

## SC 11 – Improving Mobility through Rideshare/Ownershare Options

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**Project Lead:**

Alan Herrmann, Transit Supervisor  
(952) 496-8610  
[Aherrmann@co.scott.mn.us](mailto:Aherrmann@co.scott.mn.us)

**Description:** To provide mobility for residents without regular access to automobiles, Scott County has traditionally relied on limited fixed-route transit service and dial-a-ride services. However, the County has recently witnessed an increasing denial rate (no drivers available) for dial-a-ride requests, and has experienced difficulty recruiting and retaining volunteer drivers to fill transit gaps. Because the population of seniors and others without regular automobile access in Scott County is growing, this issue will only become more acute over time.

To address this situation, the County has considered such things as a public-private partnership to provide on-demand transportation services, modeled on Lyft or Uber, as well as shared-vehicle options modeled on HourCar or Zipcar. The purpose of this project is to explore these alternatives and other potential rideshare and ownershare approaches by considering their relative advantages and disadvantages, researching case studies of how these approaches have been successfully implemented in other suburban and rural communities, and recommending one or more approaches the County could implement to best meet the needs of residents.

To better assist residents to plan and schedule their travel, Scott County would also like to explore options for an online ride-matching service that would coordinate and consolidate all scheduled and on-demand transportation options available in the County

**Key Issues, Questions, and Ideas for Exploration:**

- Inventory available transit, rideshare, ownershare, and other shared mobility options currently available to Scott County residents. How well do these approaches serve those without regular automobile access? What areas of the County and which populations of residents are inadequately served by the available options?
- What rideshare, ownershare, or other shared mobility options are being used successfully in other communities in Minnesota and the United States? What best practices and lessons learned have emerged from these efforts? Which of these approaches hold the most promise for use in Scott County, and why?
- What sorts of ride-matching platforms or services are being used successfully in other communities in Minnesota and the United States? What best practices and lessons learned have emerged from these efforts? Which of these platforms or approaches hold the most promise for use in Scott County, and why?

*(continued)*

- What sorts of public subsidies or incentives would be needed to implement rideshare, ownershare, and ride-matching approaches in Scott County? What is the appropriate role of local government in providing or facilitating these approaches?

### **How Will Student Work Be Used to Build Resiliency?**

Student research will be used to make the case for providing additional shared mobility options to Scott County residents, and to evaluate different shared mobility approaches for possible implementation in Scott County.

### **Existing Plans and Reports:**

- Smartlink Survey of needs
- Live Learn Earn survey of employers
- Smartlink progress in shared vehicle area
- MVTA plans and surveys

### **Potential Stakeholders and Partners:**

- SCALE's Live, Learn, Earn group (<http://www.livelearnearn.org>)
- Smartlink Transitlive learn (<https://scottcountymn.gov/516/SmartLink-Transit>)
- Minnesota Valley Transit Authority (<https://www.mvta.com>)
- Scott County CDA's First Stop Shop (<http://www.scottfss.org>)

*To learn more about this project or discuss how to integrate it into a UMN course or an individual student project (such as a culminating experience, capstone, master's project, or independent study), please contact Sarah Tschida or Mike Greco with the Resilient Communities Project at [rnp@umn.edu](mailto:rnp@umn.edu).*