Seattle Department of Transportation

Scooter Share Program and Seattle Municipal Code Chapter 11.46 and 15.17 Amendments
Seattle, Washington

SEPA Checklist

December 2, 2019

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

City of Seattle Scooter Share Program (SSP) and Seattle Municipal Code Chapter 11.46 and 15.17 Amendments

2. Name of applicant:

Seattle Department of Transportation (SDOT)

3. Address and phone number of applicant and contact person:

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4. Date checklist prepared:

December 2, 2019

5. Agency requesting checklist:

SDOT

6. Proposed timing or schedule (including phasing, if applicable):

Outreach and engagement for the SSP began in Q3 of 2019 and will continue into 2020. The SSP is anticipated to finalize the permit and post permit applications in Q1 2020. The SSP is anticipated to begin in Q1/Q2 2020 when the City will launch scooter share and continue monitoring and evaluating the program. Once approved, vendors will be able to operate their program year-round.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

SDOT anticipates issuing permits to scooter vendors allowing up to 20,000 total combined motorized foot scooters and bikes to operate in the city under separate SSP and bike share permits. Applications may be accepted throughout the year if needed. It is anticipated that

permits will be issued for subsequent years if SDOT determines to continue the permitting programs.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The following previous City environmental reviews are related to or support the SSP and are discussed in this checklist:

- In February 2012, SDOT issued the Determination of Nonsignificance (DNS) for the Transit Master Plan.
- In June 2013, SDOT issued a DNS for the programmatic term permit allowing the previous SDOT-run Pronto to operate a bicycle share program within the City's rights-of-way.
- The Seattle Climate Action Plan was adopted by the City in June 2013. This was followed by the Climate Action Strategy published in April 2018.
- In December 2013, SDOT issued the DNS for the Bicycle Master Plan.
- In May 2016, the City issued the Seattle Comprehensive Plan Final Environmental Impact Statement.
- In September 2018, SDOT issued the DNS for the Free-Floating Bike Share Program.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

The SSP applies to public rights-of-way throughout the City of Seattle; there are a number of ongoing projects throughout the city that require governmental approval, and that may affect public rights-of-way. In 2020, bike share in Seattle will be permitted separately from the SSP. There may be future request for Seattle Municipal Code (SMC) Chapter 11.46 amendments to address requirements for other micro-mobility vehicles such as electric personal assistive mobility devices (EPAMDs).

10. List any government approvals or permits that will be needed for your proposal, if known.

SDOT will request approval from the City Council to require fees from private vendors for the SSP in Q1 2020. The permit issued to one or more vendors as part of the SSP allows vendors to use or occupy public rights-of-way. The City will also request approval from the City Council to amend SMC Chapter 15.17 in Q1 2020 to authorize vending of motorized foot scooters and other mobility devices in public places.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Motorized foot scooters are not a new mobility device, but in the past two years, they have seen a rise in popularity as a personal mobility option and have been established as a shared mobility option in cities across the world. SDOT proposes to implement a SSP that allows customers to locate and rent a motorized foot scooter and end the rental at an appropriate location near their destination. Under the SSP, SDOT will issue permits to private companies to operate motorized foot scooters. The combined total number of scooters and bikes will not exceed the 20,000 vehicles specified in the September 2018 DNS that was issued for the free-floating bike share permit. As of Q3 2019, there were between 6,800 and 7,300 bikes in operation by two vendors under the separate bike share permit.

Vendors will be required to pay permitting fees that will be used to administer the SSP and its goals.[1] There will be additional fees for permit issuance, renewal, and review. It is anticipated that annual permits will be issued for subsequent years that SDOT determines to continue the SSP permitting program. Before a vendor deploys a new motorized foot scooter, SDOT must review and approve the scooter's design and features to ensure compliance with SSP goals.

Per SMC Chapter 11.46.010, motorized foot scooters may be operated on roadways, shoulders and alleys, but not on sidewalks, bicycle lanes, or public paths. Under Washington State House Bill 1772, municipalities are given the authority to set rules including determining where scooters can be ridden and parked, and at what speed. The City will request a SMC Chapter 11.46 amendment to the City Council in Q1 2020 to allow motorized foot scooters to be operated on bicycle lanes and public paths (multi-use trails) but not on sidewalks. Shared motorized foot scooters will not be allowed to provide propulsion beyond 15 miles per hour. The City will also request approval from the City Council to amend SMC Chapter 15.17 in Q1 2020 to authorize vending of motorized foot scooters and other mobility devices in public places.

In August 2019, SDOT began a public engagement process to build a community-driven SSP. SDOT is working with stakeholders and community groups to co-create a scooter share program that offers new mobility options while maintaining sidewalk comfort and the safety of pedestrians, people who are blind or low-vision, and people living with disabilities. Specifically, SDOT is working with the Pedestrian Advisory Board, Transit Advisory Board, the Bike Advisory Board, organizations focused on disability rights and transportation equity, Center City community groups, neighborhood groups, and community groups representing a high proportion of people of color. These individuals and groups have helped and will continue to help shape the goals, scope, and scale of scooter share in Seattle.

[1] https://sdotblog.seattle.gov/2019/10/22/heres-how-you-can-weigh-in-on-our-scooter-pilot-program/

Before establishing the SSP, SDOT will use lessons learned from the free-floating bike share program including requiring data from vendors, instituting rule consistency with Seattle's suburbs, maintaining the ability to reassess or restrict fleet size at any time, requiring response times for obstruction hazards, and monitoring compliance and enforcement with clearly defined targets and penalties. Vendors will be required to prepare and implement plans to comply with fleet management and parking requirements, to educate riders about the SSP and its rules, and to improve the racial and social equity profile of their services including language support, low-barrier and reduced-fare rental options, and geographic distribution of scooters to underserved neighborhoods. Vendors must have geofencing technology to virtually mark areas where scooters are restricted. These areas would be defined in coordination with SDOT and other agencies and may include areas of high pedestrian density such as the Pike Place Market.

The vendors must indemnify the City, maintain insurance, and take out a surety bond on the City's behalf. There will be ongoing third-party auditing and other compliance auditing tools to assess parking, maintenance, and data. There will be unannounced audits every few months for some elements, but audits may occur more frequently, especially for obstruction hazards and other priority issues. If the City finds a violation it may impound scooters, revoke the permit, reduce fleets, issue fines, or take other appropriate actions. As part of the SSP, vendors must disclose their pricing structures to riders.

Vendors must collect and submit data on deployments, removals, available scooters, and other scooter fleet data through an "API" that complies with the Mobility Data Specifications or a future determined specification that SDOT deems sufficient. Vendors must also update SDOT monthly on their progress with additional data that the permit details. This may include but is not limited to parking reports, maintenance logs, and disclosure of any reports of collisions, injuries, or property damage. Using vendor-supplied data and other data collection means, SDOT will perform regular monitoring and evaluation of the SSP, similar to that occurring with the existing bike share program. SDOT will assess and evaluate the impacts, opportunities, benefits, and barriers of the SSP, both ongoing and annually and will collaborate with peer cities in refining program goals, metrics, and measures of success for this nascent shared mobility option.

The SSP will have permit conditions consistent with state, county, and local laws including requirements for helmet use and where scooters can be operated lawfully (e.g. not on sidewalks). The SSP will also have a provision of training for safe rental operations, and requirements to maintain rental equipment in good working order for operations. It is the vendor's responsibility to inform riders how to rent, ride in lawful and allowable areas of the right-of-way, and park their scooters free from obstruction and in accordance with City laws and permit requirements. Vendors are required to prepare and implement a rider education plan including strategies for overcoming language barriers. Scooters that are reported to vendors as unsafe to operate must be suspended until they are removed and repaired, and scooters should be put in maintenance mode for depleted batteries or other issues. Each scooter will require a unique identification number and GPS tracking unit, front and rear lights, a braking mechanism, and a bell.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The SSP and SMC amendments will apply to the entire city. Vendors will be required to only operate within public rights-of-way, as described previously, unless agreements are made with specific property owners.

If a Seattle vendor has been permitted to operate in one or more neighboring jurisdictions, the vendor's scooters may circulate between Seattle and those other permitted jurisdictions.

SDOT will designate areas where motorized foot scooters may not be parked or where special restrictions apply such as high-density pedestrian areas or parks. At SDOT's discretion, the vendors may be required to geofence those areas to prevent parking and riding, or to generate a warning when a rider enters the area.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: *[Check the applicable boxes]*

☒ Flat ☒ Rolling ☒ Hill ☒ Steep Slopes ☐ Mountainous
☐ Other: (identify)

The SSP service area is throughout the city. Topography varies from flat to rolling hills, including steep slopes in some areas. Topography may affect ridership patterns and the geographic distribution of scooters. The use of scooters will more easily allow users to navigate the city's varying topography.

b. What is the steepest slope on the site (approximate percent slope)?

Scooters will be allowed to generally ride in designated portions of the right-of-way. This will include streets across the city where slopes generally range from flat to above 20%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Seattle has a variety of soil types, mostly glacial in nature. There is no prime commercial

farmland within the city's boundaries. The SSP will not require grading or soil disturbance.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are indications and a history of unstable soils in certain locations within Seattle. These locations have been designated by the City as Environmentally Critical Areas (ECAs) and are subject to development restrictions. The SSP will be located in existing rights-of-way where no effects to ECAs will occur.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate the source of fill.

No filling or grading will be required for the SSP.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No erosion will occur as a result of the SSP.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The SSP and any designated parking areas will be allowed within existing public rights-of-way and will not increase impervious surfaces. The vendors may not park scooters on pervious surfaces and must remove scooters that are improperly parked.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

SDOT will follow City of Seattle Standard Specifications for Road, Bridge, and Municipal Construction, the Stormwater Management Manual for Western Washington, and construction Best Management Practices (BMPs) where applicable during developing and installing designated parking areas for the SSP. No impacts are anticipated, and no additional mitigation measures are needed.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During installation of designated scooter parking areas there may be negligible exhaust emissions from construction equipment. Vendors will need to transport and service scooters for maintaining and rebalancing fleets around the city, which will generate negligible exhaust emissions. Vendors operating in multiple jurisdictions may allow their

scooters to circulate between the jurisdictions if all permit conditions for both jurisdictions are met. This will reduce vendor car travel intended to locate scooters ridden into or out of Seattle and return them to their origin jurisdiction.

Powering deployed scooters and their components will generate negligible emissions. Motorized foot scooters use electric batteries that the vendor or its agents charge on Seattle's existing power grid which is 90% hydroelectric-powered according to Seattle City Light.

Implementing the SSP may have beneficial effects on air quality. The SSP may help implement the City's Climate Action Plan by increasing nonmotorized mobility options. The SSP may help replace vehicle trips. The Climate Action Plan has the following Transportation and Land Use Actions to implement related to bike and scooter sharing:

- *Expand on-street bicycle racks and facilitate provision of off-street bicycle parking and bike sharing*.
- *Participate in multi-agency efforts working to support bike sharing, vehicle sharing, and ride sharing.*

Since transportation is the number one contributor to greenhouse gas (GHG) emissions in the Seattle region, increasing non-car trips helps the City meet its Climate Action Plan actions by reducing emissions from motor vehicles. Studies done in other cities have shown that shared scooter usage can replace motor vehicle trips. SDOT will assess the impacts of the SSP on mode shift in Seattle to assert this benefit.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions or odor that will affect the proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

During the development of designated parking areas for the SSP, SDOT will follow City of Seattle Standard Specifications for Road, Bridge, and Municipal Construction and BMPs where applicable to reduce construction-related air pollution. Once implemented, the SSP will be expected to reduce emissions by encouraging more micro-mobility vehicle activity thereby contributing to a decrease in automobile use and related emissions. No further mitigation measures are proposed.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Seattle contains numerous creeks, streams, and other bodies of water, including the Duwamish Waterway, Ship Canal, Lake Union, Lake Washington, Green Lake, and Puget Sound.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Scooters and designated parking areas will be located within public rights-of-way, some of which are adjacent to the waters described above and other waterbodies in Seattle. Increasing the SSP may contribute to a decrease in automobile use and associated impacts to runoff from oils and grease, worn tires and engine parts, and heavy metals from car exhaust. When applicable, SDOT will design any parking areas to comply with the Shoreline Master Program Regulations, Stormwater Code, and all other pertinent water quality regulations. While not allowed under the SSP, some scooters may be left in waterbodies; vendors must bear the cost of removing and repairing these scooters (including reimbursing the City for its costs) in the ongoing program.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

The SSP will not dredge or fill surface waters or wetlands.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

The SSP will not require surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The SSP may be located in existing rights-of-way within the 100-year floodplain of waterbodies.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The SSP will not involve any discharges of waste materials to surface waters.

b. Ground:

1) Will ground water be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

The SSP will not withdraw or discharge to ground water.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

The SSP will not discharge waste material from septic tanks or other sources.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The SSP, including establishing designated parking areas, will not generate any additional runoff. The primary source of runoff throughout Seattle is stormwater, which is collected through the City's stormwater system and combined sewer overflow system where it does not infiltrate into the ground or sheet flow into existing waterbodies. Runoff will continue to follow existing drainage patterns throughout the city.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The SSP, including designated parking areas, will be deployed within existing, developed (impervious) rights-of-way and will not affect drainage patterns. Scooters

have a small physical footprint (approximately 3 feet long by 4 feet tall overall dimensions, most of which will not be in physical contact with the parking surface even if tipped). The scooters will not affect existing drainage patterns on pervious or impervious surfaces. If an unlikely localized drainage problem occurs, SDOT may order the scooters removal, impose additional parking restrictions to prevent improper parking recurrence, and seek reimbursement for City costs.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Any designated scooter share parking areas will follow the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction, the Stormwater Management Manual for Western Washington, and BMPs where applicable to reduce and control any potential surface, ground or runoff water impacts. The SSP will meet all City of Seattle drainage requirements for collection, detention, and treatment where applicable; no additional mitigation measures are needed.

4. Plants

a. Types of vegetation found on the site: *[Check the applicable boxes]*

☒ Deciduous trees: ☐ Alder ☐ Maple ☐ Aspen ☐ Other: (identify)
☒ Evergreen trees: ☐ Fir ☐ Cedar ☐ Pine ☐ Other: (identify)
☒ Shrubs
☒ Grass
☐ Pasture
☐ Crop or grain
☐ Orchards, vineyards, or other permanent crops
☐ Wet soil plants: ☐ Cattail ☐ Buttercup ☐ Bulrush ☐ Skunk cabbage
☐ Other: (identify)
☐ Water plants**:** ☐ water lily ☐ eelgrass ☐ milfoil ☐ Other: (identify)
☐ Other types of vegetation: (identify)

There are a wide variety of vegetation types found within the city. The most common types of vegetation found within the rights-of-way include deciduous and evergreen trees, shrubs and grasses. SDOT currently has approximately 40,000 City-maintained trees that are inventoried and approximately 130,000 trees exist along Seattle's streets.

b. What kind and amount of vegetation will be removed or altered?

The SSP will occur within existing rights-of-way and no removal or alteration to existing vegetation is anticipated.

c. List threatened or endangered species known to be on or near the site.

The SSP will not affect threatened and endangered or other special status plant species.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The SSP is not anticipated to remove or alter any existing vegetation so no measures are proposed.

e. List all noxious weeds and invasive species known to be on or near the site.

Noxious weeds and invasive plant species are not anticipated to be present within the rights-of-way where scooters are allowed. Scooters that are not properly parked on the right-of-way are not anticipated to affect the propagation of noxious weeds or invasive plants.

5. Animals

a. Birds and animals which have been observed on or near the site or are known to be on or near the site: *[Check the applicable boxes]*

Birds: ☐ Hawk ☐ Heron ☐ Eagle ☒ Songbirds
☒ Other: (identify) See below.

Mammals: ☐ Deer ☐ Bear ☐ Elk ☐ Beaver
☒ Other:(identify) See below.

Fish: ☐ Bass ☐ Salmon ☐ Trout ☐ Herring
☐ Shellfish ☐ Other: (identify)

There are a wide variety of animals found within the city. Rodents including mice and rats, and squirrels and raccoons are common urban species that occur in the rights-of-way. Common urban bird species include crows, pigeons, doves, starlings, robins, gulls, and house sparrows.

b. List any threatened or endangered species known to be on or near the site.

The SSP will not affect potential threatened and endangered animal species.

c. Is the site part of a migration route? If so, explain.

The City of Seattle is within the Pacific Flyway. The Pacific Flyway encompasses the entire Puget Sound Basin.

d. Proposed measures to preserve or enhance wildlife, if any:

Operation of the SSP will not impact wildlife so no measures are proposed. Increasing scooter trips and reducing car trips may help reduce vehicular wildlife strikes that can occur when animals enter the rights-of-way.

e. List any invasive animal species known to be on or near the site.

Invasive animal species are not anticipated to be present within the rights-of-way where the SSP will operate.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The SSP will allow motorized foot scooters that will likely use electricity at operation facilities or within vehicles. It will be the vendor's responsibility to put scooters in maintenance mode for depleted batteries and determine the approach to recharge.

Motorized foot scooters use electric batteries that the vendor or its agents charge on Seattle's existing power grid (which is 90% hydroelectric powered according to Seattle City Light).

Fuel will be used to operate motor vehicles for SDOT to construct designated parking areas and for vendors to relocate, maintain, and repair scooters.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The SSP will not affect the potential use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

There would be no energy or natural resource impacts, so no measures are proposed.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

1) Describe any known or possible contamination at the site from present or past uses.

No potential contamination will be encountered during SSP implementation.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

No existing hazardous chemicals/conditions will be encountered during SSP implementation.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Motor vehicle fuels may be required to operate SDOT vehicles while constructing designated parking areas and for vendors to travel around Seattle to conduct regular maintenance, repair, and relocation. Electric batteries used for motorized foot scooters may contain hazardous chemicals and must be handled appropriately by vendors during operations. There have been cases where scooter share batteries have caught fire and private vendors have been required to stop service until battery issues are resolved.

4) Describe special emergency services that might be required.

During an earthquake or other emergency, the SSP may provide an important mobility option. SDOT encourages vendors to make their scooters free during emergencies.

As with other vehicle collisions, collisions involving scooters may require emergency medical or other services. For more information see Section B.15 below.

5) Proposed measures to reduce or control environmental health hazards, if any:

Vendors must demonstrate that their scooters meet appropriate safety standards. SDOT may rescind approval of any scooter or component at its discretion.

Vendors must report broken batteries in maintenance logs, discontinue use, and follow industry best practices on disposal.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Many types of noise exist throughout Seattle, including noise from traffic, rail, maritime, air freight, and equipment operation. Noise from these and other activities in Seattle will not affect the SSP.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Installing designated parking areas for the SSP will occur during regular business hours and would have short-term negligible impacts on noise levels. The SSP would mostly be operated in built-out areas of the city with existing traffic that generates noise. There would be periodic negligible noise generated for vendors transporting, maintaining, and repairing scooters.

3) Proposed measures to reduce or control noise impacts, if any:

The SSP will comply with the City of Seattle Noise Code (Seattle Municipal Code Chapter 25.08) where applicable. Construction vehicles will be equipped with mufflers or silencers and other BMPs in the City of Seattle Standard Specifications for Road, Bridge, and Municipal Construction where applicable.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The SSP will operate within allowable public rights-of-way throughout the city. The SSP will connect a variety of land uses including single- and multi-family residential, commercial, industrial, institutional, recreational, and mixed use areas. The SSP may have positive effects on current land uses by reducing motor vehicle trips and by providing alternative mobility options. One of the policies in the Transit Master Plan, Policy TA2.3, is to provide bike-share at all multimodal hubs, rail stations, priority access nodes, and major neighborhood transit destinations to facilitate the last-mile connection to employment sites, retail centers, and residences. Scooters could provide a last-mile connection for those that may prefer to ride a scooter instead of biking or walking.

b. Has the site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?

No.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?

No.

c. Describe any structures on the site.

Seattle contains many different structures throughout the public rights-of-way. SDOT operates and maintains over 149 bridges throughout Seattle, many of which provide access for bicycle crossings. The SMC Chapter 11.46 amendment would allow scooters to operate on bicycle lanes and public paths (multi-use trails) that cross bridges. There is also a wide variety of street furniture in the rights-of-way including existing bike racks, information/wayfinding kiosks, utility poles, traffic lights and signs, transit shelters, and other objects and pieces of equipment.

d. Will any structures be demolished? If so, what?

No structures will be demolished as part of the SSP.

e. What is the current zoning classification of the site?

The SSP will occur in all public rights-of-way and therefore likely adjacent to all zoning classifications within Seattle.

f. What is the current comprehensive plan designation of the site?

The SSP will occur in all public rights-of-way and therefore likely adjacent to all Comprehensive Plan designations.

g. If applicable, what is the current shoreline master program designation of the site?

The SSP may be located within 200 feet of all shorelines of the city in public rights-of-way. Shorelines of the city include Puget Sound and Elliott Bay, Salmon Bay, Lake Union, the Ship Canal, Lake Washington, Green Lake and the Duwamish River. Seattle shoreline districts have designations that include urban industrial, urban residential, and urban general among others. SDOT will evaluate any potential impacts to shoreline districts and

comply with the Shoreline Master Program Regulations where applicable prior to installing SSP designated parking areas.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The City of Seattle contains designated environmentally critical areas (ECAs) throughout the city. These areas are considered environmentally sensitive and include landslide-, liquefaction- and flood-prone areas, wetlands, riparian corridors, steep slopes, fish and wildlife habitat conservation areas, and abandoned landfills. The SSP will be located in the existing public rights-of-way where no effects to ECAs are anticipated. While not allowed, some riders may leave scooters in ECAs. When this occurs, vendors must retrieve the scooter at their expense or reimburse the City for any expenses it incurs retrieving the scooter.

i. Approximately how many people would reside or work in the completed project?

None.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

No measures are proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The SSP is informed by a series of transportation planning and policy initiatives in the Seattle Comprehensive Plan from the Transportation and Land Use Elements, Urban Village Strategy, Bicycle Master Plan, Transit Master Plan, and the City Council's Emerging Mobility Statement of Legislative Intent (SLI 35-3-A-1). The Comprehensive Plan guides City decisions on how to improve the transportation system and where to make capital investments including bicycle facilities. Goals and policies related to the SSP from the Transportation Element include:

- Goal TG3: *Meet people's mobility needs by providing equitable access to, and encouraging use of, multiple transportation options*.
- Policy T3.1: *Develop and maintain high-quality, affordable and connected bicycle, pedestrian, and transit facilities.*
- Policy T3.11: *Develop programs and facilities, such as bike share, that encourage short trips to be made by walking or biking.*

The program supports the plan's Urban Village Strategy by providing the SSP in existing urban centers and villages, transit and community centers, and by contributing to mobility options in neighborhood centers.

The Bicycle Master Plan Objective 6 is to *identify and implement actions to support and promote bicycle riding*. The use of bikes and scooters is a key long-term goal for SDOT to promote low-carbon mobility throughout the city. The plan contains actions within strategies related to the SSP, including:

- Action 4.9.3: *Coordinate with the bike share program to integrate bicycle network alignment with station locations*.
- Action 6.3.3: *Partner with the bike share program to promote the system and focus on safety for new riders, encouragement programs, and wayfinding*.
- Action 6.4.5: *Partner with and support the bike share program to encourage expansion to bicycle-friendly neighborhood business districts and identify more opportunities to support bike share in more neighborhoods throughout Seattle*.
- Action 7.8.6: *Work with Seattle Parks and Recreation Department (Parks) to provide bicycle access to and, where appropriate, through parks. Assist Parks in updating their bicycle policy to reflect the desire of new riders to travel through parks. Promote bike share and bicycle parking near or within parks.*
- Action 7.8.7: *Assist Seattle Center to update its bicycle policy to address the desire of new riders to safely travel through the Center to access destinations. Promote bike share locations near and within Seattle Center.*

The Transit Master Plan articulates a long-range vision where most residents can walk or bike to high-quality high-capacity transit. The SSP may supplement some types of transit service and may offer a last-mile connection option to and from transit.

Strategy 2 in the Transit Master Plan is to *develop high-quality primary and supplemental bicycle facilities that link into and along transit corridors and station areas*. Strategy 6 is to *use transportation demand management for end of trip facilities, educational programs, and the development of additional modal alternatives such as bike share*.

The plan contains policies within these strategies related to the SSP, including:

- Policy TA2.1: *Integrate high-quality, low-stress bike facilities into linear* mobility corridor *design.*
- Policy TA2.2: *Develop high-quality, low-stress bike connections that parallel and/or intersect priority transit corridors.*
- Policy TA2.3: *Install bike-share stations at all multimodal hubs, rail stations, priority access nodes, and major neighborhood transit destinations to facilitate the last-mile connection to employment sites, retail centers, and residences.*

- Policy TA2.4: *Supplement each priority transit corridor with supporting bicycle infrastructure and end-of-trip facilities at priority access nodes.*
- Policy TA2.5: *Provide clearly visible and consistent wayfinding signage between transit facilities and all bicycle access approaches.*
- Policy ToN6.2: *Reduce auto-dependency by providing transit supportive services and programs. Promote bike-sharing to improve transit access and extend the range of transit trips.*

The City Council's Emerging Mobility Statement of Legislative Intent (SLI 35-3-A-1) directs SDOT to review emerging technology and mobility options that have the potential to operate in the rights-of-way. It includes a strategic framework to assess the integration of these new options, including scooters, into the transportation network in a safe and sustainable manner. SLI 35-3-A-1 is informing SDOT's strategy toward the SSP, especially with respect to right-of-way management, safety, and mode integration. These policies inform amendments to SMC Chapter 11.46 for allowing scooters to operate on bicycle lanes and public paths (multi-use trails) but not on sidewalks

m. Proposed measures to ensure that the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Not applicable; no measures are proposed.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable; no measures are proposed.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The SSP, along with the free-floating bike share permit will allow vendors to operate a maximum of 20,000 total shared micro-mobility vehicles that are typically between 2 and 4 feet in height in the public rights-of-way. Scooters and other mobility vehicles may be made from a variety of materials including aluminum, other metals, and plastics.

SSP vendors, like other vehicle owners, choose their own colors and trade dress. SDOT reviews each scooter model's proposed appearance before approving it for deployment. Free-floating bike share vendors have used vibrant colors (green and red) that helped riders and vehicles stand out on gray days, aiding rider safety and identification of improperly parked scooters.

b. What views in the immediate vicinity would be altered or obstructed?

Scooters, like cars, personal bikes and bike share, and other vehicles, may temporarily alter views where they are ridden or parked on the right-of-way or elsewhere. Like bike share, car share, and personal vehicles, deployed scooters may be parked in designated areas of the right-of-way or other designated areas while awaiting their next use. Scooters are not enclosed and have less bulk than cars and bikes, so they are less likely to obstruct views when parked near an intersection or damage vegetation if improperly parked on a planting strip.

c. Proposed measures to reduce or control aesthetic impacts, if any:

SDOT will continue to develop designated parking areas that will provide infrastructure for the SSP and free-floating bike share programs to encourage parking in nonobstructive locations. SDOT will require vendors to submit and implement fleet management plans to help ensure an orderly right-of-way, remove improperly parked scooters, for example those posing an obstruction to pedestrian travel, and respond to reports from the public that a scooter is improperly parked, not in good working order, or idle as defined by the permit conditions. SDOT will require vendors to submit data on these reports and their response to them.

Additionally, SDOT plans to integrate scooter share parking reporting into the Find-It-Fix-It mobile application and 684-ROAD to facilitate reporting improperly parked scooters into the City system. SDOT or its designee will conduct audits to ensure that scooters are properly parked and may audit riding behavior. SDOT or its designee plan to conduct parking or rider education classes to encourage safety and parking behavior. SDOT may also monitor and enforce scooter parking compliance and institute user monetary fines to encourage better parking behavior. The SSP will not be allowed on sidewalks but SDOT

will monitor whether tire marks are affecting sidewalks or other areas of public rights-of-way.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Scooters are required to contain front and rear lights for nighttime riding.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No. New light created from the SSP will be typical of vehicles and bicycles in the public rights-of-way.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

There would be no light or glare impacts, so no measures are proposed.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Seattle has many designated and informal recreational opportunities within its boundaries. Seattle Parks and Recreation manages over 400 parks and open areas totaling over 6,200 acres. There are bicycle lanes, sidewalks, walkways, and multi-use trails throughout the city. Bicycling for recreational and utility purposes is permitted on most streets, sidewalks, and public rights-of-way, even where designated cycling lanes or facilities do not exist. Per SMC Chapter 18.12.200 motorized vehicles including foot scooters are currently prohibited through any park except on park drives, parkways and park boulevards.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The SSP will not displace any existing recreational uses in parks or on trails but has the possibility to increase recreational opportunities. Currently, scooters may be operated on roadways, shoulders, and alleys, but not on sidewalks, bicycle lanes, or public multi-use trails. SDOT will request a code amendment to allow scooters on bicycle lanes and public paths (multi-use trails). Similar to electric-assisted bike share, shared motorized foot scooters will not be allowed to provide propulsion beyond 15 miles per hour.

SDOT is currently in discussions with Parks on options to allow scooters in certain areas of City parks. The Parks Department previously worked with SDOT and the vendors to identify areas (i.e. via geofencing) where free floating bike share would park and avoid displacing any existing recreational uses. Similar to bike share, improperly parked scooters may create obstruction hazards, which could temporarily impact recreational opportunities until the scooter is reparked or removed.

Scooter share, along with bike share, may create additional use of bicycle lanes and multi-use trails for those accessing parks.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The SSP will likely improve recreational opportunities by increasing the availability of on-demand scooters to access parks and other recreational areas. The SSP is consistent with and complimentary to other City initiatives for connecting people to parks and other destinations through programs such as the Neighborhood Park and Street Fund and Neighborhood Greenways. For example, the Seattle Complete Streets Ordinance requires that planning, design, and construction of City transportation improvements must provide appropriate accommodation and promote safety for all users. SDOT is implementing a variety of design, engineering, and enforcement strategies and actions listed in the Bicycle Master Plan to make travel safer for micro-mobility vehicles throughout the bicycle network in many areas that are adjacent to parks and other recreation areas.

SDOT will collect data on SSP trips and deployed scooters that SDOT can then analyze to determine where additional facilities will help address increased demand. SDOT retains the authority to change vendors' maximum fleet size, service area, or special parking zones to manage any unanticipated negative impacts on recreation.

As discussed previously, vendors must submit and implement fleet-management and rider-education plans to manage parking behavior and eliminate obstruction hazards city-wide. SDOT or its designee will conduct compliance auditing to evaluate parking compliance and take corrective action. In coordination with SDOT and Parks, vendors must have geofencing technology to mark areas where scooters are allowed or restricted in parks. Vendors must remove scooters left within the restricted areas of parks.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites located on or near the project site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

Seattle has many places and objects listed on national, state, or local preservation registers. There are seven historic districts and more than 450 designated landmarks within the city.

b. Are there any landmarks, features, or other evidence of Indian or historic use of occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Seattle has several landmarks and evidence of historic, archaeological, scientific, and cultural importance within its boundaries.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.

Not applicable.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance of resources. Please include plans for the above and any permits that may be required.

Since the SSP will operate city-wide, scooters may be ridden and parked in historic districts, creating temporary aesthetic and parking capacity changes similar to existing cars and bikes. Because scooters weigh less and travel at lower speeds than cars, they are less likely to cause physical damage to historical or cultural resources in a collision. Vendors must remove scooters that are improperly parked outside the right-of-way at historical or cultural buildings, structures, or sites. SDOT will use deployed-scooter data and on-street compliance auditing to enforce these parking restrictions. SDOT may designate special parking zones to limit parking in certain areas.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any.

The SSP will operate in public rights-of-way throughout the city. Riders may approach a scooter on foot, rent it, and ride. Per SMC Chapter 11.46.010 motorized foot scooters may be operated on roadways, shoulders and alleys, but not on sidewalks, bicycle lanes, or public paths. The City will request a SMC Chapter 11.46 amendment to allow scooters to be operated on bicycle lanes and public paths (multi-use trails) but not on sidewalks.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Seattle is served by several public transit agencies, including King County Metro, Sound Transit, Community Transit, Pierce Transit, and Washington State Ferries. Scooter share as

well as bike share may supplement some types of transit service and may offer a last-mile connection to and from transit. The Transit Master Plan mobility corridor approach and strategies and actions include recommendations for providing micro-mobility vehicle facilities in transit corridors and at transit stops. See Section B.8.l for more information. As part of the SSP permit, vendors will be required to remove scooters left at transit station areas outside of allowable areas within public rights-of-way unless the vendor has an agreement with the appropriate transit agency. Improperly parked scooters may impair transit access by temporarily obstructing bus stops or station access. The SSP will prioritize transit access by building additional parking areas near transit stops where feasible, enhancing first-mile and last-mile access to transit.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or non-project proposal eliminate?

Under the SSP, SDOT will issue permits to private companies to operate motorized foot scooters. The total number of scooters and bikes will not exceed the 20,000 micro-mobility vehicles specified in the free-floating bike share permit. While the total number of micro-mobility vehicles allowed will not change, SDOT is considering the cumulative parking impacts of adding the SSP to the existing free-floating bike share program. Vendors must develop a parking and fleet management plan that requires parking in the landscape/furniture zone and prohibits parking in the pedestrian clear zone of sidewalks.[2] SSP will require vendors to prioritize obstruction hazards in responding to reports that scooters are improperly parked. Scooters must be parked upright on hard surfaces in the landscape/furniture zone of sidewalks in the rights-of-way and if there are no sidewalks riders must park in a location that does not impede street uses or obstruct pedestrians.

Like bikes, scooters may not be parked in pedestrian clear zones, on corners, at transit stops, in loading or disabled parking zones, or in a manner that blocks access to buildings, curb ramps, benches or other street features. Riders can park at any SDOT bike rack or corral but not lock to trees, utility poles, handrails, transit shelters or other objects that need pedestrian access. Scooters cannot be parked on private property unless the owner or occupant consents. If requested, vendors must also coordinate with the City to handle parking during big events. SDOT may also designate special parking zones where parking is prohibited, or different rules apply. Scooters will be distributed throughout the city, and their parking location will change as they are ridden or redeployed.

As part of the audits conducted on behalf of SDOT (cumulative through Q3 2019), SDOT found that 1% of bikes were parked in a way that violated ADA laws, and that 12% of bikes were parked in ways that could block access for people with disabilities. These audits found that approximately 24% of bikes were parked incorrectly. This was relatively lower than the Portland E-Scooter Pilot, which found 3% of scooters impeded ADA access and

[2]https://www.seattle.gov/Documents/Departments/SDOT/BikeProgram/S2_Downtown_Neighborhood_final_temporary.pdf

27% were parked incorrectly in the furniture zone.[3] Under the bike share permit, companies have been penalized for improperly parked bikes. Actions taken to date by SDOT include reducing the maximum number of bikes allowed by vendors due to improperly parked bikes. The goal is to keep sidewalks clear for everyone and encourage bike share companies to take stronger action to address parking problems. As part of the bike share program, SDOT has encouraged education about correct micro-mobility parking including posting a blog article[4] and making a video focused on parking correctly to help those with disabilities move around the city.[5] Additional tools for the SSP may include increased user education and a user monetary penalty to encourage better parking behavior. SDOT also plans to integrate scooter share parking reporting into the Find-It-Fix-It mobile application and 684-ROAD to facilitate reporting improperly parked scooters into the City system.

A portion of each vendor's permit fees will fund a designated parking area program. At the start of 2019 there were parking spaces for about 10,000 bikes and other micro-mobility vehicles throughout the city. SDOT's goal is to install 1,500 micro-mobility vehicle parking spaces by the end of 2019. Parking installations funded by bike share permit revenues have added over 1,000 parking spaces to date in 2019 around the city in furniture zones and within on-street corrals where car parking is already typically prohibited. On-street corrals use clearance areas near intersections where car parking is already prohibited so they do not remove existing car parking. Vendors can direct parking to these locations and use them as staging when re-parking. Currently, 75% of the 2019 newly added parking spaces are within on-street corrals and 25% are within the furniture zone. Scooter share may eliminate some limited on-street parking spots to construct SSP parking. However, most corrals would use areas where car parking is already prohibited and there are no probable significant impacts to parking. By concentrating more parking in corrals and fewer in the furniture zone of sidewalk, SDOT is working to minimize potential obstruction hazards for pedestrians and those with disabilities and following the flex zone/curb use priorities.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

SSP-designated parking areas may be located within public rights-of-way in the furniture zone and on-street corrals that are able to provide adequate access to other users. There will be no other improvements to existing roads or pedestrian facilities as part of the SSP.

[3] https://www.portlandoregon.gov/transportation/article/709719
[4] https://sdotblog.seattle.gov/2019/08/23/the-plan-to-make-bike-share-work-better-for-everyone/
[5] https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/bike-share

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Scooters and designated parking areas may be located in the immediate vicinity of water or rail transportation facilities. Users will not be allowed to park scooters in any manner that interferes with water, rail, or air traffic. Occasionally, a rider may attempt to board a ferry or light rail. Vendors must remove scooters from property owned or controlled by King County Metro (including the Water Taxi), Sound Transit, and Washington State Ferries. Washington State Ferries and the Coast Guard have reported that abandoned bikes (personal bikes and bike share vehicles) can cause delays for search and rescue. SDOT may require vendors to establish geofences around ferry terminals, over water such as moveable bridges, or at destination areas to address this behavior.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

The most recent quarterly bike share report showed that there were over 1.6 million bike share trips taken between Q1-and Q3 2019. The use of vans or trucks to redistribute bikes and respond to improper parking added negligible traffic volume. Redistribution of bikes by vendors typically happens in the early morning hours and other times of day outside of peak traffic hours. Vendors will need to transport and service scooters for maintaining and rebalancing fleets around the city, which will generate additional negligible traffic volume.

With the addition of shared scooters, the total number of micro-mobility trips is expected to increase. The development of recommended facilities in the Bicycle Master Plan and growth in population may also increase trips. If code amendments allow scooters to be operated on bicycle lanes and public paths (multi-use trails), there could be an increase in bike facility users that may impact bicyclists, pedestrians, and other users. Any increase in SSP users may contribute to a decrease in automobile trip use. The SSP along with bike share may also encourage transit use by potentially providing last-mile connections to and from transit.

g. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

h. Proposed measures to reduce or control transportation impacts, if any:

As part of the SSP permit, vendors must adjust, repark, or remove improperly parked scooters and also tell riders how to park responsibly. There will also be ongoing on-street

compliance audits of scooter parking, maintenance, and required fleet management plans. In coordination with SDOT and other agencies, vendors must have geofencing technology to mark areas where scooters are restricted. SDOT can also designate areas the vendors must inspect regularly for improperly parked scooters. If not parked on public rights-of-way, scooters may be parked only in a location approved by the property owner, manager, or tenant. SDOT will work with other agencies (e.g. King County Metro, Sound Transit, Washington State Ferries, and Parks) to designate appropriate parking areas on their property and to require vendors to mark and geofence restricted locations at the agencies request.

SDOT will implement a comprehensive compliance and enforcement program element complementary with the free-floating bike share permit to reduce and control improper riding behavior, parking, and impacts on transportation. The parking compliance enforcement program for the SSP will prioritize audits for obstruction hazards. Violations of the SSP's compliance targets may lead to revoking the permit, imposing additional permit conditions, temporarily or permanently reducing the vendor's maximum fleet size, monetary fines, requiring reimbursement of City costs, rescinding approval for certain vehicles or vehicle components, or other enforcement actions provided in the SMC. Additional tools for the SSP may include increased user education and a user monetary penalty to encourage better parking behavior.

SDOT will also require vendors to remove and replace parked scooters that are not available for public use due to depleted batteries or maintenance issues. Vendors must place scooters that have been reported to the vendor as unsafe-to-operate in maintenance mode and suspend rentals until the scooter is retrieved and repaired.

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The SSP is not anticipated to create a significant increase in the need for fire, police, or health care services. SDOT's pilot evaluation for free-floating bike share found the following: 24% of riders reported wearing helmets, five riders reported collisions, and that out of 96 bike-related injuries only three occurred while using bike share (conducted by researchers at the University of Washington). As part of neighborhood audits for free-floating bike share through Q3 2019, SDOT found that about 3.5% of bikes had visible safety issues including brakes, handlebars, frame, wheels, or pedals.

Safety studies have been conducted for scooter share programs around the country. A Centers for Disease Control study in Austin found that out of 936,110 scooter trips between September and November 2018, there were 271 potential scooter-related injuries as riders, of which 190 were confirmed. This amounts to 20 riders injured per 100,000 scooter trips. Of those confirmed that were surveyed, 14% were hospitalized, 48% had head injuries,

33% involved first time riders, 16% involved motor vehicles, 55% were injured on the street, 33% were injured on sidewalks, and less than 1% of riders reported helmet use. Almost half (47%) of scooter riders were injured in the downtown area and on the University of Texas campus. Austin allows bicycles and scooters to operate on the street and sidewalk, and helmets are required for those aged 17 and under.[6]

During the Portland E-Scooter Pilot there were 700,369 scooter trips between July and November 2018. There were 176 scooter-related injuries identified during the pilot, of which 83% fell without collision and 13% collided with cars. Scooter injury visits accounted for about 5% of total traffic crash injury visits during the pilot period. While the comparison of trips is unknown, the number of bicycle-related visits was 83% higher (429) during the same time period studied. This indicates that scooter share may not be more dangerous than riding bicycles in Portland. By Oregon State law scooter riders and bicyclists are required to wear helmets, but helmet use was unknown in most injury reports during the pilot. However, during the pilot staff observed 90% of riders not wearing helmets. In Portland, scooters are allowed on roads and bike lanes, but not on sidewalks or park trails. The study found that users preferred riding scooters on low-speed streets and bike lanes, with sidewalks ranking as the least preferred. Sidewalk riding was also found to reduce pedestrian comfort and amounted to 1,600 (27%) of reported comments in the online form during the pilot. The number of scooter riders on sidewalks increased from 8% when the road had a protected bike lane to 39% when riding on street with no bike facilities. The number of scooter riders on sidewalks also increased from 18% when the speed limit was 20 miles per hour to 66% when the speed limit was 35 miles per hour.[7]

SDOT is reviewing lessons learned from these and other scooter share studies while developing the SSP permit and its conditions. This includes assessing where crashes/collisions are most likely to occur within right-of-way, what the source is, and what measures can be taken to reduce the potential for crashes/collisions and injuries. SDOT's permit will require vendors to deploy scooters with front and rear lights and a braking mechanism. Additionally, the SSP will incentivize scooter safety features, including scooters with larger wheels, seats, and integrated helmets.

While the SSP is not anticipated to significantly increase the need for public services, SDOT will continue to evaluate safety and reporting and coordinate with other agencies.

b. Proposed measures to reduce or control direct impacts on public services, if any.

SMC 11.46.020 requires any person operating a motorized scooter in Seattle wear a protective helmet designed for bicycle safety. The City website, along with other materials and public outreach methods, will continue to provide public education on the safe use of scooters and helmets and the rules of the road. As part of their rider education plans,

[6] http://www.austintexas.gov/sites/default/files/files/Health/Web_Dockless_Electric_Scooter-Related_Injury_Study_final_version_EDSU_5.14.19.pdf
[7] https://www.portlandoregon.gov/transportation/article/709719

vendors must inform riders of the City's helmet law.

The SSP permit requires vendors to maintain scooters in good working order and to repair or remove any scooters not working properly. Scooters reported to the vendor that the vendor determines to be unsafe to operate must be put in maintenance mode. The vendor is required to promptly disclose to SDOT any patterns of vandalism, sabotage, or other intentional destruction of its scooters that render them unsafe to operate. The vendor must also promptly notify SDOT of all communication it has with law enforcement or private investigators regarding intentional destruction of its scooters.

Vendors must post their name and contact information and rider education signage on all scooters. The signage must address yielding to pedestrians, following traffic rules, reporting maintenance problems, and parking responsibly. Shared motorized foot scooters will not be allowed to provide propulsion beyond 15 miles per hour and SDOT may propose further speed restrictions as needed.

SDOT is coordinating with Seattle Police Department, Seattle Fire Department, Seattle Public Schools, Seattle Department of Human Services, University of Washington, and the King County Public Health Department to receive feedback on the SSP and code amendments. This may include studies with one or more partners during the SSP to assess health and safety impacts and take immediate or incremental actions where needed.

16. Utilities

a. Utilities currently available at the site, if any: *[Check the applicable boxes]*

☐ None
☒ Electricity ☒ Natural gas ☒ Water ☒ Refuse service
☒ Telephone ☒ Sanitary sewer ☐ Septic system
☐ Other (identify)

Public and private utilities are available throughout the city located within rights-of-way and on adjacent properties.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The SSP will not directly use or affect utility services. The SSP will allow scooters that will likely use electricity at operation facilities or within vehicles. It will be the vendor's responsibility to put scooters in maintenance mode for depleted batteries and determine approach to recharge.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Date Submitted: 12/4/19

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The SSP would not result in any increased discharge to water, emissions to air, production, storage, or release or toxic substances, or production of noise. Greenhouse gas (GHG) emissions have also been considered and no changes to GHG emissions are expected as a result of this non-project action.

Proposed measures to avoid or reduce such increases are:

The SSP will not result in adverse impacts related to water, air, toxic or hazardous substances, or noise. As a result, no measures are proposed.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The non-project proposal is unlikely to have any effect on plants, animals, fish, or marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

No measures are proposed.

3. How would the proposal be likely to deplete energy or natural resources?

The SSP would not result in any probable significant adverse impacts to energy or natural resources. The SSP will allow scooters that will use electricity at operation facilities or within vehicles. It will be the vendor's responsibility to put scooters in maintenance mode for depleted batteries and determine approach to recharge. As a result, the potential for increased depletion of energy and natural resources is not significant.

Proposed measures to protect or conserve energy and natural resources are:

As discussed above, the potential for indirect impacts of this non-project proposal are expected to not be significant; no measures are proposed.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains, or prime farmlands?

Environmentally sensitive areas can be found throughout the city and adjacent to public rights-of-way, trails, and other types of facilities that are expected to be used by SSP participants. However, these facilities have been developed for the express purpose of

operating bicycles and other micro-mobility vehicles. As a result, the SSP is not expected to adversely affect environmentally sensitive or protected areas.

Proposed measures to protect such resources or to avoid or reduce impacts are:

No measures are proposed.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The SSP would not result in any probable significant adverse impacts to existing land or shoreline uses. This proposal is intended to achieve greater compatibility with existing comprehensive and transportations plans. The Transportation element of the Comprehensive Plan includes goals to ensure that transportation decisions, strategies, and investments are coordinated with land use goals and support the urban village strategy and to design and operate streets to promote healthy urban environments while keeping safety, accessibility, and aesthetics in balance. The Transit Master Plan articulates a long-range vision where most residents can walk or bike to high-quality, high-capacity transit. SSP along with bike share may supplement some types of transit service and may offer a last-mile connection to and from transit. SSP is also informed by the City Council's Emerging Mobility Statement of Legislative Intent (SLI 35-3-A-1) which directs SDOT to review emerging technology and mobility options that have the potential to operate in the rights-of-way. These policies inform amendments to SMC Chapter 11.46 for allowing scooters to operate on bicycle lanes and public paths (multi-use trails) but not on sidewalks.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The SSP would not result in any probable significant adverse impacts to existing land or shoreline uses. The SSP is informed by a series of transportation planning and policy initiatives in the Seattle Comprehensive Plan from the Transportation and Land Use Elements, Urban Village Strategy, Bicycle Master Plan, Transit Master Plan, and City Council's Emerging Mobility Statement of Legislative Intent (SLI 35-3-A-1) as discussed in Section B.8.l. SDOT will evaluate any potential impacts to shoreline districts and comply with the Shoreline Master Program Regulations where applicable prior to installing SSP-designated parking areas.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The SSP is not expected to result in adverse impacts to traffic, parking, or public services and utilities. It is the vendor's responsibility to inform riders how to rent, ride, and park their scooters correctly. There will be compliance auditing tools to assess riding, parking, maintenance, and data. If the City finds a violation the City can impound scooters, revoke the permit, or take other appropriate actions. SDOT also plans to integrate scooter share parking reporting into the Find-It-Fix-It mobile application and 684-ROAD to facilitate reporting improperly parked scooters into the City system.

Under the SSP permit, vendors will be required to develop a parking and fleet management plan. The permit will require vendors to prioritize obstruction hazards in responding to reports that scooters are improperly parked. Obstruction hazards that affect minimum clearances required by the ADA will receive elevated enforcement attention.

Vendors must have geofencing technology to virtually mark areas where scooters are restricted. SDOT will designate areas where scooters may not be parked or areas where special restrictions apply such as high-density pedestrian areas or parks. At SDOT's discretion, the vendors may be required to geofence those areas to prevent parking, riding, or to generate a warning when the rider enters the area. This may include areas of high pedestrian density such as the Pike Place Market.

SDOT completed a public life study within urban centers/villages in 2018 and will continue the study in 2020 to better assess public life and results of the study may inform permit conditions for the SSP including geofencing.[8] If not parked on public rights-of-way, scooters may be parked only in a location approved by the property owner, manager, or tenant. A portion of permit fees will fund a designated parking area program. SSP parking will be expanded around the city and vendors can direct parking to these locations and use them as staging when re-parking. By concentrating more parking in on-street corrals (currently 75% in 2019) and fewer in the furniture zone of sidewalk (currently 25% in 2019) when identifying flex zone/curb use priorities, SDOT is minimizing potential obstruction hazards for pedestrians and those with disabilities.

The combined total number of scooters and bikes will not exceed the 20,000 micro-mobility vehicles specified in the free-floating bike share permit. While the total number of micro-mobility vehicles allowed will not change, SDOT is considering the cumulative parking impacts of adding the SSP with the existing free-floating bike share program. Permit conditions for the SSP will be consistent with the free-floating bike share program to minimize the indirect and cumulative transportation impacts of the programs operating concurrently. The SSP and free-floating bike share program have restrictions on riding and parking within public rights-of-way and are designed to minimize impacts to pedestrians and those with disabilities, other uses of sidewalks such as transit stops and cafés and uses in the roadway and flex zone/curb.

The City will request a SMC Chapter 11.46 amendment to allow scooters to be operated on bicycle lanes and public paths (multi-use trails) but not on sidewalks. There may also be future requests for code amendments to address requirements for where other micro-mobility vehicles such as electric personal assistive mobility devices (EPAMDs) are allowed in public rights-of-way. The SSP and other micro-mobility vehicles would increase the use of bicycle lanes and multi-use trails that would impact bicyclists, pedestrians, and other users. Any increase in use of existing bicycle facilities would be offset by improvements in user safety and SDOT's continued expansion of the Bicycle Master Plan network. SDOT will collect data on SSP trips and deployed scooters, similar to bike share, which SDOT can then analyze to determine

[8] https://www.seattle.gov/transportation/projects-and-programs/programs/urban-design-program/public-life-program

where additional facilities will help address increased demand. SDOT retains the authority to change vendors' maximum fleet size or service area to manage any unanticipated negative impacts on public rights-of-way. Additional tools for the SSP may include increased user education and a user monetary penalty to encourage better parking behavior.

Any allowable increase in scooter share users along with bike share may contribute to a decrease in personal automobile use and associated traffic congestion. The SSP may encourage transit use by providing last-mile connections to and from transit. The SSP may provide more mobility options to the public and may reduce automobile use and parking demand over time.

During construction and operation of the SSP and other existing and planned public and private uses of the right-of-way, SDOT follows an internal review process to confirm proposals are consistent with the City's regulations, goals, and policies. This includes coordination with SDOT Maps,[9] multi-department review of proposals, and street use and other Department inspectors' on-site review of permitted activities and compliance.

SDOT's reviews consider cumulative impacts to the right-of-way from public and private proposals, including keeping the pedestrian zone clear and identifying flex zone/curb use priorities. For example, there are setback requirements for locating sidewalk cafés and transit stops, restrictions on where free-floating bikes can be parked and bike lanes established, transportation control plan requirements for maintaining public access during construction, and requirements for adjacent property owners to keep pedestrian zones clear during any permitted activity. In assessing flex zone/curb use priorities, SDOT evaluates the needs of adjacent property owners, commercial and passenger load zone needs including for taxi and transportation network companies, food trucks, short- and long-term parking, and other uses.[10]

SDOT will assess the SSP's indirect and cumulative effects on other uses of the public right-of-way through interdepartmental and agency coordination, vendor reporting requirements, and public feedback, which may result in changes in permit conditions, geofencing of restricted areas, or penalties to vendors. The SSP is consistent with City goals and policies and the indirect and cumulative impacts of this non-project proposal will not result in probable significant adverse transportation impacts.

The SSP will allow scooters that will likely use electricity at operation facilities or within vehicles, but this will not change overall demand for utility services. It will be the vendor's responsibility to put scooters in maintenance mode for depleted batteries and determine

[9] SDOT's interactive Project and Construction Coordination Map displays up-to-date information on current and future construction projects in the right-of-way, as well as other events that may impact traffic. All agencies performing work in the right-of-way that is planned at least six months in advance by law (SMC 15.32.050) must enter their project information.
[10] https://www.seattle.gov/transportation/projects-and-programs/programs/parking-program/parking-regulations/flex-zone/curb-use-priorities-in-seattle

approach to recharge. The SSP is not anticipated to result in any significant adverse impacts on public utilities.

SDOT will assess potential health and safety impacts when developing and evaluating the SSP permit. Injuries reported on bike share during the pilot between 2017 and 2018 and other scooter-related injury studies from around the country were described in Section B.15.a. These and other scooter share studies are being reviewed and findings and lessons learned are being considered in SSP permit conditions. This includes assessing where crashes/collisions are most likely to occur within the right-of-way, what the sources are, and what measures can be taken to reduce the potential for crashes/collisions and injuries. SDOT's permit will require vendors to deploy scooters with front and rear lights and a braking mechanism. Additionally, the SSP will incentivize scooter safety features, including scooters with larger wheels, seats, and integrated helmets.

Vendors must maintain scooters that are safe for the public to ride. Although there may be instances of future scooter share collisions or enforcement of permit compliance by SDOT, this is not expected to result in a substantial increase in the need for public services or create probable significant adverse impacts on public services.

Permit conditions for the SSP will be consistent with the free-floating bike share program that will minimize the indirect and cumulative health impacts of the programs operating concurrently. The total number of scooters and bikes will not exceed the 20,000 micro-mobility vehicles specified in the free-floating bike share permit. The SSP and free-floating bike share program have permit conditions consistent with state, county, and local laws including using requirements for helmet use and where scooters can be operated lawfully (e.g. not on sidewalks). The SSP will also have a provision of training for safe rental operations, and requirements to maintain rental equipment in good working order for operations. Vendors such as Uber have implemented proactive safety measures such as alerting off-loading vehicle passengers of bike lanes to improve safety for all travel modes.[11]

SDOT continues to implement safety improvements along and across sidewalks and bike lanes throughout the city including constructing curb bulbs, rapid flashing beacons, signage, and intersection crossing markings. SDOT launched Vision Zero in 2015 with partner organizations, and its accomplishments have included bicycle and pedestrian safety analysis, identifying targeted corridors, reducing speed limits, and focusing investments to improve safety for pedestrians and bicyclists throughout the city.

SDOT will partner with King County Health Department and other organizations during the SSP to assess health and safety impacts and take immediate or incremental actions where needed. The SSP is consistent with City goals and policies and the indirect and cumulative impacts of this non-project proposal will not result in probable significant adverse public service impacts.

[11] https://app.criticalmention.com/app/#clip/view/4bd9fb22-cb5f-4855-af7e-23d0ef83be91?token=76100a67-9f15-431b-9cc2-13496fc9476c

Proposed measures to reduce or respond to such demand(s) are:

As discussed above, it is anticipated that this non-project proposal will not result in probable significant adverse direct, indirect, or cumulative impacts on transportation, public services, or utilities. The SSP permit requires vendors to maintain scooters in good working order and the repair or removal of any scooters not working properly. All scooter vendors must inform riders of the City's helmet law. All shared scooters must include signage informing riders of requirements to yield to pedestrians, follow traffic rules, report maintenance problems, and park responsibly. Riding and parking violations within the public right-of-way and any increase in demand for public services will continue to be assessed by SDOT in the implementation of the SSP. Permits can be revoked for failing to comply with the conditions of the permit, such as safety or parking violations.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No conflicts are anticipated with local, state, or federal laws or requirements for protection of the environment.