

Seattle Free-Floating Scooter Share Pilot

2020 Permit Overview
Seattle City Council



Our vision, mission, and core values

Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence



Presentation Overview

- Introduction and Background
- Pilot Opportunities – Why Now?
- Pilot Challenges and Strategies
- Program Design and Legislation



Introduction and Background



What is Scooter Share?

- Similar to bike share
 - Free-floating
 - 15 mph limit
 - Parked in the paved furniture zone, bike rack, or corral
- In dozens of U.S. cities, including Portland, San Francisco, and Los Angeles.



Scooter Share Permit Design Process

- Bike share lessons learned
- Peer city research
- Engaged with over 30 regional stakeholder groups
- Surveyed 750 Seattle residents
- SEPA Determination of Non-significance and appeal
- Vendor meetings
- Permit and application
- Legislation





Why Now?

COVID-19 has changed our travel patterns

As part of a recovery, scooters could add a clean, open air mobility option

- Post-COVID rides in Portland, Detroit, and Baltimore are 2x longer and 2x more likely to be used for essential trips
- 46% increase in Portland Spin ridership from the early COVID period, including doubling trips in low-income neighborhoods.
- July 2020 Total Trips:
 - Los Angeles: 295,000
 - Atlanta: 50,000
 - Austin: 42,000



West Seattle mobility goals

Transit & Water Taxi: 18% → 40%

- Over 40% of survey respondents would use transit if it was more accessible. Scooters can help.

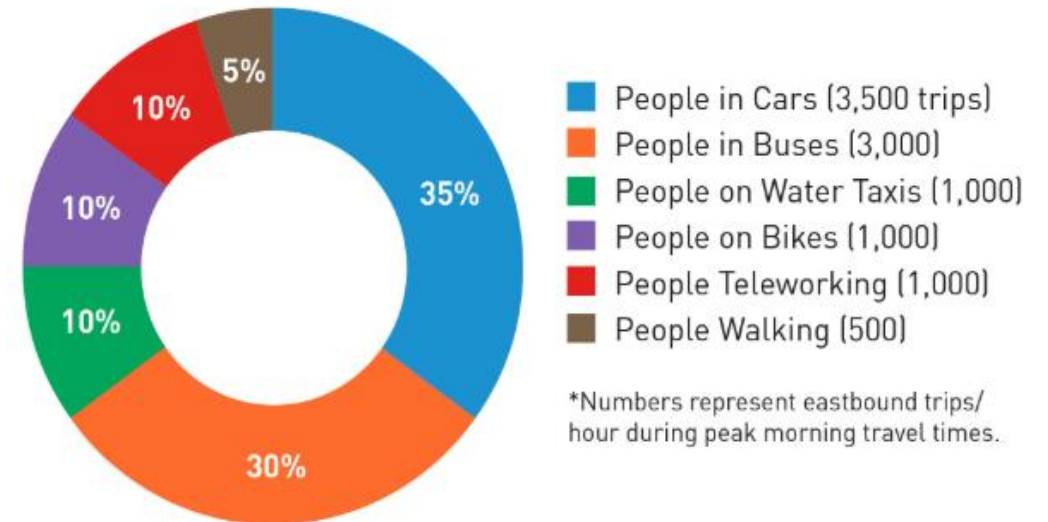
Bikes & Scooters: 1% → 10%

- Each vendor required to have a specific plan to increase service in West Seattle.

Reduce Car Trips

- Partner with King County Scooter Pilot in unincorporated Southwest Seattle.

Goal for How People Get Around in 2021



*Numbers represent eastbound trips/hour during peak morning travel times.

Environmental stewardship

- Historically, approximately 25% of scooter trips replace car trips
- Scooters can*:
 - Replace up to 175,000 car trips / month
 - Reduce monthly CO2 emissions by up to 85 metric tons
- Seattle-specific environmental impact analysis proposed as part of scooter share pilot



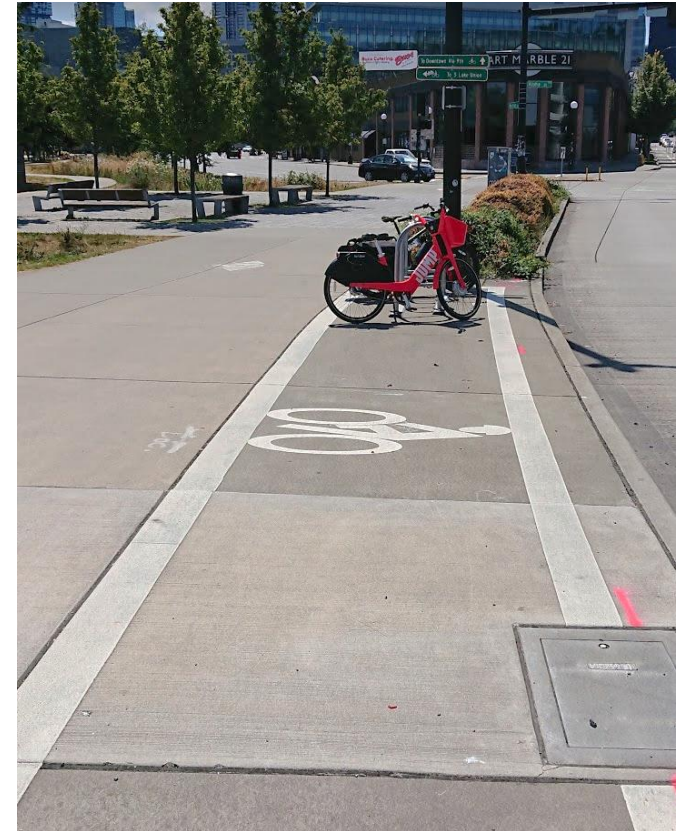
*Projection from Fehr & Peers study using Lime data and based on a Seattle fleet of 7,500 scooters.

Challenges and Strategies



Pedestrian Safety is a top priority

- No riding on sidewalks (existing SMC)
- Park only in furniture zones or bike racks
- Continue to build parking corrals
- No-park geofenced areas
- On-device and in-app parking education
- Find-It Fix-It & 684-ROAD public reporting
- Staff auditing and rider/vendor financial penalties for parking obstructions



Efforts to protect riders of all ages & abilities

- Riding allowed on
 - Bike lanes and public paths (SMC)
 - Sidewalks that are part of a bike route (SMC)
 - Roads with a 25 MPH or less speed limit (permit condition)
- 15 MPH top speed (1st ride 8 mph)
- Enhanced education and enforcement
- Incentivized helmet use
- Joint safety study with UW / Harborview



COVID 19 Precautions

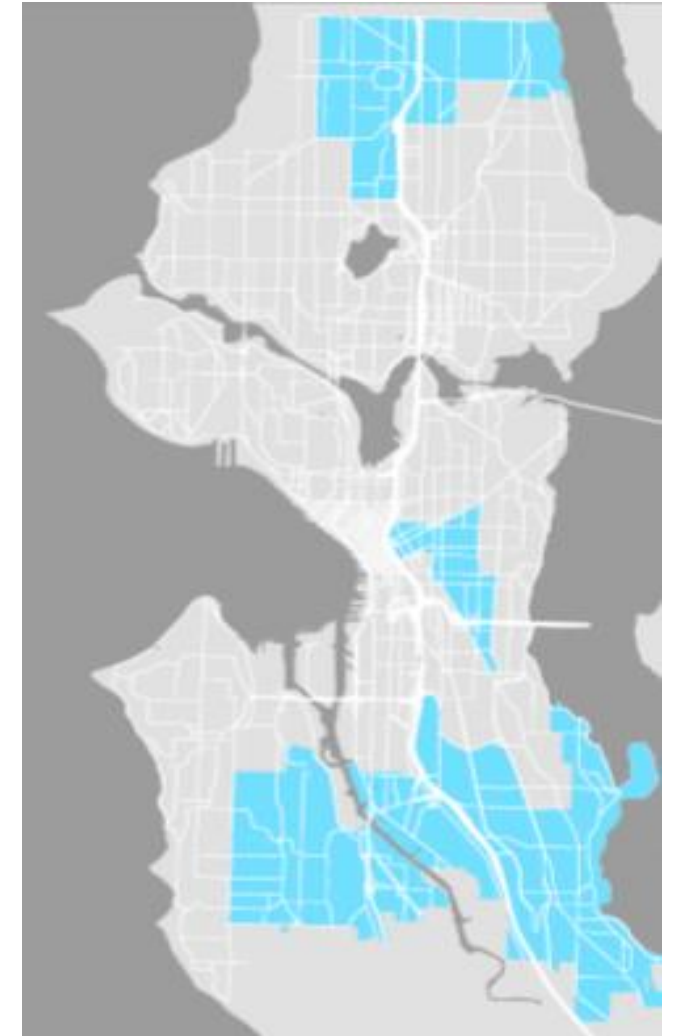
All vendors must:

- Sanitize all common touch points every service
- Sanitize all vehicles used for service and rebalancing daily
- Educate staff and contractors on safe practices
- Implement any additional COVID-19 requirements immediately upon request



Ensuring equity in the program

- At least 10% fleet distribution in Environmental Justice Community area
- Low income plans: less than \$1.50 / ride
- Low barrier plans for those without smartphones or credit/banking
- Equity centered outreach to guide future programming



Environmental Justice
Community Areas

Program Design and Legislation



Anticipated Scooter Share Permit Types

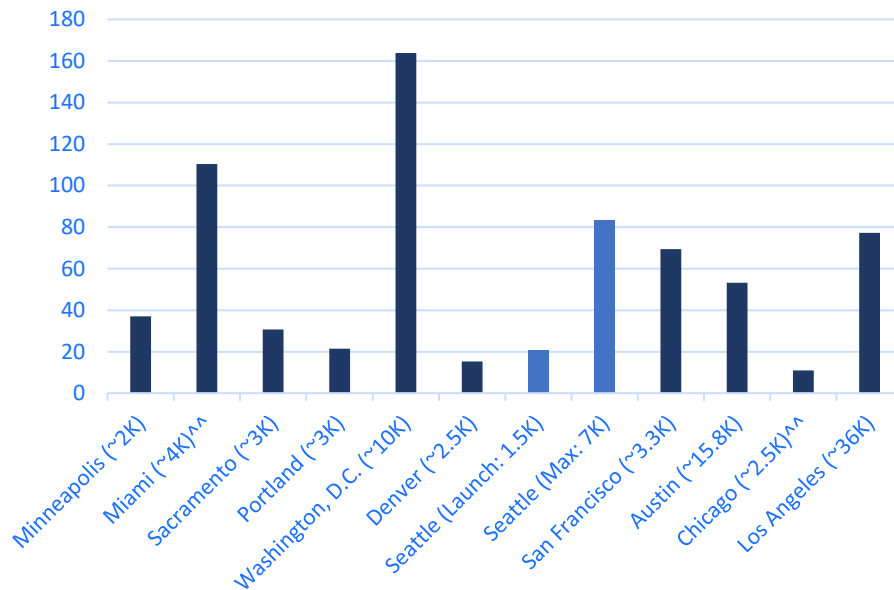
Category	Reason	Launch Fleet	Maximum Fleet
A. Operating Bike Share Vendor	<ul style="list-style-type: none"> • Incentivize bike share investment • Test value of “cross-over” vendor 	500	2,000
B. 100% Seated Scooter	<ul style="list-style-type: none"> • Study safety impacts • Study trip type 	500	2,000
C. Standing or Mixed Scooter	<ul style="list-style-type: none"> • Proven popularity • Study safety impacts • Study trip type 	500	2,000
D. Scooter Prototype	<ul style="list-style-type: none"> • City should remain nimble • Will not be part of initial launch 	0	1,000



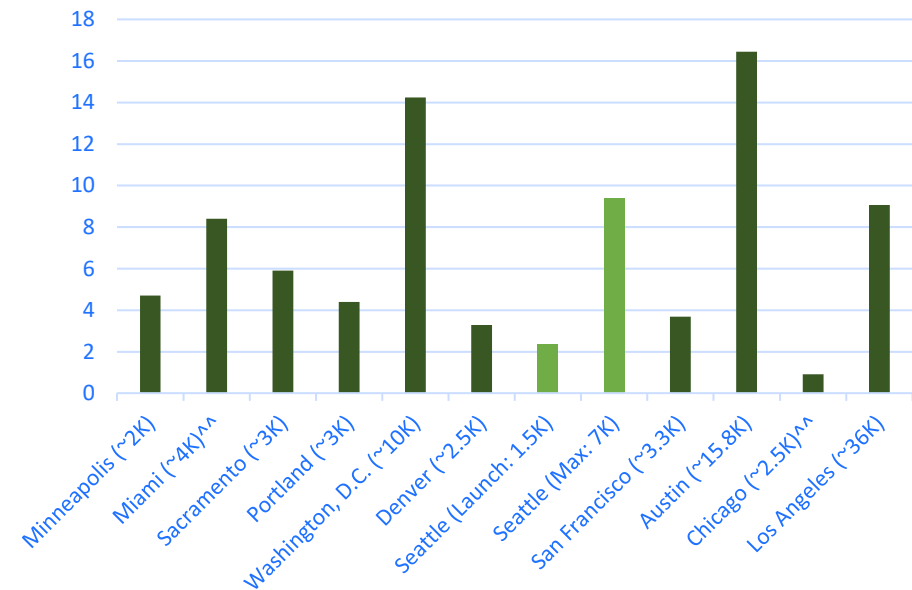
City-Wide Pilot Fleet Size

Starting Volume: 1.5K | Max Volume: 6K*

Scooter/Square Mile Density[^]



Scooter/1,000 Residents Density[^]



[^]Pre-COVID-19 | ^{^^}limited portion of city

Budget Information

- Permit fees fund program implementation & management
- Supports:
 - Increased parking
 - Outdoors for All partnership
 - Micromobility focused equity and outreach work



Proposed Ordinances

- **Amend SMC 11.46.010:** Allow motorized foot scooters to operate on bicycle lanes and public paths; sidewalk riding only allowed when sidewalk or crosswalks are part of connected bike network (e.g. movable bridges)
- **Amend SMC 15.17.005:** Adopt a Free-Floating Scooter Share Program Fee Schedule - \$150 annual fee per scooter device



Questions?

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www.seattle.gov/scootershare

