

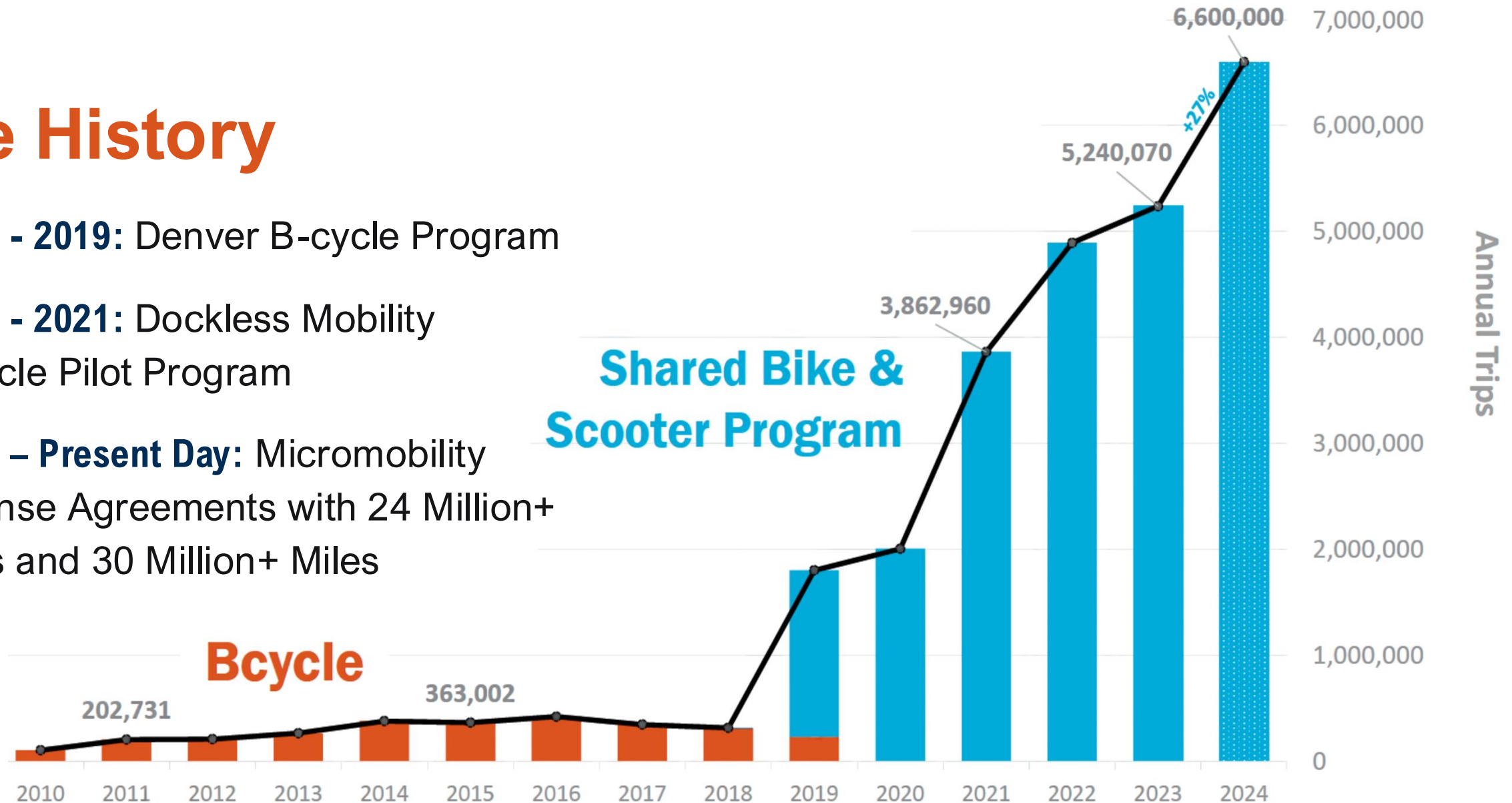
# A Policy Proposal to Save Lives with Safer Scooter and Bike Rentals

Sponsored by Council Members Chris Hinds (D-10),  
Darrell B. Watson (D-9), and Sarah Parady (At-Large)



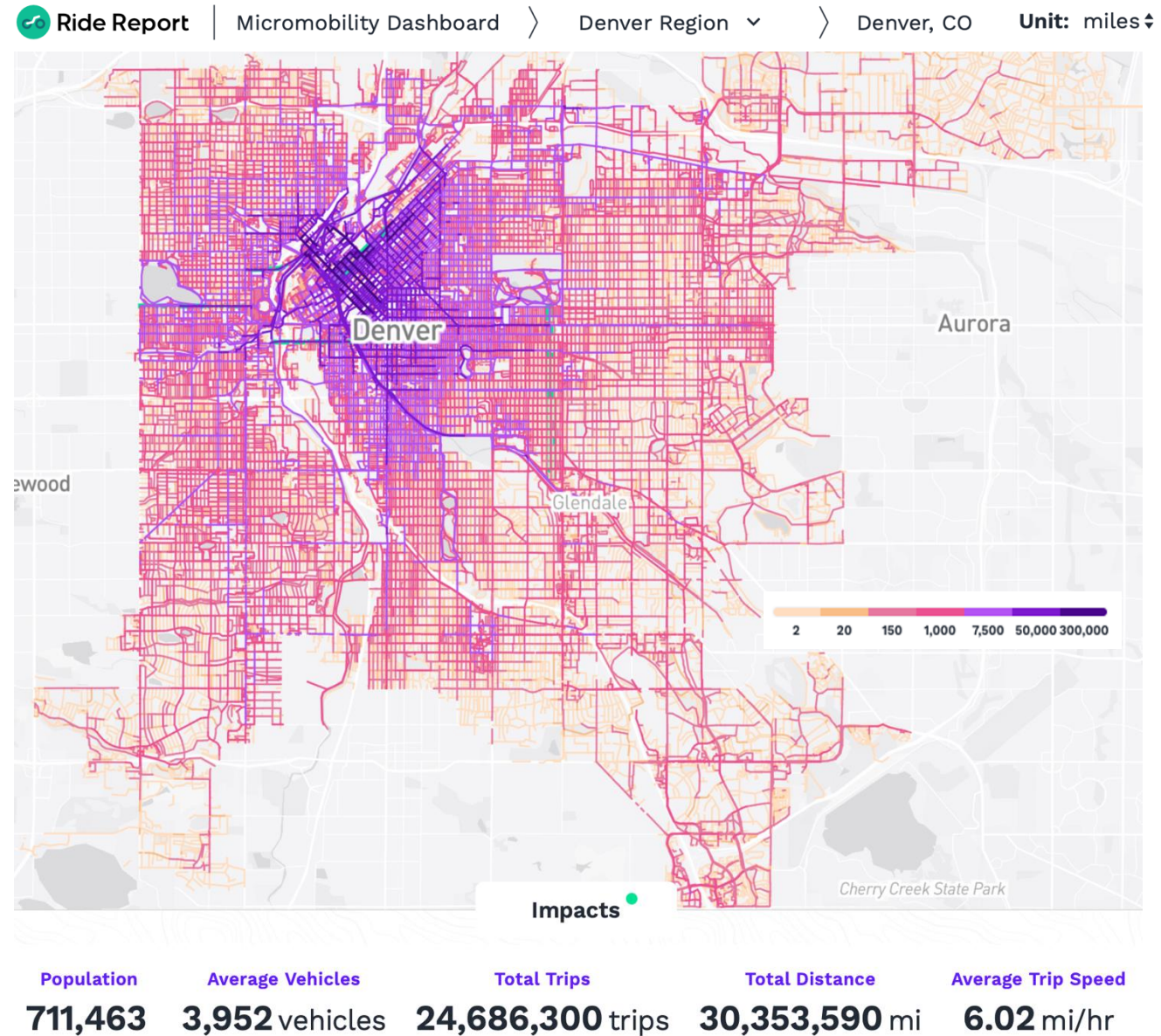
# The History

- **2010 - 2019:** Denver B-cycle Program
- **2018 - 2021:** Dockless Mobility Vehicle Pilot Program
- **2021 – Present Day:** Micromobility License Agreements with 24 Million+ Trips and 30 Million+ Miles



# Where Do People Ride Scooters and Bikes?

- 25% of trips occur in the city center.
- Over 1 million trips and miles in Q1 2025.
- 6.6 million+ trips taken in 2024.
- In 2024, Denver Health reported 1,962 scooter-related crashes.
- In 2023, DOTI reported 675 scooter-related injuries.





**The Problem:**  
**People are dying,  
and folks are  
going to the  
hospital every day  
because of scooter  
and bike crashes.**

## Westword®

TRANSPORTATION

### Denver Ties Record in 2023 for Most E-Scooter Crashes

Denver Health registered 1,449 "patient encounters" with scooter injuries in 2023 — nearly four per day.

By Hannah Metzger | January 14, 2024



## THE DENVER POST

NEWS > CRIME AND PUBLIC SAFETY > CRASHES AND DISASTERS • News

### Denver police searching for driver who hit, killed scooter rider downtown early Monday

Hit-and-run crash happened at 14th and Arapahoe streets



# Why Does Denver Need New Safety Regulations?

## 1. Reduce Scooter Injuries

- Elders, people with disabilities, and families are especially vulnerable to scooter and bike crashes.

## 2. Make Sidewalks More Accessible

- Cluttered sidewalks and erratic parking threaten pedestrian safety, block accessibility, and blight Denver's urban aesthetics.

## 3. Align Best Practices with Peer Cities

- Other major cities (Chicago, San Francisco, and Seattle) have successfully implemented these policies to improve safety.



### Downtown Denver residents complain of being “terrorized” by scooter riders. Councilman weighs action

Lyft and Lime scooters aren't supposed to ride on sidewalks, residents say city doesn't enforce rules



A person rides an electric scooter in downtown Denver, Friday, June 10, 2022. Jintak Han, The Denver Post



By **JOE RUBINO** | [jrubino@denverpost.com](mailto:jrubino@denverpost.com) | The Denver Post  
UPDATED: June 11, 2022 at 11:05 AM MDT

# Save Lives with Mandatory Sidewalk Detection Technology

## The Problem

- Parking scooters and bikes on sidewalks is dangerous.
- Sidewalk riding harms accessibility and safe access.

## The Solution

- **Require sidewalk-detection technology in code.**
- The Denver Department of Transportation and Infrastructure (DOTI) is field testing this technology.
- Peer cities like Chicago and Charlotte already use sidewalk detection technology to protect pedestrians.



## THE COLORADO SUN

A lot of people ride e-scooters in Denver — and a new study shows a lot of them are getting seriously hurt

Touted as a last-mile solution to improve city public transit systems, at least 3 people a day show up at Denver Health's emergency room with scooter-related injuries, new study shows



William Allstetter

4:19 AM MST on Dec 13, 2022 Updated 12:54 PM MST on Dec 14, 2022





# Make Streets and Sidewalks Safer with Parking Zones

## The Problem

- Erratic parking creates safety hazards on sidewalks and dangerous conditions for people with accessibility or mobility issues.

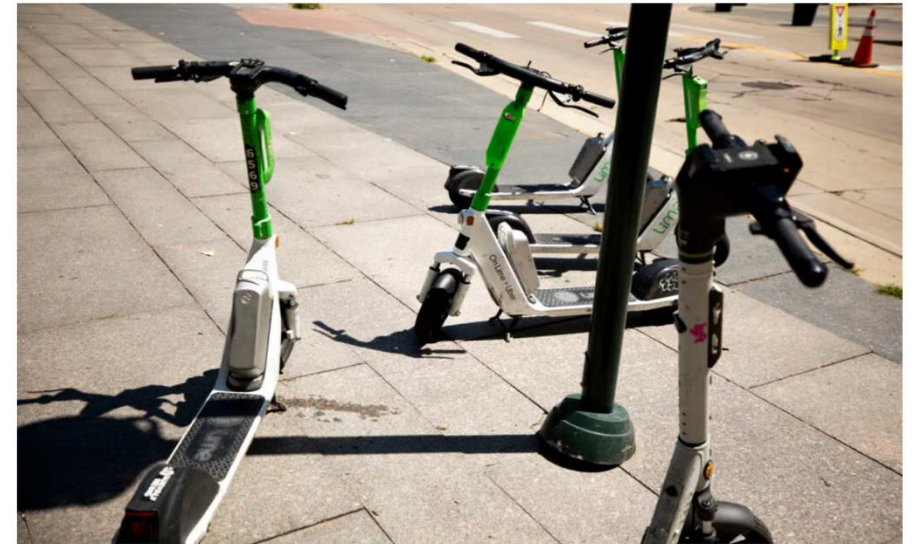
## The Solution

- Give riders a designated place to park while keeping sidewalks and streets clear.
- Require the Denver Department of Transportation and Infrastructure (DOTI) to designate high-traffic areas for mandatory parking zones in conjunction with operators.



A scooter on the ground in Commons Park at the edge of downtown. Aug. 6, 2024.

Kevin J. Beaty/Denverite



Scooters parked at Commons Park, at the edge of downtown. Aug. 6, 2024.

Kevin J. Beaty/Denverite

# Promote Safe Riding Education to Save Lives and Stop Crashes

## The Problem

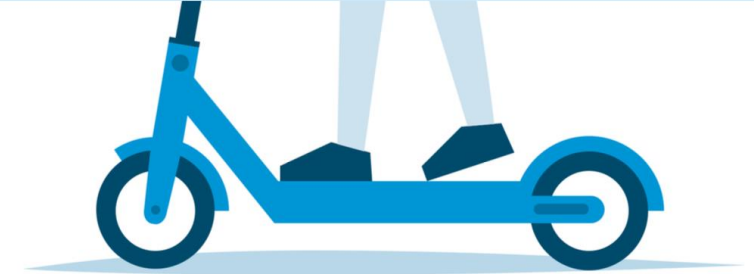
- A lack of rider education results in widespread ignorance of safe riding practices, causing crashes, injuries, and hospitalizations.

## The Solution

- Launch mandatory rider compliance tests and quarterly outreach.
- Implement regular reporting on ridership trends and incident statistics to improve policies and reduce future incidents.

## Riding a scooter?

Remember these 3 dos and don'ts to make sure you are riding safe:



### 1 Scoot in the bike lane / not the sidewalk

- Bike lanes are for you! Ride only in bike lanes or on streets
- Sidewalks are for people walking and using wheelchairs
- Sidewalk riding is illegal

### 2 Ride with respect / don't ride double

- Wait your turn and obey all traffic lights and signs
- Always follow the flow of traffic
- One rider per scooter

### 3 Park smart / don't block the way

- Park in a designated bike and scooter parking corral when available
- Keep sidewalks and ramps clear when parking
- Park your scooter upright, organized, and grouped together



For more information visit:  
[DenverGov.org/RideWithRespect](https://denvergov.org/RideWithRespect)





## Sec. 54-1: Definitions

- **Mandatory Parking Zone:** DOTI-designated high-traffic areas requiring rentals to park in corrals.
- **Micromobility Company:** A business that enters into a License Agreement with the City to operate via the public right-of-way.
- **User Compliance Test:** A simple test assessing rider knowledge of scooter/e-bike laws.
- **Sidewalk Riding Technology:** Technology that identifies and tracks sidewalk riding.

## Sec. 54-583: Parking

- Scooters and e-bikes must park in a designated corral for trips within a mandatory parking zone. Parking must not block pedestrians, vehicles, or traffic outside these zones.

## Sec. 54-584: Safety & Accessibility Standards

- Riders must follow all safe riding laws and pass compliance tests. Scooters must have sidewalk riding detection and other safety features. Companies must offer at least 5% of devices for riders with disabilities and give equity discounts.

## Sec. 54-585: Reporting & Outreach Requirements

- Companies must have education events, distribute safe riding information, and submit reports for outreach, sidewalk violations, crash data, and other measures.

## Sec. 54-586: Liability and Enforcement

- Companies are responsible for any user violations. Violations may carry administrative fines.

## Sec. 54-586 and 54-624: Rules & Effective Date

- The bill will be effective July 1, 2026, and it empowers DOTI to create new rules and regulations to make the program safer and more accessible.

# Timeline and Stakeholder Meetings

**2021 - 2025:** Extensive Research, RNO Outreach, Surveys, and Stakeholder Meetings with Vendors and DOTI

**Aug. 2024:** Budget and Policy Committee Presentation

**Nov. 2024 - Feb. 2025:** Multiple Stakeholder Meetings with Micro-Mobility Companies like Lyft, Bird, and Lime

**Feb. 24, 2025:** Budget and Policy Committee Presentation

**March 2025:** Community and Stakeholders Conversations

**April 23, 2025:** District 10 Town Hall

**April 24, 2025:** Stakeholder Meetings

**May 6, 2025:** LUTI Committee Presentation

**May/June 2025:** First and Second Reading at City Council



# Questions and Discussion

