

Senate Fiscal Agency
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SFA**BILL ANALYSIS**

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Senate Bill 1016 (Substitute S-1 as reported)
Sponsor: Senator Bill Bullard, Jr.
Committee: Transportation and Tourism

CONTENT

The bill would amend the Michigan Vehicle Code to regulate the operation of an "electric personal assistive mobility device". A person operating such a device would have the same duties as the driver of a vehicle under Chapter 6 of the Code (which contains various traffic laws), except those that were by nature inapplicable. The governing body of a city, county, township, or village could regulate, but not prohibit, the safe operation of a device on a sidewalk or crosswalk. (Use of an electric personal assistive mobility device would be prohibited on Mackinac Island.)

"Electric personal assistive mobility device" would mean a self-balancing, nontandem, two-wheeled device, designed to transport only one person at a time, having an electrical propulsion system with an average power of 750 watts or one horsepower, and a maximum speed on a paved level surface of 15 miles per hour (MPH). The device would have to enable the operator to come to a controlled stop. If operated on a road between half an hour after sunset and half an hour before sunrise, the device would have to be equipped with a headlamp and a rear reflector.

A person operating an electric personal assistive mobility device would have to yield the right of way to pedestrians if operating on a sidewalk, and use a designated bicycle path if a local ordinance required bicycle riders to do so. In addition, operators would be prohibited from carrying passengers; from exceeding speeds of 15 mph; from operating on roadways where the speed limit was over 25 mph, except to cross the road; or, when operating on a street, from passing between lines of traffic.

The bill also would prohibit the sale of an electric personal assistive mobility device unless it was equipped with tires having reflective sidewalls or with wide-angle prismatic spoke reflectors.

A person who violated the bill would be responsible for a civil infraction.

MCL 257.33 et al

Legislative Analyst: Claire Layman

FISCAL IMPACT

The bill would have no fiscal impact on State or local government.

Date Completed: 5-2-02

Fiscal Analyst: David Zin