

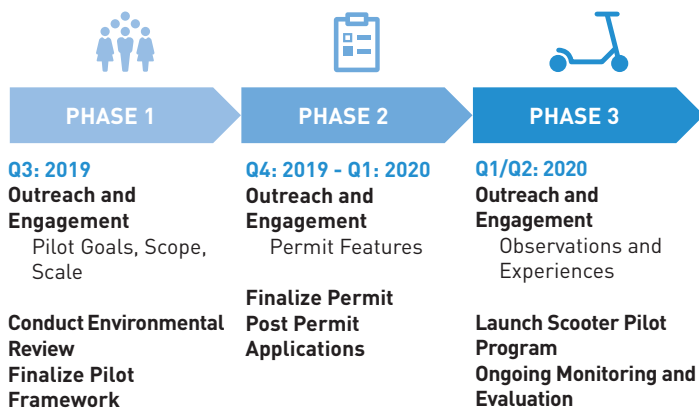
SCOOTER SHARE PILOT AND BIKE SHARE PROGRAM UPDATES AND FEEDBACK FORM

Overview

Scooter share emerged in late 2017 as a new mobility service in the United States. Today, scooter share programs operate in cities all over the US, with pilot programs as close as Tacoma, Everett, Bothell, and Redmond. In those cities, scooter share tends to operate much like our free-floating bikeshare system - people rent the nearest scooter using a smart-phone application, ride to their destination, and leave the scooter in the closest appropriate location. We want our program to be community led. By launching with an inclusive public engagement process, we'll develop a scooter share program that works well for Seattle. We are also updating our bike share program for the 2020 permit cycle and welcome your feedback.

Scooter Share Pilot Timeline

We're conducting outreach and engagement throughout three phases as we develop our scooter share pilot program.



Schedule subject to change

Interactive Feedback Form

Rank Draft Goals

(1 – Highest Priority, 8 – Lowest Priority)

Based on current bike share program

- 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.
- Other _____

Edits, Feedback, Comments



Seattle
Department of
Transportation

Top Issue and Why

Other Concerns, Comments

Rank Concerns

(1 – Highest Priority, 6 – Lowest Priority)

- Riding in bike lanes and on sidewalks
- Parking behavior (where and how)
- Fleet size and mix (bikes and scooters)
- Access and equity (how and who)
- Safety of riders and general public
- Other _____

Rank Success Metrics

(1 – Highest Priority, 8 – Lowest Priority)

How Should SDOT Define Success?

- Large Number of Trips
- Low Injury Rate
- Increased Access to More Destinations and Easier Connections to Transit
- Low Impact to General Public (non-users)
- Increased Mode Shift (replacement of vehicle trips)
- High rider satisfaction
- Equitable implementation (Low-income access, programming for people living with disabilities)
- Other _____

Other Metrics, Comments