

**City of Ann Arbor Transportation Commission -- Micro-Mobility Committee
Questions for Staff**

Questions Prepared by: Scott Trudeau and Molly Kleinman

Responses Provided by: City of Ann Arbor staff

December 2018

Current Laws Related to Vehicle Operation

What do city & state law say about legal operation of low power motorized vehicles like e-scooters? What distinctions between vehicle types are made? How do these laws regulate operation on sidewalks, bike lanes and the street? How is the police department currently approaching enforcement of these laws?

Staff response:

State law currently does not define an “e-scooter,” however an e-scooter would meet the definition of an “electric skateboard” and the law does prescribe specific regulations for their use. Applicable state laws are as follows:

MCL 257.658

- (3) – one rider at a time.
- (4) – helmet for riders less than 19.
- (9) – no riders under age 12.

MCL 257.660

- (1) – ride as near to the right side of the roadway as practicable.
- (1) – exercise due care when passing.
- (2) – no more than 2 abreast.
- (4) – additional rules regarding passing.
- (5) –if allowed on sidewalk, must yield to pedestrians and give audible signal before passing.
- (10) – no operation beyond 25 mph and no operation on streets with above-25 mph speed limit.
- (11) – allows the city to further regulate the operation of scooters.

MCL 257.662

- (1) – establishes lamp and reflector requirements for scooters operated at night.
- (3) – requires braking equipment.

There are also two provisions of local ordinance that are applicable. Title IV, Chapter 47, Section 4:2 states that it is illegal to place obstructions on the sidewalk without a license or permit, and this essentially creates a prohibition from riding or parking the e-scooters on the sidewalk without a license agreement as they are otherwise considered obstructions. Title X, Chapter 126, Section 10:146 states that a bicycle lane is specifically for use of persons riding bicycles, and a person shall not operate a vehicle on or across a bike path or bike lane. Therefore it is illegal to ride electric devices, including e-scooters, in a bike lane.

The Chief of Police has instructed the Ann Arbor Police Department on these applicable provisions of state and local law so they may be enforced, and has asked police officers to enforce the law, and be “mostly concerned with dangerous or reckless behavior while using an electric scooter.”

Data Sharing & Interchange

What kinds of data (and in what sorts of general formats) are operators offering to provide the city and on what schedule and in which formats? Have any implemented and/or are engaged with discussions on developing standardized APIs or data formats (e.g., the draft Los Angeles mobility data API spec)? Baseline data? Policies for data access; publicly available?

Staff response:

The only operator in the City at this time, Bird, has agreed by contract to provide data that includes: its deployment locations, “all data related to Scooter use,” and “aggregated reports on system use, compliance” and operations. The location data is to be shared weekly in any format. The other data is to be shared on the City’s request via General Bike Share Feed Specification format.

We have not at this point engaged in any discussion on developing standardized Application Program Interfaces (APIs) or data formats. We also do not have policies for data access. We welcome commission feedback on this topic in particular and are eager for better data policies related to scooter operators in Ann Arbor.

Issue Tracking

What sorts of internal systems does the City and/or police department have for tracking ongoing issues? E.g., improperly parked vehicles, “charger” contractor disputes, moving violations, crashes, injuries, complaints? How are A2 FixIt complaints routed/tracked?

Staff response:

Right now any enforcement action related to scooters is recorded by Community Standards in the CDI enforcement system (CDI is the name of the company that provides the software, it communicates Community Standards citations to the parking referees and to the Treasurer’s office for fine collection) if it is parking related, and any other crime is recorded in the police department through the citation process. The citation process is, unfortunately, handled mostly on paper. A2FixIt complaints would most likely be related to parking and would be routed to Community Standards. Our internal data handling of these issues needs improvement and we would welcome feedback from the transportation committee on this issue.