House Transportation Committee
Testimony on HB 1633 (Kinkead)
Monday, June 15, 2026, 10am

Introduction

The Coalition for Active Mobility in Pennsylvania (CAMP) champions state-level policies in support of active mobility with a focus on promoting healthy, safe, affordable, and environmentally sound transportation choices for people across PA. Active mobility is defined as walking, biking, and using wheelchairs or other micro-mobility or assistive devices (low-power, low-weight, low-speed) to get to everyday destinations – including accessing transit and trails.

We are in support of HB 1633 (and SB 1008 or Abby's Law) overall. Micromobility devices expand transportation options for pedestrians beyond traditional public transit and personal vehicles. Among these options, low speed electric scooters (e-scooters) have emerged as an inexpensive and convenient way for individuals to reach their destinations, particularly over short distances. In 2019, there were approximately 29 million e-scooter trips nationwide, reflecting their growing role in modern transportation systems.[1]

E-Scooters Provide Additional Transportation Options

During a two-year pilot scooter share program in Pittsburgh, over a million trips were recorded. A report, submitted to both the Pennsylvania House and Senate Transportation Committees, showed that over 212,000 signed up to the program, and that these users traveled some 1.25 million miles through the end of April 2023.[2] Most trips were fairly short, but longer than a comfortable walk, with an average length of 1.24 miles. A separate study showed that scooter users of lower incomes made use of the program the most frequently.[3] Nearly half of riders used the scooters to commute, 44.9% used them to meet family and/or friends, 23% used them for dining out and shopping and 19% used them for running errands.

Portland Oregon's 2018 shared e-scooter pilot study found similar results.[4] Portlanders primarily used e-scooters for transportation. 71 percent of Portlanders reported that they most frequently used e-scooters to get to a destination, while nearly a third of respondents (28.6 percent) said they most frequently used e-scooters for recreation or exercise. Survey respondents also indicated that e-scooters replaced driving and ride-hailing trips. 34 percent of Portland riders and 48 percent of visitors reported that they took an e-scooter trip instead of driving a personal car or using Uber, Lyft, or taxi.

Documentation of Increased E-Scooter Ridership

The Bicycle Coalition of Greater Philadelphia (BCGP) conducts an annual bike count report analyzing bicycle trips taking place in the morning (7:30-9:00 AM) and during the evening (4:30 to 6:00 PM).

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[1] https://drive.google.com/file/d/1989E38FjoQO41AtvtNdNAbsfKwXayMGa/view?usp=drive_link
[2] https://move-pgh.com/blog/who-rides-the-scooters-and-why
[3] https://www.portland.gov/transportation/regulatory/escooterpdx/documents/2018-e-scooter-findings-report/download
[4] https://www.sciencedirect.com/science/article/pii/S1361920921003941

In 2025, of 15,816 micromobility devices counted, scooters made up 14%[5], compared to 10% in 2022.[6]

In Philadelphia and across Pennsylvania, a significant number of residents have adopted e-scooters as a primary or supplementary mode of transportation because it meets their needs. While there are some assumptions that e-scooters are only seen in large city centers, there are surprising numbers of the devices in use in small cities and at times even small towns. They are more likely to be seen in college towns, but are showing up as viable transportation alternatives for people who need to travel two or three miles down a state road to a manufacturing job site. Such devices are typically purchased on-line and a requirement of notification of legal status and restrictions like age should be provided at point of sale both on-line and in store.

Information About Economic impacts of E-Scooters

E-Scooters provide an opportunity for cities to increase economic activity and generate revenue. The city of Milwaukee, WI, generated $ 436,000 in new revenue for the city through a shared E-Scooter program.[7] According to Georgia Tech, the availability of e-scooters drive down congestion, which could in turn result in annual national savings*: "The researchers found that e-scooters and e-bikes do, in fact, reduce congestion on the road by substituting some personal vehicle or ridesharing use rather than only public transit or walking. When the estimated saved time for drivers nationwide is translated into monetary value, Asensio approximates that it adds up to $536 million a year."*.[8]

We ask that the House Transportation Committee support this important legislation along with continuing to support HB 291, Representative Daley's Parking Protected Bike Lane bill, which has been previously passed by the committee, so that not only do more people have the opportunity to choose safe micromobility options they also have safe places to use them.

Additional detailed notes on the specifics of the proposed legislation are being provided in writing.

Thank you for your consideration,

On behalf of the Coalition for Active Mobility in Pennsylvania
Made up of:
10,000 Friends of Pennsylvania
Bicycle Coalition of Greater Philadelphia
Bike Pittsburgh
Mobilify
Pennsylvania Downtown Center

Cc: Chair, Senator Judy Ward and the PA Senate Transportation Committee

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[5] https://bicyclecoalition.org/2025-bike-counts-summary/

[6] https://storymaps.arcgis.com/stories/a94373c7697d45ddb70aeff071933481

[7] https://youtu.be/ldJXaHoJExc

[8] https://iac.gatech.edu/electric-scooters-car-use-atlanta