Honesty Policy on Take home Assignments

All work on this exam that you submit under your name should be solely the results of your efforts. If you copy someone else's work and put your name on it, you are being dishonest. Anything that appears with your name must reflect nerve impulses that originated from your brain. I expect and require honesty from all my students. The penalty for dishonesty in class is automatic failure and a report to the Dean of Students Office.

Please read, sign, and date the statement below, and return with your exam paper. **Your exam will not be graded unless this statement accompanies the exam.**

**I have read and understand the policies regarding academic honesty as related to this course and the University. By signing this statement below, I affirm that I have neither sought nor received help from anyone in the completion of this examination and that the solutions presented here are solely the result of my efforts.**

**Note: Please attach this form to the front of your submission. Also, please put your name on the back of the last page of this submission, to allow simple return. Your submission may lose points if either of these is missing.**

Signature: Date: 02/04/2019

Printed name: Kathryn Atherton

**Quiz 1** Name: Kathryn Atherton

Recently, electric scooters are all the rage on campus for student transportation. They are a simple, low cost way to move across a large campus easily and quickly. The use of cell phone registration/payment makes scooter use much easier than owning/maintaining one. GPS/electronic monitoring make these rental units profitable for scooter companies. However, there are several issues involving the use of these fast, simple transportation systems on university campuses (see attached article). This article proposes that scooter use on campus should be regulated by the university via transportation policies, which restrict usage conditions and may involve economic penalties for uses and the scooter company.

**Part I (10 points)**

Please extract/analyze this argument by providing clear concise written responses to the following questions:

1. What is/are the main purpose(s) of electric scooters on campus?
2. Why are electric scooters a problem on campus, i.e. list the problems/issues caused by scooters on campus.
3. What are the sources/causes of these problems?

Not surprisingly, these responses will form the basis for premises for the critical argument you need to synthesize, so carefully express/word them to be clear and concise. Overly wordy/vague/grammatically erroneous responses will receive lower scoring. You are welcome to use other sources of information, as long as you cite references used.

**Part II (20 points)**

The solution posed by the article is that universities should regulate the use of electric scooters on campus. You may agree or disagree with this argument. Please synthesize a critical argument with either one of the following conclusions:

1. Universities should regulate the use of electric scooters on campus.
2. Universities should not regulate the use of electric scooters on campus.

Please recognize that regulation policies not only restrict the choices/behavior of users, but likely also result in economic expenses/costs to all parties involved.

**The Scooter Wars of 2018**

By [Emma Whitford](https://www.insidehighered.com/users/emma-whitford), Inside Higher Ed, October 10, 2018

https://www.insidehighered.com/news/2018/10/10/e-scooters-are-causing-safety-and-accessibility-headaches-campuses

Dockless electric scooters are filling a transportation gap for students, who have quickly taken to using the app-based, pay-as-you-ride scooters to get around many campuses. A happy medium between bicycle and car, the new technology has brought convenience to students as well as confusion for college officials, who are figuring out how best to accommodate the scooters while addressing potential safety and accessibility issues.

“The interesting thing about electric scooters is that they’re similar to other types of transportation in many ways,” said Melanie Bennett, risk management counsel at United Educators, “but unlike bicycles and skateboards, because the scooters are propelled, they can reach speeds up to 20 miles an hour. However, unlike other forms of motorized transportation, they don’t surpass those speeds.”

So, where is it appropriate to ride them? And because they are dockless, where should they be parked?

[Miami University](https://www.insidehighered.com/college/204024/miami-university) in Ohio is working to answer these questions after hundreds of scooters from Bird and Lime, two popular e-scooter companies, debuted in Oxford, Ohio, this fall. In July, the university banned the scooters from campus, and David Creamer, senior vice president for finance and business services at Miami, wrote a letter to the City of Oxford and to Bird Rides Inc. to stress that the university would not be liable for any scooter misuse on campus.

“The university will not assume and expressly denies any responsibility or liability for any damage to e-scooters that may be present on university property. Similarly, the university will not assume and expressly denies any responsibility for any property damage, injuries or deaths caused by e-scooters,” Creamer wrote. “Since it appears the city is encouraging the use of e-scooters by Miami University students and employees, we expect the city and Bird Rides Inc. are fully prepared to accept all legal and financial responsibility for the use or misuse of e-scooters.”

Samantha Brunn, a student at Miami University who has written about the e-scooter debate for the *Miami Student*, said that students were upset about the ban.

“When the initial policy was passed in July, most well-connected student on campus, like those on the student newspaper or student government, were really upset … because students weren’t on campus to have a say in that decision,” she said.

Soon after Bird debuted its 100-scooter fleet in Oxford, the university amended its [Use of Bicycles and Transportation Devices](https://miamioh.edu/policy-library/administration-operations/university-property/bicycles-personal-transportation-devices.html) policy to allow e-scooters on campus under a series of conditions, including that riders must walk the scooters on sidewalks, ride them in campus bike lanes and park them at bike racks.

“The City of Oxford contracted with two electric scooter vendors, so they’re here,” said Claire Wagner, director of university news and communication. “But we, out of concern for safety, put out rules about where they could or could not be used on campus.”

[Indiana University at Bloomington](https://www.insidehighered.com/college/151351/indiana-university-bloomington) also requires e-scooters to be parked in bike racks. [Michigan State University](https://www.insidehighered.com/college/171100/michigan-state-university) prohibits it and requires that students park their e-scooter in a metered parking space or obtain a moped parking permit.

But students don’t always follow those rules, which results in many scooters spending days (or weeks) in the slammer. Miami University has impounded more than 25 scooters from Bird’s relatively small fleet. Indiana University has impounded more than 150 scooters in the past 20 days, and Michigan State University impounded 176 scooters. Of those impounded at Michigan State, only nine have been released. [The University of Texas](https://cbsaustin.com/news/local/ut-handing-lime-bird-150-fine-for-improperly-parked-scooters-on-campus) and the [University of Georgia](http://www.onlineathens.com/news/20180825/bird-scooters-land-in-athens-but-may-fly-away) are also impounding scooters.

The scooter company can retrieve the scooters for a fee, which varies from campus to campus and based on where the scooter was parked. At Indiana University, a scooter found left in landscaping could cost $40-$50 to retrieve, while a scooter parked in a pathway or ramp mandated by the Americans With Disabilities Act could cost upwards of $100 to get back. To collect hundreds of impounded scooters could cost a company thousands.

Bird and Lime, as well as the universities, offer safety guidelines for riders, but students are not so good at following them.

“People were concerned that students wouldn’t be wearing helmets or wearing heavy backpacks,” Brunn said. “I haven’t seen a single person wear a helmet while riding it. I have seen multiple kids wearing backpacks, but that’s to be expected on a university campus where students are riding them to class.”

She also expressed some concern that students would ride the scooters drunk, which could land them with an OVI -- “operating a vehicle while intoxicated” charge -- but the scooters shut off at 9 p.m. each night to be collected and charged, well before most students typically head to the bars.

Bennett, of United Educators, recommends that universities have some kind of transportation policy.

“If you don’t have a policy in place and you’re starting to see the traffic on campus, it’s a good time to put a policy in place just to create parameters around e-scooter use,” she said. That policy should detail where the scooters can and can't be used, where they should be parked, and if there are any speed limits or safety requirements.

# Part I

## What is/are the main purpose(s) of electric scooters on campus?

The main purpose of electric scooters on campus is to be a convenient mode of transportation for students. They are faster than bicycles, so students can get around campus more quickly, but are smaller than cars, so students can drive directly up to buildings without needing to park in a location where they have a parking permit.

## Why are electric scooters a problem on campus, i.e. list the problems/issues caused by scooters on campus.

* These new forms of transportation do not have designated parking or driving locations.
  + Students park the scooters in landscaping or in the way of handicap-accessibility ramps, which is illegal.
  + Police impound the illegally-parked scooters and charge the companies which distribute the scooters thousands of dollars to retrieve them.
* Universities do not want to take on liability for misuse of the scooters which could lead to damage to the scooters or university property, or injuries to students.
  + Safety guidelines for student users are not always followed.
* Students are the primary users of the scooters but are typically not allowed to be a part of the decision to allow/disallow the scooters on campus.

## What are the sources/causes of these problems?

The source of the above problems is that cities and universities do not have regulations in place which clearly define how the scooters are to be used and how to ensure the safety of the users.

# Part II

## Synthesize a Critical Argument

Premises:

1. Electric scooters are a mode of transportation for single riders that can move at a speed up to 20 miles per hour.
2. Cars are a mode of transportation for multiple riders that can move at speeds over 20 miles per hour.
3. Bicycles are a mode of transportation for single riders that move at speeds under 20 miles per hour.
4. Cars are regulated to be driven on roads and parked in garages and parking lots.
5. Bicycles are regulated to be driven on bicycle paths and parked in bicycle racks.
6. Electric scooters do not fit in the category of either cars or bicycles.
7. Regulations are used to determine where different modes of transportation should be driven and parked.
8. The users of electric scooters are students.
9. Students rent the electric scooters from the company which owns the scooters.
10. Students should wear helmets, should not wear backpacks, and should not be intoxicated while driving the scooters.
11. The scooters are misused when students do not wear helmets, wear backpacks, or are intoxicated while driving the scooters.
12. Misuse of electric scooters is unsafe for students.
13. Regulations are used to prevent misuse of electric scooters.
14. It is unclear who is liable for misuse of electric scooters.
15. Regulations are used to define who is liable for misuse of electric scooters.
16. Universities implement regulations to keep students safe on campus.
17. Universities should keep students safe on campus.

Conclusion: Universities should regulate the use of electric scooters on campus.