



TAB Members:

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Barbara Wright
Michelle Zeidman

*The Seattle Transit Advisory Board shall **advise** the City Council, the Mayor, and all departments and offices of the City **on matters related to transit** and the possible and actual impact of actions by the City upon all forms of public transportation.*

*The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to **transit capital improvements, transit mobility, and transit operations** throughout the City...*

*The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help **ensure a functioning and coordinated transit system** throughout the City and region.*

*The Board shall function as the **public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1**, as described in Resolution 12 of the STBD...*

The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.

**City Council Resolution
31572**

Date: January 28, 2020

To: Candida Lorenzana, SDOT, and Alex Pazuchanics, SDOT

Subject: City of Seattle Scooter Pilot

Dear SDOT,

In anticipation of finalizing the city of Seattle's Scooter Share pilot permit requirements and application, the Seattle's Transit Advisory Board (TAB) would like the opportunity to provide the following comments to the Seattle Department of Transportation (SDOT) for consideration:

We agree that scooters, like bicycles, can play an important role in helping people access transit. However, it is important to ensure people can safely access transit services. We are concerned about interactions between scooters and others on sidewalks, as well as scooters and vehicles on the street. We agree with SDOT's plan to request a municipal code change to allow scooters to operate in bicycle lanes and multi-use trails.

The city has made tremendous strides in increasing the number of households in the city that have access to frequent and reliable transit. We would like that trend to continue upward. The primary purpose of bus-only lanes is to increase the speed and reliability of transit. We are concerned about the impact on transit operations (speed and reliability) and safety if scooters were allowed to operate in bus lanes.

We expect that some transit riders will arrive at stations via scooters. Although we are supportive of this, we want to bring your attention to the possibility that scooters parked on the sidewalk will impede access to transit facilities and slow bus loading. We recommend that Seattle works with permitted vendors to designate areas for scooter parking that doesn't impede ADA access, especially at transit centers. We also encourage SDOT to require scooter share renters submit a photo of their correctly parked scooter as part of the rental conclusion process; this is required in some other cities and we think it is a smart way to enforce scooter parking rules. In addition, the City should require scooter share providers operate a customer service line for complaints regarding improperly parked scooters, and have a predetermined method for addressing such complaints in a timely manner.

We applaud SDOT's outreach and engagement process before launching a scooter share program. We encourage the City to continue to review scooter pilots and programs, and any pilot or program assessments, in other cities for lessons learned. SDOT has stated that it is exploring ways to conduct a safety study on the impacts of the program; we believe a safety study is critically important. We also strongly encourage the city to determine how it will evaluate the program, both during the pilot and at the end of the pilot.

Thank you for the opportunity to provide comments on scooter share.

Sincerely,

Seattle Transit Advisory Board