



June 15, 2022

The Honorable Susan Rubio  
Chair, Senate Insurance Committee

Cc: The Honorable Reggie Jones-Sawyer, assembly members Wicks, Reyes and Waldron,  
Senator Ben Hueso and members of the Senate Insurance Committee

**Re: AB 371: Shared Mobility Devices, Insurance and Tracking: Oppose unless amended**

Dear Assembly Member Rubio,

**As the nation's preeminent national bicycle and shared micromobility advocacy organizations, we write to oppose AB 371, which would significantly negatively impact longstanding traditional bikeshare programs as well as dockless shared micromobility programs in California.** While the intention to protect the visually impaired is commendable, and we support the provisions requiring braille on devices, the statutory changes on operator insurance requirements would have dire consequences for shared micromobility systems across the state, and would set a harrowing precedent for the industry nationally. Cities with shared micromobility programs in place have opposed these measures. It is not an understatement to say that the insurance provisions in the bill, as written, would jeopardize the ability of even the long-standing and popular bikeshare systems, Bay Wheels in the Bay Area and LA Metro Bikeshare, as well as other shared micromobility programs across the state, to provide their services. This bill would negatively impact established and successful shared micromobility systems and would stifle the growth of a thriving industry, especially at a time when the country is in great need of these services to reduce the carbon emissions of the transportation sector, and create more equitable and accessible mobility options for communities.

**The insurance requirements proposed in this bill are wholly inappropriate for the shared micromobility industry.**

**There is no consistent data to support this bill.** Indeed, the California Highway Patrol's Traffic Collision Report, which all State and Local law enforcement use to gather data at the scene of a crash, doesn't list scooters as a type of vehicle involved in a crash. As a result, there is no state-wide data on the risk that scooter riders, in particular, pose to pedestrians, nor the risk posed to scooter riders by drivers. It is already questionable policy-making to pass a bill that



could jeopardize some of California’s most sustainable modes of transportation, but to do so with no quantitative data is irresponsible.

As long-time advocates for safe streets, we are also mindful of **repeated attempts to discourage and penalize non auto-centric mobility riders by requiring road users such as bicyclists to carry personal insurance**. This tactic is designed to shift blame - in practice and in perception - from drivers, who are responsible for nearly all serious injuries and fatalities of vulnerable roadway users, to vulnerable roadway users. While AB 371 does not require that people riding personal bicycles and micromobility devices maintain insurance coverage, it sends the same signal. And if legislators were to make a one-word amendment to the bill (striking “Shared” from “Shared micromobility”), the bill would apply to everyone riding micromobility, delivering the same punitive and wrong-headed approach to discouraging sustainable mobility options on our streets, and is clearly in opposition to the USDOT’s recently released National Roadway Safety Strategy.

**Authority to regulate and manage bikeshare, shared electric scooters and other shared micromobility devices should remain at the local level.** It is local authorities who know their communities best and are positioned to create standards for system implementation that meet community needs. California’s shared micromobility programs, both traditional bikeshare and dockless micromobility, already have substantial insurance requirements— some of the highest in the nation. Importantly, an operator’s existing general commercial liability insurance already covers an operator’s liability for third party bodily injury and property damage. The insurance requirements proposed will undermine the bikeshare and shared micromobility systems that local municipalities have spent years launching, governing and growing, diminishing their ability to improve access, equity, and sustainability for the communities they serve.

**Please remove the insurance requirements from this bill, and only pass the braille requirement.**

Sincerely,

Samantha Herr, Executive Director  
North American Bikeshare & Scootershare Association

Bill Nesper, Executive Director  
League of American Bicyclists

Alex Logemann, Policy Counsel  
PeopleForBikes Coalition