

Department Policy & Procedure

Subject: Multi-Use Trail Policy		Number: 7.11.3
		Effective: August 1, 2020
		Last reviewed: May 21, 2020
		Supersedes: N/A
Approved: <i>Jesús Aguirre</i> <small>Jesús Aguirre (Aug 24, 2020 09:11 PDT)</small>	Department: Seattle Parks and Recreation	Page 1 of 5

1. PREFACE

This policy clarifies the regulations for multi-use trails owned and managed by Seattle Parks and Recreation (SPR) (see Attachment A). An increasing diversity of user types, coupled with disparate regulations among jurisdictional owners and managers of these trails, amplifies the need to create consistent regulations developed in coordination with other trail managers to bring clarity to all users and create a safer experience for all.

2. PURPOSE

- 2.1** To establish a policy for multi-use trails, specifying allowed user types, regulations for use, and coordination with other jurisdictional trail owners.

3. ORGANIZATIONS AFFECTED

- 3.1 Seattle Parks and Recreation (SPR):** This policy applies to the portions of multi-use trails SPR owns and manages.
- 3.2 Seattle Department of Transportation (SDOT):** It is the responsibility of SDOT to create, install and maintain speed limit signs and other educational signs on multi-use trails in Seattle.
- 3.3 Seattle Police Department (SPD):** SPD is responsible for enforcement of this policy on multi-use trails.
- 3.4 Other trail owners:** This policy affects other jurisdictions that own parts of the multi-use trails managed by SPR. These include Seattle Department of Transportation, the Port of Seattle, University of Washington, King County, and Washington Department of Transportation.

4. REFERENCES

- 4.1 Bicycle Use Policy (060-P 7.11.1.2):** A policy for responsible bike use in the Seattle Parks and Recreation system.
- 4.2 Revised Code of Washington ([RCW 46.61.710](#)):** General requirements and operation for mopeds, Electric Personal Assistive Mobility Devices (EPAMDs), motorized foot scooters, personal delivery devices, electric-assisted bicycles, class 1 electric-assisted bicycles, class 2 electric-assisted bicycles, and class 3 electric-assisted bicycles.
- 4.3 Superintendent's Authority ([SMC 18.12.040](#)):** A policy giving SPR's Superintendent authority to restrict use and clarify rules for trails, parks, and other infrastructure managed by SPR.

Policy 7.11.3

Page 2

4.4 Authority to Enforce ([SMC 18.30.24](#)): A policy stating SPR's Superintendent may call upon the police, fire, health or other appropriate City departments or government agencies to assist in enforcement.

5. POLICY

5.1 Multi-use trails will be managed for the recreational use of all allowed users, with an emphasis on creating a safe and enjoyable experience for all.

5.2 All human-powered personal mobility devices, pedestrians, and leashed pets are allowed on multi-use trails under the following conditions:

- (a) personal mobility devices are less than or equal to 30-inches in width;
- (b) if ridden at night, devices have lights on the front and back; and
- (c) pets are on a leash that is six feet or less in length, under control at all times, and on the right side of the trail.

5.3 Micro-mobility devices are allowed on multi-use trails under the following considerations:

- (a) they have electric motors that are 750 watts or less and have a motor governor that limits electric assistance at or below 20 miles per hour;
- (b) they have braking mechanisms, a way to measure speed, and lights; and
- (c) their systems have not been modified to increase speed or remove restrictions.

5.4 No vehicles or devices powered by internal combustion engines are allowed on multi-use trails.

5.5 The Multi-Use Trail Code of Conduct* is required of all users.

- Show courtesy to other trail users at all times.
- Use the right side of the trail except when otherwise designated.
- Always pass on the left and use bell or voice to signal before passing.
- Wheeled users yield to pedestrians.
- Wheeled users should ride at a safe speed and slow down and form a single file in congested conditions, reduced visibility and other hazardous conditions.

*Adapted from SDOT, "How to Use Multi-Use Trails" (<http://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/how-to-use-multi-use-trails>)

5.6 All users will operate at a safe speed for the conditions and in a responsible manner. Travel at speeds in excess of 15 miles per hour, or any lower speed that may be posted, shall constitute in evidence a prima facie presumption that the person violated this section.

5.7 Pedestrians shall have the right-of-way at all times.

5.8 The Superintendent has the discretion to designate specific trails as either limited to pedestrian or bicycle use only, or allowed for pedestrian and bicycle use, or allowed only for non-motorized devices. The Superintendent may also establish lower speed limits or other limitations where appropriate to facilitate safe and enjoyable use of the trail, including in areas of congestion.

5.9 The Superintendent shall implement this policy in compliance with the American Disabilities Act (ADA), Washington Law Against Discrimination, and related implementing regulations. Accordingly, this policy does not and shall not be interpreted to restrict the use of wheelchairs (electric-assisted or manual), mobility aids, or Other Power Driven Mobility Devices (OPDMDs) or any other assistive device reasonably necessary to enjoy parks and recreation facilities or to access government programs. The Superintendent may, however, impose

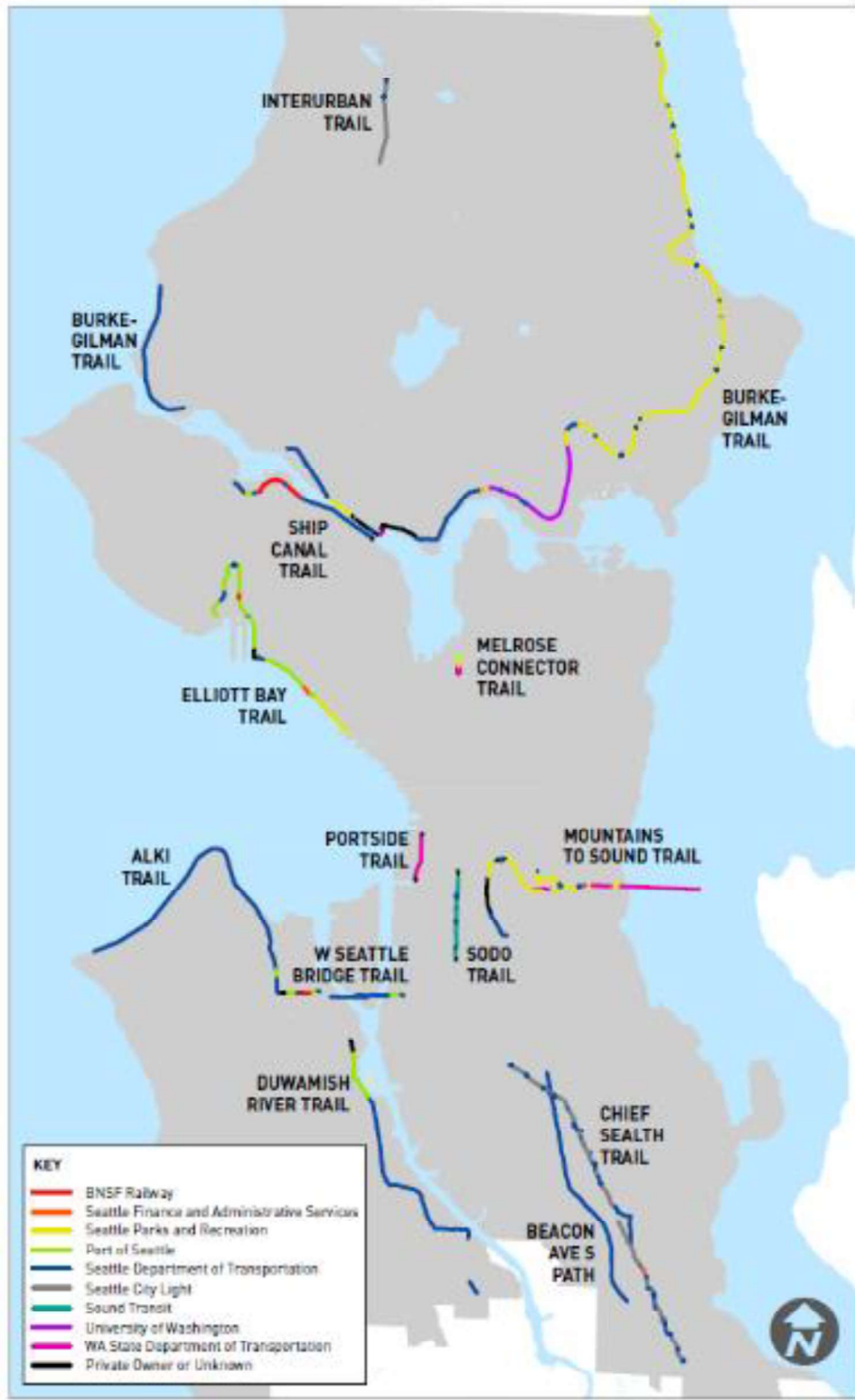
reasonable limits on OPDMD use to facilitate safe and healthy use of multi-use trails.

6. DEFINITIONS

- 6.1 Multi-Use Trail:** A recreational trail managed for the use of pedestrians, bicyclists, and other users in a shared space. Multi-use trails are at least 60-inches in width and may be either paved or gravel. For the purposes of this policy, multi-use trails are those that transcend jurisdictional boundaries.
- 6.2 Personal Mobility Device:** Any wheeled, non-motorized device which is operator-propelled and transports the operator on land. Examples include, but are not limited to, bicycles, tricycles, quadcycles, scooters, and skateboards.
- 6.3 Micro-Mobility Device:** As defined by SDOT, micro-mobility devices are personal vehicles meant to carry one or two passengers that have an electric motor. They may include electric-assisted bikes, motorized foot scooters, electric skateboards, and other relatively small and lightweight electric devices.
- (a) Electric-assisted bicycle:** As defined by the Seattle Municipal Code [SMC 11.14.055] and Washington State [RCW 46.04.169], an electric-assisted bicycle is a bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. The electric-assisted bicycle's electric motor must have a power output of no more than 750 watts. The electric-assisted bicycle must meet the requirements of one of the following three classifications:
- (i) "Class 1 electric-assisted bicycle"** means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour;
 - (ii) "Class 2 electric-assisted bicycle"** means an electric-assisted bicycle in which the motor may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour; or
 - (iii) "Class 3 electric-assisted bicycle"** means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour and is equipped with a speedometer.
- (b) Motorized foot scooter:** As defined by the Seattle Municipal Code [SMC 11.14.333] and Washington State [RCW 46.04.336], a motorized foot scooter is a device with two or three wheels that has handlebars, a floorboard that can be stood upon while riding, and is powered by an electric motor that has a maximum speed of no greater than 20 miles per hour on level ground. For purposes of this policy, internal combustion engines, motor-driven cycles, mopeds, electric-assisted bicycles, or motorcycles are not considered motorized foot scooters.
- (c) Electric personal assistive mobility devices (EPAMDs):** As defined by Seattle Municipal Code [SMC 11.14.186] and Washington State [RCW 46.04.1695], an EPAMD is (1) a self-balancing device with two wheels not in tandem, designed to transport only one person by an electric propulsion system with an average power of 750 watts (one horsepower) having a maximum speed on a paved level surface, when powered solely by such a propulsion system while ridden by an operator weighing 170 pounds, of less than 20 miles per hour or (2) a self-balancing device with one wheel designed to transport only one person by an electric propulsion system with an average power of 2,000 watts (two and two-thirds horsepower) having a maximum speed on a paved level surface, when powered solely by such a propulsion system, of less than 20 miles per hour.

(d) Other Power-Driven Mobility Devices (OPDMDs): The U.S. Department of Justice defines OPDMDs as any mobility device powered by batteries, fuel, or other engines . . . that is used by individuals with mobility disabilities for the purpose of locomotion, including golf cars, electronic personal assistance mobility devices ... such as the Segway® PT, or any mobility device designed to operate in areas without defined pedestrian routes, but that is not a wheelchair. [Per ADA regulations, January 2014, <https://www.ada.gov/opdmd.htm>]

Appendix A: Ownership of Multi-Use Trails in Seattle



Map and analysis by Seattle Department of Transportation, 2017 Trails Upgrade Plan