

Cespedes, Christopher

From: City of Ann Arbor Transportation Commission
Sent: Friday, March 15, 2024 1:52 PM
To: Cespedes, Christopher
Subject: FW: E-bikes and scooters

From: Flowers, Suzann <XXXXXXXX@a2gov.org>
Sent: Thursday, February 29, 2024 4:05 PM
To: Laura Stowe <XXXXXXXX@yahoo.com>; City of Ann Arbor Transportation Commission <XXXXXXXX@a2gov.org>; Landefeld, Josh XXXXXXXX [@a2gov.org](mailto:XXXXXXXX@a2gov.org)
Subject: Re: E-bikes and scooters

Laura,

I would like to acknowledge receipt of this communication. Thank you for taking the time to reach out to the City on your concerns.

Warmest regards,

Suzann Flowers (she/her), Transportation Program Manager

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Thank you.

From: Laura Stowe <XXXXXXXX@yahoo.com>
Sent: Thursday, February 29, 2024 3:10 PM
To: City of Ann Arbor Transportation Commission <XXXXXXXX@a2gov.org>; Flowers, Suzann <XXXXXXXX@a2gov.org>; Landefeld, Josh <XXXXXXXX@a2gov.org>
Subject: E-bikes and scooters

I sent the following email to City Council, but also wanted to send it to the people in city departments that might deal with the issues I address. Please forward it to the persons you think are appropriate. Thank you!

Laura Stowe

XXXX Broadway
Ann Arbor 48105
734-665-XXXX

This seems like a good time to reassess the City's contracts for electric scooters and bikes to rent.

The statistics show that the average trip for them is not much more than one mile. We can assume, therefore, that they are not being used as alternatives to cars for errands and transportation. Instead, they seem to be merely alternatives to walking. If this program's purpose is to reduce our carbon footprint, it is doing no such thing.

Instead, these electric bikes and scooters are often a public nuisance. They are regularly used on sidewalks and walking trails such that they compromise the safety and pleasure of walkers. They are left on private lawns and blocking walkways. Users regularly violate traffic laws when they are used in the streets, and violate the safety rules of the rental agreements.

Of course, privately-owned scooters and electric bikes also pose the same problems, so even if the city doesn't exacerbate the problem by adding rentals, we need to consider how to control their usage. Should they be allowed on park walking trails that prohibit "Motorized Vehicles"? How do we distinguish between the needs of the handicapped population and recreational motorized vehicles? Do we make a distinction between gas motors and electric motors? What if they have 3 wheels....or four? What if they are enclosed to protect against the weather? At what point does a scooter morph into a very small car?

We need to figure out what is reasonable to mix with walkers and un-motorized bicycles on public pathways and then set rules. We also have to figure out how to enforce the rules we develop. On bike/hike trails in some other parts of the state, for example, they set and post (and enforce, I hope) speed limits.

But, in the meantime, the city should not be in the business of renting out electric vehicles that we apparently cannot control and which do not provide the benefit that was envisioned for them.