

COUNCIL OF THE CITY OF PHILADELPHIA
COMMITTEES ON TRANSPORTATION AND
PUBLIC UTILITIES AND THE ENVIRONMENT

Room 400, City Hall
Philadelphia, Pennsylvania
Wednesday, February 27, 2019
10:20 a.m.

PRESENT:

COUNCILMAN KENYATTA JOHNSON, CHAIR
COUNCILMAN ALLAN DOMB
COUNCILMAN DEREK S. GREEN
COUNCILWOMAN HELEN GYM
COUNCILWOMAN CHERELLE L. PARKER
COUNCILMAN MARK SQUILLA
COUNCILMAN AL TAUBENBERGER

RESOLUTION 181113 - Resolution authorizing the
Committee on Transportation & Public Utilities
and the Committee on The Environment to
conduct hearings regarding how dockless
electric scooters could provide an affordable
and environmentally friendly transportation
option for all Philadelphians.

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2 COUNCILMAN JOHNSON: Good
3 morning, everyone.

4 Good morning, everyone. This
5 hearing is called to order. This is a
6 public hearing of the City Council
7 Committee on Transportation and Public
8 Utilities and the Committee on the
9 Environment. The purpose of this public
10 hearing is to hear testimony on
11 Resolution 181113.

12 My name is Councilman Kenyatta
13 Johnson. I'm the Chairman of the
14 Transportation and Public Utilities
15 Committee.

16 Before we get started, I want
17 to ask the Clerk to please read the title
18 of the resolution.

19 THE CLERK: Resolution 181113,
20 resolution authorizing the Committee on
21 Transportation & Public Utilities and the
22 Committee on The Environment to conduct
23 hearings regarding how dockless electric
24 scooters could provide an affordable and
25 environmentally friendly transportation

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2 option for all Philadelphians.

3 COUNCILMAN JOHNSON: Thank you.

4 Before we get started, I want
5 to ask if my colleague Councilman Al
6 Taubenberger, do you have any remarks on
7 this particular resolution?

8 COUNCILMAN TAUBENBERGER: No.

9 COUNCILMAN JOHNSON: Before the
10 Clerk calls up the witness list, for me
11 this is a very interesting hearing,
12 simply for the fact that I'm an outdoor
13 type of elected official. I try to spend
14 as much time as I can enjoying myself
15 along the Schuylkill River Park Trail,
16 enjoying myself in the diversity of my
17 neighborhood throughout the area of Point
18 Breeze, Grays Ferry, Center City, as well
19 as Southwest Philadelphia, and I had an
20 opportunity through one of my good
21 friends by the name of John Hawkins to
22 experience riding one of these dockless,
23 mobile scooters and I had a good time,
24 but for the most part, when you think
25 about the environment, when you think

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2 about the congestion that we're facing
3 here in the City of Philadelphia, I think
4 that this can also be an alternative to
5 us driving our cars downtown.

6 Listen, I live in Point Breeze,
7 which normally should be about 15
8 minutes, maybe 20 minutes from Center
9 City, and on any given day, if I am
10 driving into Center City, it might take
11 me a half an hour sometimes, Councilman
12 Taubenberger, maybe 45 minutes depending
13 on the congestion of traffic. So I'm
14 pretty interested to hearing the
15 testimony on this resolution.

16 And at this particular point in
17 time, I want to ask for Councilman Al
18 Taubenberger to say a few words.

19 COUNCILMAN TAUBENBERGER: I'm
20 City Councilman Al Taubenberger.

21 Mr. Chairman, thank you very
22 much for conducting this hearing. I
23 think the information we'll gain today
24 will enlighten us all and particularly to
25 something that is so important to

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2 mobility. Human people need mobility,
3 and this looks like a fun and very
4 interesting way to keep people mobile and
5 enjoying the outdoors.

6 Thank you, Mr. Chairman.

7 COUNCILMAN JOHNSON: Thank you,
8 Councilman.

9 Will the Clerk please call the
10 first panel.

11 THE CLERK: Christopher
12 Puchalsky, Cheryl Bettigole, Ngani
13 Ndimbie.

14 (Witnesses approached witness
15 table.)

16 COUNCILMAN JOHNSON: I'm sorry.
17 I'm also joined by Councilman Derek
18 Green, who I'd like to acknowledge to say
19 a few remarks as well.

20 COUNCILMAN GREEN: Thank you,
21 Mr. Chair. It's a pleasure to be here
22 this morning for this Transportation and
23 Public Utilities Committee hearing as
24 well as the Committee of the Environment.
25 One of the main reasons I introduced this

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2 resolution to have a conversation
3 regarding e-scooters here in the City of
4 Philadelphia is that through my work in
5 the National League of Cities, I've had
6 an opportunity to visit other cities and
7 see what some of my colleagues have done
8 in LA, in Charlotte, and some other
9 cities bringing this type of
10 transportation to their cities.

11 Transportation is a very
12 important aspect of what we do every day
13 from a mobility perspective, as the Chair
14 stated, but also it adds to the fabric
15 and it also can address some of my
16 environmental issues. The fact it will
17 provide an opportunity for people to get,
18 especially that last mile of
19 transportation, to their points of
20 destination, and this adds to the
21 transportation network we have in the
22 City of Philadelphia and will hopefully
23 allow people to be less tied to using
24 motor vehicles and using other types of
25 transportation. And so as we continually

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2 evolve with the various forms of
3 transportation we have in our nation, I
4 thought this was one concept that adds to
5 that.

6 It's still new to this nation,
7 but I wanted to have this conversation.
8 Just yesterday legislation was introduced
9 in Harrisburg to allow e-scooters in the
10 Commonwealth of Pennsylvania. I believe
11 that was a bipartisan piece of
12 legislation. So I think having this
13 conversation today is very timely, and it
14 gives us an opportunity to have some
15 input in the legislation in Harrisburg as
16 we move forward and investigate this
17 concept and this type of transportation
18 in the City of Philadelphia.

19 So thank you, Mr. Chair, for
20 the opportunity and thank you for the
21 Committee for having this hearing on this
22 resolution.

23 COUNCILMAN JOHNSON: Thank you
24 very much, Councilman Green.

25 Will the first panelist begin.

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2 Just state your name for the record,
3 please, and whatever agency or
4 organization or whoever you're
5 representing, please.

6 MR. PUCHALSKY: Good morning.

7 Thank you, Councilman Johnson and the
8 other members of the Committee and
9 Councilman Green for inviting me to
10 testify today on Resolution No. 181113
11 sponsored by Councilman Green. My name
12 is Christopher Puchalsky and I'm the
13 Director of Policy and Strategic
14 Initiatives for the Managing Director's
15 Office of Transportation, Infrastructure,
16 and Sustainability, known as OTIS. And
17 before I go any further, would you mind
18 if we could move these devices? I'm
19 afraid they're going to get a little bit
20 in the way and there's a blinking light
21 here that's a little bit distracting. So
22 if we can move them, I'd appreciate that.

23 Thank you.

24 OTIS leads a portfolio of
25 departments, including the Streets

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2 Department, the Sustainability Office,
3 and the Philadelphia Water Department, to
4 provide cost-effective solutions and
5 quality of services with a focus on the
6 resident. Our strategies and policies
7 support inclusion and equity across
8 Philadelphia's diverse environment
9 communities. In my position at OTIS, I'm
10 the Director of Policy and Planning staff
11 and I am responsible for overseeing the
12 development and the implementation of
13 CONNECT, Philadelphia's strategic
14 transportation plan.

15 In the last 18 months, a number
16 of firms have launched programs where
17 fleets of privately owned and maintained
18 electric scooters have been deployed in
19 dozens of cities around the country.
20 These fleets are an evolution of the
21 dockless bike share programs which were
22 prevalent last year. For the purposes of
23 this testimony, I will use the term
24 "dockless scooters" or "scooter programs"
25 to refer to these businesses.

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2 Key characteristics of scooters
3 include: They are checked out through a
4 smartphone app; scooters have wheel sizes
5 between 6 and 8 inches; they have an
6 electric motor powered by an on-board
7 battery; scooters do not have seats and
8 are ridden while standing. Scooters of
9 the common designs are currently not
10 permitted to operate on the roadways
11 within the Commonwealth of Pennsylvania
12 and are illegal to operate on sidewalks
13 in the City of Philadelphia. Scooter
14 maintenance and battery charging are
15 typically accomplished by fleets of gig
16 economy workers rather than direct
17 employees of the operating firms.

18 OTIS is focused on improving
19 Philadelphia's transportation system in
20 ways that benefit everyone. We see
21 potential for dockless scooter programs
22 to benefit Philadelphia in two main
23 ways - through increasing mobility and
24 accessibility for individuals, through
25 improving sustainability through the

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2 shift to smaller electric vehicles. We
3 have been in regular contact with many
4 companies that would seek to operate
5 dockless scooters in Philadelphia. To
6 date, all of the companies have been
7 transparent with their intentions and
8 dealings with the City of Philadelphia.
9 This open dialogue has been beneficial
10 and has provided us with some
11 understanding of the upsides of dockless
12 scooter programs.

13 However, this mode of
14 transportation is very new, and early
15 reports from our peer cities highlight
16 the potential trade-offs and even the
17 dangers inherent in the dockless scooter
18 programs. Specifically, reports of
19 injury crashes are commonplace in cities
20 where scooter systems have been deployed.
21 Currently there are few comprehensive
22 studies of crashes involving scooters and
23 little data has been collected to date on
24 national trends. What data does exist
25 points to a popular and novel form of

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2 transportation that has shown relatively
3 high risks of crashes and injuries by
4 users.

5 Some points of reference that
6 OTIS has considered in making our
7 recommendations today include: A study
8 published by Consumer Reports earlier
9 this month highlighting more than 1,500
10 serious injuries across 23 medical
11 institutions; reports of high fatality
12 rates compared with bike share programs -
13 four scooter-related fatalities across
14 the country in the past year versus two
15 fatalities in nine years of bike share
16 program operation; and conversations with
17 peer agencies in dozens of cities across
18 the country where scooter programs are
19 active.

20 Currently, the Pennsylvania
21 Motor Vehicle Code does not permit the
22 use of the types of electric scooters
23 currently promoted by the firms who are
24 seeking to enter Philadelphia's market.
25 Any action on the City's part will

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2 necessarily be subject to permissions at
3 the state level.

4 Last June, City Council passed
5 Bill No. 180429, which defined the City
6 of Philadelphia's role in regulating
7 dockless bikes and scooter programs. My
8 office is currently developing
9 regulations that will allow for the
10 deployment of dockless bike share
11 programs in Philadelphia. We intend to
12 use this regulatory framework to test a
13 number of strategies that may be used to
14 manage dockless scooters at a later date.
15 However, it is our recommendation that
16 the City of Philadelphia refrain from
17 promoting or permitting the use of
18 dockless scooter programs until a more
19 thorough analysis of the benefits and the
20 risks to public safety are better
21 understood. We believe that it would be
22 appropriate to revisit this issue in one
23 year's time and would welcome the
24 opportunity to provide Council with
25 additional information as it becomes

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2 available.

3 Thank you again for the
4 opportunity here today to speak at the
5 hearing for Resolution 181113. In
6 summary, oTIS recommends ongoing
7 monitoring and study of the safety
8 impacts of scooters in other cities and
9 revisiting the issue of dockless scooters
10 in 12 months, and I'd be happy to answer
11 any questions you have.

12 COUNCILMAN JOHNSON: Thank you
13 very much.

14 Next.

15 MS. NDIMBIE: Members of the
16 Committee, thank you for inviting PennDOT
17 to offer comments on this important
18 emerging mobility topic. My name is
19 Ngani Ndimbie. I'm a Policy Specialist
20 at PennDOT. It's always good to return
21 to Philadelphia. My sister has lived
22 here for eight years, and so I only wish
23 that you had held this hearing on Friday
24 so I could have been back for the Flower
25 Show at the same time. But together, Roy

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2 Gothie, who is the state bike/ped
3 coordinator, and I have been heading up
4 the department's efforts to stay on top
5 of the electric scooter issue, and we've
6 diligently been keeping tabs on the
7 national conversation as well. So the
8 department is acutely aware of the fact
9 that dockless scooters have been very
10 popular where deployed and also that
11 there have been deaths and serious
12 injuries associated with their use.

13 So we at PennDOT applaud the
14 City's aim of reducing car dependency and
15 increasing the number of affordable and
16 environmentally friendly mobility
17 options, and we think it's prudent to
18 consider electric scooters as a potential
19 piece of that puzzle, but we do have some
20 concerns, as I mentioned. So today I'll
21 get the highlights of the current legal
22 classification of electric scooters, the
23 department's actions thus far, and a
24 legislative update and our next steps.

25 So one of the challenges of

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2 electric scooters is that their current
3 classification at the federal level by
4 NHTSA defines electric scooter -- so
5 similar to the devices you see in front
6 of us -- as a device without a seat, a
7 top speed of less than 20 miles per hour,
8 and says that these are not motor
9 vehicles, don't need to have
10 registrations and VIN numbers. At the
11 state level, it is PennDOT's legal
12 interpretation that electric scooters
13 fall into Title 75's definition of a
14 motor vehicle. Thus electric scooters
15 cannot be operated on roadways or in bike
16 lanes in Pennsylvania. They could be
17 operated on private property. And this
18 designation can only be changed through
19 legislative action.

20 The limitations of our state
21 statute have given us some time to
22 observe deployments in other states and
23 cities and consider what a rational
24 integration of electric scooters might
25 look like. So in June of 2018, we looked

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2 at -- we held an internal meeting within
3 PennDOT with other department officials
4 to discuss and refine the issues facing
5 PennDOT and emerging low-speed vehicles.
6 We also -- our Highway Administration
7 Department within PennDOT has also led a
8 conversation within the Governor's
9 Highway Safety Administration to gather
10 information from DOT, Department of
11 Transportation, staff across the nation,
12 especially in states that already have
13 electric scooter deployments.

14 In January, I joined other
15 department officials and representatives
16 at a Transportation Research Board
17 workshop about low-speed electric
18 transportation devices, and this meeting
19 featured lots of stakeholders and were
20 able to gather a lot of perspective at
21 that as well. And additionally, we've
22 spoken with representative of electric
23 scooter companies, Lime and Bird, who
24 are, as we know, very interested in
25 deploying electric scooters in

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2 Pennsylvania cities. And of course the
3 department has spoken to officials in the
4 Department of Transportation in the
5 cities of Philadelphia and in Pittsburgh.
6 So we've definitely been paying very
7 close attention to the issue.

8 Simultaneously the Legislature
9 has been at work. Representatives
10 Rothman and Kinsey submitted a
11 co-sponsorship memo indicating their
12 intention to introduce a bill, and then
13 that bill was introduced yesterday. This
14 bill would make dockless electric
15 scooters able to be legal on our
16 roadways. And so that language is very
17 new, and we've seen that.

18 Moving forward, the department,
19 PennDOT, will be given an opportunity to
20 comment on this bill now that it's been
21 introduced and offer its position. And
22 we will also continue to be closely
23 monitoring the emerging research about
24 the safety of electric scooters. That's
25 one of the things that we think is a key

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2 portion of this.

3 Ultimately our goal as a
4 department is to balance our
5 responsibilities of expanding mobility as
6 well as maintaining safety on our
7 roadways, and we're glad to partner with
8 the City of Philadelphia and this
9 committee to achieve those aims.

10 COUNCILMAN JOHNSON: Thank you
11 very much.

12 Next.

13 DR. BETTIGOLE: Good morning,
14 Chairpersons Johnson and Reynolds
15 Brown -- I guess not here, but -- and
16 members of the Committee on
17 Transportation and Public Utilities and
18 the Committee on the Environment. I am
19 Cheryl Bettigole, Director of the
20 Division of Chronic Disease and Injury
21 Prevention with the Public Health
22 Department. Thank you for the
23 opportunity to present testimony today on
24 the potential health risks and benefits
25 of electric scooters.

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2 Electric scooters are still
3 relatively new, so, as you've heard, data
4 on their safety is limited, as is data on
5 whether they are used to substitute for
6 car trips, decreasing traffic congestion
7 and air pollution. Based on the limited
8 data available, however, I do have
9 concerns about what appears to be a high
10 injury rate. So a study done in two
11 emergency departments in Southern
12 California found that there were more
13 patients with scooter-related injuries,
14 249, than bicyclist, 195, or pedestrian,
15 181, injuries during a one-year period.
16 The majority of injuries resulted from
17 falls and collisions with moving vehicles
18 and most consisted of fractures, head
19 injuries, and contusions. Most injuries
20 were to riders, but there were 21
21 non-rider pedestrian injuries.

22 Based on a study done by the
23 Portland Department of Transportation,
24 the injury rate per mile traveled was 2.5
25 per 10,000 electric scooter trips as

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2 compared to 0.05 injuries per mile
3 traveled by motorcycle and 0.04 injuries
4 per mile traveled by bike share.

5 Assuming that most electric scooter trips
6 are not over one to two miles, this would
7 represent an injury rate 25 to 50 times
8 higher than that for motorcycle riders.

9 There is no national data yet
10 on electric scooter injuries. The CDC
11 has launched a study, and that data will
12 be useful in giving us more information
13 about this new travel mode. And my
14 understanding is the results of that
15 study are going to be available in the
16 spring.

17 Too many Philadelphians use
18 cars as their principal means of
19 transportation. This results in traffic
20 congestion, air pollution, and decreased
21 physical activity and helps drive the
22 obesity epidemic. The Philadelphia
23 Department of Public Health supports
24 efforts to diversify our city's
25 transportation options, including a

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2 robust public transportation system, the
3 City's strong and growing bike share
4 program, and infrastructure to support
5 safe walking and biking. In the future,
6 electric scooters might well be a
7 valuable part of this array of
8 transportation options, but there is not
9 yet scientific evidence to demonstrate
10 that e-scooter trips take the place of
11 car trips, and there does seem to be a
12 growing body of evidence that they pose
13 significant safety risks.

14 Our recommendation would be to
15 wait, allow the evidence base to grow,
16 and then reassess in a year. During that
17 time, the industry will also have time to
18 assess whether there are changes that
19 need to be made to some e-scooter models
20 to improve safety. Many models currently
21 allow speeds of 15 to 20 miles per hour,
22 and those speeds, coupled with small
23 wheel sizes, may contribute to the risk
24 of a flip injury if a scooter hits a
25 small bump in the sidewalk or road.

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2 Allowing some additional time to pass and
3 re-reviewing the evidence could allow for
4 a safer rollout of this new technology
5 and spare Philadelphians the risk of
6 technology that may still need safety
7 improvements.

8 Thank you for the opportunity
9 to testify. I'll respond to any
10 questions you have.

11 COUNCILMAN JOHNSON: Thank you.

12 Councilman Mark Squilla.

13 COUNCILMAN SQUILLA: Thank you
14 all and thanks for your testimony. Is it
15 possible in the future that -- and I
16 guess this would be for PennDOT -- that
17 scooters would eventually be legalized in
18 the Commonwealth?

19 MS. NDIRIMBIE: Yes. There was a
20 bill introduced yesterday that would
21 legalize the use of scooters on roadways
22 and bike lanes.

23 COUNCILMAN SQUILLA: And if
24 they're legalized, is it possible that
25 they would start being used without any

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2 regulations in place?

3 MS. NDIMBIE: The bill would
4 allow -- the bill is not too different
5 than, for example, the law that allows
6 electric bikes, e-bikes, on our roads, so
7 electric-assist bikes on our roads, and
8 there aren't a lot of regulations that
9 guide those.

10 MR. PUCHALSKY: So,
11 Councilman --

12 COUNCILMAN SQUILLA: Just state
13 your name again.

14 MR. PUCHALSKY: Chris
15 Puchalsky, OTIS.

16 If they would certainly -- if
17 legalized, it's my understanding that
18 they'd certainly be able to be used by
19 private individuals with privately owned
20 scooters, but that any kind of shared
21 mobility dockless program that operated
22 in the City of Philadelphia would still
23 need to be approved subject to the
24 regulations that we're writing -- working
25 on writing right now and that were

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2 enabled by the legislation passed last
3 year.

4 MS. NDIMBIE: I wasn't sure
5 what you meant by regulations. Okay.
6 So, yes. I thought you meant regs
7 written on behalf of the department or at
8 the federal level, in which case no.
9 Yes, there would be permitting -- all of
10 those types of things would be run here
11 by the City or any given city. So
12 parking, permitting, other things would
13 be decided.

14 COUNCILMAN SQUILLA: I guess,
15 Chris, this would be for you. So I know
16 we're in the process of looking at a
17 policy for dockless bikes. As that rolls
18 out and safety is a major issue, but the
19 other issue and concern was the clutter,
20 where you park them, how they're locked
21 and things like that. As we move
22 forward, is there a timeline when that
23 bike policy will be out?

24 MR. PUCHALSKY: Yeah. So it's
25 currently in the Law Department. We hope

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2 within the next month or two to be able
3 to issue those regulations or send them
4 over to the --

5 COUNCILMAN SQUILLA: The Law
6 Department, it could be a year or two.

7 MR. PUCHALSKY: Yes. Well, you
8 have been diligent about pressing us to
9 get them out, and I apologize that our
10 office has not been able to issue those
11 regulations already. But I think the
12 clutter issue was one of the really
13 initial sources of concern, both with the
14 dockless bikes and the dockless scooter
15 companies. I think the companies have
16 been good about innovating and finding
17 solutions to some of the clutter
18 problems. I think it's still an issue
19 that needs to be managed, but for me,
20 that's not really -- like I don't think
21 that's the game changer. I think the
22 real critical issues are the safety
23 problems that we mentioned and then the
24 environmental issues, whether these
25 devices substitute for car trips or

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2 whether they substitute for trips that
3 would otherwise be taken by walking and
4 biking. Those to me are the biggest
5 issues. I think the clutter issue is
6 something that we need to pay attention
7 to, but I have some hope that we could
8 manage it if it's properly resourced.

9 COUNCILMAN SQUILLA: And I
10 think if it's done properly and there is
11 a policy that both the bike share folks
12 and the City can work together with, I
13 think there's some place that we can
14 manage it.

15 If the state passes this and
16 somehow becomes legal, is it something
17 that we should be looking at in the
18 future to see how we could regulate
19 these, just like we're doing with bike
20 share, in case they do ever become legal?

21 MR. PUCHALSKY: Yeah. That's a
22 good point. I think it all depends on
23 the timing of the state legislation of
24 when it's passed through both houses and
25 when it's signed by the Governor. I

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2 think in our ideal world, we would like
3 to get six to 12 months of experience in
4 working with dockless bike share
5 companies before opening to dockless
6 scooter companies. We don't have
7 anything firmly established on that, but
8 I think the dockless bikes are probably a
9 little bit easier to manage, so that's
10 why we'd like to get some experience
11 working with that animal before we move
12 to scooters. But we just have to wait
13 and see the timing, whether it passes
14 lightning speed or it proceeds through
15 the rest of the session.

16 COUNCILMAN SQUILLA: Thank you
17 very much.

18 Thank you.

19 COUNCILMAN JOHNSON: I had a
20 question for Cheryl from the Department
21 of Health. Can you just clarify why you
22 think the scooters are more, I think just
23 to summarize what you said, I guess more
24 dangerous or less safer than other modes
25 of transportation?

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2 DR. BETTIGOLE: So why is
3 always hard to pull out of data. What
4 we're looking at is -- and these are
5 relatively small studies and relatively
6 few of them, so we may see a different
7 pattern later. What's been seen so far
8 looks like more injuries than you'd
9 expect. So the two ERs in Southern
10 California, you know, we don't know
11 exactly how many scooter trips there have
12 been in that vicinity compared to the
13 number of people traveling by bike or
14 walking, but I'd be surprised if there
15 are more people using scooters than
16 bikes. And in that case, seeing more
17 scooter injuries than bike injuries is
18 worrisome.

19 Now, maybe that's wrong and
20 maybe there's been a really hot trend in
21 that vicinity on scooters. Maybe that's
22 one particular brand that's having
23 trouble. It's hard to know what the
24 cause of that is.

25 COUNCILMAN JOHNSON: Okay. I

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2 just wanted to see what was the
3 correlation in terms of comparison.

4 Councilman Derek Green.

5 COUNCILMAN GREEN: Thank you,
6 Mr. Chair.

7 I just have a question for the
8 panel. In those states where you've seen
9 some of the studies, is there any
10 restrictions on device speed of those
11 scooters?

12 MR. PUCHALSKY: I believe the
13 companies all regulate the scooter speed
14 themselves, but I don't know for sure for
15 all the cities. Whether it's Texas or
16 California are the two states where we've
17 looked at the most. I know in Texas,
18 individual cities are almost entirely
19 preempted from any kind of control over
20 the management of dockless programs. So
21 I'm guessing it's 15 to 20, but I can't
22 say on the record.

23 COUNCILMAN GREEN: I'm just
24 reflecting on testimony from the
25 representative here from Department of

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2 Transportation, and it indicates that
3 there's no restrictions on device speed
4 in California and Texas. However,
5 legislation introduced in Harrisburg just
6 yesterday I believe maxes the device
7 speed at 15. That's my understanding.

8 MR. PUCHALSKY: I believe it's
9 20. The bill that I read was the top
10 speed of 20 miles an hour when I looked
11 at the draft yesterday.

12 MS. NDIMBIE: The bill
13 restricts the -- it defines an electric
14 scooter as being a device where the max
15 speed of the device is capable of going
16 on like a flat land at 20 miles, but it
17 also defines or says that the operator
18 cannot carry the device at more than 15
19 miles per hour.

20 COUNCILMAN GREEN: Can you
21 restate that?

22 MS. NDIMBIE: So the defined
23 scooter, so the definition of an electric
24 scooter within the bill is a device that
25 can go up to 20 miles per hour, but then

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2 it also states within the bill that you
3 cannot actually use it at above 15 miles
4 per hour.

5 COUNCILMAN GREEN: You can't
6 operate faster than 15?

7 MS. NDIMBIE: Correct.

8 COUNCILMAN GREEN: That was my
9 understanding. Okay.

10 So just looking at the
11 information provided, although the
12 studies are still in its infancy, there's
13 a good possibility that in those studies
14 that were done in California and Texas,
15 part of the challenge and part of the
16 reason for the accidents could be the
17 fact that they do not have a maximum
18 speed that's allowed. Even though the
19 vehicles can go up to 20 miles per hour
20 based on the manufacturer's capabilities,
21 but people have decided to drive up to
22 the max even though there may not be any
23 max speed restrictions in those
24 jurisdictions.

25 MS. NDIMBIE: Sure. I think,

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2 though, that the devices that are
3 deployed by -- and I think further down
4 the line we'll be able to tell you. I do
5 think a lot of those -- or at least some
6 of those crashes have happened on their
7 scooters, and I believe their scooters
8 have a top speed of 15 or something
9 around there, so...

10 COUNCILMAN GREEN: Your own
11 information does not reflect that there's
12 a maximum device speed. It says it's
13 open, based on your testimony.

14 MS. NDIRMBIE: Right.

15 COUNCILMAN GREEN: So it's very
16 possible that part of the reason for
17 those unfortunate incidents is that those
18 states chose not to have a maximum speed
19 limit, so people are using the scooters
20 at a high rate of speed, which may cause
21 the increase in possible injuries as
22 opposed to what we're looking here in the
23 Commonwealth of Pennsylvania, stating
24 that you cannot use the scooter past 15
25 miles per hour, which would possibly

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2 restrict some of those injuries. But
3 it's still early to tell based on the
4 studies. I just think that to say that
5 these vehicles are more prone to cause
6 injuries is somewhat challenging
7 considering that the data is still
8 inconclusive, because we're still in the
9 very infancy of studies.

10 I'll defer to the Chair.

11 MR. PUCHALSKY: I think,
12 Councilman, you bring up a lot of good
13 points and a lot of good questions, and
14 that we don't have all the answers here
15 today. I think that's kind of the
16 summary of our recommendations, is that
17 we do wait until there's more a
18 definitive basis of facts and data to
19 make good policy in Pennsylvania and in
20 Philadelphia.

21 COUNCILMAN JOHNSON: Thank you.

22 Chris, in terms of the dockless
23 bikes, I know they have electrical ones
24 and ones that aren't electric. Do we
25 know the speed limit for the ones that

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2 are electric? And have we done studies
3 to see are individuals injury prone when
4 it comes to them utilizing the electric
5 bikes? Because I know that's the next
6 phase that the Administration is looking.
7 Have we done a study?

8 MR. PUCHALSKY: We have not
9 done a study. I know in the Commonwealth
10 of Pennsylvania --

11 COUNCILMAN JOHNSON: You said
12 you haven't done a study?

13 MR. PUCHALSKY: We have not
14 done a study. In the Commonwealth of
15 Pennsylvania, I believe electric bikes
16 are limited to 25 miles per hour, but I
17 believe for our Indego electric bikes, we
18 have a top speed of somewhere around 15.
19 But I can get that fact back to you. And
20 we would be looking to something similar
21 for any dockless program that we
22 permitted for bikes, a top speed of
23 around 15, which is enough to accelerate
24 and get close to the speed of traffic.
25 So we've seen some evidence that being

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2 able to accelerate quickly and get up to
3 a speed of traffic is one of the safety
4 benefits of electric-assist bicycles.

5 COUNCILMAN JOHNSON: Has your
6 team done an analysis to look at the
7 impact of not only scooters but,
8 honestly, of bike shares and the dockless
9 motor bikes and its impact on how we
10 address congestion here in the City of
11 Philadelphia? Because I think I
12 mentioned earlier on, I live in Point
13 Breeze since I've been a kid and we were
14 coming downtown before Allan Domb
15 developed all of Center City as a kid and
16 hang out in Rittenhouse Square, and
17 that's like a ten-minute walk, but in the
18 event I'm riding into work, it may take
19 me close to some days half an hour to 45
20 minutes. One day I had to go to 30th
21 Street to get back down to 20th and
22 Market just because of so much of the
23 construction that was going on and the
24 congestion of cars.

25 I just want to get an idea from

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2 you, how have we looked at congestion as
3 relates to these types of vehicles?

4 MR. PUCHALSKY: Yeah.

5 Congestion benefits are certainly one of
6 the primary reasons that we think we're
7 trying to build a high-quality bike
8 network so that everyone in our city from
9 8 to 80, all ages and abilities, can use
10 bicycles for transportation, and we've
11 seen that there's definitely a congestion
12 benefit. And then for our Indego docked
13 bike program, we see there's definitely
14 an improvement on parking situations, so
15 that one parking spot might just be used
16 by one person during the course of the
17 day, but typically if we put an Indego
18 station in there, that's used by seven,
19 eight, nine, ten people during the day.
20 So definitely an improvement on
21 congestion and parking.

22 COUNCILMAN JOHNSON: Thank you.

23 Councilman Allan Domb.

24 COUNCILMAN DOMB: Thank you,

25 Mr. Chairman.

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2 I just have a question for
3 Mr. Puchalsky. Have we done a study, a
4 traffic study, of Center City
5 specifically? Because it is a mess, as
6 Councilman Johnson is talking about. To
7 get around the City is very, very
8 challenging, and also our city has very
9 narrow streets.

10 So in the backdrop from six
11 years ago, now 20 to 25 percent of all
12 purchases are over the Internet, which
13 means more delivery trucks, and it's just
14 challenging, more Uber and Lyft. So my
15 question is, for safety reasons, have we
16 done a study, a traffic study, and can we
17 incorporate that to make sure that bike
18 lanes are safer, if we do the scooters,
19 that's safer? We may have to suspend
20 some on-street parking, because, I mean,
21 think about it. What do we get per hour
22 for the meter? \$8 or \$10 or something?
23 That's pretty valuable real estate that
24 probably should be freed up so cars can
25 go through.

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2 Are we doing a study?

3 MR. PUCHALSKY: So I think we
4 haven't done a comprehensive study of
5 everything together, but we have done
6 individual studies on the various efforts
7 that you've talked about.

8 I believe the revenue from a
9 parking spot in Center City is \$10,000
10 per year. You're right, we need more
11 loading. There's more parcel delivery
12 now than there ever has been before, and
13 we need to innovate with our loading
14 solutions. So our office is trying to
15 work on some solutions to that.

16 I think one of the issues is
17 the enforcement of the current laws. So
18 we do the enforcement blitz on Market and
19 Chestnut Street, and we've been seeing
20 that that had a positive impact, but some
21 of the fines are just too low and that
22 the delivery of vehicles are just willing
23 to take the fine. So we need to have an
24 appropriate system of carrots and sticks,
25 if you will. We need to provide people

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2 safe and legal spaces to conduct their
3 business and then encourage them when
4 there is an open spot to use that open
5 spot for loading. You don't know how
6 many times I've seen a delivery vehicle
7 blocking a moving traffic lane when there
8 is an open delivery spot, loading zone,
9 on that very block.

10 So I don't think we quite have
11 the same -- the right system yet. So our
12 office is working on developing some new
13 ideas that we're not ready to publicize
14 yet, but to address some of the loading
15 issues.

16 And then, finally, we're
17 working on promoting transit so that
18 people can efficiently move around Center
19 City in a safe and environmentally
20 friendly way. That's one of our biggest
21 efforts, both for safety and congestion,
22 is promoting public transportation.

23 COUNCILMAN DOMB: Here's where
24 we're going: In ten years from now,
25 there could be 40 to 50 percent of the

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2 purchases are over the Internet. So
3 there will be more and more and more
4 delivery trucks. So my suggestion -- I
5 asked this last year -- to do a complete
6 traffic study and incorporate these other
7 ideas that we want to incorporate to see
8 how we can blend everything together, but
9 I think we need that complete study.

10 MR. PUCHALSKY: I agree that
11 this is certainly a need that we need to
12 examine and look at.

13 COUNCILMAN DOMB: Thank you.

14 Thank you, Mr. Chairman.

15 COUNCILMAN JOHNSON: Thank you,
16 Councilman.

17 Any other questions for members
18 of the panel?

19 Councilman Derek Green.

20 COUNCILMAN GREEN: Yes. I just
21 wanted to follow up on statements earlier
22 that were made, and I believe it's a
23 recommendation of OTIS to wait a year?

24 MR. PUCHALSKY: Yes.

25 COUNCILMAN GREEN: My

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2 understanding is that legislation has
3 been introduced in Harrisburg, which was
4 just yesterday. So if that legislation
5 were to be passed in this legislative
6 session, would the position of OTIS
7 change?

8 MR. PUCHALSKY: I think we just
9 have to wait and see what the timing is
10 of what the legislation -- of how quickly
11 that legislation passes. So we'll
12 continue to monitor that and we'll also
13 continue to monitor the information that
14 comes out, and like Cheryl said, the CDC
15 study that's being done, I believe, on
16 Austin should come out this spring. So
17 hopefully we'll get some more
18 information, even if the bill should pass
19 soon, by the time it passes.

20 COUNCILMAN GREEN: Right, but
21 I'll reiterate my question. If the
22 legislation were to pass by the end of
23 the spring session, would that change the
24 perspective of OTIS in reference to
25 suggesting we wait a year if the

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2 Commonwealth has approved the ability to
3 use e-scooters in the Commonwealth of
4 Pennsylvania?

5 MR. PUCHALSKY: Yeah. I think
6 it's -- I don't think I can give you a
7 definite answer. I will say that, you
8 know, I hope the State Legislature looks
9 at all the information, the data both on
10 the very positive impacts about these
11 devices and also the potential downfalls
12 when they make their decision. But
13 regardless, we want to make sure that
14 we're looking at all the data before we
15 make the decision that's right for
16 Philadelphia. There's just -- so
17 frequently the decision that's right for
18 the rest of the state is not necessarily
19 right for Philadelphia, and we need the
20 decision and the policy for
21 transportation and our narrow streets --
22 we're the densest part in the state --
23 that's right for us. Maybe what's good
24 for Erie, what's good -- I think it was
25 going to be Cumberland County was the

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2 legislator that introduced the bill with
3 his district. What's right for those
4 districts might not be what's exactly
5 right for Philadelphia.

6 COUNCILMAN GREEN: Well, that's
7 clearly the case considering we're the
8 only city of the first class in the
9 Commonwealth of Pennsylvania, but I guess
10 my perspective, considering that you're
11 already viewing other cities who already
12 have e-scooters in their jurisdictions
13 who have come up with regulations -- even
14 from PennDOT, they've already analyzed
15 what other states have done from a
16 legislative perspective. Considering
17 this is a new form of transportation,
18 wouldn't it make some sense to move
19 forward with some type of concept even if
20 it's just a pilot in that regard if it
21 becomes legal in the Commonwealth of
22 Pennsylvania in the City of Philadelphia?

23 The reason I say that is, so
24 often when we look at Philadelphia, we're
25 trying to put Philadelphia in a new light

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2 in that we're trying to be more
3 progressive in a number of different
4 things and being more open for new
5 technologies, new ideas, new
6 perspectives. And so from my
7 perspective, it would help to continue
8 what we've been trying to do over the
9 past number of years, is put Philadelphia
10 in a more progressive light in a number
11 of ways and to at least identify some
12 means of trying to do what some of our
13 competitor cities are doing and at least
14 try to study the perspective in ways of
15 maybe a pilot or something in that regard
16 if the legislation does get passed.

17 MR. PUCHALSKY: Yeah. So I
18 think for me the important part is to
19 make sure we separate new from
20 progressive, and we certainly want to be
21 progressive, whether that's enabling
22 people to make trips without an
23 automobile, saving people's lives no
24 matter how they get around, and reducing
25 the environmental impact of our

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2 transportation system, and doing that all
3 equitably to make sure everyone is
4 receiving the benefits and also that the
5 disbenefits of our transportation system
6 don't fall on any one particular group.
7 And the dockless scooters are certainly
8 new. The electric scooters are certainly
9 new, and what we need to do is wait and
10 get the data to make sure they're
11 progressive. And if in a year from now
12 the data comes out and that they not only
13 help people get around, but they do it
14 safely and they do it in a way that
15 replaces car trips, OTIS will be the
16 biggest cheerleader for these devices.
17 But if the data is otherwise and that
18 they substitute trips that would have
19 otherwise been made by walking and that
20 they increased deaths and serious
21 injuries, then I think that's worth
22 knowing before we make any firm policy.
23 And I think the fortunate thing about
24 being a second mover is that we're going
25 to get lots of data without having to

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2 risk any potential negative impacts on
3 our residents from legalizing these
4 things before we know that they're truly
5 progressive.

6 I think the answer to your
7 question, it's just too early to say
8 definitely whether OTIS will change its
9 position should the legislation pass in
10 this spring.

11 COUNCILMAN GREEN: Well, I
12 guess I'm somewhat confused in your
13 commentary in reference to making a
14 distinction between new versus
15 progressive. I would think that
16 something that is using an electric power
17 source would be progressive. I
18 understand the concern in reference to
19 safety for residents of the City of
20 Philadelphia, but I would believe you
21 would think that other cities and states
22 that have decided to move forward with
23 electric scooters are also concerned
24 about the safety concerns for their own
25 residents.

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2 It's just interesting that you
3 would make the distinction between new
4 versus progressive when a vehicle that's
5 being powered with an electric source, I
6 would think most people would agree that
7 would be a progressive form of
8 transportation, because it's not a
9 carbon-based energy source.

10 MR. PUCHALSKY: Yeah. And if
11 the trip that someone would take would
12 have been made by an automobile and it's
13 instead made by an electric scooter, then
14 that is definitely progressive, but if
15 the trip is one that would be taken by
16 bicycle or that would have been taken by
17 walking, then you would see an increase
18 in emissions by the substitution of a
19 walking or bicycle trip, which is also --
20 it's only the food you eat versus one
21 that's made by an electric scooter.

22 COUNCILMAN GREEN: Mr. Chair, I
23 will close with this: I would think that
24 from most people's understanding, if your
25 ability to walk -- and I'm someone that,

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2 as many people know, gets up very early,
3 at the crack of dawn to run, as well as
4 row on the Schuylkill as well. Most
5 people that use some type of
6 transportation, if they can walk, they
7 generally should walk. I would venture
8 and I think most people probably in this
9 room would agree that if someone is going
10 to use an e-scooter, it's probably a
11 distance further than they normally would
12 walk or possibly bike.

13 So I think the concept that an
14 e-scooter is somewhat new but not
15 somewhat progressive is a somewhat
16 interesting concept, but I will defer to
17 the Chair for the rest of the hearing.

18 COUNCILMAN JOHNSON: We got a
19 progressive Administration, so I'm not
20 sure if that adds up, but I'm going to
21 pass to Councilman Allan Domb.

22 COUNCILMAN DOMB: Thank you,
23 Mr. Chairman.

24 One quick question. The
25 \$10,000 per spot, where does that revenue

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2 go?

3 MR. PUCHALSKY: That goes to
4 the Parking Authority, and then I
5 understand that about -- after they take
6 out their costs, about just under 30
7 percent goes to the City and the balance
8 goes to the School District. But I think
9 I'm probably not the right person to give
10 you the exact figures on that, but that's
11 my understanding.

12 COUNCILMAN DOMB: Okay. Thank
13 you.

14 Thank you, Mr. Chairman.

15 COUNCILMAN JOHNSON: Thank you,
16 Councilman Domb.

17 Thank you very much.

18 Can the Clerk please call the
19 next panel.

20 THE CLERK: Paul White and
21 Shari Shapiro.

22 (Witnesses approached witness
23 table.)

24 COUNCILMAN JOHNSON: Please
25 state your name for the record and begin.

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2 MS. SHAPIRO: I'm Shari Shapiro
3 and I'm the Director of Mid-Atlantic
4 Government Relations for Lime, the
5 electric bike and scooter company.

6 Free of charge to communities,
7 Lime provides a network of dockless,
8 shared transportation options, including
9 bikes and the scooters you see here.

10 It's hard to comprehend how
11 popular scooters have become. I heard
12 one of the previous testifiers say if
13 these become popular, then maybe we will
14 bring them to Philadelphia. Lime
15 launched in 2017. In the past two years,
16 we've provided more than 35 million
17 rides. We serve more than 100
18 communities, including most major U.S.
19 cities, like Washington, DC, Baltimore,
20 who you'll hear from in a minute,
21 Detroit, Providence, Cincinnati, Los
22 Angeles, Dallas, Portland, Charlotte, and
23 more.

24 In just the past two weeks,
25 without any solicitation from us, more

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2 than 600 Philadelphians have written in
3 to share why they want electric scooters
4 here. A constituent in your district,
5 Chairman Johnson -- no. I'm sorry. A
6 constituent in Vice Chairman Squilla's
7 district expresses it this way: It will
8 be awesome and save me time and money.

9 People around the world are
10 choosing scooters, not only because
11 they're easy and affordable, but because
12 they are fun. But perhaps more
13 importantly, Philadelphians themselves
14 believe that scooters will help our
15 entrenched challenges like equitable
16 access to transportation, congestion,
17 decreasing use of public transportation,
18 and pollution.

19 Reducing congestion has been a
20 significant interest of this Council. A
21 constituent from President Clarke's
22 district told us that he would be able to
23 ditch the car and use Lime to get around
24 the City and then train for trips out of
25 the City.

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2 Another person noted that
3 scooters provide an affordable
4 alternative to driving my car short
5 distances. A constituent from your
6 district, Councilman Johnson, says it
7 this way: After trying Lime in Texas, I
8 started to imagine how I would be less
9 inclined to use ride share in Philly.
10 Ride share services would have led to
11 hopelessly clogged streets all over the
12 City.

13 Our data confirms this: 30
14 percent of our riders in major markets
15 took a scooter instead of using a
16 personal car. A Queen Village resident
17 explains how this would work: I live one
18 mile away from the closest metro stop.
19 It's not practical for me to walk there;
20 therefore, I drive. The last mile
21 commute feature of Lime addresses an
22 unmet need in public transportation in
23 Philadelphia. I hope that Philly
24 continues to be a model of public transit
25 and allows Lime to come to this city very

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2 soon.

3 Safety is Lime's highest
4 priority, but let's talk about how we
5 make scooters safe, because it is not
6 hard to do. It is the responsibility of
7 our companies to make scooters as safe as
8 we can.

9 Right here we have our newest
10 model of scooters. We've done it with
11 safety in mind. We've made the tires
12 larger so that they can go over potholes
13 and address the bumpiness of streets.
14 We've made them heavier so they have a
15 lower center of gravity; made the foot
16 board wider so people have an easier time
17 putting their feet; and we've put a
18 screen on it to make sure that we can put
19 messages in, like wear a helmet. I think
20 both of our companies send helmets to
21 anyone who writes to us and asks.

22 Cedars-Sinai Medical Center had
23 these recommendations. They looked at
24 the data and they said scooters, like any
25 motorized vehicle or bike, can be used

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2 safely by taking common sense measures.

3 In addition to helmets, start off slowly.

4 The accelerator and braking tabs on the

5 handles can take getting used to. Be

6 mindful of surrounding traffic,

7 especially at intersections. No

8 one-handed rides. Put down that phone

9 and the coffee cup. No headphones or ear

10 buds while operating the scooter. Don't

11 try to operate the scooter if you've been

12 drinking alcohol. Be mindful of your

13 safety and the safety of others. Be

14 alert to pedestrians and other vehicles.

15 Make sure to leave the scooter out of the

16 way of foot traffic so it doesn't create

17 a tripping hazard.

18 These are things that we are

19 not only happy but excited to work with

20 the City on to make sure that

21 Philadelphians are educated in how to use

22 scooters safely. We have an entire

23 campaign called Respect the Ride that we

24 can localize here.

25 We also know that we need to

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2 make the City streets safer for everyone.

3 The fatalities that the previous

4 testifiers talked about were encounters

5 with cars. In one case the driver was

6 allegedly on drugs at the time. This is

7 not to minimize the injuries that happen

8 on our scooters. That doesn't look good

9 for us and it makes people afraid, and

10 that's the last thing we want to do. But

11 what I think that we need to do is to

12 make our streets safer for everyone.

13 We support policies that

14 dedicate a per-ride fee to the City to

15 dedicate it to infrastructure to make the

16 streets safer. I have been very involved

17 in the Vision Zero Alliance here in the

18 City, with Lime's support, to make the

19 streets safer for everyone and to reduce

20 vehicle crashes to zero.

21 I have a couple of numbers here

22 to put the scooter statistics in context.

23 A hundred and three people were killed in

24 traffic in 2016. In 2017, 96 people were

25 killed. That's here in Philadelphia, not

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2 nationwide. Forty of whom were
3 pedestrians and three of whom were
4 cyclists. So that gives you a sense of
5 the environment in which we are traveling
6 every day as we walk down the street, as
7 we drive down the street.

8 Scooters have the opportunity
9 to take people out of cars, about 30
10 percent, as I said, and to give them a
11 different form of transportation and one
12 that is more equitable. Transportation
13 equity, as Councilman Green mentioned, is
14 a high priority here in Philadelphia.
15 People are not equally served by transit
16 and they're not equally served by modes
17 like bike share. Those are mostly here
18 in Center City. What dockless vehicles,
19 including bikes and scooters, allow
20 people to do is pick up the vehicle
21 wherever they are, find it on an app,
22 pick it up, and take it to wherever they
23 want to go. Then it's our responsibility
24 to make sure that those vehicles are
25 redistributed where people need them.

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2 The data from Washington, DC
3 and New York have shown that scooters and
4 electric bikes increase the equity, and
5 our ridership skews both more female and
6 more minority than traditional bike share
7 programs.

8 The last thing I'm going to say
9 is not in my written testimony. I was a
10 tech entrepreneur here for many years.
11 What I found is that Philadelphia is
12 behind its peers on almost every measure.
13 We need to inspire other cities. We need
14 to show them how we can do this well and
15 safely, how we can get the best out of
16 dockless electric scooters. We could
17 wait or we could do a pilot here working
18 with us, taking the best from the other
19 cities, but also the best from the Health
20 Commissioner, from CHOP, from the
21 fantastic universities that we have here,
22 and make our scooter program the best in
23 the country that other cities are looking
24 to and saying, wow, we've had these
25 problems, let's look at what Philadelphia

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2 did.

3 We want to inspire. We want to
4 push this type of technology forward in a
5 way that allows everyone in our city to
6 have better access to transportation,
7 that allows us to reach our climate
8 goals, and that shows us to be the most
9 innovative and progressive, in the words
10 of Councilman Green.

11 Thank you.

12 COUNCILMAN JOHNSON: Thank you.

13 Please start your testimony.

14 MR. WHITE: Thank you,
15 Councilmembers, in particular
16 Councilmember Johnson, Councilmember
17 Green. I'm extremely appreciative of the
18 opportunity to testify today. My name is
19 Paul Steely White. I am the Safety
20 Policy and Advocacy Director at Bird
21 Rides, and I'm here today to address a
22 few of the key concerns that we've heard.

23 Bird created this industry less
24 than two years ago for the simple mission
25 of replacing car trips, reducing carbon

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2 emissions, making communities more
3 livable. We've learned a lot in the past
4 year and a half. We are responsive to
5 cities' needs, and really what we're
6 finding is that the low speeds, the low
7 power of our scooters, the way that
8 they're integrating with public transit,
9 the way that the demand is just
10 demonstrable in city after city is
11 showing that we're really onto something
12 here.

13 Now, I want to talk about
14 safety, because that was really, I think,
15 the main topic of the earlier panel. In
16 fact, what we are finding through the
17 independent research that's being
18 conducted and through our own internal
19 research is that e-scooter sharing is as
20 safe, if not safer, than bicycling. Now,
21 I want to repeat that, because that seems
22 to be contradictory to some of what we
23 heard this morning. E-scooter sharing is
24 as safe or safer than bicycling.

25 Now, the three studies that

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2 were mentioned earlier, we heard mention
3 of the Portland study, the UCLA Medical
4 Center study, and the Consumer Reports
5 study. Now, the Portland study, 40 pages
6 long, really very detailed, they looked
7 at more than 700,000 e-scooter share
8 trips in Portland over a four-month
9 period. They found three times more
10 injuries on bicycles than scooters in
11 that study.

12 Now, they also looked at
13 volumes, because as was pointed out
14 earlier, it's really important to
15 understand relative risk, risk exposure.
16 You have to look at volume. They looked
17 at volume. They looked at injury
18 severity. And the conclusion of that
19 study was very, very clear. In fact, it
20 was written by the local health authority
21 in Portland, and the conclusion was that
22 there was no disproportionate risk for
23 e-scooter sharing. It was in line with
24 the risk for bicycling, and in fact --
25 and this is also in the study very

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2 clearly -- there is a safety benefit to
3 the extent that e-scooters are replacing
4 car trips, and in Portland, that number
5 was 34 percent. Thirty-four percent of
6 e-scooter trips in Portland were trips
7 that would have otherwise been taken by a
8 private car, an Uber or a Lyft. So to
9 say that there hasn't been study or
10 conclusions around these issues, I think
11 the research is out there. We just have
12 to make sure we're reading it and
13 reporting it correctly.

14 The UCLA Medical Center found
15 two severe injuries over a year and over
16 millions of e-scooter share trips,
17 approximately four million. Now, that
18 rate of injury of severe injury, two per
19 four million; in other words, 0.5 severe
20 injuries per million miles ridden on a
21 scooter, is actually much better than the
22 national rate for bicycling, severe
23 injuries for bicycling.

24 So I think we can all agree
25 that there needs to be more study, but it

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2 is untrue that e-scooter sharing is
3 proving to be disproportionately
4 dangerous. In fact, the research is
5 telling a different story.

6 Just quickly, the Consumer
7 Reports story that found 1,500 injuries,
8 those injuries were not in fact serious
9 injuries, as was stated earlier. Those
10 were just injuries, most of them very
11 minor. And that again was 1,500 injuries
12 nationwide over a year, over more than 50
13 million shared e-scooter trips. So there
14 are now more shared e-scooter trips than
15 bike share trips in America.

16 MS. SHAPIRO: In the history of
17 bike share.

18 MR. WHITE: Thank you. Thank
19 you.

20 So looking at that injury rate,
21 we're actually doing better than
22 bicycling. And also, by the way, there
23 were four and a half million injuries
24 that were car related in America over
25 that same period, 500,000 bicycle

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2 injuries, and 100,000 pedestrian. So
3 that helps contextualize the 1,500 that
4 was reported.

5 The car trip replacement number
6 that Portland found, 34 percent, that's
7 proving true in other cities. I was just
8 in Coral Gables yesterday and they're
9 finding 30 percent of their e-scooter
10 trips are trips that would have otherwise
11 been taken by private car. Denver,
12 Dallas, many other cities finding that
13 same number. So this is a significant
14 finding. So, in fact, e-scooter sharing
15 is making streets safer, reducing carbon,
16 and really I think that's that elusive
17 trip replacement grail that we've all
18 been searching for for years that
19 e-scooters are providing.

20 So that's central to our
21 mission, right? Because if we're going
22 to win the battle against climate change,
23 we have to figure this out. And it's
24 also true that everyone should be able to
25 participate in this battle against car

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2 emissions, and that's why at Bird, like
3 with our leading competitors, we are
4 committed to equity and we are making
5 sure that affordability is never a
6 barrier to anyone who wants to use an
7 e-scooter, who wants to join the fight
8 against climate change. And so we have a
9 number of strategies where we make our
10 e-scooters accessible and affordable for
11 all City residents, and that's really
12 key, and we look forward to working with
13 the City to make that happen.

14 Dockless electric scooter
15 sharing systems have been implemented
16 successfully, as was pointed out, and
17 safely in hundreds of cities. And I
18 mentioned Portland's example of finding
19 no disproportionate risk. I really want
20 to hammer that point, because, again,
21 it's really the most exhaustive study
22 that's been done. Please look at it.

23 In conclusion, I just want to
24 say that right now Philadelphia has the
25 opportunity to take the lead in this

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2 movement and actually beat New York and
3 Chicago in embracing e-scooters. There's
4 a majority of New York Councilmembers who
5 now support the legalization bill for
6 e-scooters. We'll see what the Mayor
7 says. But New York is definitely gaining
8 momentum, but I think Philly can
9 definitely be first.

10 Legislation has been
11 introduced, HB631, in Harrisburg to amend
12 the state vehicle code which will empower
13 cities to offer a greater range of
14 transportation options by clarifying
15 regulations around e-scooters. We urge
16 you to support its swift passage. In the
17 meantime, we request the City Council's
18 support to enact a shared scooter program
19 in Philadelphia as soon as possible, even
20 if on a pilot or a limited basis.

21 Together, we are confident that we can
22 make Philadelphia safer, more innovative,
23 more climate friendly than ever before.
24 We hope you join us in this important
25 mission.

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2 Thank you for your time.

3 COUNCILMAN JOHNSON: You're
4 welcome.

5 Councilman Mark Squilla.

6 COUNCILMAN SQUILLA: Thank you,
7 Mr. Chairman.

8 If possible, for the Chair, if
9 you could forward those Portland studies
10 and other studies that you have, we could
11 share them with our departments. We know
12 from studies, we have a lot of studies
13 that say opposite things from different
14 folks. So we always have to look at both
15 sides of every argument and then come to
16 a conclusion.

17 I actually rode the scooters.
18 It was fun, you know, but we want to make
19 sure it is safe and we want to make sure
20 that it's also -- the quality of life
21 issues as far as where they will be
22 parked and stored and things like that is
23 also a concern. So I'm at the point
24 where I think we need to look at that.
25 If this does pass, we want to be ready

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2 for it. We don't want other people just
3 coming in and putting these on our
4 streets without having guidelines in
5 place. And what would be private
6 electric scooters? There are already
7 private electric scooters out there
8 riding the streets today, just like there
9 are electric bikes. And we need more
10 modes of transportation and we need to
11 consider that.

12 So I think any information that
13 you could give to the Chair and to us as
14 far as studies and we can compare that to
15 other studies and then hopefully be in
16 place once this passes in Pennsylvania to
17 come up with --

18 MR. WHITE: Absolutely. We
19 will furnish you with those studies done.
20 Actually, tomorrow I'm meeting with the
21 lead researcher on the UCLA study that
22 was done, and they want to do a follow-up
23 looking more closely at actual injury
24 severity and also volumes, comparing
25 volumes. And they're doing another study

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2 in Oakland in partnership with the local
3 Department of Transportation there.

4 So I think we're going to find
5 out a lot more moving forward, but
6 there's enough data now I think to
7 indicate that scooters are safe, about as
8 safe as bicycling, and as was, I think,
9 very eloquently said earlier, we know how
10 to make it safer, right? We know that
11 like, for example, the four deaths that
12 we've seen nationwide, three of them have
13 occurred at 3:00 a.m., and they all
14 involved cars, right? And so I think
15 looking at the operational parameters of
16 scooter sharing, we might want to say we
17 don't want scooters operating at 3:00
18 a.m., and keeping kids off scooters is
19 also very important. At Bird we require
20 proof of age before people get on our
21 scooters. There are other things we can
22 do. And then, of course, looking back to
23 infrastructure, I think we can all agree
24 that there's much to be done in New York
25 as in Philadelphia to like make streets

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2 safer. Vision Zero is a terrific
3 initiative. In New York, 100 fewer
4 people are dying compared to four years
5 ago because of Vision Zero and those
6 street changes that have been happening.
7 But Philly has made great strides, and if
8 you look at what people for bikes, the
9 national bike advocacy group, ranks
10 Philadelphia actually very highly, in the
11 top quintile of American cities in terms
12 of bike friendliness and safety, and
13 those numbers actually line up to our
14 internal safety incident report. So, in
15 other words, we have reason to believe
16 that Philly would actually be a safer
17 city compared to many other cities that
18 are currently operating.

19 COUNCILMAN SQUILLA: Thank you.

20 COUNCILMAN JOHNSON: Thank you,
21 Mr. Chairman of the Streets Department,
22 Councilman Mark Squilla.

23 Any other questions for our
24 panel?

25 (No response.)

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2 COUNCILMAN JOHNSON: Thank you
3 very much.

4 MS. SHAPIRO: I want to point
5 you -- you have two studies that I
6 provided to the Council, one on equity
7 and the other on environmental impact.

8 COUNCILMAN JOHNSON: All right.
9 Thank you very much.

10 Can the Clerk please call the
11 next panel.

12 THE CLERK: Dr. Megan Ryerson,
13 Liz Cornish, Sarah Clark Stuart, and Nick
14 Zuwiala-Rogers.

15 (Witnesses approached witness
16 table.)

17 COUNCILMAN JOHNSON: Thank you.
18 Please state your name for the record and
19 you can begin.

20 MS. STUART: Sarah Clark
21 Stuart, Executive Director of the Bicycle
22 Coalition of Greater Philadelphia.
23 Should I just keep going? Okay.

24 So thank you very much,
25 Councilman Kenyatta Johnson and Chair and

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2 all the other Councilmen here. I
3 appreciate the opportunity to testify
4 today. I have submitted my testimony. I
5 don't want to read it. I know that in
6 the interest of time, I will just try to
7 hit the high points.

8 But I do want -- there are two
9 very important plans that Philadelphia
10 has to make our streets safer and to wean
11 and to make our city more sustainable -
12 CONNECT, which is the 2018 transportation
13 plan that Mayor Kenney put out, and the
14 Philadelphia Greenworks plan. And
15 there's two very important values there
16 that I do think are relevant here for
17 this issue that we're talking about with
18 respect to e-scooters. One is that Mayor
19 Kenney does want to make our city's
20 transportation system safe for all users
21 and provide opportunity and access.
22 Those are two of the four values. And
23 the Greenworks plan has a very important
24 value of providing safe access to
25 affordable and low-carbon transportation.

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2 And so we do believe as the
3 Bicycle Coalition that electric bicycles
4 and scooters, which is the topic of
5 today's hearing, do offer considerable
6 promise to support these public policy
7 values. And in particular, dockless
8 systems of scooters, e-scooters and
9 e-bicycles could enhance transportation
10 options and access in neighborhoods that
11 really need them the most. That's what I
12 want to emphasize today. These are the
13 neighborhoods where motor vehicles and
14 transit are generally the only means of
15 transportation available, where bicycles
16 are not commonly used for transportation,
17 and where low-cost options such as docked
18 bike share are not yet available.

19 So we know that the City's bike
20 share system has been very, very
21 successful and fantastic, but it's
22 unfortunately not all throughout the
23 entire City, as you know. There are
24 neighborhoods such as Southwest
25 Philadelphia, West Germantown, East and

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2 West Mount Airy, and the Northeast that
3 have not yet benefited from docked bike
4 share, and that's what dockless electric
5 bikes and e-scooters could really do for
6 those neighborhoods, is bring in a new
7 transportation option that they don't
8 currently enjoy.

9 And I did also submit a letter
10 that we recently sent to Mayor Kenney
11 urging him to release the regulation and
12 permit that would allow electric bikes,
13 dockless electric bikes to be piloted.
14 We think that's really needed to happen
15 as soon as possible. And this is going
16 to help the City really understand how to
17 pilot this kind of new technology.

18 I would say that while we are a
19 bicycle organization, scooters are really
20 new. These are new to us also. But a
21 lot of the problems that we face and work
22 on and advocate for with respect to
23 making bicycling safer and more available
24 to people, those are the same kinds of
25 issues that need solutions for

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2 e-scooters; in particular, making sure
3 that our streets and roadways are as safe
4 and in good repair as possible.

5 One important difference is
6 that scooters appear to have a lower
7 threshold of acceptance among people who
8 don't already bike. So for -- and the
9 survey conducted by the Portland Bureau
10 of Transportation that was mentioned
11 earlier, that survey had two really
12 interesting results, that 74 percent of
13 users of scooters reported never having
14 used the city's bike share system and 42
15 percent have never biked. So the
16 potential for people to use a slow-moving
17 electric vehicle that -- and not use a
18 car for a short trip, it's really
19 potential there, and it's worth testing
20 out.

21 And one statistic I want to
22 sort of leave with you is that
23 one-quarter of trips that are under two
24 miles in Philadelphia are taken by a car.
25 So cutting down that number from

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2 one-quarter to 20 percent or 15 or 10 is
3 really an imperative for sustainability
4 and for safety. That number is, a
5 quarter, way too high, and it is the
6 status quo, and there's going to have to
7 be something done in a big way to make a
8 difference to cut that down.

9 So we do support piloting
10 electric scooters. We do think there's a
11 lot of best practices that other cities
12 have learned that Philadelphia can learn
13 from and that we want to make sure are
14 incorporated in any pilot that
15 Philadelphia pursues. One is that the
16 revenue generated by these systems, a
17 portion of that should go back to the
18 Streets Department to help make the City
19 streets in better repair and safer.

20 We have been urging Mayor
21 Kenney to put more money into the Streets
22 Department to maintain our Vision Zero
23 projects and our bike lanes. That is
24 another letter that we have attached. We
25 need another line item specifically for

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2 those kinds of maintenance practices in
3 order to make our bikeway system as safe
4 as possible.

5 I think I'll end it there and
6 allow the rest of the panel to speak, and
7 happy to answer any questions.

8 COUNCILMAN JOHNSON: Thank you
9 very much.

10 State your name and begin.

11 MR. ZUWIALA-ROGERS: Sure.

12 Nick Zuwiala-Rogers. I'm the
13 Transportation Program Director for the
14 Clean Air Council. Thanks for allowing
15 me to submit our testimony today. I also
16 submitted a longer version of this. I'll
17 try to give you a quicker version.

18 COUNCILMAN JOHNSON: Thank you.

19 MR. ZUWIALA-ROGERS: So the
20 Council is an environmental organization
21 with a mission to protect everyone's
22 right to a healthy environment. Council
23 works to promote biking, walking, and
24 public transportation as a solution to
25 the City's congestion and air quality

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2 problems.

3 The Council is very interested
4 in exploring whether or not electric
5 scooters can be a potential sustainable,
6 safe, equitable, and transparent
7 transportation option in Philadelphia.

8 The transportation sector in
9 the United States makes up roughly 30
10 percent of greenhouse gas pollution, and
11 a large portion of that comes from
12 personal vehicles. Public
13 transportation, bikes, and walking are
14 well-known long-term alternatives to
15 replace car trips. The Council is
16 excited to see a new low-emission mode
17 emerge as another potential alternative
18 that could take more people in cars off
19 the road.

20 In Cincinnati and in Portland,
21 as was referenced earlier, where these
22 cities have done their own research on
23 scooter usage, their surveys are showing
24 that roughly a third of scooter trips
25 replaced either a personal car or an Uber

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2 or a Lyft. Getting people out of cars
3 and onto scooters could be a great way to
4 address congestion and air quality here.

5 Just a quick anecdote I want to
6 add is, our office had the opportunity to
7 test-ride a scooter in our hallway
8 actually of our building last week, and I
9 can tell you the joy that it brought a
10 group of adults was really remarkable.

11 And that's humorous, but it also
12 shouldn't be discounted. In my
13 experience of getting people to switch
14 modes to sustainable transportation, I
15 can tell you that no one makes mobility
16 choices based on what's good for the
17 environment, as much as I want them to.
18 That's not a decision-maker for people.
19 They make their decision based on what
20 gets them there the fastest or what's the
21 cheapest. So fun is really another part
22 of this equation that we have the
23 opportunity to influence people's
24 choices.

25 So the Council is supportive of

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2 the potential benefits of electric
3 scooters and looks forward to these
4 innovative companies working with the
5 City's transportation office to come up
6 with solutions to the issues that I'm
7 raising today.

8 So with that, I just want to
9 lay out a couple of the concerns that we
10 have and that I'm confident can be
11 handled before we bring scooters into the
12 City.

13 The first issue is
14 sustainability. It's not enough for the
15 trip itself to be a low-emission electric
16 trip. The company should have an overall
17 commitment to sustainability, and that
18 should be reflected in their business
19 practice. So two points are critical
20 here. First, the energy source for the
21 electric trips should be renewable either
22 through credits or through the grid
23 itself. And, second, the companies
24 operating in Philadelphia should commit
25 to disposing of their waste sustainably

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2 and recycling all of it. No scooters
3 used in Philadelphia should end up in a
4 landfill, and it's really important
5 because of how many there are.

6 The batteries and other
7 electric components should be dealt with
8 through sustainable e-waste practices,
9 and all of the other parts should be
10 recycled or reused. They could be sold
11 off to have people build them back up in
12 the City. But because of the high
13 turnover of electric scooters where
14 currently a scooter doesn't make it more
15 than a year -- I think the new versions
16 might last about a year -- that's a lot
17 of environmental waste, and the companies
18 need to deal with that in an appropriate
19 way.

20 So, next, the scooters should
21 come -- if they're coming here, should be
22 part of our Vision Zero goals. Scooters
23 should be an active partner in making our
24 streets safer, as Sarah mentioned. That
25 includes contributing a portion of their

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2 fees to safer streets projects. It can
3 also include preventing dangerous
4 sidewalk use and using automated
5 enforcement to prevent leaving scooters
6 in inappropriate places that inhibit
7 pedestrians.

8 And then also on safety, the
9 scooters themselves need to be safe, and
10 the City can help regulate that.
11 Eighty-three percent of the scooter
12 injuries in Portland were the scooter
13 only. They're the only vehicle involved.
14 So that should involve regulations around
15 tire size and brakes, among other things.
16 But also importantly, the scooters need
17 to be maintained by legitimate employees
18 with a local team of mechanics, similar
19 to how the City's Indego bike share
20 operates. It should not be done through
21 the gig economy where we see a lot of
22 flawed maintenance.

23 Scooters will use public
24 resources to operate, so they should
25 serve all Philadelphians in a way that

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2 prioritizes equity. Other cities require
3 a certain percentage of scooters to be
4 placed in low-income and predominantly
5 minority neighborhoods, and Philadelphia
6 should not only do this, but they should
7 lead the way with the most progressive
8 regulations for equitable rebalancing.

9 Rebalancing should match the
10 demographics of our city and should serve
11 the communities with less access to
12 transit and those with the most to gain
13 from increased mobility.

14 Scooters should be available to
15 those without smartphones. They should
16 offer cash fares and should be discounted
17 for anyone on a local, state or federal
18 assistance program.

19 Data is another important issue
20 to consider with scooters. Privacy is an
21 issue that Council recognizes with
22 sharing data, but we believe that the
23 trips can properly be anonymized by
24 randomizing the start and end point.

25 That's not that heavy of a lift, we don't

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2 believe. And then that information will
3 be made public, and people can use it to
4 do great things. Indego bike share makes
5 all their data public. The City has an
6 open data commitment, and the partner
7 companies that operate scooters here
8 should share in this commitment.

9 Companies should also have a public API
10 that can be integrated into trip planning
11 software.

12 Finally, the City needs to be
13 confident in its ability to enforce
14 whatever regulations or agreements it
15 comes up with for scooters and what
16 mechanism that enforcement will happen
17 through. As we see through parked cars
18 on crosswalks and in sidewalks, idling
19 vehicles and a number of other traffic
20 issues, the City is not great at
21 enforcing these types of things, so we
22 need to make sure there's a good plan for
23 that in place.

24 While the Council has several
25 concerns about implementing scooters in a

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2 way that prioritizes sustainability,
3 safety, equity, and transparency, we
4 believe the City and the companies that
5 want to operate here can address all
6 these concerns. The Council is excited
7 about any new mode that curbs greenhouse
8 gas emissions. We have little more than
9 a decade left to make major reductions in
10 order to avoid the worst effects of
11 climate change. We simply cannot afford
12 to miss out on opportunities to electrify
13 a large portion of our transportation
14 fleet.

15 COUNCILMAN JOHNSON: Thank you
16 very much.

17 Please state your name and
18 present your testimony.

19 MS. CORNISH: Good morning. My
20 name is Liz Cornish. I'm the Executive
21 Director of Bikemore. We are Baltimore
22 City's local streets advocacy
23 organization, and I am pleased to have
24 been invited to testify before the
25 Committee on Transportation and Public

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2 Utilities today.

3 Scooters arrived in Baltimore
4 in the late summer of 2018. They were
5 met with excitement, skepticism, and some
6 confusion. The city's Department of
7 Transportation launched a pilot program
8 inviting two vendors, Bird and Lime, to
9 operate in the city so that all
10 stakeholders could examine the viability
11 of a program focused on micro mobility
12 solutions.

13 The pilot program has been an
14 overwhelming success. Over the past six
15 months of the pilot program, dockless
16 scooters and bikes have seen 755,952
17 rides by over 190,000 riders. So even
18 assuming that each of those riders has
19 registered and ridden on both companies'
20 scooters, that's 100,000 people who have
21 taken a ride on a dockless scooter. For
22 context, Baltimore has a population of
23 610,000 people. So that means at least
24 16 percent of the City has ridden a
25 scooter in six months.

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2 In a survey taken by over 5,000
3 people, 81 percent are in favor of
4 continuing the program. When asked how
5 they would improve dockless service, the
6 top three requests in order of importance
7 were safe places to ride, more scooters,
8 and dedicated dockless parking. What's
9 important to note here is that all three
10 of these improvements are things that the
11 city controls.

12 Some of our key takeaways as
13 advocates during the pilot is that the
14 City should dedicate the revenue
15 generated from dockless programs towards
16 improving infrastructure. In Baltimore,
17 that's a discussion that has been
18 happening among advocates and city
19 officials, but has not been codified.
20 This is pervasive in many of our
21 transportation programs, revenue from
22 transportation going back into the
23 General Fund. If we hope to continue to
24 change behavior and allow these mobility
25 solutions to thrive, we have to build a

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2 type of infrastructure that encourages
3 ridership and keeps people safe.

4 I would also recommend City
5 officials work closely with dockless
6 companies to make data sharing as
7 transparent and open as possible, without
8 compromising proprietary information.

9 This would allow the public to analyze
10 data in a way that may exceed the City's
11 ability given time, talent, and resources
12 and provide important insight into
13 ridership and placement, one of the only
14 ways a city can monitor if the scooters
15 are being distributed equitably.

16 In Baltimore, we initially used
17 community statistical areas to attempt to
18 distribute scooters in more neighborhoods
19 with need, but found that this geographic
20 metric was imperfect. Finding the right
21 geographic distribution is important to
22 ensure more people have access to the
23 scooters.

24 Whenever new technology or
25 improvements emerge, questions usually

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2 arise about who these new amenities are
3 for. Baltimore is a majority black city.
4 It is also an intensely segregated city,
5 one with a history of concentrating
6 investments in the more affluent,
7 predominantly white areas of the city.
8 By their nature, dockless scooters and
9 bikes have the ability to be distributed
10 more widely throughout the city.

11 Scooters have also proven
12 appealing to a broader range of users
13 than those who bike. Scooters don't come
14 with the baggage that bikes sometimes do.
15 What do you wear? What happens to my
16 hair? Will I look childish, arrive
17 sweaty or stigmatized as too poor to own
18 a car? Scooters have been made cool by a
19 younger range of riders. They are, in
20 short, more socially acceptable than
21 riding a bike. Inviting more people to
22 get out of their cars and experience
23 public space differently has huge impacts
24 long term on how we design cities and who
25 they are designed for.

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2 Another interesting benefit of
3 dockless mobility is the ability to turn
4 scooter charging into an extra source of
5 income for residents who are
6 underemployed. While not a single-source
7 solution to the lack of access to
8 employment, I think it encourages cities
9 to think differently about all the ways
10 programs like this can have an economic
11 benefit to residents.

12 Sidewalk riding has been a
13 concern. There are scooters sometimes
14 left strewn on the sidewalk, hampering
15 ADA access, and pedestrians often feel
16 their space is being encroached upon by
17 people moving at speeds that can cause
18 injury to them. But to my knowledge,
19 there has not been any serious crashes
20 involving scooters and pedestrians. The
21 legislation Baltimore is currently
22 developing attempts to address this,
23 allowing sidewalk riding on streets where
24 speeds exceed 30 miles per hour, but
25 limiting scooter speed to 6 miles per

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2 hour. But I personally view that this is
3 a complicated solution to a pretty simple
4 problem and one the City has full control
5 of. Just build more safe places for
6 people to ride. Create streets that
7 serve the needs of all users, and tip the
8 scales of safety towards those most
9 vulnerable and at risk of injury or
10 death.

11 Cities struggle to meet the
12 mobility needs of their residents. Roads
13 are hard to maintain, cars are expensive
14 to park, and mass transit takes a long
15 time to build. Scooters and bikes are
16 not a silver bullet, but if a private
17 company is willing to pick up the tab to
18 meet a civic need in a way that is
19 equitable and environmentally
20 sustainable, I believe it is in the
21 City's best interest to do what they can
22 to ensure their success, build safe
23 places to ride, create a permitting
24 process that generates a return on
25 investment for both parties, and get

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2 ahead of community concerns by creating
3 designated places to park dockless bikes
4 and scooters.

5 Thanks for your time.

6 COUNCILMAN JOHNSON: Please
7 state your name and begin your testimony.

8 DR. RYERSON: Certainly. Thank
9 you, Councilmembers, for the opportunity
10 to speak to you today. I am Professor
11 Megan Smarty Ryerson. I'm the UPS Chair
12 of Transportation at the University of
13 Pennsylvania. I'm a Professor of
14 Transportation Engineering and Urban
15 Planning. I'm not an advocate. I'm a
16 professor and a researcher of safe
17 transportation infrastructure. I'm a
18 resident who loves this city, and I'm a
19 parent, a Phil ed parent raising my
20 children in Mark Squilla's district.
21 Thank you, Councilman Squilla.

22 What will the introduction of a
23 new mode of transportation into our
24 already diverse transportation system
25 look like? I'm a professor, so I have to

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2 bring out classic transportation theories
3 that will tell us the answer: mode
4 shifting, safety in numbers, and induced
5 demand.

6 Scooters offer a new mobility
7 option, one -- and we've heard about
8 these previous studies -- which have
9 significantly reduced demand for ride
10 share and driving in our peer cities.
11 New scooter riders increase drivers'
12 awareness of everything moving on the
13 road that isn't a car. This safety in
14 numbers phenomenon encourages more people
15 to get out and bike, scoot or walk.
16 Demand for separated, protected,
17 multi-purpose bike/scooter lane
18 infrastructure will become impossible to
19 ignore.

20 Once built, it will induce new
21 demand with better infrastructure. More
22 and more people will be comfortable using
23 bikes and scooters than walking. We have
24 seen induced demand at work in
25 Philadelphia already. Councilman

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2 Johnson, you mentioned this. Our new
3 bike lanes have propelled us to our first
4 place standing among big cities for our
5 share of bicycle commuters, and our
6 pedestrian and bike-friendly paths and
7 river trails are packed with people of
8 all ages year round. It is clear that
9 when we give Philadelphians access to
10 safe and enjoyable transportation
11 alternatives to driving, they will use
12 them.

13 But what about scooter safety?

14 Let's take a minute to consider the
15 safety of Philadelphia's current
16 transportation system, the system that
17 scooters will be joining. Today among
18 peer cities, Philadelphia has the dubious
19 distinction of having the highest rate of
20 traffic deaths per capita. Nearly half
21 our pedestrians and cyclists, 10 percent,
22 are heartbreakingly children. Counting
23 crashes and fatalities, however, obscures
24 an even more treacherous reality. These
25 numbers reflect reported crashes and

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2 deaths and do not account for the near
3 misses and dangerous interactions that
4 happen multiple times a day. Nor do they
5 account for losses to the economy and
6 quality of life when people limit their
7 mobility for fear of being struck.

8 Let me pause to make this
9 point. The number of traffic deaths, as
10 staggeringly high as it is, nowhere near
11 covers the unmeasured safety hazards that
12 force people to limit their mobility.
13 This is the complete focus of my own
14 research program.

15 What is an unmeasured safety
16 hazard? Let's just consider crossing at
17 an intersection with a stop sign. Likely
18 with a ride share vehicle stopped in the
19 crosswalk or cars parked legally or
20 illegally up to the stop line, you step
21 into the street to pass the car, the
22 parked car, scan and make eye contact
23 with the driver and hope that they will
24 stop, given the acceptability of the
25 Philly slide or the rolling stop signs.

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2 The elderly and the mobility impaired
3 cannot manage this nuanced crossing, and
4 certainly children who otherwise would be
5 of age to walk to school by themselves
6 also cannot manage this nuanced crossing,
7 so they don't walk outside alone.

8 The only way we will achieve
9 Vision Zero, zero traffic deaths, and
10 mitigate these very hard-to-measure
11 safety hazards is through infrastructure
12 design, infrastructure design that slows
13 down traffic, design that makes
14 pedestrians and cyclists more visible,
15 and design that physically separates
16 vehicles, bikes, and scooters and
17 pedestrians. OTIS's CONNECT plan
18 understands the importance of
19 infrastructure redevelopment, and it's
20 focused on holistic design improvements
21 for all modes. The residents of
22 Philadelphia understand this.
23 Twenty-eight neighborhoods filed slow
24 zone applications last month, showing us
25 that there is broad support for slowing

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2 down traffic and creating safe
3 infrastructure. We also know how to do
4 this. OTIS's own Chestnut Street
5 Transportation Project, which repurposed
6 a lane of Chestnut Street for a parking
7 protected bike lane, counter-intuitively
8 did not impede traffic flow, but rather
9 improved efficiency for all users through
10 the integration of dedicated turn lanes
11 and loading zones. It also drastically
12 improved safety for pedestrians, as
13 parked cars and bollards create refuge
14 areas, putting pedestrians directly in
15 drivers' line of sight and reducing
16 pedestrian crossing distance. This
17 shorter and safer crossing has brought
18 those with mobility limitations back out
19 to walk around, participate in the
20 economy, and do the things that we love
21 to do in Philly.

22 Yet proposals for safe
23 transportation infrastructure projects
24 still struggle to generate the political
25 buy-in needed for implementation. This

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2 is why to me scooters can be an ally in
3 safe mobility. They bring awareness and
4 visibility to non-motorized options.
5 They incite demand for safer separated
6 facilities, accelerating development
7 beyond what we could and what we are
8 achieving with biking alone. They are an
9 ally in transportation equity, taking
10 Indego's model to the next level by
11 accommodating those physically unable or
12 uncomfortable biking and mitigating the
13 issues of station placement.

14 To leverage this alliance, upon
15 launching a pilot with scooters, we must
16 do two things. First, we must put
17 protections in place to ensure that
18 scooters themselves are safe and well
19 maintained, while also recognizing the
20 inequity in banning scooters on the
21 grounds of safety when other forms of
22 automated mobility are not held to the
23 same standard. We have to hold those two
24 things in our hands at the same time.

25 Second, we must prepare

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2 accordingly to recognize scooters as a
3 part of our transportation system. We
4 can lead by design, proactively building
5 safe separated infrastructure. A place
6 for everything, everything in its place,
7 said UPenn's beloved founder, Ben
8 Franklin. Fundamentally, complete
9 streets, with spaces for vehicles, bikes,
10 and scooters and pedestrians that are
11 protected, make movement safer, more
12 efficient, more reliable, and more
13 enjoyable for all.

14 Thank you.

15 COUNCILMAN JOHNSON: Thank you
16 very much.

17 Councilman Derek Green.

18 COUNCILMAN GREEN: Yes. I'll
19 be brief because we have another
20 matter --

21 COUNCILMAN JOHNSON: Please.

22 COUNCILMAN GREEN: -- coming
23 up. But from the panel, just listening
24 to the testimony and I heard information
25 based on other cities like Cincinnati and

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2 Portland and Baltimore, from what I hear,
3 it sounds like e-scooters is a
4 progressive transportation form. Would
5 that be correct?

6 MS. CORNISH: Yes.

7 COUNCILMAN GREEN: Also what
8 I'm also hearing, what I gather is that
9 e-scooters are not this significant
10 safety hazard that was testified to
11 earlier. Is that also correct?

12 MS. CORNISH: That's correct.

13 COUNCILMAN GREEN: And then
14 just in closing, it seems that this is a
15 type of transportation that we should be
16 moving forward to in a very progressive
17 way, considering the number of other
18 cities have done so, especially based on
19 the fact, from what I heard from the
20 panel, that it will reduce people's use
21 of cars as a form of transportation if we
22 have some type of e-scooter system.

23 MS. CORNISH: Yeah. I mean, I
24 don't see any reason why Philly can't
25 participate in a pilot program. That's

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2 really up to the City and the Department
3 of Transportation and City Council to
4 develop those constraints, but we found
5 that that was a way to bring all of the
6 stakeholders together, whether it was the
7 vendors, advocates, and city officials,
8 and we set the parameters. We measured
9 the success, and we got people that had
10 never gotten out of their cars to take
11 short trips downtown, suddenly parking
12 their cars and doing their sort of
13 day-to-day errands by a scooter and
14 having a lot of fun doing it.

15 COUNCILMAN GREEN: Thank you,
16 Mr. Chair.

17 COUNCILMAN JOHNSON: Thank you.
18 I want to acknowledge the
19 presence of Councilwoman Helen Gym.

20 Councilman Mark Squilla.

21 COUNCILMAN SQUILLA: Thank you,
22 Mr. Chair.

23 And obviously looking as a city
24 who goes through their Complete Streets
25 program and the Vision Zero program,

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2 safety is a concern, and I think adding
3 additional revenue to the Streets
4 Department to do the streets is very
5 important. And we're going to be going
6 through our budget process very shortly,
7 and hopefully we'll see that increase or
8 advocating for that increase.

9 But as we see the use of
10 scooters -- and I'm pretty supportive.
11 I'm supportive of a pilot in my district
12 if we could get it working, working with
13 the providers and with the City and OTIS
14 and to see how we could regulate it in a
15 way, because here's the issue: If we do
16 a pilot and it doesn't work well, the
17 odds of growing that into a citywide
18 program become less. So we want to be
19 able to not say, all right, we just want
20 to learn from it and make it a negative
21 impact. We want to make it, if we do it,
22 an ability to learn from it, but also
23 that it would not be a negative impact
24 and look as a positive impact in the
25 community that has it.

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2 The hard part about a pilot is
3 where do these scooters go, and I know
4 there's geo technology to be able to
5 fence certain areas, but the challenge is
6 then getting them back and then seeing
7 how it impacts other communities.

8 So there is some work still to
9 do to do that. I would support it in my
10 district, and it's a learning curve,
11 right? Other municipalities have done
12 this. You guys in Baltimore said that
13 you have some issues and concerns. To
14 have the scooters riding up and down
15 sidewalks on our small sidewalks would be
16 not very good here in Philadelphia.
17 Maybe it works in Baltimore.

18 MS. CORNISH: I mean, I think
19 the issue is that if people -- people
20 will always gravitate to where they feel
21 the most safe, and I think that the
22 actual reality has not met the
23 expectations of the concerns that people
24 had initially, and I think there's really
25 affordable solutions to those concerns.

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2 And that's like put a dedicated parking
3 area for the scooters to go. That's
4 something even users wanted to see. And
5 then, of course, using that revenue to
6 then leverage state and federal funds to
7 then be able to do larger-scale
8 infrastructure projects.

9 In Baltimore, our protected
10 bike lanes are used by lots of different
11 people. We have -- in my neighborhood, I
12 live on one of the protected bike lanes.
13 We have a public housing that houses
14 seniors specifically with mobility
15 issues, and I see a lot of people using
16 their mobility devices to use the
17 protected lane, because it's much nicer
18 than the sidewalks, and they can't roll
19 on the sidewalks the way they are in
20 disrepair. So I think that's --
21 something to consider is that it is
22 challenging to balance all of the modes
23 and the usage, but when you design safe
24 places for people to use it, lots of
25 people will, regardless of scooter, bike,

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2 or whatever.

3 COUNCILMAN SQUILLA: Any time
4 we have something new and there's a
5 change, it's hard for some folks to wrap
6 their hands around, but we have to try
7 and use it, and you'd rather try it and
8 make mistakes and then learn from them
9 and move forward than not do them at all.
10 So I think you're going to see a ramp-up
11 of this to see how it will work.

12 Obviously it's probably the bike share
13 program will be -- a dockless bike will
14 be done first and then maybe a pilot
15 after that, after we get our policy out.
16 This is just my opinion. It has to be
17 decided by Council. But we'll continue
18 to grow our model of how we move people
19 around the City the safest and most
20 efficient way as possible.

21 Thank you all for your
22 testimony.

23 COUNCILMAN JOHNSON: Thank you.

24 Councilwoman Cherelle Parker.

25 COUNCILWOMAN PARKER: Thank

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2 you. Thank you, Mr. Chairman.

3 Sarah, I wanted to thank you
4 for including in your testimony something
5 that I haven't heard thus far and, that
6 is, how do you handle broken scooters and
7 how long will they be there. So I'm
8 often sharing with my two colleagues,
9 Councilman Squilla and Councilman
10 Johnson, that my district is further
11 north. I am much further away from
12 Center City than many others. So I'm in
13 an area that is highly dense, highly
14 residential, and for me what could
15 present an opportunity to gain access to
16 equitable transportation modes can also
17 end up as blight.

18 And so with that being said, if
19 you could just share with us in
20 Baltimore, particularly in neighborhoods
21 that are highly dense, what are some of
22 the strategies and techniques that you've
23 employed to ensure just that. I was
24 happy to hear you talk about equitable
25 access, right? So extremely important,

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2 but what do you do in a neighborhood that
3 is highly dense and highly residential?

4 MS. CORNISH: Yeah. I mean,
5 there's going to be vandalism. You're
6 going to see that happen. So I don't
7 want to say that it doesn't happen in
8 Baltimore. I think what we can compare
9 it to is that the city launched a
10 city-operated bike share program that was
11 unsuccessful, and a big reason of that
12 was vandalism and theft, because they
13 just didn't design the technology
14 appropriately.

15 The scooter companies, however,
16 have the resources to do those designs
17 appropriately, and we haven't seen nearly
18 as big of an issue in terms of the blight
19 and the vandalism that you've talked
20 about. I also -- what's really great,
21 though, is because they are a private
22 vendor and they are held to very strict
23 operating standards, the city can then
24 discipline them if they are not meeting
25 the standards of getting those things off

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2 of the street as quickly as possible.

3 And I think because -- I think that's

4 where sharing the EPI data becomes really

5 critical, because then the City can

6 monitor that from a perspective. And

7 then what we put to the vendors as

8 advocates, we say if you don't understand

9 Baltimore, we aren't going to support you

10 operating here. And the big part of that

11 is making sure that the PR piece about if

12 people just start to see these broken

13 scooters everywhere, the same way they

14 feel about broken anything, they don't

15 feel cared for, they don't feel valued,

16 and we want anybody that we invite to do

17 business in the city to care and value

18 our residents.

19 So long term, I haven't seen it

20 be nearly as big of a problem as other

21 things in the past, and I think a lot of

22 that has to do with access. So more

23 people have access to this. So it feels

24 like it's for them. And because dockless

25 by their nature can end up in more

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2 neighborhoods easily, it's not seen as
3 something that people have to sort of
4 push back against because they feel like
5 it's not happening for them. It's
6 happening for them. So they have some
7 sense of ownership. And because we
8 talked about the diverse and huge
9 ridership, you don't get 100,000 people
10 riding it without people in some of our
11 most neighborhoods with need also riding
12 scooters. So I think that's an
13 interesting facet of this that I'm --

14 COUNCILWOMAN PARKER: Let me
15 interject here.

16 MS. CORNISH: Oh, yeah. Sure.

17 COUNCILWOMAN PARKER: Have you
18 found a way to work with the city
19 relative to its public property, its
20 public assets? So now I'm talking about
21 recreation centers. I'm talking about
22 areas that are owned by various
23 municipalities. Is there any sort of
24 public-private partnerships that have
25 been developed, making maybe a section or

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2 a portion of those centers as one of the
3 locations for parking or access?

4 MS. CORNISH: That's a really
5 good point. So just to clarify, the
6 scooters themselves are privately owned.
7 So unlike a public-private partnership
8 that you'll get into about bike share
9 where the City might procure the docks
10 and the bikes and they own that but a
11 vendor operates it, the scooters are
12 still owned by the company.

13 But in terms of where you're
14 talking about like how do you create hubs
15 for these things to appear to make sure
16 that they're getting rebalanced --

17 COUNCILWOMAN PARKER: The issue
18 for me is where will you gain access --

19 MS. CORNISH: So what
20 Baltimore --

21 COUNCILWOMAN PARKER: -- to.
22 And so I'm asking you --

23 MS. CORNISH: So what
24 Baltimore --

25 COUNCILWOMAN PARKER: One

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2 second. One second, please. Thank you
3 so very much.

4 So what I'm asking is, in an
5 effort to provide access in the most
6 efficient way possible, the private firms
7 who own the scooter companies, have they
8 anywhere across the nation that you are
9 familiar with or in Baltimore, have they
10 utilized public property to, in essence,
11 install their private infrastructure?

12 And, hence, that is what I'm describing
13 when I discuss the potential for a
14 public-private investment.

15 MS. CORNISH: Yes. They do
16 place the scooters on public property in
17 the right-of-way, talking about
18 sidewalks, certain parts of the sidewalk
19 or certain parts of like a city park.
20 They do geo fence so that they can't --
21 you can't drop them off in certain areas.
22 So the city gets to decide where they can
23 be parked and located.

24 I talked a little bit about the
25 equity piece and how the city can monitor

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2 that. We used community statistical
3 areas, trying to -- and say you have to
4 put this many in this area every day.
5 But they were too big, and so where the
6 city is going now is like we know where
7 people need first and last mile
8 solutions. We know where there's a high
9 concentration of people that would
10 benefit from using this. So we're
11 looking at creating mobility hubs. So
12 putting those areas where the scooter
13 companies are required to drop them off
14 every morning and rebalance them, and in
15 those mobility hubs, there would be maybe
16 more support and instructions to invite
17 more people to use it so it's a little
18 bit clearer, and then that becomes a much
19 more predictable way for people to find
20 them.

21 And then in terms of what we
22 have seen that I think is really
23 interesting is that because of the gig
24 economy of like getting the scooters and
25 being a charger, the scooter companies

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2 can incentivize them being dropped off or
3 picked up based on that. So it's an app
4 and they can change the prices. So
5 scooters that are really far away, they
6 can up-charge them for people to bring
7 them back and get charged, and then in
8 the morning, they can have the potential
9 to incentivize putting them out in
10 specific places. And so I think that's
11 something that was really interesting,
12 because they just have -- because of that
13 technology and that sort of large
14 workforce they can tap, it's easier for
15 them to do that I think than the city has
16 been able to do it.

17 COUNCILWOMAN PARKER: So,
18 Sarah, I again want to say thank you for
19 the Bicycle Coalition for injecting this
20 sort of issue within your testimony, and
21 we would definitely continue to count on
22 hearing your voices as we figure out what
23 this looks like in our city. So thank
24 you for including it in your testimony.

25 MS. STUART: Thank you,

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2 Councilwoman. An important point is that
3 in terms of the broken scooters, it's on
4 the company to take care of it. They
5 have to resolve it. A lot of that risk
6 in a sort of small "R" risk is on the
7 companies, not the City.

8 DR. RYERSON: I just want to
9 make a comment just encouraging the
10 scooter blight is absolutely a concern.
11 I just want to encourage everyone as
12 they're thinking through regulating
13 scooters, thinking through what will
14 scooter blight look like, I'm equally, if
15 not more, concerned with the blight of
16 parked cars abandoned and ride share
17 vehicles everywhere in our unprotected
18 bike lanes constantly, stopped in
19 crosswalks, cars parked illegally,
20 completely covering the intersection so
21 we cannot park safely.

22 There is an epidemic of
23 transportation blight across modes, and
24 I'm concerned that we're talking about
25 scooters so very much and not ride share,

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2 just because it's easier to regulate
3 scooters than it is to regulate ride
4 share. And so, again, I think it's hard
5 to -- we need to hold both of these
6 things in our hand. We absolutely should
7 be talking about scooter safety and
8 scooter blight, but I think that we
9 really need to address holistic
10 transportation safety.

11 COUNCILWOMAN PARKER: Let me
12 thank you so very much for your comment
13 just now and sort of when you talk about
14 the different types of blight that are in
15 neighborhoods. So not sure particularly
16 for those who are in the Center City area
17 if you are familiar with the portion of
18 Philadelphia that is bounded by
19 Cheltenham Avenue. We have two wonderful
20 malls. One is Cheltenham and one is
21 Cedarbrook Mall. So aside from bikes,
22 believe it or not, shopping carts present
23 blight in our neighborhood. So aside
24 from parked cars and abandoned cars, we
25 even have shopping carts. So when we

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2 sort of talk about blight and although it
3 is on the company to remove them, we have
4 to be hypersensitive about the impact
5 that it will have on the aesthetic appeal
6 in communities, although they still have
7 some sense of blight in those
8 neighborhoods. So I appreciate your
9 adding value to the discussion.

10 Thank you.

11 COUNCILMAN JOHNSON: Councilman
12 Mark Squilla.

13 COUNCILMAN SQUILLA: Thank you,
14 and last comment.

15 COUNCILMAN JOHNSON: Thank you.

16 COUNCILMAN SQUILLA: And we
17 agree with that, and the whole thing is
18 putting regulations, policies, and laws
19 in place, which we have, especially for
20 motor vehicles. The issue comes in with
21 enforcement. We have a lot of laws
22 already in place. We need to work on our
23 enforcement. And even when we do these
24 policies for dockless bikes or scooters
25 or bike share, we put the rules and laws

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2 in place, we have to then work on what
3 are the resources necessary to enforce
4 them, and that's something we don't do
5 very well in Philadelphia and we need to
6 do better, so both for all modes of
7 transportation, and it's going to be
8 something moving forward if we're really
9 serious about Vision Zero, enforcement is
10 a big part of that. So thank you.

11 COUNCILMAN JOHNSON: Thank you.

12 And just before I bring up this
13 last panel, I remember in my conversation
14 with Shari Shapiro regarding Lime and I
15 asked the same question regarding the
16 maintenance of these dockless scooters.
17 And, Shari, I kind of really don't want
18 to bring you back up because I want to
19 move the process forward, but I do
20 remember her talking about how the
21 maintenance and the checkup on the
22 scooters are every evening. So they can
23 actually map out, right, all of their
24 scooters and also with the maintenance of
25 their scooters each day kind of keep a

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2 handle on where the scooters are, if
3 scooters are broken down, how they're
4 being maintained and the maintenance of
5 it as it relates to the scooters just
6 being everywhere.

7 Did I say that correctly?

8 Shari, you want to come up real quick and
9 kind of clarify what I said? Because I
10 asked that question.

11 (Witness approached witness
12 table.)

13 MS. SHAPIRO: Thank you,
14 Councilwoman. You brought up something
15 that I love to talk about.

16 COUNCILMAN JOHNSON: Briefly
17 though. Briefly.

18 MS. SHAPIRO: I will do it very
19 briefly. It goes like this: Lime will
20 bring an operations team to Philadelphia.
21 It will bring between 10 and 30 jobs
22 here. It is the responsibility of that
23 local team to make sure that not only are
24 our scooters being well cared for, but
25 that they're in the places where people

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2 will use them. It doesn't,
3 unfortunately, make us any money to have
4 a scooter that is sitting in a parking
5 lot for two days. So it's very valuable
6 to us to make sure that those scooters
7 are moved. But, more importantly, we
8 have a great way of consolidating issues.
9 We connect with the City's 311 system.
10 So people in the City who see something,
11 they can use the same system to report
12 any problems that go directly to us, and
13 that makes it much easier for people.
14 They don't have to find out who Lime is
15 or what, but they can report that.

16 And I'd be happy to give you
17 more information, but that gives you a
18 little framework of what we do.

19 COUNCILMAN JOHNSON: You might
20 want to partner with your competitors to
21 kind of figure out how we make that
22 process streamlined across the board.
23 That's just for the record.

24 So I want to call up the next
25 panel. I want to thank all of you for

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2 your testimony.

3 This is our last panel, and so
4 if there's anyone else that wants to
5 testify on this particular resolution
6 besides the two names that are going to
7 be called, I'm going to ask you to please
8 come to the microphone, and then we'll
9 wrap up this last panel.

10 THE CLERK: Oren Eisenberg and
11 Will Burns.

12 (Witnesses approached witness
13 table.)

14 COUNCILMAN JOHNSON: I just
15 want to say for the record also, in
16 having this conversation, I think we're
17 going to see these dockless scooters one
18 way or another in the future, and here's
19 how I know. So I'm a new dad. I have
20 two toddlers. And I drop my children off
21 to school every morning, and probably
22 half the parents I see taking their
23 children to school are just on the little
24 children scooters, but they're also
25 setting up the mom frame of using

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2 scooters as a mode of transportation just
3 about every day while I'm dropping my
4 little ones off. And so rather it's now
5 or later, I actually see with my own eyes
6 this being the mode of transportation
7 just for those in the toddler world, but
8 I just want to state that for the record
9 in terms of kind of the correlation
10 between the two, as they get older and
11 maybe they just want to have more of an
12 actual electrical scooter as opposed to
13 having a typical bicycle. So at least
14 that's my personal experience.

15 Please state your name for the
16 record and begin.

17 MR. EISENBERG: Thanks. My
18 name is Oren Eisenberg. I'm a citizen of
19 Philadelphia and I'm also interested in
20 maintaining safe access to our streets.

21 Councilmembers and my fellow
22 Philadelphians, I believe in a future
23 Philadelphia that prioritizes efficient
24 multi-modal transportation, walkability,
25 safety, and infrastructure to ultimately

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2 lessen our taxing reliance on cars. As
3 we have heard today, electric scooters
4 can be a valuable ingredient in that
5 future. Unfortunately, I do not believe
6 that future is here quite yet.

7 I've spent a lot of time in
8 Santa Monica over of the past two years,
9 which was one of the first cities
10 overtaken by the scooter explosion.
11 Having witnessed the city's
12 transformation firsthand, I have come
13 away with two conclusions that I feel are
14 critical in Philadelphia's consideration
15 of this issue.

16 First -- and this is where I'll
17 spend the bulk of my remaining time --
18 Philadelphia streets are simply not
19 adequate for scooters today. I regularly
20 travel all across Philadelphia, mostly by
21 bicycle, so I experience our roads up
22 close and personal, and I've got to say
23 they are truly a disgrace. For one
24 thing, City streets are laden with
25 dangerous potholes that grow for months

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2 on end and trenches dug by contractors
3 that are improperly maintained. Uneven
4 road surfaces are major safety hazards,
5 period, but posing even greater risk to
6 scooter users due to their small size.
7 Even mild bumps from patching can be
8 treacherous when riding a scooter, and I
9 have experienced that personally.

10 If you don't fall into a hole,
11 Philadelphia also invites you to enjoy
12 the severely deteriorated striping of our
13 travel lanes, especially evident in bike
14 lanes where scooters are encouraged to
15 ride. On many blocks, you cannot even
16 see that there are multiple lanes
17 delineated, leading to dangerous
18 encounters with motor vehicles that are
19 all too frequent.

20 Philadelphia simply does not
21 invest to adequately maintain its
22 streets, and we haven't for years. We
23 barely spend more than we did during the
24 Great Recession a decade ago. Moreover,
25 available data shows that we are

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2 routinely outspent when it comes to
3 street maintenance by cities a fraction
4 of our size, like Baltimore.

5 But broken infrastructure is
6 just a part of the story. Our streets
7 also suffer from a culture problem, borne
8 from lax enforcement over years' time and
9 unchecked aggression supported by drivers
10 that has become an unfortunate norm; a
11 culture where motorists are embolden to
12 drive in reckless, impatient, and
13 distracted manners without consequence;
14 treat bike infrastructure as personal
15 loading zones and on-demand parking;
16 petitioned against the expansion of
17 protected networks for alternate
18 transportation; intimidate and exert
19 power over other road users who they feel
20 are in their way.

21 Because Philly is lagging in
22 the upkeep, expansion, and modernization
23 of its bike lane network, the safety for
24 scooter riders is a legitimate issue that
25 should not be understated.

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2 Secondly -- and I'll keep this
3 very brief -- you have to plan for users
4 to do the wrong thing. Philly is a
5 narrow, dense city. We don't have the
6 luxury of wide sidewalks for scooter
7 parking, even when this is done neatly.
8 And getting people to take the extra few
9 seconds to do the right thing with the
10 scooter will be a battle unto itself.
11 The City must take proactive steps to
12 create designated parking spaces in
13 densely traveled areas to ensure
14 pedestrian right-of-way is maintained and
15 the mess from human error is contained.

16 In closing, despite my
17 concerns, I'm optimistic that scooters
18 can one day be a viable transportation
19 choice. Unfortunately, we will not have
20 a city where scooters can thrive until we
21 address the underlying structural issues
22 that hold us back.

23 Thank you for considering these
24 issues in totality of their impact and
25 for using the hearings today to set

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2 Philadelphia on a long-term path towards
3 offering more choice for multi-modal
4 transportation.

5 COUNCILMAN JOHNSON: Thank you
6 very much.

7 Please state your name for the
8 record.

9 MR. BURNS: Good afternoon. My
10 name is Will Burns. I'm the Director of
11 Government Partnerships for Spin. So
12 Spin is a dockless electric scooter
13 company like Bird and Lime. And so
14 before I go any further, I want to say,
15 Mr. Chairman, members of the Committee,
16 thank you for all the time and energy and
17 hard work you're putting into this issue.
18 This has been a very long hearing, and I
19 appreciate the fact that you are really
20 taking this issue seriously, and I'm glad
21 to be able to talk with you about it
22 today.

23 Just real quickly about Spin,
24 we were founded in 2016 and were acquired
25 by Ford Motor Company in 2018 as part of

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2 their Smart Mobility Initiative to figure
3 out ways to move people around in cities
4 in the United States in different ways.

5 So we operate in a number of the same
6 markets that Bird and Lime does. One of
7 the things that's different about Spin
8 compared to some of the other companies
9 in this space is that, one, we do not
10 launch scooters in any jurisdiction where
11 we do not have the authority to do so.
12 So you'll never have to worry about a
13 rogue launch from Spin.

14 Secondly, many of the people
15 who work in our company come out of local
16 government. I was a member of the
17 Chicago City Council. One of my
18 colleagues worked in the Department of
19 Transportation. The other person worked
20 in Oakland City Council. So we
21 understand the privilege of operating on
22 the right-of-way, a necessity of finding
23 solutions that create scooter win-wins
24 for both cities and for the companies.

25 To that end, we believe that

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2 the City of Philadelphia should enact a
3 pilot program for scooters. One of the
4 ways you control the externalities around
5 scooters, including blight, is by having
6 a reasonable cap on the number of
7 scooters that can be deployed by each
8 company during the initial pilot. That
9 allows the City to get used to having
10 scooters on the public way. It gives
11 community members an opportunity to get
12 adjusted to seeing scooters on the public
13 way, and it also gives companies the
14 opportunity to fine-tune responses to
15 inevitable problems that will come up.

16 The last thing I will mention
17 before I go -- and I'm happy to take any
18 questions -- is that one of the things we
19 do to ensure that people park better is
20 that we require you to take a picture of
21 the scooter after you park it, and it's
22 sent to our company. And the next person
23 who picks up the scooter, we ask them,
24 how did this person park the scooter?
25 And then you're reviewed. If you have a

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2 record of parking scooters poorly on a
3 Spin scooter, we can fine you. If we get
4 cited because you did something poorly,
5 we will tell you, hey, this time we're
6 going to let you slide, but next time
7 we're charging you 25 bucks because you
8 parked the scooter inappropriately.

9 Because we believe every time someone
10 does something wrong like that, it
11 reflects badly on us and reflects badly
12 on the opportunity to get people out of
13 cars and to use better ways to get around
14 cities, especially for short trips.

15 Thank you very much.

16 COUNCILMAN JOHNSON: Thank you.

17 Any questions from members of
18 the Committee?

19 (No response.)

20 COUNCILMAN JOHNSON: Okay.

21 Thank you very much for your testimony.

22 This concludes the public
23 hearing on Resolution 181113. This
24 hearing will stand in recess to the call
25 of the Chair.

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2 Thank you very much, everyone,
3 for their testimony.

4 (Committees on Transportation
5 and Public Utilities and the Environment
6 concluded at 12:15 p.m.)

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CERTIFICATE

I HEREBY CERTIFY that the
proceedings, evidence and objections are
contained fully and accurately in the
stenographic notes taken by me upon the
foregoing matter, and that this is a true and
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