



CITY OF MILWAUKEE BICYCLE & PEDESTRIAN TASK FORCE

841 N Broadway #505, Milwaukee, WI 53202 (414) 286-2489

03/08/2021

Dear Chairman Bauman and Members of the Public Works Committee-

The City of Milwaukee Bicycle and Pedestrian Task Force (BPTF) is corresponding to ask that you accept this letter of support for the Department of Public Works' (DPW) proposed 2021 Dockless Scooter Pilot Study. Whether you have a business in the vibrant, walkable, commercial corridor or you live in a neighborhood that lacks transit connectivity, micro-mobility is indeed filling the gaps of transit needs in a remarkable way.

As we continue to emerge out of the pandemic, it is also vital that we provide safe, more affordable, individual modes of transportation for people to live, work, and play. According to AAA, in 2019 the average annual cost of single car-ownership is nearly \$9.5K. For the nearly 30% of Milwaukeeans living at and below the poverty threshold, this cost is devastating, and in desperation, partly contributes to unlawful car ownership and use. While we cannot solve this issue altogether with scooters, this pilot will provide more mobility options for residents and should aim to serve those in need with equitable access.

Our support for the project wouldn't come without some conditions aimed to bring about the most equitable opportunity. The BPTF would like to see the following out of the 2021 Dockless Scooter Pilot in order of feasibility:

-Each member of Council where there is a proposed scooter "zone," co-hosts 1-2 scooter safety and access events in 2021 to promote low-cost pass programs, and encourage safe riding and parking. Scooter companies along with BPTF, Milwaukee Safe & Healthy Streets, and the Bike Fed can all support your efforts in a COVID-conscious manner.

-A designated scooter/ bike parking infrastructure program Sidewalk and on-street markings and corals to promote responsible parking and visible intersections. *So as not to hinder the pilot's progress, this may not come online immediately, however, we would like to see at least an incremental roll-out that focuses on neighborhoods where the need is great for safe mobility options. The BPTF can act as advisors on building such a plan.

-Build more protected bike lanes, We urge the Council to take a more concerted effort to make walking, scooting, biking, and using transit easier. From the Northside to the Southside we hear people asking for *safer travel options*. This will require increasing the Capital Multimodal Budget. There are many benefits to designated lanes for non-car drivers that go well beyond any emerging trend. However, in this context sidewalk-riding, can be significantly reduced.

It is without a doubt that allowing this pilot study to occur will provide an appropriate foundation of understanding of how micro-mobility devices fit into the Milwaukee landscape. However, we challenge you to consider that no matter what investments in time and resources from those listed above are put into this work, the investments *will* help Milwaukeeans exponentially with their mobility challenges.

Sincerely,

Chair 

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Others who support this memo:

