



TESTIMONY BY:

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LATE

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

March 11, 2020
1:15 P.M.
State Capitol, Room 225

**S.C.R. 68
RELATING TO ELECTRIC FOOT SCOOTERS**

Senate Committee on Transportation

The Department of Transportation **supports** the intent of S.C.R. 68 which requests that the City and County of Honolulu prohibit electric scooters, electric bicycles, and electric trikes on sidewalks.

As the use of micro-mobility devices grow, the State of Hawaii will continue to work with the four counties as they evaluate and prioritize this new and alternative form of transportation to ensure safe and equitable usage on our roadways.

The Department of Transportation requests that the definition of "moped" continue to exclude electric foot scooters, electric bicycles and electric trikes since these forms of transportation do not conform to the definition of "mopeds" in accordance to Hawaii Revised Statutes (HRS) 286-2.

A moped operator must have a valid driver's license per HRS 291C-194.

HRS 291C-195 further defines that the moped operator cannot be less than 15 years old and must wear a helmet if they are under the age of 18 years old.

Lastly, mopeds must be registered in accordance to HRS 249-14 so they must conform to moped equipment requirements and inspection as per HRS 291C-202.

It is respectfully requested that electric scooters, electric bicycles, and electric trikes be a categorized as an independent entity to be able to properly address this growing field of alternative transportation modes.

Thank you for the opportunity to provide testimony.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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HONOLULU, HAWAII 96813
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KIRK CALDWELL
MAYOR



WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

COMMENTS TO THE
SENATE COMMITTEE ON TRANSPORTATION (TRS)
MARCH 11, 2020
1:15 PM

SCR 68/SR 35
REQUESTING THAT THE CITY AND COUNTY OF HONOLULU PROHIBIT
ELECTRIC SCOOTERS, ELECTRIC BICYCLES, AND ELECTRIC TRIKES ON
SIDEWALKS

Chair Inouye, Vice Chair Harimoto, and Members of the Committee:

The Department of Transportation Services agrees that electric scooters, electric bicycles, electric trikes and other new mobility options have enormous potential to be a solution to reducing transportation costs, vehicle congestion on our roads, dependence on fossil fuels, and pollutants and harmful emissions. These vehicles are also a good option for first-mile/last-mile connections for many who use public transit as a primary mode of transportation.

As the resolution points out, policymakers must balance the advantages of useful, emerging mobility device technology with public safety. The City and County of Honolulu is committed to Complete Streets solutions that improve safety, accessibility, and comfort for all users, encourage physical activity, and reflect community needs and character, pursuant to Act 54 (Session Laws of Hawaii, 2009). Our resulting Complete Streets Design Manual supports a methodology and approach that is context-sensitive, multimodal, and integrated with the community's vision and sense of place. This resolution and a blanket prohibition of vehicle-types on sidewalks and in bikeways is counter to Act 54 and subsequent work.

To better equip and direct the counties to regulate use of sidewalks, the Hawaii State Legislature may consider amending Sections 291C-134.5 and 291C-148, Hawaii Revised Statutes which permit use of bicycles, electric bikes, and electric personal assistive mobility devices on sidewalks.

Thank you for the opportunity to provide these comments.

LATE



March 10, 2020

Testimony in Support of SCR68 re scooters, ebicycles, etricycles on sidewalks

Aloha Chair Inouye, Vice Chair Harimoto and esteemed members of the Senate Committee on Transportation,

The Hawaii Bicycling League supports SCR68 for the City to consider comprehensive regulation of electric scooters, electric bicycles, and electric tricycles on sidewalks.

For sidewalks,

- bicycles are already permitted only on residential sidewalks on Oahu, at 10 mph, using audible signals, and yielding to pedestrians.
- Electric bicycles were included in the definition of bicycles last year.
- Electric tricycles are also considered bicycles.
- All bicycles are not permitted on sidewalks in business districts, which include commercial and government buildings.

The City should also consider what/who should be allowed in bike lanes and bike paths.

If a law is passed this session (such as HB1955) to have the state provide a basic level of scooter regulation, each county will need to decide where scooters will be allowed in each county.

Hawaii Bicycling League is willing to be a part of the discussion at the City level.

Envision Safe Streets,

A handwritten signature in black ink, appearing to read "Chad Taniguchi".

Chad Taniguchi
Director Emeritus
Hawaii Bicycling League
3442 Waiālae Ave #1, Honolulu, HI 96816
808-255-8271, chad@hbl.org



535 Alabama St
San Francisco, CA 94110
hello@rideskip.com

March 11, 2020

TO: Senator Lorraine R. Inouye, Chair Transportation
Senator Breene Harimoto, Vice Chair Transportation
Members of the Senate Committee on Transportation

FR: Skip

RE: **SCR68/SR35 REQUESTING THAT THE CITY AND COUNTY OF HONOLULU PROHIBIT ELECTRIC SCOOTERS, ELECTRIC BICYCLES, AND ELECTRIC TRIKES ON SIDEWALKS. – SUPPORT.**

Thank you for your dedication to the safety of the people of Hawaii by regulating the use of electric bicycles, electric scooters, and electric tricycles on sidewalks. Skip is in strong support of SCR68/SR35. Our experiences along with rider feedback support a complete streets approach as the best means to reduce sidewalk riding. Skip will continue to work with other local organizations that promote complete streets and increased mobility infrastructure as a means to ensure rider safety and discourage sidewalk riding, in addition to other methods.

Eliminating sidewalk riding is prioritizing the safety of people with limited visibility and different abilities. We have worked with other municipalities to improve electric scooter programs to be a reliable and safe mode of transportation while not limiting the use of right of way space for pedestrians. Skip has been working diligently to improve the experience of all communities, including riders and non-riders, by developing new technologies like tip-over and sidewalk riding detection.

As stated in SCR68/SR35, policymakers must balance the advantages of useful, emerging mobility device technology with public safety. Skip looks forward to further collaborations with staff on these important issues to ensure regulations support a safe and sustainable community.

Thank you for the opportunity to submit testimony.

Respectfully,

The Skip Team

SCR-68

Submitted on: 3/9/2020 12:49:15 PM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Joann Sutton	Individual	Support	No

Comments:

RE: "Honolulu Is A Top Potential Market For E-Scooters — But They're Still A Year Away

E-scooter rentals have been controversial, but if the rollout is done right they could help soften Honolulu's traffic woes."

This recent article in the Civil Beat newspaper raised an issue that I thought was long gone. I had hoped that Honolulu would see reason about the E-Scooters and its challenges for a congested city and decide not to re-introduce them. The argument is always the same, that they will help to alleviate traffic woes (which the Bikis haven't done). However, when they appeared two years ago they were largely used by tourists on the sidewalks along the Ala Wai Canal, and the already congested streets of Waikiki...at least it felt like that to my husband and I who are walkers.

The question now is who really benefits from adding yet another electric vehicle to the already full bike lanes, sidewalks, and park pathways in a small, congested city? The E-Scooter business will ultimately be the beneficiary and not the average citizen who is merely trying to walk on the sidewalks, and expanded park walkways.

For example, there has been an increase of bicycles, skateboarders, hover boards and segway vehicles along the Ala Way Canal that makes walking a safety concern. E-Scooters added to this mix will make walking very challenging. Right now the Canal pathway is marked in only 3 places along its 2 mile expanse as a pedestrian walkway. Bikers, etc., do not know it is for pedestrians only. Also, the signs are old, and the one at Seaside is barely visible due to graffiti and being hidden behind a pole.

When the Biki rental stations were put in along Ala Wai Canal this would have been a perfect opportunity to place vehicle restriction signs there, and to direct people to the bike lane.

Adding another vehicle to the mix in a city where laws are not enforced is a recipe for disaster. Please take the walkers in this city in consideration whenever you decide what will be a remedy for traffic congestion. Walking is an eco-friendly way to travel, it's in the Aloha spirit.

Sincerely submitted,

Joann Sutton

SCR-68

Submitted on: 3/9/2020 12:53:22 PM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Denise Boisvert	Individual	Support	No

Comments:

Dear Senate Committee on Transportation,

I fully SUPPORT SCR68. As an older resident who walks a lot all over Waikiki and very often along the Ala Wai Canal, I have become increasingly fearful of being hit by the electric scooters, bicycles, TRS and trikes that are often on the sidewalks. I hope this resolution includes those annoying electric Segways, too.

On several occasions I have been startled as people on all these electric devices whizzed by from behind me. I can only imagine if I had happened to move to my left or right a moment before they passed me. I know I would have been forcefully hit and thrown to the ground, and have sustained severe injuries; even possibly thrown into the Ala Wai Canal. To this day the memories of these near misses make me shudder.

As people on these devices approach from in front of me I see them weaving around other pedestrians who are unaware of them. I constantly step off the sidewalk in an attempt to be sure the weaver has enough room so I won't be hit.

The only electric mode of transportation to share the sidewalk with pedestrians should be electric wheelchairs!

Thank you for your kind consideration of passing this resolution.

SCR-68

Submitted on: 3/9/2020 12:58:28 PM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Casey Takayama	Individual	Support	No

Comments:

SCR-68

Submitted on: 3/9/2020 1:04:11 PM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kim Jorgensen	Individual	Support	No

Comments:

This testimony is in SUPPORT of SCR68.

I am a senior citizen who is very concerned about being hit by these electric modes of leisure transportation. They do not belong on sidewalks because they pose a safety threat to pedestrians; especially the elderly and small children.

Only pedestrians and people in wheelchairs should be on sidewalks. You need to close the loophole in the current law that is being exploited by users of these electric devices who compare their status to wheelchairs.

Please pass this resolution.

SCR-68

Submitted on: 3/9/2020 1:07:35 PM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Keawe H Bray	Individual	Oppose	No

Comments:

I ride a small electric bike with 10 inch diameter tires. The roads in Waikiki are in such disrepair that when forced to ride on the road and some of the bike lanes, I fear for my safety because the potholes are much bigger and deeper than my tires. If we had bike lanes on every road that I need to use that didn't have potholes I would agree to this measure.

The sidewalk is much safer and in better repair than the street and should be shared by pedestrians and electric vehicle users.

Devices that travel more than 20 mph should be allocated to the street only.

January 31, 2020

Michael Ferreira
927049 Elele St
Kapolei, HI. 96707

SCR68

REQUESTING THAT THE CITY AND COUNTY OF
HONOLULU PROHIBIT ELECTRIC SCOOTERS,
ELECTRIC BICYCLES, AND ELECTRIC TRIKES ON
SIDEWALKS.

Some residents rely on electric propulsion devices to remain ambulatory in public that does not include electric wheelchairs only. More economical means that cost less than an electric wheelchair is just the reality of a growing number of people who are economically disadvantaged. There is very few places to navigate on the street as motorists do not share the road and there are not enough bicycle lanes. A much safer place is for pedestrians to share the sidewalk with electric mobility aids.

There is not enough instances where these vehicles have caused problems with pedestrians that they cannot be regulated in some other way than banning them from the sidewalk.

Michael Ferreira
808-679-5370

SCR-68

Submitted on: 3/9/2020 4:29:02 PM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Rodney S. Moriyama	Individual	Support	No

Comments:

I support SCR68 to at least investigate the hazards of having electric vehicles on sidewalks. Other than the obvious danger to walking pedestrians, I am concerned that forcing these electric vehicles on to the road specifically for automobiles, may also create a hazardous condition for the riders and a nuisance to drivers on the road.

I applaud to efforts of individuals to look for less expensive means of transportation. Is our infrastructure really set up for the safe use of these vehicles?

SCR-68

Submitted on: 3/9/2020 5:53:28 PM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Midori Marcia Sue Trent	Individual	Comments	No

Comments:

Motorized transportation of any kind are dangerous for pedestrians as a whole but definitely dangerous to feeble, older and/or mobility-impaired but abulatory persons. I have been with my 89-year young mother who has been, more than once, startled by fasting moving skateboards, Segways, bicycles, laser trikes as well as assistive devices required by impaired individuals. It is difficult to ask mobility impaired persons who require motorized units to use the roadway, but can there be an addition of "motorized lane other than automobile-type"? WALKways should be for walking. Small-motorways should be for bicycles, segways, lasers. ROADways are meant for automobiles and larger units. Japan and Korea seem to have separate "WAYS" available to the variety of movement mode. Thank you. Midori Trent

The Senate
Committee on Transportation
Wednesday, March 11, 2020
1:15 p.m.
Conference Room 329

Testimony in Support of SCR 68 / SR 35
Relating to Requesting that the City and County of Honolulu Prohibit
Electric Scooters, Electric Bicycles and Electric Trikes on Sidewalks

Dear Chair Senator Lorraine R. Inouye, Vice- Chair Breene Harimoto.

My name is Anna Filler, and I am writing to express my support for SCR 68 / SR 35 relating to Requesting that the City and County of Honolulu Prohibit Electric Scooters, Electric Bicycles and Electric Trikes on Sidewalks.

Sidewalks are built for pedestrians to walk safely along side the busy streets. Sidewalks were not built for tour operators and individuals to use electric scooters, bicycles and trikes. As a pedestrian, I have personally almost been knocked over by these types of vehicles on the sidewalks in my community. Many pedestrians and motorists have expressed safety concerns while navigating in crowded, urban areas. This Resolution would urge the City and County of Honolulu to work with HPD, the City's Honolulu Department of Transportation Services, and the State Department of Transportation to create county-level ordinances to address the potential danger that these electric vehicles pose.

Thank you for providing the opportunity to testify in support of SCR 68 / SR 35.

Anna Filler
District 12, Kakaako-McCully-Waikiki
Email: afiller@twc.com

SCR-68

Submitted on: 3/10/2020 2:10:23 AM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Gordon B. Lindsey	Individual	Support	No

Comments:

I am in SUPPORT of SCR 68 and SR 35 which would prohibit the operation of electric vehicals / bicycles on sidewalks. I am constantly having to watch for those using these means of transportation. I fear of our safety while walking on the sidewalk because bicycles and electric vehical riders travel at high speeds posing a threat to pedestrians and dogs. We often must yeild to those riding on bicycles and electric vehicals to allow them to pass. We are forced to walk on the shoulder of the sidewalk or on the grass for our safety.and to avoid getting physically injured. This is a pedestrian safety issue. Please pass this resolution.

SCR-68

Submitted on: 3/10/2020 2:12:33 AM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
B.A. McClintock	Individual	Support	No

Comments:

Please support this bill. Something needs to be done about regular bicycles too.

SCR-68

Submitted on: 3/10/2020 2:32:21 PM

Testimony for TRS on 3/11/2020 1:15:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
lynne matusow	Individual	Support	No

Comments:

As a dedicated pedestrian i fully support this reso. The sidewalks are getting too dangerous, given illegal biki riders, mopeds, and all sorts of pedestrain unfriendly items. as we are urged to walk 10,000 steps a day we find it impossible to do so because of these vehicles. please support the reso.

SCR-68

Submitted on: 3/10/2020 3:04:23 PM

Testimony for TRS on 3/11/2020 1:15:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Ronald FitzGerald	Individual	Support	No

Comments:

Please support this Bill to protect our pedestrians on the streets.

LATE

SCR-68

Submitted on: 3/10/2020 11:04:09 PM

Testimony for TRS on 3/11/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sharlene Chun Lum	Individual	Support	No

Comments:

For the safety of pedestrians for whom the sidewalks were built, I strongly support SCR 68. Sidewalks or walkways were installed to allow people to walk safely, away from the traffic of motorized vehicles. They also make it possible for disabled people in wheelchairs to have the independence to go to places of business or entertainment. This SCR should apply to all sidewalks, including those at Ala Moana Beach Park, where already there are motorized vehicles clogging the sidewalk, making it dangerous for kupuna and keiki who are trying to get to the beach or taking a stroll on the sidewalk. It is especially dangerous as beach goers may be transporting surfboards or beach chairs and beach equipment. Motorized vehicles can come upon a walker more quickly, injuring the walker and sometimes themselves if they dart or brake to avoid a collision. I have also witnessed people of motorized vehicles taking pictures of the beach and not keeping their eyes on what's ahead of them. This can also lead to accidents on our sidewalks.

Please support SCR 68. Mahalo for your consideration.



Bruce Lum
99-546 Iwaiwa St.
Aiea, Hawaii 96701

March 10, 2020

Re: In strong support of Senate Concurrent Resolution SCR No. 68

Aloha kākou Chair Inouye, Vice-Chair Harimoto and TRS members,

For safety and liability reasons I believe all City & County of Honolulu sidewalks should not be shared with any recreational, wheeled transports of any size or genre (motorized or human-powered). Any mix of wheeled vehicles with walkers on the same path is not safe, primarily for the differences in characteristics, speeds and casual inclinations of foot vs wheeled device users.

If wisdom currently prohibits wheeled recreational vehicles on Waikiki sidewalks then the same wisdom should be applied to every sidewalk within core Honolulu. Current laws for the operation of automobiles is also supposed to guide and govern the use of bicycles on our streets and highways. However, our current no-fault vehicular insurance model does not provide the same bundle of liabilities and protections when involving bicycles and pedestrians, because, bicyclists are not required to carry “vehicular insurance”. Further example is that when a vehicle and a bicycle are involved in an accident, the vehicle insurance is looked to as primary. Further more, the lion’s share of the cost of infrastructure and associated costs to support wheeled transport use of our roads comes from vehicle registration fees that are 100’s times greater than bicycle registration fees. In fact collection of bicycle registration fees is also less frequent than the yearly vehicle fees.

Ordinance and laws governing vehicular operation also applies to bicycles, despite vast fundamental differences for bicycle operation and regulation, Ref: HRS 249, 291, 431 and Traffic Code, Sec. 15 of the City and County of Honolulu.

- a. operating of a bicycle on streets or sidewalks does not require cyclist proof of insurance, (BICYCLE Regulations and Illustrated Safety Tips, Sec. 294-5 & 294-12 to 14)
- b. vehicles are not allowed on sidewalks everywhere, but bicycles can operate on sidewalks (Ref: C&C DTS publication, (BICYCLE Regulations and Illustrated Safety Tips, Sec. 291C-1 (3)(5), C-141))
- c. Bicyclists are not required to be “tested for road proficiency” like vehicle operators are required to do.

Enforcement of HRS 249, 291, 431 and Traffic Code, Sec. 15 of the City and County of Honolulu would be rendered moot on sidewalks since these laws, rules and regulations do not apply to sidewalks since it is not defined in HRS 49, 291, 431 and Traffic Code, Sec. 15.

Bruce Lum
99-546 Iwaiwa St.
Aiea, Hawaii 96701

Responsibility involving injury or damage involving bicycles/cyclists falls on the party that is required to have proof of insurance, which is singularly not a bicycle or cyclist. Attribution and determination of responsibility is not clear or defined for bicycles on sidewalks or elsewhere.

Wheeled recreational transports currently used on the Honolulu's sidewalks is comprised of 23 different types of FPRTs (foot powered recreational transports) and SMRTs (small-motor recreational transports). Our sidewalks are very crowded with competing modes of transport at all hours of the day with formal and freelance commercial wheeled tours presently getting out of hand without any thought by government of the consequences for such unfettered growth (biki bikes, segways, recumbent bicycles, scooters, roller blades, etc.) **See Exhibits A-1 to A-3.**

I submit that SMRTs on sidewalks is a bad idea and does not fit the prevailing legal model that assures clear, fair and legal resolution of responsibility in the event of accidents. This fact presents a significant deficiency in safety and protections for everyone on the sidewalks within Ala Moana Park Institutionalizing such an array of wheeled transports on the proposed shared-use path goes against all best practices for safety of pedestrians who have the right-of-way on sidewalks.

Bicycle use on sidewalks also introduces a large and frequent class of bicyclists oblivious to our "rules of the road" and who are not obligated to be responsible for their actions, because they are tourists and from out of town. Sidewalk safety does not have a clear or present official advocate in Honolulu. Everything on the sidewalk is left to the honor system and the inclinations of each individual. A very unsafe and potent situation!

I strongly urge this committee to apopt and pass SCR68.

Mahalo for your kind attention,

Bruce Lum
99-546 Iwaiwa St.
Aiea, Hawai'i 96701
email: brlum@mac.com

FPRTs

Foot Powered Recreational Transport



EXHIBIT A-1

SMRTs

Small-Motor Recreational Transport



+



2pcs Key



Bluetooth Speaker

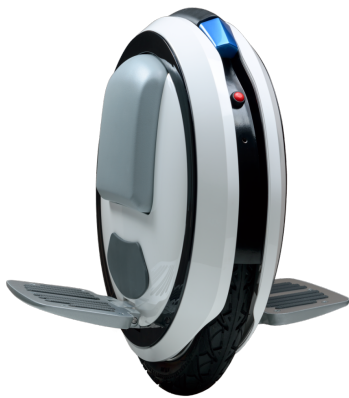


EXHIBIT A-2

FPRTs & SMRTs

Foot & Small-Motor Recreational Transport



EXHIBIT A-3

SCR-68

Submitted on: 3/11/2020 9:40:09 AM

Testimony for TRS on 3/11/2020 1:15:00 PM



Submitted By	Organization	Testifier Position	Present at Hearing
Rayne	Individual	Support	No

Comments:

SCR-68

Submitted on: 3/11/2020 10:56:07 AM
Testimony for TRS on 3/11/2020 1:15:00

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Jeane King	Individual	Support	No

Comments:

Aloha! I am resident in the Waikiki area and work in the Makiki area. I often walk home from work and to Ala Moana. I used to walk along the Ala Wai Canal, but I gave up going that way. That's because bikes, segways, skateboards and other motorized vehicles are on that pathway--even with signs to prohibit them from doing so. There are Segway tours using the sidewalk. They scream at me to get out of the way so they can pass. So, I have to walk on the OPPOSITE side of the Ala Wai Boulevard. But even then, there has been an occasion or two when an electric scooter practically runs me off the sidewalk. That is why I SUPPORT this bill to prohibit having these vehicles on the sidewalk. Sincerely, Jeane King

I am in support of this resolution

LATE

4 yrs ago I was on NBS and even though the ordinance HRS states that there be no bike riding on the sidewalks - after talking with police officers stated that even though that is so - there need to be also signs stating no riding on the sidewalk

with that information

NBS passed a resolution that was sent to the Mayor, City Council & directors of BTS ^{requesting the signs} since the ordinance stated BTS director had the ability to authorize signs to be placed along Kapaehulu Ave.

Having done that Kapaehulu Ave is the only street on Oahu with signs with a red circle with a line drawn thru it prohibiting bicycles, skateboards & roller skates from being ridden ~~on~~ along the length of Kapaehulu Ave at this time

The original concern was even though not electric but that bicycles, skateboards & people wearing roller skates from running into pedestrians & especially

the elder & disabled pedestrians & vision impaired
from being hit & injured by the
3 modes of transportation

Being now that there are electric
skateboards & bicycles by prohibiting
them on sidewalks will give the
pedestrians the safety of walking
on the sidewalk or visiting businesses
to be hit by the electric devices

Leonards Bakery is on Kapahulu
Ave & there are many tourists esp.
Japanese who frequent Kapahulu
Ave to get from Makiki to the
opposite end to visit Leonards
Bakery,

Any street especially ones with lots
of businesses will benefit
from not having electric scooters,
bicycles & trixycles seriously injuring
pedestrians unaware of these devices
as they exit stores or coming up
behind them