

A photograph of three people riding e-scooters on a city street. The image is overlaid with a blue tint. The person in the foreground is a woman wearing a teal jacket and a black helmet, smiling. Behind her is a man in a light-colored shirt and dark pants, also wearing a helmet. In the background, another woman in a dark jacket and helmet is riding. The street has white lane markings, and a blue SUV is visible in the distance.

Scooter Share Pilot Updates and Feedback

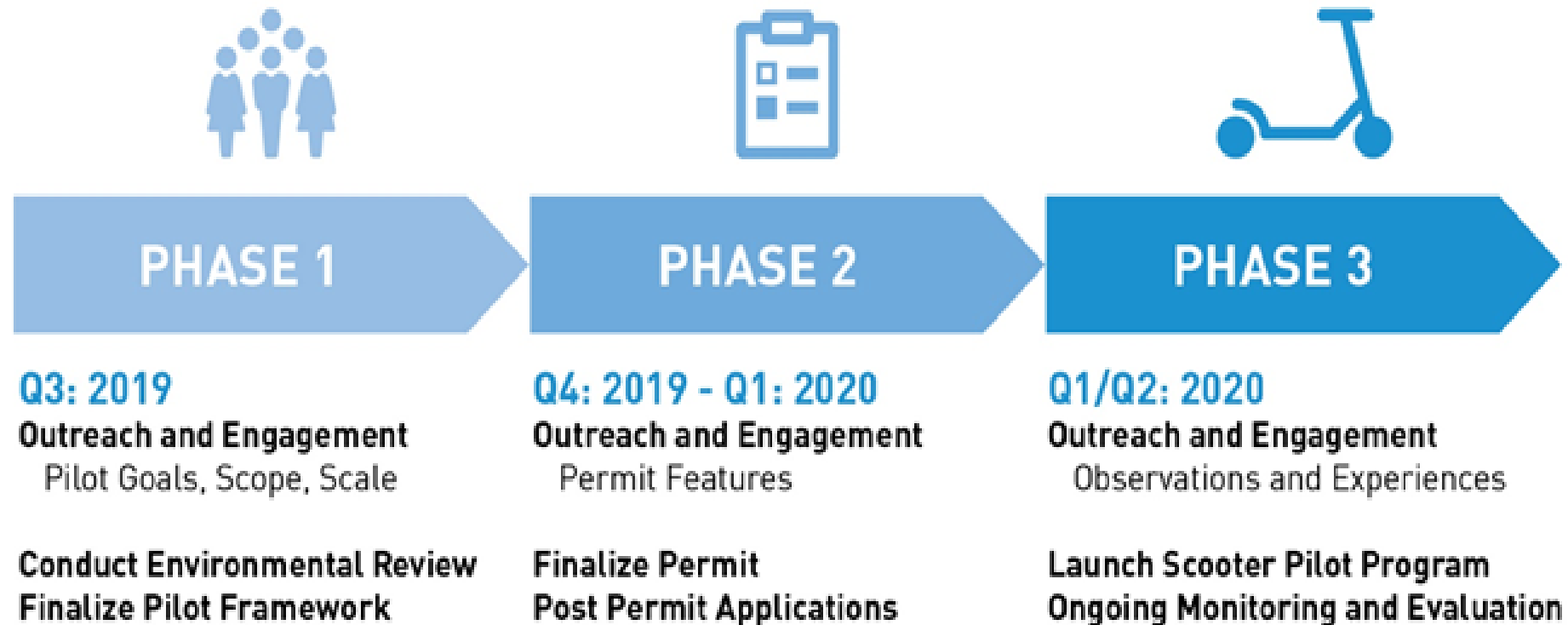


Presentation Outline

- Review updates and timeline
- Feedback Opportunities:
 - Draft goals of the pilot
 - Scope and scale of pilot
 - Riding, parking, and enforcement
 - Safety and equity



Updates and Timeline



Schedule subject to change



Review Draft Pilot Goals

- Encourage safety and advance our Vision Zero objectives;
- Support an active, healthy, and people-first use of Seattle’s streets;
- Ensure affordable and equitable service – particularly for cost-burdened communities of color;
- Fill mobility gaps and improve connections to transit for all, including people living with disabilities;
- Provide a low-carbon mobility option as part of Seattle’s effort to reduce carbon emissions;
- Manage public space to ensure sidewalks are organized and free from obstructions, and do not lessen mobility for blind or low-vision people and other people living with disabilities;
- Establish clear rules for scooter share vendors and users with clear and consistent enforcement standards.

Key Questions: What is missing from these goals? Should anything be removed? Added?

Determining the Scope and Scale of Pilot

- **Service Territory:** Where should the scooter share pilot run?
 - **Citywide:** Follow the bike share pilot framework and allow scooter share across the entire city?
 - **Partial City:** Limit scooter share to $\frac{1}{4}$ to $\frac{1}{2}$ of the city?
 - **Transit Focused:** Test a transit-based approach to scooter share, only allowing usage within X-Y miles of LINK light rail stations (or other frequent transit network hubs)?
 - **Neighborhood Focus:** Pilot scooter share in a limited geographic area, with limited scale, access, and range for the scooters?

Wide Range of Pilots Across Cities

	Bothell, WA	Brookline, MA	Minneapolis, MN	Charlotte, NC	Portland, OR	San Francisco, CA	Chicago, IL	Los Angeles, CA
Range	14 sq mi	6.2 sq mi	57 sq mi	308 sq mi	145 sq mi	48 sq mi	50 sq mi (not entire city)	503 sq mi
Total Scooters	100	300	400	800	2,000	2,500 (all "lock-to")	2,500	36,000 (incl bikes)
Duration	3 Months	8 Months	4 Months	9 Months	4 Months	12 Months	4 Months	12 Months

Determining the Scope and Scale of Pilot

- What criteria should SDOT consider when determining the number of devices to allow and the geography of the pilot?
 - An ideal number of rides per scooter (utilization)?
 - An ideal availability of scooters within a certain walking distance (service level)?
 - A restriction on the number of scooters in a certain area (saturation)?
- Ideas to inform 2020 bike share?



Riding Scooters

- Scooters are currently only allowed to be ridden on city streets
 - Should scooters be allowed to be ridden in bike lanes?
 - Should scooters be allowed to be ridden on sidewalks?
 - Are any areas “too crowded for scooters”?
 - Other thoughts?
- What criteria should SDOT consider when making these decisions?
 - Availability of infrastructure?
 - Speed limit of road?
 - Others?



Parking Scooters

- Parking considerations
 - Strategies/new models for parking restrictions
 - Lock-to vs. Hub-based vs. Free-Floating
 - Impacts to pedestrians and people with disabilities
 - Incentives and/or penalties for parking behavior



Key Question: Do you have feedback or thoughts on how scooters/bikes should be parked?

Safety Considerations

- SDOT is committed to creating safe and equitable mobility options for all
- Scooters are still very new with limited research on best practices for safety
- Thoughts on:
 - Helmet requirements
 - Age of operator
 - Driver's license requirements
 - Speed limits
 - Hardware requirements



Key Question: Do you have any thoughts about helmets, age restrictions, speed limits or licensing requirements?

Equity Considerations

- How do we deliver on our program goals in an equitable way (both bike and scooter)?
- How do we break down barriers to access?
 - Income-based
 - Unbanked populations
 - Access to smartphones
- How do we enforce our rules equitably?
- How do we measure success?

Next Steps

- Once we finalize the goals and initial permit design, there are still plenty of opportunities for feedback as we craft legislation and the actual permit.
- Would SPAB like to stay actively involved? If so, what topics are you most interested in?
- Any other feedback on scooter or bike share?



Questions and Additional Feedback?

Seattle Department of Transportation

Scotershare@Seattle.gov

<http://seattle.gov/scootershare>

