

City of
Bellevue



Transportation Commission Study Session

DATE: March 8, 2018

TO: Chair Bishop and Members of the Transportation Commission

FROM: Andreas Piller, Associate Transportation Planner
apiller@bellevuewa.gov 425-452-2931

Franz Loewenherz, Principal Transportation Planner
floewenherz@bellevuewa.gov 425-452-4077

SUBJECT: Citywide Bike Share Pilot Program

DIRECTION REQUESTED

Action

Discussion

Information

At the March 8, 2018 Transportation Commission meeting, staff seeks Commission endorsement of the strategies for implementing a citywide bike share pilot program. In accordance with its Bylaws approved on December 14, 2017, the Commission must also authorize a person to represent this feedback to the City Council.

Note: Multiple hyperlinks are included in this memo, requiring extensive Commission consideration. It will not be possible to review these materials in depth in the 60 minutes allotted to this topic at the March 8 meeting. Staff offers to meet with Commissioners to review materials and answer questions in advance of the March 8 meeting.

Background

Bellevue's [Comprehensive Plan](#), adopted in August 2015, aims to “maintain and enhance a comprehensive multimodal transportation system to serve all members of the community” (Transportation Element Goal). The plan notes that “mobility in Bellevue means providing people with an assortment of mobility options that help people get where they need to go,” and that this “contributes to a quality of life that Bellevue residents expect, and that attracts employers and businesses” (Transportation Element Introduction). Policies direct the City to “evaluate and facilitate car-sharing and bike sharing programs” (TR-16) and to “support the establishment and operation of a bicycle sharing program in Bellevue” (TR-115).

Guided by the Council’s Pedestrian and Bicycle Implementation Initiative (PBII) [Program Principles](#) and [Scope of Work](#), the Transportation Commission and staff are working with community stakeholders to advance the projects and programs identified in the [2009 Pedestrian and Bicycle Transportation Plan](#).

Task 6 of the PBII Scope of Work directs staff to establish a vision, articulate goals and objectives and define measures of effectiveness for bike share services operating in Bellevue. It acknowledges the importance of engaging the community to determine the level of awareness of and interest in bike share among residents and workers in Bellevue to inform the development of a system plan. It specifies that the system plan should include the proposed service area, system size and phasing, hub locations, and guidelines for permitting and define the process, parameters, costs, funding strategies, and timeline by which it would be implemented.

In October 2014, Pronto Cycle Share launched a 500-bike, station-based system in central Seattle. It was owned by the non-profit Puget Sound Bike Share and operated by Motivate. In 2015, the state legislature allocated \$5.5 million to be spent in 2015–2019 to support the implementation and operation of an expansion of the Pronto system to the Eastside communities of Bellevue, Redmond, Kirkland, and Issaquah. This funding was anticipated to help install approximately 30 stations and 300 bikes across these communities.

Bike share technology and regional circumstances have changed significantly since the PBII Scope of Work was approved. The Pronto Cycle Share service operating in parts of Seattle since 2014 was terminated in March 2017 and has since been replaced. In June 2017, Seattle launched a bike share pilot program that permits private companies to operate dockless bike share services in the public right-of-way subject to requirements relating to safety, parking, operations, data sharing, and fees. Dockless bike share services—GPS-enabled, self-locking bikes that operate without physical stations and are accessed via smartphone applications—have since proliferated in diverse communities across North America and globally.

Following the launch of Seattle’s bike share pilot, several private bike share companies contacted the City of Bellevue and expressed an interest in expanding their services. Some of the bikes permitted in Seattle have been brought by users to Bellevue and other Eastside communities. Following the opening of the 520 Bridge Trail in December 2017, cross-lake use of bike share is expected to increase as weather conditions improve in the coming months. Implementing a bike share pilot permit in Bellevue is a means to establish a legal framework for the City to assert its ownership of the public right-of-way and influence how private services operate here. The investment of City funds into owning or operating a bike share service is not being considered. The City’s role would primarily be regulation, oversight, and enforcement.

In September 2017, the Bellevue Downtown Association (BDA) invited staff and members of the Bellevue Transportation Commission to engage in a discussion about how to make Downtown a comfortable, safe, attractive place for people to bike, including consideration of the potential to implement a bike share pilot program (see [one page summary](#)). The [BDA Transportation](#)

[Committee's](#) consultative process included briefings on September 28, October 26, and November 16. Following meetings on December 7 and 19, the BDA Board of Directors endorsed a recommendation to the Bellevue Transportation Commission and Council to implement a bike share program that permits private companies to make bicycles available for shared use to individuals on a short-term basis (Attachment 1).

The following [engagement](#) of Downtown stakeholder groups and the broader community took place concurrent with the BDA process:

- An Eastside Bike Share Vendor Fair took place on 9/27 at Bellevue City Hall generating media coverage by The Seattle Times, KIRO 7, KING 5, KPLU, KUOW, Seattle Bike Blog, and others.
- An online questionnaire exploring the public's interest in privately run bike share services was released on 9/1 and was available through 10/30; it generated 816 responses (see [summary results](#) and [raw data](#)).
- Announcements regarding the survey and vendor fair were made on the City's social media outlets and multiple online forums.
- The Bellevue Transportation Commission received briefings addressing bike share at its meetings on 9/28 (see [presentation](#)), 11/9 (see [presentation](#)), and Jan. 25 (see [presentation](#)).
- The Bellevue Chamber of Commerce Public Affairs Committee received a briefing at its 10/12 meeting (see [presentation](#)).
- Several emails were sent to the Old Bellevue Merchant's Association requesting the opportunity to provide a briefing.

Additional stakeholder communication related to bike share was received from the following organizations (see Attachment 2):

- REI Co-Op
- SAP Concur
- Valve Corporation
- Seattle Children's
- LimeBike
- Ofo
- Mobike
- Su Development
- Wright Runstad & Company
- Cascade Bicycle Club
- Spin
- The Gotcha Group
- VBikes

Communication related to bike share was also received from the following individuals: Stu Vander Hoek (see Attachment 2).

At its January 25 meeting, the Transportation Commission continued discussion on the opportunity to permit citywide bike share services concurrent with the launch of the Downtown demonstration bikeway project. Commissioners requested staff return on Mar. 8 to discuss how the City's goals for privately operated bike share will maintain orderly and accessible public spaces and ensure that helmet use and safe riding behavior is encouraged.

At its March 8 meeting, staff will review with the Transportation Commission a proposed framework, strategies, and timeline for implementing a bike share pilot program in Bellevue in 2018. The program would permit private companies to make bicycles available for shared use to individuals on a short-term basis, subject to permit requirements that address issues and concerns previously identified by the Commission and community stakeholders, including safety, parking, and fleet size. Some of the primary features defining the pilot program include (see Attachment 3):

- Limiting permits to electric-assisted bicycles (e-bikes) only
- Limiting the system to a modest fleet size of 400 bicycles at launch
- Allowing citywide operation but targeting distribution to activity centers and transit
- Requiring average nightly rebalancing of 75 percent of the fleet to activity centers
- Requiring average nightly rebalancing of 50 percent of the fleet to at/near bike hubs
- Basing per-operator fleet growth on compliance
- Requiring bikes to be GPS-enabled and trackable in real-time
- Designating preferred parking areas (“bike hubs”) to manage public realm
- Geofencing “No Parking” areas in vegetated park areas
- Requiring parking incentives and disincentives for users
- All costs to the City will be recovered through fees on permitted operators

Goal statements have been developed for nine topic areas for the bike share pilot program, which describe the city’s intent for the regulation of privately operated bike share through a Right-of-Way Use Permit. The following are the nine goal statements:

- **Pilot:** Implement a one-year bike share pilot program with services provided by private operators, and undertake a comprehensive evaluation of service use, operator compliance with established requirements, and community perspectives.
- **Quality:** Implement a program that is consistent with the Bellevue brand of high quality and innovation, providing an asset the community will value.
- **Safety:** Ensure that bike share bicycles are safe to ride, helmet use and safe riding behavior is encouraged, and operators assume all liability for their use of the public right-of-way.
- **Parking:** Facilitate the convenient provision of bicycles where people want them while maintaining orderly and accessible public space and minimizing impacts to private property.
- **Operations:** Ensure that fleets are responsibly managed and permitted operators are responsive to maintenance needs, City permit compliance notifications, and user feedback.

- **Evaluation:** Collect bicycle availability, usage, user profile, collision, compliance, and complaint data from all permitted operators to support program oversight and performance evaluation and help inform infrastructure investment priorities.
- **Enforcement:** Monitor operations for compliance with the requirements established, issue warnings or penalties to address noncompliance, and enact additional or altered permit conditions as needed to resolve problems based on the data provided to the city as part of the pilot program.
- **Cost Recovery:** Recuperate all costs incurred to the city to administer, support, and oversee privately owned and operated bike share services.
- **Equity:** Make bike share a viable and accessible mobility option to the widest population possible, including low-income and underserved populations.

At its March 8 meeting, staff will provide the Transportation Commission with a document detailing each of the strategies associated with the above goals. Staff is seeking feedback from Commissioners on these strategies to inform the development of permit requirements. The Right-of-Way Use Permit and its associated requirements are anticipated to be available for private companies to apply for in April, potentially allowing for the launch of bike share services in Bellevue by May 2018.

The Bellevue City Council will receive a briefing during their March 19 Regular Session, and a representative of the Transportation Commission is invited to join staff in communicating the strategies for implementing the bike share pilot program to the Council at that meeting. Once the pilot program is established, the city's role would primarily be one regulation and enforcement—determining how bike share companies are allowed to operate in Bellevue and ensuring that they abide by those requirements once established.

Staff will update the Commission on the performance of the bike share pilot program in September, including a preliminary indication of usage and operator compliance with permit requirements. The full evaluation period will begin at system launch and continue through December. A report comprehensively evaluating the bike share pilot program will be shared with the Transportation Commission in the first quarter of 2019.

ATTACHMENTS:

- Attachment 1 – BDA Board Recommendation
- Attachment 2 – Stakeholder Communications
- Attachment 3 – Draft 3/8 Staff Presentation

» ATTACHMENT 1
BDA BOARD RECOMMENDATION



January 4, 2018

Victor Bishop
Chair, City of Bellevue Transportation Commission
Bellevue City Hall
450 110th Ave NE
P.O. Box 90012
Bellevue, WA 98009-9012

Dear Chair Bishop and Commissioners:

On behalf of the Bellevue Downtown Association (BDA), we're writing to express our recommendations for the City's consideration of a demonstration bikeway in Downtown and permitting of free-floating bike share.

Through a structured committee process, we invited BDA members to analyze and discuss the alternatives and build consensus recommendations for the BDA Board of Directors. Our four meetings surfaced a broad range of questions and perspectives about merits and concerns for each topic. Our Board on December 19, 2017, endorsed our Transportation Committee's recommendations (attached).

BDA members share a significant stake in the rollout and outcome of a demonstration project. Details, data and effective outreach will matter greatly before and during the implementation. You'll note our positions are conditioned around safety in our growing city core, traffic movements, right-of-way impacts, real-time evaluation and response, and funding considerations.

The BDA's committee meetings convened a diverse set of representatives from 23 member organizations. Our work with members suggests both projects will continue to attract ongoing interest and feedback from stakeholders. We strongly encourage a transparent, timely and fact-informed approach in the City's decision making and execution of the projects. The BDA is ready to support the City in outreach and communication.

We thank the City staff for their commitment of time and resources in helping us learn together and answering dozens of detailed questions. We also appreciate the Commission's thoughtful deliberation on how to move our City's bike infrastructure forward in a way that meets the community's expectations for improved safety and mobility.

Sincerely,

A handwritten signature in black ink that reads 'Patrick Bannon'.

Patrick Bannon, BDA President

CC:

Jim Hutchinson
BDA Chair

Franz Loewenherz
Bellevue Transportation Department

p 425.453.1223 f 425.646.6634

bellevuedowntown.com

400 108th Ave NE, Suite 110 Bellevue, WA 98004

The Bellevue Downtown Association has endorsed a position supporting the installation of a Demonstration Bikeway on 108th Ave NE (between Main St to NE 12th St) for a period of one year. The project will test and evaluate impacts of a potential new bike corridor in Downtown Bellevue.

In conjunction with this position, the BDA forwards the following conditions and recommendations:

Conditions

1. **The project should operate for a year.** A year-long demonstration will accurately measure ridership and impacts during all seasons of use.
2. **Ensure the Demonstration Bikeway is completely budgeted.** The project should have funding for implementation, maintenance, and a final step (either refinement or removal).
3. **Assess performance.** The Demonstration Bikeway should be measured objectively through a systematic method of collecting data. Community feedback should also be routinely collected throughout the operation. The two approaches will be used for making necessary adjustments and ultimately for assessing performance.
4. **City Council will be the determining body.** The City Council should be the authority to determine the implementation of the Demonstration Bikeway and ultimately whether it's refined or removed.

Recommendations

1. **Ensure safety for all.** Consistent with the City of Bellevue's Vision Zero initiative, the Demonstration Bikeway corridor needs to be designed as a safe and comfortable place for people walking, bicycling, taking transit, and driving motor vehicles. An educational outreach program should be incorporated to promote safe bicycling practices and information about the new corridor.
2. **Acknowledge change will occur to the right-of-way.** Minimize impacts to travel times, on street parking, and access to property.
3. **Coordinate with transit and ride share services.** The Demonstration Bikeway should not disrupt regular bus operations and rider experience. The City must have cooperation from transit agencies and ride share programs.
4. **Network connectivity is a high priority.** The Demonstration Bike Lanes should connect to the existing network of bike lanes.
5. **Support existing initiatives, plans, and projects.** The Demonstration Bike Lanes should support the [Pedestrian and Bike Implementation Initiative](#) and the [2009 Pedestrian Bicycle Transportation Plan](#) by maximizing the return on investment of existing and anticipated near-term projects.
6. **Performance should inform next steps.** The examined results and evaluated community feedback will determine whether to refine or remove the Demonstration Bike Lanes.

The Bellevue Downtown Association has endorsed a position supporting the permitted use of free-floating bike share within the City of Bellevue. The position includes the following recommendations:

1. Bike Share must be safe

- (1.1) Address the absence of helmets when using a free-floating bike
- (1.2) Prevent clustered bikes from being hazardous obstacles
- (1.3) Ensure enforcement of traffic laws to support the addition of free-floating bikes

2. Mitigate impacts

- (2.1) Cooperate with the bike share businesses about managing bikes
- (2.2) Protect public and private space from bike clustering
- (2.3) Communicate with property managers about bike shares on private property
- (2.4) Safeguard the aesthetics from mismanaged bikes
- (2.5) Prevent bike share from obstructing access to entrances

3. Permitting fees

- (3.1) Establish a permitting fee for bike share businesses to operate in Bellevue
- (3.2) Funds collected from the fees should be invested into sidewalks and bike facilities

4. Implement a Pilot Period

- (4.1) Analyze data from the Seattle pilot to establish metrics
- (4.2) Generate a model to measure impacts
- (4.3) Define a period of time to conduct a pilot program
- (4.4) Limit the number of bikes

5. Enforcement

- (5.1) Create a process to monitor issues
- (5.2) Establish a protocol for resolving problems
- (5.3) Consider penalties for bike share businesses not complying with City rules

» ATTACHMENT 2 STAKEHOLDER COMMUNICATIONS

1. REI Co-Op
 2. SAP Concur
 3. Valve Corporation
 4. Seattle Children's
 5. Su Development
 6. Wright Runstad & Company
 7. Cascade Bicycle Club
 8. Spin
 9. Neutron Holdings, Inc dba LimeBike
 10. ofo
 11. The Gotcha Group
 12. VBikes
 13. Mobike
 14. Stu Vander Hoek
-



January 10, 2018

Bellevue Transportation Commission
City of Bellevue
450 110th Ave. NE
Bellevue, WA 98004

RE: Bellevue Downtown Demonstration Bikeway

Dear Chair Bishop and Members of the Commission:

Transportation options are changing rapidly in Bellevue, as are the needs and expectations of residents, visitors and workers. The arrival of REI's new headquarters in the Spring District will further affect that dynamic. We expect breaking ground this year; completing construction, and relocating at least 1,500 employees by 2020. Because the co-op and our employees are avid backers and users of transportation alternatives, we urge the Commission to prioritize citywide investments that result in a safe, connected infrastructure that accommodates both bicycles and pedestrians. *In particular, we strongly support a 3-part downtown bicycle demonstration project.* We encourage the City to adopt:

- A robust pilot project on 108th Ave., NE. The 108th project is the only one that would result in the creation of a bike corridor enabling north-south connectivity through downtown.
- An east-west demonstration project (for instance, along Main Street). Having both north-south and east-west corridors would increase safety and demand. We encourage the city to put both of these pilot projects in place by May of 2018.
- And station-less bikeshares should be an option for Bellevue. We support the City licensing one or more bikeshare companies.

With the future expansion of East Link, the ongoing implementation of the BRIP, and the voter-funded levy to support affordable transportation solutions, there is an ever-growing need and opportunity to adopt innovations like these. Thank you for your leadership in making Bellevue a more attractive place to live, work and play.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Artz".

Eric Artz
Chief Operating Officer

Dear Chair Bishop and the Bellevue Transportation Commission,

SAP Concur has operated in Bellevue since 2013, during which time we have grown and continue to grow our workforce. We currently have over 1200 employees at our 108th Ave location. It's an exciting time for us, and we are currently expanding into two more floors of our building. We are proud to call Bellevue home.

We support moving forward with a demonstration downtown Bellevue bikeway. Bellevue is in need of safe places for people biking to and through downtown Bellevue, including those needing access to our business. Any of the corridors being considered would be an improvement for biking in Bellevue, but we prefer 108th Ave NE. 108th offers connectivity to the existing bike facilities; accessibility to the transit center; and proximity to places people want to go.

We also support the city permitting stationless bikeshare to operate in downtown Bellevue. Bikeshare is a service that adds to the suite of available travel options for employees and visitors. Stationless bikeshare will make transit a realistic commute option for more of our employees.

We view the city's proposal to build and test a bikeway through downtown as important to our business for several reasons.

1. As a large employer, we are obligated by the State Commute Trip Reduction law to manage the number of people who arrive at our worksite by single occupant vehicle. In order to meet this requirement, it is essential that our employees have access to a range of transportation options. Biking is theoretically one such option, but given the lack of safe places to bike in downtown Bellevue, the proportion of our employees who currently use this option is well below other comparably sized cities. Safe places to bike will add to the suite of options available to our staff, and help us meet the important CTR regulations.
2. As our business grows, as does our need for employees to have a range of transportation options available. For example, vehicle parking capacity in our building is limited and is not an amenity that we can offer to all employees.
3. We value the safety of our employees. Even without designated routes, some of our employees bike to work. We know that active employees are productive and happy, and we wish to support our employees who choose this option. As such, we provide end-of-trip facilities including showers and changing areas. We encourage the city to also provide for people who choose to bike to work, by creating safe, designated bike lanes and allowing bikeshare as a travel option.
4. Prospective employees have come to expect a range of transportation options. First/last mile on-street bikeways are becoming commonplace in metropolitan cities throughout north America, as has bikeshare. Regional investments in new light rail transit and regional trails could connect Bellevue to the region, with the addition of first/last mile on-street bikeways. The stationless bikeshare model will also make transit a realistic commute option for more of our employees.
5. The benefits of the downtown Bellevue demonstration bikeway extend beyond those who will bike on it. On-street bike lanes calm traffic and create more pedestrian friendly environments. Providing a range of transportation options gives more people a choice to drive or not, which can help reduce congestion. Designated places for people on bikes creates safety and predictability for all users of the roadway, whether driving, walking, on transit or biking.

The city's approach to creating a "demonstration" bikeway is a smart option. It gets bike facilities on the ground, and provides flexibility to test and measure impacts of the bikeway. We're excited to see the project on the ground by May – it's the start of biking season, and will be well used by our employees from the outset!

Sincerely,
Nate Beck
SAP Concur

SAP SE

represented by the Executive Board: Bill McDermott (CEO), Robert Enslin, Adaire Fox-Martin, Christian Klein, Michael Kleinemeier, Bernd Leukert, Jennifer Morgan, Luka Mucic, Stefan Ries
Chairman of the Supervisory Board: Hasso Plattner, Commercial Register Mannheim HRB 719915
Deutsche Bank AG, Heidelberg (BLZ: 672 700 03) account: 0912030, SWIFT-BIC: DEUT DE SM 672, IBAN DE78 6727 0003 0091 2030 00
Tax-ID: 32497/82215; Vat-ID: DE 143454214

January 31, 2018

To: Bellevue City Council, council@bellevuewa.gov
Cc: Franz Loewenherz, Transportation Planner, Bellevue, FLoewenherz@bellevuewa.gov
Dave Berg, City Transportation Director, Bellevue, DBerg@bellevuewa.gov
Re: Downtown Demonstration Bikeway

Sent via email

Dear Council Members,

On behalf of individuals who support cycling at the Valve Corporation, I am submitting this letter in favor of the Council's consideration of the Downtown Demonstration Bikeway project.

For those not familiar with Valve, our company started operations in 1996 and for the past 15 years has been located in Bellevue; recently moving to the newly opened Lincoln Square Expansion Building in the downtown. Valve creates highly acclaimed video game titles including Half-Life, Portal and Dota2; operates Steam, one of the largest PC game distribution platforms in the world; produces and hosts "The International," a Seattle based e-sports competition involving players from all over the globe; and provides the gaming platform utilized by HTC in its Vive virtual reality system. Valve's 370 employees are responsible for providing products and services to over 43 million daily active players in 26 different languages.

Valve's employees are young and energetic, and the company encourages healthfulness by dedicating one of its floors to use as a full size gymnasium. Employees and spouses can take a break at any point during the day and work out individually or with the more than a dozen on site athletic trainers. The trainers also offer classes in Pilates, boxing and yoga. Valve employees and their families enthusiastically support these programs.

In terms of cycling, the company has a committed group of cyclists, who both commute to work and bike for recreation on the weekends. This group regularly participates in the various bike challenges and group rides put on by Cascade and others. E-bikes are also an emerging phenomena at the company—we love the melding of technology, transportation and exercise.

Although Valve cyclists are committed, Bellevue is a difficult City to navigate by bike in the business core. Longer term riders note that the City has made great strides in recent years, but lags the infrastructure and facilities of Seattle and some of the other East side cities. It is an often-reported fact that the biggest impediment to cycling in the United States is the concern for personal safety. Protected bike lanes, such as the Demonstration Bikeway, are one of the primary ways to address that concern and we welcome the addition of a protected bike lane in Bellevue. The opening of the Bikeway is well timed to take advantage of the better weather and the increased number of cyclists now able to travel from Seattle on the 520 Bridge bike trail. It will also encourage new riders to try cycling to work.

Valve employees have differing opinions about which of the various options would be best, but frankly, we are in favor of any of the options if it adds an element of safety to the Bellevue streets. We also welcome the City's effort to gather data about bike lane use in order to expand the program beyond the experimental state. In short, if you build it, we will ride.

The individuals below support the Demonstration Bikeway and support other bike programs such as bike share and competitions to encourage bike ridership. We urge the City Council to approve the Demonstration Bikeway program.

Sincerely,


Jeff Koontz

Supporters of the Bikeway

Alden Kroll	Matt Rhoten
Brian Jacobson	Matthew Scott
Chippy Dugan	Rob Rydberg
Christen Coomer	Scott Dalton
Daniel Boutwell	Thiago Vidotto
David Feise	Marco Micheletti
Dean Tate	Laure Lacascade
Erik Johnson	Karen Prell
Gabe Rowe	Jenni Salmi
Greg Matelich	Alan Yates
James Orara	David Byrne
Jim Murray	Staci Elaan
Joe Demers	Cam Fielding
Kristian Miller	Liam Lavery
Lauren Alexander	Jan-Peter Ewert
Levi Miller	Fabrice Demurger
Matt Logue	



January 10, 2018

Chair Vic Bishop
Bellevue Transportation Commission

RE: Support for the Demonstration Downtown Bellevue Bikeway and Bike Share

Dear Chair Bishop and the Bellevue Transportation Commission,

Seattle Children's supports the proposed demonstration bikeway on 108th Avenue NE and the complimentary proposal to pilot a bike share permit program. Both of these improvements would be welcome additions for people in downtown Bellevue who are looking for more transportation choices and a healthy, vibrant urban core.

Seattle Children's has been recognized as a national leader in commute trip reduction with such honors as a *Best Workplaces for Commuters* designation and a *Platinum Level Bicycle Friendly Business* award. Still, we still hear from many of our employees that they lack viable alternatives to driving alone. This is particularly true among our staff at the Bellevue Clinic and Surgery Center which is located a mile from the Bellevue Transit Center, further than most employees are willing to walk.

Bike share and a bikeway on 108th Avenue NE would greatly enhance our employees' overall suite of travel options by offering:

- A fast, on-demand connection to the Bellevue Transit Center.
- A more flexible, resilient transportation system. During Northup Way construction, several of our employees abandoned bus commuting due to repeated major delays. Bike share and a safe bike route could help mitigate impacts from situations like this.
- A well connected bike route to and through downtown. 108th Avenue NE is a particularly appealing corridor for a bikeway as it connects to other forthcoming bike improvements such as 112th Street creating a safe pathway to the bike and pedestrian pathway over I-405.

The costs and risks of both private bike share and a demonstration bike way are minimal and we are encouraged by the commitment of the Bellevue transportation officials to make any needed adjustments to both programs to correct any unforeseen issues.

Thank you for your service and the opportunity to provide input.

Sincerely,

Jamie Cheney

Cc: Bellevue City Council
Franz Loewenherz, City of Bellevue
Edna Shim, Seattle Children's



January 4, 2018

Dear Chair Bishop and the Bellevue Transportation Commission,

Su Development has operated and developed in Bellevue for the past 36 years and has built more than 2,100 multi-family homes, apartment units, town homes and condominiums in the Seattle/Bellevue metropolitan area. We currently have 55+ employees in our company office and construction site in downtown Bellevue. Over the years, we have developed and owned several mixed use apartment buildings in downtown Bellevue. We are excited to continue this trend with another mixed-use apartment development currently under construction in downtown Bellevue that will deliver 258 units by the end of 2019. Our commitment to building residential communities in downtown Bellevue is why we are passionate about improving the livability of downtown for our residents as well as our employees.

We support moving forward with a demonstration downtown Bellevue bikeway. Providing dedicated bikeways insures that our residents and employees will have a safe route in and through downtown while running errands, shopping, or commuting to work. Of all the corridors being considered, we prefer 108th Ave NE since this street offers connectivity to the existing bike facilities; accessibility to the transit center; and proximity to places people want to go.

We also support the city allowing stationless bikeshare to operate in downtown Bellevue. Bikeshare is a service that will enhance the ability for residents and employees to navigate through the downtown area without using their cars to get from place to place.

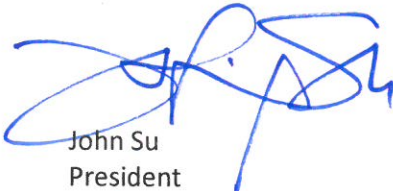
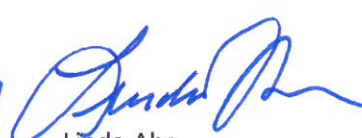
We view the city's proposal to build and test a bikeway through downtown as important to our apartment residents and company for several reasons.

1. As a small business owner in downtown Bellevue, the cost of providing daytime parking for our employees has steadily increased and directly impacts our company operating costs. We encourage our employees to seek alternative transportation options by providing a monthly transit subsidy. Several of our employees have chosen this option and ride their bikes from Seattle or nearby Bellevue neighborhoods to our office. Having a dedicated bike lane will ensure that our employees arrive safely and will encourage more employees to choose this option.
2. As apartment property managers and developers, we have seen a strong surge in bike usage in our downtown apartment communities with an average of 18% of residents owning bikes and utilizing the on-site bike storage facilities. Many of our residents choose to live in downtown Bellevue to be close to work, shopping and entertainment. We encourage the city to provide for people who choose biking as their primary mode of transportation, by creating safe, designated bike lanes and allowing bikeshare as a travel option. As more and more families choose to live in downtown Bellevue, dedicated bike lanes are imperative to the safety of children riding bicycles.

3. From an urban design perspective, adding bike lanes to the street system will calm traffic and create more pedestrian friendly environments. By providing another layer of transportation options, people will be encouraged to get out of their cars, which can help reduce congestion.

We fully support the city's "demonstration" bikeway to test and measure within a 1 year cycle whether or not this mode of transportation will be used by residents, employees, and visitors to downtown Bellevue. About 8 years ago, Su Development proposed to city staff that downtown Bellevue should adopt a bikeshare program to enhance the livability and safety for residents and workers alike so we are excited to see the city finally taking steps to realize this dream.

Sincerely,

	
John Su President Su Development	Linda Abe Director of Development

CC:

Bellevue City Council
Franz Loewenherz, Bellevue Transportation Department

January 5, 2018

Vic Bishop, Chair
Members of the Transportation Commission
City of Bellevue
PO Box 90012
Bellevue, WA 98009-9012

BICYCLE SHARE AND DEMONSTRATION PROJECTS

Dear Chair Bishop and Members of the Commission:

We have been actively engaged in the conversation in recent months around the merits of conducting a bicycle demonstration project in downtown Bellevue and whether the City should allow one or more of the bike share companies now operating in Seattle to operate in Bellevue. We applaud the City for undertaking such a lively debate.

Transportation options are changing rapidly as are the needs and expectations of employees, residents and visitors to The Spring District and throughout the region. Bicycling is a desirable form of either 'last mile' or full commute transportation for many of those who live, work or attend classes at The Spring District. As The Spring District continues to grow in coming years, we expect that demand to increase.

We support a robust pilot bicycle demonstration project along 108th in downtown Bellevue, and the licensing of one or more bike share companies by the City of Bellevue. Both projects, when done correctly, will provide the data and experience needed to address potential negative impacts, and allow new opportunities to flourish. The Bellevue Downtown Association has provided helpful guidance on how each of these projects could be implemented.

In 2016 the citizens of Bellevue voted to fund innovative local transportation solutions. Importantly, investing those levy funds in the bicycle demonstration projects fulfills voter expectations and helps the City deliver faster on the levy's promise.

Wright Runstad has always believed in the future of Bellevue. We are delighted to see the City undertake both projects to gain a better understanding of the role bicycling plays now and into the future. Our experience tells us that bicycling is an important transportation mode today and will only become more so with time.

Thank you for your thoughtful consideration of this subject.

Sincerely,



Gregory K. Johnson
President



Improving Lives Through Bicycling

7787 62nd Avenue NE Seattle, WA 98115-8155

P (206) 224-9252 • www.cascade.org • info@cascade.org

[f /CascadeBicycleClub](#) [t @cascadebicycle](#) [i @cascadebicycle](#)

Date: January 4, 2018

Re: **Bellevue Downtown Demonstration Bikeway & Stationless Bikeshare**

Dear Chair Bishop and the Bellevue Transportation Commission,

Cascade Bicycle Club (Cascade) works in communities throughout Washington state to advocate for bicycling as a safe, intuitive, healthy and affordable transportation and recreation option. Cascade views Bellevue as a high-opportunity community, poised to make great strides in the near-term towards being a more bike-friendly city – where bicycling is a viable transportation option for people of all ages and abilities.

Cascade supports the downtown Bellevue demonstration bikeway concept, and encourages the city to implement a demonstration project on 108th Ave NE by May of 2018.

This will advance the city's policy commitment to build a network of safe places to bike in Bellevue, including at least two east/west and two north/south routes through the city by 2019. Implementing this north/south bikeway in May 2018 will be meaningful for people who bike, or people who want to, in 2018. **108th Ave NE is preferred because of adjacency to the transit center; connectivity: north (SR 520 trail) and south (I-90 trail); proximity to downtown commercial district that centers on 108th Ave NE.**

Additionally, we see opportunities to add east/west connectivity and in order to capture the full potential of a 2018 demonstration project on 108th Ave NE:

- **Cascade endorses exploring a demonstration bikeway on Main between Bellevue Way and 108th NE.** The design should prioritize safety and comfort of users, especially at intersections.
- **Cascade encourages the city to advance the timeline for constructing the planned shared use path on NE 12th St (from 108th to 116th) so that it is completed by May 2018 at the latest, instead of late 2018, as currently scheduled.** Completing a safe bike facility on NE 12th St concurrent with the 108th NE demonstration bikeway will create a safe east/west biking option between the downtown transit center and the hospital and commercial district east of I-405, by tying into existing, disparate bike lanes.

By completing an east/west connection concurrent with demonstration project the Bellevue Downtown Bike Network begins to emerge. Network connectivity is essential for optimum usage.

Cascade is excited to support the demonstration bikeway for a number of reasons, expanded upon on the enclosed summary document *“Now is the Time for A Downtown Demonstration Bikeway in Bellevue”*. In summary, new regional infrastructure (Eastside Rail Corridor and the East Link Light Rail

extension), the voter approved Bellevue Transportation Levy, plus significant commercial growth mean that **the time is now to act to build safe places to bike in Bellevue.**

The proposed design of the demonstration bikeway, to include large sections of buffered or physically separated bike lane, is consistent with best practices in creating a safe, comfortable experience for people on bikes. Such facilities are appealing to a broad demographic of people beyond the traditional “cyclist” who is completely comfortable biking in multiple lanes of vehicular traffic. Protected facilities will help Bellevue meet its multimodal vision, by getting more people – and more types of people – on bikes, and we encourage the city to look at installing more protected facilities as standard.

Further, **the demonstration approach is the right approach for Bellevue to take.** Demonstration bikeways allow jurisdictions to be nimble, responsive and iterative. Cities throughout North America have adopted the “demonstration” model to build and test single, multiples and networks of bikeways over the last two years. Data collection, community engagement and education, and bikeway activation have all worked together to create successful bikeways across the country. Those bikeways meet people’s needs, whether on bikes or not, and help cities build resilient transportation systems that help people get to where they want to go most efficiently and safely.

Cascade supports permitting stationless bikeshare to operate in Bellevue.

Bikeshare creates a new mobility option. Bikes have long been thought of as a practical first/last mile solution for transit users – expanding ridership by converting a 20 minute walk to the bus to a 5 minute bike ride. Bikeshare adds a new dimension to this benefit, by eliminating the need for transit users to bring along a bicycle. Over the next several years, as transit options expand in Bellevue, dockless bikeshare will act as a complement. Bikeshare will also offer people a new, healthy way to travel within and between Bellevue’s nearby Spring, downtown, and Wilburton commercial districts, without the use of a private car, thus reducing traffic congestion and parking needs.

Stationless bikeshare has proven effective in a number of U.S. cities, as an evolution beyond the traditionally publicly owned station-based bikeshare systems. Cities that have collaborated with bikeshare companies to create permitting systems have experienced the most success with implementing bikeshare in such a way to meet jurisdictional mobility goals. We encourage proactively looking to other cities (e.g. Seattle) for a permitting model, rather than taking a “wait and see” approach.

Furthermore, data gathered on where people want to ride can – and should – inform future infrastructure investments in Bellevue.

We look forward to working with the city as it continues to evolve into a multimodal, people-centered city that enables visitors, residents and workers to choose from a suite of transportation options – including bikes – to get to and through the city. Further, we look forward to actively partnering with the city to engage and educate people by activating the demonstration bikeway. Each May, Cascade actively participates with our Bellevue partners in “Bike Month”. Opening the demonstration bikeway in May creates an excellent opportunity to partner and create awareness of the new travel option. We look

forward to biking the demonstration bikeway (on bikeshare bikes) with you, your residents and workers, starting this May.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard Smith', with a long horizontal stroke extending to the right.

Richard Smith
Cascade Bicycle Club Executive Director

CC:
Bellevue City Council
Franz Loewenherz, Bellevue Transportation Department

Attachment

Now is the Time for A Downtown Demonstration Bikeway in Bellevue

WHY A DEMONSTRATION BIKEWAY?

In Bellevue, as in other cities throughout North America, demand for safe places to bike – from residents, workers and visitors – is increasing. Despite this, and the city council’s commitment to building a connected bike network, downtown Bellevue is devoid of safe places to ride a bike. Building a “demonstration” bike lane is the most **efficient way to respond to demand for safe bikeways**, and **meet the city’s own adopted goals** of building a connected bike network.

WHY NOW?

Leverage New Regional Trails & Transit

The SR-520 trail, Eastside Rail Corridor, and Link Light Rail will dramatically change how people get to and through downtown Bellevue, starting in early 2018. These new regional investments will soon bring people on bikes to downtown Bellevue in increasing numbers, all with the expectation to get around safely by bike.

Funding is in Place

In 2016, city residents approved a property tax levy for transportation projects, including to build two north/south and two east/west routes that will form the Bellevue Bike Network. Funding for a downtown demonstration bikeway is available now.

WHO BENEFITS?

- Protected bike lanes [expand bike ridership](#) by increasing safety and comfort of biking and making it an appealing and realistic transportation choice for more people.
- Bikes [expand the reach of transit](#); they turn a 20 minute walk to a 5 minute bike ride. Protected bike lanes close to transit mean a wider range of people will choose the transit/bike combination – especially for communities with bike share programs.
- Protected bike lanes can be part of street redesigns that [boost retail performance](#).
- Protected bike lanes also [make streets safer for pedestrians](#) by calming traffic speeds.



“Quick builds” or “demonstration projects” have been implemented in many North American cities. They provide valuable data and help ensure long-term success for permanent projects.

108th: BEST OPTION FOR A DEMONSTRATION BIKEWAY

A bikeway on any downtown Bellevue corridor would be beneficial, but community support is coalescing around 108th Ave NE. Here’s why:

- Adjacency to the transit center
- Connectivity: north (SR 520 trail), south (I-90 trail), and east (NE 12th shared use path by end of 2018)
- Proximity to commercial district that centers on 108th Ave NE

DEMONSTRATIONS ARE TRIED AND TESTED STRATEGY

In the last two years, several cities in North America have adopted pilot protected bike lanes and basic bike networks.

- [Calgary](#) quickly implementing a basic bike network, setting realistic target metrics and collecting pre- and post data during an 18-month pilot. After the pilot, Calgary’s city council voted to make the network permanent. Here’s how the pilot performed:
 - Bike mode share doubled in three months
 - Improved safety for all along the most dangerous routes
 - Increased diversity of ridership, including women and children
 - Declines in illegal bicycle behavior
 - Little to no delays for Single Occupant Vehicle traffic

Other cities, like [Edmonton](#) are now following its approach.

- [Toronto](#) recently evaluated a pilot on three protected bike lanes. Here’s how the pilot performed:
 - Bike mode share doubled during pilot
 - Improved safety among all transportation modes
 - Increased perception of safety among all users
 - Declines in overall traffic volumes (controlled for diverting traffic)
 - Increase in consumer spending in the pilot area
 - Majority (of people surveyed) support pilot.

SPIN

Dear Chairman Bishop and the Bellevue Transportation Commission,

In advance of the Bellevue Transportation Commission recommendation on establishing a Downtown Demonstration Bikeway Project and Citywide Bike Share Pilot Program, Spin would like to offer its support for such project. Spin believes that separated bikeways are a safer alternative for those bicycling, and provide an admirable next step in providing transportation options to Bellevue's residents and visitors. Pending approval of the project, Spin is excited to partner with Bellevue to make it a success with our stationless bike share product.

Spin is North America's leading stationless bike share company -- transforming cities and campuses by offering an accessible, affordable, and environmentally-friendly form of personal mobility. Supporting separated bikeways is an integral part of our vision to providing easy commuting access, first/last mile connections, and safe transportation options.

Drawing on the success of the Seattle program, Spin is confident that a dockless bikeshare program in Bellevue would be equally successful. Through the Seattle pilot, we have generated thousands of rides and brought a new way of transportation to the city, all while maintaining a high degree of transparency, maintenance, and responsiveness to both the private and public sector. We look forward to a similar partnership with Bellevue.

The survey results from Bellevue's public engagement efforts support this idea and show how quickly this project will prove to be a success: 55 percent of respondents said they would use bike share, and 80 percent of respondents said that bike share would result in them biking more often. Furthermore, we commend the City of Bellevue's creativity in pairing the demonstration bikeway corridor with a bike share launch. Spin will be able to use our *Origin* and *Destination* data to show how the new bikeway is being used. This project is truly a public-private partnership.

Please do not hesitate to contact me with any questions. I look forward to working with your Commission in the future.

Sincerely,



Kyle Rowe
kyle@spin.pm
Head of Government Partnerships
Spin



2 January 2017

RE: Letter of Support: Bike Sharing and Bellevue Bikeway pilots

Dear Chairman Bishop, and all at the Bellevue Transportation Commission:

At LimeBike, our mission is to provide solutions to first and last-mile transportation challenges, helping residents seamlessly move across the community. We are enthusiastic supporters of the creation of designated bikeways, which provide safe, convenient places to ride – on one’s own bike or a LimeBike. We are excited to proactively share the data our bikes collect to help planners improve infrastructure and, ultimately, to get still more people on bikes.

LimeBike is the nation’s largest dockless, US-based bike sharing company and provides transportation solutions to more than 40 communities across the country, including in Seattle and Bothell. We are extremely proud of our track record of partnering with local officials to launch dockless bike sharing programs. We take great pride in our relentless focus on the safety and quality of our bikes, as well as our industry-leading commitment to operations. We work diligently to ensure no one is denied access due to financial or technological challenges, and have developed programs designed to increase access for low income populations, students, and more.


We’d like to share with your team how our dockless bikeshare model can help the city reach and exceed your transportation and sustainability goals. At no cost to the city, we are ready and able to provide Bellevue residents a convenient and easy-to-use smart bike sharing system that that is an eco-friendly, healthy, and affordable way to get around town. In conjunction with the demonstration bikeway corridor, we believe we can help you significantly improve mobility in and through downtown - and beyond - for all Bellevue residents.

LimeBike is helping communities solve first and last mile transportation challenges, providing a system that:

- **Supports efficient, affordable, and healthier transportation:** In under 6 months, we’ve supported over one million rides, at an average of 7.25 minutes per trip. That translates to over 18 million calories burned, 17,100 gallons of gas saved, and 330,000lbs of CO2 emissions avoided.
- **Complements transit programs:** in Seattle 45% of all LimeBike trips start or end at a transit stop, and nationally 40% of our rides start or end at transit.
- **Supports a more vibrant community:** 25% of urban LimeBike riders using our bikes to access shopping and entertainment districts – meaning more money spent locally.

LimeBike is focused on serving communities across the country and our local team is committed to the notion of shared mobility for all. We eagerly await the opportunity to provide transportation solutions to your residents.

Warmly,

DocuSigned by:

FE542E8E85FF48C...

Toby Sun
CEO and Co-Founder
Neutron Holdings, Inc
dba LimeBike

CC: Bellevue City Council
Franz Loewenherz and Andreas Piller, Bellevue Transportation Department



January 9th, 2018
City of Bellevue
Attn: Bellevue Transportation Department
450 110th Ave NE
Bellevue, WA 98004

Dear Chair Bishop and the Bellevue Transportation Commission,

ofo's dockless bike-sharing platform operates in over 250 cities around the world, including 20 US cities. Our mission is to help bring affordable, convenient, and sustainable transportation options to cities and towns, helping to transform these places into more livable communities that accommodate all modes of travel. ofo is currently operating 4,000 shared bikes for public use in Seattle, at zero cost and zero liability to the city.

We are in full support of the City of Bellevue's plan to release a permit for dockless bike-sharing. If and when the City does release such a permit, ofo intends to apply and operate in Bellevue according to the provisions set forth in the permit. We stand behind the demonstration bikeway in downtown Bellevue, which will be an important connector that provides a safe route for all levels of cycling ability. Both of these initiatives play an important role in expanding bicycle ridership and strengthening the bicycle network in Bellevue, and we commend the City for its forward thinking efforts that will benefit all residents.

We've gathered the following insights from our operational experience in several US metropolitan areas. We hope this information will assist the Bellevue Transportation Commission in determining an appropriate path forward.

1. **Demographic Expansion:** While bikeways are important for providing safe routes for bicyclists, bike-sharing platforms have been found to increase the mode share of those riding bicycles as a main form of transportation. This results in expanding the demographic using bicycles from just "committed bicyclists" to include more regular commuter and recreational riders.

2. **Transit Integration:** Dockless bike-share's impact on the first and last mile of a commuter's trip is a natural catalyst for public transit adoption. Only a limited number of residents live within a mile of a transit station, but a much higher number lives within 3 miles of a transit station, making public transportation a more viable option in cities with widespread bike-sharing options. ofo heavily patrols and rebalances transit centers in response to the volume associated with the natural integration of the two modes of transportation.
3. **Decreased Congestion:** The introduction of dockless bicycles in and around city centers provide an important new transportation option in densely populated, and traditionally most congested, areas. Biking, walking, and transit contribute to reduced need to drive, and thus help alleviate congestion, reduce need for on and off street parking (enabling repurposing of precious real estate), and contribute to human-scale environments.
4. **Increased Awareness and Safety:** With increased bicycle riding and bicycle availability comes improved visibility of bicycles on city streets, which impacts driver awareness and bicyclist safety. The provision of designated bikeways provides a safety net to help new bicycle commuters feel comfortable and safe as they explore a new sustainable transportation option.

Please consider the following recommendations from similar sized cities within larger metropolitan areas that reflect the positive impact ofo bike-share has on the community:

I have had the pleasure of working with the ofo team for the past few months and have been able to learn a lot about the company and its competitive advantage. Since setting up shop in our city, ofo US has created multiple beneficial opportunities for our citizens and our visitors. The people of Worcester now have a new, affordable mobility option for moving around town. With a dockless bike-sharing system in our city, more people are viewing public transit as a viable option now that the first and last mile connections can be made on bright yellow ofo bicycles. It has only been a month that we have had the service in our city, but we are very pleased so far.

Karen Pelletier

Worcester MA Regional Chamber of Commerce

kpelletier@worcesterchamber.org

508-753-2924

I have had the opportunity to work closely with the ofo US team during the permit process and the launch, and it has been a pleasure to collaborate with these transportation and mobility professionals. I have been working alongside the ofo team to help teach our residents and visitors how to use the ofo Smart Locks and how to ride safely and courteously. Our neighboring cities have been watching our success and are hopeful to bring ofo's services to their own residents in the near future. I look forward to helping dockless bike-share spread across Colorado and become a regional or even a state-wide network. I hope that ofo and other dockless bike-share companies will play a leading role in creating connections for Coloradans to reach their destinations in a healthy and carbon-free way.

Brenden Paradies
Planner I-City of Aurora CO
bparadie@auroragov.org
303-739-7266

We commend the city of Bellevue's progressive stance towards improving bicycle infrastructure and access to low cost bicycles. We look forward to partnering with the city in planning an appropriate bike-share program.

Sincerely,



Chandra Morando
Regional General Manager

January 9, 2018



Dear Chair Bishop and the Bellevue Transportation Commission:

I am writing on behalf of The Gotcha Group in support of the Bellevue bikeway and bike share demonstration projects.

Many cities are stuck in paralysis by analysis when it comes to improving public infrastructure. We're encouraged to see City staff and members of the community taking action to implement the Pedestrian & Bicycle Implementation Initiative. Establishing demonstration projects is a great way to test and evaluate options.

Our staff of urban planners and system operators has spent quite a bit of time evaluating the neighborhoods and transportation infrastructure in Bellevue. We're confident this is an area where bike share can thrive as a mobility option downtown and throughout residential neighborhoods.

We'd love to be part of the City's efforts to expand mobility options to residents and visitors.

Sincerely,

A handwritten signature in black ink that reads 'Andy Boenau' in a cursive script.

Andy Boenau, AICP
Director of Mobility Strategy

cc:
Bellevue City Council
Franz Loewenherz and Andreas Piller, Bellevue Transportation Department

About The Gotcha Group

The Gotcha Group was established as a micro-transit business, providing mobility as a service with ride share (100% electric vehicles) and bike share. Our company name is a reminder of our roots: **Green Operated Transportation Carrying Humanity Around**.

Gotcha developed a **bike share program** that can be customized visually and operationally to maximize safety, convenience, and ridership.

We provide **state-of-the-art technology** that includes user and admin applications. Our extensive data reports will help you understand ridership patterns and user preferences.

Bicycling is transportation, and we provide reliable, visible, and comfortable equipment to integrate with existing transportation systems.

Gotcha delivers a **turnkey program**, including launching strategies, marketing, community engagement, operations, and maintenance.

We understand the critical role bicycling plays in **first/last mile solutions**, including how to overcome challenges of typical dockless bike sharing systems.

Making bicycling fun is a rewarding part of our daily work.



Our smart bike technology enables us to operate a hybrid system that includes free roaming (i.e. dockless) bikes at geofenced hub locations with traditional bike rack hubs. We generally recommend some type of hub system, even if “free roaming” brands are operating in the area. Hubs with fixed racks are low-cost installations that give predictability to a bike share system, and help ensure equitable access throughout a community.

Our bikes feature 10-year frames for maximum durability, providing an end-product with a lifespan that is significantly longer than traditional bike share equipment.

Gotcha powder coats, assembles, and decals bikes in South Carolina, bringing jobs to our local community and significantly reducing shipping containers and packing materials needed to transport bikes.



Thursday, January 25, 2018

Victor Bishop, Chair
Members of the Bellevue Transportation Commission
450 110th Ave NE
P.O. Box 90012
Bellevue, WA 98009-9012

RE: Support for the Bellevue Bike Share Program and Demonstration Bikeways

Dear Chair Bishop and Members of the Transportation Commission:

On behalf of VBikes Technology, I am writing in full support of piloting bike share services in the City of Bellevue in 2018, which will perfectly complement Bellevue's first high-comfort bikeway downtown. VBikes Technology was founded under the mindset that biking should be safe, reliable, affordable, and convenient for everyone. We would like to join this movement led by the Transportation Department in helping to make Bellevue a safe and comfortable place for family and friends to reside, bike, and work. Bike share is not just for cyclists. Bike share can be for you, your partner, children, grandparents, coworkers, and everyone who desires to live in a sustainable city and wishes for a 'greener' tomorrow.

Here at VBikes Technology, everything we do has our rider and partners in mind. We all commute and therefore can sympathize with the frustrations of missing a bus or being fifteen minutes late. Bike share provides that "first and last mile" solution in cities in which we operate, transforming fifteen minute walks into easy five minute bike rides. We have operated successfully in Denton and Dallas, Texas; piloted in Massachusetts; and continuing conversations with multiple municipalities in California, cities near Seattle, and more. In alignment with keeping our customers comfortable and safe, our bikes consist of high quality, durable materials, and our patented locking technology uses Bluetooth for extra consumer security. Our VBikes cost the City of Bellevue ZERO dollars and riders only \$1 per hour.

From our experience in Massachusetts and Texas, bike share is not just a system; bike share is the missing piece to a larger transportation ecosystem. We are thrilled and excited by the work of the Bellevue Transportation Commission and Council in supporting a more interconnected biking network, and we eagerly anticipate joining a future Bellevue bike share program.

Thank you to everyone for your work and leadership. Should you require additional input or have questions about our bike share program, please do not hesitate to reach me. We are always happy to help create a more sustainable city in any way possible.

With kind regards,

Ye Yao
Director of Government Affairs
E: ye@vbikes.com
P: +1 (863) 398-2807



From: Keven Duran [<mailto:kevenduran@mobike.com>]
Sent: Thursday, January 11, 2018 1:44 PM
To: McDonald, Kevin <KMcDonald@bellevuewa.gov>
Cc: Jillian Irvin <Jillian@mobike.com>; Lance Li <Lanceli@mobike.com>; Dion Dong <DionDong@mobike.com>
Subject: New Bike Lanes in Bellevue

Hi Kevin,

My name is Keven Duran from [Mobike, Inc.](#), the worlds first and largest dockless bike-share company. I am reaching out to you because I recently read that Bellevue will be voting today on two bike projects that will create new bike lanes through the cities downtown.

Mobike wanted to express our endorsement of such an amazing project proposal. I would love to schedule some time with you to talk more about said project and what Mobike can offer the City of Bellevue. Please advise what days and times work best for you next week for us to chat over the phone.

My contact information is 323-313-2483 and kevenduran@mobike.com.

I look forward to chatting!

KEVEN DURAN
US Government Affairs and Public Policy
Email: kevenduran@mobike.com
US: [+1 3233132483](tel:+13233132483)

The logo for Mobike, featuring the word "mobike" in a lowercase, rounded, orange font.

From: Stu Vander Hoek [<mailto:stu@vanderhoek.us>]

Sent: Thursday, January 11, 2018 11:03 AM

To: Vic Bishop <vicbishop@earthlink.net>; Todd Woosley <todd@woosleyproperties.com>

Cc: Matt Jack <matt@bellevuedowntown.com>; Jim Hill <jimhill@kemperdc.com>; Hutchinson, James <JHutchinson@republicservices.com>; Patrick Bannon <patrick@bellevuedowntown.org>; McDonald, Kevin <KMcDonald@bellevuewa.gov>

Subject: Fw: BDA Transportation Cmte | Update re: Demo Bikeway & Free-floating Bike Share

Vic and Todd,

I just want you to know that I am opposed to both the bike share program and designating vehicle capacity lanes to a few bike riders. I paid attention to this City idea thru the BDA at 2 of their meetings. What I know from past experience, and I believe you both do also, is the City has a larger scale intention to use more street capacity lanes for bikes in the future. So it's my opinion based on 40 yrs of experience with the City, that it's only a matter of time before more travel capacity lanes are designated for bike use. The projection numbers don't show enough people riding bikes to merit donating those lanes. As well, I believe the impacts to drivers of SOV's, HOV's, and the exponential growth of delivery vehicles all over have not been taken into consideration. Maybe you know better than I about that. I assume you know there has already been a high increase in the number of delivery vehicles using the ROW instead of the less convenient delivery bays provided in buildings they are delivering to. I think the City should be looking at that newer dynamic and estimating how our street capacity will be impacted going forward. If an independent study of that predicts a continued growth pattern of this situation (can you say online shopping and the necessary deliveries), then designating bike lanes, especially for the City's ultimate goal to have more lanes designated, you will be creating an untenable situation for everyone in downtown Bellevue. Have the police and fire departments been consulted, or the Planning staff? Usually, again based on my experience, the Planning folks and Transportation folks at the City rarely agree on their visions.

I don't know this for sure, but has the City done LOS studies based on ALL of their intended designated bike lanes in the downtown? If not, why not? That's the critical issue in the long term. You will be fooling yourselves to think a one year, or more, test of a bike lane on 108th will truly capture what the impacts will be when more capacity lanes around the downtown are designated per the City goals.

Customers for my tenants in Old Bellevue will not be riding bikes for a long long time, if ever. Not because there aren't designated lanes, but because the majority are women, many kids, and they are shopping with bags and other products that just aren't conducive to riding a bike. Look at the demographics of the Bellevue shopper. Do they want to ride bikes? NO. And, none of my tenants employees will ride bikes either.

As for the bike share program, I've seen these in many places around the world. They sound like a good idea, especially when coupled with the designated bike lanes. However, since the

City is a complaint based city, when there are bikes littering the sidewalks and private property, I know what will happen based on experience. First, few people will complain to the City because it takes time to do that, and to figure out painfully who to complain to. Did you know that when there is an illegally parked delivery vehicle in the ROW the public is instructed to call 911. By the time anyone shows up, if they show up, the delivery truck is gone. Hmmm. Last week I called 911 and the operator told me delivery trucks are allowed to park in the ROW. Nope!

Anyway, having said all this, I already know the Transp. Com. and Council will adopt these new ideas. Once that cat is out of the bag, the public will realize what bad decisions have been made. I doubt they will complain however, because trying to get the practical attention of City Hall is near impossible any more. Again, based on my 40+ yrs of experience in this town. Almost as long as yours Vic.

As just one example of how the City responds to things, it took me over a month to get the City to pick up their own traffic control signs in Old Bellevue that had not been necessary because the projects they were for were completed. The private sector couldn't get away with that, again based on my experience. These signs were littering Old Bellevue and presenting messages to drivers that didn't apply anymore. What happened along the way that the City can't even do this simple task well? Be very careful of the consequences of your decision making.

Yours,
Stu

»» ATTACHMENT 3
DRAFT 3/8 STAFF PRESENTATION

DRAFT



Citywide Bike Share Pilot Program

Andreas Piller
Associate Transportation Planner

Franz Loewenherz
Principal Transportation Planner

Transportation Commission
March 8, 2018

Meeting Purpose

DRAFT

- 1. Staff seeks Commission endorsement of the strategies for implementing a citywide bike share pilot program.**
- 2. In accordance with its Bylaws approved on 12/14/17, the Commission must also authorize a person to present this endorsement to Council.**



Bike Share Background: Bellevue **DRAFT**



- **October 2008** – Planning Comm. approved CPA recommendation
- **February 2009** – Council adopted Ped/Bike Trans. Plan
- **April 2015** – TC approval of PBII Scope of Work
- **June 2015** – TC input into Comprehensive Plan Update
- **September 2017** – Eastside Bike Share Vendor Fair
- **November 2017** – TC check-in with bike share survey results
- **January 2018** – TC discussion of bike share pilot program goals



3

Bike Share Background: Region **DRAFT**



- **July 2012** – Non-profit Puget Sound Bike Share formed
- **October 2014** – Pronto Cycle Share launch in central Seattle
- **July 2015** – State allocates \$5.5M for Eastside bike share
- **March 2016** – City of Seattle purchased Pronto Cycle Share
- **March 2017** – Pronto service ceases operation
- **July 2017** – Seattle issues bike share pilot permit
- **January 2018** – Bothell issues license to LimeBike



4

1/25 TC Meeting: Key Messages **DRAFT**



- **Be Uniquely Bellevue**
- **Be Innovative**
- **Start Small**
- **Start Focused**
- **Minimize Clutter**
- **Protect Private Property**
- **Address Safety Concerns**
- **Ensure Cost Recovery**



5

BDA Recommendation **DRAFT**



"The Bellevue Downtown Association has endorsed a position supporting the permitted use of free-floating bike share within the City of Bellevue. The position includes the following recommendations:"

1. **Bike share must be safe** – Helmets, hazards, traffic laws
2. **Mitigate impacts** – Bike share parking, access, aesthetics
3. **Permitting fees** – Reinvestment into ped/bike facilities
4. **Implement a pilot period** – Evaluation, limited duration, limited fleet size
5. **Enforcement** – Establish processes to monitor and resolve issues, consider non-compliance penalties



6


Pilot Program Goals DRAFT



- Pilot
- Quality
- Safety
- Parking
- Operations
- Evaluation
- Enforcement
- Cost Recovery
- Equity

7

Proposed Pilot Program Strategies DRAFT



- Electric-assist bikes only
- Modest fleet size at launch
- Citywide service, targeted distribution by geographic area
- Bike share hubs
- Defined “No Parking” areas
- System growth based on operator compliance

8


Electric-Assist Bikes Only DRAFT




- **Make bike share accessible to a wider variety of users**
- **Address local topographic barriers to biking**
- **Provide consistency in service offering**
- **Promote the best available technologies**

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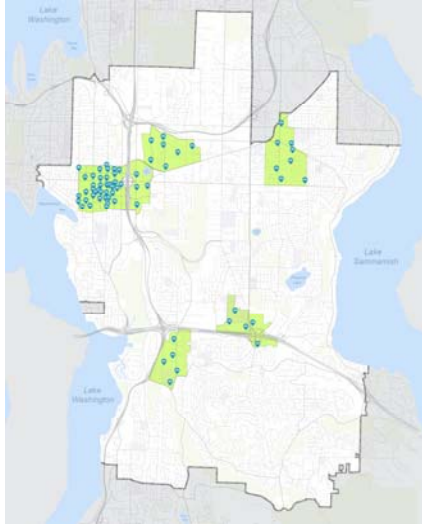
Modest Fleet Size at Launch DRAFT



- **400 bikes at launch**
- **Based on bicycle density in three geographies:**
 - Activity Centers
 - FTN Bus Stops
 - Neighborhoods
- **Permitted bikes per operator dependent on number of operators**

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Geographic Areas: Activity Centers **DRAFT**



300 bikes distributed across:

Primary Center

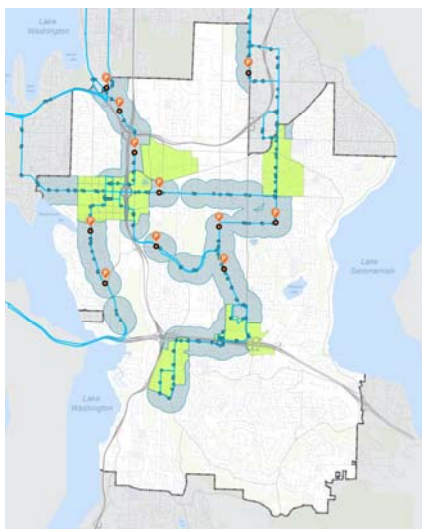
- Downtown

Secondary Centers

- BelRed
- Crossroads
- Eastgate
- Factoria
- Wilburton/Hospital



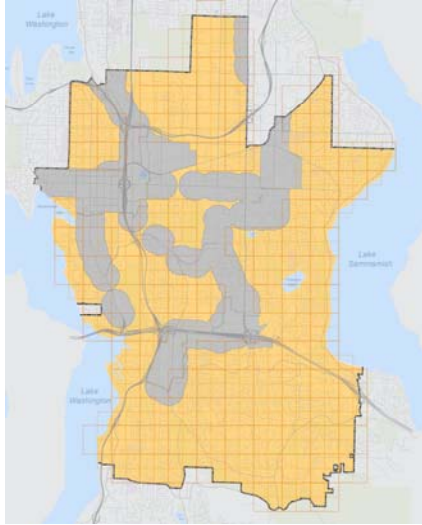
Geographic Areas: FTN Bus Stops **DRAFT**



- **40 bikes distributed within ¼-mile of stops with frequent bus service**
- **Improves access to transit by bicycle**
- **Supports first-/last-mile connections**
- **Enhances the multimodal transportation system**



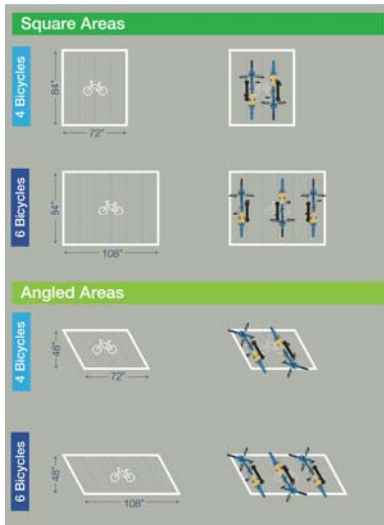
Geographic Areas: Neighborhoods **DRAFT**



- 60 bikes distributed across all other areas
- Provides access to bike share while managing neighborhood impacts
- Supports first-/last-mile connections to transit



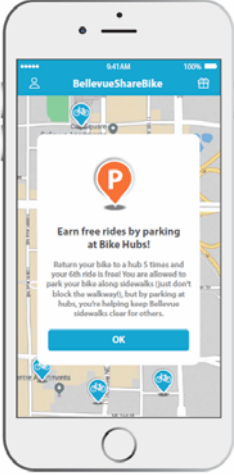
Bike Share Hubs **DRAFT**




- Low-cost installation
- Context-sensitive template
- Design can include bike racks where possible







Bike Share Hubs DRAFT



- Depicted on map in mobile application
- Ensures reliable availability
- Incentives to users to help manage public realm

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Bike Share Hubs: Public DRAFT



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Bike Share Hubs: Private DRAFT

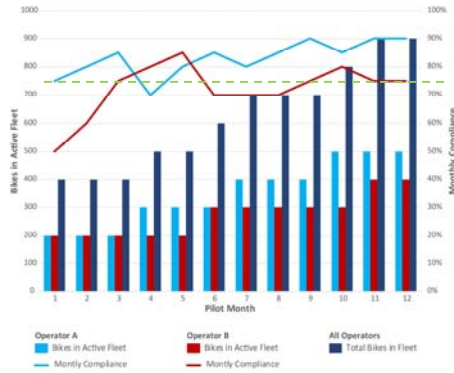
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No Parking Areas DRAFT

- Established by geofencing
- Depicted on map in mobile application
- Warning to user prior to ending trip
- Fee penalty to user
- Operator notified automatically

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Compliance-Based Growth DRAFT



- Average nightly fleet reallocation to Activity Centers
- Average nightly rebalancing to at/near bike share hubs
- Phase increases based on compliance above set threshold over rolling 3-month period




Neighborhood Hub Expansion DRAFT



- Engage community to locate bike share hubs in neighborhoods
- Manage orderly parking in areas lacking wide sidewalks and public plazas
- Improve reliable access to bike share in residential areas



Safety
DRAFT



Keep it Neighborly CLEAR THE WALKWAY!

Help keep the sidewalk clear of vehicles, trash cans, and recycling bins for you and your neighbors.

- Blocked sidewalks increase the likelihood of accidents, especially when vehicles and other obstructions force children, seniors, and low-ability residents onto the street.
- Even partially obstructed sidewalks increase the likelihood of accidents, both by cutting out of drivers' line-of-sight distances and decreasing room to swerve by.
- Sidewalks can crack from the weight of parked vehicles, leading to expensive repairs. Also, oil leaks make for slippery sidewalks!

Help your neighbors and the City - Don't park on the sidewalk. It's the law (RCW 46.61.570).

For information about keeping your sidewalk clear, call the Bellevue Transportation Department at (425) 452-6896.


To report parking violations, call the Bellevue Police Department at (425) 452-6857.

Education:

- Video – Safe bicycling practices
- Update ‘Keep It Neighborly’
- Require operators to notify users of local helmet law and promote helmet use

Encouragement & Enforcement:

- Work with Police is ongoing to determine the role of the Bike Patrol and other officers
- Legal has provided guidance to manage City liability


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Cost Recovery
DRAFT


“No cost to taxpayers should be the goal.”

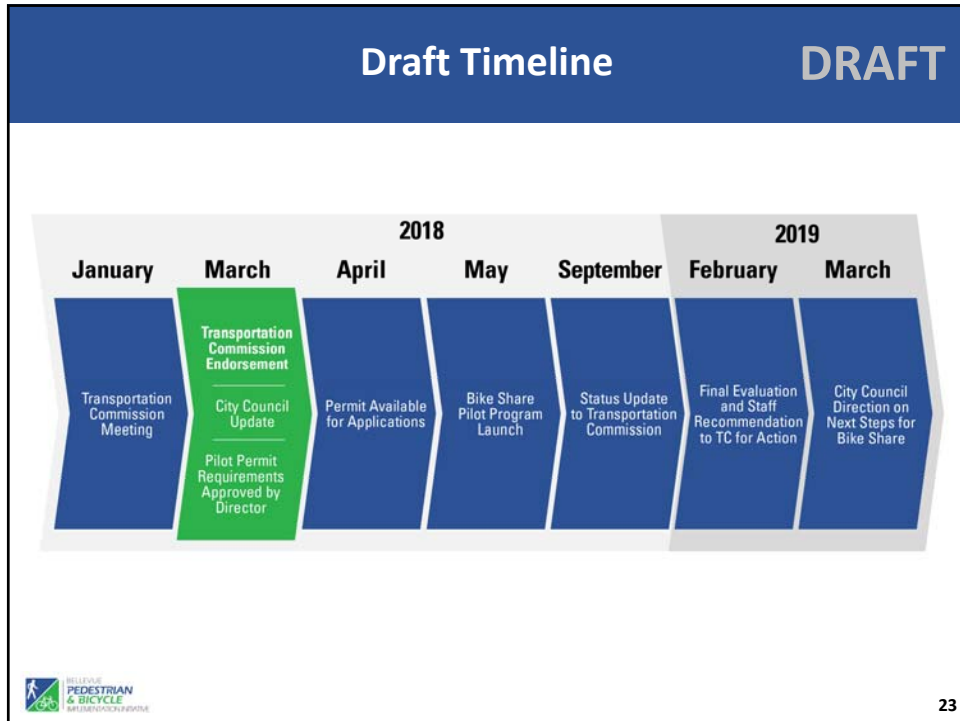
“No public money to bike share programs! This should be a private business only!! Let it succeed or fail as a private business. No taxpayer dollars to bike share!”

“If this is private-based, the public needs to be reassured there is no cost to the taxpayer if this fails.”

Costs to be recovered include:

- Permit application and review
- Data collection and analysis
- Bike share hubs (parking)
- Administrative oversight


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- ### Commission Action DRAFT
- 1. Commission input on strategies to manage private bike share operations in Bellevue as part of the bike share pilot program?**
 - 2. Which Commissioner will join staff in presenting the bike share pilot program strategies to Council on 3/19?**
- BELLEVUE PEDESTRIAN & BICYCLE BELLEVUE TECHNOLOGY PARTNER
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For More Information

DRAFT



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