

## Urtiz, Joanna

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**From:** Bauman, Robert  
**Sent:** Tuesday, June 30, 2026 5:56 PM  
**To:** Jimmy Lemke  
**Cc:** Brower, Alex; Kruschke, Jerrel; Multimodal Unit, DPW; DeLessio, Ax; Urtiz, Joanna  
**Subject:** Re: Request for Thursday July 2nd's Public Safety and Health Committee meeting  
**Attachments:** MJS\_Letters\_Scooters\_and\_Street\_Safety.pdf

We will add your communication to the file.

Sent from my iPhone

On Jun 30, 2026, at 5:44 PM, Jimmy Lemke <jimmylemke@gmail.com> wrote:

You don't often get email from jimmylemke@gmail.com. [Learn why this is important](#)

Hello folks,

My name is Jimmy Lemke and I'm a resident at 2809 N Bremen St, Milwaukee, WI 53212. I wrote a letter to the editor at the Milwaukee Journal Sentinel recently that I would like to be added to the communications file for this meeting along with the extra that I am adding here in this email. This is addressing the Public Safety and Health Committee agenda for Thursday regarding scooter usage in Milwaukee.

I'm attaching my letter to the editors at MJS as a PDF to the file.

I think in looking to crack down on reckless riding of the Lime scooters, we may be missing the forest for the trees a bit here. These are wildly popular for a reason.

I believe we're in the beginning stages of a modal shift. Our affordability crisis is coming soon after the advent of electric bicycles and electric scooters. They are growing in popularity every year and it is easy to see why.

The **average annual cost of ownership for a car in the US is now over \$12,000**. A decent electric scooter sets you back a few hundred dollars, and a quality electric bicycle can be had for around \$1,000 to start, to say nothing of the Lime and BublR Bikes that are available for rental around the city.

Limiting the speed of Lime scooters and raising the fine for sidewalk riding misses the real problem, which is expecting riders of vehicles traveling under 20 mph to share the road with cars and trucks many times their weight and then acting disappointed when they choose to travel on the sidewalk.

The car is the best way to travel from exact point A to exact point B over long distances, but in our city center - one that we hopes becomes more dense and livable to [centralize our property tax base](#) - these electric micromobility vehicles are far more useful and efficient in terms of cost and space.

We need to ramp up our efforts to **modernize our street infrastructure**. It's clear that [more and more people](#) are recognizing these electric micromobility vehicles as a real option, but as in the early days of the automobile, there's a lack of skill from riders - especially rental riders - our consideration of . [Early mass protests against cars in the early 20th century called for speed governors or outright banning cars from cities](#). Maybe that should have happened, but we updated our infrastructure and now we're presented with an opportunity to modernize it again. Not to eliminate cars, but to make room for other modes of transportation that are plenty useful for Milwaukeeans.

Too many places on our streets around the city, we present people with a People will choose the safer, illegal path on the sidewalk over the legal, dangerous option of sharing the streets with cars while only having a strip of paint between you and someone driving an F-150 as they scroll through Instagram on their phone.

When folks say "nobody rides in the bike lanes," it's because there is not a full, coherent network of safe space. On MLK where this sidewalk collision happened last week, the faded painted line of the bicycle lane this scooter rider was supposed to use abruptly ended right as the restaurant parklets began. But this collision doesn't mean we should get rid of the parklets - we need to modernize our infrastructure.

I'm not going to pretend I don't have personal reasons here. Though my parking spot at work is plenty large enough for my VW Atlas, I choose to ride an electric bicycle every day from Riverwest to 6th street just south of Layton for my commute. I could tell you that it's because I care about the environment, because it's better for my health or because I save on gas money - but the truth of it is that I just enjoy riding it.

I have the confidence to ride in the street with cars, but [not everyone is comfortable doing so](#). If we built out our infrastructure into a full, protected network to accommodate people of all comfort levels, ridership will absolutely boom. Fewer people will choose cars for every trip, and along with that comes the myriad of benefits to the individual as well as the city.

I want my wife, who commutes by electric bicycle year-round, to be safe on the streets. Until recently she worked at Marquette and her commute home from the university down Michigan became quite pleasant west of the river, but once you pass Water Street there isn't even a line of paint protecting her from cars.

We're concerned because a prominent Walker's Point business owner was struck by a Lime scooter rider, but I can't help but notice how we as a city are not giving the same scrutiny to cars that on the whole cause far more damage and are far more likely to result in major injury and death.

Paint is not infrastructure. I understand the costs involved are steep. And I've seen how the city has put together early protection years ahead of complete street replacement. But we need to create a plan to better modernize a protected micromobility network and we needed it to happen yesterday. Let's not punish everyone for the mistakes made by few. Let's understand that those mistaken choices were made at least in part because our infrastructure is not ready for the modern world.

So let's make a better plan to rapidly implement protected infrastructure into a full network in advance of full rebuilds on each street.

Thank you for your time.  
Jimmy Lemke