



Legislation Details (With Text)

**File #:** 18-0875      **Version:** 1      **Name:** CD3,2,5,7-Motorized Scooter Ban  
**Type:** Agenda Item      **Status:** Filed  
**File created:** 9/24/2018      **In control:** Transportation and Infrastructure Committee  
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**Title:** Recommendation to request City Attorney to amend Long Beach Municipal Code 10.38.020 (B) to expressly ban electric or motorized scooters, electric motorized boards (CVC 313.5), and throttle driven Class II and Class III electric bicycles (CVC 312.5), from the beach bicycle path while allowing for continued non-motorized use and lower speed pedal assisted Class I electric bicycles.

**Sponsors:** COUNCILWOMAN SUZIE A. PRICE, THIRD DISTRICT, COUNCILMEMBER JEANNINE PEARCE, SECOND DISTRICT, COUNCILWOMAN STACY MUNGO, FIFTH DISTRICT, COUNCILMEMBER ROBERTO URANGA, SEVENTH DISTRICT

**Indexes:**

**Code sections:**

**Attachments:** 1. 100218-R-19sr.pdf, 2. 100218-R-19 Corresp.Maria Herbert.pdf, 3. 100218-R-19 Corresp.Grose.pdf

Date	Ver.	Action By	Action	Result
10/2/2018	1	City Council	approve recommendation and refer	Pass

Recommendation to request City Attorney to amend Long Beach Municipal Code 10.38.020 (B) to expressly ban electric or motorized scooters, electric motorized boards (CVC 313.5), and throttle driven Class II and Class III electric bicycles (CVC 312.5), from the beach bicycle path while allowing for continued non-motorized use and lower speed pedal assisted Class I electric bicycles.

**INTRODUCTION:**

Currently Municipal Code 10.38.020 (B) states that "No operator of any motorized scooter shall drive the same upon any bike path on the beach or any bike path adjacent to a City marina."

Our beach bike path was designed with the goal of providing an opportunity for active exercise and recreation that is separate from motorized traffic. The city publicizes our beach bike path as an important piece of what makes Long Beach a city interested in health and supporting exercise in our residents and visitors.

With the recent implementation of the motorized scooter pilot program it is now important that the City be very clear with what is and is not allowed in this location.

The mobility trend of supporting scooter usage for short trips, and first/last mile commuting needs could have positive impacts for our City if they result in fewer cars on the road, and alternative options for residents to move efficiently through the City. However, the beach bike path is not a route that would provide more effective transportation for daily commutes, or for

trips for goods or services. Allowing motorized scooters on the beach bike path would be purely people on recreational rides that would do nothing to take cars off the road, or yield more efficiency for travelers, while increasing congestion and potential public safety concerns on a path that was designed for safe low speed, non-motorized exercise.

With the heavy amount of usage on the beach bike path, the width of the bicycle path being only 6.5 feet in each direction, with the diversity of nonmotorized users on the bike path including children, roller skaters, skateboarders, senior citizens, beach goers crossing the path, and with the speed differentials between bicycles (average speed 12 MPH), versus throttle driven motorized scooters (15 MPH) there is significant potential for public safety concerns if throttle driven motorized scooters were to be allowed on the beach bike path.

Cities including Santa Monica and Los Angeles, have prohibited e-scooter use from beach bike paths and are limiting the maximum speed of electric scooters within its jurisdiction to 12 MPH, so a similar restriction in Long Beach would not be inconsistent with this emerging mobility option.

There is no financial impact as a result of the recommended action.

Approve recommendation.

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SUZIE PRICE  
COUNCILWOMAN, THIRD DISTRICT

JEANNINE PEARCE  
COUNCILMEMBER, SECOND DISTRICT

STACY MUNGO  
COUNCILWOMAN, FIFTH DISTRICT

ROBERTO URANGA  
COUNCILMEMBER, SEVENTH DISTRICT