

CITY OF SEATTLE

RESOLUTION _____

..title

A RESOLUTION requesting that the Seattle Department of Transportation develop a budget proposal for creating on-street bike and e-scooter parking.

..body

WHEREAS, The City of Seattle (“City”) is committed to investing in and improving all modes of transportation; and

WHEREAS, the Seattle Department of Transportation’s (SDOT) 2018 Bicycle Parking Guidelines state: “Safe and secure bicycle parking is a key amenity that encourages people to bike to work, [to] school, or to run errands. Bicycling is good for one’s health, it’s an affordable transportation option, and it’s environmentally friendly. To encourage ridership there is a need for convenient short-term (4 hours or less) and long-term (more than 4 hours) bicycle parking facilities; after all, there can only be as many people biking as there are safe places to leave a bike”; and

WHEREAS, SDOT’s 2018 Bicycle Parking Guidelines state that “[c]onvenient bike racks provide an amenity for customers and businesses benefit by making it more convenient for people riding bicycles to patronize their establishment”; and

WHEREAS, nationwide we have seen a dramatic increase in the use of shared mobility options like bikes and e-scooters; and

WHEREAS, according to the National Association of City Transportation Officials, since 2010, Americans have taken 207 million trips on shared bikes and e-scooters; and

WHEREAS, 84 million trips were taken nationwide on shared bikes and e-scooters in 2018 alone, 38.5 million of those trips being on an e-scooter; and

1 WHEREAS, according to SDOT’s Bike Master Plan 2019-2024 Implementation Plan, ridership
2 has increased from under 100,000 rides on selected routes (Spokane St. Bridge, Fremont
3 Bridge, Elliott Bay Trail, and 2nd Avenue) in January 2017 to 150,000 rides on the same
4 selected routes in January 2019; and

5 WHEREAS, most shared bikes and e-scooters are currently parked on sidewalks; and

6 WHEREAS, Seattle’s sidewalks are increasingly crowded; and

7 WHEREAS, SDOT’s 2019 Q1 bike share summary report found that 14.3 percent of bikes were
8 obstructing pedestrian access; and

9 WHEREAS, existing bike parking may be located far from where people want to park their bikes
10 and e-scooters, which limits the usability of Seattle’s bike network and increases the
11 likelihood of bikes and e-scooters being parked improperly; and

12 WHEREAS, for people with disabilities, improperly parked bikes and e-scooters create
13 significant barriers to navigating Seattle’s streets when bikes or e-scooters block access to
14 sidewalks, curb ramps, building plazas and arcades, transit stops, benches, and other
15 usable areas of our pedestrian space; and

16 WHEREAS, on-street bike and e-scooter parking in parking lanes gives people a place to park
17 that doesn’t interfere with people walking and using wheelchairs on sidewalks; and

18 WHEREAS, on-street bike and e-scooter parking will help to enforce the existing restrictions on
19 motor vehicles parking within 15 feet of an intersection, simultaneously improving
20 drivers’ sightlines and making pedestrian crosswalks safer; NOW, THEREFORE,

21 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE THAT:**

22 Section 1: The City Council requests that the Seattle Department of Transportation
23 (SDOT) develop a budget proposal for creating and expanding on-street bike and e-scooter

1 parking corrals to accommodate bike parking racks and undocked micro-mobility devices, and
2 discouraging parking of these devices in any non-designated areas. On most blocks with vehicle
3 parking lanes, corrals can be built in the no-parking area adjacent to intersections. Where this is
4 not possible, corrals can replace on-street car parking spaces, or be placed, when no alternative is
5 available, in areas of the sidewalk where they do not block pedestrian access. The budget
6 proposal should provide conceptual cost estimates for corrals placed near intersections, corrals
7 replacing on-street parking, and corrals located on the sidewalk. The budget proposal should
8 estimate the need for each of these types of facilities in order to provide bicycle, e-scooter, and
9 micro-mobility parking on all block faces within one mile served by frequent transit service in
10 Seattle and the funding necessary to complete this effort. The budget proposal should include
11 funding for additional staff needed to sufficiently add 3,000 multimodal parking spaces by the
12 end of 2020.

13 Section 2: The City Council requests that SDOT use revenue from e-scooter and bike
14 share permits to fund expansion in 2020 of multimodal parking corrals and build bike parking,
15 prioritizing locations with the highest density of bikes and e-scooters, such as transit hubs and
16 urban villages, public buildings and services, and locations identified by the disability rights
17 community and communities of color. SDOT should ensure that bike and e-scooter parking is
18 distributed equitably and sufficiently across Seattle.

19 The City Council requests that SDOT submit this proposed policy in writing to all
20 members of the Seattle City Council by September 9, 2019.

