



# Seattle

## Seattle Pedestrian Advisory Board



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Pedestrian Master Plan*

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**July 24, 2023**

**To:** Seattle City Council Transportation & Public Facilities Committee  
Greg Spotts, SDOT Director  
Becky Edmonds, SDOT Micro Mobility Program Manager  
Stefan Winkler, SDOT Strategic Advisor

**Re:** Shared Mobility Parking Implementation & Enforcement Comments

The Pedestrian Advisory Board appreciates the presentation from Becky Edmonds and Stefan Winkler on shared mobility parking issues at the May 10th monthly board meeting. We appreciate the open and transparent conversation that staff is willing to have with our board and in hearing our concerns. We understand that staff are working hard to respond to those concerns and wanted to write in support of the work you are doing, specifically the corral parking program while also providing our comments. The board believes the benefits of the scooter program do great good for the pedestrian environment. More diverse and electrified forms of transportation allow better mobility overall, as well as a greener environment to be a pedestrian in. The board also believes that this group needs more support to manage and enforce the program to the standards of similar cities with shared mobility programs.

Scooter and shared bicycle parking continues to be a problem in Seattle, and the operators are not in compliance with the City's permitting program.. Too often these devices are parked on narrow sidewalks or in curb ramps, or there are just so many parked and fallen that they create a complete blockage. This problem can make it impossible for people with mobility challenges and disabilities to use our already limited pedestrian infrastructure. This is unacceptable and the City needs to be more proactive in managing parking overall. To better manage this parking, the Board asks that the City apply a two pronged solution of providing designated parking areas and increasing enforcement and education.

**The City currently has one person responsible for enforcing parking requirements of the shared mobility permits.** There has been no increase since the start of the program, which has more than 8800 device deployments as of April 2023. The number of device parking infractions reported by the City is remarkably low compared to similar cities and observations from users. It is clear this has not been sufficient. The City needs to provide additional resources to monitor shared bicycle and scooter parking compliance throughout the City.

*The Seattle Pedestrian Advisory Board shall advise the City Council, the Mayor and all the offices of the city on matters related to pedestrians and the impacts which actions by the city may have upon the pedestrian environment; and shall have the opportunity to contribute to all aspects of the city's planning insofar as they relate to the pedestrian safety and access.*

*~City Council Resolution  
28791*

**At a minimum, the City should ensure device operators are held to the required standards to meet the Americans with Disabilities Act and the Public Rights of Way Accessibility Guidelines.**

Section P7 of the shared mobility device permit requires device operators to provide personal and resources to manage device parking during special events as SDOT's request. The board asks SDOT to leverage this authority. In addition to increased parking compliance, the City should provide designated space for scooter and bicycle parking that will not conflict with accessible pedestrian routes. The board supports the Shared Mobility Corral Parking Program that would provide designated parking areas for shared mobility devices such as bikes and scooters downtown and high traffic areas. Geofencing should be used to prohibit parking in undesigned areas as much as possible, but should not be a barrier to a rapid implementation of marked corrals. We ask Director Spotts and City Council to take action and fully support and fund the program to implement all of the downtown corrals this summer. We also ask that Director Spotts and City Council designate further funding to continue implementing additional designated parking areas and respond to community requests, coming from either the device operators or parking compliance fines if possible. Prioritization of parking areas should consider transportation equity impacts and proximity to land use such as mobility centers, transit stops, light rail stations, and event spaces. As often as possible these corrals should be placed within intersection daylighting areas (the no-parking areas within 20 feet of stop signs or intersections) or convert existing on-street vehicle parking to shared mobility & bicycle parking.

We have to ensure this program is not harming disabled communities by creating blockage to the accessible pedestrian routes. The permits require the device operators to meet this requirement today, but are not being successful. The board asks that SDOT and the City bring the operators into compliance with parking requirements.