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September 2, 2020

Honorable Gavin Newsom  
Governor of California  
Capitol Building, 1st Floor  
Sacramento, CA 95814

**RE: AB 1286 (Muratsuchi) – REQUEST FOR SIGNATURE**

Dear Governor Newsom:

Disability Rights California (DRC), a non-profit advocacy organization that advances and protects the rights of Californians with disabilities, **supports AB 1286 and requests your signature.**

This bill would require a shared mobility service provider, which includes providers of electronically motorized board, motorized scooter, electric bicycle, bicycle, motorized skateboard, or other personal transportation device, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. It also requires that the provider maintain a minimum of \$1 million per occurrence and \$5 million aggregate in insurance coverage. This bill would require a city or county to adopt operation, parking, and maintenance rules regarding the use of the shared mobility devices in its jurisdiction before the shared mobility service provider may offer shared mobility devices for rent or use.

The advent of motorized scooters and shared scooters and scooter shared-operators using public rights of way have created a virtual obstacle course of danger and threats for persons with disabilities. Scooters block full access and use of sidewalks, crosswalks, curb ramps, transit stops,

pedestrian crossings and other walkways. The capacity for high rates of speed make them particularly dangerous. Left unregulated, scooter share operators enable and recklessly allow scooter customers to operate scooters at speeds much faster than the speed of foot traffic through the system of sidewalks, crosswalks, curb ramps, transit stops, pedestrian crosswalks and other walkways. In many places, they have turned systems of sidewalks into scooter highways.

In addition to their operation, scooters are just left behind after the customer's operation anywhere the user may see fit to leave them. The idle scooters end up on public property on sidewalks and rights of way on the ground, parked upright, or left resting sideways blocking pedestrian use. Thus, the idle scooters pose as much danger to pedestrians, and particularly those with disabilities, as they do in operation.

Persons with disabilities, in the unregulated scooter market, are hindered and inhibited from using the sidewalks and other public rights of way because they have become so dangerous and inaccessible. Those with mobility or visual impairments must roll the dice every time they choose to use the system of sidewalks and other pedestrian rights of way, as they gamble as to whether the system of sidewalks and other walkways might be unfettered or instead be blocked by encountering scooters strewn along their path. The burgeoning proliferation and uncurbed growth of the scooter market comes at the detriment of the rights of all persons with disabilities who have mobility and/or visual impairments by diminishing their comfort and discriminating against them based on their disabilities by denying them access to and safe use of public walkways and other essential public services.

DRC supports the regulation of scooter share operators and scooter share customers. The lack of regulation leaves the public, and particularly persons with disabilities, subject to the unfettered dangers of scooters on the public rights of way. The operators are well aware of the market created by the lack of regulation. For example, Bird Scooters rents electric scooters to its customers through a mobile application. Bird's CEO, stated that "[w]e don't go to New York because it's technically illegal to use a scooter at the state level" and that "[w]here there's no laws, that's where we go in." The Places Where There Are No Laws, That's Where We Go In, Fortune, at <http://fortune.com/2018/10/09/bird-ceo-scooters-laws/>.

Federal law, Title II of the Americans with Disabilities Act, 42 U.S.C. Section 12131, et seq., Title III of the ADA, 42 U.S.C. 12182, et seq., the Rehabilitation Act and their accompanying regulations, and analogous state law, including Government Code Sections 11135 and 4450 and Civil Code Sections 51 and 54 require the protections that should be afforded by the requirements of this bill. These provisions ensure that persons with disabilities have access to or full enjoyment of the system of sidewalks, crosswalks, transit stops, curb ramps, pedestrian crossings and other walkways because of their disabilities.

For these reasons, DRC supports this bill and requests your signature. Please contact me if you have any questions about our position or if I can provide any further information.

Very truly yours,

A handwritten signature in black ink, appearing to read "Curtis Child". The signature is fluid and cursive, with the first name "Curtis" and last name "Child" clearly distinguishable.

Curtis Child  
Legislative Director  
Disability Rights California

cc: Honorable Al Muratsuchi, California State Assembly  
Bryan Singh, Legislative Director, Office of Assembly Member  
Muratsuchi  
Jessica Devencenzi, Deputy Legislative Secretary, Office of  
Legislative Affairs  
Mitchell Rosenberg, Legislative Assistant, Office of Legislative Affairs