile application to activate and ride the scooter for a fee. Scooters can provide an alternative and a supplement to other methods of transportation, and with the rise of scooter sharing services, we have seen significant growth in the United States and growing interest internationally. Currently, shared micro-mobility systems (encompassing scooters, ebikes, conventional bicycles, and other methods) are in place in 46 states and Washington, DC, and use is expected to continue to grow. The number of trips on them rose to 136 million in 2019, a 60% increase from the previous year.¹

In the midst of the global coronavirus (COVID-19) pandemic, scooters and other micro-mobility solutions have taken additional prominence. As policymakers and public health experts continue to promote physical distancing and outdoor modes of transit, scooters have filled a need in the face of reduced public transportation. Indeed, many jurisdictions have recognized the importance of scooters as a mode of essential transportation.

In response to the sudden rise in the micro-mobility space, many states and municipalities have quickly moved to regulate this market, albeit taking many different approaches. San Francisco, for example, initially banned scooter-sharing companies from operating, before rolling out a gradual two-year pilot that selected specific operators and set limits on fleet sizes.² The State of New York initially prohibited their use outright, but in April 2020 passed a law that allowed scooter-sharing companies to operate in the state.

This survey looks at a sample of laws at the state and local level in this rapidly evolving space to provide a big-picture look at how states and localities are regulating the nascent scooter sharing market. This survey is meant to be a guide, and does not comprehensively analyze the laws in every jurisdiction. Because the regulatory landscape is always changing, companies and scooter operators should remain vigilant in order to comply with any current and/or future updates of state and local laws regarding micro-mobility. Scooter operators and other interested parties should also be alert to potential state and local regulatory guidance or executive actions, which are beyond the scope of this survey, which have implications for this sector.

Accordingly, the following disclosure and limitation merits emphasis:

Disclosure and Limitation: This survey does not, and is not designed to, constitute legal advice. It is a topical review of dynamic subject matter, and is not intended to provide answers to specific legal questions or situations. While we endeavor to ensure that the information is timely and accurate, we do not warrant it as such. Before using scooters, companies and individuals should conduct their own independent research on their legality in that

¹ See [Shared Micromobility in the U.S.: 2019; As Pandemic Persists, Need For E-Scooter And E-Bike Safety Increases](#); and [New York finally legalizes electric bikes and scooters](#).

² See [Discombobulated Cities Wrestle With an Electric Scooter Influx](#).

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SUMMARY OF ESCOOTER SHARING LAWS AND REGULATIONS BY STATE

State	E-scooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/Universities with Shared E-scooter Programs
Alabama	<p>In July 2019, Alabama legalized e-scooter use at the state level and gave cities and municipalities the power to regulate their operations.</p> <p>E-scooters fall within the law’s regulation of “shared micro-mobility devices.” Ala. Code § 32-1-1.1(64).</p> <p>Under the law, a shared micro-mobility device system may not operate or deploy shared micro-mobility devices on public highways or bikeways of the state without first obtaining authorization or permission from applicable county or municipality. Ala. Code § 32-19-2(a).</p> <p>The law also expressly gives counties and municipalities authority to regulate the operation of shared micro-mobility devices like e-scooters. Ala. Code § 32-19-2(g).</p>	<p>Cities of Huntsville and Auburn deem e-scooters unsafe and do not allow them to be operated.</p> <p>The City of Tuscaloosa also does not characterize e-scooters as street legal.</p> <p>The City of Birmingham is in the process of allowing a limited rollout of e-scooters after previously banning them.</p>	<p>Cities of: Anniston, Birmingham, Jacksonville, Mobile, Oxford, Tri-Cities</p> <p>Colleges/Universities: Auburn University, Jacksonville State University, University of Alabama</p>
Alaska	<p>There are no e-scooter-specific laws in Alaska at the state level.</p> <p>Instead, Alaska has treated e-scooters in the broader category of “motor-driven cycles” and required e-scooter operations to abide by those safety regulations. Alaska Stat. § 28.90.990(a)(18).</p>	None.	None.

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State	E-scooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/Universities with Shared E-scooter Programs
Arizona	<p>On April 22, 2019, Arizona legalized e-scooters at the state level.</p> <p>Under Arizona law, e-scooter riders are granted all the rights and responsibilities of bicyclists.</p> <p>An e-scooter or “electric miniature scooter” is defined as a vehicle that weighs less than 30 pounds and does not exceed 10 miles per hour. Ariz. Rev. Stat. § 28-101(26).</p> <p>An “electric standup scooter,” on the other hand, weighs less than 75 pounds and has a maximum speed that does not exceed 20 miles per hour. Ariz. Rev. Stat. § 28-101(28).</p> <p>E-scooters can be ridden wherever bikes are allowed and are also subject to the same laws as bikes: no license, registration, or insurance is required.</p> <p>The Arizona statute also empowers cities and municipalities to impose additional restrictions on riders. However, it also allows them to consider the environmental benefits and traffic benefits when doing so. Ariz. Rev. Stat. § 28-627.</p>	<p>Phoenix launched a six-month pilot program in 2019 and limited e-scooter use to certain areas (e.g., restricted at Arizona State University).</p> <p>In Phoenix, it is illegal to ride e-scooters on the sidewalks within the city.</p>	<p>Cities of: Mesa, Phoenix, Scottsdale, Tempe, Tucson</p> <p>Colleges/Universities: University of Arizona</p>
Arkansas	<p>In July 2019, Arkansas legalized e-scooters at the state level and enacted the Electric Motorized Scooter Act.</p> <p>At the state level, e-scooter riders must be at least 16 years old and must travel at speeds no greater than 15 miles per hour. Ark. Code § 27-51-1903.</p> <p>Private companies that provide e-scooter services must carry</p>	<p>None. https://safety.uark.edu/e-scooter-safety.php</p>	<p>Cities of: Jonesboro, Little Rock</p> <p>Colleges/Universities: University of Arkansas at Little Rock</p>

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
	<p>liability insurance and worker’s compensation coverage. Ark. Code § 27-51-1904.</p> <p>Under the Electric Motorized Scooter Act, cities and municipalities are empowered to develop “reasonable standards, rules, or regulations” regarding the use of escooters and how the provider companies operate. Ark. Code § 27-51-1905.</p> <p>Further, cities and municipalities are encouraged to require private escooter companies to collect anonymized fleet and ride activity data for all trips starting or ending within the city limits, accident information, and implement reasonable data privacy safeguards to protect riders’ information. Ark. Code § 27-51-1905.</p>		
California	<p>Escooters are legal in California.</p> <p>California’s most recent escooter regulations went into effect in January 2019. Under California law, escooters are prohibited from traveling above the speed of 15 miles per hour on any public road or bike lane. However, escooters can travel on streets with speed limits of 25 miles per hour but must maintain a speed of 15 miles per hour or less. Cal. Veh. Code § 21235.</p> <p>Escooters are prohibited on sidewalks. Cal. Veh. Code § 21235(g).</p> <p>Riders must have a valid driver’s license or instruction permit. Cal. Veh. Code § 21235(d).</p> <p>Helmets are also required for riders under the age of 18. Cal. Veh. Code § 21235(c).</p>	<p>In 2018, the City Council of Los Angeles approved a set of regulations that will allow companies to deploy up to 10,500 dockless escooters and bikes. A speed limit of 15 miles per hour was also mandated.</p> <p>Additionally, private companies are required to purchase permits to operate in Los Angeles, keep escooters in good condition, and establish a 24-hour hotline.</p> <p>More information here.</p> <p>Shared escooters are illegal in Beverly Hills.</p> <p>More information here.</p>	<p>Cities of: Bakersfield, Culver City, Long Beach, Los Angeles, Santa Monica, Oakland, Sacramento, San Diego, San Francisco, San Gabriel Valley, Santa Cruz, Santa Monica, South Lake Tahoe</p> <p>Colleges/Universities: Azusa Pacific University, California State University at Long Beach, California Baptist University at Riverside, San Jose State University, University of California, Los Angeles</p>

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
		<p>West Hollywood banned the parking of dockless scooters within city limits.</p> <p>More information here.</p> <p>The City of San Francisco granted three operating permits to private escooter companies for its <i>Powered Scooter Share Pilot Program</i> that began on October 15, 2019 and runs through January 31, 2021.</p>	
Colorado	<p>Escooters are legal in Colorado.</p> <p>In 2019, Colorado enacted escooter-specific laws that regulate scooters in the same consequences for traffic violations as bicycles or electric bicycles.</p> <p>Colorado’s state law does not override any previously enacted city and municipal regulations of scooters. Colo. Rev. Stat. § 42-4-1412.</p>	<p>The City Council of Boulder voted in September 2020 to approve a shared escooter pilot program, ending the previously imposed temporary moratorium on issuing business licenses to escooter companies that was implemented in May of 2019.</p> <p>Boulder’s pilot program includes geographic boundaries, a limited time period, and requires the company selected to share trip data with the city. If there is an increase in accidents, the Boulder City Council has the right to end the program.</p> <p>More information here.</p>	<p>Cities of: Boulder, Denver, Fort Collins</p> <p>Colleges/Universities: Colorado State University, University of Colorado Denver, Metropolitan State University of Denver</p>
Connecticut	<p>Connecticut legalized scooters in mid-2019.</p> <p>Under Connecticut law, “[e]very person riding a bicycle, an electric</p>	<p>In spring of 2020, the Capitol Region Council of Governments approved an overarching agreement</p>	<p>Cities of: Hartford, East Hartford, West Hartford, Newington, New Britain and Manchester (pilot programs only)</p>

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	<p>bicycle or an electric foot scooter [is] subject to all of the duties applicable to the driver of any vehicle subject to the requirements of the general statutes relating to motor vehicles.” Conn. Gen. Stat. § 14-286(a).</p> <p>Further, escooters cannot be driven on sidewalks or exceed a maximum speed of 20 miles per hour. Conn. Gen. Stat. § 14-286(a).</p>	<p>to allow the following municipalities to work with an escooter and bike share company to fill gaps in the region’s public transportation: Hartford, East Hartford, West Hartford, Newington, New Britain and Manchester.</p>	
Delaware	<p>There are no escooter-specific laws in Delaware at the state level.</p> <p>Instead, escooters are subject to the same safety requirements as “motorized skateboards or scooters” under Delaware’s vehicle code. Del. Code. Tit. 21, § 4198N.</p> <p>“Motorized skateboards or scooters shall not be operated upon a public highway or street or sidewalk or right-of-way thereof located within this state.” Del. Code. Tit. 21, § 4198N.</p> <p>Persons and private companies found to be in violation of the provisions applicable to escooters are subject to fines, penalties and forfeiture of their escooters. Del. Code. Tit. 21, § 4198N.</p> <p>Under Delaware law, the definition of “motorized skateboards or scooters” excludes “electric personal assistive mobility devices.” Del. Code. Tit. 21, § 4198N.</p>	None.	<p>Cities of: Newark and Wilmington</p> <p>Colleges/Universities: University of Delaware</p>
Florida	In mid-2019, Florida legalized escooters at the state level.	In February 2020, the City Council of Fort Lauderdale banned the use of escooters on	Cities of: Coral Gables, Jacksonville, Key Biscayne, Miami, Orlando, Sarasota, St.

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
	<p>Under Florida law, counties, cities, and municipalities may regulate the operations and safety requirements for escooters and private companies that provide these services. Fla. Stat. § 316.2128, Sect. 3(1). In Florida, escooter riders have all the rights and duties applicable to bicycle riders. Fla. Stat. § 316.2128.</p> <p>However, escooters are not allowed to ride in designated bicycle lanes. Fla. Stat. § 316.2128.</p>	<p>beachfronts, the Riverwalk, and on Las Olas Boulevard.</p> <p>More information here.</p>	<p>Augustine, Tallahassee, Tampa</p> <p>Colleges/Universities: Florida State University, University of Florida, University of Miami, University of North Florida</p>
Georgia	<p>There are no escooter-specific laws in Georgia at the state level.</p> <p>To date, the regulation of escooter programs has been handled at the city and municipal level.</p> <p>In February 2020, the Georgia Legislature attempted to amend the Georgia vehicle code to include the definition of escooters and empower cities and municipalities to promulgate additional safety regulations. However, the Georgia General Assembly did not act on the proposed amendment, known as S.B. 159, in its most recent session.</p>	<p>In January 2019, the City Council of Atlanta updated its escooter regulations, which include:</p> <p>(1) Escooters must be parked upright in a manner that allows pedestrians five feet of space. Failure to comply with this ordinance subjects private escooter companies to fines of \$1,000 per day.</p> <p>(2) The maximum speed of escooters is limited to 15 miles per hour.</p> <p>(3) Private companies must apply for and receive permits from the city before renting escooters in Atlanta.</p> <p>More information here.</p>	<p>Cities of: Atlanta, Augusta, Peachtree Corners</p> <p>Colleges/Universities: Georgia Tech, Georgia State University, The Savannah College of Art and Design (SCAD), University of Georgia</p>

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Hawaii	Escooters are illegal in Hawaii.	<p>In January 2020, the Hawaii General Assembly introduced to bills that attempted to legalize scooters on the Hawaiian Islands, known as S.B. 2995, (SD1) and H.B. 1955 (HD2).</p> <p>However, the General Assembly did not act on either bill.</p>	None.
Idaho	<p>There are no escooter-specific laws in Idaho at the state level.</p> <p>To date, cities and municipalities have developed their own escooter programs and regulations.</p>	<p>The City of Boise has adopted ordinances to allow scooters within city limits.</p> <p>More information here.</p>	<p>Cities of: Boise, Meridian</p> <p>Colleges/Universities: Boise State University</p>
Illinois	<p>There are no escooter-specific laws in Illinois at the state level.</p> <p>Instead, the state has applied its registration requirements for mopeds and motorized scooters to scooters. Further, escooter operators must carry liability insurance.</p> <p>In 2019, the Illinois Legislature introduced H.B. 1590; a bill that attempted set forth a regulatory framework for “low-speed electric scooters.” To date, the legislature has not taken action on this bill.</p>	<p>The City of Chicago gave 10 escooter companies permits to operate in the city as part of an escooter pilot program that runs from August 12 to December 12, 2020.</p> <p>More information here.</p>	<p>Cities of: Champaign, Chicago, DeKalb, Springfield</p> <p>Colleges/Universities: Northern Illinois University at DeKalb, Lewis University, Springfield, University of Illinois at Urbana-Champaign</p>
Indiana	<p>Escooters are legal in Indiana at the state level.</p> <p>Under Indiana law, “electric foot scooters” are defined as devices that:</p> <ul style="list-style-type: none"> (1) weigh less than 100 pounds; (2) travel with not more than three wheels on the ground; (3) have handlebars and a 	<p>The City of Indianapolis legalized the use of scooters, but limited their use to roadways and bike lanes, and not sidewalks.</p> <p>More information here.</p>	<p>Cities of: Bloomington, Elkhart, Fort Wayne, Indianapolis, Lafayette, South Bend, Terrahaute</p> <p>Colleges/Universities: Indiana University, Indiana University-Purdue University Indianapolis</p>

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	<p>floorboard that the rider uses to stand on the device during operation; and</p> <p>(4) are powered by an electric motor that is capable of powering the device with or without human propulsion at a speed not more than 20 miles per hour. Ind. Code § 9-13-2-49.4.</p>		
Iowa	<p>There are no escooter-specific laws in Iowa at the state level.</p> <p>Instead, cities and municipalities have developed their own escooter programs and regulations.</p> <p>In 2019, the Iowa House Transportation Committee introduced H.B. 38, a bill that attempted to amend the Iowa vehicle code to include escooters.</p> <p>The proposed amendment wanted to place escooters in the same category as motorized bicycles. To date, the Iowa Legislature has not acted on the bill.</p>	None.	Cities of: Cedar Rapids, Pella, Pocahontas
Kansas	<p>Escooters are legal in Kansas at the state level.</p> <p>Escooters are defined as "every self-propelled vehicle that has at least two wheels in contact with the ground, an electric motor, handlebars, a brake and a deck that is designed to be stood upon when riding." Kan. Stat. § 8-1498.</p> <p>Pursuant to Kansas DOT regulations, escooter drivers must:</p> <p>(1) Hold a valid driver’s license;</p>	<p>On June 18, 2019, the City Council of Wichita approved Ordinance 51-049, which allows for the operation of escooters as part of a sharing system in Wichita and establishes regulations for their operation/use.</p> <p>These regulations do not apply to escooters owned by individuals.</p> <p>It is also unlawful for escooter drivers to leave the escooters laying on</p>	<p>Cities of: Lawrence, Manhattan, Wichita</p> <p>Colleges/Universities: Kansas State University, University of Kansas, Wichita State University</p>

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	<p>(2) Refrain from driving escooters on sidewalks. Escooters must be driven in the street and stay in bike lanes wherever possible;</p> <p>(3) Escooters riders are encouraged to wear helmets, but helmet usage is not mandatory.</p>	sidewalks in a manner that causes a hazard.	
Kentucky	<p>Escooters are legal in Kentucky at the state level and are regulated under the same framework as "electric bicycles."</p> <p>Under Kentucky law, escooter drivers must be at least 16 years old to operate escooters on highways, bicycle lanes, or on bicycle paths. Ky. Rev. Stat. § 189.289.</p> <p>Escooters may be docked on sidewalks, only if they do not impede the reasonable movement of pedestrian or any other traffic. Ky. Rev. Stat. § 189.289.</p>	None.	<p>Cities of: Lexington</p> <p>Colleges/Universities: Bellarmine University, Bowling Green, Louisville, Morehead State University, University of Louisville</p>
Louisiana	<p>In 2019, Louisiana legalized escooter rideshare programs at the state level.</p> <p>"Electric low-speed scooters may operate on sidewalks, bicycle paths, and highways, except that the department or any parish or municipal governing authority...may limit or prohibit the operation" in any area under their jurisdiction. La. Stat. § 32:300.1.1.</p>	None.	<p>Cities of: Baton Rouge, New Orleans</p> <p>Colleges/Universities: Louisiana State University, Louisiana Tech University, Southern University and A&M College</p>
Maine	<p>Escooters are legal in Maine at the state level.</p> <p>However, Maine lacks any escooter-specific laws. Instead, the Maine Department of Motor Vehicles has applied certain safety regulations, originally intended for motorized scooters and bikes, to escooters (i.e.,</p>	<p>The City of Portland initiated a one-year pilot program for rideshare escooters in February 2019.</p> <p>More information here.</p> <p>In the wake of the COVID-19 pandemic,</p>	<p>Cities of: Augusta, Portland</p> <p>Colleges/Universities: University of Maine</p>

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
	<p>requiring safety hardware such as front lights and reflectors). Me. Rev. Stat., tit. 29-A § 2084.</p>	<p>Portland has taken no further action with launching a second escooter pilot program.</p>	
<p>Maryland</p>	<p>Escooters are legal in Maryland at the state level and subject to the same safety requirements as “motorized bicycles.”</p> <p>In January 2020, Maryland enacted escooter-specific laws, which includes a provision that requires private companies to equip certain scooters with nonvisual aids for riders with disabilities. Md. Code, Transp. § 18.7-101, et seq.</p>	<p>In August 2019, the City of Baltimore awarded permits to four escooter rideshare companies to operate within the city.</p> <p>More information here.</p>	<p>Cities of: Baltimore, Montgomery County, Silver Spring</p> <p>Colleges/Universities: Towson University, University of Maryland, College Park</p>
<p>Massachusetts</p>	<p>Escooters are legal in Massachusetts at the state level and subject to the same safety requirements as “motorized scooters.”</p> <p>In January 2019, the governor of Massachusetts called on the legislature to develop an escooter regulatory framework. However, this proposed legislation never made it out of committee.</p> <p>Instead, city and municipal governments have developed their own escooter leasing programs.</p> <p>More information here.</p>	<p>None.</p>	<p>Cities of: Arlington, Bedford, Belmont, Brookline, Chelsea, Everett, Lowell, Malden, Newton, Quincy, Watertown, Winthrop</p> <p>Colleges/Universities: Boston University, Massachusetts Institute of Technology, University of Massachusetts at Boston</p>
<p>Michigan</p>	<p>Escooters are legal in Michigan and subject to the same safety requirements as “electric skateboards.” Mich. Comp. Laws § 257.13f.</p> <p>Escooters can be driven on roads and sidewalks. Mich. Comp. Laws § 257.660.</p>	<p>In 2018, the City of Detroit enacted escooter regulations within the city.</p> <p>In the wake of the COVID-19 pandemic, on June 29, 2020, Detroit launched a second</p>	<p>Cities of: Ann Arbor, Campus Village, Detroit, Kalamazoo, Lansing</p> <p>Colleges/Universities: University Michigan, Michigan State University, Wayne State</p>

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
	<p>Escooters drivers must be at least 19 years of age must “wear a crash helmet on his or her head.” Mich. Comp. Laws § 257.658(4).</p> <p>Children under the age of 12 cannot ride escooters “on a public highway or street.” Mich. Comp. Laws § 257.658(9).</p> <p>Additionally, an escooter or skateboard without handlebars cannot be driven on a road with a speed limit of 25 miles per hour, except to cross. For escooters or skateboards with handlebars, they cannot be operated on roads with speed limits of 45 miles per hour or more, except to cross. Mich. Comp. Laws § 257.660(10).</p> <p>Escooters can be parked on streets and sidewalks as long as pedestrian movement is not impeded. Mich. Comp. Laws § 257.660d(1)-(4).</p>	<p>escooter pilot program that is focused on providing essential workers with affordable access to escooters.</p> <p>More information here.</p>	<p>University, Western Michigan University</p>
Minnesota	<p>Escooters are legal in Minnesota and subject to the same safety requirements as “motorized foot scooters” and “motorized bicycles.” Minn. Stat. § 169.225.</p>	<p>The City of Minneapolis has an escooter program, which bans escooters on sidewalks. Parked escooters must not block pedestrian walkways.</p> <p>The City of St. Paul has a similar escooter pilot program that is run by private companies.</p> <p>More information here.</p>	<p>Cities of: Edina, Golden Valley, Minneapolis, St. Paul</p> <p>Colleges/Universities: University of Minnesota</p>
Mississippi	<p>There are no escooter-specific laws in Mississippi at the state level.</p> <p>Instead, cities and municipalities must seek state approval from the Mississippi legislature and</p>	<p>In September 2020, the State of Mississippi approved the City of Vicksburg’s request to launch an escooter rideshare program in a</p>	<p>Cities of: Jackson, Vicksburg</p>

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
	<p>governor to establish escooter programs in their jurisdictions.</p> <p>In January 2020, H.B. 1410 sought to legalize escooter rideshare programs in Mississippi and allow municipalities to regulate their operations. However, the H.B. 1410 failed in committee.</p>	<p>10-block area of its downtown district.</p> <p>More information here and here.</p>	
Missouri	<p>Escooters are legal in Missouri at the state level.</p> <p>Under Missouri law, escooters are considered “mobility motor vehicles” and must abide by all applicable safety regulations. Mo. Rev. Stat. § 301.571(1)(b).</p>	<p>In January 2020, the City Council of Kansas City enacted several rules for its escooter program:</p> <p>(1) Escooter drivers must be 18 years or older and hold a valid Missouri driver’s license.</p> <p>(2) Escooters cannot be driven on the highways.</p> <p>(3) Escooters can only be driven on roadways, but not sidewalks.</p> <p>(4) Escooters must comply with posted speed limits on roadways.</p>	<p>Cities of: Columbia, Ferguson, Kansas City, St. Louis</p> <p>Colleges/Universities: University of Missouri, Washington University of St. Louis</p>
Montana	<p>Escooters are legal in Montana at the state level.</p> <p>Under Montana law, escooters are subject to the same regulations as “motorized bicycles.” Mont. Code Ann. § 61-8-102, 602.</p>	None.	Cities of: Bozeman
Nebraska	<p>There are no escooter-specific laws in Nebraska at the state level.</p> <p>In January 2019, the Nebraska Legislature introduced L.B. 665, a bill that would allow cities and municipalities to regulate the operation of shared escooter</p>	<p>Lincoln launched its escooter pilot program on September 1, 2020.</p> <p>More information here.</p> <p>Omaha launched an escooter pilot program on June 8, 2020 and it</p>	<p>Cities of: Lincoln, Omaha</p> <p>Colleges/Universities: University of Nebraska at Lincoln</p>

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	<p>programs. On August 13, 2020, the fate of L.B. 665 was indefinitely postponed due to the COVID-19 pandemic.</p>	<p>ran through November 20, 2020.</p> <p>More information here.</p>	
Nevada	<p>Escooters are legal in Nevada.</p> <p>Under Nevada law, an “electric scooter” means a “vehicle with handlebars and an electric motor that is designed to be ridden on in an upright or seated position and propelled by its electric motor or by propulsion provided by the rider. Such a vehicle:</p> <p>(1) must not weigh more than 100 pounds without a rider; and</p> <p>(2) must have a maximum speed of not more than 20 miles per hour when powered solely by its electric motor.” Nev. Rev. Stat. § 484A.082.</p>	<p>The City of Las Vegas allows escooters to be rented from stores that have a city permit.</p> <p>More information here.</p>	Cities of: Las Vegas
New Hampshire	<p>There are no escooter-specific laws in New Hampshire at the state level.</p> <p>To date, cities and municipalities have handled the creation and regulation of escooter rideshare programs.</p>	None.	Cities of: Nashua
New Jersey	<p>Escooters are legal in New Jersey.</p> <p>In May 2019, New Jersey enacted legislation for “low speed electric scooters,” which are defined as “a scooter with a floorboard that can be stood upon by the operator, with handlebars, and an electric motor that is capable of propelling the device with or without human propulsion at a maximum speed of less than 19 miles per hour.”</p> <p>Escooter riders must follow all the laws that apply to electric</p>	None.	<p>Cities of: Hoboken, Jersey City, Keyport, New Brunswick, Plainfield</p> <p>Colleges/Universities: Rutgers University, Princeton University</p>

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State	E-scooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared E-scooter Programs
	<p>bicycles. Like electric bicycles, e-scooters can be parked on sidewalks, so long as they do not block pedestrian access. The decision of whether e-scooters can be driven on sidewalks and trails is left to the cities and municipalities.</p> <p>E-scooter riders are not required to hold a valid driver’s license, insurance, or vehicle registration. NJ Stat. § 39:4-14.16.</p>		
New Mexico	<p>There are no e-scooter-specific laws in New Mexico at the state level.</p> <p>In January 2019, the New Mexico Legislature introduced H.B. 292, which introduced the regulatory framework of “electric foot scooters” at the state level. By the end of the 2019 legislative session, H.B. 282 was postponed indefinitely and no further action has been taken.</p>	<p>In May 2019, the City of Albuquerque launched a one-year e-scooter pilot program that ended in May 2020. During this time period, e-scooter riders logged more than 40,000 rides within the city limits.</p> <p>Due to the COVID-19 pandemic, future e-scooter programs have been delayed.</p>	None.
New York	<p>E-scooters are legal in the State of New York.</p> <p>In April 2020, New York legalized the use of e-scooters, effective August 2, 2020. Under New York state law, e-scooter riders must be:</p> <ul style="list-style-type: none"> (1) at least 16 years old; (2) wear helmets if the individual is under the age of 18; and (3) drive on roadways with posted speed limits of 30 miles per hour or less, and not on sidewalks. <p>Cities and municipalities have the authority to opt out and ban e-scooters entirely.</p>	<p>In June 2020, the City Council of New York passed an ordinance that legalized e-scooters in the five boroughs, effective November 23, 2020.</p> <p>In addition to New York’s state requirements, the city ordinance limits the top speed of e-scooters to 20 miles per hour.</p> <p>More information here.</p> <p>On October 30, 2020, the New York City Department of Transportation launched its “Request for Expressions of Interest”</p>	Cities of: New York City, Ithaca, White Plains, Yonkers

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/Universities with Shared Escooter Programs
	<p>More information here.</p>	<p>for New York’s city-sponsored escooter pilot program.</p> <p>(1) New York City’s escooter pilot program will be launched on March 1, 2021.</p> <p>(2) The Department of Transportation will issue permits to five private companies that will provide escooters for the pilot program.</p> <p>(3) The five private companies must build docking structures for the escooters pursuant to requirements set forth by the Department of Transportation.</p> <p>(4) Escooters must be equipped with front and rear lights, as well as bells or horns.</p> <p>(5) The five private companies must demonstrate to the Department of Transportation that disabled individuals can utilize their escooters.</p> <p>More information here.</p>	
<p>North Carolina</p>	<p>There are no escooter-specific laws in North Carolina at the state level.</p> <p>Under North Carolina law, escooters are considered “vehicles” that are not subject to any exemptions from the regulations. <i>State v. Crow, 175 N.C. App. 119, 123-125 (2005) (interpreting N.C. Gen. Stat. § 20-4.01(49)).</i></p>	<p>The City of Greensboro launched a two-year pilot escooter program that will be in effect from January 1, 2021 to December 31, 2022.</p> <p>More information here.</p> <p>Under Durham’s Safer-at-Home Order due to COVID-19, escooters</p>	<p>Cities of: Charlotte, Durham, Greensboro, Wilmington, Winston-Salem</p> <p>Colleges/Universities: Duke University, University of North Carolina, Chapel Hill, University of North Carolina, Charlotte,</p>

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
	<p>Because of the <i>Crow</i> decision, scooters in North Carolina must be:</p> <p>(1) registered with the North Carolina Department of Motor Vehicles, N.C. Gen. Stat. § 20-54(8);</p> <p>(2) driven on roadways with speed limits of less than 25 miles per hour on sidewalks and bicycle paths, N.C. Gen. Stat. § 20-175.6(c); and</p> <p>(3) scooter riders must operate the vehicle within the legal limits of alcohol consumption or the driver could be charged with DWI, N.C. Gen. Stat. § 20-138.1.</p>	<p>can be used for only essential trips.</p> <p>More information here.</p>	<p>University of North Carolina, Wilmington</p>
<p>North Dakota</p>	<p>There are no scooter-specific laws in North Dakota at the state level.</p> <p>Under North Dakota Department of Transportation regulations, scooters are subject to the same safety requirements as "motorized scooters."</p> <p>Escooters must be:</p> <p>(1) driven on roadways and not sidewalks or bicycle paths;</p> <p>(2) equipped with brakes, a headlight, and taillights; and</p> <p>(3) driven by individuals wearing motorcycle helmet if they are under 18 years old.</p> <p>More information here.</p>	<p>None.</p>	<p>None.</p>

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State	E-scooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/Universities with Shared E-scooter Programs
Ohio	<p>There are no e-scooter-specific laws in Ohio at the state level.</p> <p>On October 23, 2019, the Ohio Legislature introduced H.B. 295, a bill that sought to regulate e-scooters or “low-speed micromobility device” at the state level.</p> <p>“Low-speed micromobility device” is defined as a “device weighing less than one hundred pounds that has handlebars, is propelled by an electric motor or human power, and has an attainable speed on a paved level surface of not more than twenty miles per hour when propelled by the electric motor.”</p> <p>On February 12, 2020, H.B. 295 was discussed on the floor of the Ohio Senate, but in wake of COVID-19 further consideration has been postponed.</p> <p>To date, e-scooter programs have been established in five cities in Ohio and are regulated at the municipal level. In these cities, e-scooters can be driven on roadways and bicycle paths and Ohio state law does not mandate the use of helmets.</p>	None.	<p>Cities of: Athens, Cleveland, Columbus, Cincinnati, Toledo</p> <p>Colleges/Universities: Case Western University, Ohio University, Ohio State University, University of Cincinnati</p>
Oklahoma	<p>There are no e-scooter-specific laws in Oklahoma at the state level.</p> <p>To date, the regulation of e-scooter programs has been handled at the city and municipal level.</p>	<p>In 2019, Oklahoma City prohibited the use of e-scooters on sidewalks and imposed a 35-miles-per-hour speed limit on all e-scooter use. Okla. City Mun. Ordinance, Art. XVII, §§ 32-582-583.</p>	<p>Cities of: Norman, Oklahoma City, Stillwater, Tulsa</p> <p>Colleges/Universities: University of Oklahoma at Norman, Oklahoma State University</p>
Oregon	<p>There are no e-scooter-specific laws in Oregon at the state level.</p> <p>However, e-scooters fall under the definition of “motor assisted</p>	<p>The City of Portland is running its second e-scooter pilot program through December 31, 2020.</p>	<p>Cities of: Portland</p>

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State	E-scooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared E-scooter Programs
	<p>scooters.” Or. Rev. Stat. § 801.348.</p> <p>A “motor assisted scooter” is defined as a vehicle that:</p> <p>(1) is designed to be operated on the ground with not more than three wheels;</p> <p>(2) has handlebars and a foot support or seat for the operator’s use;</p> <p>(3) can be propelled by motor or human propulsion; and</p> <p>(4) is equipped with a power source that is incapable of propelling the vehicle at a speed of greater than 24 miles per hour on level ground and:</p> <p>(a) if the power source is a combustion engine, has a piston or rotor displacement of 35 cubic centimeters or less regardless of the number of chambers in the power source; or</p> <p>(b) if the power source is electric, has a power output of not more than 1,000 watts. Or. Rev. Stat. § 801.348.</p> <p>E-scooters and motor assisted scooters are subject to the same laws that are applicable to any vehicle operating on roadways and highways. Or. Rev. Stat. § 814.510.</p>	<p>Much Portland’s initial e-scooter pilot program, the City actively seeks to provide access to e-scooters to its low-income residents.</p> <p>More information here.</p>	
Pennsylvania	<p>E-scooters are illegal in the Commonwealth of Pennsylvania.</p> <p>In February 2019, H.B. 631 was introduced in the Pennsylvania House of Representatives, which sought to amend Title 75 of the Pennsylvania Code to include “electric low-speed scooters” and</p>	None.	None.

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
	<p>grant additional powers to the Pennsylvania Department of Transportation and municipalities to regulate escooters.</p> <p>To date, H.B. 631 remains pending before the Pennsylvania House Transportation Committee and no further action has been taken.</p>		
Rhode Island	<p>There are no escooter-specific laws in Rhode Island at the state level.</p> <p>To date, the regulation of escooter programs has been handled at the city and municipal level.</p>	<p>In October 2018, the City of Providence launched an escooter sharing program with two private companies.</p>	<p>Cities of: Providence</p>
South Carolina	<p>There are no escooter-specific laws in South Carolina at the state level.</p> <p>To date, the regulation of escooter programs has been handled at the city and municipal level.</p>	<p>The City of Charleston banned escooters in August 2018.</p> <p>The City of Columbia banned escooters for one year, starting in January 2019 to further research program options. No further action has been taken by the City.</p>	<p>None.</p>
South Dakota	<p>There are no escooter-specific laws in South Dakota at the state level.</p> <p>However, the South Dakota Department of Transportation has required escooter drivers to wear a helmet if they are under the age of 18.</p>	<p>In 2019, Rapid City stopped a private company from providing escooter rentals because, in accordance with a 2004 opinion issued by the state Attorney General’s office, escooters qualified as “motor vehicles,” which are not allowed on the sidewalks.</p>	<p>None.</p>

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State	E-scooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared E-scooter Programs
Tennessee	<p>On July 1 2019, Tennessee enacted its first e-scooter-specific law, which regulates e-scooters in the same category as electric bicycles. Tenn. Code § 55-8-302.</p> <p>Under Tennessee law, e-scooters are defined as “a device weighing less than 100 pounds, with handlebars and an electric motor, and is solely powered by an electric motor or human power or both, and whose maximum speed is 20 miles per hour.” Tenn. Code § 55-8-101.</p> <p>With respect to safety requirements, Tennessee requires e-scooters to follow near identical safety requirements as electric bicycles.</p> <p>The e-scooters must have: (1) brakes, and (2) white lights on the front and red lights or reflectors on the back of the e-scooter. (3) No scooter can be used on any sidewalk, unless city or municipal governments authorize the use of electric bicycles on sidewalks.</p>	<p>The City of Knoxville launched an e-scooter pilot program through two private companies. Under the Knoxville program, e-scooters must be ridden on the streets, must follow all traffic laws, and cannot impede pedestrian, bicycle, or vehicle traffic.</p> <p>Nashville was contemplating a ban on e-scooters after a traffic fatality. The City Council rejected the proposed ban in August 2019.</p> <p>A research project was initiated with University of Tennessee studying traffic and commuting patterns following COVID-19 to further understand transportation priorities and future opportunities.</p> <p>More information here.</p>	<p>Cities of: Knoxville, Nashville, Memphis,</p> <p>Colleges/Universities: University of Memphis, Vanderbilt University</p>
Texas	<p>There are no e-scooter-specific laws in Texas at the state level.</p> <p>Instead, Texas applies its regulations for “motor-assisted scooters” to e-scooters. Tex. Transp. Code § 551.351.</p> <p>Under Texas law, motor-assisted scooters and e-scooters may be operated only on a street or highway for which the posted speed limit is 35 miles per hour or less. Tex. Transp. Code § 551.352.</p> <p>Further, a county or municipality has the authority to ban motor-</p>	<p>The City of Austin has contracts with three private companies to provide e-scooter-sharing services within its city limits. City of Austin Code of Ordinances tit. 12, h. 12-2, §§ 12-2-1 to 12-2-37.</p> <p>The City of Plano has a contract for e-scooter shares with three private companies.</p> <p>Dallas passed a dockless micro-mobility ordinance</p>	<p>Cities of: Plano, Austin, Dallas, San Antonio, Lubbock, Waco,</p> <p>Colleges/Universities: Southern Methodist University, Texas A&M University/College Station, Texas State University/ San Marcos, University of North Texas, University of Texas/ Arlington, Austin, San Antonio</p>

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
	<p>assisted scooters or escooters on streets, highways, or sidewalks if the governing body of the county or municipality determines that the prohibition is necessary in the interest of public safety. Tex. Transp. Code § 551.352.</p>	<p>in 2018 and has current contracts with five private companies to provide escooter sharing services within its city limits.</p> <p>The City of Houston requested recommendations from private companies about launching a pilot dockless vehicle program, which includes escooters. In contrast to Austin, Houston has taken a more passive approach to launching escooter sharing services.</p> <p>The University of Texas, San Antonio released a study with preliminary data indicating that escooters can be susceptible to hacking.</p> <p>More information here.</p>	
Utah	<p>There are no escooter-specific laws in Utah at the state level.</p> <p>To date, the regulation of escooter programs has been handled at the city and municipal level, which looked to Utah’s regulation of “motor assisted scooters” for guidance.</p> <p>“A local authority may regulate the operation of a motor assisted scooter within its jurisdiction” Utah Code Ann. § 41-6a-1115.1.</p> <p>Provisions relating to seating positions, required lights, horns and mirrors, lane use, and driver’s license requirements do not apply to “motor assisted scooters.” Utah Code Ann. §</p>	<p>Salt Lake City began a pilot program for escooters in 2018 and is now drafting an ordinance based on public feedback:</p> <p>(1) Operators of escooters must follow all laws applicable to bicycles.</p> <p>(2) Escooters cannot be used on sidewalks.</p> <p>(3) Escooters must be left at a docking station or corral.</p>	<p>Cities of: Draper, Farmington, Ogden, Salt Lake City, Sandy, West Valley City</p> <p>Colleges/Universities: University of Utah</p>

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
	<p>41-6a-1115.</p> <p>“Motor assisted scooters” cannot be operated at speeds greater than 15 miles per hour. Utah Code Ann. § 41-6a-1115.</p>		
Vermont	<p>There are no escooter-specific laws in Vermont at the state level.</p> <p>To date, the regulation of escooter programs has been handled at the city and municipal level.</p> <p>On May 2019, the Vermont Legislature struck a proposed regulatory framework for escooters from H. 529, an amendment to Vermont’s Transpiration Bill. The struck language included state-funded escooter pilot programs through the state.</p>	<p>Currently, the City of Burlington is planning to launch an escooter rideshare system in 2021, which includes:</p> <p>(1) Designated docking and parking stations.</p> <p>(2) Preprogramed escooters with top speeds of 15 miles per hour.</p> <p>(3) Mandate that escooters will operate on roadways like motor vehicles.</p> <p>The City of Montpelier launched a similar escooter pilot program in 2019.</p>	<p>Cities of: Burlington (future), Montpelier</p>
Virginia	<p>On July 1, 2020, Virginia enacted laws to regulate escooters at the state level.</p> <p>“Motorized skateboard or scooter” is defined as “every vehicle, regardless of the number of its wheels in contact with the ground, that:</p> <p>(i) is designed to allow an operator to sit or stand,</p> <p>(ii) has no manufacturer-issued vehicle identification number,</p> <p>(iii) is powered in whole or in part by an electric motor,</p> <p>(iv) weighs less than 100 pounds,</p>	<p>The City of Alexandria prohibits escooters on sidewalks and incentivizes escooter companies to distribute escooters more equitably throughout the city. Due to COVID-19, escooter use is limited to essential travel.</p> <p>More information here.</p> <p>The City of Arlington has escooters with three private companies. All three offer options for renting without a smartphone and with</p>	<p>Cities of: Alexandria, Arlington, Charlottesville, Fairfax, Harrisonburg, New River Valley, Norfolk, Retreat at Blacksburg, Richmond, Virginia Beach</p> <p>Colleges/Universities: George Mason University, James Madison University, Liberty University, University of Virginia, Virginia Commonwealth University</p>

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State	E-scooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared E-scooter Programs
	<p>and</p> <p>(iv) has a speed of no more than 20 miles per hour on a paved level surface when powered solely by the electric motor.” Va. Code § 46.2-100.</p> <p>“No person shall operate a skateboard or scooter . . . at a speed greater than 20 miles per hour.” Va. Code § 46.2-908.1.</p> <p>“No person less than 14 years old shall drive any . . . motorized skateboard or scooter.” Va. Code § 46.2-908.1.</p> <p>“Operation of . . . motorized skateboards or scooters . . . is prohibited on any Interstate Highway System.” Va. Code § 46.2-908.1.</p> <p>“The governing body of any county, city, or town may by ordinance prohibit the use of . . . motorized skateboards or scooters on designated sidewalks or crosswalks.” Va. Code § 46.2-904.</p>	<p>reduced rates. Arlington has also installed “No Scooter” zones and is urging e-scooters to rely on bike lanes rather than sidewalks.</p> <p>The City of Fairfax has e-scooters from three private companies with only one company currently in operation in response to COVID-19. The University of Virginia discontinued its bicycle-share system because of competition from e-scooters. Students and faculty used e-scooters roughly 10 times more than bicycles.</p> <p>More information here.</p>	
Washington	<p>On May 1, 2019, Washington enacted e-scooter-specific law that defined e-scooters as “motorized foot scooters,” which cannot exceed 20 miles per hour. Wash. Rev. Code § 46.20.500.</p> <p>“Motorized foot scooters” cannot be driven at any time from a half hour after sunset to a half hour before sunrise without reflectors. Wash. Rev. Code § 46.20.500.</p> <p>“Motorized foot scooters” cannot be ridden on sidewalks unless authorized by local jurisdictions. Wash. Rev. Code §§ 46.20.500; 46.61.710.</p>	<p>The City of Bothell ran a pilot program smaller and shorter than is typical of many localities with 100 e-scooters for 90 days. The program was extended to April 2020.</p> <p>The City of Spokane relaunched its e-scooter sharing program on July 1 in accordance with CDC cleaning procedures (wash hands before use, wear mask and gloves, use hand sanitizer, ride at least six feet apart, only use</p>	<p>Cities of: Bothell, Everett, Seattle, Spokane, Tacoma,</p> <p>Colleges/Universities: Washington State University</p>

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State	E-scooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared E-scooter Programs
	<p>“Motorized foot scooters” cannot be operated on fully controlled limited access highways. Wash. Rev. Code § 46.61.710.</p> <p>“Motorized foot scooters” may be operated most places bicycles are allowed such as multipurpose trails or bicycle lanes, provided “motorized vehicles” are not prohibited. Wash. Rev. Code § 46.61.710.</p> <p>A state agency or local government or municipalities may regulate the operation of an Electric Personal Assisted Mobility Device (EPAMD) and “motorized foot scooter” within the boundaries under their jurisdiction and control, including any area used for recreation, open space, habitat, trails, or conservation purposes. Wash. Rev. Code § 46.61.710.</p> <p>More information here.</p>	<p>for essential travel to work, groceries, and other necessary trips).</p> <p>All e-scooters in the City of Tacoma were removed due to COVID-19.</p> <p>On September 17, 2020, the City of Seattle and a private company launched an e-scooter pilot program.</p> <p>More information here.</p>	
West Virginia	There are no e-scooter-specific laws or programs in West Virginia at the state or municipal levels.	None.	None.
Wisconsin	<p>On July 10, 2019, Wisconsin enacted e-scooter-specific regulations at the state level.</p> <p>E-scooters or “electric scooters” as referred to in the statute, is a device “weighing less than 100 pounds that has handlebars and an electric motor, is powered solely by the electric motor and human power, and has a maximum speed of not more than 20 miles per hour on a paved level surface when powered solely by the electric motor.” “Electric scooter” does not include an electric personal assistive mobility device, motorcycle, motor bicycle, electric bicycle, or moped.” Wis.</p>	<p>In December 2019, the City of Milwaukee contracted with three private companies to launch an e-scooter pilot program within the city.</p> <p>On September 30, 2020, Milwaukee announced that it has launched a second e-scooter pilot program in the spring of 2021.</p> <p>More information here.</p>	<p>Cities of: Milwaukee</p> <p>Colleges/Universities: University of Wisconsin-Madison</p>

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State	Escooter Sharing Laws and Regulations	Recent Developments	Cities, Colleges/ Universities with Shared Escooter Programs
	<p>Stat. § 340.01.</p> <p>Wisconsin allows riders to “operate an electric scooter or an electric personal assistive mobility device upon any sidewalk.” Wis. Stat. § 346.805.</p> <p>Further, Wisconsin city and municipal governments have the authority to:</p> <p>“(1) Restrict or prohibit the operation of electric scooters on any roadway under its jurisdiction having a speed limit of more than 25 miles per hour.</p> <p>(2) Restrict or prohibit the operation of electric scooters on any sidewalk or bicycle way under its jurisdiction.</p> <p>(3) Establish requirements for and limitations on the parking of electric scooters on roadways, sidewalks, bicycle lanes, or bicycle ways under its jurisdiction.</p> <p>(4) Restrict or prohibit the short-term commercial rental of electric scooters to the general public.” Wis. Stat. § 349.237.</p>		
Wyoming	There are no escooter-specific laws or programs in Wyoming at the state or municipal levels.	None.	None.

SUMMARY OF ESCOOTER SHARING PROGRAMS IN MAJOR US CITIES

City	Escooter City Programs/Regulations
Phoenix, Arizona	<p>An escooter pilot program launched in September 2019 and will last one year (extended from six months), beginning in October 2020. The City Council of Phoenix will evaluate the program after three months, six months, and one-year intervals.</p> <p>Escooter Program Details:</p> <ul style="list-style-type: none"> (1) Escooters must be operated on the street or within bike lanes. (2) Escooters are not allowed on sidewalks. (3) The City Council of Phoenix also provided a map with boundary areas and no-ride areas. (4) Escooters cannot be operated outside the designated boundaries or within the no-ride areas. (5) Escooters must be parked in designated parking areas. <p>More information here.</p>
Los Angeles, California	<p>In 2018, the City Council of Los Angeles approved a set of regulations that allowed companies to deploy up to 10,500 dockless escooters and bikes. Los Angeles offered one-year permits to three escooter companies starting in March 2019. Los Angeles, Cal., Ordinance 185785.</p> <p>Escooter Program Details:</p> <ul style="list-style-type: none"> (1) Riders must have valid drivers’ licenses. (2) Riders must wear helmets. (3) Escooters are permitted to ride on California roadways, just like mopeds. (4) Escooters cannot ride on sidewalks. (5) Companies are responsible for clearing their escooters from sidewalks. (6) A speed limit of 15 miles per hour is mandated. (7) Companies will have to pay a licensing fee to operate in the City of Los Angeles. (8) Companies must keep bikes/scooters in good condition. (9) Companies must establish a 24-hour hotline (e.g., 311 hotline).

City	Escooter City Programs/Regulations
San Francisco, California	<p>The City of San Francisco granted three operating permits to private escooter companies for its <i>Powered Scooter Share Pilot Program</i> that began on October 15, 2019 and runs through January 31, 2021. Given the popularity of the escooter program, it is anticipated that San Francisco will extend the program.</p> <p>Escooter Program Details:</p> <ul style="list-style-type: none"> (1) Each company will initially deploy 1,000 escooters with the chance to deploy up to 2,500 escooters. (2) Riding on the sidewalk is illegal. (3) All escooters must be locked into docks when the rides are completed. (4) As part of the permit fee, private escooter companies must pay \$75 per escooter for rack installations. (5) The City of San Francisco pledged to build 100 new racks per month during the program.
San Diego, California	<p>Escooters first appeared in the City of San Diego in March 2018.</p> <p>As escooters grew in popularity, the City Council of San Diego passed the first set of escooter regulations that took effect in July 2019. San Diego, Cal., Ordinance 0-21070.</p> <p>On January 20, 2020, the City Council of San Diego passed a second set of escooter regulations.</p> <p>Escooter Program Details:</p> <ul style="list-style-type: none"> (1) Private companies must obtain a six-month operational permit with a fee of roughly \$5,000 and pay \$150 per escooter or bike each year. (2) Private companies must disclose the size of their dockless escooter and bike fleets and can only negotiate changes every six months. (3) Private companies will have the opportunity to increase fleet to accommodate large events like Comic-Con. (4) Speed limits are reduced from 15 miles per hour to 8 miles per hour in high-traffic areas and public walkways. (5) Speed limits are reduced to 3 miles per hour on promenade and pedestrian areas. (6) Escooters are banned on boardwalks. (7) When moving escooters out of the banned areas, speed limit is 3 miles per hour. (8) San Diego State University banned use of escooters on campus.

City	Escooter City Programs/Regulations
Washington, D.C.	<p>In Washington, DC, scooters are considered “personal mobility devices,” which are defined as “motorized propulsion devices designed to transport one person or self-balancing, two non-tandem wheeled devices, designed to transport only one person with an electric propulsion system.” D.C. Official Code §§ 50-2201.01; 50-2201.02 (12).</p> <p>According to the DC Department of Transportation, eight escooter companies have been issued operator permits within the district.</p> <p>Escooter Program Details:</p> <p>(1) Escooter riders are to ride in protected bike lanes where available and are not allowed to ride on sidewalks in the central business district.</p> <p>(2) Escooter riders must be over the age of 16 and must travel at 10 miles per hour or less as well.</p> <p>(3) Riders under the age of 18 must wear helmets.</p> <p>(4) Private escooter companies must provide a means for the scooters to be locked onto racks or poles when not in use.</p> <p>(5) The Washington, DC, escooter program is permitted to expand to a maximum of 20,000 scooters by October 1, 2023.</p> <p>(6) Private escooter companies must ensure that scooters are available in every ward in Washington, DC.</p> <p>(7) Private escooter companies must contribute to installing more signage warnings about escooter operation on sidewalks.</p>
Miami, Florida	<p>In October 2018, the City of Miami launched an escooter pilot program that runs through December 2020. Miami, Fla., Ordinance 13795.</p> <p>More information here.</p> <p>Escooter Program Details:</p> <p>(1) Escooter riders must be at least 18 years old and have a valid driver’s license or government-issued identification.</p> <p>(3) Escooter riders are not required to wear a helmet on scooters, but helmet use is strongly recommended.</p> <p>(4) One rider per escooter.</p> <p>(5) Scooters cannot exceed 15 miles per hour on streets and bike lanes and 7 miles per hour on sidewalks.</p> <p>(6) Scooters are authorized to ride in: Coconut Grove, Brickell, Downtown Miami, Midtown, Edgewater, Morningside, and Wynwood (on the east side of North Miami Avenue).</p> <p>More information here.</p>

City	Escooter City Programs/Regulations
Atlanta, Georgia	<p>On March 20, 2020, the City of Atlanta established a new escooter pilot program. Atlanta, Ga., Ordinance 20-O-1174, §§ 150-403, 150-404, 150-405.</p> <p>Escooter Program Details:</p> <ul style="list-style-type: none"> (1) Escooters have a maximum speed limit of 15 miles per hour. (2) Escooter riders are encouraged to wear helmets. (3) Escooter riders are prohibited from using cell phones while riding the escooters. (4) Escooters cannot be driven on sidewalks. (5) Escooters can be ridden in city parks, in bike lanes, and on shared paths. (6) Escooters must be parked upright on sidewalks, allowing pedestrians 5 feet of space to walk. (7) One rider per escooter. (8) Escooters must be equipped with lighting equipment such as headlights (9) Escooters cannot be rented between 9:00 pm and 4:00 am. (9) When driving an escooter on the Atlanta Beltline, speeds must be reduced to 8 miles per hour during high-traffic periods.
Chicago, Illinois	<p>The City of Chicago launched its 2020 Escooter Share Pilot that runs between August 15 and December 15. Chicago, Ill., Mun. Code §§ 9-4-010, 9-52-130, 9-52-20, 4-4-022</p> <p>Escooter Program Details:</p> <ul style="list-style-type: none"> (1) Chicago granted three private companies permits to provide a total of 10,000 escooters for the pilot program. (2) Escooters must be locked to a bike rack at the end of a ride. (3) Escooters are not allowed in the Central Business District, the Lakefront Trail, and the 606 trail. (4) Escooters are limited to a maximum speed of 15 miles per hour. (5) Escooters cannot be driven on sidewalks. (6) In the wake of the COVID-19 pandemic, the three permitted companies must clean the escooters between uses and encourage riders to wear masks and gloves. (7) Private companies are required to deploy escooters in priority wards in Chicago to promote equity and accessibility.

City	Escooter City Programs/Regulations
	<p>(8) Private companies are required to provide public escooter educational and safety materials on social media for riders to review.</p> <p>(9) Escooters can be rented between 5:00 am and 10:00 pm.</p> <p>More information here.</p>
<p>Detroit, Michigan</p>	<p>In July 2018, the City of Detroit launched its first escooter pilot program. Detroit, Mich. City Code §§ 38-5-1, 50-2-1, 50-2-6, 50-2-7.</p> <p>In the wake of the COVID-19 pandemic, on June 29, 2020, Detroit launched a second escooter pilot program that is focused on providing essential workers with affordable access to escooters.</p> <p>Escooter Program Details:</p> <p>(1) Escooters should be operated in bike lanes or right side of roadways—only on sidewalks when there is a low risk of pedestrian disturbance.</p> <p>(2) Parked escooters must not create an impermissible obstruction.</p> <p>(3) Essential workers are permitted to individually lease escooters within six miles of their place of employment.</p> <p>(4) The essential work escooter pilot program ran for 16 weeks through October 19, 2020.</p> <p>More information here and here.</p>
<p>New York City, New York</p>	<p>In June 2020, the City Council of New York passed an ordinance that legalized existing escooters that are operating in the five boroughs, effective November 23, 2020.</p> <p>Current Escooter Regulations in New York City:</p> <p>(1) Escooter riders and companies must abide by all escooter-specific safety requirements under New York state law.</p> <p>(2) Escooters are limited to a maximum speed of 20 miles per hour in New York City.</p> <p>More information here.</p> <p>Future Escooter Program Details:</p> <p>On October 30, 2020, the New York City Department of Transportation launched its “Request for Expressions of Interest” for New York’s city-sponsored escooter pilot program.</p> <p>(1) New York City’s escooter pilot program will be launched on March 1, 2021.</p> <p>(2) The Department of Transportation will issue permits to five private companies that will provide escooters for the pilot program.</p>

City	Escooter City Programs/Regulations
	<p>(3) The five private companies must build docking structures for the escooters pursuant to requirements set forth by the Department of Transportation.</p> <p>(4) Escooters must be equipped with front and rear lights, as well as bells or horns.</p> <p>(5) The five private companies must demonstrate to the Department of Transportation that disabled individuals can utilize their escooters.</p> <p>More information here.</p>
Portland, Oregon	<p>The City of Portland launched its second escooter pilot program that runs through December 31, 2020. Portland City, Or. Code & Charter §§ 20.12.170, TRN-15.01.</p> <p>Escooter Program Details:</p> <p>(1) Escooter riders must be at least 16 years old.</p> <p>(2) Escooter riders must wear helmets.</p> <p>(3) Escooters cannot be driven on the sidewalk. Escooters can only be driven on roadways, multi-use paths, or bike lanes.</p> <p>(4) Escooters cannot be driven in Portland city parks, including Waterfront Park, Eastbank Esplanade, or the Springwater Corridor (except on park roads or designated vehicle parking areas).</p> <p>(5) One rider per escooter.</p> <p>(6) Escooter riders are prohibited from riding escooters under the influence of intoxicants and such operation may result in a DUI arrest.</p> <p>(7) Escooters must be parked on the sidewalk, close to the curb, or in designated scooter parking areas (no obstructing any roadway, curb, or sidewalk by leaving or placing escooters over any such area).</p> <p>(8) Escooters are limited to a maximum speed of 15 miles per hour.</p> <p>More information here.</p>
Austin, Texas	<p>In November 2018, the City of Austin finalized administrative rules for shared mobility services, regulating escooters as “shared micromobility devices.”</p> <p>Currently, Austin has contracts with three private companies to provide escooter sharing services within its city limits. City of Austin Code of Ordinances tit. 12, h. 12-2, §§ 12-2-1 to 12-2-37.</p> <p>Escooter Program Details:</p> <p>(1) One rider per escooter.</p> <p>(2) Minors are required to wear helmets while operating escooters.</p>

City	Escooter City Programs/Regulations
	<p>(3) Escooter riders must obey all traffic laws, including refraining from operating an escooter while under the influence of alcohol.</p> <p>(4) Escooter riders may ride on sidewalks if done in a safe and respectful manner, where riders must ride with the flow of traffic, and yield to pedestrians, bicyclists, and people with disabilities.</p> <p>(5) Parking cannot block the sidewalk, or occur on bridges or private property.</p> <p>(6) Escooters must be kept away from creeks and rivers.</p> <p>(7) Escooters may be driven on certain Austin parkland trails.</p>
Dallas, Texas	<p>In June 2018, the City of Dallas adopted a “Dockless Vehicle” Ordinance, which includes regulations for escooters within the city limits. This Ordinance was updated in March 2020. Dallas, Tex. City Code §§ 9-1, 9-8, 28-41.1, 43-169.</p> <p>Escooter Program Details:</p> <p>(1) Minors are required to wear helmets while operating escooters.</p> <p>(2) Escooters must yield to pedestrians in crosswalks.</p> <p>(3) Escooters cannot be ridden on sidewalks within the central Dallas business district.</p> <p>(4) Escooters cannot be parked on the sidewalk or street, so as to impede pedestrian and/or vehicle traffic.</p>
Seattle, Washington	<p>In September 2020, the City Council of Seattle approved a citywide pilot program for rentable escooters and issued at least one permit to a private escooter company.</p> <p>Escooter Program Details:</p> <p>(1) First-time escooter drivers are limited to a maximum speed of 8 miles per hour.</p> <p>(2) After the completion of the first escooter ride, escooter riders can travel up to a maximum of 15 miles per hour.</p> <p>(3) Escooter riders are required to wear helmets.</p> <p>(4) Escooters are prohibited from sidewalks.</p> <p>(5) Escooters may be driven on roadways or bicycle lanes.</p> <p>(6) 1,500 escooters will initially be available in Seattle and the program can expand to 6,000 escooters pending the approval of City Council.</p> <p>(7) Private companies are required to assume (some or all) on liability for driver injuries that occurred on their escooters. Under Seattle’s pilot escooter program, private companies are also liable for driver injuries stemming from the city’s failure to maintain roadways.</p>

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If you have an interest in discussing automotive and mobility issues in states or cities without listed contacts, please contact us, as we have automotive and mobility lawyers located in each of our offices across the United States to assist you.

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