



## STAFF REPORT

**Meeting Date:** July 24, 2018  
**To:** Honorable Mayor & City Council  
**From:** Aaron Kunz, Deputy Director of Transportation  
Martha Eros, Transportation Planner  
**Subject:** Shared Mobility Systems and Devices  
**Attachments:** 1. California Vehicle Code, Division 11 Chapter 1 (Excerpts)  
2. Beverly Hills Shared Mobility FAQ  
3. Correspondence Summary

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### **RECOMMENDATION**

This report provides a proposed approach for regulating shared mobility systems<sup>1</sup> and devices<sup>2</sup> in the City. Staff seeks City Council direction on options to regulate shared mobility systems and devices in the City.

### **INTRODUCTION**

A recent surge of shared mobility systems and devices with “dockless” technology, including motorized scooters (e.g., *Bird Rides*, *Lime-S*, *Spin*) and dockless bikes (e.g. *LimeBike*, *JUMP*, *Mobike*, *Spin*), have emerged in cities throughout the United States. Although these devices provide additional mobility and first/last mile transit options to communities, misuse of such devices, including parking in the public right-of-way and obstructing vehicle and pedestrian access, are being reported by local jurisdictions.

Shared mobility devices, primarily electronic scooters, have been launched in Cities throughout the United States absent contracts, permits or business licenses<sup>3</sup>. Both *Lime* and *Bird* have raised significant funding, including from *Uber*, *Google Ventures*, *Fidelity*

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<sup>1</sup> Shared Mobility System: “any system, marking, installation, structure or information system facilitating the display or placement for rent of Shared Mobility Devices in any Public Area or Public Right-of-Way” (Santa Monica Municipal Code Ch. 3.21)

<sup>2</sup> Shared Mobility Device: “any device displayed or placed for rent in any Public Area or Public Right-of-Way, in, upon or by which any person or property is or may be propelled, moved or drawn upon any Public Right-of-Way, including but not limited to vehicles, scooters, bicycles, Segways, skateboards, rollerblades, unicycles, and rickshaws” (Santa Monica Municipal Code Ch. 3.21)

<sup>3</sup> National Association of City Transportation Officials (NACTO) Policy 2018: Guidelines for the Regulation and Management of Shared Active Transportation

and private capital investors. Both companies have been in existence less than two years and have valuations of \$1 billion or more<sup>4</sup>.

## **BACKGROUND**

The motorized scooter industry was launched in September 2017 by *Bird Rides (Bird)* “to help make transportation better and more environmentally friendly”<sup>5</sup> by helping to reduce car trips, traffic and carbon emissions. Motorized scooters appeared overnight in the City of Santa Monica without any type of permits or discussions with City departments.

Most shared mobility devices (i.e., motorized scooters) are app-based, can be tracked via onboard GPS technology, and self-lock upon ending a ride. Users can rent a shared mobility device by downloading a smartphone app, creating an account, and entering credit card information. Scooter users are required to take a picture of their driver's license/permit prior to their first use of a scooter. Once registered, a user can locate a device via an app map displaying available devices in the vicinity. Users can unlock a device by scanning the device matrix barcode (i.e., square QR code) with their smartphone camera.

Shared mobility vendors currently charge a starting fee plus a per-minute fee. The maximum rental time of most shared mobility devices is 24 hours. Shared scooter vendors have launched programs that pay “employees” to collect scooters that are low on battery, charge them overnight on private property, and release them back to the streets the next day. The employees—known as “chargers” (*Bird*) or “juicers” (*Lime*)—are recruited via the vendors’ webpage or other job listing websites (e.g., Craig’s List) and paid by the number of devices collected, re-charged and placed back into circulation.

Below is a table comparing the rates and maximum speeds of shared mobility vendors:

<b>Shared Mobility Vendor</b>	<b>Rates</b>	<b>Re-Charge</b>	<b>Maximum Speed</b>
Bird (scooter)	\$1 starting fee plus \$0.15 per minute	\$6 per unit	15 mph
Lime-S (scooter)	\$1 starting fee plus \$0.15 per minute	\$12 per unit	14.8 mph
Spin (scooter)	\$1 starting fee plus \$0.15 per minute	\$5 per unit	15 mph
Lime (pedal assist e-bike)	\$1 starting fee plus \$0.15 per minute	n/a	14.8 mph
Jump (pedal assist e-bike)	\$2 for 30 minutes plus \$0.07 per minute	n/a	20 mph

The California Vehicle Code (CVC) includes existing regulations for the operation of motorized devices on the public right-of-way. CVC 21235 requires the operator of a motorized scooter to possess a driver's license or instruction permit and wear a helmet. The CVC prohibits the operation of motorized scooters on sidewalks and on streets with a speed limit over 25 mph, unless in a striped bicycle lane (Attachment-1).

<sup>4</sup> Brustein, J. and Chapman, L. (2018, June 5). Scooter Startup Lime Is Said to Raise \$250 Million at a \$1 Billion Valuation. *Bloomberg*. Retrieved from [www.bloomberg.com](http://www.bloomberg.com).

<sup>5</sup> Bird website: [www.bird.co](http://www.bird.co)

All residential, collector, and arterial streets within the City of Beverly Hills have a speed limit of 25 MPH or less, except for the following:

- Beverly Boulevard, Coldwater Canyon Drive, and Wilshire Boulevard between the west City boundary and North Santa Monica Boulevard (30 MPH).
- North Santa Monica Boulevard, La Cienega Boulevard, Olympic Boulevard, San Vicente Boulevard, Sunset Boulevard, Benedict Canyon and Doheny Drive between Phyllis Street and South Santa Monica Boulevard (35 MPH).

Electric bicycles or “e-bikes” are defined by CVC 21235 as bicycles equipped with fully operable pedals and an electric motor of less than 750 watts. E-bike users must follow the same rules of the road as bicycles, and riders must be at least 16 years old (driver’s license is not required). The CVC also states that “no person shall leave a bicycle lying on its side on any sidewalk, or shall park a bicycle on a sidewalk in any other position, so that there is not an adequate path for pedestrian traffic.”

Per CVC Section 22651 *Authority to Remove Vehicles*, a peace officer or a regularly employed and salaried employee who is engaged in directing traffic or enforcing parking laws and regulations can remove a motorized scooter to a place of storage if the “vehicle is parked or left standing upon a highway in a position so as to obstruct the normal movement of traffic or in a condition so as to create a hazard to other traffic upon the highway.”

A sidewalk is “that portion of a highway, other than the roadway, set apart by curbs, barriers, markings or other delineation for pedestrian travel.” The sidewalk is considered part of the *highway* and *traffic* includes pedestrian traffic. Therefore, police officers, traffic enforcement officers, and parking enforcement officers can remove motorized scooters from the sidewalk and store them upon determining that they are obstructing the normal movement of traffic or creating a hazard to other traffic. Once stored, the vehicles (motorized scooter) should be treated as any other vehicle that has been stored.

The Beverly Hills Police Department (BHPD) has received community complaints regarding motorized scooter users riding on sidewalks, not wearing helmets, and leaving scooters in both the private and public right of way. The BHPD began directed enforcement on shared mobility devices on Monday, July 9, 2018. As of July 17, the BHPD issued approximately 75 citations and 100 verbal warnings to riders on motorized scooters.

Traffic Control Officers are currently impounding motorized scooters that are left unattended and blocking a right-of-way such as a road or sidewalk (CVC 22651(b)). As of end of business on July 19, 2018, seven motorized scooters have been impounded by police department.

The BHPD supports a local ordinance to define parking and impound regulations for shared mobility devices [CVC 22651(n) *Local Ordinance Parking Violation*].

The BHPD will continue with directed enforcement efforts indefinitely for CVC violations, including helmet, driver’s license, sidewalk, etc., infractions. The City’s Communications

team posted a *Frequently Asked Questions* information sheet on the City's webpage (Attachment-2).

### Local Jurisdictions

Neighboring jurisdictions have recently taken action to regulate shared mobility systems and devices. On March 6, 2018, the City of Santa Monica passed an emergency ordinance regulating shared mobility systems, including imposing an impound fee for devices that pose an immediate hazard or obstruct vehicle or pedestrian access. On June 12, 2018, the Santa Monica City Council approved a 16-month Shared Mobility Pilot Program that would permit up to four private shared mobility system vendors (2 scooter and 2 bike operators) to provide services in the public right-of-way; the pilot program is anticipated to begin in September 2018.

On June 18, 2018, the City of West Hollywood passed an ordinance prohibiting the use of unpermitted shared bicycle, scooter, or other on-demand personal mobility devices in the City. The ordinance grants the City authority to impound the devices effective August 16, 2018. The West Hollywood City Council did not support a proposed pilot permit program that would grant permits to shared mobility system vendors to operate in the City.

On July 9, 2018, the City of Culver City Council approved an interim operating agreement with *Bird*, a motorized scooter vender, and authorized the City Manager to negotiate an agreement with second shared mobility system vendor, *Lime-S*.

The City of Los Angeles is in the process of establishing a pilot permit program with rules and guidelines for dockless on-demand personal mobility systems. The Transportation Committee has forwarded a draft program to the Public Works Committee prior to City Council review.

The Cities of San Francisco and Denver ordered shared mobility systems vendors to cease operations while staff develops pilot permit programs.

### DISCUSSION

On May 31, 2018, the City Council and Traffic & Parking Commission (TPC) Liaison Committee (Mayor Gold, Councilmember Friedman, TPC Chair Meshkaty, and TPC Vice-Chair Solnit) supported staff's initial recommendation to pursue an amendment to the Beverly Hills Municipal Code to:

1. Define shared mobility systems and devices, and
2. Authorize the City to impound shared mobility devices left on public right-of-way and property (e.g., sidewalks, parks, public buildings, public spaces).

### Traffic & Parking Commission

The analysis of *CVC 22651 Authority to Remove Vehicles* was provided to Transportation Planning staff after the July 12<sup>th</sup> TPC special meeting. The City Attorney's analysis was not presented and reviewed by the TPC.

Staff presented three options for the TPC consideration at their July 12 special meeting:

- Option 1 – Prohibit shared mobility systems and devices in the City

Similar to the City of West Hollywood, Option 1 prohibits shared mobility devices in the City. There will be no pilot program to permit shared mobility vendors to operate in the City.

- Option 2 – Develop a pilot program to regulate operation and devices

Following the City of Santa Monica model, Option 2 pursues an agreement with a shared mobility system vendor(s) to regulate the operation and disbursement of devices. This would authorize the City to impose conditions on shared mobility system vendors to mitigate possible impacts to the City. Potential conditions could include limiting the number of devices a vendor can deploy, designating parking of devices in specified areas, providing an operation and maintenance plan for collection of devices left on the public right-of way or private property, and requiring a vendor to share trip data with the City.

- Option 3 – Regulate operations and authorize City to collect and store reported devices

A version of the Santa Monica model that would provide the City the authority to collect reported devices left on the public right-of-way or private property, and potentially store them at a designated City facility. Users would be able to pick up devices from the designated area. Partnering with a vendor(s) to establish regulations and protocol on use, parking, collection, penalties and user education may curtail abusive behavior by users and vendors.

Two Beverly Hills Police officers shared their experience with this new wave of activity and expressed concern for the safety of riders and the people collecting scooters to recharge the devices in the evening. These “employees” lack any form of vendor identification or clothing, and work at night collecting devices from public and private properties which may appear as suspicious activity.

A total of eight correspondence were received and forwarded to the TPC by the end of business on July 11, 2018. An additional 372 emails were received after normal business hours following a social media announcement by the *Bird* vendor. In summary, 362 emails expressed support of a pilot program and 10 support banning motorized scooters citywide (Attachment-3).

The Founder/CEO of *Perch Mobility*, a third party management company that coordinates logistics (i.e., collect, recharge, distribute and create parking hubs) for the *Lime-S* vendor, provided the TPC information on an alternative method to manage shared mobility devices activity in the City. Information Technology Committee members met independently with *Perch* in June 2018.

The Traffic & Parking Commission debated the motorized scooter phenomenon during their July 12 special meeting. Four vendors (*Bird*, *Lime*, *U-Scooter*, and *Perch Mobility*) provided public comment and answered Commissioners’ questions on their business plan for the operations, distribution and collection of their devices.

The TPC unanimously agreed with the Liaison Committee’s direction to pursue municipal code amendments to define shared mobility systems and devices and provide



authority to impound motorized scooters that obstructed the public right-of-way or present a hazard to pedestrian activity.

Chair Meshkaty and Commissioners Seidel and Manaster favored an ordinance to impound the vehicles and supported further study of regulating vendors and the operation of motorized scooters as the devices will continue to operate in surrounding jurisdictions. Similar to transportation network companies (TNC) like Uber and Lyft, this new transportation technology will continue to expand and could become part of our daily culture.

Vice Chair Solnit and Commissioner Hendry favored a model similar to West Hollywood that prohibits any vendor of shared mobility devices to operate in Beverly Hills, citing reckless use of motorized scooters by users, particularly underage users, and unethical and unauthorized distribution of motorized scooters, particularly near schools.

#### Next Steps

Pending City Council direction, an ordinance to amend the Beverly Hills Municipal Code (BHMC) to define shared mobility systems and devices and language to elaborate the City's impound authority and impound fees may be considered for the August 7 formal agenda. The ordinance would take effect 30 days after the second reading on August 21, 2018.

Beyond the proposed BHMC amendment, staff seeks Council direction whether to:

1. Develop an ordinance or program to ban shared mobility devices in the City of Beverly Hills (e.g., West Hollywood model). With this ordinance, staff would return to City Council in August with an ordinance and implementation plan.
2. Pursue an operating agreement with a vendor(s) to regulate shared mobility systems and devices (e.g., Santa Monica model). With this approach, staff would recommend review of a work plan by the TPC.

As the City's program is being developed, shared mobility systems and devices will be regulated per CVC 22651 as previously outlined. Shared mobility systems and devices will continue to be explored as part of the Complete Streets planning process and considered in future first/last mile discussions. Staff will monitor shared mobility systems activity in the City and coordinate with other neighboring jurisdictions to assess local impacts.

#### FISCAL IMPACT

There is no fiscal impact at this time. Pending City Council direction on an option to regulate shared mobility systems and devices, potential operating costs include staff labor/time, equipment/vehicles, storage space, which could eventually be charged to the shared mobility system vendor; or contracting with a third party vendor to manage vendor activities.

Susan Healy Keene

Approved By



# **Attachment 1**

## **California Vehicle Code Division 11, Chapter 1 Excerpts**

### **ARTICLE 1. Authority to Remove Vehicles**

#### **22651.**

A peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, or a regularly employed and salaried employee, who is engaged in directing traffic or enforcing parking laws and regulations, of a city, county, or jurisdiction of a state agency in which a vehicle is located, may remove a vehicle located within the territorial limits in which the officer or employee may act, under the following circumstances:

(a) When a vehicle is left unattended upon a bridge, viaduct, or causeway or in a tube or tunnel where the vehicle constitutes an obstruction to traffic.

(b) When a vehicle is parked or left standing upon a highway in a position so as to obstruct the normal movement of traffic or in a condition so as to create a hazard to other traffic upon the highway.

...

(d) When a vehicle is illegally parked so as to block the entrance to a private driveway and it is impractical to move the vehicle from in front of the driveway to another point on the highway.

(e) When a vehicle is illegally parked so as to prevent access by firefighting equipment to a fire hydrant and it is impracticable to move the vehicle from in front of the fire hydrant to another point on the highway.

...

(k) When a vehicle is parked or left standing upon a highway for 72 or more consecutive hours in violation of a local ordinance authorizing removal.

...

(n) Whenever a vehicle is parked or left standing where local authorities, by resolution or ordinance, have prohibited parking and have authorized the removal of vehicles. Except as provided in subdivisions (v) and (w), a vehicle shall not be removed unless signs are posted giving notice of the removal.

### **ARTICLE 5. Operation of Motorized Scooters**

#### **21235.**

The operator of a motorized scooter shall not do any of the following:

(a) Operate a motorized scooter unless it is equipped with a brake that will enable the operator to make a braked wheel skid on dry, level, clean pavement.

(b) Operate a motorized scooter on a highway with a speed limit in excess of 25 miles per hour unless the motorized scooter is operated within a class II bicycle lane.

(c) Operate a motorized scooter without wearing a properly fitted and fastened bicycle helmet that meets the standards described in Section 21212.

(d) Operate a motorized scooter without a valid driver's license or instruction permit.

(e) Operate a motorized scooter with any passengers in addition to the operator.

(f) Operate a motorized scooter carrying any package, bundle, or article that prevents the operator from keeping at least one hand upon the handlebars.

(g) Operate a motorized scooter upon a sidewalk, except as may be necessary to enter or leave adjacent property.

(h) Operate a motorized scooter on the highway with the handlebars raised so that the operator must elevate his or her hands above the level of his or her shoulders in order to grasp the normal steering grip area.

(i) Leave a motorized scooter lying on its side on any sidewalk, or park a motorized scooter on a sidewalk in any other position, so that there is not an adequate path for pedestrian traffic.

(j) Attach the motorized scooter or himself or herself while on the roadway, by any means, to any other vehicle on the roadway.



## **Attachment 2**



## **'Bird' and 'Lime' Scooters Frequently Asked Questions**

### **What are 'Bird' and 'Lime' scooters?**

'Bird' and 'Lime' are two companies that offer electric scooters via a smartphone app for a small rental fee. Users can pick up a scooter from any location and leave it at their destination. In recent months, the scooters have gained popularity and can now be seen frequently throughout the City of Beverly Hills.

### **Can the City of Beverly Hills restrict or regulate their use?**

The California Vehicle Code (21225) allows cities to adopt local ordinances that regulate the parking and operation of motorized scooters on local streets, so long as they do not conflict with the Code.

The City is currently reviewing policies in neighboring jurisdictions and will bring the matter before the Beverly Hills City Council during a Study Session on July 24, 2018 at 2:30 p.m. Ultimately, the City Council would review and approve any recommendations on restrictions and additional enforcement.

### **What are the rules and restrictions for using motorized scooters?**

1. Scooters cannot be used on roadways with a speed limit greater than 25 MPH unless there is a designated bicycle lane. (§ 21235(b))
2. Riders must wear a helmet, regardless of age. (§ 21235(c))
3. Riders must have a valid driver's license or driver permit. (§ 21235(d))
4. Scooters are for single riders only (no passengers). (§ 21235(e))
5. Riders must keep at least one hand on the handlebars while operating. (§ 21235(f))
6. Scooters cannot be used on sidewalks – they should be used in a bicycle lane if present, otherwise in the right-hand curb or right edge of the roadway. (§ 21235(g), § 21228 and §21229)

7. When parked/left on the sidewalk, there must be enough room for pedestrian traffic. (§ 21235(i))
8. Riders cannot be under the influence of alcohol or drugs. (§ 21221.5)
9. When used during darkness, scooters must be equipped with a light that illuminates the highway in front of the rider and is visible from 300 feet away. (§21223(a)(1))

**I am concerned about the safety of the riders and those around them. What is the Beverly Hills Police Department doing to protect all involved?**

As with all bicycles and vehicles in the City, our department ensures laws are obeyed and those who violate them are cited appropriately. The safety of our residents and visitors is our top priority and we will work to mitigate any potential risks to riders and non-riders.

**I have noticed scooters left on sidewalks – is this permissible? Who is responsible for them and what should I do if I see an unattended scooter?**

The sidewalk is considered part of the highway and "traffic" includes pedestrian traffic. Therefore, our police officers, traffic enforcement officers, and parking enforcement officers can remove these scooters from the sidewalk and store them upon determining they are obstructing the normal movement of traffic or creating a hazard to other traffic.

**If you come across a scooter that is obstructing vehicular or pedestrian traffic, please call the Beverly Hills Police Department Non-Emergency Line at (310) 550-4951.**

# **Attachment 3**

**City Council  
July 24, 2018**

**Shared Mobility Systems and Devices  
Correspondence**

<b>DATE</b>	<b>ADDRESS</b>	<b>NOTES</b>
6/28/2018	235 S. McCarty	safety concern observations
7/3/2018	140 S. Reeves	regulate (did not specify ban or not)
7/4/2018	Myra Demeter	regulate (did not specify ban or not)
7/9/2018	203 N. Rexford	safety concern observations
7/11/2018	Los Angeles resident	supports pilot permit program
7/11/2018	AJ Willmer	supports pilot permit program
7/11/2018	Perch Mobility CEO	supports pilot permit program
7/11/2018	Steve Meyer	regulate, not ban
7/11 to 7/12	<i>Bird</i> social media response	362 support; 10 oppose (372 total)

**Alison Wehrle**

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**Subject:** FW: Motorized scooters on sidewalks

**From:** Susan Gradman <\_\_\_\_\_  
**Date:** Thu, Jun 28, 2018 at 2:47 PM  
**Subject:** Motorized scooters on sidewalks  
**To:** akunz/ \_\_\_\_\_ meros

Dear Mr. Kunz and Ms. Eros,

I have been trying to learn more about how our city intends to deal with electric scooters but I have been told that we have nothing in the municipal code about this issue.

As I walk through the city (and in Century City as well), I have observed that the scooters have been left in areas that impede pedestrians, and more specifically, disabled individuals who are not able to move those scooters. Because there are no highly visible phone numbers or ID plates on these scooters those of us in the public who observe problems have no way of contacting the company to report problems. It stands to reason that if a scooter rider injures someone and then takes off, the injured person has no way of identifying which scooter was at fault.

More troubling is that scooter riders feel that it's safer to ride on the sidewalks and pedestrians no longer have a sense of safety. The riders seemingly come out of nowhere, and ride as though they have the right of way. They're in a hurry to get where they're going and they show no regard to pedestrians and vehicle drivers. In our city I see scooters whizzing through stop signs at intersections.

In Santa Monica I have observed adults activating phone apps for youngsters who want to ride these scooters. Last night, in our neighborhood, I observed a youngster on a motorized vehicle, larger than a scooter, riding on the sidewalk in the dark. I found his mother walking the dog and asked her if she was aware that her son was a hazard to others. She told me that he's too young to have a drivers license so she couldn't allow him to ride in the street. She justified her decision because he was wearing a helmet and had a light on the back of his motorized bike.

Not wanting to create a problem with a good neighbor I told her that had I not found them together in the neighborhood I would have called the police.

I understand that you will be making a presentation to the City Council in August. I am interested to know when this will occur so that I can watch it on TV, if it's not a closed session.

Additionally, as a long standing member of BHPD's DCS, I have a thought to run by you. Those of us involved in DCS often assist with surveillance. I would be willing to participate in helping observe and report electric scooter issues if it's appropriate to involve our group with this endeavor.

I would appreciate any information you can share with me.

Thank you.  
Susan Gradman  
235 S. McCarty Drive  
Beverly Hills 90212



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**Subject:**

FW: Bird Usage Comments

On Tuesday, July 3, 2018, 12:07:45 PM PDT, Janna Taylor

wrote:

Dear Commissioner Meshkaty,

My name is Janna Taylor, and I am a resident of Beverly Hills living at 140 S. Reeves Drive, Apt. C. My remarks are intended to add support for the commission forming code regulation regarding the use of Birds, electric vehicle sharing devices.

From June 29-June 30, I made the following observations:

1. A young adolescents charging the sidewalk on a Bird, and launching himself into a wheelie on the grassy mound at the southwest corner of Crescent and Charleville (if I remember correctly). I observed him jumping the grassy mound and then landing in front of a parent with a stroller and two other adult pedestrians. As I drove past, I saw two other young adolescent riders lining up presumably to perform this stunt as well.
2. Three adolescents riding Birds in what appeared to be top speed (15 mph) down the alley between S. Canon and S. Reeves between Wilshire and Charleville. As I was slowly pulling out my car from the carport, two riders flew past my back bumper. I could not see them as I pulled out because Birds do not have the width of a car.
3. Two adolescents riding Birds at top speed heading south down the sidewalk on S. Beverly between Charleville and Gregory. Although they were using their headlights, they narrowly missed hitting my husband and I as well as other pedestrians ahead of us.
4. None of these riders were wearing helmets or appeared to be over 18 years old.
5. At two different locations, 2-4 Birds strewn across the sidewalk, preventing pedestrians, individuals in wheelchairs or parents using strollers from using the sidewalk.

Up until recently, I did not agree with Bird opponents. I could not see what the problem was with offering another affordable transportation option. But over the last few weeks, I have seen many examples, in addition to those I have detailed, of Bird usage that endangered BOTH riders and those not riding. While Bird has comprehensive safety policies and guidelines, it does not appear that they have enforcement procedures. For this reason, I am wondering whether the city can fill this gap in some way.

I hope these comments have been helpful and informative to the commission. Thank you so much.

Sincerely,

Janna Taylor

**Subject:**

FW: comments re:bird for all Traffic and Parking Commissioners

&gt; On Jul 4, 2018, at 8:48 PM, Myra Demeter

wrote:

&gt;

&gt; Chair Meshkaty and Commissioners-

&gt; I am writing to you as a resident and as the chair of the Beverly Hills Health and Safety Commission with deep concerns about safety issues involving the bird. Over the past few weeks I have observed many dangerous incidents involving the bird, and managed to capture two to illustrate my point. The photo and video are in a separate email.

&gt;

&gt; In my walks around Beverly Hills-both in the business section of south Beverly Drive and the residential west quadrant, I have seen birds left in the middle of the sidewalk, on their sides, or standing upright-in multiples or alone. When not in use, when left in this manner, these "vehicles" impede the right of way and are a source of concern for anyone walking on the sidewalk-young and old, mothers pushing baby carriages, and the disabled.

&gt;

&gt; When the birds are in use, and there is a rider on it, riders are not wearing helmets, are younger than 18 and are riding on the sidewalk. This is a dangerous situation-for the rider, for pedestrians and motorists. I have observed numerous near misses between riders and pedestrians and motorists. They are impossible to see when pulling out of one's driveway, they do not obey the rules of the road and frankly it is unclear where they are to ride. An accident waiting to happen.

&gt;

&gt; As I walked down Beverly Drive, between Charleville and Gregory on the east side of the street, a rider was zooming on the sidewalk weaving in and out of pedestrians and in the very narrow section where there is construction of a building's facade happening, (see video), several near accidents occurred. I can't recount all the times I observed near misses in the past month in both the residential and business areas.

&gt;

&gt; The Health and Safety commission has brought up the issue of safety with the birds at several of our meetings. We all agree that something has to be done to address this dangerous situation and agree to support your commission. Bicycles are not to be driven on the sidewalk - why are the birds doing so? We need to develop some regulations for their use and their storage, keeping in mind that the safety of all concerned is of the utmost importance. We understand that this issue is on the agenda of your next meeting and want you to know of our concern and support. We hope you will propose regulations to ensure the safety of our residents and visitors-bird riders, pedestrians and motorists.

&gt;

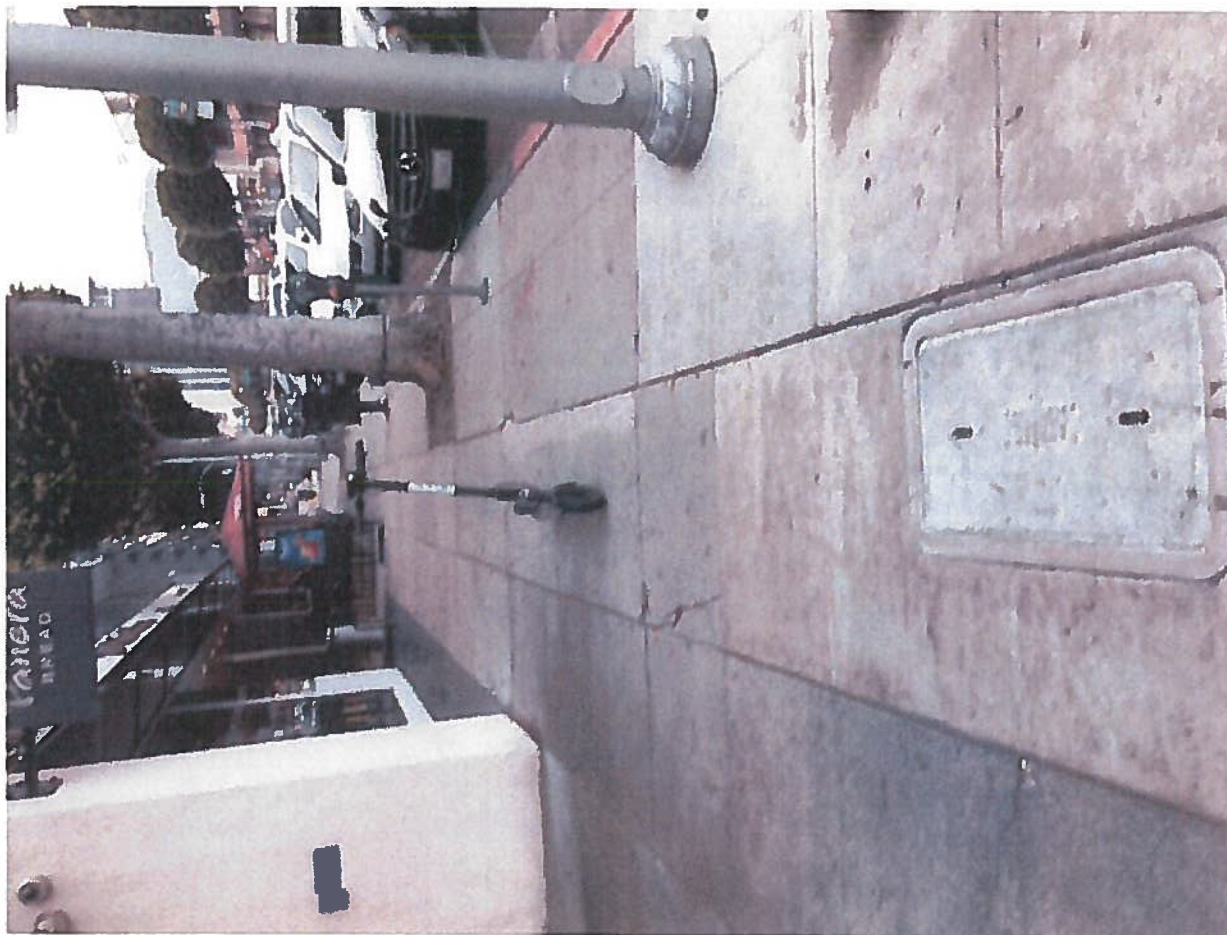
&gt; Thank you for your attention to this matter- Myra Demeter, Ph.D.

&gt;

&gt; --

&gt; Myra Demeter, Ph.D.

**From:** Myra Demeter <  
**Sent:** Thursday, July 5, 2018 10:15 AM  
**To:** Alison Wehrle;  
**Subject:** Bird on beverly drive



Sent from my iPhone

## WebCBH TRANSPORTATION

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**From:** Lois Hirt <  
**Sent:** Monday, July 9, 2018 3:57 PM  
**To:** WebCBH TRANSPORTATION  
**Subject:** Scooter rentals

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** TPC Correspondence

Hi,  
I don't know the exact name of the scooters people rent and leave where they want but...  
Either Friday, July 6, or Saturday, July 7, someone left a scooter on the 9300 block of Clifton right beside my house and a little further down on Clifton, right in front of my garage, left the other scooter.  
If I had to leave in an emergency or for any other reason, I would have had to move it to be able to leave my garage.  
There were plenty of other places to leave them.  
It is somewhat of a dangerous situation.  
Also consider a double stroller trying to pass these, or someone even in a wheelchair, etc.  
Thank you.  
Lois Hirt  
203 N. Rexford Dr. (Corner of Rexford & Clifton)

July 11, 2018

To the members of the City of Beverly Hills Traffic and Parking Commission:

I applaud this commission for taking the time to consider options for regulating dockless bicycles and scooters. These new transportation models are an exciting addition to our transportation environment. I would like to take the opportunity to express my support for Option 2 (develop a pilot permit program) for shared mobility systems and devices in the City of Beverly Hills.

As a UCLA employee and resident of the City of Los Angeles, I've seen Bird and Lime scooters around my workplace for some time and for my home for a shorter period. Scooters have allowed me to get where I need to be in a quick, safe, cheap and fun manner. When I'm running late for a meeting, I take a scooter and the \$1.50 trip means that I get to maximize the time on work. When I'm at home, my husband and I take the scooters to get to the movies or to come home from dinner. Scooters and other dockless shared mobility systems are providing flexible and fun ways for people, like me, to accomplish short trips. I often think we discount how draining getting from point A to B can be. Whether it's figuring out parking, being on a bus stuck in traffic, locking a bicycle, waiting for a Lyft or Uber to arrive, or walking on a hot day, there's a certain level of labor you must go through to get where you need to be. Scooters, on the other hand, are fun and because of their dockless shared nature, they take the pain out of parking or worrying about someone stealing your property.

It's also true that some people are careless with where they place their scooters when they are done with their rides. However, I do not believe that the City of Beverly Hills should take away everyone's opportunity to use scooters and other shared mobility devices in the city because of some bad behavior. By creating a permit program, people can use scooters and devices and the City of Beverly Hills can observe how these new shared mobility systems and devices are used, and then best figure out how to curb the bad parking behavior.

Scooters and other shared mobility devices are in alignment with the goals of the upcoming Complete Streets Plan, the Sustainable City Plan and in accordance with a "park once" philosophy where people do not move their car between short trips. I usually take public transit to arrive in Beverly Hills, so I would not support Option 3 where the scooters are only available from public parking garages. This means the scooters are geared towards people who arrive by car and not all visitors.

I strongly support the City moving forward with Option 2 and I hope to take a scooter around Beverly Hills sometime soon. Thank you for the opportunity to provide feedback on this timely issue.

Madeline Brozen  
Los Angeles, CA

**Alison Wehrle**

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**Subject:** FW: Beverly Hills TPC meeting on Shared Mobility Systems and Devices

**From:** AJ Willmer

**Sent:** Wednesday, July 11, 2018 1:53 PM

**To:** Nooshin Meshkaty

**Cc:** Aaron Kunz

Susan Healy Keane

; Thomas Lord

>; Tom Schreiber

; David Schirmer

**Subject:** Beverly Hills TPC meeting on Shared Mobility Systems and Devices

Chair Meshkaty,

(cc/ Deputy Director Kunz, Director Healy Keane, CIO Schirmer)

(cc/ Thomas Lord, LimeBike and Tom Schreiber, Perch Mobility)

I am out of town and unable to attend the Traffic and Parking Commission (TPC) tomorrow, July 12. I have become a strong believer that a fundamental piece of the last mile mobility infrastructure will be shared dockless systems including e-scooters and e-bikes.

Several weeks ago, the City's Autonomous Vehicle Task Force arranged a meeting with LimeBike, LA General Manager Thomas Lord and Perch Mobility CEO Tom Schreiber. Subsequent to that meeting I learned about tomorrow's TPC meeting on 'shared mobility systems'. I believe that both Thomas Lord and Tom Schreiber will be attending the TPC meeting. Both have constructive ideas of how a City like Beverly Hills can regulate but embrace this new and exciting, albeit disruptive transportation technology. I am particularly interested in Perch Mobility's approach to handling the pickup, disbursement, and charging of dockless e-scooters. I talked to Tom Schreiber today and suggested he email to the the TPC Committee the presentation he made to the AV Task Force.

Thank you,

AJ

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AJ Willmer

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**WebCBH TRANSPORTATION**

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**From:** Thomas Schreiber  
**Sent:** Wednesday, July 11, 2018 12:14 PM  
**To:** WebCBH TRANSPORTATION  
**Subject:** Introduction to Perch prior to 7/12 Traffic Meeting  
**Attachments:** Perch BH .pdf

Good morning,

I wanted to reach out to you in advance of the Traffic and Parking Commission Special Meeting tomorrow. I am the founder of Perch Mobility. We work with scooter operators to provide a higher level of managed scooter services and logistics to developers and small communities.

In conjunction with Lime, we proposed a managed services proposal for the entire City of Beverly Hills that will mitigate the negatives (known and unknown) and protect the City from liability exposure. Our high touch solution would be unique to be implemented on a city wide basis.

I look forward to addressing the meeting tomorrow, but would appreciate an opportunity to enlighten staff and council members on our approach, as I think there is a better outcome for Beverly Hills than the options laid out in your agenda for tomorrow. In late June we had an opportunity to present the solution to the Technology/mobility committee members AJ Willmer, Grayson Brulte, David Schirmer, and Blair Schlechter. All seemed very receptive to our solution.

I look forward to your feedback on how to best have this solution considered and position the City of Beverly Hills as an innovator and leader in Smart City mobility.

Best regards,

Tom

Tom Schreiber  
Founder & CEO  
Perch Mobility, Inc.

# perch

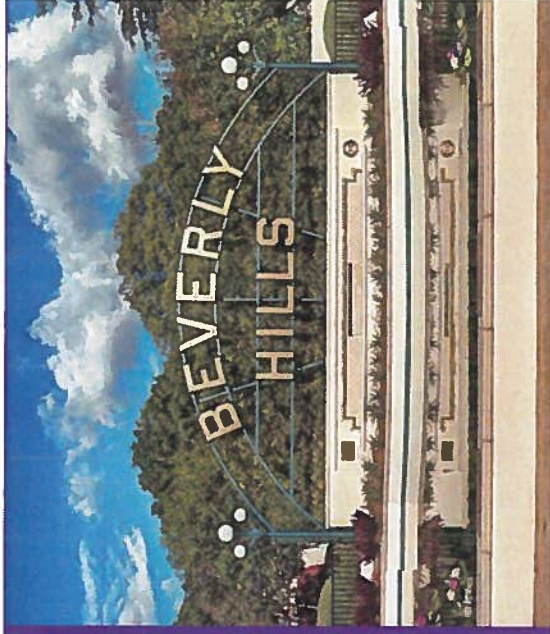
## Sustainable Scooter Logistics

Managed Services Scooter Pilot  
City of Beverly Hills  
June 27, 2018



Getting scooters right  
in Beverly Hills

Locations  
Local Business  
Logistics & Compliance



## Locations

### Perch Hubs

- Approved locations for city authorized scooters only (1 or more)
- AM Drop & all day replenishment
- Signage for Rider Safety & Education

### Perch Mobility Ambassadors

- High volume Hubs
- Rider activation
- Sidewalk cleanup (scooters)

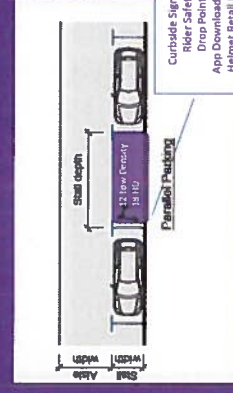
### Drop zones

- Throughout the city
- Availability drives usage



## Parking Space Conversion

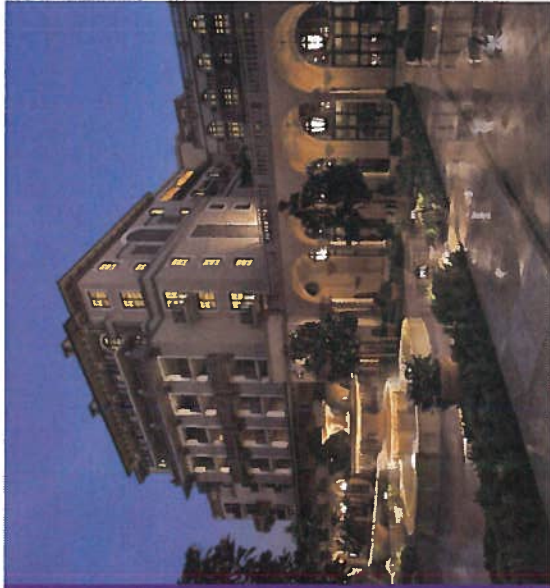
- One spot converts to 12-18 scooter spaces
- Keep vehicles bike lane adjacent
- Drop curbside and keep scooters off the sidewalks.
  - Street load
  - Sidewalk exit
- Signage on curbside on sidewalk





## Local Business

- Deliver local retail foot traffic
  - All day restocking
  - Store front / parking clean up
- Promotions
  - Helmet Distribution
  - Hit tech coming soon (Lime)
  - Loy tech now. Show us your side receipt and get 5% off
- Hotels
  - High capacity 623 stocking
  - Low cost free side code
  - Reduce courtesy car and ride share traffic onsite
- Last mile mobility for employees
  - Remote parking
  - public transportation



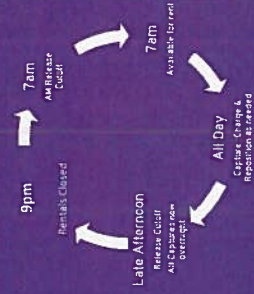
## Perch Sustainable Logistics



Insurance  
iHD racking system  
Safe collection tools  
Social impact employment  
Professional management



PartKale Company



## Enhanced Beverly Hills Logistics

- City approved logistics providers only
- Unauthorized scooter removal (unregistered)
- All day valet (sidewalk cleanup)
- Mobility Ambassadors



## Working Together

Planned Pilot Trial

Define Perch Hubs  
Planned AM scooter delivery locations  
Launch with Perch professional staff using approved vehicles & equipment  
Identify charging resources within the community

All privately funded.



Tom Schreiber  
Founder & CEO  
Perch Mobility, Inc.  
(310) 972-1323  
tom@perchmobility.com

TO: **HONORABLE CHAIR & COMMISSIONERS**

FROM: **STEVE MAYER**

DATE: **JULY 11, 2018**

RE: **AGENDA ITEM 5**

Please permit this communication to comment upon Agenda Item 5 ("Shared Mobility Systems and Devices").

There can be a hybrid of the options as presented in the Agenda Report:

- (1) Since the existing BHMC and state vehicle code already has provisions that create consequences for their abuse; there is no reason to ban devices that will be eventually be permitted;
- (2) There is a means to change the behavior of abusive riders (i.e. when they leave the devices in dangerous places and/or impede pedestrian traffic). Fine the companies for the riders' abuse, but be certain that there is a pass-through.

The problem is more with the riders than the company. The City would be the first to send a message, that abusive riders will pay the price.

As to the argument that the company's cannot charge their riders, all the company must do is modify their user agreement to reflect that fines are pass-through in Beverly Hills

- (3) Since the entire industry is in its infancy, and the various municipal legislative solutions are also nascent, there is no reason to jump into creating regulations that might be prove unworkable, in the long term, and need to be changed in the future.

Thank you for your consideration.

**WebCBH TRANSPORTATION**

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**Subject:** FW: Bring Bird to Beverly Hills! □

**Bird Social Media**

Total responses received: 372

**Sent:** Wednesday, July 11, 2018 5:31 PM

**Subject:** Fwd: Bring Bird to Beverly Hills!

Hello All -

This was forwarded to me by a friend this afternoon.

- Template Support: 347
- Support: 15
- Oppose: 10

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## B I R D



### BRING BIRD TO BEVERLY HILLS

We need your help to allow Bird on the streets of Beverly Hills.

The Beverly Hills Traffic and Parking Commission will be discussing a recommendation to the City Council to **ban dockless scooters in Beverly Hills**, unless they hear from you. It's important that you let the Transportation Commissioners know that you want this safe, affordable, and convenient transportation option in Beverly Hills as soon as possible.

Please send a quick email to the committee to let them know that you support the right to access dockless scooters and to ask that they allow access without delay.

Thank you for supporting Bird and the future of sustainable transportation!

BRING BIRD TO BEVERLY HILLS

**E-MAIL TEMPLATE BY BIRD****347 template support emails received**

**To:** nmeshkaty@beverlyhills.org,jsolnit@beverlyhills.org,jmanaster@beverlyhills.org,dseidel@beverlyhills.org  
**Cc:** transportation@beverlyhills.org  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners,

I am writing in support of the right to have access to dockless scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know firsthand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets.

I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city. Every day we keep dockless scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter.

Sincerely,

A Bird rider and resident



**WebCBH TRANSPORTATION**

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**From:** Ajay Rochester  
**Sent:** Wednesday, July 11, 2018 5:22 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners, I am writing in support of the right to have access to dockless scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know firsthand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets. I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city.

As you know the bus system is difficult to get to , sometimes I or my 18 year old who goes to college has to walk to Pico, and the scooters make it so much easier.

Every day we keep dockless scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter. Sincerely, A Bird rider and resident

Ajay Rochester

**WebCBH TRANSPORTATION**

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**From:** Jeff Maysh  
**Sent:** Wednesday, July 11, 2018 5:30 PM  
**To:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

To whom it may concern,

I am writing in support of the right to have access to dockless scooters and bicycles in Beverly Hills.

Thanks to the scooters, I drive my car less, they are great fun, and good for the environment.

Sincerely,

A Bird rider and BH resident,

Jeff Maysh

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**Jeff Maysh**

**WebCBH TRANSPORTATION**

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**From:** Ruben Kazantsev  
**Sent:** Wednesday, July 11, 2018 5:35 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners,

I have live in Beverly Hills and work in Santa Monica (technology company) so I utilize the Bird/Lime allot. In Santa Monica I no longer take my car for lunch which helps with both the environment, traffic in the city and wear/tear on my car.

During the weekend when home in Beverly Hills I take a bird if there is one available to get around town.

But here is a **HUGE** concern that I think Bird/Lime needs a solution before allowing them to enter into BH. I would say 80%+ of Bird users in Beverly Hills are teens under the age of 18. They follow NO traffic laws, Ive seen several riding 2 teens per bird and multiple time almost hit them with my car when they zipped by.

Suggestion to Bird in Beverly Hills **FORCE** all users to swipe or scan a drivers license each time to confirm they are the registered users.

Since all the teens are using there parents accounts, I know because I was forced to scan my DL at 1st registration.

So as much as I love Bird and the idea behind it I would rather not see it in Beverly Hills until Bird and others like Lime can prove a real solution.

Its just a matter of time before one of these teens get injured or worst.

@Bird and City

I can help test the solution if there is any plan for it.

Sincerely,

A Bird rider and resident

**WebCBH TRANSPORTATION**

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**From:** FA  
**Sent:** Wednesday, July 11, 2018 5:38 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Bird Scooters in Beverly Hills

Dear Commissioners,

Time to put your xenophobic attitudes regarding everything-progress aside, and allow Bird and Lime to operate in Beverly Hills. The scooters will end up in the city regardless. A ban is unenforceable.

Once the Rodeo Drive Metro station is completed, residents and transients alike will require secondary transporter options to bridge the gaps in their commute.

Do the right thing.

Sent from my iPhone

**WebCBH TRANSPORTATION**

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**From:** Jim Garrett ·  
**Sent:** Wednesday, July 11, 2018 5:39 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

Hi there.

First of all, thanks for taking the time to read this one. I know you're getting spammed with this, so I appreciate you taking a moment.

It doesn't have to be Bird, but dockless scooters make sense. It's not like Santa Monica; the people here who use them aren't tourists, they're not vandals, they're not inconsiderate jerks.

They're people like me, who live, work, commute, and exist within our city. Over the past month, I've (safely) driven a scooter to doctor appointments, to the library, even once to the grocery store.

It's good for the environment. It's good for the people. It's good for the city.

Thanks.

Begin form letter:

Dear Commissioners, I am writing in support of the right to have access to dockless scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know firsthand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets. I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city. Every day we keep dockless scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter. Sincerely, A Bird rider and resident

**WebCBH TRANSPORTATION**

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**From:** Craig Bruenell <  
**Sent:** Wednesday, July 11, 2018 5:59 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Birds in Beverly Hills

Hey, Guys! I rode a Bird for the first time today and a few hours later I got an email from them asking me to write you in support of allowing Birds in BH. The automatically generated letter is below. I do like the idea of allowing these things, but with conditions.

1. I want an easy way to report riders who leave Birds in places that block access to the sidewalk, driveways or even street parking spots. The sidewalk should be considered blocked if a stroller or wheelchair can't easily go past it. I don't want to see Birds dumped on lawns either. The reporting method could be new functionality in their app, a number to text, or an email. The number and/or email should be clearly displayed on the Bird.
2. The rider who blocks access with a Bird -- presumably the last rider -- should be penalized. I realize this leaves the last rider open to malicious tampering. Someone could move the Bird to block the sidewalk on purpose. There should be a way to moderate these. Maybe taking a picture when the Bird is locked would help.
3. It may be unrealistic, but it would be nice if somehow kids without driver's licenses could be prevented from riding. Possibly finger print or facial recognition could be used.

Best,  
Craig

Dear Commissioners, I am writing in support of the right to have access to dockless scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know firsthand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets. I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city. Every day we keep dockless scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter. Sincerely, A Bird rider and resident



**WebCBH TRANSPORTATION**

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**From:** Scott Munro  
**Sent:** Wednesday, July 11, 2018 6:05 PM  
**To:** David Seidel; Jacob Manaster; Jay Solnit; Nooshin Meshkaty  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners,

I don't drive and these scooters are a life line. They're a brilliant alternative for me and I love them. Please don't ban them. I commute to work on them and need them.

Please consider those who don't drive and use them to get around. What else can I do? There are no safe cycle lanes provided by Beverly Hills for cycling.

I am in support of the right to have access to dockless scooters and bicycles in Beverly Hills. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets.

I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city. Every day we keep dockless scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter.

Sincerely,

A Bird rider and resident

**WebCBH TRANSPORTATION**

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**From:** Bryant Kreaden  
**Sent:** Wednesday, July 11, 2018 6:07 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION; advocacy@bird.co  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners,

I edited Bird's email to say I support Bird but I do feel Bird should pay to put docks in certain designated areas and coordinate with the city to do so. I do like and use Birds it is defiantly a great way to get people out of their cars. However Bird needs to provide at least some infrastructure to avoid them cluttering the city but also to not make users walk around looking for scooters that do not exist.

I am writing in support of the right to have access to scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know first hand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets.

I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city. Every day we keep scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter.

Sincerely,

A Bird rider and resident

Bryant Kreaden

**WebCBH TRANSPORTATION**

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**From:** Hunter Woodworth  
**Sent:** Wednesday, July 11, 2018 6:40 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners,

I am writing in support of the right to have access to dockless scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know firsthand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets.

I love capitalism at work and hate when cities try to ban new innovations. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter.

Sincerely,

A Bird rider and resident

**WebCBH TRANSPORTATION**

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**From:** Allison samek  
**Sent:** Wednesday, July 11, 2018 7:14 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners --

I truly use bird for both work and recreation in Beverly Hills instead of my car. I am a BH resident and I absolutely want to continue to have these scooters in the neighborhood. I understand that they might need to be regulated but i URGE you not to ban them. They save me a car trip almost every single day.

Best,

Allie Samek

Dear Commissioners,

I am writing in support of the right to have access to dockless scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know firsthand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets.

I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city. Every day we keep dockless scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter.

Sincerely,

A Bird rider and resident

**WebCBH TRANSPORTATION**

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**From:** Robert Olson  
**Sent:** Wednesday, July 11, 2018 8:33 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please Keep Bird OUT OF Beverly Hills

Dear Commissioners,

I am writing to support keeping dockless scooters out of Beverly Hills.

Although I am a user of Bird scooters, they are a nuisance due to the inconsideration of riders.

Regardless of laws or the company's attempts to educate riders, the scooters will wind up creating hazards for elderly people and pose safety issues as riders flaunt the laws prohibiting their use on sidewalks.

Keep Beverly Hills safe, clean and orderly

Sincerely,

A Bird rider and resident

**WebCBH TRANSPORTATION**

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**From:** Ryan Stanton  
**Sent:** Wednesday, July 11, 2018 8:41 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners,

As surface lots have all been converted to mega-office buildings and traffic has drastically risen, there has been an ever **INCREASING LACK OF REASONABLE PARKING SPACES AVAILABLE** In Beverly Hills. Coincidentally, or maybe not, parking citations and fees have also escalated. All this hindering the common store front owner's business...in addition to exorbitant rents which are sure to create another abandoned Robertson Blvd phenomenon. Hence, I am writing in support of the right to have access to dockless scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know firsthand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets.

I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city. Every day we keep dockless scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter.

Sincerely,

A Bird rider and resident

P.S. I would prefer BH focus on banning the increasing bum population and also remove the eyesore unused green bikes.

Sent from my iPhone

This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by reply email or by telephone at \_\_\_\_\_ and immediately delete this message and all its attachments. Nothing in this message should be interpreted as a digital or electronic signature.



**WebCBH TRANSPORTATION**

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**From:** Noah Furie  
**Sent:** Wednesday, July 11, 2018 9:49 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Allow Bird

Dear Chair Meshkaty and Commissioners:

I am writing in support of the right to have access to Bird scooters in Beverly Hills.

I have used Bird scooters in West Los Angeles near my office and think they would be a good mobility option in Beverly Hills.

I support allowing Bird providing scooters in Beverly Hills.

Noah Furie

## **WebCBH TRANSPORTATION**

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**From:** Jonas Brock  
**Sent:** Thursday, July 12, 2018 11:25 AM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners,

As a lifetime member of the Beverly Hills community I find it outrageous that this is even up for discussion. I should be able to freely ride and access Bird scooters around the Beverly Hills area. Not only does this result in less congestion and street traffic, it also brings down pollution within the community — making for a greener community.

Sincerely,

A Bird rider and resident

**WebCBH TRANSPORTATION**

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**From:** Daniel Sakhai  
**Sent:** Thursday, July 12, 2018 1:37 PM  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners,

In addition to the below, which is all true, I wanted to add a little bit of my own experience. These dockless scooters have helped me, my friends, and my family, all get around other parts of Los Angeles with great ease. They make it easy to take in the beauty of the world around us, as well as to feel more connected to our community by not being trapped inside a car with doors and windows.

I am writing in support of the right to have access to dockless scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know firsthand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets. I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city. Every day we keep dockless scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter.

Sincerely, A Bird rider and resident

Daniel Sakhai

OPPOSE

**WebCBH TRANSPORTATION**

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**From:** Chris C  
**Sent:** Wednesday, July 11, 2018 5:20 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

**Categories:** TPC Correspondence

The below email was sent from Bird in an effort to persuade you to allow them on our streets. They do not belong here and should only be in recreational areas such as the beach. They will crowd and clutter the streets and endanger pedestrians as well as Bird users.

Please do not allow them in our city.

Chris Chaney  
Beverly Hills Resident

Dear Commissioners,

~~I am writing in support of the right to have access to dockless scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know firsthand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets.~~

~~I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city. Every day we keep dockless scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter.~~

Sincerely,

~~A Bird rider and resident~~

OPPOSE

**WebCBH TRANSPORTATION**

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**From:** John Marshall  
**Sent:** Wednesday, July 11, 2018 5:23 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please allow Bird in Beverly Hills

Dear Commissioners,

I am writing to deny access to dockless scooters and bicycles in Beverly Hills. As an active Bird rider in the LA region, I know firsthand how these scooters have encouraged me to drive less. Riding scooters has given me a greater appreciation for the need for more alternative forms of transportation and made it easier to avoid the awful traffic clogging our streets.

I encourage you to provide the residents of Beverly Hills a choice to use a more sustainable option to get around our city. Every day we keep dockless scooters off the streets is another day that keeps Beverly Hills behind other cities in the region that have embraced alternative forms of transportation. I ask that you support Option 2 in the staff report, and lead like Santa Monica, adopting a model that allows fleet sizes to grow dynamically, as more people choose this mode of transportation rather than cars. Thank you for your hard work on this important matter.

Sincerely,

A resident and someone that is against Birds everywhere. I have tripped on two of them while texting.

John Marshall

OPPOSE

**WebCBH TRANSPORTATION**

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**From:** Jake Wolken  
**Sent:** Wednesday, July 11, 2018 5:24 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please DO NOT allow Bird in Beverly Hills

**Categories:** TPC Correspondence

Dear Commissioners,

I am writing in support of the Beverly Hills Traffic and Parking Commission's recommendation to ban dockless scooters in Beverly Hills. As a Beverly Hills resident who works in Santa Monica, I have personally witnessed many injuries occur as a result of bird riders using these scooters on the sidewalks. Furthermore, I have seen firsthand how careless people are with where they leave these scooters. The one time I saw a Bird in Beverly Hills, the person riding it left the scooter right in the middle of South Maple Drive. I do not want Beverly Hills littered with these scooters, nor do I want the safety of Beverly Hills pedestrians threatened by Bird riders. I sincerely appreciate your hard work on this matter, and look forward to a safe resolution to this issue.

All the best,  
Jake Wolken



OPPOSE

**WebCBH TRANSPORTATION**

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**From:** EDWIN KOROURI  
**Sent:** Wednesday, July 11, 2018 6:00 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please OPPOSE Bird in Beverly Hills

Dear Commissioners,

I am writing in opposition to the right to have access to dockless scooters in Beverly Hills.

As a new UCLA graduate with a BS in psychobiology, I know firsthand how these scooters have ruined our campus and resulted in the injury of dozens of friends and family members. They began as a novelty item and were the cool new trend on campus, but soon they were found littered everywhere, ruining the aesthetic of our beautiful campus for all. Before we knew it, everyone had a story about being hit by or almost crashing into a Bird. I do not want this to happen to our prestigious city.

Riding scooters, while fun and occasionally convenient, has given me a greater appreciation for the need for regulation of the forms of transportation in not just Beverly Hills but LA in general. Some might say it makes it easier to avoid the awful traffic clogging our streets. I completely disagree. The shortcuts provided to selfish riders make the traffic they so passionately complain about worse for everyone else. Avoiding these riders makes the difficult task of driving in Los Angeles even harder--drivers (and even pedestrians) like myself find ourselves kowtowing to reckless behavior, compounding the already deplorable LA traffic.

Indeed, there have been countless times where I or my loved ones have had dangerous encounters with riders who break traffic laws all while riding without helmets. Often, the ones who commit these traffic violations are children and teenagers who are either ignorant of traffic laws or blatantly violate them for the fun of it, unaware that their decisions can result in serious injury, lawsuit, and more. The [LA Times recently ran an article](#) where over a dozen or so Angelenos who were personally injured by dockless scooter riders voiced concerns over the dangers of Bird (including a woman who was knocked unconscious by a rider who did not bother to even stop to apologize!). I'm sure there are hundreds, if not thousands, more stories like this.

I encourage you to provide the residents of Beverly Hills with the peace of mind to travel safely around our city. Before we begin entertaining the idea of adopting dockless scooters, why aren't we addressing the concerns of bike riders, who are bullied by drivers and frequently have no designated lanes to ride in around our city. They are as affordable and eco-friendly as dockless scooters, but do not litter our neighborhood nor cause nearly as many accidents.

I ask that you OPPOSE Option 2 in the staff report, and do not make the same mistake Santa Monica and Westwood have made. Thank you for your hard work on this important matter.

Sincerely,

Edwin Korouri  
Beverly Hills Resident



OPPOSE

**WebCBH TRANSPORTATION**

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**From:** D Mill  
**Sent:** Wednesday, July 11, 2018 6:19 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** BAN Bird in Beverly Hills

**Categories:** Purple Category

Dear Commissioners,

I am writing in opposition to dockless scooters in Beverly Hills.

The reasons are simple.

1. The scooters are left all over the sidewalks, free use to a profit-maximizing organization. This is a public nuisance.
2. Almost all of the users are children, without helmets, without licenses. This is a complete violation of Bird's very own use policy. The scooters are also being used on sidewalks, again a violation of bird's own rules.
3. There is and will never be any enforcement of rules by the BH police. As such, banning is the only solution.
4. Before someone is killed, which is inevitable due to the danger of the devise and profile of users, it is preferred to simply ban now.

Thank you for your hard work on this important matter.

Sincerely,  
Dave miller

OPPOSE

**WebCBH TRANSPORTATION**

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**From:** Jonathan Lavi  
**Sent:** Wednesday, July 11, 2018 7:16 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel; WebCBH  
**Subject:** TRANSPORTATION  
Please DONT allow Bird in Beverly Hills

Dear Commissioners, I am writing against the support of the right to have access to dockless scooters and bicycles in Beverly Hills. They are dangerous and create liability. I was walking my dog one night and tripped over a scooter that was left laying on the sidewalk. People just drop them anywhere they go and when it gets dark outside , you cannot see the scooters.

I think this would bring a snowball effect of problems and liabilities for the city. Just ask the city council of Santa Monica what they think about Bird scooters. They would never have accepted them , if they knew all the problems that they create.

OPPOSE

**WebCBH TRANSPORTATION**

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**From:** Andrew Brooks  
**Sent:** Thursday, July 12, 2018 8:17 AM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** PLEASE!!!!!! NEVER ALLOW BIRD

**Categories:** Purple Category

Dear Commissioners,

My name is Andrew Brooks and have been a 40 plus year resident of Beverly Hills going back to Hawthorne Elementary school and BHHS. I currently still live in Beverly Hills and have an office as well on North Canon Drive. I am vehemently opposed to allowing these menace scooters in Beverly Hills. They are a nightmare for a number of reasons.

1. People ride them on the street not side walks. I have almost run over 3 people already they think they are cars not scooters.

2. They are a liability to residents. I am an orthopedic surgeon and can tell you with near certainty. Somebody is going to get killed from these soon. It will occur from either a collision or a fall which exposes the city to liability. Some lawyer will say the city didn't repair a crack or a pot hole or whatever.

3. Users of these devices simply have no respect for where they leave them. They are dumped everywhere. Looks like trash.

4. The company is untrustworthy. They have lied to the city of Santa Monica about the number of scooters deployed after Santa Monica attempted to make an agreement. They deployed many more. The city of Santa Monica is now picking up and retaining scooters to get a handle on this menace issue.

5 Much of the business district in BH is centered around people walking and shopping. The litter these create on the sidewalk are bad for business as somebody will trip over these soon.

I can go on and on as to why this is a bad idea. We don't need it. Even if the City of BH retained 100% of the revenue from the blight of this bird species, it wouldn't come close to being worth it.

Please don't let this irresponsible, duplicitous company operate in Beverly Hills.

Sincerely,

Andrew Brooks M.D.

OPPOSE

**WebCBH TRANSPORTATION**

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**From:** pauline van valin  
**Sent:** Friday, July 13, 2018 11:59 AM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please GET RID OF Bird in Beverly Hills

Dear Commissioners,

I am confused. I live in Beverly Hills and your disaster of a creation, these Bird scooters, are ALREADY HERE!!! There are obnoxious riders zooming through stop signs, ignoring basic safety such as wearing helmets and failing to observe proper scooter etiquette-on any given day they can be seen riding on sidewalks and traveling in line with traffic as if they were cars. I am counting down the days until someone gets run over and killed on one of these contraptions. I am not some old angry person with an outdated opinion-I'm 33. These things are littering the sidewalks when peak hours are over and make the city look abused and abandoned. I personally volunteer to remove them from the streets and drive them back to SM. I don't know what it's going to take to get these things out of my life-I'm confident this letter is about as effective as a wet match. Fortunately for me and likeminded people-these idiots keep refusing to wear helmets. Vroom vroom!!

Sent from my iPhone

## WebCBH TRANSPORTATION

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**From:** Jon Brooks  
**Sent:** Saturday, July 14, 2018 3:14 PM  
**To:** Nooshin Meshkaty; Jay Solnit; Jacob Manaster; David Seidel  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Please do NOT allow Bird in Beverly Hills

Dear Commissioners,

I am writing AGAINST support of the right to have access to dockless scooters and bicycles in Beverly Hills. As an 45 year resident of the city who pays a tremendous amount of taxes I know firsthand how these scooters have encouraged reckless behavior by many children . Riding scooters has given me a greater appreciation for dangers of these birds. I almost cracked by head open. This company is run by a bunch of petulant children who only care about short term gains in selling stock in their private co. Shame in these millennial

I encourage you to provide the residents of Beverly Hills a voice against this stupid product and BAN them from our city We do not have the infrastructure or space for these dangerous devices

Sincerely,

A resident, a tax payer and concerned citizen Jon Brooks

Sent from my iPhone



OPPOSE

**WebCBH TRANSPORTATION**

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**From:** Jeffrey Kausek  
**Sent:** Thursday, July 19, 2018 8:07 AM  
**To:** David Seidel; Jacob Manaster; Jay Solnit; Nooshin Meshkaty  
**Cc:** WebCBH TRANSPORTATION  
**Subject:** Keep Bird out of Beverly Hills

Dear Honorable Committee Members,

Bird, Inc. has launched an email campaign to have us pressure you into allowing Bird Scooters to operate in Beverly Hills. I have deleted their original auto populated email and written my own email encouraging you to approach this decision with skepticism and humbly suggest that you deny them this business license.

Any claim that these scooters reduce congestion is unsupported by data; such assertions are pure conjecture. In fact, I would go further and say that the scooters answer a "transportation" need that was never there: the chance to move about on a scooter created its own demand, it did not solve for the transportation problem people currently face.

Furthermore, the scooters are an eye sore and clutter the streets and sidewalks with property that in any other scenario would have city services removing them and expounding them. Beverly Hills should remove and empound them.

The scooters encourage chaotic and unsafe behavior on roads built for cars and sidewalks built for pedestrians. Even in bike lanes, the scooters are unsuitable, as the nature of the powered scooter in the hands of an inexperienced rider makes for nothing more than potential call to fire and rescue personnel thereby diverting resources from residents and costing the city in emergency funds.

Please do not go the way of Santa Monica. Birds create chaos on walking paths and sidewalks and at street intersections. They are trip hazards that litter sidewalk corners and ought not be invited into Beverly Hills.

Please feel free to ask me more about my unsolicited opinion. Thank you for reading.

Jeff Kausek  
132 N La Peer Dr #2  
Beverly Hills