

# Seattle Free-Floating Scooter Share Pilot

2020 Permit Overview

Seattle Bicycle Advisory Board



# 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.

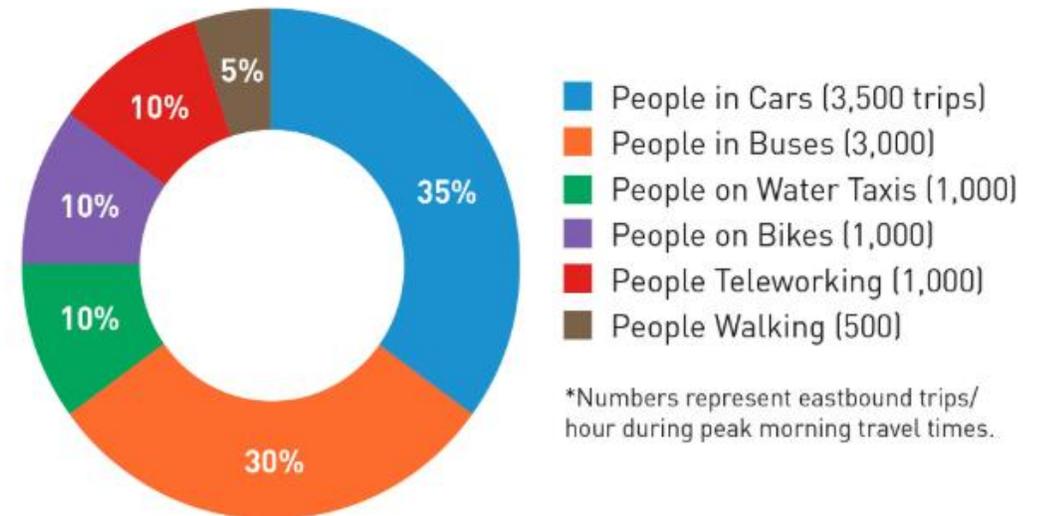
## Bikes & Scooters: 1% → 10%

- 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



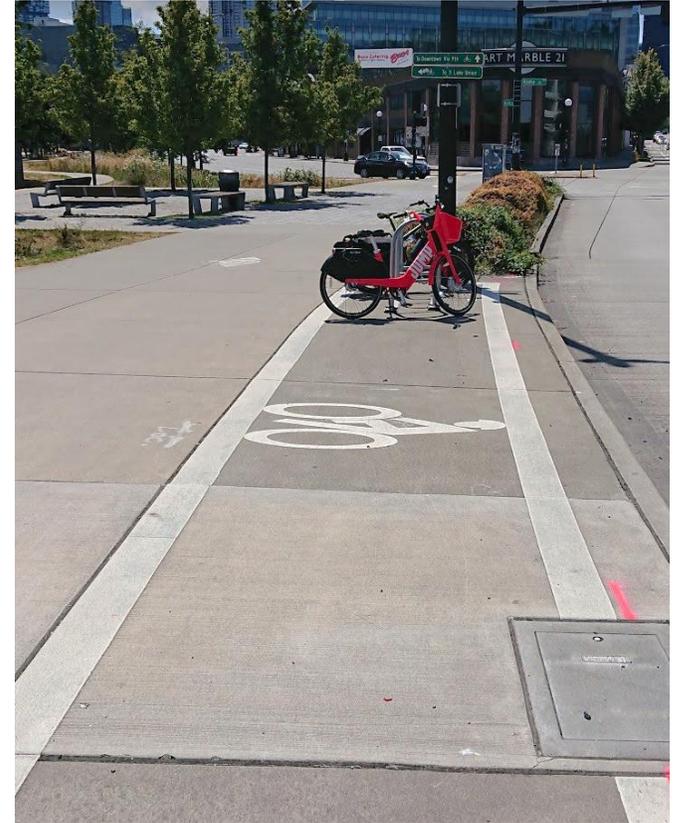
\*Projection from Fehr & Peers study using Lime data and based on a Seattle fleet of 7,500 scooters.

# 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 (1<sup>st</sup> ride 8 mph)
- Enhanced education and enforcement
- Incentivized helmet use
- Joint safety study with UW / Harborview



# COVID 19 Precautions

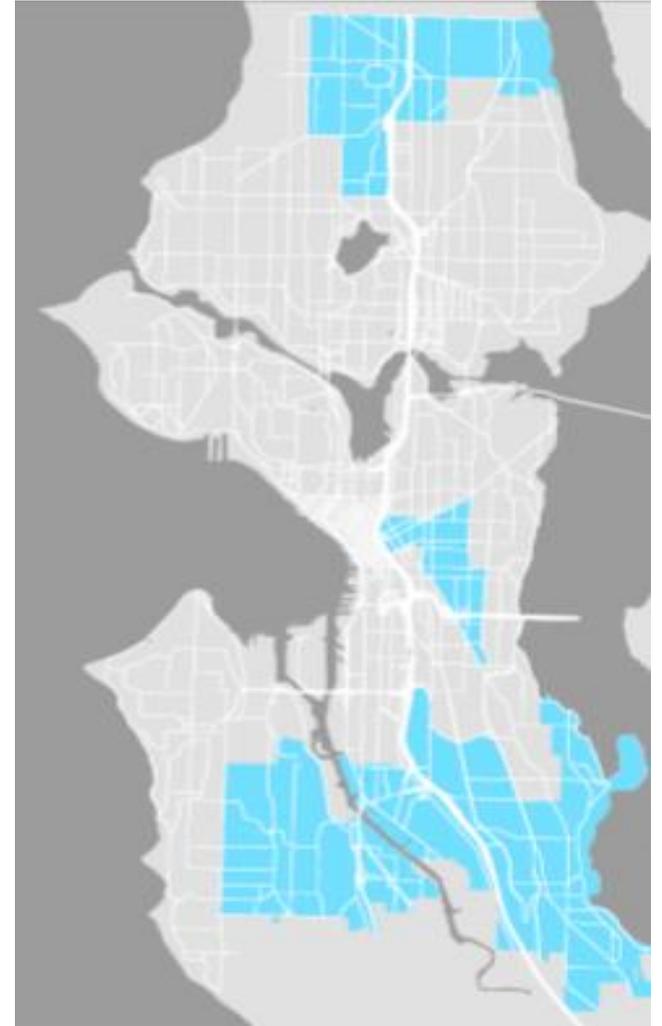
All vendors must:

- 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

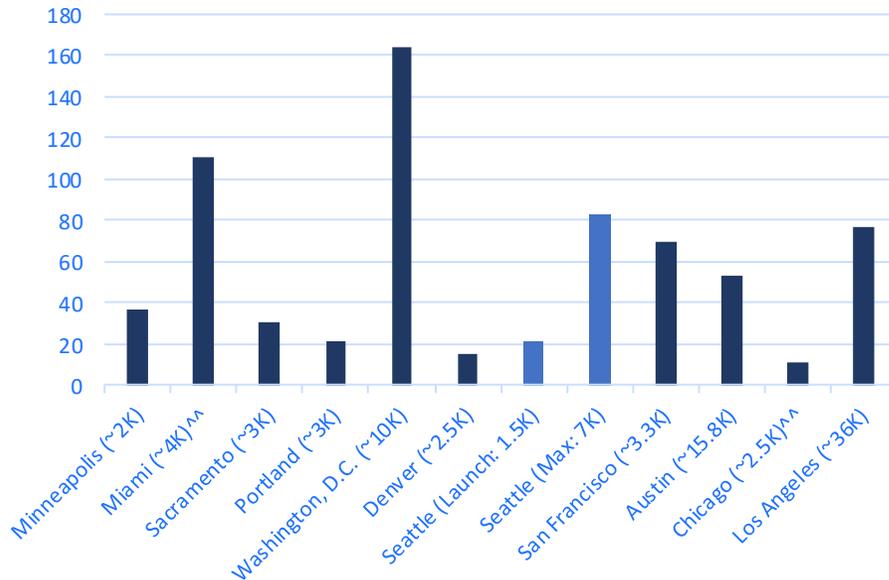
Category	Reason	Launch Fleet	Maximum Fleet
A. Operating Bike Share Vendor	<ul style="list-style-type: none"> <li>• Incentivize bike share investment</li> <li>• Test value of “cross-over” vendor</li> </ul>	500	2,000
B. 100% Seated Scooter	<ul style="list-style-type: none"> <li>• Study safety impacts</li>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



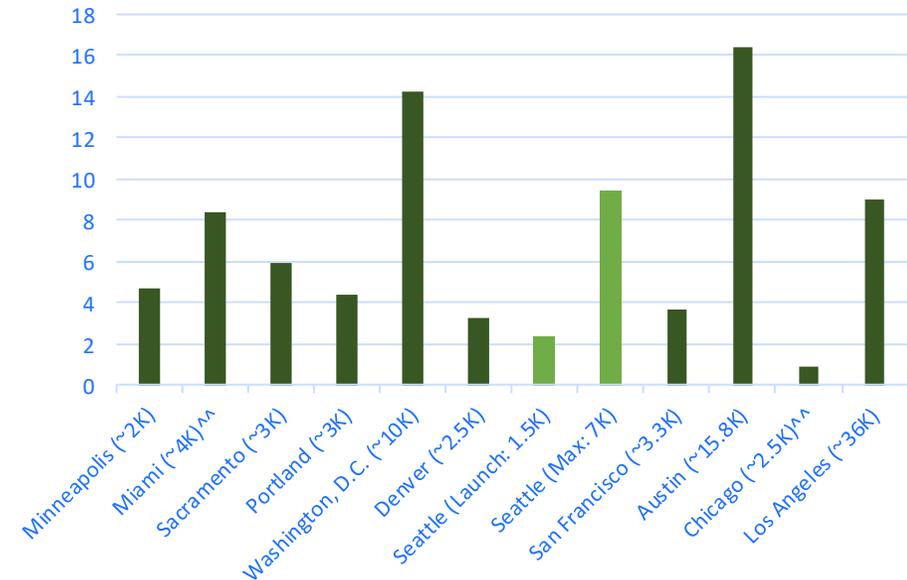
# City-Wide Pilot Fleet Size

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

Scooter/Square Mile Density<sup>^</sup>



Scooter/1,000 Residents Density<sup>^</sup>



<sup>^</sup>Pre-COVID-19 | <sup>^^</sup>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](http://www.seattle.gov/scootershare)

