

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
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** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

1. **Legislation Title:** AN ORDINANCE relating to the City’s traffic code; amending Sections 11.46.010 and 11.46.020 of the Seattle Municipal Code to revise permissible areas of operation in the right-of-way and other public pathways for electric personal assistive mobility devices and motorized foot scooters.
2. **Summary and background of the Legislation:** This legislation changes Seattle’s traffic code to:
 - a. Allow motorized foot scooters to be operated on bicycle lanes and public paths.
 - b. Allow motorized foot scooters to be to be operated on a sidewalk only where there is no alternative for a motorized foot scooter to travel over a sidewalk that is part of a bicycle or pedestrian path. This exception includes the sidewalks of many of Seattle’s movable bridges and areas where multi-use trails incorporate a widened sidewalk for short sections.

2. CAPITAL IMPROVEMENT PROGRAM

- a. **Does this legislation create, fund, or amend a CIP Project?** ___ Yes X No

3. SUMMARY OF FINANCIAL IMPLICATIONS

- a. **Does this legislation amend the Adopted Budget?** __ Yes X No
- b. **Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?**
No
- c. **Is there financial cost or other impacts of *not* implementing the legislation?**
No

If there are no changes to appropriations, revenues, or positions, please delete sections 3.d., 3.e., and 3.f. and answer the questions in Section 4.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

This legislation would impact the Police Department and Municipal Court.

b. Is a public hearing required for this legislation?

No.

c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?

No.

d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No. The Department of Transportation has issued a State Environmental Policy Act Determination of Non-Significance, with notice published in the Daily Journal of Commerce.

e. Does this legislation affect a piece of property?

No.

f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?

This legislation has potential negative and positive impacts to vulnerable or historically disadvantaged communities.

Allowing scooters in bike lanes may reduce potential encounters with law enforcement personnel for people of color, thereby reducing the negative outcomes that may stem from those encounters.

However, bike lanes in the city may not be equitably distributed, and this legislation would therefore increase scooter riding opportunity in a disproportionate manner. This negative outcome will be mitigated by the current Bicycle Master Plan Implementation Plan, which prioritizes equitable distribution of bike lanes in future projects.

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).

This legislation does not include a new initiative or major programmatic expansion

List attachments/exhibits below: N/A/