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Thank you for the opportunity to speak to you today.

I am Professor Megan Ryerson, the UPS Foundation Chair of Transportation at the University of Pennsylvania and a Professor of Transportation Engineering and Urban Planning. I am the Founder of the Center for Safe Mobility. My expertise is in studying how travelers — you and I — choose our mode of transportation for each trip, and how these choices affect the economy, pollution, congestion, and quality of life. I am here to speak in support of a transportation system that includes e-scooters helping people get from A to B while promoting a vibrant transportation system and economy.

Scooters will be a new choice that some, but not all, will choose for getting around. Across the U.S. we have seen the demand for driving and rideshare drop when scooters are introduced. This is also great news for people who still want to keep driving: fewer cars on the road means less congestion and less scrambling for parking.

These new scooter riders create a safety in numbers effect for others. When you and I see more people out walking, biking, and scooting, we feel drawn to do the same.

Safety in numbers gets more people out biking, walking, and scooting, which brings an increased demand for separated, protected, multipurpose travel lanes. Across Pennsylvania separated lanes for slower vehicles and faster vehicles have made people safer and keep everyone behaving -- drivers paying more attention, cyclists not biking on the sidewalk, pedestrians waiting for the crossing time. And we certainly need more safety. In Pennsylvania last year, there were over 1,100 fatalities and 81,000 injuries on our roads. My city of Philadelphia has the dubious distinction of having the highest rate of traffic deaths per capita. Nearly half are pedestrians and cyclists; 10% are children. We have a transportation safety crisis today and we cannot just rely on expensive enforcement. The only way to address this crisis is through design: infrastructure that slows down traffic at intersections, makes pedestrians and cyclists more visible, and physically separates fast cars and slower bikes and scooters.

Building safe infrastructure and giving people new modes, like e-scooters, will have a positive ripple effect across the economy, congestion, and quality of life. Researchers at the University of Missouri just discovered that if Kansas City implemented safe protected infrastructure, local

businesses would benefit from \$500 million in increased spending and more than 700 lives would be saved over the next 20 years. Why? In short, safer transportation infrastructure effectively brings businesses and opportunities in the city closer together by making it easier to get from A to B.

Imagine if the sidewalk between the Capitol and the Amtrak station was not there. Very few of us would walk to the station. Those of us who did would slow down traffic, causing congestion; we'd also be putting ourselves in an unsafe situation. People would stop walking because they would feel alone out there; there are no "eyes on the street". Many of us would take a taxi, causing needless congestion. But build a sidewalk and people walk, shop, and experience the city, which reduces congestion, pollution, and increases the vibrancy of a place.

For these reasons I believe scooters are an ally in safe mobility and in building economically vibrant places. They bring awareness and visibility to non-motorized options. They incite demand for safer, separated facilities, accelerating development beyond what we could achieve with walking and biking alone. They are an ally in transportation equity by accommodating those physically unable or uncomfortable biking and mitigating issues of station placement.

I encourage the committee to allow for electric scooters; to put protections in place to ensure that scooters themselves are safe and well maintained; and to encourage cities to work with the scooter companies to invest and design safe transportation infrastructure to build vibrant Pennsylvania cities.

Thank you.