

To: House Transportation

From: Chardae Caine, Research Associate

Date: March 13, 2019

RE: Testimony in Support of HB 2126

I want to thank Chairman Petersen and the Committee members for allowing the League of Kansas Municipalities the opportunity to provide testimony in support of HB 2126.

Across the nation, electric-assisted scooters have become a new means of transportation. In 2017, scooters were introduced into several major cities. Last summer Kansas City, Missouri, received their first delivery of electric scooters; communities on the Kansas/Missouri border also began seeing electric scooters as residents alternated between states. Currently, Kansas statutes do not have a clear definition to describe the scooters that have appeared in some of our member cities.

HB 2126 authorizes the traffic regulations applicable to bicycles to apply to electric-assisted scooters. The governing body of a city may adopt an ordinance that further restricts or prohibits the operation of electric-assisted scooters on any public highway, street, or sidewalk within such city or county. In addition, the bill establishes a \$45 fine for unlawful operation of an electric-assisted scooter, consistent with fines related to unlawful operation of a bicycle. Under current law an argument can be made that these electric-assisted scooters meet the definition of a motor vehicle as defined in K.S.A. 8-1437. If they were to be found to be a motor vehicle then they would need to be registered by the state and meet all state laws for vehicle operation on streets and highways. HB 2126 will remove this potential confusion.

Local officials can assess the proper safety regulations needed to protect riders as well as pedestrians and other motor vehicles based on local traffic concerns and citizen needs. City officials can use feedback from residents, law enforcement, and other municipalities to determine the level of regulations needed to provide for safety and still encourage alternative transportation methods. Under the proposed legislation, cities can collaborate with scooter companies to establish rules and regulations that allow for access within the neighborhoods that need additional transportation, while ensuring the safety of Kansas residents.

For these reasons, we respectfully request the Committee pass HB 2126 to the full Senate for consideration.