

Friday, July 16, 2021
City of Minneapolis Shared Scooter Program

RE: Locations and Types of Geofences - Many Inconsistencies - Why?

To: Council Member Steve Fletcher and Danielle Elkins, City of Mpls Micromobility Manager
From: Randy Manthey, DMNA Land Use Committee (Contact through Christie Rock Hantge - DMNA)
Copy: Christie Rock Hantge - DMNA Neighborhood Coordinator - ** For Distribution to DMNA LUC and DMAN Board.

When looking at the Bird and Lyft phone apps it is very clear that the current geofences are not showing the same locations and they do not have the same scooter control criteria. There is absolutely no consistency. This clearly undermines the integrity and safety of the scooter program. Since the scooter program is currently in operation this needs to be fixed quickly.

Since the City of Minneapolis has a single unified scooter program and each of the scooter companies, Bird and Lyft, have the same (but separate) license agreement forms then the geofences that are required to be in place by the City of Minneapolis should be identical. They are not.

With the geofences being very different the riders renting scooters from each of the companies are experiencing a different set of rules. Because of this the City of Minneapolis does not have a unified and consistent scooter program. This is very confusing to the riders who are trying to figure out where they are not allowed to ride, where they are not allowed to park and where there are speed regulated zones.

*** By virtue of having the exact same license agreement form it follows that the two scooter companies must have the same exact same geofence locations and controls.

Action: The City of Minneapolis needs to work with Bird and Lyft to get their Apps to be consistent in showing the locations of the City’s required geofences with the exact same correct scooter control criteria language. Once in place Public Works needs to confirm that it is correct.

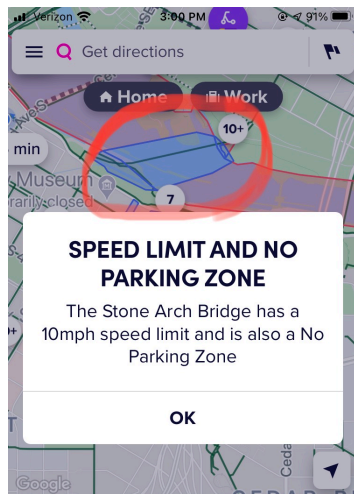
The following are examples that show the inconsistencies of the geofences and the scooter control criteria.

A. The Stone Arch Bridge Area:

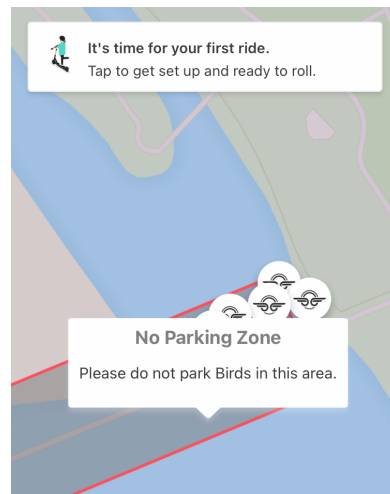
1. Bird shows only a No Parking Zone. It does not show a “Speed Limit Zone”. Why not?
2. Lyft shows a Speed Limit and a No Parking Zone.

It was the understanding of the DMNA that the Stone Arch Bridge currently has a “speed reduction zone”. Verify that this is true for both Bird and Lyft. What is the speed reduction amount? The Lyft geofence does not indicate having a speed reduction zone. Has Public Works ever confirmed that there are any speed reduction zones on the Stone Arch Bridge? Based on the observed speeds of scooters driving across the bridge it does not seem like the speeds of the scooters are automatically being reduced by being in a speed reduction geofence. Groups of scooters speeding and zig zagging across the Stone Arch Bridge after dark create a very dangerous situation for pedestrians.

Bird



Lyft

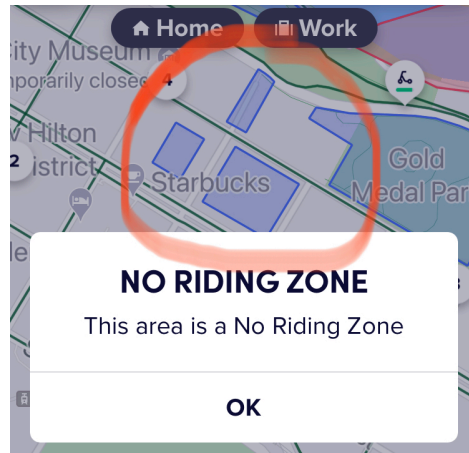
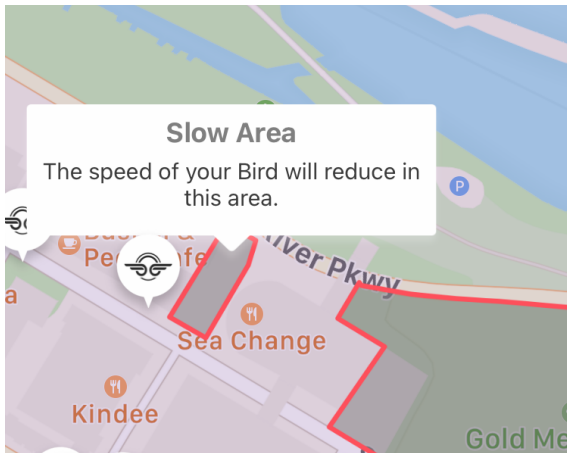


B. 2nd Street South Area - Guthrie Mall and the Two Parking Garages:

1. Bird shows a just one geofence at the Guthrie Mall. It is a “Slow Area”. Nothing at the garages.
2. Lyft shows three “No Riding Zone” geofences. One at the Guthrie Mall and one at each of the two parking garages.

The DMNA Land Use Committee made a request to have a “No Riding Zone” geofence located at the Guthrie Mall and at each of the two near by parking garages to keep out the nuisance riders . Why does Bird not have geofences around the two parking garages?

Bird



C. Gold Medal Park Area:

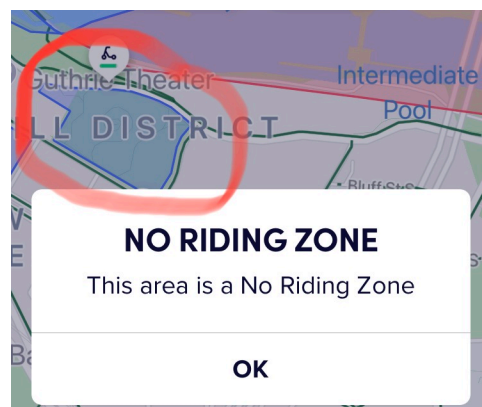
1. Bird shows a geofence that is a “Slow Area”.
2. Lyft shows a geofence that is a “No Riding Zone”.

It is the understanding of the DMNA that there is currently to be “No Riding Zone” geofence located around Gold Medal Park. Is this true? Please verify that this is the case for both scooter companies. To deal with the frequent nuisance riders around the Guthrie the two existing geofences should be combined to protect the pedestrians that will be walking to and from the Guthrie. This is a big concern. Particularly in the evening after the play performances are over. This will be a dangerous situation because the nuisance scooter riders on the sidewalks will be putting the pedestrians in harms way. The best solution is to geofence off all of 2nd Street South. This will not impact commuters because they can use Washington or the River Road to bypass 2nd Street. 2nd Street is a very busy pedestrian street. Let’s keep it safe by not permitting nuisance scooter riders in the area.

Bird



Lyft



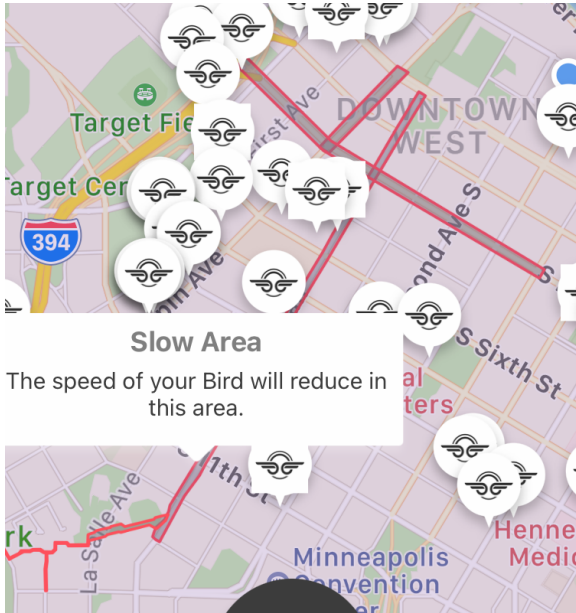
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D. Downtown Mpls Scooter Area:

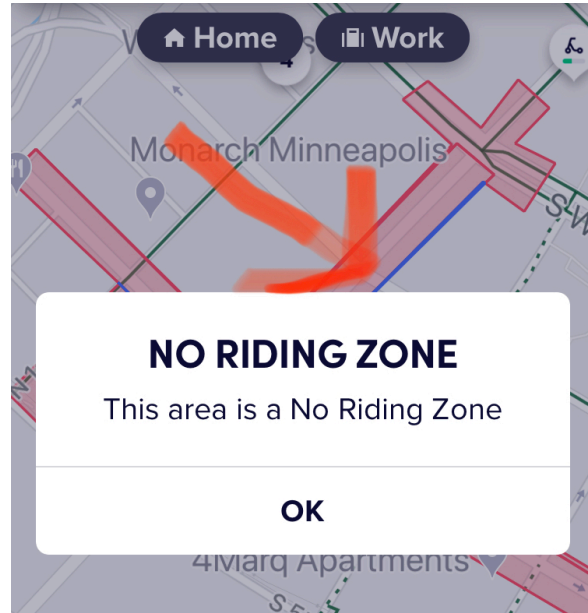
1. Bird - See the Bird map below. One of the geofences extends the length of the Nicollet Mall and down the Loring Greenway.
2. Lyft - See the Lyft map below. The geofence on the Nicollet Mall only goes as far as 5th Street.

As you can see in the two maps below there are great inconsistencies. The geofences shown for Bird and Lyft are very different in terms of locations and types of scooter control criteria. These should be identical and they are not. Why are they different?

Bird



Lyft



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End.