

From: LB IceHouse <lyndab.icehouselofts@gmail.com>
Sent: Tuesday, May 6, 2025 7:37 AM
To: Hinds, Chris - CC Member District 10 Denver City Council <Chris.Hinds@denvergov.org>
Cc: President Lodona.org <president@lodona.org>; Mike Miller <mike@mmillerdesign.com>
Subject: [EXTERNAL] Re: Written testimony on micromobility ordinance??

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Councilman Chris Hines

Denver City Council, District 10
City and County Building
1437 Bannock St., Room 451
Denver, CO 80202

Dear Councilman Hinds,

While I will be participating in today's public input session at the Land Use Transportation and Infrastructure Committee as Co-Chair of the Pedestrian Safety Committee for LoDoNA, I wanted to take this opportunity with a longer format to express urgent concerns about the impact of micro-mobility in our neighborhood—specifically the litter and abuse of shared scooters that continue to undermine both safety and accessibility in Lower Downtown. Please include this email in the written supplements for public input session

As you know, these devices are intended to serve as convenient, sustainable, last-mile transportation options. But in practice, they've become an everyday barrier for pedestrians, especially those with mobility or vision impairments. Sidewalks are regularly blocked by scooters that are abandoned mid-path or parked carelessly—despite the extensive work DOTI has done to install designated corrals throughout LoDo.

I have several photos of numerous violations throughout LoDo and of particular concern today, the corner of 18th and Wynkoop as well as McGregor Square. Although a clearly marked corral exists at the intersection of 18th and Wynkoop, scooters are still regularly dumped on all surrounding corners. Many are left just feet from the corral—still obstructing pedestrian passage. This isn't simply a matter of confusion or learning curve. It reflects disregard and, in many cases, laziness.

When Lime and Bird representatives met with us, we were told riders would “naturally” begin using corrals once installed. That has not happened. Enforcement is nonexistent. Riders continue to end their trips wherever they please, ignoring the infrastructure intended to keep sidewalks safe and accessible.

The consequences are more than inconvenient—they're dangerous. Paul E., blind resident of our building, the IceHouse Lofts near Union Station, is a powerful example. He is well-known in the neighborhood for his independence and positive spirit, often walking to local establishments and returning home with the help of friends, neighbors, or kind strangers. But navigating LoDo is an increasingly hazardous task for him. He has not only fallen after encountering scooters in his path, but he has also become lost—forced to deviate from his normal routes, which he navigates by step counts and familiar terrain. Disruption to those patterns causes him confusion, frustration, and at times, fear. It is heartbreaking and unacceptable that someone trying to live actively and independently is made to feel like an afterthought in his own neighborhood.

And it's not just Paul. This past weekend's combination of major events—the Derby Party, Nuggets playoff game, and Avalanche game—drew massive crowds to McGregor Square. Despite being one of the most heavily trafficked zones in LoDo, McGregor Square remains outside DOTI's designated corral and sidewalk safety test zone. The result? Our neighbors at the IceHouse were unable to access our driveway multiple times as scooters were left strewn directly in front of our garage and entryway.

It is mystifying that such a high-density event area has not been prioritized for micro-mobility regulation. If not there, then where?

This is why we strongly urge the City to adopt mandatory scooter corrals throughout Downtown—not just suggested zones, but required end-of-ride locations enforced by app restrictions and vendor compliance. With the current volume of scooter traffic, the density of pedestrians and mobility users, and the frequency of large events, optional compliance simply doesn't work. The technology exists. Other cities are doing it. We need to treat Downtown Denver as the high-impact zone it is and lead with proactive infrastructure and policy.

Given the sheer density of scooters, pedestrians, and other mobility devices in the Downtown core, it's clear that voluntary compliance is not sufficient. Mandatory corrals should be required throughout the area to ensure safe passage for all. Additionally, a balanced approach is essential—one that pairs ongoing rider education with real accountability. Without a system of meaningful consequences, behavior is unlikely to change. It's concerning that there is currently resistance to developing a structured fine system, especially when public safety and accessibility are at stake.

What's even more frustrating is knowing that practical solutions already exist. During a recent trip to Paris, I was unable to end a shared bike ride outside a full corral. The app simply wouldn't allow it—I had to continue riding two blocks to find an open space before I could conclude the trip. That system works. So why aren't we demanding the same accountability from vendors here in Denver?

Micro-mobility and pedestrian safety can coexist—but only if we demand better behavior, better technology enforcement, and policies that prioritize all users of public space, not just the most mobile.

Thank you for your time, attention, and steadfast leadership on accessibility. I'd welcome the opportunity to share more data and feedback from our committee and collaborate on stronger, safer solutions for our neighborhood.

Warmest regards,

L. Elle Baker

Co-chair, Pedestrian Safety Committee

Lower Downtown Neighborhood Association

Resident, IceHouse Lofts

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On Mon, May 5, 2025 at 8:33 AM Hinds, Chris - CC Member District 10 Denver City Council
<Chris.Hinds@denvergov.org> wrote:

You can definitely include written testimony. If you send it to me, I'll be sure it gets added to the record. Chair Watson did say you would be automatically registered for this coming Tuesday meeting because of the delay last week. Last week's meeting was an early start, and this week doesn't have the same early start. It will start at 1:30.