More Letters to the editor:

<p>Keeping all scooters illegal merely invites the dangerous law breaking behavior that has so tragically affected the gentleman mentioned in the article. My prayers to him and his family.</p></p>

<p>Rusty Feasel Dallas, Texas</p></p>

<p>I was livid after reading that article! Even though I ride a push-scooter, not an electric scooter, I had to respond to that article immediately. (I'll send you a copy of my letter next week -- I'm on jury duty this week and won't be back at my office computer until then.)</p></p>

<p>Although I think the gas powered vs. electric powered issue is an important one, I think the writer's "anger" is directed at more than just the sound of scooters -- that writer saw ALL scooters as a menace to pedestrians.</p></p>

<p>The writer of that article is probably one of the many pedestrians out there who views anyone on a two-wheeled form of transportation as a menace. There are so many bicyclists in the city who run red lights with reckless abandon and weave illegally through filled crosswalks that these cyclists give everyone else on two wheels (read: scooter riders) a bad image. We need to address the willingness of scooter riders to abide by the bicycle laws and the traffic laws of the city when writing to government officials concerning the legal status of electric scooters. We need to be seen as MORE responsible than bicycle riders to change their minds on this issue.</p></p>

<p>Sincerely, --Jenny Robbins Upper West Side Xootr scooter rider (6 miles a day)</p></p>

<p>Dear New York Times, Electric Scooters are a safe clean way of alternate short term travel. Your view was distorted and one sided. It is not like they are going to be driven on the highway. And are as easy or easier to control than a bike. The speed limit that they can travel is controlled and it is just as easy to go fast on a bike which is much
higher off the ground. I suggest you do a little more research. Thanks for letting me
voice my opinion. Lauren
</p>
<p>Good Afternoon. We are Wild About Scooters in Sherman Oaks, California. We sell
mostly all electric scooters. We are having a really hard time understanding why with
pollution and overcrowding, the idea of electric scooters in not catching on. The powers
that be should be embracing the new technology that now offers electric scooters that are
far superior to many gas scooter which are both noisy and often smelly. Electric scooters
should be the wave of the future right alongside electric vehicles. Communities should
be embracing the idea of electric scooters being used the same way bicycles are. For the
most part, they don't go any faster than a bicycle, they make little or no noise and are slim
and trim like a bicycle. Why are we ignoring this opportunity to improve our
societies/environment? I think the answer is that the idea of a scooter conjures up
thoughts of those scooters flying down the street making loud buzzing noise that you can
hear from inside your house. Electric scooters don't make hardly any sound at all - they
really are much more akin to bicycles and should, therefore, be classified just like a
bicycle. Please work with us to promote something that could and should be the wave of
the future - communities creating more bicycle/scooters lanes for people on short
commutes to work - isn't this what we need? Help us to make this a greener planet!
Pamela Topa Lionel Douglass Marty Valinsky Wild About Scooters
</p>
<p>Re: Andrea Elliott 9/16/00 article "Scooters, Long a Nuisance....." I would hope that Ms
Elliott would make a distinction between the noxious gas powered Scooter, with it's
obnoxious air and noise pollution, from the quiet & environment friendly Electric
Powered Scooter that uses the same battery technology that the leading Auto makers are
currently designing to meet the US Govt. goals for reducing fossil fuel pollution. They
are a excellent alternative mode of transportation and are being widely used by the
Police, USPS and Messenger Service companies throughout the nation. To include this
modern, state of the art Electric Vehicle in the same descriptive class as that gas operated
nuisance is limiting the publics education on current transportation choices. Thank You,
Dave Eccles
</p>
<p>I would like to stress the safety and efficient mode of transportation that my electric City
Big scooter has provided me for a year. I have a spinal disk disease and needed to find
away to get around town. I am not in a wheelchair yet and this has given me freedom to
do things I had trouble doing before. It is quite, safe and stable. They need to be
recognized as an alternative for the disabled, and an alternative to fossil fuel
environmental polluting machines.
Lynn Crain- scooter rider
</p>
These scooters represent a large portion of our business. An attempt to making these illegal will only increase customer awareness and will increase retail sales. This is one of the high spots in retail today. Just go to Google and enter electric scooters and you will find not hundred but thousands offered as well as e-bay. These scooters represent an excellent alternative to an automobile. This would assist in usage of a non emission vehicle. One less car. They are energy efficient, quiet, environmentally correct and safe when appropriate rules of the road are followed. Go to our website at www.tonkinbikes.com. You will find links to the Oregon statutes for the legal use of electric bicycles and electric scooters. These are listed in a sub category of bicycles and must follow safe usage on all state roads. If all states would create laws such as Oregon and California, accidents would be totally minimalized. Jon Geffen, General Manager

Alternative Fuel Vehicles

<p>
Here is a copy of the letter I wrote to Andrea Elliot..... Hello, I find your article Scooters, Long a Nuisance, Draw Anger as a Safety Risk to be both enlightening and somewhat misleading... To compare Gas Powered Scooters with Kick or Electric Scooters is like comparing the World Trade Terrorist Incident to a small house fire... Yes, Gas Powered Scooters piloted by 15 year old kids are an accident waiting to happen and by all means should be illegal. (Many manufactures of Gas Powered Scooters Clearly state that their products are NOT intended for use by anyone under the age of 18.) Gas Powered Scooters in general within the city limits should be illegal due to the sheer noise pollution they create. Gas Powered Scooters can go... However it is important to recognize that Not all Scooters are in the Gas Powered Category. There are many Responsible Adults who ride Kick powered or Electric Scooters for transportation and recreational purposes that pose no risk whatsoever to those around them on the City Sidewalks. If an adult should cause some disruption, then they can be held accountable for their actions. Good judgment and proper skill are required to ride a scooter safely but ANYONE over the age of 18 should possess these basic skills in order to survive!! (Especially in New York City!!) The issue here is not necessarily Scooters, but those who ride them. Gas Powered Scooters should be illegal. However Electric or Kick scooters should be allowed within the city limits PROVIDED you have a PERMIT to own and ride one... The City could issue Permits for Scooters and Charge a fee for this... (Charge 20.00 or so for the permit and require the individual to take a Scooter Safety Awareness Test in order to get one.) The city could impose an age limit of 18 years old for the permit. These permits could be issued by the city OR by those who sell Scooters within the city limits. The Scooter owner must then carry the permit on their person at all times while riding and must display it on demand to any police officer. Fines could be issued for those who do not possess this permit. etc. etc. The city could make a fortune in issuing these permits and collecting fines!!
</p>

Dear New York Times

<p>
I thought you had fired Jayson Blair, but your article on Scooters makes me wonder if he might still be working for you under some disguise. Your article is a bit misinforming, particularly for not making the proper distinctions for "Electric Scooters" from their noisy, un-wholesome counterpart, the "GAS POWERED" scooter. Electric Scooters are a silent, ecologically friendly, reliable, inexpensive alternative of transportation in the city, and should really be treated no different than a bicycle. Electric Scooters are usually no faster than bicycles (plus you don't get to work all sweating and stuff), and probably safer than even brake-less Roller blades. Heck, more Electric Scooters would actually make the city safer, for if we had more "Electric Scooters" in the streets, we would have a lot less pollution with less Taxis going around, and you tell me which you'd rather have run you over. Give intelligence a break. Defend Electric Scooters.

Sr. Minimo

I read your recent article on the danger posed by gas powered scooters. I don't totally agree with the policy local law enforcement is taking on the topic. They have made all scooters illegal including electric ones which pose no more danger than a standard bicycle. I know because I've owned one. They do not go fast or far in relation to the gas powered models. The electric scooters should be legalized and controlled in the same manner as bicycles are, they should be allowed to ride in bicycle lanes and routes as well since in my opinion there is not that much difference. It is only a question of which means of transportation you want to use: Skates, roller blades, bicycles, skateboards, scooters, etc.

AJ

Dear Kim, Here is the copy of an Email I sent to Mr Dickey (his real name) who makes the decisions for the Phoenix Metropolitan Transportation System Or as everyone in Phoenix calls it, The "Phmts" pronnounced "Fumutts" I hope you can see how many people the old order affects with their instant freeze type of decision-making. I will go one better for you, I will copy your letter and send them both. I know the people on the New York Times Editorial Staff won't like to the idea they have the same mentality as those who run the Phoenix Metro system. After all, they are more sophimisticimated than
we are, right? John Mr Dickey. I need the scooter because the closest bus stop to my office is almost 2 miles and it's just a little too hot to walk it in the morning and definitely too hot to walk it in the afternoon. (Aside: My office is right across the street from the University of Phoenix. I thought you were supposed to provide "Public" transportation. Oh, that's right, to the political bigwhigs who voted a brand new Baseball Stadium, the poor and the middle class can't afford to go to The University of Phoenix anyway, so why should they provide Public Transportation to it?) Anyhow, this morning, I was refused service by a bus driver who didn't even have the decency to stop and let me know why he wouldn't pick me up! He just pointed at the scooter folded up beside me and wagged his finger at me as He went by! I called to complain and your complaint personnel said Portable Electric Scooters are NOT allowed on the bus because the batteries are considered dangerous! This unit I have has a sealed re-chargeable battery which is probably the most stable battery on the market! In tests it has been dropped 1,000 feet without breaking open! My question to you is, and I would appreciate a real answer instead of one of your canned ones, how can I go about helping change this archaic regulation? I mean, get with it! This is the twenty-first Century! I realize it took thirty years for your Administration to install bike racks, but is it really going to take that long before you realize your custom's need some compliance to allow them to have Portable Electric scooters on board the bus? Thanks, John D. Velarde - Former Host of "The Midnight Hour" and founder of the Midnight Hour Ministry.
</p>

<p>If all cars were twice as fuel efficient, we wouldn't have to import oil. SUV's are the hazard - to other motorists, to pedestrians, to bicyclists. Our dependence on oil make the problems in the middle east more dangerous. The money that flies out of the country for oil weakens us. The developing nations have a right to energy also. The country has to adjust and stop giving autos the free-ride. Martin</p>

Dear Letters,<p></p>

<p>The latest generation of electric scooters is clean and quiet. The average electric scooter is much safer and more stable than the Segway for example, which is inherently unstable and requires gyros to maintain stability.</p>

Electric scooters contribute to a cleaner environment by allowing people to travel extremely economically, and if the electricity used to charge them is relatively clean then the scooter is relatively clean as well.<p></p>  

Please don't confuse the two different types, they are very different in several important ways. You would be doing your readership a disservice if you don't offer them some insight into the pros and cons of the scooter issue.<p></p>  

Sincerely Yours,
Steve Feher  
Honolulu  
This article points out some very valid points concerning gasoline powered scooters. They are noisy and dangerous. Electric scooters should be regulated differently because they offer a clean, safe and quiet way to travel within the city.  
Art Lewis  
<p>Please don't lump gas-powered scooters together with electric scooters in your coverage. Electric scooters are clean and quiet and every commuter riding one is helping to reduce air pollution and noise in the city. New York should do more to encourage and promote clean forms of transportation: bicycles and electric scooters.  
</p>
Richard Narramore, scooter commuter  
<p>To the editors; Your piece about the scooters on the streets is really not showing the full truth about scooters. There are electric scooters that are quiet and very efficient forms of transportation. These scooter riders are using up very little space. If those people weren't on the scooters they would probably be in cars or cabs taking up plenty of space and adding to the huge traffic problems downtown. Would you prefer that? Even the gas scooters, though louder, are not polluting as much as a car. They too use very little space while traveling, and they don't need a parking space. The cost of owning the average car is between $4500- $7500 per year when you add all of the operating costs plus parking to the monthly payments. Scooters are a tool that can be used by people who can't afford a car. A scooter allows a person to get around more economically. They also encourage the use of public transit. A person can ride his scooter to the bus or train station, ride into town, then ride the scooter to the office. This is the way to make New York safer for everyone by eliminating one more car coming into the city. Wouldn't you like that? Scooters whether electric or gas powered should be regulated the same as bicycles. No regulation would be best. But the only thing that might need to be done in regard to gas powered scooters is to regulate the sound level of the exhaust. There are some kids who remove the normal exhaust pipe and make their scooters very loud. The more people your paper gets to ride scooters (by making favorable reports) the fewer cars will be clogging the city. If you drive a car there will be less traffic for you. If you don't drive a car it means fewer cars on the streets to hit you in the crosswalks. Either way, more scooters (bicycles too) means quicker flowing of traffic and shorter commute times for all. Scooters and Bicycles are part of traffic. They are also faster than cars in the city during peak traffic hours. Your readers should know about that as well. Scooters do not endanger pedestrians. Whenever I ride a scooter I do not want to hit a pedestrian because I don't want to bother anyone and because it would slow me down. Why would I even ride near people? I prefer to stay clear of people. Pedestrians are killed by cars. Scooters can't kill anyone. Cars turning against the light are the main cause of pedestrian injuries and deaths. The most a scooter could do to a pedestrian is to bruise an ankle. Why don't the cops write tickets for cars turning against the lights? Clearly they are endangering all
of the pedestrians! Forty-one thousand people die each year in car accidents. Why doesn't your paper get on the bandwagon to ban cars? Obviously if injury or danger is a concern, cars should be the number one target. One hundred and eighty-thousand people die each year from mistakes made in hospitals. What is your position on that? I hope this bit of information puts scooters into perspective for you. Scooters are economical, environmentally friendly, safe for the careful rider, safe for pedestrians, and good for the city because they reduce automobile traffic and all the attendant problems with cars. I give you permission to print this letter in full.

Thank you. Sincerely, Mr. Michael Beninate

I am responding to Andre Elliot's article "Scooters, Long a Nuisance, Draw Anger as a Safety Risk" from my home in Minnesota at the request of NYCE wheels, who have a good website devoted to small electric-powered scooters and bicycles. An overweight engineer of 54, I am using an electric-assist bicycle to commute eight miles to work (and back) several times a week. The power assist on this bike kicks out at 17 mph, which is a speed I could attain on a regular bike. The advantage is that I arrive at work with a half hour of exercise I ordinarily wouldn't have gotten, and am not so sweaty that I need a shower. The power assist recharges overnight. I am saving energy, polluting less, losing weight, gaining strength and enjoying the outdoor environment. If there is added danger to me, it must be weighed against the danger of a sedentary lifestyle. This vehicle behaves in traffic exactly like a regular bicycle and should be regulated as such. Cars are incredibly dangerous (and not just to the driver), yet they are not banned, can still be sold and are supported by unending amounts of infrastructure. The perfectly safe option of Personal Rapid Transit has been invented for 35 years and most people don't even know it exists (check out taxi2000.com if you don't). Anyway, I don't see how I am doing any harm riding my electric bicycle. We need more clean alternative transportation and should not regulate it out of existence.

La modernité intellectuelle ne consiste pas à adopter tout ce qui est nouveau simplement parce que c'est nouveau. Cela nécessite abord de la curiosité, puis de l'objectivité pour évaluer l'intérêt de tel ou tel produit ou service. Quand on a eu la chance de pouvoir essayer un scooter électrique, une évidence s'impose: si les produits actuels ne sont pas encore parfaits, il est tout à fait prévisible que ce mode de transport rencontrera un vif succès, dès lors que la technologie aura estompé les quelques inconvénients encore connus. Une preuve d'intelligence serait de préparer les esprits à comment ces nouveaux véhicules pourront trouver une place dans la cité, tout en préservant la tranquillité des piétons ? Par exemple dans certaines villes de Hollande, la voie de droite est réservée aux véhicules propres: vélos, électriques... Réfuter les scooters électriques, dénigrer leur utilité, ou exacerber les faibles risques qu'ils représentent constituent sans aucun doute
une manifestation d'obscurantisme moderne. Aucun argument objectif ne peut contester l'utilité des scooters électriques pour le transport de proximité, au profit de n'importe lequel des modes de transport actuels. Une autre preuve d'intelligence serait de se remémorer qu'aucun véhicule n'est responsable de son conducteur. La dangerosité de l'utilisation d'un véhicule quel qu'il soit revient systématiquement à la maturité et la responsabilité de son conducteur !
</p>

(I don’t understand a word he is saying)
</p>

Dear Editor, I read with concern your September 16 article titled "Scooters, Long a Nuisance, Draw Anger as a Safety Risk" by Andrea Elliott. The article is not only misleading but also unfair. Yes, gas-driven scooter is a nuisance because of the annoying noise, pollution, high speed, and thus the potential risk to the rider as well as to the innocent pedestrians. It has to be controlled. With my personal experience, this is hardly the case with "electric scooter" as it is quiet, environmental friendly, economical to run and gentle because of its low speed. I believe it is no more dangerous than riding a bicycle when riding an electric-powered scooter. We should not confuse ourselves to think that gas-driven scooter and electric scooter are the same. They are not. We have to be fair to electric scooter. I strongly feel that electric scooter should have its legal status. Sincerely, Mico Lee
</p>

This article condemns electric and gas powered scooters with main evidence against them being the death of a man who was going against traffic and was not wearing a helmet. This makes as much sense as condemning autos because of death of a driver without seat belt going against traffic. Come on, get real!! I have owned an electric scooter for nearly three years and ride it nearly every day; I always use a helmet, have a yellow flag on fiberglass pole attached to the rear, have a good rear-view mirror, go with motorized traffic, and have never come near to having an accident. This scooter replaced my bicycle when a hip problem made me give that up. I ride it by same rules as the bicycle, enjoy it as much and it gets me where I want or need to go. The electric scooter does not pollute air nor is it noisy; in fact I have approval from management to ride it inside my apartment building and do so safely and with no opposition from other residents. My scooter charges easily from any 110 volt outlet, as needed. I have no experience with gas powered scooters, but my electric scooter is comparable to a bicycle, should be regulated comparably, and I encourage others to join me in this safe, easy, convenient means of transportation in town or city. Respectfully, Marlowe D. Thorne
</p>
Re: "Scooters, Long a Nuisance, Draw Anger as a Safety Risk," the headline is misleading in its brevity.

As the body of the article makes clear, it's *gas*-powered scooters that are the bane of pedestrians and motorists.

Where are the accidents involving electric-powered scooters? Where are the noise complaints about them?

There have been none.

Right now, the NYPD is testing the Segway Human Transporter, dismissed by some as a "fancy scooter." This is the very same device that our own President, George W. Bush, fell off. Yet he has not called for their extinction.

Let's be clear that gas scooters should be banned. And that electric-powered scooters, which are quiet, travel at lesser speeds, and which are pedestrian-friendly, should be made legal in these days of two dollar MTA fares.

===== Mike Cane

In the early part of the last century a driver of a horseless carriage had many restrictions put upon him. Many were forced to stay out of the main areas of town, sound their horns frequently or even send up rocket flares at night at certain intervals. The complaints about these motorized vehicles were numerous: they put deep furrows in the dirt roads and streets, their noise and backfires startled horses, and occasionally someone even died while driving them. If we were to have reacted to those early cars the way that the TIMES would have had us we would still be in the pre-modern age waiting for the technology to be perfected before unleashing it on an unwilling public. Our forefathers fortunately had better foresight than that. They endured the hardships and tragedies that were inevitable in the face of changing technology and changed the world around them to suit it. Up to and including the attitudes that restricted the new
breakthroughs. Mr. Zavorosky should be mourned, but it is not the scooters that are particularly at fault, it is the environment that has not yet adapted to include alternative vehicles as a legitimate mode of transportation. How much does the average Joe spend in transportation in a year? It probably rivals the $300 that Mr. Zavorosky paid for the bike, and in his mind at least had less restrictions. To the TIMES I make this simple appeal; "get with the times." Your attitudes are uneducated and even detrimental to the evolution of our society.

J. S. Hann Winchester, CA

Dear Times Editor,

I was very disappointed in the article "Scooters, Long a Nuisance, Draw Anger as a Safety Risk". Ms. Elliot made little reference to the electric scooters sold in the city, and what she did say was sparse. Electric scooters are slow, quiet and not illegal. They are safe and inexpensive, they do not guzzle gas and create a ruckus. Perhaps Ms. Elliot should consider a follow up article siting the large support that electric scooter are gaining.

This misrepresenting article gave all scooters a bad name, not just the dirty noisy gas scooters, that truly deserve it. In many other states the electric scooter is treated no differently than a bicycles, why was that not addressed in this article?

There is a major difference in electric and gas powered scooters, the differences themselves would make for good reading and a great article. Furthermore, with the 'bans' on gas scooters, people will be looking for alternatives, why not be the first paper to suggest the electric scooters? Thank you for your consideration.

Kindest Regards, Jennifer E. Oliver

I am writing in response to the article "Scooter, Long a Nuisance, Draw Anger as a Safety Risk" by Andrea Elliott published on September 16, 2003. This article unfairly portrayed electric scooters as being a nuisance in the same light as gas scooters. I am requesting that the New York Times publish another article on alternative transportation emphasizing the difference between clean, safe, and quiet electric scooters and loud, dirty, polluting, dangerous gas-powered scooters. Electric scooters are not the same as gas-powered scooters. Electric scooters range in speed from 15 to 17 mph versus gas-powered scooters up to 65 mph. Electric scooters are used mainly by commuters as a
safe, clean alternative to public transportation. They are very quiet as compared to gas scooters, being run by rechargeable batteries instead loud, dirty motors. Motorized scooters are clearly more dangerous and seem to be used more as a recreational device. I am asking the New York Times to urge the City and State governments to regulate electric scooters like bicycles as they are in many other states across the U.S.

Sincerely, Michelle Crawford

I am responding to Andre Elliot's article "Scooters, Long a Nuisance, Draw Anger as a Safety Risk" from my home in Minnesota at the e-request of NYCE wheels, who have a good web site devoted to small electric-powered scooters and bicycles. An overweight engineer of 54, I am using an electric-assist bicycle to commute eight miles to work (and back) several times a week. The power assist on this bike kicks out at 17 mph, which is a speed I could attain on a regular bike. The advantage is that I arrive at work with a half hour of exercise I ordinarily wouldn't have gotten, and am not so sweaty that I need a shower. The power assist recharges overnight. I am saving energy, polluting less, losing weight, gaining strength and enjoying the outdoor environment. If there is added danger to me, it must be weighed against the danger of a sedentary lifestyle. This vehicle behaves in traffic exactly like a regular bicycle and should be regulated as such. Cars are incredibly dangerous (and not just to the driver), yet they are not banned, can still be sold and are supported by unending amounts of infrastructure. The perfectly safe option of Personal Rapid Transit has been invented for 35 years and most people don't even know it exists (check out taxi2000.com if you don't). Anyway, I don't see how I am doing any harm riding my electric bicycle. We need more clean alternative transportation and should not regulate it out of existence.

Kindest Regards, Jennifer E. Oliver

I am writing to take exception to your article titled "Scooters, Long a Nuisance, Draw Anger ...." by Andrea Elliot. You leave the impression to the readers that all scooters, gas and electric, should be banned from streets. As Ms Anderson said, electric scooters are purposefully regulated for speed (15 to 17 mph) and cannot get up to 65 miles an hour. As she said, they (electric scooters) are used by commuters and other professionals as an alternative to cars. If all scooters are banned because of the disregard of gas scooter operators, then you will have to ban bicycles as well from all city streets. Why did your article not mention the dangerous situations caused by bicycle couriers to themselves and others that happen much more than are accounted to scooters, gas or electric? No one calls for their ban now do they? Yes, there should be more of an emphasis on rider safety given to those considering ownership of scooters, so that we don't have situations that happen to riders like Mr Lazarovsky but that should extend as well to bicycle riders and others. In this debate please don't paint a broad brush of condemnation to ban electric
scooters, which should be considered with bicycles as an alternative means of transport. Thomas D. Bradshaw, Washington D.C.

<p>Hello,<br>

I do understand a pedestrian dilemma. But the pedestrian world we are living in (NYC) has always had to share our sidewalks (and streets) with the likes of bicycles, strollers, push carts, delivery hand trucks, roller skates, clothing racks (in the garment district), sidewalk cafes, the new Segway equipped police, wheelchairs, handicapped vehicles, children on trikes, the blade type push scooters, rolling luggage, etc.<br>

The outcry is not because these things operate on our sidewalks and sometimes in our streets. The outcry is because the operator is not acting in a pedestrian safe/friendly manner.<br>

Just as cars must yield to pedestrians and move slowly through an intersection the same kind of pedestrian care must be employed no matter what type of vehicle is being used.<br>

I am disabled. I use my electric scooter in a safe pedestrian friendly manner. I can go fast but don’t, because it wouldn’t be prudent. I yield to pedestrians. If the sidewalk is crowded I wait until I can safely proceed. If anyone operates a vehicle in an unsafe manner then they need to be told/ticketed. What is needed is not the blanket outlawing of all such vehicles but rather a safe pedestrian friendly operating standard.<br>

Sincerely, D. Kogan NYC<br>

To Who It May Concern, Please, please be aware of the noisy scooters that are operated by gasoline vs. the more quiet scooters that are battery operated and are quiet. You should make that distinction; it's very important. Not making a distinction is 1) unfair to us, the current users and 2) unfair to others, to potential users, and as replacements for those that currently own the gasoline operated ones that make all that noise. Not giving them the alternative will cause them to fight any regulation or legislation. Stuart Eisenberger<br>

</p>
First, you state that we should ban scooters because a man drove up a street the wrong way, late at night, with no lights and no helmet and got hurt!!!

Let's face it, it's dangerous just to cross the street! However, if someone crosses the street against the light, with no shoes, do we ban walking and shoes because they are dangerous???

I don't think we need to ban another activity that some people find helpful, we have a mayor and a governor set on establishing what is allowed!!!

Scooters, do allow someone an alternative from having to go down into the catacombs of the subway, or from having to squash one more body onto a crowded bus!!! The electric ones allow them a clean and efficient way to travel around the city, take their scooter on the elevator into their office, because it doesn’t smell, and fold it away in a small space.

You speak of dangerousness, if New York were attacked by terrorists again, where would you rather be: in the subway with gas or biological toxins, on a bus that someone blew up for his or her salvation, or alone on the street with one's scooter????

Perhaps what needs to be done is for the city and the state to analyze the benefits/hazards of using scooters and provide regulations for the safe use of scooters. Maybe there needs to be a speed limit for them, perhaps they are safe only with helmets like bicycles are!!! Maybe there need to be different rules regarding gasoline powered versus electric powered scooters!!! Maybe the reason there are so many around is because many people have found them useful!!! Let's find a way for the government to provide a safe, productive, and useful atmosphere in which to use these vehicles, instead of banning the use one more thing some citizens of this community find enjoyable!!! Remember when government used to be of, for and by the people?????

James Brian Connolly.

As an industry leader located in Indianapolis, Indiana, we at Oceanline Scooters & Mobility would very much like to see more positive slants when articles are written on this subject. We strongly believe regulation along the order of Bicycles should certainly apply to Electric scooters and vehicles. We also believe these Alternative, Environmentally Friendly, "Personal Transportation" scooters" SHOULD NEVER be lumped into the same category with their typically loud and much faster, "Gas" scooter
counterparts. We believe that rather than banning scooters completely, legislation and regulation is a more appropriate way of handling a changing society. If our infrastructure doesn't completely support these "Personal Transportation" devices, then perhaps the "transportation experts" should do their job and look to the future...put a little more thought into their work. Rather than adopting the attitude of "this is the way it's always been" lets figure a way to integrate them into an evolving world. Meet with the Manufactures and dealers...figure it out,...banning is simply the lazy way out of a more complex problem. When the automobile first came on the scene our infrastructure did not fully support that change. Those "motorized" automobiles at one time created a nuisance, made loud noises, frightened the horses and toppled many a carriage. They drew anger from those resistant to change, creating a safety risk. But as we all know, we now have automobiles everywhere...somehow, we figured it out didn't we. Responsible people all over the country safely utilize scooters for sport, recreation, medical mobility and alternative transportation. We believe the electric scooters are unfairly getting a bad rap because of unscrupulous flea market and used auto dealer type vendors, who irresponsibly, directly import mass quantities of Inferior and often unsafe products, selling them to anyone with an interest. This is typically done with no regard for the end user. This type of activity should be controlled. Responsible sales and service centers who also provide education is one of the answers. But there is much more work to do. There are bicycle lanes in many cities and those that don't accommodate bicycles and scooters should be ashamed of themselves. Instead, we'd rather remain dependent on oil for our cars and buses....give me a break!. Our city administrators need to get to work and figure it out. But, the operative word here is "work". We could go on and on but in closing, we would simply like to say that, in the future, we'd like to see more articles that fairly and accurately reflect the other side of this debate or at least both sides. Thank you for the opportunity to provide our opinion. Sincerely, Dudley R. Mays

To Whom It May Concern: I'm writing this letter in reference to the electric scooter issue. My mother is 72 years old and we just got her set up with an electric scooter to help her get around town. She is lucky to be in good shape but she has never had a drivers license and after my brother and I tried to teach her how to drive after our father passed away we decided that it was safer for her and everyone around her for her NOT to be behind the wheel of a vehicle. We then started checking out other options, she is very independent and likes to do things on her own. She also has about 80 percent hearing loss but does own hearing aids for both ears. She has had a 3 wheel tryke for many years because she has never been able to ride a two wheel bike. After searching the internet we found a place in New York that converts bikes and trykes to electric so we decided to give it a whirl. This was the most terrific idea we have ever seen. Our mother now goes to the store grocery, drug store, church and to visit friends on her new tryke. Yes, she could pedal and the tryke is set up so she can pedal and this provides some degree of exercise for her but the electric assistance provided by this tryke has helped her become more independent and mobile. (she loves it)! This is just one example of how electric scooters can help the elderly. What about all the good they do for the environment. All the electric scooters I have seen have a top speed of around 15 miles per hour. If I get on
a bicycle I can travel this fast without much trouble. I personally think that the electric scooter is the first visual reality of what we have to do to protect the environment at the same time benefiting many people. I see elderly people going down the sidewalks and streets in modified electric wheel chairs, more like electric carts with oxygen attached to them. I believe these scooters should be treated like bicycles, manual scooters, skateboards, etc... Please, do not regulate such an asset to the public that these scooters can supply. If you have any questions about any further feelings or ideas that I may have, feel free to email me. My email will be changing from the one I'm using now. Send all replies to: <a href="mailto:jerryt@suscom.net">jerryt@suscom.net</a> Thanks you, Jerry Taylor... an individual that has seen first hand what benefits an electric scooter can provide.

<p>
I'd like to say that electric scooters are the best....I own one of them and have never had a problem with other commuters or the police. My electric scooter is a fast, convenient commute to my job as a teacher at a local public school. It's a clean, efficient form of transportation that I am proud to own and operate. I urge the city to simply regulate their operation, as it already does with bicycles. How keenly disappointing it would be if my clean and very quiet electric scooter should be thoughtlessly compared with the gas guzzling, dirty, and loud scooters that are causing so many problems on our streets. I urge our law-makers to consider carefully before making any decision that would slow the progress of an alternative form of transportation that is necessary now...and becomes progressively more crucial to our environment in the future. Rather than impede our progress, I feel that those of us who have embraced this clean, efficient, and quiet form of transportation should be given a medal. Those of us on the side of environmental protection are quite simply....right!

Very sincerely,

Susan Oliver Porter</p>

<p>Electric scooters are an ideal form of transportation for New York City. They are energy efficient, environment friendly, and should not be included with their noisy polluting counterparts that run on gasoline. In a city with constant cab traffic and over-priced subways, electric scooters are the inevitable future from all economic and environmental positions. Appropriate laws should govern their use, especially for safety, but society need to realize our present paradigms will not last forever.

Stephen Sherman</p>

<p>After reading your recent article on the problem scooters are in the city, I felt compelled to write my first LETTER TO THE EDITOR.</p>

<p> </p>
While I agree that gas-powered scooters are a "menace to society," please know that ELECTRIC scooters are a boon.

I've been riding electric scooters in New York City for several years; I think you are giving them "short-shrift."

"E-scooters" actually improve the quality of life in the city, not degrade it. They are basically the same as bicycles: they don't go any faster than any bike on the street, they are quiet, clean, responsible, and help reduce the number of vehicles on the road as well as increase the quality of the air we all have to share.

Gas scooters and electric scooters have little in common (the former are loud, polluting, dangerous, too fast, and flammable; the latter are quiet, clean, safe, relatively slow, and the opposite of flammable…which we all know is not inflammable!)

If the problem is that the people using them are riding on sidewalks, or breaking traffic laws, then they should be ticketed and fined like any bicycle-rider that does the same.

My electric scooter has greatly increased the quality of my life and has helped to make the city a better place. You have a powerful voice in our community. Please help us make the distinction between gas and electric scooters clear. It would be a shame to see the City create unfairly restrictive laws regarding electric scooters.

Thank you for your time,
Ron James, New York, NY

I was appalled when I read your article of Sept. 16, 2003 titled "Scooters Long a Nuisance, Draw Anger as a Safety Risk." If you had done your homework before penning this article you would understand how wrong it is to lump the gasoline powered scooters with the electric powered scooters. It is apples and oranges. It is like placing "Used Car Salesmen" with "News Reporters." Silly is it not? The gasoline powered scooters are capable of speeds from 35 to 70 MPH while the electric models are limited to 15 MPH or less. Most of the riders of the electric scooters are educated, mature, professional people who are using the quiet, clean, easily handled electric scooters on their daily commute to
work. While the gasoline powered scooters appeal to the wilder and sometimes reckless teenage segment of the population. You can see this in the articles on the gasoline powered scooter accidents that the media has reported so sensationally. The electric scooters are definitely as safe as! riding a bike in city traffic. Most joggers are moving at higher speeds that the average electric scooter. Electric scooters are a quite, environmentally friendly, safe means of travel when driven properly.

\textit{JAC...}

\textit{Segways and electric scooters are environmentally friendly vehicles that create no noise, no pollution and are safe to operate. Before the legislators of the city of NY decide to ban or restrict these vehicles they need to think more broadly. These electric vehicles should be treated in the same manner as bicycles. The only difference is that bicycles are a bit more dangerous to operate and for nearby pedestrians. Segways and electric vehicles go no faster than someone running and are pedestrian friendly. In fact, these vehicles make getting around and doing ordinary errands manageable for people with pulmonary disease. The Segway creates a level playing field for those who have respiratory problems and allows these individuals the ability of mobility. Please examine all sides of the issue before condemning these vehicles. -Bob Friedrich-}

\textit{Dear Editor, Please distinguish between electric and gas scooters in your editorials. Electric scooters are perfectly quiet, fantastically clean (even the batteries are recyclable), efficient, at least as safe as bicycles, take up far less road space than a car, travel at safe speeds, and are fun to ride. Any form of transportation (including walking) can be a nuisance or a hazard to others if used improperly. Electric scooters, however, are intrinsically very rational as a transit mechanism. Gas scooters are filthy and noisy, but please don't smear electric scooters with the same editorial brush. Thanks Tristan Bettencourt}

\textit{The enforcement practice in Honolulu is to cite riders of gas-powered scooters when they operate recklessly, especially on city streets. My impression is that this happens mostly with children. I ride an electric scooter frequently, and I have had no encounters with police. However, private security in parking lots have asked me not to ride my scooter there, so I walk it in to the store. City bus drivers allow me to carry my scooter (folded &}
on shoulder strap), onto the bus, but gas scooters are not allowed. All of this is policy, but I think that there aren't any ordinances that cover scooters; they are toys, so you can't play with them in the street, but sidewalk OK. This situation is reasonable, I think. I hope it stays that way. I hope NYC decides to distinguish between electric and gas. Besides the safety issue, mainly that gas scooters go too fast, gas scooters stink and make a lot more noise. Besides being dangerous, they are offensive. Joel W. Ford Honolulu, HI
</p>

YOU New Yorkers are not alone. I live in downtown Chicago. I've been riding my City Bug to work for more than two years. During that time, I've been stopped by the police only twice—both times to gawk at, test ride, and ask where I got the scooter. It's green, it's street friendly, it's FAST. Over the past two weeks, the police have put down their thumb as a result of so many kids (and adult kids) riding scooters on the streets. The city will not license them. Officials say it is not street or sidewalk authorized—only on private property. There is darn little "private" property in any large city. While the city is cracking down on scooters, skateboarders and bicyclists continue to cause major accidents. I have a headlight and stop light on the Bug. It's very safe. Much safer than roller bladers and bicyclists, both of whom ride the sidewalks on a routine basis. Recently, I was literally knocked to the pavement by bike messenger. I have written the mayor, but to no avail. Perhaps what we need is a national protest?
</p>

I live in Waukegan Illinois and I see an explosion of cities and towns around me banning the use of ANY scooters on the streets and sidewalks. Just another one today. (Unfortunately) I am a disabled person and the ADA usually protects me. But I hate the process of challenging these laws all the time. Keep pluggin' away...I'll do what I can to help.
</p>

I was one of the people who immediately sent emails to the city supporting electric scooters. So when I saw in your newsletter today that the Times had published three of the letters I went to nytimes.com to check out what got printed. I did a search for scooters on the home page and was given a list of links including those for the letters. Funniest thing... when you look just to the right of the list you are presented with a few commercial links... including sites where one can buy both gas and electric scooters!
</p>

Thought you'd get a kick out of that.
</p>

Thanks for your activism! Dan Lawson