

A special meeting of the Board of Aldermen was held Tuesday, June 25, 2019, at 6:45 p.m. in the Aldermanic Chamber.

President Lori Wilshire presided; City Clerk Patricia D. Piecuch recorded.

Prayer was offered by City Clerk Patricia D. Piecuch; Alderwoman Mary Ann Melizzi-Golja led in the Pledge to the Flag.

The roll call was taken with 12 members of the Board of Aldermen present; Alderman Gidge, Alderman Lopez, Alderman Clemons were recorded absent.

His Honor, Mayor James W. Donchess, and Corporation Counsel Steven A. Bolton were also in attendance.

COMMUNICATIONS

From: Lori Wilshire, President, Board of Aldermen
Re: Special Board of Aldermen Meeting

There being no objection, President Wilshire accepted the communication and placed it on file.

PRESENTATION

EScooter Program Presentation with Julie Chizmas, Long-Range and Transportation Planner, and Matt Briggs VEO Ride Company, Regional Manager.

Julie Chizmas, Transportation & Long Range Planner Community Development Division

Hi I am Julie Chizmas, Transportation & Long Range Planner with the Community Development Division here at the City of Nashua. I am simply here to welcome and introduce Matt Briggs who will share with you information about one of the newest additions to VEO Ride's transportation options platform which is the electric scooter. So without further ado, Matt. Thank you.

Matt Briggs, Regional General Manager VeoRide

Like she said my name is Matt Briggs. I am the Regional General Manager for VeoRide responsible for our Northeastern Region. First I want to thank the council and Mayor for allowing me the opportunity to speak and to introduce this very exciting program. I know we have had the opportunity to showcase our hardware to some of you with our manager, Ezra Richardson. He spoke very highly of everything that is going on here and I've watched with a little bit of an arm's distance but have been nothing but extremely excited to announce this new addition.

The first thing I want to do is spend a few moments talking about our hardware a little bit for those of you that hadn't had an opportunity to see it in action yet. I wanted to discuss why it is a little bit different from some of the horror stories you may have heard on the news and elsewhere and talk about how it is going to be folded into the program as it exists today. And then I will answer your questions, that's really what I wanted to spend the bulk of the time today on.

So first, the hardware itself, as you can see it doesn't look like the toys that you may have seen on the streets of some of the bigger cities. It is very sturdy, it has a very low center of gravity, that just helps first time riders, the first time that folks give this a shot, it is much more stable, it's very capable of dealing with pot holes, cracks in

the road, etc. So it is meant to be a sturdy, transportation device to get people from Point A to Point B and to really supplement the Bike Share Program that we have seen have so much success so far already in the past year. They are also quite a bit of fun.

The next topic that I wanted to dig into a little bit is how this will fold into the existing system that we have. So one of the education elements that we are really going to push in our messaging through social media, through standard media channels is that this to operate a lot in the same ways as the Bike Share Program. Parking still needs to be out of the right-of-ways, not impeding any ramps, in much of the same way as all of the bikes have. And a lot of the success that we have seen after the first, you know, few months of the program here, the number of issues and the number of complaints has dropped significantly. So we want to continue that momentum and just showcase that these operate under many of the same rules. You still scan it with the app that starts the clock, off you go. It unlocks the motor and when you are done, you lock it in the app and that's that, leave it parked responsibly and ride according to the rules that have been agreed upon. That is another concept that we will have physically attached to each of these scooters, especially for these first few weeks is a small flyer that talks about the different rules; riding in the road, staying out of sidewalks, parking responsibly, etc. We are working very closely to make sure that we capture all of that messaging and that users are able to understand where these are supposed to go and where they are not supposed to go before they unlock it for the first time.

With that, I would like to extend a special thanks to Mayor Donchess and Julie for all your support and excitement and energy in bringing these devices to the streets of Nashua. We are very excited and think this is going to be a great success. So if any of you have any questions I'd like to address those at this time.

President Wilshire

Thank you Matt.

Alderman Klee

I know this probably seems odd, but helmets, I am a little concerned about that. I don't believe that there are rules and regulations that say you have to have helmets any more than bikes unless you are a certain age. Is this going to be a requirement and if so that means people are going to have to walk around with their helmets in hand and so on?

Mr. Briggs What we showcase is we encourage helmet use. We require folks to follow local laws. One thing that will be incorporated in the first few weeks of this launch; we will be doing multiple events with helmet giveaways and encouraging folks to wear helmets and to promote safe riding habits. But that being said, you are right, it is unrealistic to expect every rider to have a helmet with them at all times. We are also entering into a partnership with a collapsible helmet manufacturer to where we can offer discounted rates on helmet that you are able to carry around and are a little bit more portable. But that's something that we hope to announce in the near future.

Alderman Laws

Could I just get you to pull up the slide, two or three slides ago with all the technical – there you go. I just want to make sure I'm not asking questions that have already been answered. I'm good for now.

Alderman O'Brien

Being a State Rep we have had a couple of issues that come up with autonomous vehicles and everything and one of the questions, like I know a gray hair older guy that probably would think this is going to be a lot of fun you know what I mean and attempt to ride it. But the thing is, could you just briefly explain what liabilities your company is accepting? Because this is different than a bicycle that already has existing State Laws and we have municipal laws. So we are into something, though I have nothing wrong with the program, but I am concerned with what happens, the inevitability, if something goes wrong and where does the liability come back to?

Mr. Briggs It is part of our user agreement that those that choose to use our service do accept liability for their actions. But that is where we spend these first few weeks really talking about safe ridership behavior, promoting helmet use, to minimize as much of those incidents as possible.

Alderman O'Brien

Follow up? In your previous you know with other communities and everything, has there been any issues or anything along the liability lines that has come back, particularly I am looking to protect the City of Nashua with this endeavor.

Mr. Briggs Of course, of course. And we do have certain agreements with different communities requiring insurance protections and things that we do maintain. We actually maintain double the minimum standard coverage that the industry is promoting at this time. In case of some type of incident, something that hasn't been foreseen yet because this industry is so new, but we have not had any reported incidents yet.

Alderwoman Melizzi-Golja

Yes I have a couple of questions. First what are the age restrictions for using this?

Mr. Briggs According to our terms and conditions it is 18 and up.

Alderwoman Melizzi-Golja

OK. You made references to "agreed upon rules with the City". Could you summarize those, I mean I don't believe I've seen a copy of those. So if you could flush that out a bit, what are the agreed upon rules. I am asking because I've had several people comment to me about where these are going to be driven, how fast they go and concerns not necessarily about people using your bikes. But people in general, not being aware of their surroundings and zipping in and out. So just if you could summarize what your rules are.

Mr. Briggs Generally it more just maintaining the same posture that we have with the bikes and staying off the sidewalks is some of our main messaging is what we have talked about. And with the City is just making sure that these are operated away from pedestrians, again, just trying to minimize the potential for accidents and such.

Alderwoman Melizzi-Golja

OK. And how fast do they go?

Mr. Briggs If you get going downhill are governed at 15 miles an hour but just going on flat surface, generally 12.

Alderwoman Melizzi-Golja

Ok and just one more, where are they currently being used?

Mr. Briggs

Right now we are operating our scooters in Austin, Texas, Chicago, Illinois and Knoxville, Tennessee.

Alderwoman Melizzi-Golja

OK thank you.

Alderman Laws

I am little concerned about, there are a lot of bars and restaurants downtown. A little bit concerned about people consuming alcoholic beverages and then hopping on one of these things. I assume the same laws as operating a vehicle would apply?

Mr. Briggs Yes, depending on how the State classifies a motor vehicle, which I apologize, I am not exactly sure right now as far as how it applies in New Hampshire. But if it is classified as a motor vehicle, then DUI rules do apply.

Alderman Laws

Follow up. How do they get charged?

Mr. Briggs I actually can demonstrate. Another thing that we feel separates our hardware from many of our competitors is the swappable batteries. Essentially this panel does lift up. This panel flips up and it has a battery than we are able to swap out. If we do have a malfunction like this and this one does, then we do have a van that we will use to pull these up and it has a charger port directly on the scooter itself. But being able to swap their batteries and not having to pull the unit off the street is what I think makes our operation model much better than most of our competitors.

Alderman Caron

Yes thank you, can you tell me how many you are planning on putting out on the streets?

Mr. Briggs We will have 75.

Alderman Caron

75. Follow up. So I've gotten calls concerning the fact that the bicycles are sometimes dumped on people's lawns and then they are trying to find someone to pick them up. Are you going to have some set rules that they can't just be put in a neighbor's yard. Or do they have to be at a particular location, returned to a particular location?

Mr. Briggs The same parking rules that apply to the bicycles will apply to these. Because these scooters operate off of batteries, it just by a matter of physics we do need to put our hands on these a little more often than our bikes so we will have a larger staff and another full-time employee that we will have stationed here in Nashua to be more responsive for those types of situations.

Alderman Caron

OK thank you.

Alderman Schmidt

Thank you. Is there an indicator to let you know how much energy is in a battery so if you're going all the way home you don't get half-way there.

Mr. Briggs Yes Ma'am. On the top here, for those that are able to see there is an LED indicator that shows how much battery life is available.

Alderman Schmidt

Follow up. And how is it standing upright.

Mr. Briggs It has a small kickstand.

Alderman Schmidt

Thank you.

Alderwoman Melizzi-Golja

Could you just bring it forward, thanks.

Alderman Klee

I have two questions, first in reference to the battery life on it. What is the battery life? So we know that there is an indicator, but if there's one there and I decided I wanted to do it and I went on line and did the app and so on, would the app tell me what the battery life is on that particular one and so on.

Mr. Briggs The app does tell you how far the battery will take you. So each battery is rated at 38 miles. Generally we anticipate 25 just given terrain and differing body types and so forth. And that's what our algorithm is based off of. But once you go to unlock, before you actually start your ride, it'll have a battery life indicator along with the expected amount of distance that you have.

Alderman Klee

Follow up and the question is will this be ridden in bike lanes or road use? The reason I ask this question is I too have been getting a lot of calls from people who actually bike. They are concerned that they are going to be in the bike lanes and then these vehicles. And I've gotten concerns from drivers that are saying, I'm going to be going down the road and I'm going to have a scooter in front of me that's going 12 miles an hour.

Mr. Briggs It is intended to operate in the bike lanes. Whenever a bike lane is available, that's where we encourage scooter use as well. Generally we haven't had too much of a problem with traffic, even in some of the larger cities like Austin and Chicago. But that is where we encourage riders to use, because that is a protected area that is safest for both the riders and drivers. For roads where the speed is less than 35 miles an hour, or 35 miles an hour or less, we encourage riders to also use a lane when possible to be as far to the right of the lane to allow traffic to pass safely when the situation arises.

Alderman Klee

Just a quick follow up. In keeping with that, you mentioned the other communities of Austin and Chicago and so on. Have there been any issues with those on bicycles feeling the negative impact of these in those lanes, especially when we are going to put 75 on the streets?

Mr. Briggs Not necessarily; it is similar to vehicle traffic, once a situation is safe the bicycles are able to pass the scooters because they generally go faster than the scooters are. So what we have really seen in those communities is because usage for the scooters has been so much higher than any docked bike share programs, it actually creates a lot more advocates for bike lanes and safe bike commuting and such. So generally an after effect of introducing scooters to a community is improved bike infrastructure and such. So we have made quite a few allies in the bike community.

Alderman Klee

Thank you.

Alderman Dowd

Two questions – one do we have any input from the Police Department, as to how they feel about these scooters operating on the street?

Mr. Briggs I can't speak on that at this time, no.

Ms. Chizmas

We have not reached out to the PD but I can certainly do that. We did that in advance of the Bike Share. I just found out that the scooters could be launched as soon as tomorrow so I've got to accelerate my schedule to speaking with them. But I do have a contact at the PD that we worked with for the Bike Share and will do the same outreach effort.

Alderman Dowd

My other concern as it is to some degree on bicycles, actually I just thought of another question too, but on Main Street where the cars are parked and they pull out of the parking space and they are looking for a car, they may not see a scooter if it's close. I'm afraid sometimes they won't see a bicycle, I'm just concerned, where do they ride on Main Street. Side streets is probably not as big of an issue, they can ride in the bike lanes and all that. But that would be one concern on Main Street, because it's difficult to even see cars coming sometimes. The other thing is, are these allowed to be parked on the sidewalk or do they have to be parked in the street. If they are parked in the street do they park in a parking space?

Mr. Briggs They are encouraged to park on the sidewalk out of the right-of-way in the same area that the bikes have to.

Alderman O'Brien

Thank you, I have two questions one is follow up to Alderman Caron's statement which is legitimate. Some of these could be left at people's houses, I know the bike and this probably is the same communicates, how it communicates, satellites, if it is in a zone that isn't really high usage, somebody goes and picks it up. But in the case that Alderman Caron brings up, if the device is left and the bike or scooter is left at a place where it is unwanted, is there a number and is it on the City Web Site that the citizen can call and what would be the time frame to have it removed? And then the second question, you can answer it all at once, is the scooters at a wrong angle, but the lights stay on 24/7 and it is a rear light that the people can see the device?

Mr. Briggs To get to your first question, there is a number that I believe the City Web Site links to our Customer Service that has both a phone number and an on-line form that you can submit. In which case our response time to those is we aim for like during business hours, within 2 hours. Outside of business hours, then within 2 hours of the next business day. To address the concern, our phone number is also physically on the device itself. That being said, one of the tactics that we have been using here with the bicycles when we do get a report of someone that parked it inappropriately, we will reach out to that specific user. Early on in the program, especially with scooters, we will issue warnings and just try to educate, this is inappropriate and here's why. But afterwards we will assess fees for improper parking behavior.

For the lights, both the front and rear light will be on while the scooter is unlocked and able to be moved. Once you disable the scooter and lock it the lights turn off.

Alderwoman Melizzi-Golja

This really isn't a question for you so I'm going to look at the audience, where are we with developing our bike and pedestrian program and how is this fitting in and how is this all coming together.

Ms. Chizmas We are actually in discussion with the Nashua Regional Planning Commission right now to see about getting some help for a bike/ped plan. Definitely high on my list of things to do; and also working with DPW to make sure that all the right people are at the table when we develop this plan. But we are having talks with NRPC right now to develop a scope of work to develop that plan. I think it involves public outreach, it involves a lot of analysis of the existing infrastructure that we have and where people are and where they want to go. And making sure that we develop our bike lanes appropriately, so it is ongoing, actively, currently I don't have a plan in-hand right now though. But again we get the data about where these devices are being used, so more to the bikes. So that helps inform us as to where people are using them so again we can prioritize our investments appropriately.

Alderwoman Melizzi-Golja

First of all Julie thank you, and I knew it was in process, but I wasn't quite sure where it was. And I ask because when the lanes appeared the Courthouse Oval, I know some of us got phone calls about those. Like how was it determined to put them there and certainly there is safer than Main Street to Alderman Dowd's point. But I think people also look at that as it is a real crazy place to drive, so adding one more lane may not actually be the most helpful thing there. But people have to get around Main Street some way. So in listening to the discussion where these are going to be driven, I just think it is really important and I know you understand this, what we look at the traffic and where these are going because they are going to move quicker. I don't know how much noise they generate but you know people are playing their music, and sometimes with my windows up I can hear their music and they have their windows up too. So we know that they are not going to hear this and that is just a fact of life. So for the rider safety as much as anything else, I think we just need to think about where these are going to be operating. And then as we move forward with that plan, how we make sure the riders, these or the bicycles know where it is perceived to be safer to ride. I am not going to say "safe" but safer to ride. So that's my concern about these operating with nothing being very well defined yet.

Ms. Chizmas I think the education that Matt spoke of will be a really important part to the success of this and any program involving whether it is bikes or trails or new technology that we are bringing in. We are kind of seeing where this educates us on the development side, as to where we should be putting in bike lanes and that is part of the NRPC analysis. They had done one a couple years ago looking at origins and destinations and hey if you fix the sidewalk then kids could get from here to there more safely. So we will be continuing that kind of analysis again using the data from the devices themselves.

Alderman Tencza

I just have a question. So Alderman Laws brought up about people who were drinking and may hop on one of these scooters. Have you consulted with the Division of Motor Vehicles about whether someone needs a license or some kind of special moped license in order to ride one of these. I hate to see someone get in trouble because they rent one and then their license is suspended or something and then they are pulled over.

Mr. Briggs One of the, and this is across multiple states, one of the benefits of this technology is giving access to those even if they don't have a vehicle or don't have access to a vehicle.

So we don't require a Driver's License and that's s one of the benefits of this program is to give transportation options to those that may not have them. So as far as regulating operation of these at a State Level, that hasn't come up yet.

Alderman Tencza

And if I may just follow up. I guess I'm not concerned about regulating them at the State Level, I'm worried about whether people need to know that they need to have a license or a moped license in order to hop on one, I guess that is something that they would have to determine for themselves.

Alderman Jette

So I mean this with all due respect, but when I hear you talk about things across multiple states and you don't, maybe I'm wrong, but you don't seem to have a very detailed knowledge of the laws of this State. You are a big company, I'm sure you have high paid lawyers at your beck and call who could advise you about this and maybe our Corporation Counsel can help us. But I am wondering whether or not we need to adopt some legislation to regulate these things. I look at our present ordinance and just quickly, but I look at it and it appears that this thing is defined and comes within the definition of a motor vehicle. I am assuming without knowing, but I am assuming that these things cannot legally go on the sidewalks. So how do you get it from the street on to sidewalk to park seems technically like a violation. I don't know if our Corporation Counsel has had a chance to look at the local and state laws regarding these things or not.

But I am concerned about your rules are fine, but how are we going to enforce that if there are no laws that specifically regulate these things. Our laws didn't envision these things; these are brand new things. I am concerned about people riding them on the sidewalks. You know the bicycles are not supposed to be ridden on the sidewalks but they are. These things seem like a potential hazard. I am not trying to throw a wet rag over what might be a very good thing, but I am wondering whether this has been properly vetted. And if I could through you Madam President, ask our Corporation Counsel whether he has had a chance to look into this or not?

Steve Bolton, Corporation Counsel

I have not been asked to look at this prior to tonight; I will look at it. But as you point out, the bicycles are being ridden on the sidewalk all the time, as are skateboards and other things, happily not cars very often. Not much is done to control the fact that bicycles and skateboards and other things are being operated on the sidewalks although technically they ought not to be. I think this is a motor vehicle, unless I am mistaken and that will certainly will be one of the things I check into. So if someone has their license to drive, revoked or suspended, I don't think they are going to be operating this either. Non-motorized bicycles I think are not motor vehicles because they don't have a motor so that is in a different category. But I have not specifically reviewed the ins and outs of all legislation and frankly I would prefer that the private company who makes money on this devotes the time of their lawyer to it. That might be something to think about as well.

President Wilshire

Alderman Jette are you all set?

Alderman Jette

Well just to follow up. So should, before we launch this program, shouldn't we ask would it be appropriate to ask them to provide us with some legal opinion regarding you know what laws and ordinances pertain to these things and whether or not allowing them to operate in the City is permitted under current law. Or whether some laws need to be changed or written to do that?

Attorney Bolton

You could certainly request such an opinion.

Alderwoman Melizzi-Golja

To follow up on that and Alderman Laws' comments, I guess I have concerns that look at both ends of this. I would hate to have someone think that if they come out of a bar and they know they've had too much to drink they are going to leave their car wherever it is parked and hop on one of these. And then find out they also have a ticket and maybe do something to themselves or someone else. And then as Attorney Bolton just stated, I would also not want to see someone who has had their license suspended, think that this is OK too and do the same thing to get around town. And it is concerning to me that could happen from either side of that. I have not had overwhelming support expressed to me in favor of this program. I think we need more information because I think we owe it to citizens. If we are putting these out there and someone takes one because they think they've had too much to drive their car home and then they end up in a similar situation or worse, they don't have a helmet on and they drive one of these home knowing they've had too many drinks. I think that's a problem. So I think that we need to fully understand and maybe reaching out to the Police Department is another venue that your company should be looking into so we can be very clear with the citizens as to what this involves and what their responsibility and obligations are and what could possibly happen as a result of an accident with this vehicle. Thank you.

Alderman O'Brien

Well now I'll put on my other hat as Vice Chair of the Transportation Committee for the State of New Hampshire. It is my opinion initially this may already come under the OHRV rules within the State. We probably need to take a look at that, which kind of follows the motor vehicle rules but yet it is kind of relaxed of OHRV as far as the age of people who are using it. In the case that people do, we are a State that relies on tourism and there are people up in Bartlett that get on their four wheelers and have at it and go out and have a good fun at the age of 16. However, they have to be supervised by somebody who is 25 if it gets passed, depending upon the Governor. But anyways we will see what happens.

But my question is we could sit all day and peel this banana sort to speak. So my question is, have you entered into the other cities in an agreement, like how long is this going to be? In other words, instead of putting a sunset clause on it or something like that, could we get into a trial period, evaluate the situation and then see if some of our worse fears do come? Would be able to immediately terminate if we determine that it really isn't working out? And I think that's more of what I would like to hear because I could sit all day and say, oh this could happen, that could happen, but you know when it does happen I think we need to have a venue to be able to address it immediately. Could you speak on that please?

Mr. Briggs Yes in the other cities that we operate our scooters in it is one of two ways, it is either under a pilot program, similar to what you are talking about where the scooters are invited in from multiple companies or a

single company for a specific set period of time, under a specific set of rules. Or it managed through a permitting system where you just are issued a permit for a specific time period and operate under the rules of that permit; and renew it as the period comes up.

President Wilshire

I am going to take one more question, we are way over on our time and we another presentation. So Alderman Lopez, since you haven't had the chance to speak.

Alderman Lopez

I was just curious and this is a question to Attorney Bolton, how are seated scooters treated under motor vehicle licenses?

Attorney Bolton

How are what treated?

Alderman Lopez

Seated scooters, like elderly people driving motorized?

Attorney Bolton

I guess things like a Vespa scooter has to be registered like a motor vehicle has to be registered, if we are talking about something different?

Alderman Lopez

I was thinking more like electronic wheelchair kind of devices?

Attorney Bolton

I don't think wheelchairs have any registration requirements. I guess the fair answer is I've never looked at that issue.

President Wilshire

I have a member of the public if the Board would be so inclined to allow one member of the public to ask a question? Feel free to come forward sir, give your name and address for the record.

Peter Schafer, I live at 15 E Street and I own both an E Bike and a Segway Mini. So I have some idea, this is actually a big concern of mine because you can start deciding something is a bicycle or it (inaudible) it is going

to impact a lot people. Years ago when the Segway's came out there was a big deal about whether it is going to be motor vehicle or non-motor vehicle and was specifically designed to go on sidewalks like a car goes on the road. I have a Segway Mini which is not quite the same thing as a Segway, it's a smaller version of it, the wheels are maybe about that size. And the other thing is I have an E-Bike, it's just a regular bicycle, I can ride like a regular bicycle, I can push a button and it will assist me, give me a boost when I'm going up a hill, I'm 69 years old and I had a heart attack a few years ago, I need a bike that when I have an issue, I need a little boost, ok? I don't want someone saying I can't ride my bike because it is a motor vehicle. So there are a lot of issues and they haven't been resolved in the country as far as I know. So I really think that it would be in our best interest, all the different kinds of things that are available, they are all over the place and they are used for different things. And the thing is, it's not just about VeoRide, people are going to buy them, they are starting to buy them a lot OK? So you are going to have to discuss the issue.

The other thing I wanted to say about this particular device is it has got pretty small wheels, it'll work, like you could take it Mine Falls Park, and fall off the sink holes (inaudible). But the main item, critical item, is at night this thing gets thrown out into the street, I'm going to run over it. There is no way I am going to see it. So you need to put lights or whatever on it so it's reflecting. Thank you.

President Wilshire

Thank you sir. Ok what I would ask is that if anybody has any questions or concerns that they please forward them to me and Sue Lovering and we will get them to the gentleman and get all your questions addressed as best we can, ok?

Alderman Laws

I'm sorry but they are saying that the program might launch tomorrow. Is it still going to launch tomorrow before the concerns are addressed?

President Wilshire

I'd have to ask the Mayor that question.

Mayor Donchess

Well I think tomorrow morning Ms. Chizmas and I and the Legal Department should meet to talk about these legal issues. But we were, as Mr. Shafer just said, I mean these things are in a category and maybe technically they would be categorized as a motor vehicle but you know they are slower than a bicycle and not that much faster than an electric wheelchair. We really hadn't thought of should this be treated as a motor vehicle, I mean we were thinking it certainly would not be. So it would be relatively unrestricted in its use like bicycles. Technically bicycles, you can't drive them on the sidewalk but as we were talking about that issues, when they first brought this in, we were riding around the plaza, like 3 or 4 bicycles go by in like 4 minutes, right? So there are all kinds of bicycles on the downtown ... at least on Main Street because of the heavy traffic volume. People off Main Street are riding in the road but on Main Street mostly it is often people riding on the sidewalk. So I would suggest that we meet on this tomorrow and see what we can come up with.

I don't think we should categorize this as a motor vehicle. Otherwise, what about all the stuff that Mr. Shafer has raised, the Segway, the E-Bike, the Electric Wheelchair, I mean how is that different from this. What if it goes 10 and this goes 15 and we are going to say well they can't? So I think it requires a little more discussion.

President Wilshire

I think it doesn't require any more discussion.

Mayor Donchess

Later, I meant later, not right now.

President Wilshire

No I understand Mayor. But we have two other meetings and we need to move on. Thank you Mr. Briggs for your presentation this evening and we look forward to a really good resolution to have these out there. Thank you so much.

ADJOURNMENT

**MOTION BY ALDERMAN O'BRIEN TO ADJOURN
MOTION CARRIED**

The meeting was declared adjourned at 7:26 p.m.

Attest: Patricia D. Piecuch, City Clerk

VeoRide – Nashua, NH Scooter Introduction

6/25/2019



VeoRide eScooter: Parking and Safety Enhancements

Parking Enhancements

Actively Managed No Park Zones

VeoRide enforces no park zones

Scooter Display Parking Indicator

Displays no-parking zone or a preferred parking zone on scooter and app

Horizontal Detection Sensor

Notifies the User if scooter is lying on its side; local staff if scooter is on its side, blocking walkway

“Carrot and Stick” Parking Rewards

Provides incentives, warnings and fines for Users to park properly



Integrated Chassis Lighting System

Active safety measure for low-light pedestrian and automotive awareness

Safety Enhancements

10-inch wheels; Larger Platform

Bigger wheels and platform provide more stable control

No-Ride Zone Shutdown

Shuts off electric power if ridden in a no-ride zone

Dual Braking System

Equipped with brakes for both front and rear wheels

Swapping Extended Battery

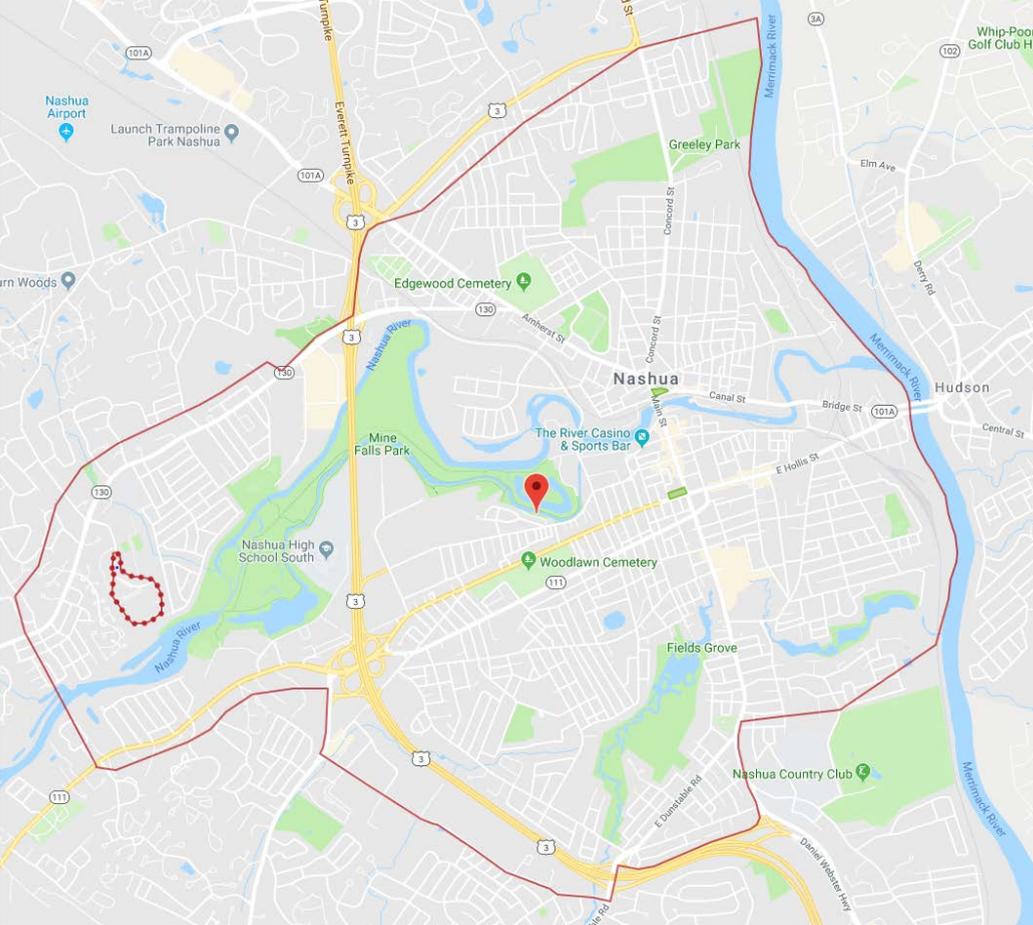
Battery maintenance by VeoRide staff; higher low-end torque for hills

Quality and Safety Tested

eScooters have passed the most stringent US consumer products testing

Complement to Existing System

The existing service area will remain the same, bikes and scoot will operate under the same rules. Please practice safe and proper riding and parking practices.





Special Thanks to Mayor Jim Donchess and Julie Chizmas for their ongoing support.

Questions?