

E-Scooter Pilot Program

Evaluation Criteria Public Outreach

Summary

December 2019

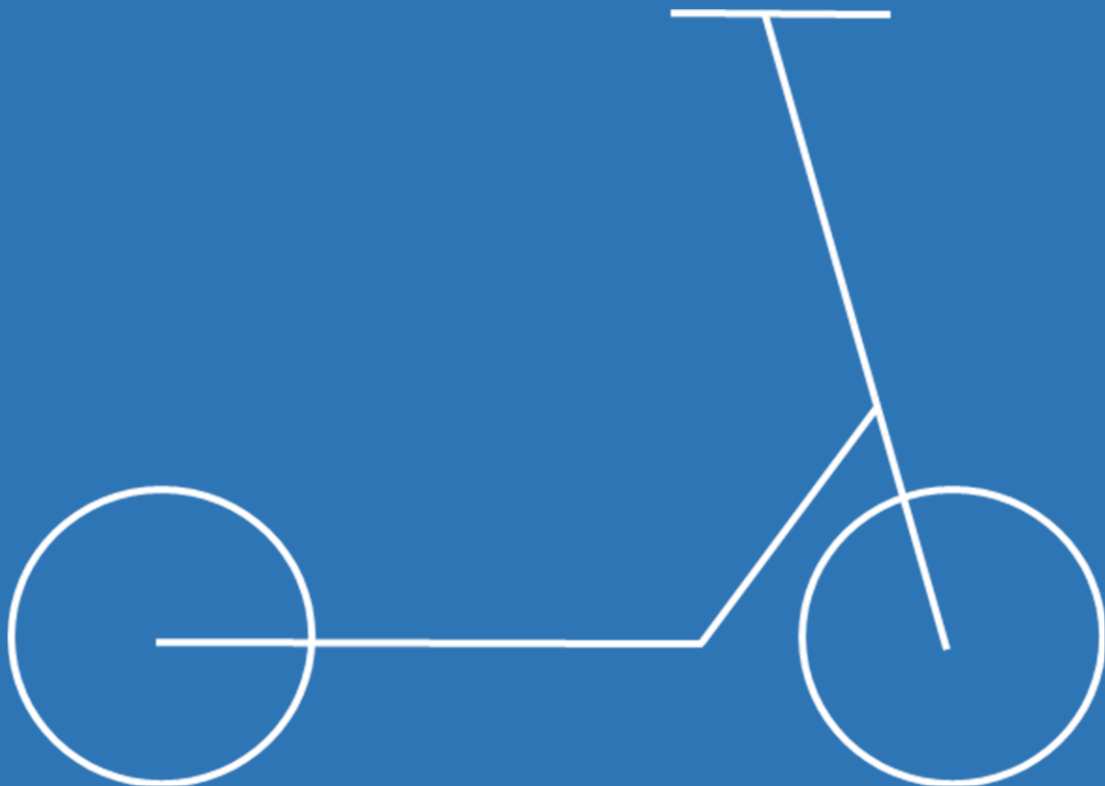


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Introduction

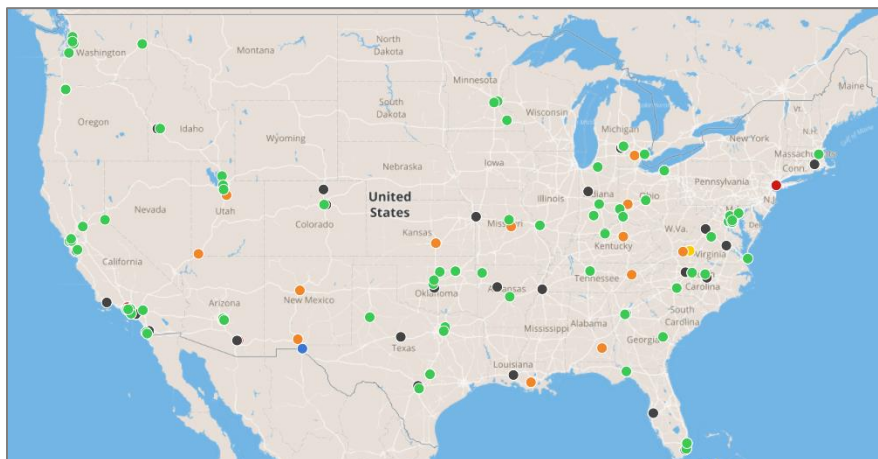
Project Background

The first electric shared-use scooters (e-scooters) appeared on the streets of Santa Monica, CA in September of 2017. By December 2019, fourteen electric scooter companies were operating across 122 American cities. The popularity and rate of adoption of this new mode has been remarkable and undeniable. The City of Eugene (the City) is preparing to join the ranks of those 122 cities by launching an e-scooter pilot program of its own.

E-scooters present an opportunity for the City to achieve its stated goals of (a) tripling the percentage of trips completed that do not involve the use of an automobile, and (b) climate recovery through the reduction of fossil fuel consumption to half that of 2010 numbers. These goals are supported by the Climate Recovery Ordinance and policies in both the city's 20-year long range land use (Envision Eugene) and transportation plans (Eugene 2035 Transportation System Plan).

To inform the pilot creation process, city staff sought to understand the values, ideas, and concerns of the community. Staff did this by using an online survey, conducting listening sessions, and cataloging public comment emails. Information gathered through these processes will be used to develop evaluation criteria that will be used to review future e-scooters companies' applications and ultimately determine which company(ies) will be selected to operate in Eugene.

Figure 1: Map of U.S. Cities with E-Scooter Programs, December 16, 2019



Source: SmartCitiesDive

Survey Background

The online survey was hosted on the City's Engage Eugene website at <https://engage.eugene-or.gov/escooters>. It was open from October 3, 2019 to November 24, 2019, during which time it received 541 responses. The survey was promoted through social media, e-newsletters, public meetings, and media interviews. To better engage traditionally underrepresented communities, community ambassadors representing Centro Latino Americano, Latino Professionals Connect, and the Eugene-Springfield chapter of the NAACP were contacted and asked to promote the survey through their channels.

Persons who took the online survey answered a series of six questions. The first question was a general temperature-check of how respondents feel about a pilot program being launched in Eugene. The second, third, and fourth questions presented criteria established by city staff through research about safety, sustainability, and equity. Respondents were asked to select from the list which criteria they considered most important. They were also invited to share additional evaluation criteria they believe the city should consider using.

Next, it was explained that (a) the City might allow e-scooters to operate on shared-use paths, and (b) that if they were allowed on the paths, the City might require e-scooter companies to utilize technologies that would moderate the speed of scooters to less than 15mph. Respondents were then asked to share their thoughts about whether the City should moderate the speed of e-scooters on shared-use paths. Finally, respondents were asked to share any additional thoughts, concerns, or commentary about an e-scooter pilot in Eugene.

Listening Sessions Background

Listening sessions are commonly used to critique and improve ideas. They are used by company work-groups and by public agencies alike, and the number of participants can range from a few to many. For the e-scooter pilot, city staff conducted five listening sessions across three months. Sessions were conducted with organizations and interest groups that represent larger community interests.

Each listening session began with a brief PowerPoint presentation by city staff. The presentation explained reasons for pursuing a scooter pilot, the necessary steps to create a pilot, an acknowledgement of potential scooter concerns, and an introduction to techniques that could be used to alleviate and/or prevent those concerns. After the presentation, the sessions were opened to questions and discussion. **Table 1** provides an overview of who participated in listening sessions; for more detail, see **Appendix A**.

Figure 2: Survey Portal on Engage Eugene Website



Table 1: Listening Sessions Participants

| Date of Listening Session | Organization or Interest Group in Attendance | Number of Attendees |
|----------------------------------|---|---|
| September 12, 2019 | Active Transportation Committee | 11 Committee Members 5 Members of the Public |
| October 17, 2019 | Friends of Downtown | 7 Group Members |
| November 14, 2019 | Active Transportation Committee | 10 Committee Members 11 Members of the Public |
| November 15, 2019 | Local Government Affairs Council | 25 Committee Members 2 Chamber of Commerce Staff |
| December 9, 2019 | Lane Independent Living Alliance | 6 Staff Members |

Evaluation Criteria

When adopting e-scooters, cities across the country have taken various approaches. Some, like San Diego, CA, and Austin, TX, applied a hands-off, laissez-faire style to regulating e-scooters. Others, like Portland, OR, and San Francisco, CA, have been more hands-on when regulating scooters. City staff in Eugene are working to create terms and conditions that would apply to (a) scooter operation on the part of scooter companies, and (b) scooter use on the part of scooter users. By creating rules and adding structure to an e-scooter pilot, city staff are working to mitigate concerns and potential issues.

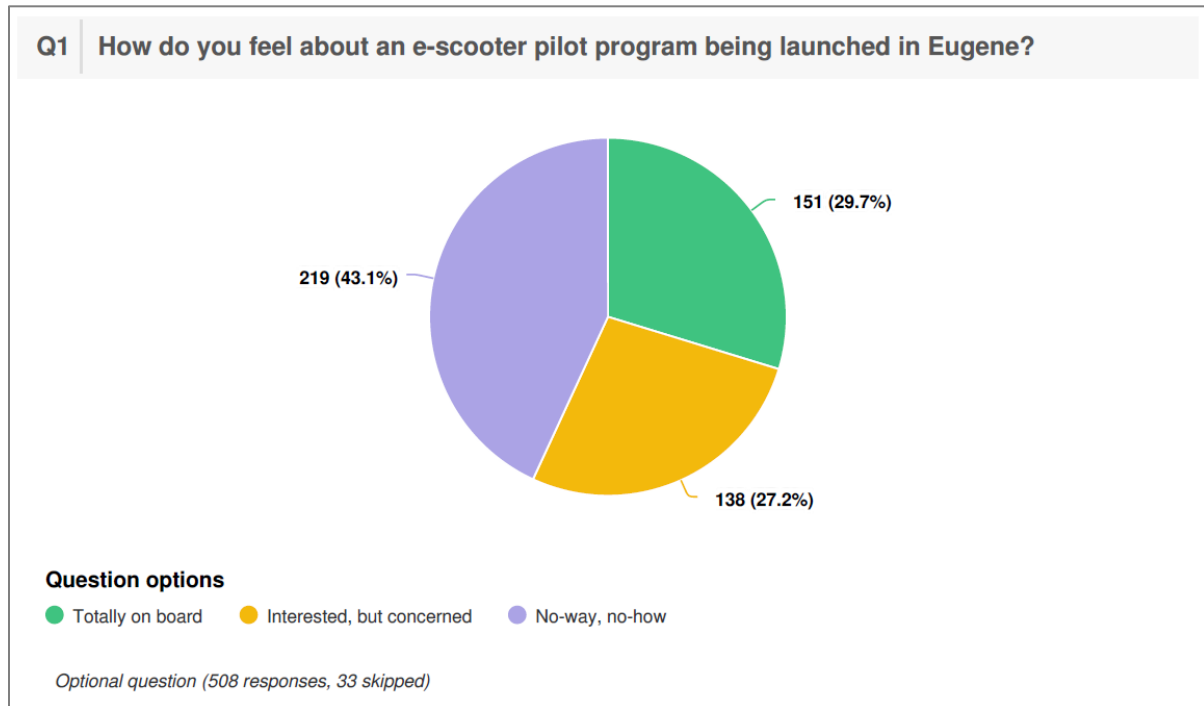
Creating evaluation criteria that will be used to screen future e-scooter companies' applications for permission to operate is integral to this process. Feedback from the online survey, listening sessions, and public comment emails are being used to inform the development of both evaluation criteria, and what "asks" the City may place upon applicant companies. For instance, concern about helmet use is mentioned by respondents to the survey. An applicant company that utilizes technology to recognize if a user is wearing a helmet could be scored more generously than an applicant company that does not.

What We Heard: Summary of Responses

Attitude Toward Scooters

Generally, survey respondents support an e-scooter pilot being launched in Eugene. The majority of survey takers replied that they were either "Totally on board" (30%) or "Interested, but concerned" (27%). Concerns about e-scooters center on safety, sustainability, and mobility and access for seniors and persons with disabilities. These topics were cited by the 43% of persons who replied that they do not support an e-scooter pilot as reasons why. Additional reasons provided not to support a pilot include either personal experience with, or media accounts of, scooters in other cities', or that city resources should be focused on other issues. Conversely, common reasons provided by respondents who support the pilot are that scooters reduce reliance on cars and thus reduce fuel consumption and congestion, that they are fun, and that they provide a unique sense of freedom of movement.

Figure 3: Survey Respondent's Attitude Toward an E-Scooter Pilot in Eugene



Safety/Mobility and Access

Sidewalk riding and improper parking practices (scooters being left anywhere and everywhere) are cited as major safety issues by persons who either (a) do not support the pilot, or (b) are interested in the pilot but have concerns. While sidewalk riding and improper parking practices have safety implications for all members of the community, they pose a special safety issue for seniors and people with disabilities. One respondent commented that when scooters appear out of nowhere, especially in spaces they should not be, it causes psychological stress in addition to physical stress.

Poor helmet use, self-injury, injuries inflicted by scooter-riders onto others, and intoxicated riding are other commonly cited issues.

Sustainability

Several survey takers questioned the public perception of scooters, stating that scooters are commonly viewed as toys and not serious transportation options. Other respondents cited the mental health and drug-dependency issues faced by some members of Eugene's unhoused population. Still others criticized the lifespan of scooters. These issues were cited as reasons for concern about potential theft and vandalism of scooters, or as potential motivations for scooters to be thrown into the Willamette River.

Other commonly cited sustainability concerns include the sourcing of components used in e-scooter batteries, the use of electricity to charge scooters, plastic use in scooter bodies, and that scooters might reduce walking and biking trips instead of driving trips.

Evaluation Criteria

By creating rules and adding structure to an e-scooter pilot, city staff are working to mitigate the concerns and issues cited in the previous section. Evaluation criteria proposed by city staff and listed in the survey focus on the topics of safety, sustainability, and equity. Survey respondents were asked to select the criteria they considered most important for each topic and were invited to propose their own ideas for evaluation criteria as well. While the questions asked respondents to select the criteria they considered *most* important, there was no limit on the number of criteria survey takers could select.

Safety

The survey proposed five safety-focused evaluation criteria. The criteria, in order of most to least selected, are:

1. The company has a plan with concrete actions to promote safe riding and proper parking practices.
2. The company uses technology (such as GPS) to detect and discourage sidewalk riding and improper parking.
3. Scooter design specifications include a lock-to mechanism that locks to fixed objects (ie. bike racks).
4. The company has a plan with concrete actions to promote helmet use.
5. The company does not contract out scooter recharging responsibilities as gig-work (meaning persons are paid per charge scooter and are not considered employees.)

When given the option to propose additional safety-related evaluation criteria, criteria commonly proposed were either programmatic, operational, or design-oriented. Programmatic recommendations include the creation of (a) an etiquette and safety campaign and (b) training courses. Operational recommendations include the need for a means to speed-control scooters and that companies be required to share data. Design recommendations include front and rear lights (which are required by state law), bells or some other means of making noise to alert others to their presence, and seats.

Sustainability

In the sustainability category, two pre-determined criteria were proposed. Survey respondents indicated that they value the need for a company to include an end-of-life plan for the recycling, reuse and/or sustainable disposal of scooters more highly than the use of non-fossil fuel-based vehicles to redistribute and recharge scooters.

Additional criteria proposals centered around energy use for charging scooters, the production of scooters, maintenance and disposal practices, and incentives for scooter use. Examples include that companies should have an anti-fossil fuel commitment, have a strong policy and performance record about using conflict minerals in battery production, should use replaceable components, and should provide incentives to scoot instead of drive.

Equity

Survey takers were provided with five equity-oriented evaluation criteria. Of the 541 persons who participated in the survey, 466 responded to the equity-based question. The top three criteria each received nearly the same number of selections by respondents (214, 212, and 208). The criteria, in order of most to least selected, are:

1. The company provides a means of accessing scooters that does not require the use of a smartphone (i.e. can unlock a scooter via text message).
2. The company provides service in multiple languages, Spanish at a minimum. This includes the company's customer service phone line, website, user-app, and marketing materials.
3. The company offers a low-income plan.
4. The company provides a means of accessing scooters that does not require the use of a bank account, debit card, or credit card.
5. The company provides a seated option for all or part of its fleet.

Other commonly mentioned recommendations for additional equity-based evaluation criteria include that companies need to ensure accessibility for persons with disabilities and that companies have a plan to distribute scooters to underrepresented and low-income areas.

Speed Monitoring

The City is considering allowing scooters on shared-use paths, such as the Ruth Bascom Riverbank Path System. Shared-use paths are paths that are wider than standard sidewalks. In Eugene, they are usually at least 12 feet wide. Due to their width, they are designed to accommodate a variety of recreation and transportation options such as walking, biking, skating, and potentially electric scooting.

Oregon state law requires that electric scooters travel no faster than 15mph. If e-scooters are allowed on the shared-use paths, the City might require scooter companies to use tools and technologies to automatically slow scooters down to a speed below 15mph when they are on shared-use paths. This could potentially be done using GPS and geofencing technologies. Geofencing refers to the creation of a virtual geographic boundary that triggers software to respond when a mobile device enters or leaves a designated area.

Provided with the above information, survey respondents were asked to share their thoughts about if the City should moderate the speed of e-scooters on shared-use paths. There were 442 responses to this question, of which only 66% of survey takers answered the question about speed moderation. The other 34% of responses either stated that they do not want scooters to be allowed on the shared-use paths (18%), that they do not want a scooter pilot in general (12%), or used the question to voice concerns about other issues, such as potential 5G cellular service (4%).

Overall, survey-takers who responded to the topic of speed moderation support moderating the speed of scooters on the paths. The most commonly cited reason why are safety and the potential for speed reduction to mitigate collisions between path users and thus reduce the possibility of injuries occurring. Additionally, multiple respondents suggested potential shared-use path speed limits, which can be found in **Table 2**. Of those who do not support moderating the scooter speed, the dominant argument is that bicycles can exceed 15mph but do not have their speed moderated.¹

Table 2: Suggestions from Survey Respondents for Shared-Use Path Scooter Speeds

| | |
|---------------|----------------|
| 5mph | 2 |
| 6-8mph | 2 |
| 7-9mph | 2 |
| ≤ 10mph | 9 |
| 10mph | 9 |
| 10-12mph | 3 |
| 12 mph | 6 |
| 12-15mph | 1 |
| < 15mph | 7 |
| ≤ 15mph | 17 |
| 15mph | 21 |
| 15-20mph | 3 |
| 20-25mph | 1 |
| Bicycle Speed | 8 |
| | <hr/> <hr/> 91 |

Open Comments

The final survey question asked respondents to share any remaining thoughts, ideas, and concerns they had regarding an e-scooter pilot in Eugene. Comments provided covered a wide range of topics, from reasons why respondents either support or do not support a scooter program, to suggestions for scooter distribution, to recommendations for how to incentivize desired scooter-riding behavior. **Table 3** provides a summary of open comment topics. A more detailed, synthesized list of all comments is provided in **Appendix D**.

Table 3: Common Themes from Open Comments

| | | | |
|-------------------------------|--|--------------------------------|---------------------|
| Do Not Support Pilot Because: | Safety | Concerns: | Safety |
| | Parking | | Parking |
| Recommendations: | Mobility and Access | Where Scooters Should Operate: | Mobility and Access |
| | Sustainability | | Sustainability |
| | Other Cities' Experience | | Equity |
| | They Are Unnecessary | | Enforcement |
| | Money Could Be Better Spent | | Abuse |
| | General | | In the Right of Way |
| Infrastructure Improvements | Distribution | | |
| Scooter Parking | Where to Focus Funding (Instead of Scooters) | | |
| Scooter Enforcement | Double-Standard (Scooters vs. Automobiles) | | |
| Reasons to Support Pilot | | | |

¹ Oregon state law regulates the speed of electric-assisted bicycles to 20mph.

Appendix A: Listening Session Participants

September 12, 2019

Active Transportation Committee

Committee Members in Attendance:

Nick Alviani
Bob Beals
Bob Blyth
Michael DeLuise
Robbie Dow
Allen Hancock
Marina Herrera
Brian Johnson
Josh Kashinsky
Sam Miller
Michele O’Leary

Members of the Public in Attendance:

Connie Berglund
Vicky Mello
Robert Patterson
Claire Ribaud
Holly Rockwell

October 17, 2019

Friends of Downtown

Members in Attendance:

Claire Barnum, Downtown Eugene, Inc.
Jen Bell, Downtown Eugene Merchants
Sarah Bennett, Downtown Eugene, Inc. and Bennett Management Company (BMC)
Rob Bennett, Downtown Athletic Club
Michael DeLuise, Downtown Neighborhood Association
Peter Knox, Downtown Neighborhood Association
Matt Sayre, Technology Association of Oregon

November 14, 2019

Active Transportation Committee

Members in Attendance:

Bob Beals
Bob Blyth
Mike DeLuise
Robbie Dow
Allen Hancock
Marina Herrera
Josh Kashinsky
Sam Miller
Michele O'Leary
Holly Rockwell

Member of the Public in Attendance:

Connie Berglund
Gwen Burkard
Mary Christensen
Brad Foster
Luke Habberstad
Peter Hollingsworth
Grace Kaplowitz
Vicky Mello
David Sonichson
Daniel Wilson

November 15, 2019

Local Government Affairs Council

Members in Attendance:

Larry Banks, PIVOT Architecture
John Barofsky, La Perla Pizzeria
Arin Carmack, Cardinal Services
Liz Cawood, CAWOOD
John Doty, Citizens Bank
Brian Erickson, Chambers Construction
Debi Farr, Trillium Community Health Plan
Gerry Harris, PES Environmental
Joel Johnson, Wayfair
Mark Johnson, Lane Transit District
Ingrid Kessler, Emergency Veterinary Hospital
Lee Lashway, Hurrang Long
Larry Newby, Retired Commercial Real Estate

Milton Oilar, Campbell Commercial Real Estate
Jeannine Parisi, EWEB
Ralph Parshall, Mercedes Benz of Eugene
Darcy Phillips, Cornerstone Community Housing
Matt Roberts, University of Oregon
Sherry Schaefer, State Farm
Carol Schirmer, Schirmer Satre
Betsy Schultz, Realtors Association
Kate Reid, LTD Board, Public Streetwear
Bill Whalen, Summit Bank
Victoria Whitman, Windermere
Tenille Woodward, Pension Planners Northwest

Chamber of Commerce Staff in Attendance:

Joshua Monge, Director of Economic Development
Brittany Quick-Warner, CEO

December 9, 2019

Lane Independent Living Alliance

Persons in Attendance:

Kathleen Dusing, Work Incentives Coordinator

Cora Jones, Independent Living Program Supervisor

Erycka Organ, ADA Access Specialist & Trainer

Eugene Organ, ADA Coordinator

Tim Shearer, Independent Living & Outreach Specialist

Kathy Jenness, Independent Living Specialist

Appendix B: Demographics of Survey Participants

General Demographics

Table B1: Are you a student enrolled at a school in Eugene?

| | | |
|------------------------|------------|-------------|
| Yes, K-12 | 6 | 1% |
| Yes, Undergrad or Grad | 72 | 14% |
| No | 454 | 85% |
| | <u>532</u> | <u>100%</u> |

Table B2: What is your age?

| | | |
|----------|------------|-------------|
| Under 18 | 2 | 0.4% |
| 18-24 | 55 | 11% |
| 25-34 | 100 | 20% |
| 35-49 | 137 | 27% |
| 50-64 | 116 | 23% |
| 65+ | 98 | 19% |
| | <u>508</u> | <u>100%</u> |

Table B3: What pronouns do you use?

| | | |
|-------------------|------------|-------------|
| She/Her/Hers | 256 | 52% |
| He/Him/His | 203 | 41% |
| They/Their/Theirs | 33 | 7% |
| | <u>492</u> | <u>100%</u> |

Table B4: What Council ward do you live in?

| | | |
|------------------------|------------|-------------|
| Ward 1 | 133 | 25% |
| Ward 2 | 128 | 24% |
| Ward 3 | 55 | 10% |
| Ward 4 | 35 | 6% |
| Ward 5 | 36 | 7% |
| Ward 6 | 18 | 3% |
| Ward 7 | 50 | 9% |
| Ward 8 | 47 | 9% |
| I don't live in Eugene | 40 | 7% |
| | <u>541</u> | <u>100%</u> |

Table B5: What ethnicity(ies) do you identify with?

| | | |
|------------------------------------|------------|-------------|
| African/Black | 9 | 2% |
| Asian | 10 | 2% |
| Caucasian/White | 419 | 88% |
| Hispanic/Latinx | 23 | 5% |
| Native American / Alaska Native | 7 | 1% |
| Pacific Islander / Native Hawaiian | 2 | 0% |
| Other | 7 | 1% |
| | <u>477</u> | <u>100%</u> |

Table B6: What is your annual income (before taxes)?

| | | |
|-----------------------------|------------|-------------|
| Under \$15,000 | 65 | 14% |
| Between \$15,000 & \$29,999 | 57 | 12% |
| Between \$30,000 & \$49,999 | 109 | 23% |
| Between \$50,000 & \$74,999 | 89 | 19% |
| Between \$75,000 & \$99,999 | 77 | 16% |
| Over \$100,000 | 73 | 16% |
| | <u>470</u> | <u>100%</u> |

Support for Scooter Pilot by Demographics

Table B7: Support for Pilot by Student Type

| | Totally On Board | Interested, but Concerned | No-way, No-how | |
|-------------------|------------------|---------------------------|----------------|------|
| K-12 | 50% | 17% | 33% | 100% |
| Undergrad or Grad | 62% | 18% | 21% | 100% |
| No | 25% | 28% | 47% | 100% |

Table B8: Support for Pilot by Pronouns

| | Totally On Board | Interested, but Concerned | No-way, No-how | |
|-------------------|------------------|---------------------------|----------------|------|
| She/Her/Hers | 26% | 29% | 45% | 100% |
| He/Him/His | 42% | 23% | 35% | 100% |
| They/Their/Theirs | 13% | 39% | 48% | 100% |

Table B9: Support for Pilot by Age

| | Totally On Board | Interested, but Concerned | No-way, No-how | |
|----------|------------------|---------------------------|----------------|------|
| Under 18 | 50% | 50% | 0% | 100% |
| 18-24 | 66% | 21% | 13% | 100% |
| 25-34 | 46% | 22% | 32% | 100% |
| 35-49 | 30% | 31% | 40% | 100% |
| 50-64 | 19% | 35% | 46% | 100% |
| 65+ | 10% | 26% | 64% | 100% |

Table B10: Support for Pilot by Ethnicity

| | Totally On Board | Interested, but Concerned | No-way, No-how | |
|------------------------------------|------------------|---------------------------|----------------|------|
| African/Black | 67% | 11% | 22% | 100% |
| Asian | 20% | 0% | 80% | 100% |
| Caucasian/White | 34% | 29% | 38% | 100% |
| Hispanic/Latinx | 29% | 19% | 52% | 100% |
| Native American / Alaska Native | 29% | 14% | 57% | 100% |
| Pacific Islander / Native Hawaiian | 0% | 0% | 100% | 100% |
| Other | 0% | 67% | 33% | 100% |

Table B11: Support for Pilot by Income

| | Totally On Board | Interested, but Concerned | No-way, No-how | |
|-----------------------------|------------------|---------------------------|----------------|------|
| Under \$15,000 | 46% | 28% | 26% | 100% |
| Between \$15,000 & \$29,999 | 33% | 17% | 50% | 100% |
| Between \$30,000 & \$49,999 | 30% | 31% | 39% | 100% |
| Between \$50,000 & \$74,999 | 27% | 28% | 46% | 100% |
| Between \$75,000 & \$99,999 | 29% | 29% | 42% | 100% |
| Over \$100,000 | 31% | 27% | 42% | 100% |

Representation of Select Demographics

Table B12: Representation of Collegiate Students Compared to Total Student Body and Non-Students Compared to Total Non-Collegiate Eugenean Adult Population

| | Total Respondents | Total Population | % Pop Represented by Respondents |
|--|-------------------|------------------|----------------------------------|
| Undergrad or Grad Student | 72 | | 0.15% |
| Not Student | 454 | | 0.32% |
| Total UO + LCC Student Enrollment* | | 48,975 | |
| Total Eugene Population Aged 18+, 2018** | | 141,978 | |
| *Enrollment figures for University of Oregon are for academic year 2018-2019, and for Lane Community College are academic year 2019-2020 | | | |
| **Source: Total Population (ACS 2018, V2018) MINUS Population Aged 17 or Younger (ACS 2013-2017 5-Yr Est, S0101) | | | |

Table B13: Representation of Ethnic Groups in Survey Responses Compared to Percent of Total Population

| | % of Population, 2018* | % of Total Respondents** |
|------------------------------------|------------------------|--------------------------|
| African/Black | 2% | 2% |
| Asian | 4% | 2% |
| Caucasian/White | 84% | 88% |
| Hispanic/Latinx | 10% | 5% |
| Native American / Alaska Native | 1% | 1% |
| Pacific Islander / Native Hawaiian | 0.3% | 0.4% |
| Other | -- | 1% |

*Source: ACS 2018, V2018

**As determined by number of persons who answered ethnicity demographic question (n=477), not by total survey takers (n=541)

Appendix C: Evaluation Criteria Survey Results

Figure C1: Number of Selections for Proposed Safety Evaluation Criteria

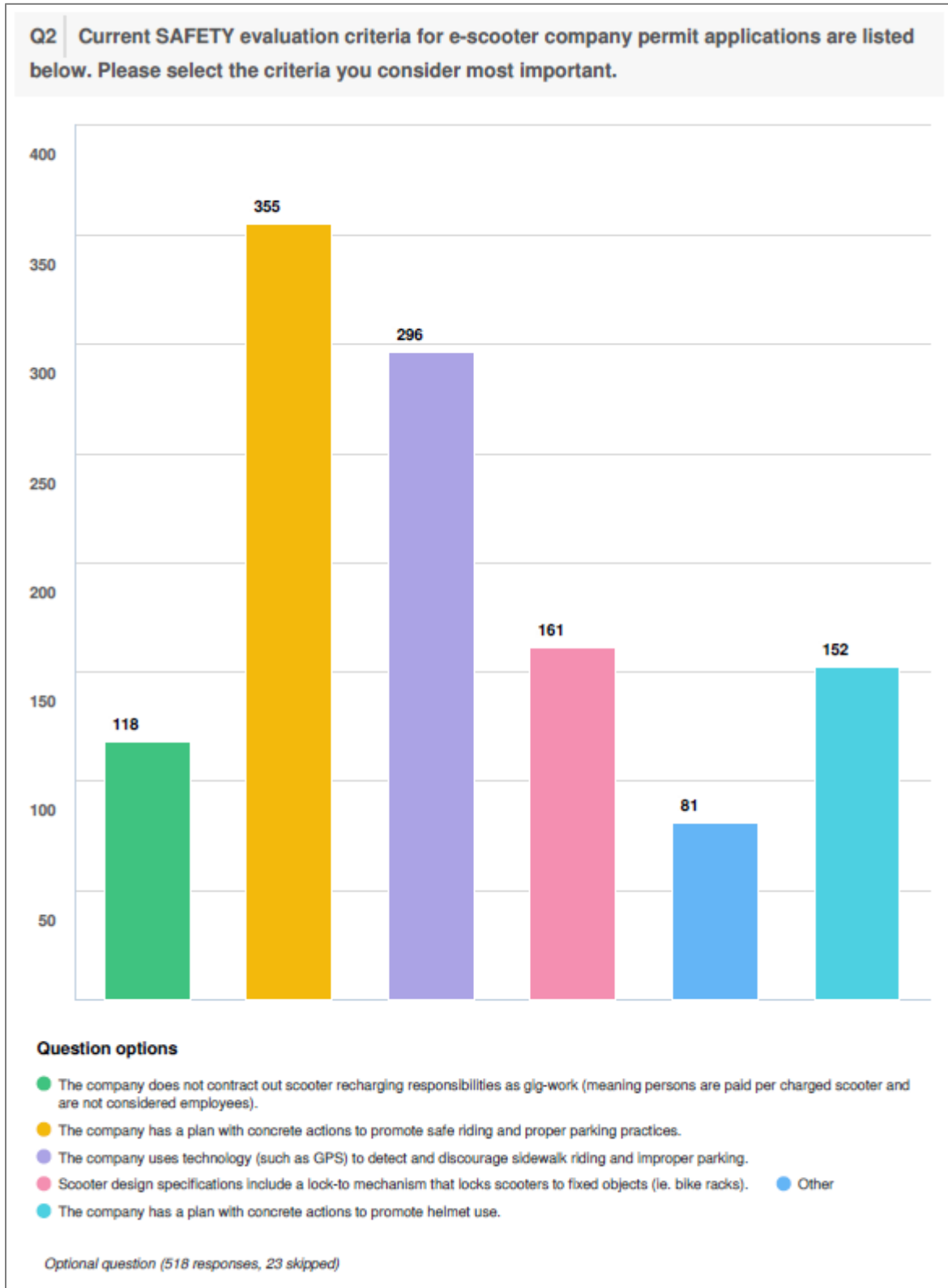


Figure C2: Number of Selections for Proposed Sustainability Evaluation Criteria

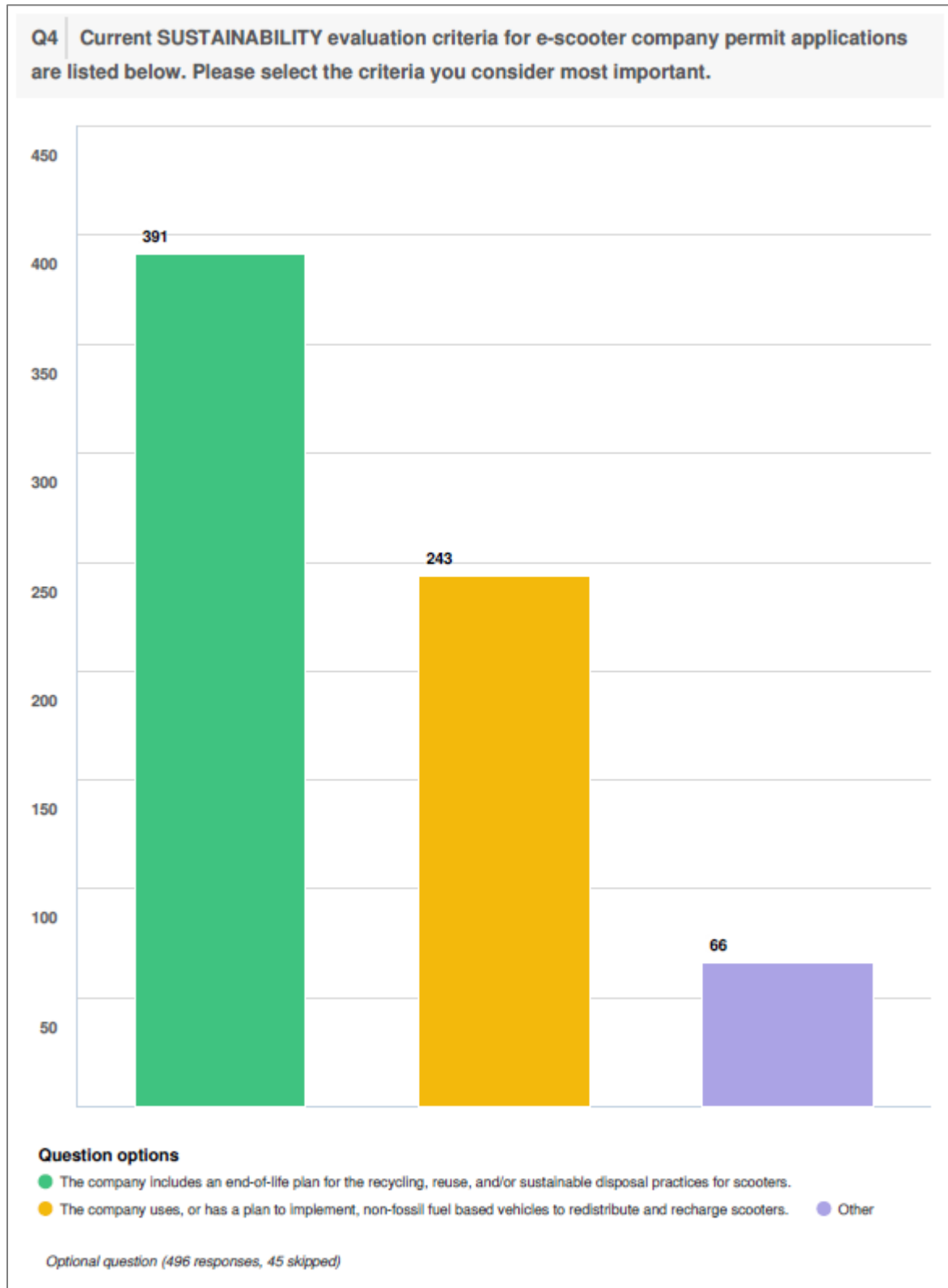
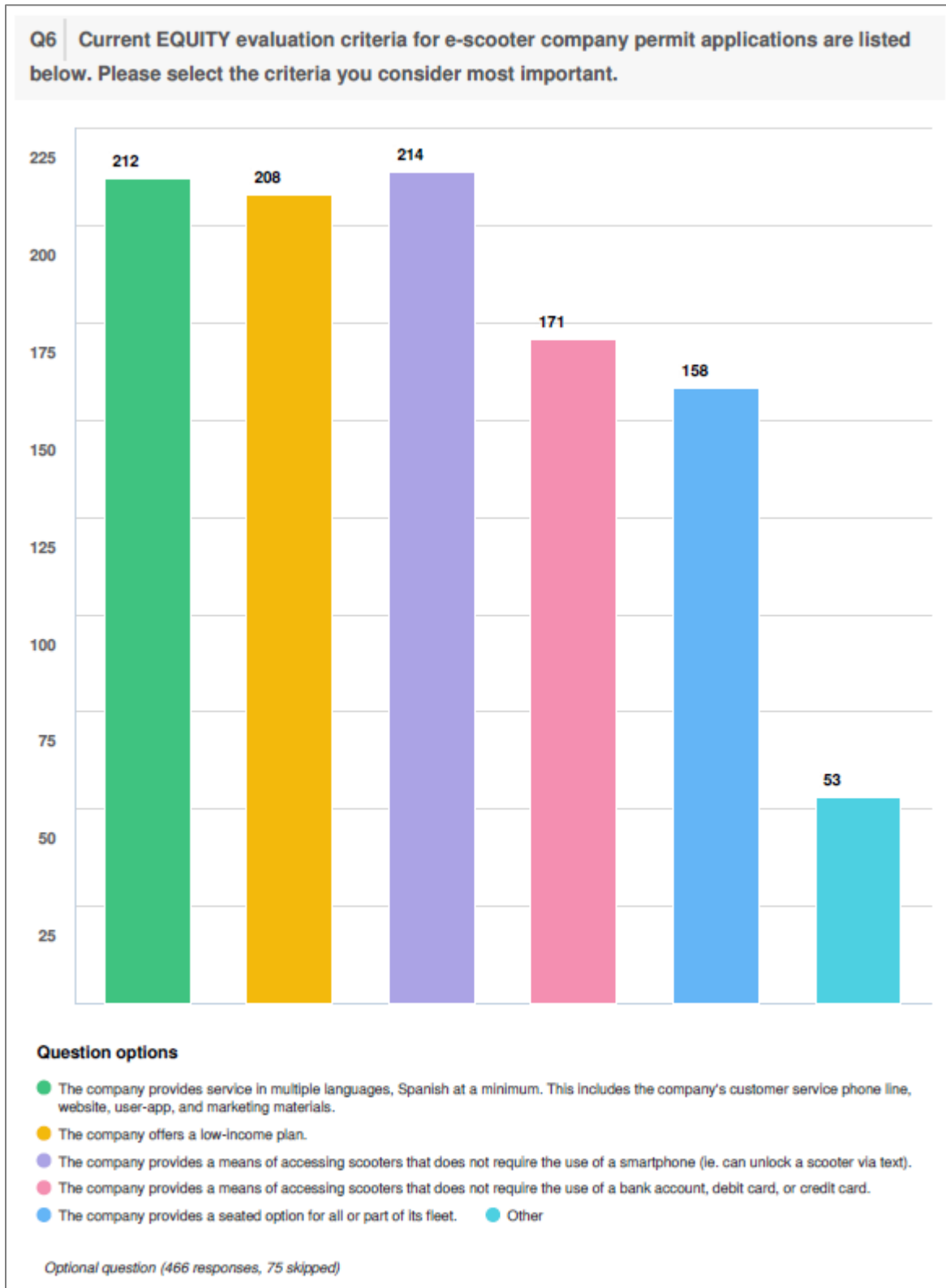


Figure C3: Number of Selections for Proposed Equity Evaluation Criteria



Appendix D: Open Comments – Categorized

SUPPORT FOR PILOT BECAUSE...

- Reduced reliance on cars
- They are fun!
- Great last-mile option
- Will reduce fuel use and relieve congestion
- Allow people to save money (gas, taxis) and create a booming community if used properly with correct safety measures.
- Quick and inexpensive travel
- Anything to get fewer folks driving
- Continues shift away from car-centric to human-centric streets
- Great alternative to car when exploring cities
- Using scooters in other cities greatly improved ability to travel longer distances without impacting traffic
- Convenient when don't have car
- Can use for both recreation and commuter trips!
- More freedom of movement, not bound by a bus schedule
- Great option for people who don't feel comfortable on bikes
- Helps those with mobility problems get around more easily
- Hope that scooters will push city closer to safer streets – separated infrastructure, slower car speeds, more traffic calming
- People from all walks of life using them in Portland
- Cars are the MOST dangerous thing - both directly and indirectly (climate change)
- Lower carbon footprint
- More equitable than car-ownership
- Privately owned scooters are already here!

MAYBE

- Could lessen fossil fuel use, but also unsafe
- Scooters have potential, but also have problems
- Waiting till it successfully implemented elsewhere

DOUBLE-STANDARD

- Higher set of expectations from status quo (read: cars) is impeding achieving Envision Eugene goals
- Unfair to place such a higher bar for scooters than automobiles
- Apply same standards to automobiles as are asking of scooters

CONCERNS

SAFETY

- Injury, to self or others
- Potential collisions/conflicts with other persons
- Sidewalk riding
- Helmet use
- Intoxicated riders
- Inexperienced riders
- Not enough safe infrastructure
- Bike lanes not safe option
- Potential to cause traffic collisions
- Speeding
- Underaged riders
- Unsafe Riding
- Might result in deaths
- Impact of wet winter weather on safety and ridership
- Scooters will make pedestrians and bicyclists feel unsafe
- Unsafe operation of scooters in roadways
- People riding where they shouldn't
- Might add danger to sidewalks
- Street riding seems dangerous

PARKING

- Unwanted parking behavior
- Parking stations will take valuable sidewalk/parking real estate
- Parking outside of designated areas

Mobility and Access

- Sidewalk obstruction
- Blocked bike lanes
- Congestion in bike lanes

EQUIPMENT ABUSE

- Vandalism
- Theft

SUSTAINABILITY

- Might end up in the river
- Might replace walking and biking trips, not car trips
- Scooter lifespan
- Will fill landfills
- Battery components and plastics
- Do not believe scooters are eco-friendly
- Negative environmental impact: use electricity
- Will negatively impact bikeshare
- Potential to cause more traffic and pollution
- EVs in general are not sustainable
- Energy security via renewable energy is a myth
- Will not get people out of their cars

EQUITY

- Only serves the young and able-bodied
- Is only for the wealthy
- Potential to further class divisions
- Only for a few, not the whole

UNCATEGORIZED

- Ability of City to conduct enforcement
- Liability
- Scooters seen as toys, not to be valued - encourages abuse
- Will create more problems than solutions
- Obstruction of waterfront
- Would create an uninviting Downtown experience
- Don't trust citizens to handle e-scooters
- Reliance on 5G tech
- Limits of Technology
- Drivers will be blamed for poor scooter use
- Non-local companies not paying fair share of Oregon taxes
- Sidewalks too small

DO NOT SUPPORT BECAUSE...

SAFETY

- Scooters are Unsafe/Dangerous/Hazardous
- Injuries (to self and others)
- Sidewalk riding
- Riders tend not to obey traffic laws when on road
- Scooters not as safe as bikes or e-bikes
- Potential for conflicts/collisions with other users
- Fast riding
- Wrong-way riding
- Lack of helmet use
- Antithetical to Vision Zero
- Sidewalks are already unsafe (poorly lit, unmaintained vegetation, sidewalk riding)

- Hard to see at night

- Traffic hazard
- Unsafe for car drivers
- Scooters will enrage drivers who don't like sharing the road

- Unsafe to pedestrians on sidewalks
- People do not pay attention to their surroundings
- Personally injured on one elsewhere

SUSTAINABILITY

- Will end up in the river
- Not sustainable
- Lifespan too short
- Must mine rare minerals, use electricity, and/or use plastic
- Will replace walking trips
- Net negative for carbon neutrality

PARKING

- Improper parking in undesignated areas
- Lack of docks makes them susceptible to being tossed around

Mobility and Access

- Sidewalk obstacles

OTHER CITIES

- Because have been to other cities with them
- Hasn't worked in other cities
- Accidents/injuries occurred in other cities

UNNECESSARY

- They are unnecessary
- Already have sidewalks to walk on, bikeshare, and/or public transit
- Eugene is already very bike-friendly and doesn't need this extra thing
- Bikes are more effective in any situation that a scooter would be used.

UNCATEGORIZED

- Money better spent (on what is in another column)
- E-scooters are novelty, trend, fad, not a practical transportation alternative
- Vandalism
- Not a practical winter option
- Nuisance
- Will worsen Downtown's bad reputation
- Not well-suited for use on either the streets or the sidewalks
- Bad for bikes
- Impede car and bike traffic
- Rich companies are the ones pushing this agenda

WHERE SCOOTERS SHOULD OPERATE

- Do not allow on sidewalks
- Only allow in bikes lanes
- Do not allow in bike lanes
- Don't allow scooters on shared-use paths
- Should only be allowed on streets

- Set restrictions for where can operate

- Amend code to allow on shared-use paths
- Only allow on shared-use paths if they are quiet
- Do not allow on park paths
- Should have scooter-only zones
- Should allow on sidewalk when there is no bike lane present
- Should not be allowed on any public right of way
- Should limit use to parking-limited areas

DISTRIBUTION

- Service outside of downtown
- Distribute all around Eugene

- Include it near/on campus.
- Service in North Eugene (north of Beltline)
- Good for downtown and UO, not beyond that

RECOMMENDATIONS

- Learn from other cities
- Better option may be to provide e-bikes
- Better to implement more incentives to bike and walk
- Better to upgrade PeaceHealth bikes to e-bikes first
- Bikeshare is better option
- Company needs solid plans for retrieving abandoned scooters

- Company should clearly be required to deal with abandoned scooters left at business and private spaces.
- Coordinate with UO and other key partners
- Do not contract with Razor or Lime
- Employees recharge and redistribute (not gig workers)
- iBikeEug should be updated/renamed for can report hazards in micro-mobility lanes
- Integrate into transit
- Make it easy to access
- Need an independently elected city auditor
- Prevent overcharges
- Promote message that this is net positive to community
- Scooters, along with bikeshare, should be treated like critical last mile transportation option
- Use similar incentives model to PeaceHealth Rides
- Users need to agree that they will be held liable
- Use same level of oversight post-pilot
- Contract condition that can't pull scooters suddenly overnight - must give at least 30-day notice

ENFORCEMENT

- Fines for not parking at dock/designated area
- Need enforcement
- Do not have ability to enforce
- Sizable penalties to companies for not following through on sustainability and equity requirements
- Smart fees - deposit for damage, late-return fee, no-return-penalty if scooter not returned to where it belongs, or offer 24-hour rental if can't make it to parking station
- Allocate that enforcement energy into enforcing high-risk behaviors like distracted driving, not helmet use
- Scooters should adhere to same traffic regulations as bicycles
- Penalize users who don't comply with rules
- Disable scooter when rules aren't being followed

PARKING

- Need designated parking
- Need designated on-street parking
- Scooters should be docked
- Designated parking with locking mechanisms
- Can use strategy of no-parking zones in high-traffic pedestrian areas such as along the river
- Improper parking will happen and will deter people from alternative modes
- Oppose lock-to mechanisms unless provide additional infrastructure
- Parking lots outside of downtown to lessen downtown congestion and promote active transit within downtown
- Docking station to prevent sidewalk blockage

INFRASTRUCTURE

- Need more protected infrastructure to deter sidewalk riding
- City should call bike lanes "micro-mobility lanes/paths" and maintain/improve/expand them accordingly
- Build it and they will come (designated infrastructure)
- Need fully integrated multi-modal transportation network first

FINANCIAL ALLOCATION (Money Would Be Better Spent On...)

- Bikeshare
- Public transit
- Homeless population issues
- Affordable housing / Housing
- Electric busses
- ADA compliancy
- Building additional bridges over Willamette River
- Charging stations
- Distracted Drivers
- E-bikes
- Economic/environmental/housing issues
- Electric cars

- Emergency Services
- Healthcare
- Mentally Ill

Infrastructure

- Bike lanes
- Intersections & pedestrian crossings
- Protected infrastructure
- Roads
- Street paving

MISCELLANEOUS

- City shouldn't put any money into pilot
- Need transparency of how much city funding is going into program

UNCATEGORIZED

- No criteria more important than getting more cars off the road
- Stop making this so much more complicated than necessary.
- It's pretty cool that the city is thinking about these categories!
- Great opportunity - don't mess it up!
- Don't let older generation ruin it for the younger generation
- People are scared of new things

- Scooters are coming regardless - privately owned ones already increasing
- May have utility in densely travelled areas
- Stand-up scooters are for recreation, seated are for longer trips and errands
- DO allow gig-work charging
- Gig-work offers flexible, reasonably paid work opportunity