

Local Jurisdiction Enabling Legislation Proposal

A BILL TO BE ENTITLED

AN ACT

To amend Title 40 of the Official Code of Georgia Annotated, relating to traffic laws, so as to allow local authorities to plan for and regulate operation of micromobility devices and other electric powered devices and vehicles including those operated by those individuals with a mobility disability upon certain highways, shared use paths, natural surface trails, boardwalks and sidewalks under their jurisdiction; to provide for definitions; to provide for required safety equipment, to provide for operation upon shared use paths, paved shoulders and signaling at intersections, to provide for determining of speed limits on streets and shared use paths, to provide a short title; to provide for related matters; to repeal conflicting laws; and for other purposes.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF GEORGIA:

SECTION 1.

This Act shall be known and may be cited as the “Micromobility Traffic Safety Act”

SECTION 2.

Title 40 of the Official Code of Georgia Annotated, relating to motor vehicles and traffic, is amended in Code Section 40-1-1, relating to definitions, by revising paragraphs and adding new paragraphs to read as follows:

21 “(1) ‘Adaptive cycle’ means every device propelled by human or electric power upon
22 which any person may ride, having one or more wheels. Adaptive cycles include
23 unicycles, upright tricycles, semi-recumbents, tandems, and handcycles, each equipped
24 with special seating, footplates, or headrests to ensure safe, comfortable, and accessible
25 riding for people of all abilities.

26 (6.4) ‘Boardwalk’ means a structure, usually made of wood and without a paved or
27 poured surface, whose primary purpose is to provide access to a recreation or nature area.
28 Boardwalks may be connected to both paths and natural surface trails.

29 (12.1) ‘Dirt-bike’ means any electric or gasoline powered motorized two-wheel vehicle
30 with footpads or with pedals of any size designed for or capable of cross-country travel
31 and not intended for use predominantly on public roads. Such term shall not include an
32 electric bicycle. See also ‘Off-road vehicle.’

33 (15.5) ‘Electric scooter’ means every device weighing less than 100 pounds that is
34 equipped with handlebars and an electric motor, powered by an electric motor or human
35 power or both; and capable of a maximum speed of no more than 20mph on a paved level
36 surface when powered solely by the electric motor. Such term shall not include an
37 electric bicycle, electric personal assistive mobility device, motorcycle, moped or
38 personal electric vehicle.

39 (15.6) ‘eMoto’ means a high-performance electric motorized cycle, with either footpads
40 or pedals, designed by the manufacturer for highway use and which exceeds the Georgia
41 Code electric assisted bicycle classifications requiring it to be registered and operated as
42 a motorcycle. Those eMotos not capable of registration as motorcycles shall be
43 categorized as off-highway vehicles.

(17.21) 'Go-cart' means a type of small, open-wheeled vehicle powered by an electric or gasoline motor at any speed.

(27.1) 'Micromobility' means small, light-weight devices that typically carry a single rider and are either human-powered, electric-powered or a mix of both.

(27.2) 'Minimal risk condition' means a low-risk operating mode in which a fully autonomous vehicle operating without a human driver achieves a reasonably safe state, such as bringing the vehicle to a complete stop, upon experiencing a failure of the vehicle's automated driving system that renders the vehicle unable to perform the entire dynamic driving task."

(33) 'Motor vehicle' means every vehicle which is self-propelled other than a personal delivery device, an adaptive cycle, electric assisted bicycle, ~~or~~ an electric personal assistive mobility device (EPAMD), pedal-assist electric vehicle (PA-EV) or other micromobility device.

(33.2) 'Natural surface trails' means a path with a natural surface tread made by clearing and grading the native soil within a public right of way or public greenspace and used by bicycles, pedestrians and other authorized motorized and nonmotorized users.

(37.1) 'Off-road vehicle' means any recreational motorized vehicle designed for or capable of cross-country travel on or immediately over land, water, snow, ice, marsh, swampland, or other natural terrain and not intended for use predominantly on public roads. The term includes, but is not limited to, four-wheel drive vehicles, low-pressure tire vehicles, two-wheel vehicles, nonhighway tire vehicles, amphibious machines, ground effect or air cushion vehicles, and any other means of transportation deriving power from any source other than muscle or wind.

(37.2) ‘Operational design domain’ means a description of the specific operating domains in which an automated driving system is designed to effectively operate, including but not limited to geographic limitations, roadway types, speed range, and environmental conditions such as weather and limited visibility.

(38.1) ‘Other power driven mobility device’ or ‘OPDMD’ means any mobility device powered by batteries, fuel, or other engines, whether or not it was designed primarily for use by individuals with mobility disabilities, that is used by such individuals for the purpose of locomotion. This may include personal transport vehicles and motorized carts, electronic personal assistance mobility devices, adaptive cycles, or any mobility device that is not a wheelchair and is designed to operate in areas without defined pedestrian routes.

(41.1) ‘Pedal-assist electric vehicle’ or ‘PA-EV’ means:

(A) A lightweight, open or enclosed electric vehicle with three or more wheels with manual pedal assist for human propulsion.

(B) The PA-EV:

(i) Has an electric motor having a power output of not more than 750 watts;

(ii) The vehicle is labeled with motor wattage and top assisted speed capability of either 20 miles per hour or 28 miles per hour in the same manner as electric assisted bicycles;

(iii) With a maximum width of 48 inches;

(iv) With a maximum laden weight of 1,300 pounds;

(v) Capable of transporting not more than four persons or commercial cargo; and

(vi) Regulated by local jurisdictions with personal transportation vehicles.

(42) 'Pedestrian' means any person afoot and shall include, without limitation, persons standing, walking, jogging, running, or otherwise on foot.

(43.4) 'Personal electric vehicles' or "PEV" means a single-person electric vehicle with a self-balancing gyroscopic system comprising a one- or two-wheeled or more platform on which the rider stands. This includes electric unicycles, hoverboards, onewheel scooters and electric skateboards having an electric propulsion system with a maximum speed of less than 20 miles per hour.

(43.5) "Personal transportation vehicle" or "PTV" means:

(A) Any motor vehicle having no fewer than three wheels and an unladen weight of 1,300 pounds or less and which cannot operate at more than 20 miles per hour if such vehicle was authorized to operate on local roads by a local authority prior to January 1, 2012. Such vehicles may also be referred to as "motorized carts" in such local ordinances; and

(B) Any motor vehicle:

(i) With a minimum of four wheels;

(ii) Capable of a maximum level ground speed of less than 20 miles per hour;

(iii) With a maximum width of 48 inches;

(iv)~~(iii)~~ With a maximum gross vehicle unladen or empty weight of 1,375 pounds; and

(v)~~(iv)~~ Capable of transporting not more than eight persons.

The term does not include mobility aids, including electric personal assistive mobility devices, power wheelchairs, and scooters, that can be used indoors and outdoors for the express purpose of enabling mobility for a person with a

disability. The term also does not include any all-terrain vehicle or
multipurpose off-highway vehicle.

(43.6) ‘Personal transportation vehicle path’ or ‘PTV path’ means a right of way under
the jurisdiction and control of this state or a local political subdivision thereof designated
for use by personal transportation vehicle and pedal-assist electric vehicle drivers.

(57) ‘Sidewalk’ means that portion of a street between the curb lines, or the lateral lines
of a railway, and the adjacent property lines, primarily intended for use by pedestrians
and permitted devices including other power driven mobility device (OPDMD) in use by
individuals with mobility disabilities.

(57.1) ‘Skates’ means a person wearing traditional roller skates, electric roller skates,
inline skates or roller blades, and wheelie shoes for the purpose of skating.

(57.2) ‘Skateboard’ means a device for riding upon, usually while standing or crouching,
consisting of a short, oblong piece of wood, plastic, aluminum or other material mounted
on roller skate type wheels used on smooth surfaces.

(75.1) ‘Wheelchair’ means a manually operated or power-driven device designed
primarily for use by an individual with a mobility disability for the main purpose of
locomotion.”

SECTION 3.

Said title is further amended in Code Section 40-6-181, relating to maximum limits, by revising
subsection (b) as follows:

“(b) Consistent with the provision of engineering and traffic investigations regarding
maximum speed limits as provided in Code Section 40-6-182, no person shall drive a
vehicle at a speed in excess of the following maximum limits:

- (1) Thirty miles per hour in any urban or residential district unless otherwise designated by appropriate signs;
- (2) Thirty-five miles per hour on a highway that is an unpaved county road unless designated otherwise by appropriate signs;
- (3) Seventy miles per hour on a highway that is part of the federal interstate system and highways that are physically divided with full control of access and that are part of the state highway system, provided that such speed limit is designated by appropriate signs;
- (4) Sixty-five miles per hour on highways that are physically divided without full control of access and that are part of the state highway system, provided that such speed limit is designated by appropriate signs; and
- (5) Fifty-five miles per hour in other locations.
- (6) Twenty miles per hour on any shared-use path unless otherwise designated by appropriate signs.”

SECTION 4.

Said title is further amended in Code Section 40-6-183, relating alternation of speed limits by local authorities, by revising subsection (a) as follows:

“(a) Whenever the governing authority of an incorporated municipality or county, in its respective jurisdiction, determines on the basis of an engineering and traffic investigation that the maximum vehicle speed permitted under this chapter is greater than is reasonable and safe under the conditions found to exist upon a highway or part of a highway and shared use path under its jurisdiction, such authority may determine and declare a reasonable and safe maximum vehicle speed limit thereon which:

- 159 (1) Decreases the limit at intersections;
- 160 (2) Decreases the limit outside an urban or residential district, but not to less than 30
- 161 miles per hour;
- 162 (3) Decreases the limit within an urban or residential district, but not to less than 15
- 163 ~~25~~ miles per hour; or
- 164 (4) Decreases any speed limit where a special hazard or condition exists that requires
- 165 lower speed for compliance with Code Section 40-6-180; or”
- 166 (5) Decreases the limit on a shared use path; but not less than 15 miles per hour”

167 **SECTION 5.**

168 Said title is further amended in Code Section 40-6-290, relating to application of part regarding

169 bicycles generally, by revising as follows:

170 “The provisions of this part applicable to bicycles, adaptive cycles, electric assisted

171 bicycles, electric scooters and personal electric vehicles shall apply whenever ~~a bicycle is~~

172 operated upon a highway, upon a bicycle lane, upon a shared use path or upon any

173 bicycle path set aside for the exclusive use of bicycles, subject to those exceptions stated

174 in this part.”

175 **SECTION 6.**

176 Said title is further amended in Code Section 40-6-291, relating to traffic laws applicable to

177 bicycles; operation upon paved shoulder; and signaling of right hand turns generally, is amended

178 by revising as follows:

179 “(a) The provisions of this chapter that apply to vehicles, but not exclusively to motor
180 vehicles, shall apply to bicycles, adaptive cycles, electric assisted bicycles, electric scooters
181 and personal electric vehicles except as provided in this Code section and except that the
182 penalties prescribed in subsection (b) of Code Section 40-6-390, subsection (c) of Code
183 Section 40-6-391, and subsection (a) of Code Section 40-6-393 shall not apply to persons
184 riding bicycles.

185 (b) Notwithstanding the provisions of Code Section 40-6-50, any person operating a bicycle,
186 adaptive cycle, electric assisted bicycle, electric scooter or personal electric vehicle may ride
187 upon a paved shoulder; provided, however, that such person shall not be required to ride
188 upon a paved shoulder.

189 (c) Notwithstanding any other provision of law, Any any person operating a bicycle, adaptive
190 cycle, electric assisted bicycle, electric scooter or personal electric vehicle shall ~~may~~ signal a
191 right turn with his or her right arm and hand extended horizontally or with his or her left hand
192 and arm extended upward and shall signal a left turn with his or her left hand and arm
193 extended horizontally not less than 50 feet prior to such person completing the turn;
194 provided, however, that no arm and hand signals shall be required when doing so would
195 create an unsafe condition as to endanger any person.

196 (d) Any person operating a bicycle, adaptive cycle, electric assisted bicycle, electric scooter
197 or personal electric vehicle while approaching a stop sign at an intersection or
198 junction with a highway with two or fewer lanes shall slow down to a speed reasonable for
199 the existing conditions and, if required for safety, shall stop at the point nearest the
200 roadway of such intersection or junction where the operator has a view of
201 approaching traffic before entering such intersection or junction. After slowing to a

reasonable speed or stopping, the operator shall yield the right of way to any pedestrian or vehicle in the intersection or junction or approaching on another highway so closely as to constitute an immediate hazard during the time the operator is moving across or within the intersection or junction; provided, however, that, after slowing to a reasonable speed, the operator may make a turn or proceed through an intersection or junction without stopping when no other pedestrian or vehicle is approaching the intersection or junction so closely as to constitute a hazard for the operator to turn or proceed."

SECTION 7.

Said title is further amended in Code Section 40-6-292, relating to manner of riding bicycle; passengers generally, by revising as follows:

“(a) A person propelling a bicycle, adaptive cycle or electric assisted bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto and shall allow no person to ride upon the handlebars.

(b) No bicycle, adaptive cycle, electric assisted bicycle, electric scooter or personal electric vehicle shall be used to carry more persons at one time than the number for which it is designed and equipped.”

SECTION 8.

Said title is further amended in Code Section 40-6-293, relating to clinging to vehicles generally, by revising as follows:

“No person riding upon any bicycle, coaster, roller skates, skateboard, sled, electric scooter or ~~toy~~ personal electric vehicle shall attach the same or himself or herself to any vehicle upon a roadway.”

SECTION 9.

Said title is further amended in Code Section 40-6-294, relating to riding on roadways and bicycle paths generally, by revising as follows:

“(a) As used in this Code section, the term "hazards to safe cycling" includes, but shall not be limited to, surface debris, rough pavement, drain grates which are parallel to the side of the roadway, parked or stopped vehicles, potentially opening car doors, or any other objects which threaten the safety of a person operating a bicycle adaptive cycle, electric assisted bicycle, electric scooter or personal electric vehicle.

(b) Every person operating a bicycle upon a roadway or shared use path shall ride as near to the right side of the roadway as practicable, except when:

(1) Turning left;

(2) Avoiding hazards to safe cycling;

(3) The lane is too narrow to share safely with a motor vehicle;

(4) Traveling at the same speed as traffic;

(5) Exercising due care when passing a standing vehicle or one proceeding in the same direction; or

(6) There is a right turn only lane and the person operating the bicycle is not turning right;

provided, however, that every person operating a bicycle away from the right side of the roadway shall exercise reasonable care and shall give due consideration to the other applicable rules of the road.

(c) Persons riding bicycles upon a roadway or shared use path shall not ride more than two abreast except on bicycle paths, bicycle lanes, parts of roadways set aside for the exclusive use of bicycles, or when a special event permit issued by a local governing authority permits riding more than two abreast.”

SECTION 10.

Said title is further amended in Code Section 40-6-295, relating to carrying articles generally, by revising as follows:

“No person operating a bicycle, adaptive cycle, electric assisted bicycle, electric scooter or personal electric vehicle shall carry any package, bundle, or other article which prevents him or her from keeping at least one hand upon the handlebars.”

SECTION 11.

Said title is further amended in Code Section 40-6-296, relating to lights and other equipment on bicycles generally, by revising as follows:

“(a) Every bicycle when in use at nighttime shall be equipped with a light on the front which shall emit a white light visible from a distance of 300 feet to the front and with a light on the back which shall emit a red light visible from a distance of 300 feet to the rear. Any bicycle equipped with a red reflector on the rear that is approved by the Department of Public Safety shall not be required to have a light on the rear of the bicycle. Operators of other devices at

nighttime shall be equipped with the same white and red lights or red reflector as a bicycle on either the device or on their helmets.

(b) Every bicycle, adaptive cycle, electric assisted bicycle, electric scooter or personal electric vehicle sold or operated shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level pavement.

(c) No bicycle shall be equipped or operated while equipped with a set of handlebars so raised that the operator must elevate his or her hands above the operator's shoulders in order to grasp the normal steering grip area.

(d)

(1) No person under the age of 16 years shall operate or be a passenger on a bicycle on a highway, bicycle path, shared use path, bicycle lane, or sidewalk under the jurisdiction or control of this state or any local political subdivision thereof without wearing a bicycle helmet.

(2) For the purposes of this subsection, the term "bicycle helmet" means a piece of protective headgear which meets or exceeds the impact standards for bicycle helmets set by the American National Standards Institute (ANSI) or the Snell Memorial Foundation.

(3) For the purposes of this subsection, a person shall be deemed to wear a bicycle helmet only if a bicycle helmet of good fit is fastened securely upon such person's head with the straps of such bicycle helmet.

(4) No bicycle without an accompanying protective bicycle helmet shall be rented or leased to or for the use of any person under the age of 16 years unless that person is in possession of a bicycle helmet at the time of the rental or lease.

(5) Violation of any provision of this subsection shall not constitute negligence per se nor contributory negligence per se or be considered evidence of negligence or liability.

(6) No person under the age of 16 failing to comply with any provision of this subsection shall be fined or imprisoned.”

SECTION 12.

Said title is further amended in Code Section 40-6-298, relating to rules and regulations generally, by revising as follows:

“The Board of Public Safety is authorized to promulgate rules and regulations to carry this part into effect and is authorized to establish regulations for any additional safety equipment or standards it shall require for bicycles, adaptive cycles, electric scooters, pedal-assist electric vehicles and personal electric vehicles.”

SECTION 13.

Said title is further amended in Code Section 40-6-331, relating to designation of areas of operation; PTV licensing requirements and operating standards; signage; use by a commercial delivery company, by revising as follows:

“(a) A local authority may, by ordinance, designate certain public streets or portions thereof or PTV paths that are under its regulation and control for the combined use of

PTVs, micromobility devices, pedal-assist electric vehicles (PA-EV), personal electric vehicles (PEV) and regular vehicular traffic or the use of PTVs and no other types of motor vehicles and establish the conditions under which PTVs and other vehicles may be operated upon such streets or portions thereof or PTV paths, including without limitation the conditions under which a person may operate PTVs and other vehicles on such designated streets or portions thereof or PTV paths. All operators of PTVs and PA-EV shall be required to possess a valid driver's license except when operating a PTV within a locality whose local authority has enacted an ordinance permitting the use of PTVs or motorized carts on streets without possession of a driver's license prior to January 1, 2012.

(b) Local authority ordinances may establish operating standards but shall not require PTVs and PA-EV to meet any requirements of general law as to registration, inspection, certificate of title, or licensing; provided, however, that a local authority may, by ordinance, require the local registration and licensing of PTVs and PA-EV operated within its boundaries at least once every five years for a fee not to exceed \$15.00. No local authority shall be liable for losses that result from exercising or not exercising inspection powers or functions, including failure to make an inspection or making an inadequate or negligent inspection of a PTV or PA-EV. The provisions of this subsection and the authority granted by this subsection shall not apply to PTVs owned by golf courses, country clubs, or other such organized entities which own such PTVs and make them available to or for use by members or the public on a rental or licensed basis, provided that such PTVs are used only on the premises of such golf courses, country clubs, or other such organized entities.

(c) Each local authority permitting the use of PTVs and PA-EV upon the public streets within its jurisdiction shall erect signs on every highway which comprises a part of the state highway system at that point on the highway which intersects the corporate limits of the municipality or boundaries of the county. Such signs shall be at least 24 by 30 inches in area and shall warn approaching motorists that PTVs and PA-EV are authorized for use on public streets. All costs associated with such signs shall be funded entirely by the local authority. Ordinances establishing operating standards for PTVs and PA-EV shall not be effective unless appropriate signs giving notice are posted as required by this subsection.

(d)

(1) In jurisdictions where PTVs and PA-EV are permitted or otherwise allowed by state law, PTVs and PA-EV may cross streets and highways that are part of the state highway system only at crossings or intersections designated for that purpose and which are constructed as an active grade crossing in accordance with the Manual on Uniform Traffic Control Devices. PTV crossings shall be indicated by warning sign W11-11 of the Standard Highway Signs and be clearly visible in both directions by vehicles traversing the highway which is being crossed or intersected by PTVs.

(2) PTVs and PA-EV may cross streets and highways that are part of a municipal street system or county road system and used by other types of motor vehicles only at crossings or intersections designated for that purpose by the local authority having jurisdiction over such system.

(e)

(1) Regardless of whether a local ordinance has been approved regarding the use of PTVs or PA-EV, delivery personnel for a commercial delivery company which has at least 10,000 persons employed in this state may operate PTVs and PA-EV within a residential subdivision with speed limits of 25 miles per hour or less, provided that any PTV or PA-EV utilized by a commercial delivery company shall:

(A) Include the equipment required in subsection (a) of Code Section 40-6-330.1;

(B) Be marked in a conspicuous manner with the name of the commercial delivery company;

(C) Be operated by a person with a valid driver's license; and

(D) Be utilized only for the delivery of envelopes and packages with a maximum size of 130 inches for the combined length and girth and with a weight no greater than 150 pounds per package.

(2) Any commercial delivery company utilizing PTVs or PA-EV under this subsection shall remit a \$50.00 fee every five years to each local authority where a PTV or PA-EV is operated along with a signed statement that such commercial delivery company operates PTVs or PA-EV within the jurisdiction of such local authority.

(3) Notwithstanding any other provision of law to the contrary, any person operating a PTV or PA-EV under this subsection shall be granted all the rights and shall be subject to all the duties applicable to a driver of any other vehicle under

this chapter; provided, however that subsection (b) of Code Section 40-6-315 shall not be applicable to the operator of a PTV or PA-EV under this subsection.

(4) Any PTV or PA-EV authorized to operate pursuant to this subsection shall not pull multiple trailers. Such PTVs or PA-EV shall be limited to pulling one trailer or cargo platform and be limited to hauling weight no greater than the carrying capacity of the PTV or PA-EV as determined by the manufacturer.”

SECTION 14.

Said title is further amended in Code Section 40-6-353, relating to operation over certain roads may be prohibited generally, by revising as follows:

“The commissioner of transportation or local governing authorities having jurisdiction over public roads and highways may prohibit the operation of mopeds on public roads, bicycle lanes, shared use paths and highways within their jurisdiction if it is determined that such operation endangers the safety of the traveling public.”

SECTION 15.

Said title is further amended in Code Section 40-6-354, relating to definitions generally, by revising as follows:

“As used in this part, the term:

(1) ‘Personal transportation vehicle lane’ or ‘PTV lane’ means a portion of the roadway that has been designated by striping, pavement markings, or signage for the exclusive or preferential use of persons operating personal transportation vehicles and locally authorized

micromobility devices including adaptive cycles, bicycles, electric assisted bicycles, pedal-
assist electric vehicles and personal electric vehicles. Such PTV lanes shall at a minimum
meet accepted guidelines, recommendations, and criteria with respect to planning, design,
operation, and maintenance as set forth in the American Association of State Highway and
Transportation Officials Safety Manual.

(2) ‘Personal transportation vehicle transportation plan’ or ‘PTV plan’ means a detailed guide
for the operation of personal transportation vehicles upon local streets, shared use paths and
road segments passed by a local authority through ordinance or resolution. The local
authority may also include consideration of pedestrians and those authorized micromobility
devices in their planning and operational guide for shared use paths, boardwalks and natural
surface trails in the same plan.

(3) ‘Plan area’ means the territory designated by a local authority in a personal transportation
vehicle transportation plan that provides for use of personal transportation vehicles and may
include privately owned land upon the consent of the landowner.”

SECTION 16.

Said title is further amended in Code Section 40-6-368, relating to requirements for streets or
highways on which joint use by regular vehicle traffic and PTVs permitted, by revising as
follows:

“Any street or highway segment upon which the joint use by regular vehicle traffic, pedal-assist
electric vehicles and personal transportation vehicles is permitted shall:

(1) Have speed limits of 25 miles per hour or less, as established by an engineering and
traffic survey; and

(2) Have been determined by a qualified traffic engineer to accommodate personal transportation vehicles or pedal-assist electric vehicles without adversely impacting traffic safety or the travel needs of commuters and other users.”

SECTION 17.

Said title is further amended in Code Section 40-6-369, relating to manner in which PTVs may be driven, by revising as follows:

“(a) All personal transportation vehicles or pedal-assist electric vehicles authorized by a PTV plan to operate on a street, road segment, or PTV lane are entitled to full use of a lane, and no motor vehicle shall be driven in such manner as to deprive a personal transportation vehicle or pedal-assist electric vehicle of the full use of a lane.

(b) The operator of a personal transportation vehicle or pedal-assist electric vehicle shall not overtake and pass in the same lane occupied by the vehicle being overtaken.

(c) No person shall operate a personal transportation vehicle or pedal-assist electric vehicle between lanes of traffic or between adjacent lines or rows of vehicles.

(d) Personal transportation vehicles or pedal-assist electric vehicles shall not be operated two or more abreast in a single lane.”

SECTION 18.

Said title is further amended in Code Section 40-6-369.1, relating to speed limits on streets authorized for PTV use, by revising as follows:

“Personal transportation vehicles or pedal-assist electric vehicles shall only be operated on highways where the posted speed limit does not exceed 25 miles per hour. The operator of a

personal transportation vehicle or pedal-assist electric vehicle shall not operate such vehicle on any highway where the posted speed limit exceeds 25 miles per hour.”

SECTION 19.

Said title is further amended in Code Section 40-6-371, relating to powers of local authorities generally, by revising subsection (a) as follows:

" (a) This chapter shall not be deemed to prevent local authorities with respect to streets, shared use paths, sidewalks and highways under their jurisdiction and within the reasonable exercise of the police power from:

(1) Regulating or prohibiting stopping, standing, or parking;

(2) Regulating traffic by means of police officers or official traffic-control devices;

(3) Regulating or prohibiting processions or assemblages on the highways;

(4) Designating particular highways or roadways for use by traffic moving in one direction as authorized in Code Section 40-6-47;

(5) Establishing speed limits for vehicles and micromobility devices in public parks, greenspaces and right of ways notwithstanding any provisions of law establishing a minimum speed limit for an area outside an urban or residential district or on shared use paths;

(6) Designating any highway as a through highway or designating any intersection or junction of roadway as a stop or yield intersection or junction;

(7) Requiring the registration and inspection of bicycles, including the requirement of a registration fee;

457 (8) Designating any highway intersection as a "yield right of way" intersection and
458 requiring vehicles facing a "yield right of way" sign to yield the right of way to other
459 vehicles;

460 (9) Regulating or prohibiting the turning of vehicles or specified types of vehicles;

461 (10) Altering or establishing speed limits as authorized by law;

462 (11) Designating no-passing zones as authorized in Code Section 40-6-46;

463 (12) Prohibiting or regulating the use of controlled-access roadways by any class of
464 vehicle or kind of traffic as authorized in Code Section 40-6-51;

465 (13) Prohibiting or regulating the use of heavily traveled streets by any class of
466 vehicle or kind of traffic found to be incompatible with the normal and safe
467 movement of traffic;

468 (14) Establishing minimum speed limits as authorized by law;

469 (15) Designating hazardous railroad grade crossings as authorized in Code
470 Section 40-6-141;

471 (16) Designating and regulating traffic on play streets;

472 (17) Regulating persons propelling push carts;

473 (18) Regulating persons upon skates, skateboards, ~~coasters~~, ~~sleds~~, electric scooters,
474 personal electric vehicles and other ~~toy vehicles~~ micromobility devices;

(18.1) Regulating the operation of electric personal assistive mobility devices,
provided that such regulations are no less restrictive than those imposed by Part 2A of
Article 13 of this chapter;

(18.2) Regulating the operation of personal transportation vehicles and pedal-assist
electric vehicles, provided that such regulations comply with Parts 3 and 6 of Article
13 of this chapter;

(18.3) Regulating the operation of other power driven mobility devices in use by
individuals with mobility disabilities on sidewalks, shared use paths and natural
surface trails;

(18.4) Regulating the operation of any vehicle or device on natural surface trails;

(19) Adopting and enforcing such temporary or experimental regulations as may be
necessary to cover emergencies or special conditions; or

(20) Adopting such other traffic regulations as are specifically authorized by this
chapter.”

SECTION 20.

All laws and parts of laws in conflict with this Act are repealed.