



City Council Speaker Corey Johnson  
City Hall Office  
New York, NY 10007

August 28, 2018

Dear Speaker Johnson,

We are pleased to learn that the New York City council is studying legislation to ensure electric scooters are introduced in an orderly way on New York City streets, and do not cause the problems that have plagued other cities.

Our membership of pedestrians and bicyclists welcomes the addition of new modes of transportation that are less invasive and polluting than the automobile. However, we fear that scooter and dock-less bike companies have the potential to overtake sidewalks with their equipment, further reducing the very limited sidewalk space that should be entirely devoted to walking.

With newsstands, news boxes, street vendors, food vendors, phone booths, sandwich boards, storm enclosures, tourists' luggage, garbage and bike parking, there is no space left for us to walk. In many places in Manhattan, pedestrians walk in the street at great risk to their lives.

The Department of Transportation (DOT) continues to roll out its bicycling infrastructure but the bike parking component is not being rolled out at the same speed, if at all, thus putting enormous pressure on pedestrian space. We are also concerned that scooter riders will be inclined to use the sidewalk because the vehicle – if it were not for the electric motor – looks like a toy.

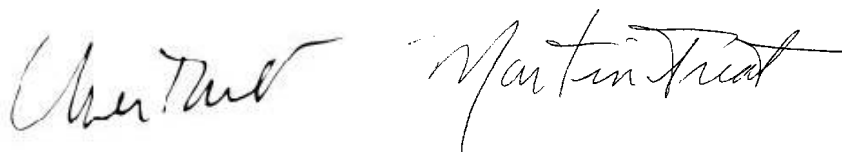
To prevent further reduction in walking space and a decrease in pedestrian safety, we recommend the following measures be included in the proposed legislation:

- Provide parking space for both dock-less bikes and electric scooters. The parking should be explicitly in the parking lane, toward the middle of each block. It could be as simple as a box painted on the ground with a bollard to attach the appliances; or it could be actual bike corrals. Through a franchise process, the operators should pay for the real estate, along with the installation and maintenance of this infrastructure. Today the DOT installs bike corrals but sanitation does not maintain them, even though they do maintain parking lanes for cars.
- Allow only scooters that are designed for a maximum speed of 10 mph.

- Increased enforcement for traffic violations by all vehicles including scooters
  - All bike share and scooters should have a unique vehicle identification number (VIN) in a conspicuous location consistent with current car VINs so that they can be scanned by the current traffic agents' equipment.
  - Increase the fines for parking any vehicle illegally on sidewalks, including cars, bikes and scooters.
  - Increase fines for riding on the sidewalk (or the wrong way in bike lanes) for all bikes and scooters.
  - Allow Traffic Enforcements Agents (TEA) to issue all fines related to the operation of bikes, e-bikes, and e-scooters.
- As many factors contribute to the ever-increasing encroachment on the walking space and a myriad of jurisdictions are charged with enforcement, we also recommend that this legislation establish a task force with Community Boards and Activists' participation to update and rationalize these regulations and their enforcement. As part of this effort DOT should define a process to identify overcrowded sidewalks and establish a plan to widen them.

We appreciate your leadership in providing a reasonable framework for the new vehicles to co-exist harmoniously and keep the pedestrian safe.

Respectfully,

The image shows two handwritten signatures in black ink. The signature on the left is 'C. Berthet' and the signature on the right is 'M. Treat'. Both are written in a cursive, flowing style.

C. Berthet, co-founder, M. Treat, co founder,

Cc: City Council Transportation Chair, Ydanis Rodriguez

Cc: Manhattan Borough President Gale Brewer