

Dear members of the Public Works Committee,

June 19, 2022

I am writing to express my support for this year's scooter pilot. However, my support is coupled with some questions and concerns which I hope are addressed this morning.

In last year's pilot study roughly ~\$72K in trip fees accumulated. I believe it is appropriate to release information on exactly how the trip fees were spent by the City of Milwaukee. I say this because I am concerned that the evaluation costs associated with yet another pilot are perhaps absorbing much of the trip fee revenue, when they could be spent on improving bicycle/scooter experiences quickly and efficiently.

Did the non-refundable operator fees from last year not fully cover the costs of City staff members and DPW operations workers (according to the 2021 pilot study the non refundable fees came in at just over \$100k) ? Did trip fees also cover staffing costs? Again, what was the total amount spent on pilot evaluation from trip fees in 2021 ? How much did this consultant for last year's pilot cost? If we were running a permanent program this year would our costs be the same as in previous years? Did any of last year's trip fees go to the city's general fund?

Seeing that we have only about half of good weather months this year compared to last year rough math predicts about \$50-60K in revenue from trip fees in 2022.

I would like to see trip costs fund the upgrade of at least ten new on-street bicycle and scooter corals from the approximately ~70, lacking substance, but still on-street scooter parking spots. These corals should be equipped with bike/scooter racks, bike barrier flex posts, properly marked bike/scooter parking pavement markings, and be thoughtfully placed at intersections throughout the city.

This pilot situation is yielding smaller dollars but it could make a big impact if we widened our current bicycle rack program to a permanent on-street bicycle/scooter corral program similar to the city of Denver. The city has had a fund to promote more on-street bike parking since 2015 <https://www.denvergov.org/files/assets/public/doti/documents/bicycles/mbac-program-update-050715.pdf> (which in present day would also benefit scooter riders).

Council members. Since 2018 when we passed the Complete Streets policy we have seen not one on-street bicycle parking unit installed. Less than five miles of bicycle boulevards installed. No comprehensive protected bicycle network even put a dent in (again all bicycle infrastructure serves scooter riding comprehensively). Yet we see thousands of auto deaths, a pandemic and environmental threat that leaves residents without practical low-cost transportation options.

The rhetoric from residents from Silver Spring all the way to Howard Ave is “why is it that we keep asking for protected bike lanes, pedestrian safe streets..and we see nothing?” Any ARPA reporting on projects started? It’s clear I am drawing from the hip but the very fact that you’re having a special meeting in this regard is indicative of what sort of trouble we continue to find ourselves in. This should be a permanent licensed and diverse program by now.

So here we are on an unnecessary third scooter pilot and with terms and conditions that lack clarity over the trip fees —how the people on foot by scooter, by bike actually benefit.

These funds should be transparent, align with the experience of scooting and biking, and serve neighborhoods. No special funding for anything else, no throwing dollars in the general fund only to be used to most likely re stripe a surface lot.

Lastly, I will say that I know for certain the DPW has been moving scooters towards permanent licensing for at least a year. Find the problem with this backwater incompetence and rid with it, this should be a point of embarrassment.

Here are multiple reasons why you should invest scooter trip fees in top of the line scooter/bicycle parking :

- \* On- street scooter/bike corrals make it more convenient and inviting for people to ride a bike to a business,
- \* On- street scooter/bike corrals make the walking environment more welcoming by removing bicycles from the sidewalk in addition to increasing bike traffic in a neighborhood,
- \* On- street scooter/bike corrals increase the visibility of bicycling as a transportation choice and show that our community is “bike friendly”—that it cares about its residents and visitors who ride scooters and bicycles
- \* When installed adjacent to sidewalk cafes, corrals provide an additional buffer between people and passing vehicles. And when installed near crosswalks, corrals can shorten the crossing distance for pedestrians, and
- \* The presence of many scooters and bicycles parked in front of a business sends a message that an establishment is busy—and popular. People on scooters and bikes enjoy parking at—or close to—their destination. Customers who walk to businesses enjoy the increased availability of space on busy sidewalks with heavy foot traffic.
- \* A low-cost and expedient way to encourage all of the above.

With all my brevity, and with respect

Caressa D. Givens