

City	What type of scooter do they have (brand)?	Is it docked/in central location or parked anywhere?	Do they regulate where they can be (sidewalk/road) or where they can be ridden?	Do they have speed limits?	How does community feel?	Do they have a bikeshare? Have scooters impacted bike share?	How has program overall been going?
Winona: Winona City Clerk Monica Mohan 507-457-8256	2-3 years ago they signed a license agreement with Bird Scooters. They are charged annually (1st year was \$500, now \$1000). Permits the scooters to be ridden anywhere in city limits. Some restrictions: not used on bike path around Lake Winona, or city parks/trail paths. They are allowed on city streets. First 2 years there was high usage, she's not sure what the numbers are right now. She suggested to make sure the company has insurance and provides insurance in case people riding them get injured. Stress wearing helmets and protective gear and lower speeds.	They do not have designated parking or docking areas. She would recommend having 2 or 3 areas downtown that are set up for them to be docked or parked. And that they can't be parked outside that area. People are riding them more for recreation, not necessarily for work etc. More people are buying them personally and it is hard to enforce them.	They can only be operated in the city and the company geofenced in the city. She suggests they can't start up unless 1-2 blocks away from where you want the geofence. They can still operate them past the area, but once they release the throttle it won't allow them to continue. Some people try to operate them outside the city and then they leave them outside the city. The company then has to retrieve them, they are pretty responsive and a local manager takes care of them. She is not aware of any accidents. They are used more on weekends and during late hours 11pm-1am.	Same as bikes. Since they started in 2022, there have been 6 accidents, 9 thefts, 6 traffic complaints involving them. An operator can be arrested for DWI, but they have yet to make an arrest on a subject riding a Bird Scooter.	She said there have been no major complaints. The ones they do have are when a scooter is left at an intersection blocking handicap access. She said that part of the license agreement is to call the company and have them come and move them. She said it might take a few hours before they are moved. She would recommend wording/language in the license agreement that they have to move them within a certain period of time or allow other city employees access to move them. City council majority think it's great. Mayor self-bikes and think it's great. Some council members hear complaints but most people voice that it is better mobility.	They do not have a bike share program. But she feels it is 2 separate uses. Bikes are more for exercise/ commute. Scooters are more recreation. She noted it was mentioned that scooters are seen or used to go to and from known drug houses.	The program has been going well overall. She would encourage language to be moved in timely manner so not blocking sidewalks, and prohibits youth under 16 from riding them. Recommend language to put enforcement actions or what the enforcement would be if a 15 year old is riding them. Or if they are not wearing a helmet etc. They also see more than 1 person riding them and their ordinance doesn't cover that. She would recommend license agreement language match the ordinance language and make sure to check any state statutes.
Rochester	Lime scooters, been there over 2 years	Lime picks them up and replaces batteries or moves some out of the way or moves some to the docking stations. But there is at least one docking station.	College students don't treat them well, throw them off parking ramps. HS or college-aged kids drive the wrong way on road. Or they weave through people on side walks. If you get them, control the time they start and end. They are tough to enforce and they cause the police department a lot of headaches.	15 mph	the local people aren't into them, kids are normally the ones messing with them and riding them around. Police don't see tourists using them.	no they don't have bike share, but bike share seems better with more people being respectful on them.	Owners of businesses complain to police on kids doing wheelies and riding in and out of people walking.
Whitewater: Lt. Shawn Reif	Bird Scooters	No, they are not docked. This is seen as a pro and con from their perspective. Riders are able to leave the scooter at their destination instead of returning it to a specific spot. But they are then left pretty much anywhere. Including: streets, along sidewalks, in downtown business district.	Where they are parked is not regulated. But the operators are supposed to follow the rules of the road. Some double-ride which is a safety issue. Have to be 18 to ride them, from police perspective sometimes it is hard to tell a persons age; which may be hard to enforce.	They note max speed of 15 mph. They are also not 24/7, they can only be operated from 4am-10pm. This is a pro from police side because not as many intoxicated people using them. they can ride in hours of dark, because they have a headlight and taillight.	The person I spoke with gave police and community pros/cons. Community likes that they provide a cheap mode of transportation, simple to operate, can be operated in hours of dark and they can leave them at any destination. Community cons: they are left everywhere, not 24/7, general commuters may view them as dangerous or annoying when they are operated on the highway. Police pros/cons are pros: no cost to city or PD, scooters have generated very few complaints and few traffic concerns. From police side, since June 2022 they have had 6 incidents involving scooters. 3 were crashes, 1 theft, 2 from Bird Inc. Bird is in charge of collecting them and charging them and putting them back out for use.	They do not have a bike share program.	They have used them for several years now. They don't have a municipal code specific to Bird scooters, they rely on WI traffic laws to enforce any illegal conduct taking place on them.

Attoona: Lt. Scott Kelley	They don't currently have one. The company stalled because the company didn't think they would get enough money.			Their ordinance noted, they can't over 25 mph, can go on bike trails. They did get complaints from walkers and bikers on them being on trails. Slowly they are becoming more and more accepted. He personally took a trip to Baltimore and noticed them all over. Younger group using them, mid-20's and younger. He noticed they would zip in and out of traffic. He also noticed they would either run out of battery or the person was just done with them and they leave them where they are, in the middle of the sidewalk.			
Appleton	Appleton was contracted with Bird up until this Summer (2024). The reason Appleton terminated their contract was because *Bird filed for bankruptcy *Failed to pay fees owed to city *Did not develop solution to riders parking rental scooters in right-of-way	The system is dockless. The staff person I spoke to stated this is the reason most issues have arisen. Enforcement on leaving them in undesignated spots has been difficult.	Scooters not allowed to be parked on bridges or in city parking ramps.	Maximum speed of 20 MPH.	When first launching the pilot program, the city asked the public to fill out an online survey about Bird scooters. More than 1,500 responses were received with mixed feedback. There was overall concern about where the scooters get left.	None	The program was not successful in Appleton. Appleton contracted with bird for three years but ultimately decided to cease negotiations for the 2024 season. Staff said there were concerns with safety, aesthetics, and accessibility. Along with unresolved issues with the company, Appleton decided to end their negotiations with Bird and create an ordinance prohibiting short-term rental of electric scooters to the general public. The city will not look to negotiate further with any company until 2025 at the earliest.
Neenah	Neenah contracted directly with Bird Scooters. Bird does all the work (maintenance, storage during winter, etc.). The City receives a small payment for hosting. First year received 10 cents a ride, third year bumped up to 20 cents. Bird has fleet manager and other employees who work in Appleton, Menasha, and Neenah to maintain scooters.	No docking station, some regulations around where they can be parked.	Scooters could not be parked on bridges, in parking ramps, in roundabouts and in certain spots in downtown. The scooters are not prohibited by code to ride on the sidewalk and are intended to operate similar to bikes.	Speed limit was established in the agreement between the city and Bird. Speed limit is 20 miles per hour and goes down to 12 miles per hour on bridges.	Overall, they stated the community was supportive of and enjoyed having the escooters in the community. By last November, they had 8,800 rides in the 2023 season and 20,500 miles traveled. They said the city received approximately 10 complaints within the first year of operation. Bird received 100 complaints. However, they said the data showed people were using them a lot. The complaints they received were mostly from people calling to say there was a scooter parked in their sidewalk. Those who complained said it looked junky and they didn't want that outside their house. Something they just started dealing with in 2023 was kids starting to ride them. There is nothing in the ordinance stating that you must be a certain age to operate an escooter. However, Bird has an 18+ rule that was not being followed.	No bike share.	For the most part, they stated that the program has been going well with anticipated complaints. However, because Appleton has pulled out of contract, Bird has paused agreement with Menasha and Neenah. Appleton had their own situation than what Neenah dealt with. They stated they liked the scooters for tourism purposes and people became more accepting as time went on. Bird was fairly responsive but not as responsive as they had promised. Overall, they said it was a nice commodity for mobility realizing their will be hiccups. They suggested starting internal discussion with community development, public works, parks and rec, police, and downtown main street.

Janesville	Janesville contracted with Bird via a Memorandum of understanding. Janesville was originally approached by bird in 2022 and the Council directed staff to look at an MOU to move forward with a fleet of scooters in the city.	No docking station for scooters. At the request of the city, Bird turned on the feature where users had to take a photo to end their ride. During the first year, they had people concerned that scooters would be laying on the sidewalk but it did not end up being an issue.	The first year the city worked with Bird to establish a geofence where scooters were only allowed downtown as part of a pilot. The geofence got relaxed during the second year. Based on ridership data, the scooters were very rarely used to commute (outside of downtown). 81% of rides began and ended in downtown Janesville. If contract would have continued they would have explored time restrictions.	Maximum speed of 20 MPH.	During the first year of operation, there was a vocal minority concerned about the scooters. However, the city said that the second year this had faded due to the responsive local fleet manager. Before they signed their first MOU with Bird they held public hearings and held feedback sessions throughout the first year. Overall, the city said it seemed like people liked the program and were disappointed when Bird pulled the business out for the 2024 year. During 2023, there were 10,000 trips and 18,000 miles traveled.	No bike share.	The City said that their overall experience was positive but still included growing pains. The city said they were very fortunate to have a responsive fleet manager. The fleet manager was a husband and wife team who own a local bike shop. They would be out at 4 or 5 am putting out charged scooters and making sure scooters were correctly stored. They said they think having a responsive fleet manager will make or break the program. Once Bird filed bankruptcy, the company became less responsive to them and local fleet managers. The City said they would be prepared to welcome another program if approached.
Green Bay	Green Bay has an open contract with Bird. Green Bay suggested having an open contract if moving forward with a provider. Green Bay does not get paid for the operation of Bird, but also feels this takes the responsibility off the city and puts it onto the company. Having an open contract allows them to keep the company in check.	Not docked.	The City said they have quite a few parameters on where the scooters can/cannot be. The scooters are allowed pretty much anywhere in the city except inaccessible area on the west side. The county trails do not allow electric devices, so they are not allowed on those trails. The parking ramps are geofenced and off-limits (people were speeding down parking ramps on scooters). During special events they will change geofence. Technically e-scooters are allowed to operate as bikes and should dismount scooter on sidewalks if there is a nearby pedestrian. Because the geofence isn't perfect and can slow a scooter down before it hits the area, they said it would be difficult to box them out from riding on sidewalks.	Speed limit is 15 MPH which slows down to 12 MPH in downtown and other areas.	Overall, there was support from the community. Their suggestion was to make sure the Police Department and the downtown businesses are aware of the everything because they will be dealing with it the most. They said Green Bay has a really good local team (2 local managers, with 3-4 employees each) who rebalance every morning to make sure scooters are charged and in the correct places. They stated that scooters being in the way in sidewalks is definitely still a problem. The biggest complaint they have received so far is that kids are on the scooters although it is only supposed to be 18+. The City said they were fielding a lot of complaints the first year but people have gotten used to them since.	Yes, community has bike share with Bird as well.	Overall, they said the program is running smoothly. If moving forward, they suggested engaging people early to let them know it will be happening. They also said make sure to have the community think of what they want and make sure the program has all the things we want. They are interested in additional incentives (income qualified, etc.). In 2023 there were 28,075 trips taken for approximately 51,386 miles.