

Reference #  
15674147



## DENVER CITY COUNCIL

I am giving testimony on / Tema sobre el que le gustaría comentar  
25-0599: a proposal for additional requirements for micromobility device companies / una  
propuesta de requisitos adicionales para las empresas de micromovilidad.

First Name / Nombre  
James

Last Name / Apellido  
Holschen

I am a resident of: / Soy residente del:  
Council District 8 / Distrito 8

I am / Estoy  
Neutral / Neutral

My testimony: / Mi testimonio:

Managing more efficiently the cities relationship with micromobility transportation options is a good thing, but I just want to make sure that other considerations that make the current implementation of this bill an issue.

The main issue is the lack of bike lanes on specific roads, which can make riding micromobility transportation on sidewalks the genuinely safest option; as such, sidewalk riding on these streets should not be punished/fined/etc. While Denver is making great progress on expanding bike lane infrastructure, it's not yet without gaps - one significant example I myself have experienced is along north Broadway. It is an extremely busy road, with people regularly speeding, and often at near-highway speeds at that, and there is no bike lane to allow safe road

access to bikers and micromobility (and a protected bike lane is really what would be needed on such a road), but Broadway functions as one of the few genuine ways to travel north-south in that part of the city, pushing bikers and micromobility onto sidewalks. If the bill could be amended so that Denver provides an up to date map of the bike lanes/shared use local streets that it has, so that micromobility providers only fine or punish riders who use those sidewalks, and not on sidewalks whose streets have little safe options for riders, this would account for the reality on the ground.

In terms of designated parking spaces, this is well implemented as is, but is missing a potential improvement. While outside the scope of this bill, there is an opportunity that city could utilize to help provide designated micromobility stations/parking outside of the downtown core - and could also be used as a space for any other number of micro neighborhood amenities (trash cans, water fountains, micro fenced-in sand pits + bags and trash for dog poop, benches, micro gardens/flower beds, etc.) - the corners of the streets. Many of these corners have weeds or are paved, often maintained by the city already, and I have anecdotally already seen people park scooters there - having a couple micromobility parking stations every so often throughout a neighborhood alleviate the definitely present issue scooters and bikes strewn in the way of residents.

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