

CITY OF BLOOMINGTON

Scooter Survey Report

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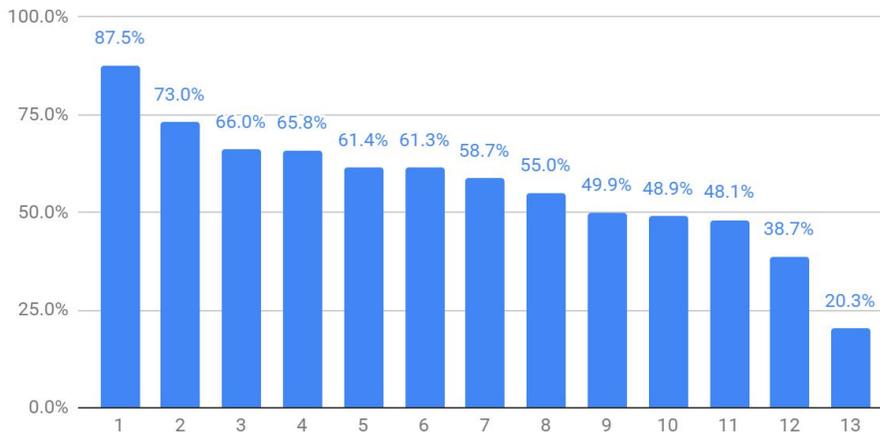
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Bloomington Resident Scooter Survey Responses

This survey was published on Google Forms and was made available for Bloomington residents March 4 - 8, 2019. The survey was publicized on the city website, Facebook, Twitter, Nextdoor and through local media outlets. We received a total of 1,891 survey responses.

What would you like to see included in a scooter ordinance for the city?	Number of Responses in Favor
1. Riders must follow all traffic laws	1655
2. Designated parking areas for scooters	1381
3. Scooter companies must maintain a 24-hour phone number for reporting concerns	1248
4. Scooter companies must pay for a license to operate in Bloomington	1245
5. Rules governing the safe distance scooters must give pedestrians	1162
6. Scooter companies held accountable for scooter parking mistakes	1160
7. Scooters prohibited from sidewalks	1110
8. A cap on the total number of scooters operating in the city	1040
9. Rules governing scooters' maximum speed	943
10. Rules enforcing the dismount zones in the downtown area	925
11. Riders must be 18 years of age or older	910
12. Scooter companies must make scooters available in low-income areas	731
13. Limited hours for scooter availability	383
Other... (see responses on page 11)	457

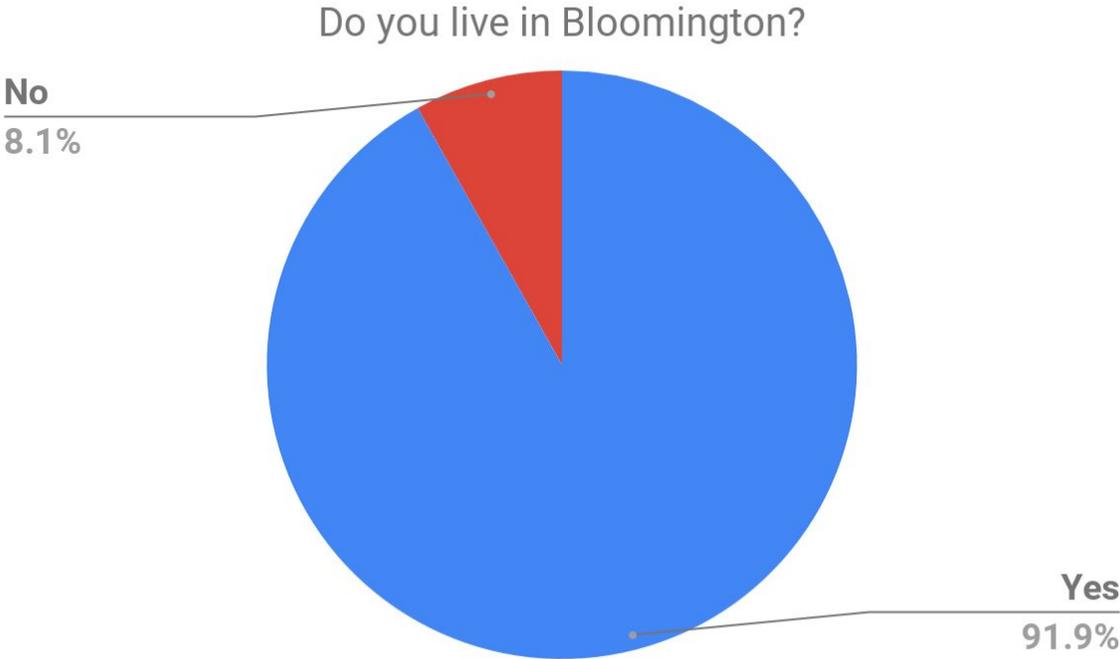
Clauses Residents Would Like to See in a Scooter Ordinance
(by percentage)



IU Targeted Scooter Survey Responses

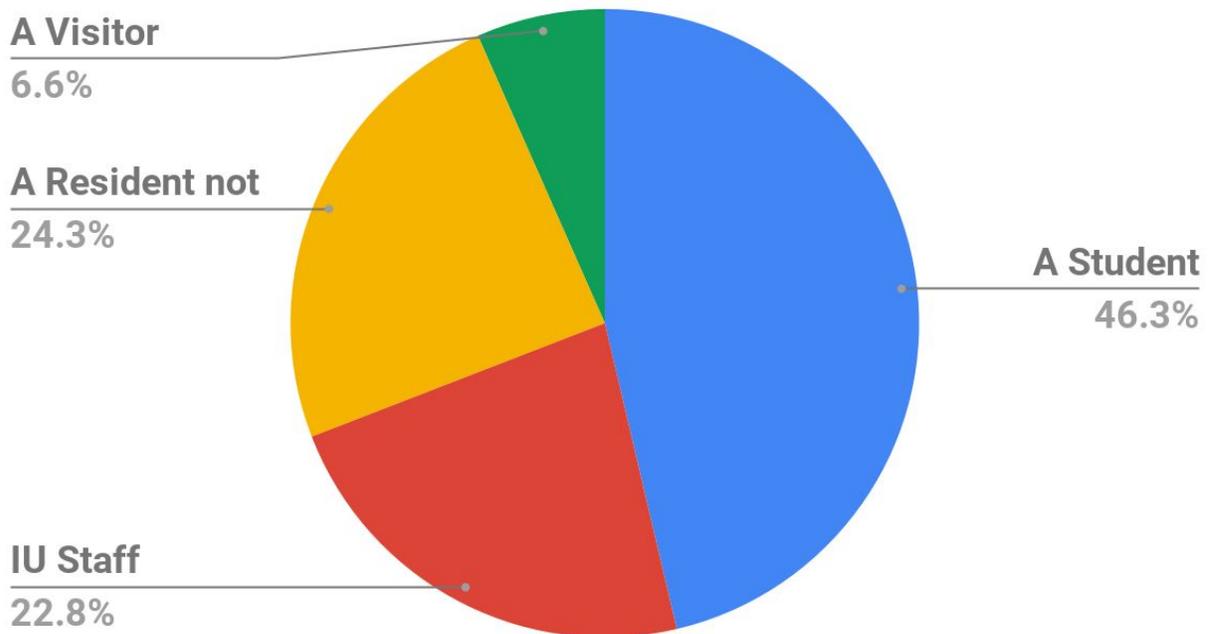
This nine question survey was hosted by Google Forms and was publicized by IDSnews.com. The survey was made available March 4 - 8, 2019. A press release sent out on March 1 introduced the student-targeted survey designed to take 60 seconds or less to complete. We received a total of 124 survey responses.

1. Do you live in Bloomington?	
Yes	113
No	10



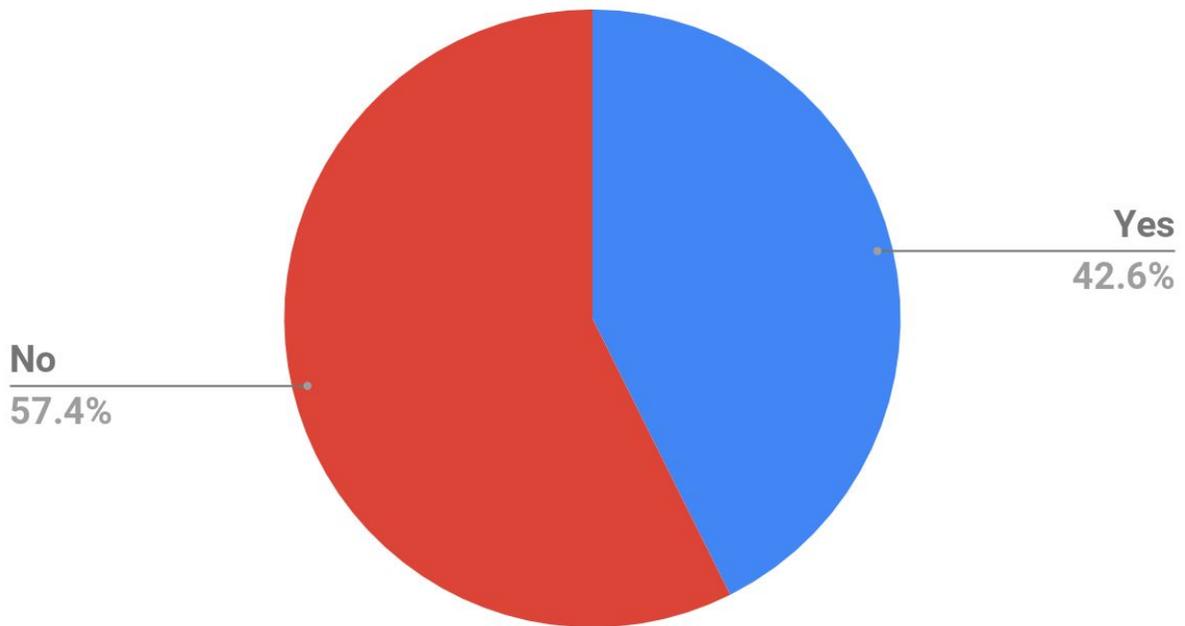
2. Into which category do you fit?	
A Student	63
IU Staff	31
A Resident not employed by IU	33
A Visitor	9

Into which category do you fit?



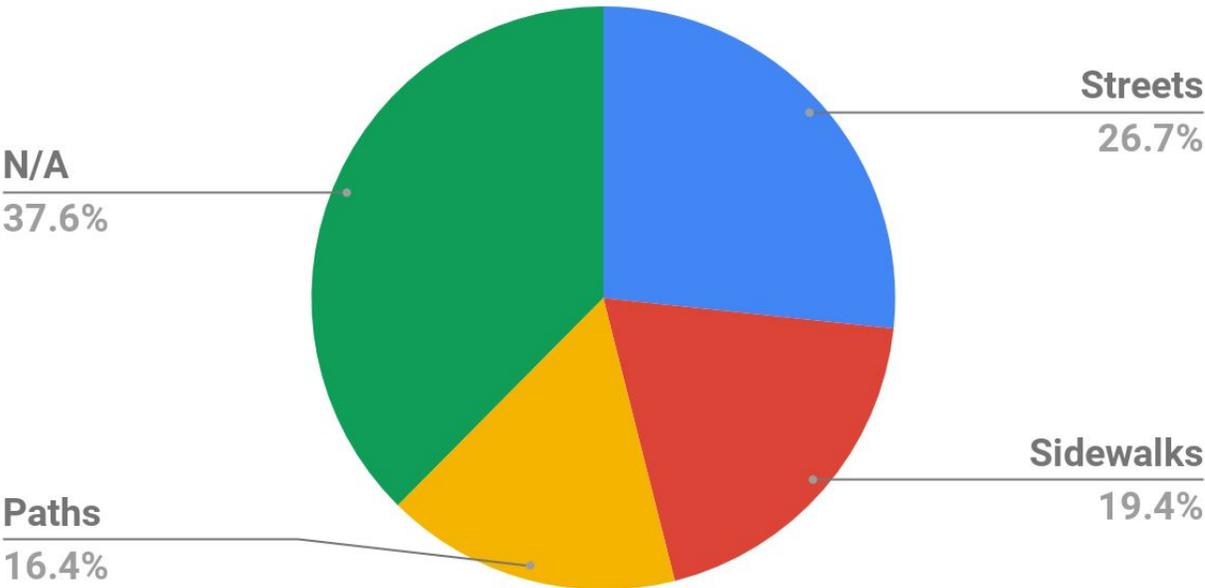
3. Have you ever ridden an electric scooter in Bloomington?	
Yes	52
No	70

Have you ever ridden an electric scooter in Bloomington?



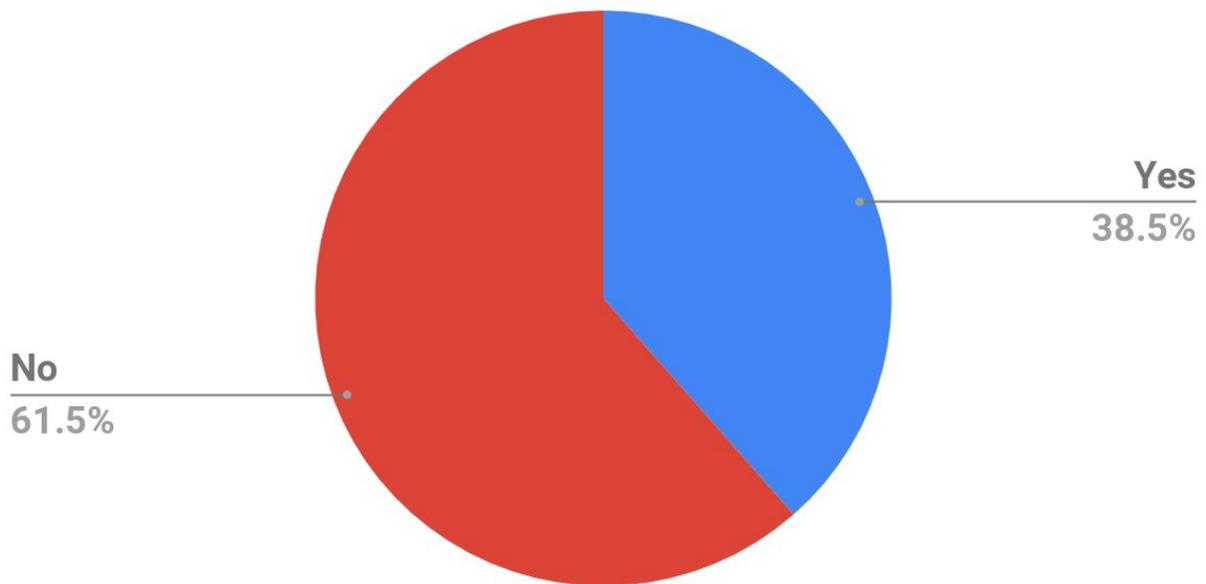
4. Do you ride primarily on streets, sidewalks or paths like the B-Line?	
Streets	44
Sidewalks	32
Paths	27
N/A	62

Do you ride primarily on streets, sidewalks or paths like the B-Line?



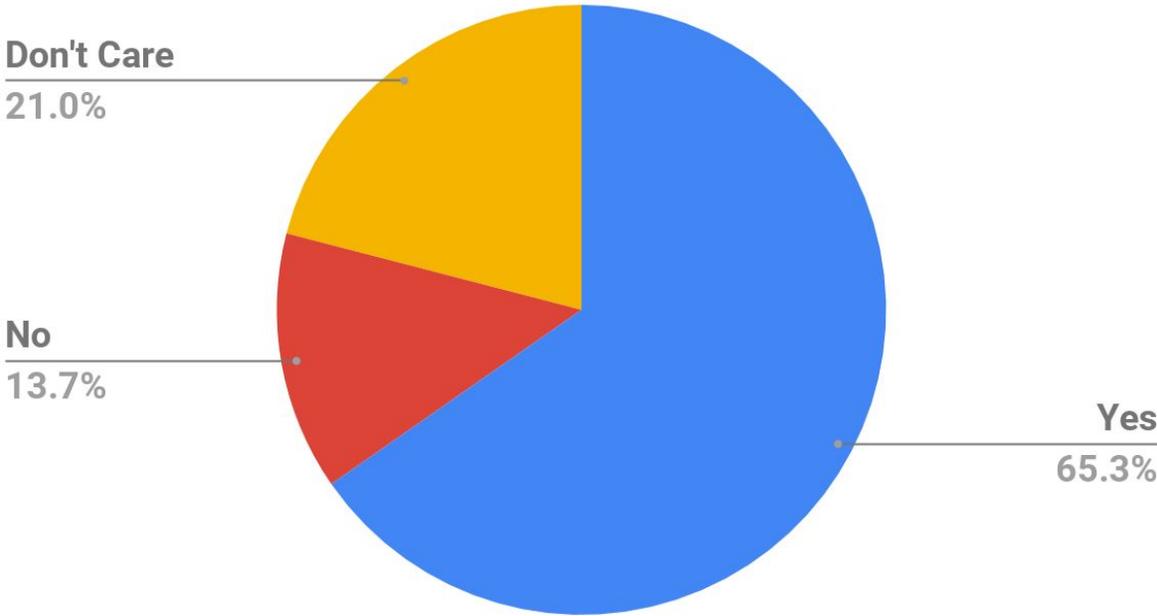
5. Have you ever noticed "Dismount Zone" signage or markings downtown?	
Yes	47
No	75

Have you ever noticed "Dismount Zone" signage or markings downtown?



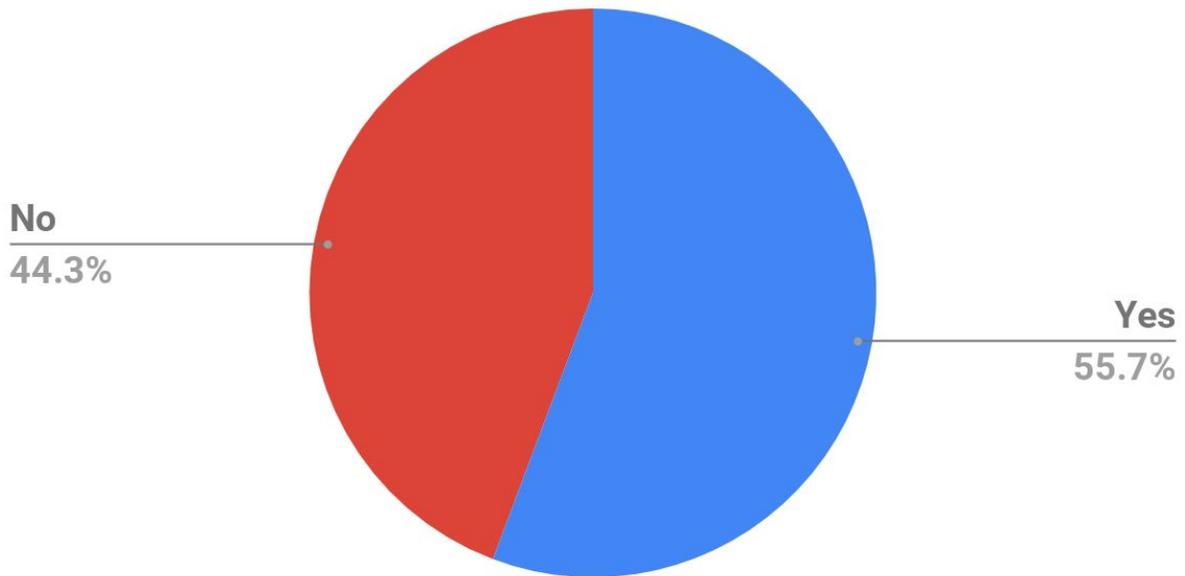
6. Would you like free, designated parking for scooters?	
Yes	81
No	17
Don't Care	26

Would you like free, designated parking for scooters?



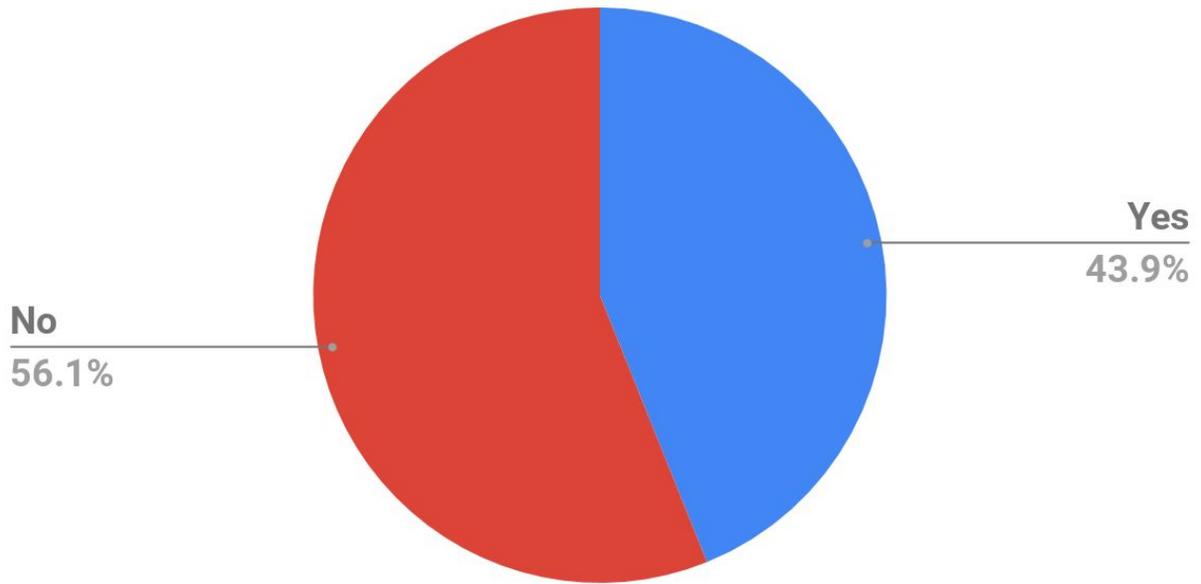
7. Do you know there are rules regarding scooter usage in Bloomington?	
Yes	68
No	54

Do you know there are rules regarding scooter usage in Bloomington?



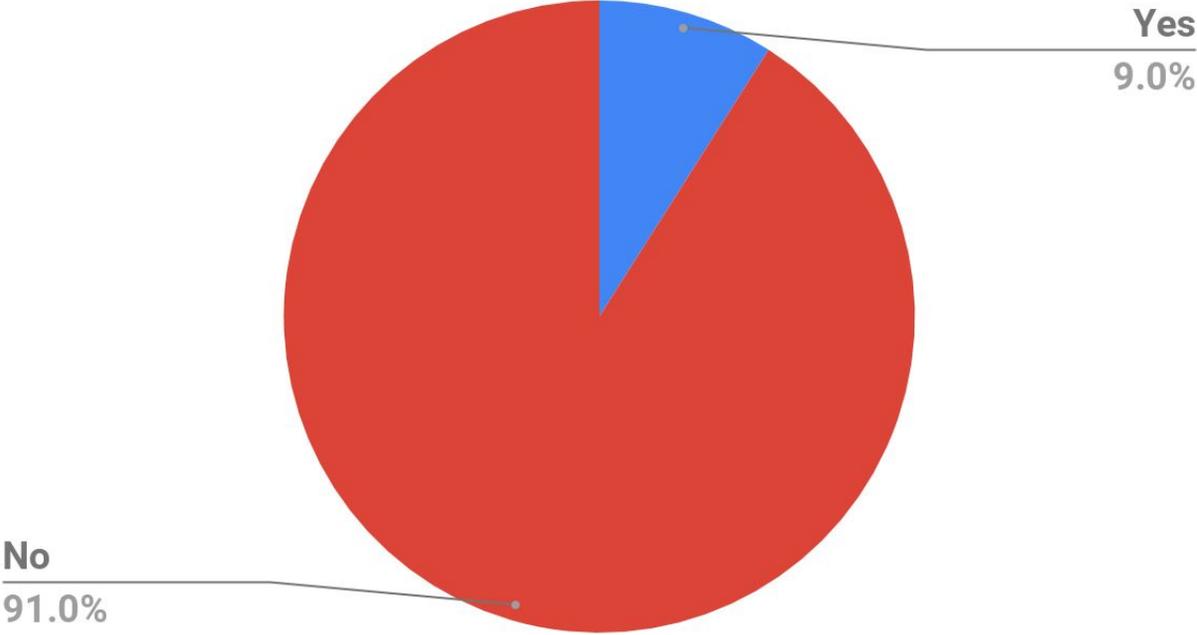
8. Do you know where scooters are and are not allowed to be parked?	
Yes	54
No	69

Do you know where scooters are and are not allowed to be parked?



9. Have you ever had a scooter-related injury?	
Yes	11
No	111

Have you ever had a scooter-related injury?

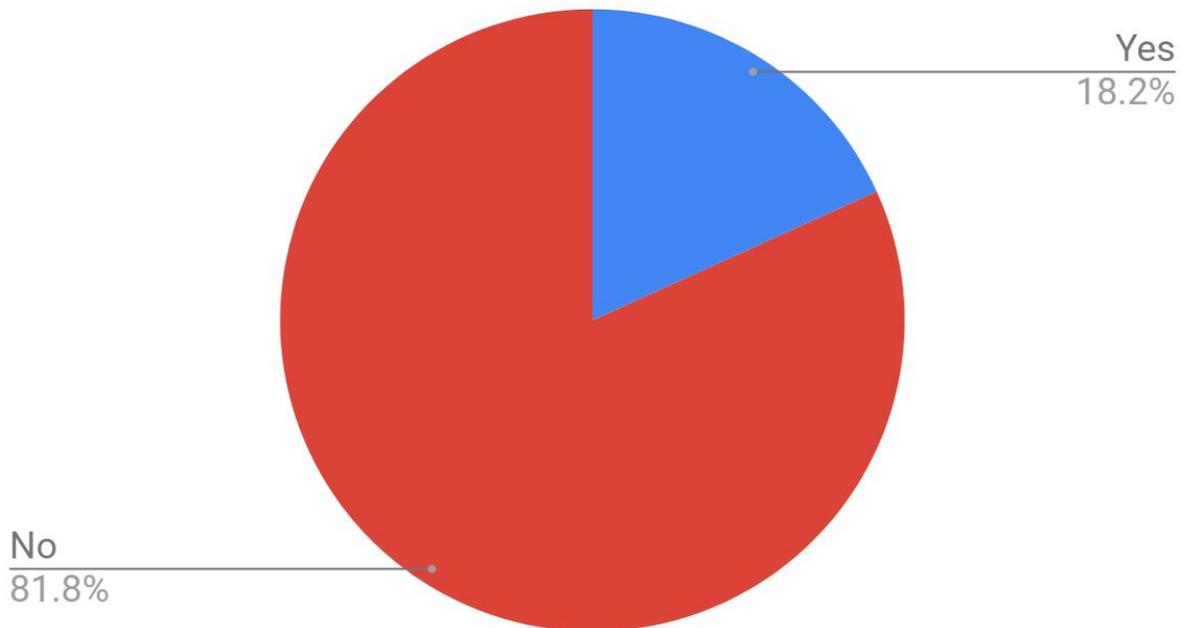


Polco Scooter Survey Responses

This 5 question survey is hosted by polco.us and has been available since November 14, 2018. We have received an average of 239 responses per question.

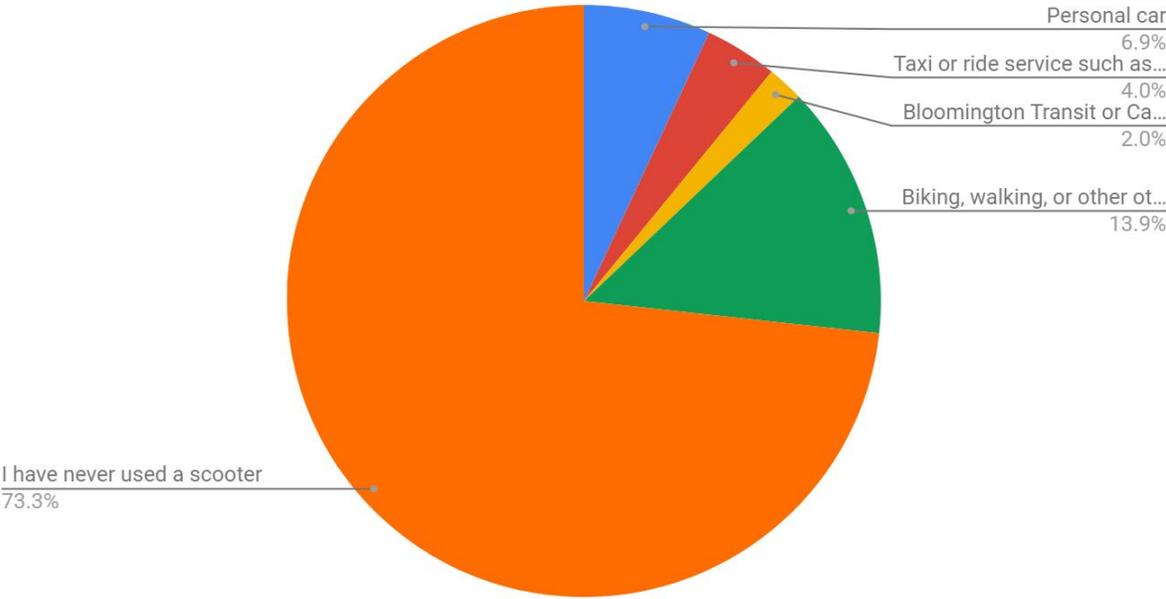
1. Have you ever used a rentable scooter in Bloomington?	
Yes	39
No	175

Have you ever used a rentable scooter in Bloomington?



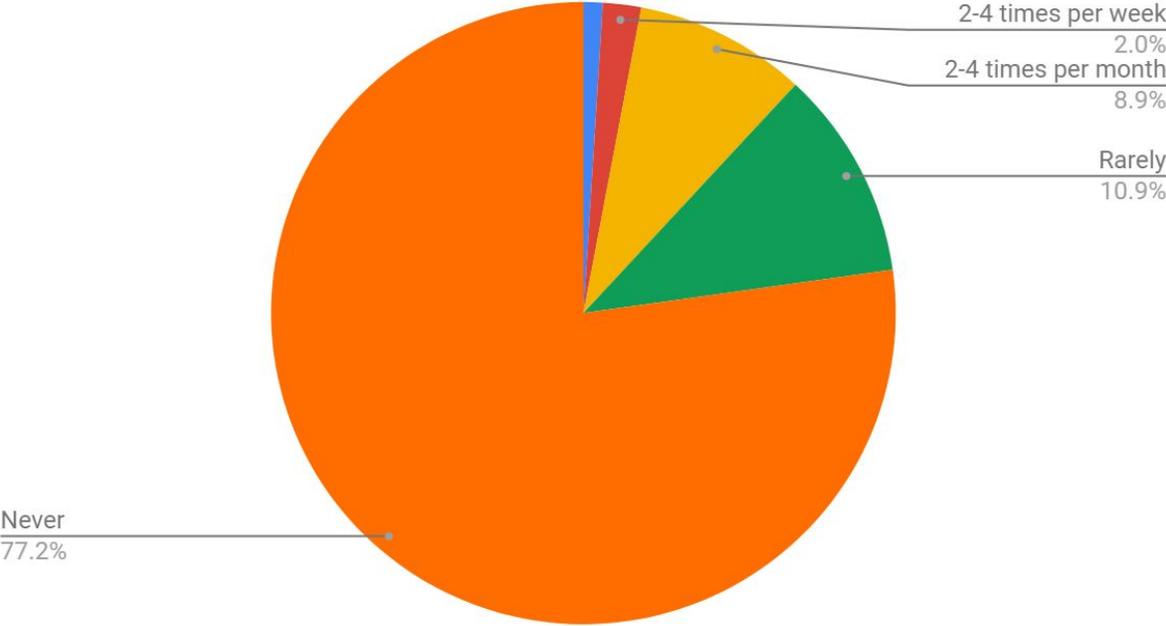
2. If you have used a scooter, what form of transportation has your scooter ride most often replaced?	
Personal car	14
Taxi or ride service such as Uber or Lyft	9
Bloomington Transit or Campus Access bus	4
Biking, walking, or other other micro-mobility or pedestrian option	29
I have never used a scooter	158

If you have used a scooter, what form of transportation has your scooter ride most often replaced?



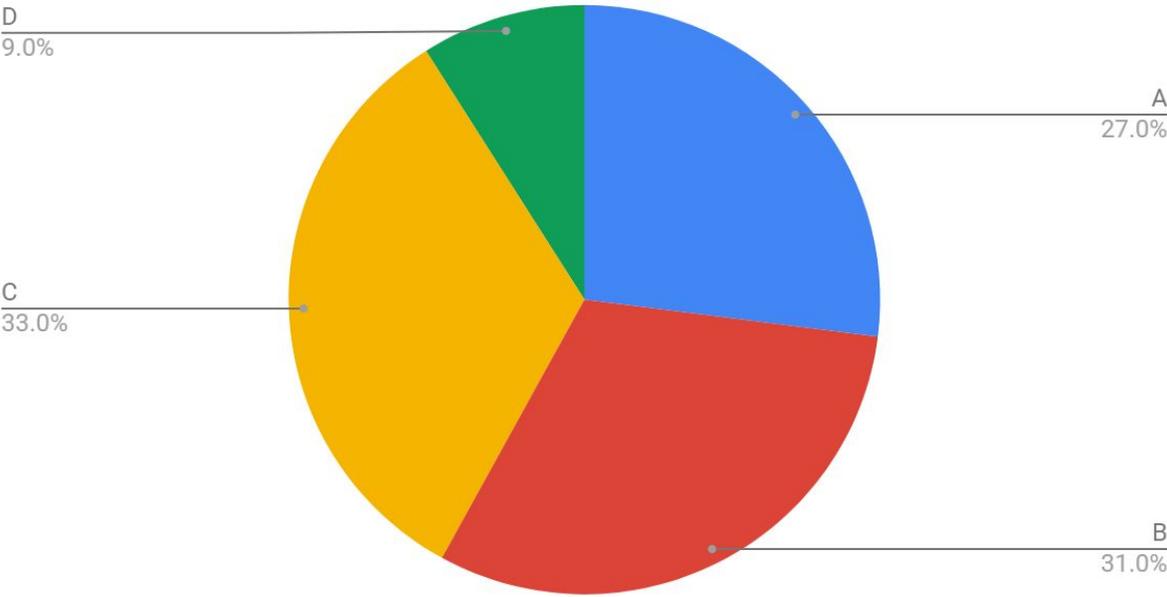
3. How often do you use a rentable scooter on average?	
Daily or more	2
2-4 times per week	4
2-4 times per month	18
Rarely	23
Never	163

How often do you use a rentable scooter on average?



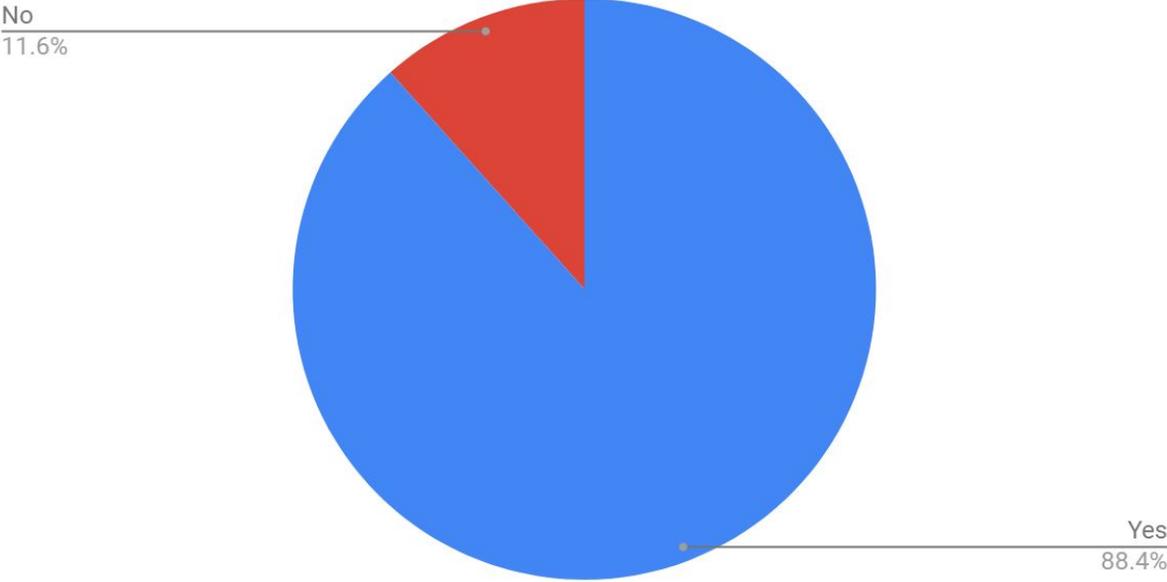
4. What approach is closest to your views about how city government ought to respond to scooters being brought to Bloomington?	
A. Welcome and encourage them as a mobility option, and regulate them lightly to protect safety and receive income to cover city costs (i.e. welcome and encourage safety)	68
B. Allow their operation in the city, but regulate with significant fees and substantial fines for inappropriate operations in order to assure compliance (i.e. allow but assure compliance with rules)	77
C. Prohibit companies from operating in the city without prior registration, fees, regulatory compliance with training, proof of corporate responsibility (i.e. prohibit unless companies assure their ability to comply with rules and safety)	83
D. Prohibit them from operating in the city altogether	22

What approach is closest to your views about how city government ought to respond to scooters being brought to Bloomington?



5. Would you like to see the same rules that apply to bicycles apply to electric scooters?	
Yes	274
No	36

Would you like to see the same rules that apply to bicycles apply to electric scooters?



Appendix of Bloomington Resident Scooter Survey “Other” Responses

1 rider per scooter
1. Have racked parking only and fine the company if scooters are parked elsewhere; they can have their app's "meter" fail to turn off if a scooter is improperly parked. 2. Improve the bike lanes on city streets so that bikes and scooters have a safe place to be.
1. "Scooter-free Zones". Certain areas of the city, as an example, a residential neighborhood, should have the right to request that scooters not be allowed. 2. Riders are not allowed to leave scooters in residential areas, i.e., on the sidewalk or in the yard of a personal residence. 3. Riders shall not be allowed to leave a scooter wherever they decide to stop riding. 4. Riders shall use bike lanes where they exist. 5. "No Sidewalk Zone". Riders shall not be allowed to ride on sidewalks in designated areas. Example: Downtown on the square, and like areas where generally heavy pedestrian traffic exists. Scooter companies, and city ordinances will be unable to police riders from becoming a potential danger to pedestrians. No ride zones will help police keep the scooters off busy sidewalks. 6. Operator licensing fees are a must, but further, Scooter Operators should pay for designated parking locations, and any other special requirements, and perhaps, a per scooter tax paid into a city fund for using to improve operation and policing of scooters. 7. I have observed riders running stop signs, and riding the wrong way down streets. It should not be a surprise that some riders, especially at night, will be using scooters under the influence of alcohol. This is especially dangerous, not just for the riders, but for vehicular traffic. It is not an issue of if someone will get hit by a car while riding unsafely, but when someone will get hit. It bothers me greatly that the driver of a car could be held responsible in an accident, when a scooter rider shoots across an intersection without stopping. It happened to me the first week the scooters arrived. Riders must be ticketed when not following traffic laws, and held to the same traffic standards as any other vehicle on the road. I do not want to completely eliminate scooters from sidewalks, as I believe the potential for an accident is higher when scooter riders are sharing the road with cars and trucks. Anyone, regardless of their experience, or aptitude, can jump on a scooter and ride wherever they want to go, using whatever street, sidewalk, alley, or bike trail they deem appropriate. Scooter Operators must be held accountable for making certain Riders are correctly trained and understand the rules of scooter use.
A 24 hour stateside number would be ideal.
Absolutely hate the things - there will be deaths and there is no ability to limit them from kids. I have come close to hitting students on more than one occasion who have darted out in the middle of the street.
Actual enforcement of rules when the RIDER violates traffic laws
Actual enforcement of the scooter regulations
Any scooter blocking wheelchair ramps and sidewalk access should be immediately impounded and companies fined.
Anyone blocking an entrance to a building or residence will have their rights to operate a scooter revoked and a fine.
Anyone with children (under the age of 18 years) on scooters should be ticketed. I see adults with their children on scooters with them and I see children riding scooters with a parent riding behind them.
As part of designated parking: rules governing where scooters can be left, either by riders or chargers (e.g., not on a sidewalk blocking access)
Ask us next time. Let us vote on wether or not we even want them here.
Ban scooters entirely and completely.

Ban scooters. They're not worth the problems they cause.
Ban them
Ban them
ban them
Ban them from Bloomington. In the worst of all possible worlds, someone is going to get killed..
Ban them. They are proven dangerous.
ban third party owned scooters
Banned from the B-Line
Better safety features for nighttime riding, there are no lights on the back of them, I witnessed several riders almost getting hit from behind on a Lime scooter because the driver couldn't see them
Bloomington city staff responsible for regularly patrolling sidewalks and removing scooters that are blocking wheelchair accessibility.
Both rider and scooter company should be held liable for any injury to a pedestrian or property damage incurred while in use.
By far, the most devastating consequence of these scooters has been the way in which they have affected persons with physical disabilities and/or limited mobility. Whatever policies we set, we MUST ensure that everyone can use public sidewalks to get around town. I don't want to ban or restrict scooters unnecessarily, but it would be worth banning them if that were necessary to protect the integrity of public walkways.
Cannot operate while drunk. Students are so casual about walking out in front of cars. Now we add speed via a scooter to the equation. Yikes!
Cap on scooter numbers must be dependent on needs of the city/ trial areas--
Citations for operating while intoxicated.
City must enforce regulations/rules it makes regarding scooter use; it's ridiculous to simply say "the company" is responsible. The city must have a 24 hr MANNED phone line to
Clarification on if the scooters follow bicycle laws or motor vehicle laws. One person per scooter. Single file riding, not side by side. Pedestrians still have the right of way.
Clarifying why I didn't check making scooters available in low income areas: I don't think they should be available in any area. I have on more than one occasion come close to hitting a scooter as they zoomed through the 4 way stop at Allen and Henderson, they don't even look! The BLine is littered with turned over scooters in the morning. When I read that the broken scooters are put in dumpsters, I wondered how that is contributing to a sustainable community. Yes, often I see them thrown across the handicapped accessibility ramps from the street to the sidewalk. Even if the Mayor does ride one to work, they afford no value to the community.
Companies should pay a fee to the city that will be used to create bike/scooter paths.
Company insures against hit and run.
confiscate scooters parked illegally, cover costs with reclaim fee big fee to reclaim
Consider geo-fencing them out of areas with high pedestrian density.

Considerations around the battery disposal. 1 rider per scooter. Riders must be at least 16 years old. Also littering the scooters on the sidewalk. Built in governors on the scooters, so that they cannot go that fast. Drinking and scooting. Actually enforcing the laws or just banning them if enforcement is too hard.
Cops must give out tickets/fines to scooters and the company when an infraction takes place. Scooter Companies must be liable for the damage caused by their product.
Decrease maximum speed of scooters
designated parking areas in all far corners of the city, not just downtown
Don't allow them. Also do away with mopeds.
Donate a portion of the proceeds to offset parking costs!!!
Either scooter company or city provides helmets
enforce actual friggig stop signs for motorists, bicycle rider, AND scooter riders.
Enforced parking areas and enforced deposit locations for charged vehicles
Enforcement must be a part of any future ordinance. The dismount zones already exist - why are they not currently being enforced?
Fee should be charged up front each year to cover admin costs; each scooter should have plate paid for affixed like bicycle; EACH company Must be bonded sufficiently to offset lawsuit costs; scooters needing to be confiscated for improper parking should pay penalty
Fines for blocking sidewalks and ramps and anything that would hinder people using wheelchairs from being able to proceed as normal.
Fines for scooters left in unauthorized parking areas
Fines on riders who break rules as well as scooter company
Following NACTO's recommendation, require data sharing with the city. Specific recommendation is requiring sharing data using MDS. Both Bird and Lime are already sharing data in this format with Los Angeles and could easily do so with Bloomington. This gives the City important visibility into the total network as well providing valuable data to support decision making.
Get rid of the scooters!!!
Get rid of the scooters.
GET RID OF THEM ALL
Helmet and reflective vest if no restriction to driving at night. Bikes should be included too. Adequate lighting on scooter on front, back, and sides. They go too fast not to have this.
Helmet laws for scooters and bikes
Helmet Regulations
Helmet use should be mandatory if enforceable
Helmets must be worn.
helmets necessary
Helmets required
Helmets required

Helmets required, DWI laws applied to scooter riders (personally observed inebriated users on campus and Kirkwood)
Helmets required.
Helmets required. If rider doesn't have one, shouldn't be riding, just like bicycles.
Helmets, licenses, insurance, and traffic ordinances
Helmets!
Helmets? Reflective or lights which show movement in dark
Honestly, I'd prefer they were limited to campus only
How about enforcing the rules.. rules without enforcement= ????
How about just no scooters at all?!
How about prohibiting them from Bloomington altogether? They are a menace to pedestrian safety and a total mess for our city.
How any of this will/can be enforced?
I don't even want them in Bloomington. I was walking downtown one day, someone on a scooter when pass me from behind was way to close and was going way to fast.
I have a retail store downtown on the square. I really dislike these scooters being used on our sidewalks. I nearly had a customer hit by one of them last Fall.
I have reservations regarding sidewalks but am very concerned about there use on streets. In Queensland Australia the state bans them because of the reality of potential accidents with vehicles and death or injury.
I liked the town better when we had to walk. Not to mention the health benefits of walking and ease. Thus far, the rules don't get enforced so why have more? At the IMU now, you can see a student parked the scooter on the handicap & service ramp. Very frustrating.
I think in some places sidewalks are preferable, but pedestrians should ALWAYS get right of way.
I think prohibiting scooters on sidewalks will have the same safety problems as prohibiting bicycle use on sidewalks (which we no longer do). Scooter users may feel necessary to use sidewalks when our roads are so poorly designed (or maintained) for anything but automobile use.
I would like to see the tail lights larger and brighter. Hard if not impossible to see at night until they are way too close.
I would like to see traffic laws enforced upon those using scooters. I think ticketing would be effective.
I would prefer if the scooters were banned altogether. It's like living with a neighborhood of 12 year olds who don't pick up after themselves.
I would prefer they be banned. The presence of the scooters, as private property, in our public spaces, is unacceptable and a violation of our civic rights to PUBLIC space.
I would prefer to see these gone completely. They are a hazard to pedestrians, especially to individuals with disabilities.
I'm most concerned about the parking issue and the problems it creates for those with disabilities.

I'm worried that the scooters in town prompt physical inactivity. I would like for the tow to emphasize sustainable transportation options, such as the bike share, rather than promote policies towards scooter use.
If not allowed in City Center, why is their a dismount rule on Indiana Ave, etc?
If scooters are going to be given the same rights as bicycles, they should be held to the same standards of safety. That includes lights on the front and back and a bell or horn that can be heard at least 10 feet.
If used after dark, must have strong head and tail lights. Age: should be whatever ANY motorized vehicle is. Special concern is following all traffic laws - such as going wrong way on one-way streets, stopping at stop signs, ceding right-of-way, etc.
If you are going to make rules and regulations concerning the operations of scooters in Bloomington you must ENFORCE them otherwise there is no point in making them in the first place.
If you're going to have a 3 foot passing rule on sidewalks the sidewalk needs to be wider than than 3 feet.
In the land of Mordor where the shadows lie, in the fires of Mount Doom where Isildur's Bane was once wrought, there unmake all such fell contraptions.
Increased penalties for blocking handicap ramps and or blocking sidewalks. This is a hazard for individuals who use wheelchairs, limited mobility, limited vision etc.
Insurance requirements benefiting the municipality in the event of an unforeseen event (i.e. the trash truck fire from Lime scooters) and proof of insurance.
Just ban them.
Just get rid of the d**n things. People are to stupid riding them. You will be sued if I hit someone on one, I promise you that.
Just get rid of them all...
Less piles of scooters. Less scooters on the road. They're a larger safety hazard on the roads than the sidewalk.
Lights should be required as when riders are in front of you on the road they sometimes stop or turn unexpectedly
Limit the number of scooter chargers in one area.
Make rider clearly aware that very few or any of them are insured should the cause injury or damage. This is not widely known
Make the scooter companies put money into Bloomington Transit
Mechanism for enforcement, not just rules that will be ignored
Mechanism to learn identity of scooter rider if they crash into a car or pedestrian and speed off
More bike lanes to share with bikers and scooter users
Multiple times myself or family member have been nearly hit by a scooter rider. Additionally multiple times I've observed scooter riders not following traffic laws and ignoring pedestrians and even cars. Scooter riders accountable to follow traffic laws and safety and can be fined for not following ordinance.
Must have laws for preset placement of scooters. Must not be blocking handicap access, placed at top of stairs, or on properties for kids like schools.
Must stop at all alley ways where a car could be coming out

Must wear helmet and follow traffic laws
Must wear helmets
Must wear helmets. Must stop at stop signs, give signals, cannot weave back and forth between moving vehicles, must maintain safe distance from vehicles in order to allow other drivers ability to SEE the scooter etc etc
No dock less scooters. Scooters must have a designated place to be parked and stored. They're all over my streets sidewalks and in front of my house.
No motorized scooters on paths, trails
No noise when charging for neighbors
No riding them in the streets!!!!
No scooter at all. Most americans can barely follow bike rules.
No scooters
No scooters at all. I have almost hit several of them because they to not look when swerving in and out of traffic, onto and off of sidewalks, and they act like they own the entire road. They are very scary in the hands of a non-accountable youth.
NO SCOOTERS IN STREET
No scooters on campus.
no scooters on city maintained property: streets, sidewalks or trails
No scooters on in the public right of way, including sidewalks.
NO SCOOTERS!
No scooters. More busses.
No sidewalk parking of scooters - impound scooters left on sidewalks
No street riding.
Not available after dusk without appropriate headlights and taillights
Not parked in handicap accessible areas or on sidewalks.
Only one person per scooter
Outlaw scooters
Outlaw these dangerous scooters
Penalties for parking outside designated parking areas
Penalties for scooters that block sidewalks and other paths of travel
Penalties for the scooter company each time scooters are left in an inappropriate area like a sidewalk
Penalties for those who do not return them to designated areas, rewards or incentives for those who do return them.
Penalties to riders for not following traffic laws! And Mandatory lights/flashers if operating at night.
Permission to wing scooter drivers with Nerf bullets or similar

Please do not allow scooters to utilize bike rack parking. Scooters do not need to lock up, and this parking is meant for bicycles.
Please remove all scooters from Bloomington. They have been more of a liability than a benefit.
Police enforce the traffic laws and fine scooter riders accordingly
Police must enforce these rules as they do with vehicular traffic. Now they do nothing when a scooter runs a stop sign.
Prefer they just been banned all together.
Preferably, elimination of scooters altogether
prohibit scooters from same sidewalks as bicycles
Prohibit use on busy streets, ie the bypass or N. Dunn, 1xth st. etc.
Prohibited parking scooters on sidewalk or pedestrian pathway
Public media campaign to educate scooter riders about leaving room for mobility aids; helmet laws
Real viable helmets must be provided AND ways to confirm that riders are over 18.
Reinforce that police will issue tickets to scooter users violating the rules.
Renter responsible for leaving scooter in acceptable parking location
Require companies to find the carbon footprint (including drives to pickup and charge scooters) and make that information readily available. People need to know they're not as good for the environment as we think. A carbon tax should be imposed on them.
Required Helmets. It only takes one fall to hit your head.
Required rider education about disability access and scooter operation/parking
Returning after use? I see them laying everywhere.
Riders may not be intoxicated
Riders may use bike lanes and sidewalks but not lanes designated for cars
Riders must be 16 years of age or older
Riders must give bikers right of way
Riders must give way to persons with mobility devices
Riders must have valid driver's license.
Riders must use helmets.
Riders must verify they have auto insurance that covers scooters. Got in an accident where a scooter (riding on a sidewalk) slammed into my car when I was stopped at a stop sign. Her auto insurance covered all of my damage, but would not have if her company didn't consider scooters to be a vehicle.
Riders must wear a helmet. It might be the only way they are visible to traffic.
Riders must wear helmets
Riders must wear helmets
Riders must wear helmets

Riders must wear helmets
Riders must wear helmets & stop at stop signs
Riders must wear helmets
Riders should ALSO be held accountable for parking mistakes, especially when they cause a hazard in public walkways
Riders should be required to wear helmets. Cyclists and motorcyclists should also be required to wear helmets.
Riders should have to wear a helmet
Riders subjected to OWI while operating scooters under the influence
rules for scooters obeying traffic lights & enforcement !
Rules must be enforced!
Rules prohibiting operation under the influence of drugs/alcohol, rules prohibiting operation after a certain late hour
Rules to impound the scooters if illegally parked/placed and make the company pay to get them back. And charge the company a LARGE one time start up fee + significant yearly renewal fee if they want to keep operating here - then use that money to add more bus routes or buses to improve public transportation for low income residents.
SAME ENFORCEMENT FOR BIKES ... THEY HAVE A BIKE LANE!
Scooter companies can refuse service (via CC) to user riders with multiple infractions.
Scooter companies held liable for vehicle damage from a misparked scooter or a scooter at fault for an accident. The scooter company can
Scooter Companies liable for injuries and medical expenses.
Scooter companies must be held accountable for the retrieval and maintenance of abandoned scooters.
Scooter companies must contribute to a law enforcement fund for patrol, so our officers can spend time issuing fines for all the users' noncompliance with scooter rules
Scooter companies must equip parking areas with solar charging stations
Scooter companies must equip parking zones with solar charging stations.
Scooter companies must install city-approved Scooter parking corrals/
Scooter companies must provide staff who go around and ensure scooters are safe, parked neatly, and charged. These should be full time positions that provide benefits to the employees (note - Bird and Lime both pay for employees to do this in Paris, France)
scooter companies pay for the privilege of operating in the city 2) scooter companies liable for damage to property caused by scooters
Scooter companies shall be liable for injuries suffered when scooters are operated in violation of the ordinance
Scooter companies to provide and maintain designated parking locations.
Scooter drivers need to be held responsible like a licensed driver if they are the direct cause of an accident.

Scooter operators MUST be licensed
Scooter parking must comply with the Americans with Disabilities Act (i.e., not block sidewalks)
Scooter riders and scooter companies must abide by all city rules even while on the IUB campus
Scooter users should also be held accountable for parking violations. It is a shame that users leave scooters blocking sidewalks and access ramps. Helmets should be required for users.
Scooters AND bicycles should not be allowed on sidewalks.
Scooters AND BICYCLES: if they are on sidewalks with pedestrians they must go at walking speed
Scooters and riders must be required to use lights from dusk to dawn
Scooters are dangerous to riders, pedestrians, and cars/passengers and they are left all over town which looks awful!
Scooters are motorized vehicles and should be treated as such
Scooters bot allowed to block bike racks. Company fined for scooters not parked upright.
Scooters can not be left in handicap parking areas (or blocking a handicapped person's exit area for their car).
Scooters cannot be ridden at night unless they have adequate lights (which they do not have now, making them a hazard)
Scooters may not be parked in such a way as to impede accessibility for pedestrians and wheelchair users
Scooters must be equipped with day-running headlights and break lights.
Scooters must be stored off the sidewalk to allow for accessibility.
Scooters must not be left lying anywhere in residential neighborhoods, they are unsightly and are making their way into suburban neighborhoods without any approved parking areas.
Scooters must ride on the correct side of the road. Scooters must let bikes pass them in the bike lane without endangering the bicyclist. Students should be fined if they break any rules
Scooters not allowed on roads. Riders should wear helmets.
Scooters not allowed to block access to bicycle racks
Scooters prohibited from parking in spaces designated as accessible for those with a disability parking placard
Scooters require helmets
Scooters should not be allowed to be dropped in front of houses on sidewalks
Scooters shouldn't be left fallen over blocking the sidewalk.
Scooters use bike lanes. Too many in traffic
Scooters use the many bike lanes, instead of sidewalks. If they are allowed on trail, they must pass on the left and say on left when passing. Ticket users who break rules. Ticket bicyclists too please. They tend to run the stop signs also which is very dangerous. I suspect the city will get a lot of revenue from the tickets and please do not target only the poor areas of town for ticketing. After all it is the ones with money who can afford to pay the tickets.
Scrap them all before they take over!

Seasonal or weather related restrictions for when scooters can be operated or placed outside
Since a scooter accident can cause major injury anybody driving a scooter under the influence of alcohol or drugs should face the same penalty as for operating a vehicle under the influence.
Slow speed (1x mph) Wheeled vehicle corridors linking neighborhoods and center city
someone must offer training and rules of the road to the riders.
Someone other than police enforcing this because we don't have enough police as it is now, we need the on "scooter patrol"
Specify in your ordinances that you are primarily referring to ELECTRIC scooters
strict financial fines for driving scooters while intoxicated or drug impaired
Tax them for wear and tear on roads.
That a helmet is required when riding a scooter.
The cap should not restrict growth, but prevent a situation like the one in Austin, TX, where these e-scooters line the streets like no other. I've seen videos of at least 2x scooters on one side of a block.
the disposal of illegally parked/dumped scooters by the City's sanitation department, with Lime and Bird paying the cost of removing their trash from our streets.
The operating company as well as scooter riders should be held legally accountable should an accident be deemed to be the fault of said rider. People are riding these things around drunk afterall
There must be helmets available for riders.
There needs to be insurance for accidents caused by the scooters. There was a scooter left in the road and I nearly hit it on my motorcycle.
There should be a "check in check out feature" so the scooter is placed in a proper area when not in use or the operator of scooter gets heavy fine if violated
there should be enforcement its the wild west out there
These scooters have been the bane of most people's existence. It is not reducing the number of cars, because these are generally people who would have been walking but are now riding scooters or have had their licenses revoked and are now riding scooters. I don't think they should be in the city at all.
They are regularly thrown about on the sidewalks and also take up much needed spaces on bike racks. Generally, I don't think that they bring any great benefit to the town and are a serious eyesore to downtown.
They need to follow the same rules as bicycles. NOT driving on sidewalk
Think of everyone's safety-- not just the riders
Ticket for operating scooter while under the influence of alcohol or other drugs
Ticketing users who violate the defined ordinances as well as hefty fines to company for scooters parked in sidewalks. Companys to provide funding to create designated parking spaces to accommodate the number of scooters they have operating within the city.
Tickets given to scooter riders that don't obey the rules.
To be honest, I would prefer if they were completely banned, but I will be satisfied with strict enforcement and legally enforceable assignment of liability for injuries to pedestrians and damage to property

Treated as bicycles are; safety helmets must be provided by company (or rider can sign a waiver stating they already have/will use helmet)
Wear a helmet
What about bike-scooter interactions? they get too close to bikes!
Why not start by enforcing traffic laws and other issues with bicycles?
Won't let me check the safe distance from pedestrians option. That is important.
"Chargers" (people who get paid to charge the scooters at night) need to be local non-profits.
\Make people who are kicking over or purposely vandalising the scooter receive a ticket if caught
1. A way to collect scooters 2. Reflective devices to alert drivers (especially at night)
2, 4, 6, 8, educate, EDUCATE! For all transportation, it is not simply an issue of code, but also of vagueness.
50% profit from scooter rentals paid to City of Bloomington for road and sidewalk repairs
A ban on riding all scooters on the B-line trail, as the B-line prohibits motorized vehicles and the scooters are, obviously, motorized.
A complete ban on scooters
ABSOLUTELY NO SCOOTERS IN PARKING GARAGES- people hide them there so that they can earn more to charge them
additional lanes and parking for scooters replacing car centric design
All riders must wear helmets while operating scooters or face fine/penalty
All scooters should be prohibited from age specified area in the downtown area. Put in his scooter parking areas but keep them out of downtown
All vehicles prohibited from pedestrian sidewalks-including bicycles and scooters, but especially motorized scooters. Bicycles ok for children under age of 10.
Allow usage in bike lanes, increase number of bike lanes and encourage non- vehicle green alternatives like scooters. It's a strength to utilize multi modal transportation and can reduce the number of lifts and Uber's clogging roads for short trips. Think about the attraction of bicycling in Amsterdam- it can male Bloomington a leader in greener more local living.
Allowed on bike paths and wide walkways (think Tenth Street East of the bypass)
allowing riders to ride on sidewalks OR updating bike paths so scooters can safely ride on the road
Any regulations will only make the companies leave the city just as they've done in other cities. It would be foolish and naive for the city to run the scooter companies out of town due to our own proud governmental arrogance.
Available in low income areas (this button isn't working in my browser)
Back up these rules by enforcing them with tickets (specifically when on sidewalks)
Ban the scooters. Make city look trashy and are dangerous to everyone involved.
Ban them
Ban them

Ban them entirely
BAN THEM! SCOOTERS=CANCER
Better lights on scootees and riders foot night scooting.
Bicycles prohibited from sidewalks, too. Sidewalks are for pedestrians.
Bloomington Roads need separate lanes for bikes & scooters. Roads are for cars.
Bloomington that get upset anytime their world changes in the slightest way. Scooters are really no different than bikes and the same people that would get upset at a person riding a bike for whatever ungodly reason are the same people bitching about the scooters.
Brighter lights on scooters so they can see pedestrians on side walks after dark.
burn them
Cars must treat scooters like bikes, and must also treat bikes better.
Cars must treat scooters like cyclists, and not pass in a dangerous manner.
City Council to stop trying to govern themselves into a modern utopia
Companies must provide free helmets for riders.
Companies should be required to insure riders; most have no insurance coverage for liability but don't know it.
Complete ban on shared electric scooters; they are a menace
Corporate scooter companies should be prohibited in Bloomington.
Criminal charges for scooter drivers hitting pedestrians from behind
CRIMINAL law on intoxicated/reckless scooting
Dermis be an ordinance to protect Tech disabled community and keep sidewalks and trails clear at Falls scooters in doorways to businesses clear of all scooters
Designated parking areas would constitute assigning a public good (public space) to a use for private companies only. I strongly oppose that measure. It's the users' responsibility to safely park the scooter.
Enforce Existing Laws! Tickets! Fines!
Enforce existing laws.
Enforcement of driving/parking violations!
Enforcement of the rules (whatever they end up being)!
ENFORCEMENT!!! TICKETS!!!
Expand bus routes and times and stop letting these private scooter companies operate in town
Fines for leaving scooters in wrong places or not stored correctly.
frankly, my preference is a ban on using Scooters on any multi-purpose path; these paths should be limited to non-motorized items only. Additionally, my experience with scooters on the roads has been that many riders fail to obey traffic regulations in a manner more egregious than cyclists, likely due to confidence in the battery powered propulsion. A total ban is ideal.
Fund the convention center with the tax, not apply a tax to the entire county's beverage consumption.

Get rid of the scooters. Accountability for a Mayor who seems to think that begging for forgiveness is better than asking for permission. Why is Hamilton making so many unilateral decisions without city council making any attempt to curb his power? He makes a mess and cc dutifully cleans it up but never rebukes him for his stupid political theatrics.
Get rid of them
GET RID OF THEM ALL!!!!
Get rid of them altogether!
Get rid of them. There dangerous and college kids don't follow traffic laws. Ive almost hit 5 kids on those scooters.
Given pending state legislation, it would make sense to wait and see what kind of local regulations will be enabled at the statutory level.
Grow a pair and ban scooters in Bloomington. Sooner rather than later.
Helmet required for rider and passenger
Helmet required, at least for kids.
helmets
helmets required
Helmets required by law. No motorized scooters, only motor-free scooters.
Helmets should be worn to protect rider.
Helmets should be worn to protect rider.
How about the city just minding their own business?
I am most worried about the scooters on the roads. While I enjoy having them off the sidewalks, driving with the nearly invisible scooters is completely terrifying. Please consider rules for keeping us in cars safe and keeping the scooter riders safe as well.
I am very handicaped the vast number of scooters bikes exc.just left on sidewalks and ramps and parking places is a hugh problem for everyone.
I don't think electric scooters should be allowed in the city of Bloomington. If you allow them, then riders should be required to wear helmets. It will be impossible the regulations that you have proposed. The stated guidelines are not being followed by the riders and are also not being enforced by the city.
I would like them to go away before someone gets killed riding them -- they litter our streets
I would really like to see them banned.
Ideally they should be banned and removed from our community.
If it's added to follow traffic laws, then it should be enforced, unlike it is with bicyclists.
Illegal after dark, you can't see them after dark, their lighting is too poor especially from the side.
Immediate impounding of scooters blocking sidewalks and accessible ramps. With fine.
increase the price and allowed distance of scooters to encourage longer trips

It is very important that any ordinances do not necessarily result in scooters riding in the street on streets where they are unsafe. I go through many blocks on sidewalks, passing no or almost no pedestrians. Scooters tangling with cars are the most danger
It's very hard to see scooters in the dark. Safety concerns for individuals riding scooters. I don't feel like they are safe on the road with as many student drivers we have that are still learning to drive.
Just let students have basic transportation while holding them to the same standard.
keep scooters out of bike parking areas, put in car park slots
Keep the scooters!!!!
Keep your nose out of it; City of Bloomington government is absolutely useless.
Largely I think the Onus to follow these rules should be on the users. I work for IU and do get paid occasionally to move or impound scooters, and I think there's only so much the company can do realistically. If people are held responsible you'll see more impact in behavior.
Let the company and private citizens conduct business in peace. Government need not get involved.
let the people ride!
Liability for Scooter related damages
Licensing for scooter companies should not be considered. We want scooter companies to compete and innovate. Regulations should be as loose as possible (i.e. follow all traffic laws only) so as to allow for the innovations in scotter technology that are sure to come in the next few years in this experimental industry.
Limit use to existing bike lanes on the roadways, must be equipped with marker lights, pulsing head and tail lighs.
lower fees so more people can use them
Make them use the bike lane and keep them out of the road.
Mandatory helmets.
Mandatory Insurance Providing Full Medical Coverage For Riders and Liability Coverage For Others
Mandatory sign-off on knowledge of ADA requirements (i.e., not leaving scooters on or near accessible rams and curb cuts) before rider can rent scooter. This can be both an education piece and allow the companies to pass some responsibilites to scooter renters.
Minimal regulation
Must be available to ride at night so people can get home and not fill scared, also allowing them on campus for students to use
Must carry lability insurance
Must use helmets (no one can afford the cost of brain injury hospital stays); rules about enforcement--there is no point to rules if no one bothers to enforce them and hold riders accountable
Must wear a helmet!! 😂😂😂
My preference is to ban them.
No city official would want this on their watch: https://www.npr.org/2x19/x3/x4/698768297/disability-rights-group-sues-san-diego-over-scooters-on-sidewalks

No more cars on Kirkwood. Bikes and Scooters only. Ban all Cars. Take out the Road. ONLY WALKABLE/Bike-able
No night time operation allowed (if cars' headlights must be on, scooters must be locked from use for the night)
No scooter use near bars
None
None of the above, just leave it alone.
None of the above.
None.
None. Let the free market thrive. The scooters are causing x harm. Any harm caused by the driver in a scooter is already covered by existing law
Not available to ride during bad weather(snow,heavy rain,fog).
Not block handicap accessible ramps or pathways
Not having scooter parking near handicapped parking. They often spill into where a side lift/ramp opens
NOT in bike racks; they take away parking available for cyclists
NOTHING
nothing fuck u Bloomington ur trash
Obey speed limits
Officers enforcing traffic laws on scooter operators
On demand transportation is brilliant.....give them free range, but with some rules, parking, courtesy, etc.
Only moped or Vespa like bikes but, no scooters on the roads or sidewalks!
Only one person on a scooter. I have seen two people ride at once I have also seen parent and child
Ordinances requiring drivers to know the rules of scooter use and parking
Parked scooters incurs a fine to the company if an accessible walkway is made inaccessible by the improper parking of a scooter (to be charged to the company).
Parked scooters must not block sidewalks and impede accessibility. The companies should be liable, but can pass the penalty on to the user if they choose.
Parked scooters not to obstruct sidewalks or sidewalk cuts.
Parking rules. I'm not worried about spec parking areas but they should be held to some standard. Those things end up falling over in sidewalks, streets etc. They look trashy.
Personally I think it would be great to have dedicated areas for the scooters to be parked, but I also think it would be a good idea to still allow the riders the option of not dropping off the scooters at their designated spots for a small fee. The great thing about the scooters is the convenience of being able to drive them directly to your location. If we implemented designated zones and enforced them to drop in those areas, it would remove from the usability of the scooters and would make it inconvenient for the consumer. We can also have a system like the charger/juicer system to have the scooters that aren't dropped off in their dedicated location picked up and put into their dedicated spots.

Please ban all scooters
Police enforcement of rules
Portion of scooter company profits go back to City of Bloomington. Scooter companies must provide minimum carbon footprint plan
Pro tip: permanent residents of Bloomington don't want more apartments. But you keep building more apartments which eliminates places to parks our cars. If this is the path you've chosen, then you need to allow for other modes of transportation aka THE SCOOTERS. Leave the scooters alone. People like them. They're cheap transportation without having to ride the bus or pay out the nose for a cab or an Uber.
Prohibit use of scooters!!!!
Prohibited on sidewalks but only in dense areas. I think sidewalks are fine and appropriate in high car speed areas.
Racks or bases so they aren't lying around. The kickstands don't hold them up in wind, or for those too lazy to stand them up.
Recommend that all scooter users wear highly visible clothing.
Repair contractors are not allowed on private property
Require helmets and ticket those who don't wear helmets. It's free money for the city. You guys like money, don't you?
Require helmets. Put governors on to limit speed. Make sure parked scooters aren't blocking pedestrian traffic
Restrict scooters to bicycle lanes.
Rider accountability for scooter parking placement (e.g. scooter left blocking handicap access)
Riders must be responsible for improper parking of scooters
Riders must follow all rules applicable to bicycles. I personally own a scooter that I purchased shortly before the others appeared. It would be disappointing to see my use restricted restricted based on the company owned scooters. I think the focus of legislation needs to be on the companies. Otherwise it shouldn't be treated different from a bicycle.
Riders must have a valid driver's license
Riders must use helmets. Scooters aren't necessarily safe for sidewalks and pedestrians, but they are no match for vehicles on the road. At least some enforced safety gear protection would be ideal.
Riders must use stop signs and stop lights as a biker or car would
Riders must wear helmets
Riders must wear helmets, especially when on the roads.
Riders to send picture of parked scooter when they end the ride. This would be part of the company process to end the ride & the company would keep the picture. Pictures would be available to the city for enforcement for free on request for an individual scooter.

Rules enforcing safe distance from entrances and exits from building AND sidewalk/cross walks.
Rules for drivers of automobiles to ensure safety of scooter riders.
Safe distance from all accessible curb cuts and features so that even if they fall they cannot block the free flow of accessibility for ALL.
Same rules to apply to bicycles.
SCOOTER ANARCHY! SCOOT LIFE!
Scooter companies are liable for personal and property damages.
Scooter companies include insurance with rentals
Scooter companies must include insurance as part of the rental. Insurance in case an uninsured driver of a scooter injures someone else or someone's property.
Scooter companies must maintain liability insurance for all riders.
Scooter companies must operate their own maintenance and charging facilities in Bloomington, rather than pay people to charge the scooters for them. Set larger minimum scooter wheel size to better contend with holes, potholes, etc.
Scooter Companies required to pick-up discarded scooters in timely manner.
Scooter companies should have a permanent location in town with employees to respond to complaints and a people to repair broken scooters. Riders under 18 with a valid license should be able to ride scooters.
Scooter companies should provide insurance to all riders to pay for all injuries and all liability claims
Scooter company should have volunteer hours, in kind donations or donations to organizations dealing with transportation in bloomington
Scooter parking should not be in bike racks. There are not enough bike racks currently, and they do not even need to be locked.
Scooter riders prohibited from riding on sidewalks. Scooter riders should follow traffic laws as if on a bicycle.
Scooters are allowed on the sidewalk for safety and traffic flow.
Scooters blocking sidewalks in violation of ADA
Scooters don't need to be regulated and you are just trying to make money
Scooters have GPS, have last rider accountable for parking mistakes
Scooters limited to walking speed on sidewalks; scooter companies responsible for parking by their charging crews; scooter app to report bad parking
Scooters must ride in bike lanes only or a ticket will be issued to the rider
Scooters must use bike lanes
Scooters must use the bicycle lane on the road.
Scooters prohibited from roads
Scooters prohibited from roadways
Scooters prohibited totally from bloomington

Scooters restricted to bike lanes/paths
Scooters should be treated as motor vehicles! Bicycles should also follow traffic laws and not be allowed on sidewalks.
Scooters should be treated the same as Mopeds
Scooters should not be permitted in the City. Students should walk to class for exercise as all generations before them. As a former City Attorney your present guidelines cannot be enforced. The City may have some liability for failure to adopt an ordinance regulating the scooters while collecting fees from the scooter companies. People have been killed and seriously injured in scooter accidents. The revenue received by the City is not worth the serious injury or death of any student or other person. The City should rethink its position on electric scooters.
Scotter companies must carry liability insurance just like automobiles.
Send them back. We were fine before they arrived. Get rid of them.
Should follow same rules as bicycles
someone needs to be held accountable for the 'electronic litter' that leaving the scooters anywhere and everywhere is causing! It is so unsightly in our beautiful city!
Stop regulating!
Stop trying to add regulations to things that don't need it. The thing that makes the scooters great is the lack of strict rules.
Substantial fines/penalties if scooter rider hits pedestrian on sidewalk
The city should be as scooter friendly as it is bicycle friendly.
The current guidelines are sufficient.
The current laws are just fine.
The same rules as bicycles as far as riding areas are concerned. If a bike does not belong nor does a scooter. Parking areas or painted out parking spots. When they lay about town, it appears cluttered or trashy as if we don't care about our community. It could be a cool art project and involve positive participation in the government. Just an idea. Thanks for listening to our concerns.
The scooters are wonderful, please make expectations of riders clear to the public
The truth is that bus ridership will decrease. And we need buses in Bloomington, as a matter of physical access for all residents and a matter of wealth equity. So any funds from scooters might go to supporting our bus system.
There are "sidewalks" and then there are sidewalks. There is a difference between a sidewalk downtown and the walking track around Bryan Park. The sidewalk problem is heavily pedestrian trafficed walks. We do not allow bikes on these areas so we should not allow scooters. It's a little hard to legislate common sense.
There is no point in any regulation, if the City does not enforce the rules...look at the bicycles
There should be scooter stops for a bird in line like there is pace bikes
There should be scooter stops for a bird in line like there is pace bikes
There should be some visibility guidelines for riding scooters on the street in the dark
There should rules protecting scooter riders from automobiles. Scooter riders should also wear helmets.

<p>These are all negative questions towards scooter usage! Obviously trying to make it more difficult for the scooter companies and city control of the scooters. Ridiculous!</p>
<p>They are vehicles. Treat them as such. Allowing bikes on sidewalks turns out to be a mistake (even though I was willing to give it a try, too). The evidence of this is the downtown dismount zone. Don't make the same mistake with scooters. As for making companies accountable for parking problems, sure, that is good, but the user should also face some accountability. Maybe that is handled by the company if the company is dinged for a violation? I'm not sure, but the disincentive for bad behavior must be direct to some extent, not entirely mediated by the company.</p>
<p>They must wear helmets.</p>
<p>They should be outlawed</p>
<p>They will not follow the traffic laws and impossible to enforce. Bikes do not now so why would scooters. They should be banned because they are more dangerous than bikes when they violate the law.</p>
<p>This is clearly not a well thought-out survey. Some of these are already in place, others require a more nuanced answer than a simple checkbox. For instance, scooters are already only available to rent until 9pm; only available to people with a drivers license and credit card (18 or older); riders are already bound to traffic laws, and while I might favor license fees, it would depend on how much. If you're going to legislate a safe distance from pedestrians, then how about doing the same for bicycles? I've been hit twice in the last two years. I don't have ANY interest in stifling these businesses out of existence. Also, the lack of a comment section in this survey is a major fail.</p>
<p>This is just another step in transportation evolution. Let's remember that. People reacted the same way when cars were invented</p>
<p>Total ban. They are incredibly unsafe and frequently ridden by intoxicated students. In a few short years, Bloomington went from a ban on bikes on sidewalks to motorized electric vehicle riding Wild West. My kids are unsafe to walk downtown in warm weather. They are going to get nailed by one of these.</p>
<p>Where are the positive questions? What BS</p>
<p>Would prefer to see them banned altogether -- whatever happened to using your legs and walking?</p>
<p>xEnforcement of requirement to have a driver's license</p>
<p>Yield to bikes</p>
<p>You can have all the rules you want, but if you don't enforce those rules then you're just whistling dixie.</p>
<p>You don't have these rules for bicyclists in Bloomington. It would be great if you could enforce stop sign use.</p>