

Councilman Chris Hinds

Denver City Council, District 10

City and County Building

1437 Bannock St., Room 451

Denver, CO 80202

Dear Councilman Hinds,

As Co-Chair of the Pedestrian Safety Committee for the Lower Downtown Neighborhood Association (LoDoNA), I'd like to share a personal perspective on the ongoing micromobility issues—particularly the persistent litter of shared scooters and bikes—that continue to compromise safety and accessibility throughout Downtown Denver.

My involvement in pedestrian advocacy began several years ago, sparked by a seemingly simple task: delivering packages from my home at 15th and Blake to the UPS Store at 15th and Larimer. In just three blocks, I encountered over 20 instances of scooter clutter—at nearly every intersection and curb cut—forcing me to physically move devices that had been carelessly discarded across pedestrian paths.

I reported each obstruction through the Safe and Clean app, only to be told it wasn't their responsibility. A 311 operator then advised me to contact the providers directly. When I reached out to Bird and Lyft, I was thanked for reporting but offered no means of identifying locations, let alone submitting a proper complaint. Unless a device was "broken," there was no system in place to report improper parking.

It became clear that there was no real mechanism to hold these for-profit companies accountable for the visual blight, sidewalk obstructions, or safety hazards they create. Even more troubling is the lack of enforcement surrounding riders using sidewalks as high-speed thoroughfares, placing pedestrians at constant risk.

Earlier this year, I underwent a total knee replacement. As part of my recovery, daily walks were essential to regaining strength and mobility. What I found was disheartening: scooters and bikes blocking nearly every curb ramp, corridor, and crosswalk. (I've included a specific photo taken on one of my walks at 15th and Market showing a total obstruction on a typical weekday morning.)

With limited strength and stability during my recovery, I often had no choice but to step into the street—an unacceptable and dangerous reality for anyone with restricted mobility. Though my condition is temporary, the experience gave me a profound appreciation for the daily struggles faced by those with permanent accessibility challenges. This is not a minor inconvenience; it is a systemic failure.

As the City enters a new phase of negotiations with shared mobility providers, I urge you to prioritize enforceable standards that put pedestrian safety first. Two pillars must anchor any future contracts:

1. Mandatory parking corrals, supported by geofencing technology, enforced with meaningful penalties for users and providers.
2. Zero-tolerance for sidewalk riding, with clear consequences for violations.

We must not lose sight of the fact that these are for-profit companies being granted access to our public infrastructure. That access is a privilege, not a right—and the City, not the Providers, should set and enforce the rules.

If the Providers fail to meet well-defined performance benchmarks for parking compliance and rider behavior, we must be prepared to pause or even terminate the program. The current lack of accountability has resulted in Denver becoming the highest-usage, lowest-cost, least-regulated city in the portfolios of Bird and Lime—according to their own reporting. That's not a badge of honor.

This is not about opposing innovation or sustainability. It's about achieving a safe, balanced, and results-driven solution that works for all stakeholders: residents, visitors, businesses, and the City. Right now, only the Providers are winning.

I appreciate your leadership and look forward to working together toward a solution that puts public safety and shared responsibility first.

Kind regards,

Michael Miller

Co-Chair, Pedestrian Safety Committee

Lower Downtown Neighborhood Association (LoDoNA)

