
» ATTACHMENT A
BDA DOWNTOWN BIKE INFRASTRUCTURE
SERIES SCOPE OF WORK

Downtown Bike Infrastructure Improvement Series

Add your voice to the discussion about potential bicycle corridors in Downtown Bellevue. The City has funding from the Neighborhood Safety, Connectivity, and Congestion Levy, approved by voters in November 2016, to implement bicycle facility improvements citywide. As part of the City's broader engagement with the community, the BDA will provide input on how to improve bicycle accommodations in Downtown.

Overview

The BDA has asked the Bellevue Transportation Department to engage in a timely discussion about how to make Downtown a comfortable, safe, and attractive place for people to bike. This effort is part of the City's [Pedestrian and Bicycle Implementation Initiative](#) (PBII), which was commenced by Council in February 2015 to advance projects and programs identified in the [2009 Pedestrian and Bicycle Transportation Plan](#).

Scope of Work

At these meetings, the BDA Transportation Committee will explore the following three topics:

- 1. Bike Share** – Privately funded, free-floating, stationless bike share services recently began operating in Seattle, and some of those companies are interested in expanding to Bellevue. The BDA will consider whether, when, and how Bellevue could expand mobility options to include these or other bike share services.
- 2. Demonstration Bikeway Project** – The BDA will consider options for introducing the first high comfort bikeway to Downtown. Using temporary and low-cost treatments, this demonstration will provide a real-world opportunity to evaluate how state-of-the-art bikeway design concepts fit and function in the Bellevue context.
- 3. Downtown Bicycle Network** – The City will undertake a rigorous alternatives assessment in 2018 that weighs the benefits and trade-offs for all modes associated with implementing a connected, protected network of bicycle facilities in Downtown. The BDA will help to identify which corridors could be included in that assessment and inform the principles used to balance the needs of all street users.

Schedule & Process

Thursday, September 28, 12–1:30pm

- City Staff will introduce the Committee to Bellevue's plans, policies, goals, and ongoing initiative to implement a connected network of safe bicycle facilities that attracts more people to travel by bike. City Staff will address why this is important, how other cities have been successful, and how this will benefit people who live, work, and play in Downtown.
- City Staff will describe the opportunities and issues associated with introducing bike share to Downtown and seek initial feedback from the BDA Transportation Committee about interest and concerns.
- City Staff will identify potential corridors where a demonstration bikeway project may be considered, describe how this might fit into a broader Downtown Bicycle Network, and seek initial feedback from the BDA Transportation Committee on preferred location(s) and limits for the demonstration project.

Thursday, October 26, 12–1:30pm

- Based on Committee feedback from 9/28, City Staff will facilitate an in-depth discussion about how a demonstration bikeway project could be pursued, including design alternatives, tradeoff considerations, trial period length, and measures to evaluate performance.
- City Staff will facilitate an in-depth discussion about which corridors could be included in an alternatives assessment of potential Downtown Bicycle Network configurations and seek feedback from the BDA Transportation Committee on principles that inform how to address situations involving tradeoffs.
- City Staff will address questions and concerns about bike share and provide a draft framework for permitting private bike share services to operate in Bellevue for the BDA Transportation Committee to review and provide feedback on.

Thursday, November 16, 12–1:30pm

- City Staff will return to address any unanswered questions.
- Transportation Committee will conduct an internal review and discussion, followed by driving consensus on a recommendation regarding the three items of scoped work. The recommendation will be presented to the BDA Board of Directors at the 12/19 meeting. The Board will vote on a position that will be communicated to Bellevue Transportation Commission and City Council.

» ATTACHMENT B
BDA RECOMMENDATION ON DEMONSTRATION
BIKEWAY AND BIKE SHARE PROJECTS



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

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 C STAKEHOLDER COMMUNICATIONS

1. Microsoft Corporation
2. REI Co-Op
3. SAP Concur
4. Valve Corporation
5. Seattle Children's
6. Su Development
7. The Bellevue Collection
8. Wright Runstad & Company
9. Cascade Bicycle Club
10. Neutron Holdings, Inc dba LimeBike
11. Spin
12. ofo (1/9/18)
13. ofo (3/8/18)
14. The Gotcha Group
15. VBikes
16. Mobike
17. Stu Vander Hoek
18. Kevin Wallace, Wallace Properties



February 27, 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 Victor,

I am writing on behalf of Microsoft Real Estate & Facilities in support of a citywide bike share pilot program in Bellevue.

With 7,000 workers throughout the City of Bellevue, Microsoft has a strong interest in enhancing non-SOV transportation options. We believe that a citywide bike share pilot program would be a valuable asset to the community in general and our employees in particular.

Our employees have expressed a strong interest in having bike share as a travel option at the main Microsoft campus and our satellite offices. We consider this an important travel alternative to offer our employees.

We have been exploring bike share as a mobility option on Microsoft's main campus for several years, but consistency with local jurisdictions is critical to the success of such a program. As a result, we believe the surrounding Eastside communities should lead this effort which we can participate in. We have been party to bike share planning discussions between King County Metro and Eastside jurisdictions, including Bellevue, since 2014. We'd prefer that bike share launch across the Eastside to gain sufficient scale, and we hope that Bellevue will be a leader in this effort with a program proceeding in 2018.

Together with the demonstration bikeway project being installed on 108th Ave NE this summer, bike share would offer our employees another option for getting to and from our offices and destinations throughout Bellevue. Leveraging electric assist bicycles will make the service more accessible to all. Designating bike share parking areas will help to both make bike share a more reliable travel option and address concerns relating to clutter. We'd prefer a bike share hub at every office we have in Bellevue—City Center, Bravern, and Lincoln Center. We are prepared to work cooperatively with the bikeshare suppliers and owners/managers of our properties to identify convenient and appropriate locations to make this possible.

We appreciated the opportunity to participate in the BDA Transportation Committee bicycle improvement series from September through December of 2017, and we concur with the resulting position statement. Microsoft looks forward to continued partnership with the City of Bellevue and the Bellevue Downtown Association on this effort.

Sincerely,

A handwritten signature in black ink that reads "Jim Stanton". The signature is written in a cursive, flowing style.

Jim Stanton, AICP
Senior Community Affairs Manager
Microsoft Real Estate & Facilities

cc:

Bellevue City Council

Jim Hutchinson, Board of Directors Chair, Bellevue Downtown Association

Franz Loewenherz, Principal Transportation Planner, City of Bellevue



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.

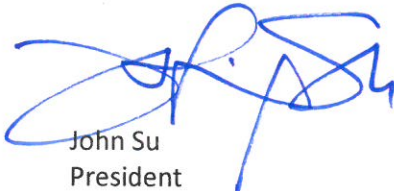
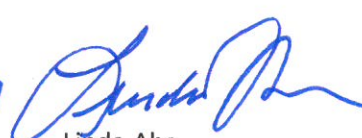
We view the city's proposal to build and test a bikeway through downtown as important to our apartment residents and company for several reasons.

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



Vic Bishop, Chair
Transportation Commissioners
City of Bellevue
450 110th Ave NE, Bellevue, WA 98004

March 1, 2018

Dear Chair Bishop and Transportation Commissioners,

The Bellevue Collection is a shopping, dining and nightlife, and entertaining experience in the heart of downtown Bellevue. With more than 24 million visitors from all over the region and the world every year, it is vital that state and local transportation programs improve mobility for employees, residents, customers, freight movers and emergency responders.

We believe it is important to move cautiously and deliberately to avoid some of the bike share stumbling blocks witnessed in other cities. With that in mind, we urge the Commission to consider the following prior to recommending action on a bike share program:

- If dock-less:
 - Would free-floating bikes, often parked for hours, days or weeks in the public right of way, improve or worsen cyclist and pedestrian safety on sidewalks, in parks and in other public right of way? Are they ADA compliant?
 - Would free-floating bikes, parked on sidewalks, violate city parking restrictions or any other city code?
- Are for-profit operations of a bike share program a permitted use in the Land Use Code?
- Has the city established rules for operation of bike shares as it relates to private property encroachments?
- Would the addition of a bike share program reduce, or increase, traffic congestion?
- How many daily biking trips occur today in Bellevue and what percentage of daily trips would a bike share program carry?
- By what specific, quantitative metrics would a bike share pilot program be deemed a "success?"
- Bellevue City Code states that renters of bicycles must affirm in writing, under penalty of perjury, that the rider possesses a helmet. If bike share moves forward without helmets for all, would the City be liable for any injury or damages? See "Elderly man's \$60M Citi Bike suit allowed to move forward," at <https://nypost.com/2016/07/28/elderly-mans-60m-citi-bike-suit-allowed-to-move-forward/>.

Thank you for the opportunity to provide input. We look forward to working with the City to reduce traffic congestion and improve mobility across the city.

Sincerely,

Bob Pishue
Director of Transportation

THE BELLEVUE
COLLECTION

BELLEVUE SQUARE LINCOLN SQUARE BELLEVUE PLACE

KEMPER DEVELOPMENT COMPANY PO Box 908 Bellevue, WA 98009 425-646-3660 www.bellevuecollection.com

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.



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

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



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,

A handwritten signature in black ink, appearing to read 'Chandra Morando', written in a cursive style.

Chandra Morando
Regional General Manager



March 8th, 2018
City of Bellevue
Attn: Bellevue Transportation Commission
450 110th Ave NE
Bellevue, WA 98004

Dear Chair Bishop and the Bellevue Transportation Commission,

ofo is honored by Bellevue's consideration to partner in enhancing the city's business and bike-friendly environment. Providing over 32 million rides per day in over 250 cities across the globe has refined our operational processes. We're eager to bring this rich, operational experience to the City of Bellevue.

This collaboration aligns perfectly with ofo's core mission to provide affordable, green transportation to all. And, it fulfills Bellevue's 2015 transportation goal: "[to] maintain and enhance a comprehensive **multimodal** transportation system to serve **all members** of the community" (Transportation Element Goal).

It is in the spirit of this stated goal that I urge the Transportation Commission to consider revising one of the pilot program's recommended elements —specifically, limiting "permits to electric-assisted bicycles (e-bikes) only." This suggested permit requirement conflicts with language in the 2015 Transportation Introduction, which states, "Mobility in Bellevue means providing people with an **assortment of mobility options** that help people get where they need to go" (Transportation Element Introduction).

I respectfully request the Transportation Commission carefully consider the following long-term implications of restricting this one-year, pilot program to e-bikes only:

1. **Equitable Impact:** Removing affordable transit options, like the standard bicycle, eliminates active transportation options for those living on fixed incomes, such as students, growing families, and seniors. Standard bikes are offered at a very low cost and have higher usage. Including standard bikes in the pilot program directly supports “equitable access for all people and all travel modes,” as stated in the “Complete Streets network” in the 2015 Transportation Plan section dedicated to the “Pedestrian and Bicycle Transportation System.”
2. **Skewed Planning Data:** Absence of the more affordable, standard bicycle in the pilot will limit valuable planning data to only a subset of the population that can regularly afford the higher cost of an e-bike. This provides an inaccurate image of the true bicycle transportation needs for future city planning.
3. **Decreased Resiliency:** Limiting the city’s fleet to one technology unnecessarily decreases the system’s resilience. Inevitable, technical failures, such as drained batteries, limit the usefulness of the fleet to optimum conditions and create conditions for the public to view bicycles as an inconsistent form of transit.

We admire the Transportation Commission’s progressive mindset and your leadership in advancing the adoption of new technology. We simply caution against constricting the long-term success of a bicycle program by limiting options.

Instead, we suggest providing multiple bike options for residents at varying price points to encourage as many Bellevue residents as possible to participate in the pilot. In addition, we recommend allowing the City Manager the flexibility to remove or increase the capped number of bikes during the course of the pilot to meet demand and to incentivize operational excellence in vendors.

Respectfully,

A handwritten signature in black ink, appearing to read 'Stefan Winkler', with a stylized flourish at the end.

Stefan Winkler
Head of External Affairs - West

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

From: Kevin Wallace [<mailto:kwallace@wallaceproperties.com>]

Sent: Friday, March 9, 2018 3:25 PM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Cc: Berg, David <DBerg@bellevuewa.gov>; Miyake, Brad <BMiyake@bellevuewa.gov>; McCommon, Nathan <NMcccommon@bellevuewa.gov>; Berens, Mary Kate <MKBerens@bellevuewa.gov>; Stevens, Paula <PStevens@bellevuewa.gov>; Buck, Monica <MBuck@bellevuewa.gov>; Piller, Andreas <APiller@bellevuewa.gov>

Subject: Re: Bike Share

Thanks for the thorough response. I spoke with Bannon just now and he said the BDA Board endorsement had conditions. I encouraged him to send those conditions to the Council.

I'm waiting to hear back from BOMA and will try to get them to comment before the 19th.

Also working with the Chamber who I hope will send a letter in advance of the meeting.

We can add "quantity of bikes" to my list of concerns. 900 bikes in 1 square mile is too much.

Sent from my iPhone

On Mar 9, 2018, at 2:01 PM, "FLoewenherz@bellevuewa.gov" <FLoewenherz@bellevuewa.gov> wrote:

Hello Kevin –

On the topic of community engagement, we'd welcome the opportunity to talk with additional downtown property owners, property managers, and residents on the pilot permit for regulating private bike share companies that want to operate in Bellevue. Please have these individuals contact me directly so that I can incorporate their communication as an attachment to the March 19 Council agenda memo. At this time the agenda memo includes formal communication from the following downtown property owners: The Bellevue Collection, Su Development, Wright Runstad & Company, and Stu Vander Hoek. We've also received letters from Microsoft, SAP Concur, Valve Corporation, and multiple other stakeholders on the topic of bike share.

Your email inquired on whether a right of way agreement, conditional use permit, or land use process might be necessary before private companies are allowed to operate bike share services in Bellevue. Bellevue's Right-of-Way Use Code ([BCC 14.30](#)) provides for the issuance of right-of-way use permits to regulate activities within the right-of-way "in the interest of public health, safety and welfare" ([BCC 14.30.020](#)). It is unlawful for anyone to make private use of any public right-of-way without first having obtained a right-of-way use permit or without complying with all the provisions of such a permit issued by the city ([BCC 14.30.070](#)). The code provides broad authority for the City to permit private uses of the public right-of-way and for the Director to issue "rules necessary for its administration" ([BCC 14.30.060](#)). The bike share pilot permit will be a Type D right-of-way use permit, which "may be issued for use of right-of-way for activities for extended periods of time but which will not physically disturb the right-of-way" ([BCC 14.30.080](#)).

Regarding private property concerns, this permit is only valid for and applicable to uses within the City of Bellevue right-of-way. Any other permissions or approvals to use private property will be the responsibility of the permittee to secure. All bicycles will be required to have the operator's contact information prominently displayed. If a bike share bicycle is on private property without permission, the first step would be to contact the bike share company to request that it be removed. If a private property owner believes a crime has been committed (by an abandoned bike or damage caused by a bike share bike) they should contact the Police and file a complaint. Permit conditions will specify that operators are responsible for managing their fleet, and standards will ensure they are responsive to parking issues, complaints, and bicycle relocation requests. Data collected from the operators will facilitate city oversight of operator compliance, and non-compliance will result in defined enforcement actions including fleet reductions, fines, and suspension or revocation of the operator's permit depending on the severity and frequency of infractions.

Related to your liability questions, in speaking with the City Attorney's Office, we have been advised that providing such an opinion is very difficult as liability is determined on a case-by-case basis. To limit the City's exposure to liability we will be requiring bike share companies sign an Indemnity Agreement to indemnify and hold harmless the City from any claims/damages that may arise as a result of the bike share company's use of the ROW authorized by the permit. If the City were named in a lawsuit involving a bike share bike, and depending on the specific facts, we could tender defense of the case to the bike share company under this Indemnity Agreement. We will also require that the bike share companies procure insurance to provide coverage for such claims.

Please let me – or Andreas Piller, bike share manager – know if you have any other questions about the pilot permit.

Thank you,
Franz

From: Kevin Wallace [<mailto:kwallace@wallaceproperties.com>]

Sent: Tuesday, March 6, 2018 10:21 AM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Cc: Berg, David <DBerg@bellevuewa.gov>; Miyake, Brad <BMiyake@bellevuewa.gov>; Stevens, Paula <PStevens@bellevuewa.gov>; Piller, Andreas <APiller@bellevuewa.gov>

Subject: RE: Bike Share

It appears to me that you are missing voices of the downtown Bellevue property owners (as opposed to merchant developers), property managers and downtown residents. If you like I can arrange a meeting with Kemper Development, Wallace Properties (who also manages Vulcan's existing properties), VanderHoek, Lakha, Fortin, Paccar/Piggott, KG, Bellevue Towers HOA managers to have a discussion about mitigating potential problems. Other than Stu, who is quite vocal in his opposition, it does not appear that any of these groups are at the table.

Here's some food for thought that I'm guessing you didn't get from the BDA:

- Are the bike companies going to be required to indemnify all public and private entities in Bellevue for liability arising from people discarding their bikes after use? Has anybody thought about this?
- Let's say Bellevue permits bikeshare company X to distribute bikes across the city. Someone rents a bike and dumps it on the sidewalk of a private property in downtown. Customer trips on bike and breaks his leg. Lawsuit is filed. Who is liable? Bike company? City? Property Owner? All? What is the city's liability exposure?
- What duty does a private property owner have to clear these bikes to prevent being liable for damages arising from the bikes?
- Then let's assume a property owner has a discarded bike on its property. What is it supposed to do with it? Impound it? Wheel it out to the street? Call the bike company to have it retrieved? What's the cost of dealing with all of this?

I also note that this appears to be running through a special process that no other user of city right of way would be able to use. Where is the right of way agreement and conditional use permit? This is not an existing use, so why isn't it going through the land use process for new uses? This raises troubling legal questions about the precedent the city is setting and the future ability to control the use of rights of way.

That's enough for one email – let me know if you'd like my assistance in reaching out to the companies I listed above. We could convene a meeting at City Hall or the Bellevue Chamber.

From: FLoewenherz@bellevuewa.gov [<mailto:FLoewenherz@bellevuewa.gov>]

Sent: Monday, March 5, 2018 4:59 PM

To: Kevin Wallace <kwallace@wallaceproperties.com>

Cc: DBerg@bellevuewa.gov; BMiyake@bellevuewa.gov; PStevens@bellevuewa.gov;

APiller@bellevuewa.gov

Subject: RE: Bike Share

Hello Kevin –

Thanks for your interest in ongoing discussions with the Transportation Commission and City Council on the possibility of establishing a 12 month pilot permit system for regulating bike share companies that want to operate in Bellevue.

In response to your request, on Feb. 28 staff met with four Commissioners (all were invited) to provide them with a briefing on proposed strategies for implementing a citywide bike share pilot program. The presentation we reviewed with Commissioners on Feb. 28 is accessible via this [link](#) to the Transportation Commission's March 8 agenda memo (see Attachment 3).

The proposed pilot program strategies for the City of Bellevue – reflected on slide 8 of the presentation and detailed below – respond to feedback received from the Transportation

Commission, residents, corporate interests, and Bellevue Downtown Association over the past six months of engagement.

- 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
- Ensure that fleets are responsibly managed and permitted operators are responsive to maintenance needs, City permit compliance notifications, and user feedback
- Requiring parking incentives and disincentives for users
- All costs to the City will be recovered through fees on permitted operators

The proposed pilot program is also informed by best practices and innovative bike share approaches that are successful locally, nationally, and internationally. All of these strategies have been vetted in multiple conversations with Bellevue Police, Legal, Risk Management, Right-of-Way, and Parks staff. Together we’ve discussed multiple liability considerations and arrived at an indemnification agreement requirement paired with education, encouragement, and enforcement strategies to support the launch of a bike share pilot program in Bellevue (see slide 21 of the presentation).

Please let me – or Andreas Piller, the bike share program manager – know if you have any other questions about the pilot program.

Thank you,
Franz

Franz Loewenherz

Principal Transportation Planner
City of Bellevue
425-452-4077

From: Kevin Wallace [<mailto:kwallace@wallaceproperties.com>]

Sent: Thursday, March 1, 2018 5:51 PM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Cc: Berg, David <DBerg@bellevuewa.gov>; Miyake, Brad <BMiyake@bellevuewa.gov>

Subject: Bike Share

Would you mind to send me the presentation materials from your meeting this morning? Also anything else you can send to get me an understanding of the regulatory approach the city intends to bring to

bike sharing. I'm trying to decide how much I care about this issue, and it depends on whether you've addressed the impacts it is likely to cause. At this point it certainly appears to be something that should be dealt with publicly at the council level, but if you can send me the info I'll reserve judgment until I understand things better.

As some friendly yet unsolicited advice, if you roll this out without Council approval and you have senior citizens tripping over discarded bikes and other parades of horrors like Seattle, the Council will get the blame. I assure you they won't see their generic approval of the PBII plan as authorization of the bike share rollout. And then, of course, they'll be looking to the two on the cc line of this email for an explanation.

It's also wise to keep in mind the sensitivity of the community to transparency due to their frustrations over the shelter and the fire station. Even if you feel you have authority to roll this out without specific approval from the council (and in my view you weren't given that authority) the public is not going to see it that way. Better to provide adequate public process (to more than just the CBC) and get this out transparently and with appropriate regulations than to have another big blowup.

But all of that said, at this point I just want to get a solid understanding of the proposal so I am informed when/if I communicate with my former colleagues.

Kevin R. Wallace

Wallace Properties, Inc.

330 112th Ave. NE

Bellevue, WA 98004

425-278-6363 (Direct Dial)

425-802-5701 (Mobile)

**» ATTACHMENT D
BIKE SHARE PILOT PERMIT
FRAMEWORK**



BELLEVUE
**PEDESTRIAN
& BICYCLE**
IMPLEMENTATION INITIATIVE

» BELLEVUE BIKE SHARE PILOT PERMIT FRAMEWORK

approach to regulating citywide operation by private vendors

DRAFT



March 8, 2018

» EXECUTIVE SUMMARY

BIKE SHARE PILOT PERMIT

OVERVIEW

The City of Bellevue is planning to launch a bike share pilot permit in spring 2018. The City will permit private bike share companies to use and occupy the public right-of-way to provide dockless, electric-assisted services subject to specific conditions. This document describes the goals and strategies that frame the City's approach to regulating these services. This is not a permit requirements document. Separate documentation will define the City's specific expectations that operators must comply with and penalties and protocols for resolving issues if they arise.

Purpose

The City aims to implement a pilot permit that is consistent with the Bellevue brand of high quality and innovation, providing an asset the community will use and value. Fundamentally, the permit aims to facilitate the convenient provision of bicycles where people want them while maintaining orderly and accessible public space and minimizing impacts to parks and private property. Bike share should provide a reliable mobility option within and between major activity centers and support access to and from the regional transit network.

Requirements of Operators

Permitted operators will be required to responsibly manage their fleets and be responsive to maintenance needs, City permit compliance notifications, and user feedback. Operators must submit data about bicycle availability, usage, user profile, collisions, compliance, and complaints to support permit oversight and performance evaluation and help inform infrastructure investment priorities. All costs incurred to the City to administer, support, and oversee the bike share pilot permit will be recovered through permit application and operator fees.

UNIQUELY BELLEVUE

The bike share pilot permit described here is unlike any other—it is uniquely Bellevue. The strategies proposed here have been tailored to reflect the values, interests, and concerns of the Bellevue community, incorporating feedback received from the Transportation Commission, residents, business interests, and the Bellevue Downtown Association over the past six months of engagement. Permit terms draw elements from best practices and innovative bike share approaches from various cities across North America and around the world.

Copenhagen launched the world's first station-based electric-assist bike share system in 2014. Portland launched the largest hub-based smartbike system in 2016. Seattle was the first city to establish a permit for private companies to operate dockless bike share services in July 2017, and a few months later, Washington, D.C. became the first city with dockless e-bikes. Sacramento and Davis, California will launch the country's first all electric hub-based smartbike system in 2018.

Bellevue's bike share pilot permit may not be the "first" or "largest" bike share system to include one feature or another. However, it would be the first time that bike share service is available in Bellevue and represents a context-sensitive approach to meet the needs of the city's residents, employees, businesses, and visitors. It aims to achieve the flexibility of dockless systems with the reliability and orderliness of hub-based systems. It permits private companies so the City is not involved in owning or operating the service but establishes regulations to keep the system in check and fees to cover any costs incurred. This pilot permit represents an ambitious yet balanced approach to bike share that will provide Bellevue the opportunity to learn from its own experience and adapt as new opportunities arise or issues are identified.

PILOT PERMIT FRAMEWORK

The following are some of the core elements that frame Bellevue's bike share pilot permit. Additional details are provided in the rest of this document.

Permits are limited to electric-assisted bicycles (e-bikes) only. No permits will be granted for standard bicycles. This will help address local topographic barriers to bicycling and make the service accessible to a wider variety of potential users.

The system is limited to a modest fleet size of 400 bicycles at launch. Starting small will help operators and the city manage any issues that may arise and prevent them from becoming major problems. This fleet limit will be divided equally among all permitted operators and distributed in defined geographic areas.

Service is allowed citywide, but bicycle distribution is targeted to activity centers and transit connections. People may want to use bike share in every corner of the city—and they can!—but for the system to provide a useful multi-modal mobility option, there must be enough bikes available in areas where the greatest demand is expected.

Operators are required to rebalance three-quarters of their bikes to activity centers nightly. Bike share is most useful in walkable places with many people, destinations, and available bicycles. Regular rebalancing helps ensure reliable service in Bellevue's densest and most vibrant neighborhoods and minimizes the scattering of isolated bicycles throughout residential areas.

Designated preferred parking areas ("bike hubs") are used to manage the public realm. Painted areas and bike racks will be installed in convenient locations to encourage users to park bikes in places that help keep walkways clear.

Geofencing is used to establish "No Parking" areas in vegetated park areas. Riding bike share to parks is great; leaving bikes in the middle of parks is not. In this case, let's keep the city out of the park.

Operators are required to establish parking incentives and disincentives for users. Users should be rewarded for parking at bike hubs, while penalties will help remind users to leave bikes at park entrances.

Operators are required to rebalance half of their bikes to at/near bike hubs. Regular users need to know they can depend on bike share bicycles being there when they need them. Well-stocked hubs contribute to both service reliability and orderliness.

Bikes must be GPS-enabled and trackable in real-time. Accurate bicycle location data is critical to assessing operator compliance with parking and rebalancing requirements. Data collected from trips taken by bike share can also help the City better understand where people ride and how best to invest in new or improved bikeways.

System growth is based on operator compliance with permit requirements. Best practice estimates suggest that Bellevue could benefit from more than just 400 bikes in its bike share system. Operators will be allowed to grow their fleets over time if they demonstrate they can abide by the city's requirements.

All costs to the City will be recovered through fees on permitted operators. The public and local stakeholders have been clear: City funds should not be spent to own or operate bike share. Operator fees will help the City recover costs associated with permit review, administrative oversight, bike hub installation, and data collection and analysis.

» OVERVIEW

PLANNING FOR BIKE SHARE IN BELLEVUE

PURPOSE

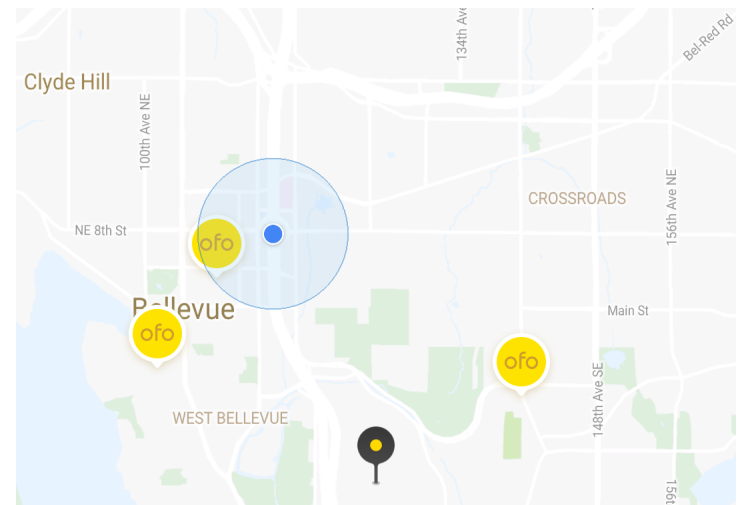
The city's interest in bike share stems from its goals and policies to facilitate mobility options. We want people who live in, work in, and visit Bellevue to have more choices about how they get where they want to go.

Several bike share companies have expressed an interest in operating in Bellevue, and local businesses and members of the public have asked to have bike share introduced as a travel option. In an online survey that was available from September through October of 2017, nearly 400 respondents (about 55%) indicated that they would use bike share if it was available in Bellevue today. A variety of concerns have also been expressed, which are generally consistent with those reported by media in other communities with dockless bike share services.

Under existing authority through the Right-of-Way Use Code ([BCC 14.30.060](#)), the Transportation Department is developing permit requirements that will apply to private companies seeking to use the public right-of-way to operate dockless bike share services. This document describes the goals and strategies that frame the City's approach to regulating these services. The pilot permit will allow private companies to operate bike share services in Bellevue for a period of up to one year subject to compliance with the requirements established.

Operator compliance with permit conditions will be monitored carefully and enforced by the City as warranted to ensure consistency with community values. Data will be collected from bike share operators and via community engagement, which will inform evaluation of the program. Without established requirements, the city would have little influence over how private bike share is operated in Bellevue, likely resulting in antagonistic rather than cooperative relations with regional service providers.

The City of Bellevue is not currently considering the investment of city funding into owning or operating a bike share service. If a bike share demonstration is launched in 2018, it will be privately funded. The city's role is primarily one of regulation, oversight, and enforcement—determining how bike share companies are allowed to operate here and ensuring that they abide by those requirements once established.



Bicycles permitted under Seattle's bike share pilot program have been seen in Bellevue since that program launched in July 2017.

BACKGROUND

Bike share is a shared mobility option that is ideal for short distance, short duration, point-to-point trips. Users pick up a bicycle in one location and park it in another. Bike share is a low-cost transportation option that helps people connect to transit, facilitates spontaneous trips farther or more quickly than by walking, increases bicycling in communities where it is available, improves public health by making active transportation more convenient, and offers a sustainable mobility option that may be a useful alternative to driving for some trips.

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 in May 2015. 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 for the City to leverage existing authority to assert its ownership of the public right-of-way and influence how private services operate here.

Timeline

- **July 2012** – *Non-profit Puget Sound Bike Share formed*
- **October 2014** – *Pronto Cycle Share launched in central Seattle*
- **July 2015** – *State legislature allocated \$5.5M in budget for Eastside bike share*
- **March 2016** – *City of Seattle purchased Pronto Cycle Share*
- **March 2017** – *Pronto Cycle Share service ceased operation*
- **July 2017** – *Seattle issued bike share pilot permit for private companies*
- **January 2018** – *Bothell issues business license to LimeBike—the first city in the area to do so outside of Seattle*
- **May 2018** – *Redmond and Kirkland targeting launch of permitted private bike share services*



The 2009 Pedestrian and Bicycle Transportation Plan, the Bellevue Comprehensive Plan, and the Pedestrian and Bicycle Implementation Initiative Scope of Work provide policy guidance relating to the establishment of bike share in Bellevue.

POLICY

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." 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." Bellevue's adopted Comprehensive Plan and Council-approved Pedestrian and Bicycle Implementation Initiative (PBII) scope of work direct staff to evaluate and support the establishment and operation of bike share.

Pedestrian and Bicycle Transportation Plan

The [Pedestrian and Bicycle Transportation Plan](#) was adopted by the City Council in February 2009. The plan established a vision for Bellevue as a walkable and bikeable community and, among other recommendations and outcomes, amended the Comprehensive Plan with policies to inform the city's transportation investment priorities, including the following policy referencing bike share:

TR-94. Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue.

Comprehensive Plan

The [Comprehensive Plan](#) was updated by ordinance in 2015. The Transportation Commission reviewed and provided input into policy amendments in June 2015 and recommended the adoption of the following policies related to bike share:

TR-16. Evaluate and facilitate car-sharing and bike sharing programs.

TR-115. Support establishment and operation of a bicycle sharing program in Bellevue.

PBII Scope of Work

The Pedestrian and Bicycle Implementation Initiative (PBII) was initiated by City Council in February 2015. The initiative is a complement of action-oriented strategies to advance the projects and programs identified by the 2009 Pedestrian and Bicycle Transportation Plan. The [PBII Scope of Work](#) includes seven tasks relating to pedestrian and bicycle safety, facility implementation, transit integration, count data collection, and progress measurement. Task 6 relates to the implementation of bike share.

Task 6 – Provide people in Bellevue access to a bicycle when they want one, without having to worry about storage, security, and maintenance.

- Establish a vision, articulate goals and objectives, and define measures of effectiveness for a bike share service operating in Bellevue.
- Develop the system plan for the implementation of bike share in Bellevue, including the service area, system size and phasing, hub locations, and guidelines for permitting.
- Develop an estimate for the capital and operating costs associated with the system plan.
- Define the process, parameters, costs, funding strategies, and timeline by which bike share would be implemented.

Bellevue City Code

Bellevue's Right-of-Way Use Code ([BCC 14.30](#)) provides for the issuance of right-of-way use permits to regulate activities within the right-of-way "in the interest of public health, safety and welfare" ([BCC 14.30.020](#)). It is unlawful for anyone to make private use of any public right-of-way without first having obtained a right-of-way use permit or without complying with all the provisions of such a permit issued by the city ([BCC 14.30.070](#)).

The code provides broad authority for the City to permit private uses of the public right-of-way and for the Director to issue "rules necessary for its administration" ([BCC 14.30.060](#)). The bike share pilot permit will be a Type D right-of-way use permit, which "may be issued for use of right-of-way for activities for extended periods of time but which will not physically disturb the right-of-way" ([BCC 14.30.080](#)).

Timeline

- **October 2008** – Planning Commission approved Comprehensive Plan Amendments recommendation
- **February 2009** – City Council adopted Pedestrian and Bicycle Transportation Plan
- **February 2015** – City Council initiated the Pedestrian & Bicycle Implementation Initiative
- **April 2015** – Transportation Commission approved PBII Scope of Work
- **June 2015** – Transportation Commission input into Comprehensive Plan Update
- **March 2017** – City Council study session briefing on PBII status
- **September 2017** – Bellevue co-hosts the Eastside Bike Share Vendor Fair
- **November 2017** – Transportation Commission check-in with bike share survey results
- **January 2018** – Transportation Commission discussion of bike share pilot permit goals
- **March 2018** – Transportation Commission endorsed bike share pilot permit framework

» COMMUNITY ENGAGEMENT PUBLIC CONSULTATIVE PROCESS

EASTSIDE BIKE SHARE VENDOR FAIR

The Eastside Bike Share Vendor Fair was held on Sep. 27, 2017 from 5–7 p.m. at Bellevue City Hall to provide a broad audience the opportunity to learn about the diverse array of bike share products offered by a variety of companies. The informational event was hosted in collaboration with King County Metro, Redmond, Kirkland, and Issaquah. Six bike share companies from across North America and China had representatives available to demonstrate their products and answer questions.



ONLINE QUESTIONNAIRE

More than 800 people responded to the [online survey](#), available from Sep. 8 through Oct. 30, 2017. The survey asked the public about their familiarity with bike share in other cities and their interest in seeing bike share come to Bellevue. Some takeaways include:

- 55 percent (378/691) said they would use bike share if it was available in Bellevue today. 24 percent said they were not sure; 22 percent said they would not.
- 71 percent (489/686) said they would use bike share in Downtown Bellevue, 32 percent in BelRed, 31 percent in Crossroads, and 23 percent in Eastgate/Factoria.
- 69 percent (555/804) feel somewhat or very unsafe riding a bicycle in Downtown.
- 45 percent (310/695) had never used any type of bike in other cities. About 40 percent had used station-based and free-floating programs in other cities.
- Among six bike share service qualities, convenience (service area and number of bikes) was ranked the most important by 29 percent (194/666).
- 80 percent (408/511) said they would ride in Downtown somewhat or much more often than they do now if bike share was available.

The most common concerns expressed in write-in comments relate to the need for more safe bike lanes (82 / 17%) and protected bike lanes (53 / 11%) in Bellevue, opposition to using city funding for bike share (44 / 10%), and concern about bike clutter (36 / 8%).

INPUT FROM LOCAL STAKEHOLDERS

Letters addressing bike share were received from the following businesses and organizations:

- **Bellevue Downtown Association:** “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 recommendations that address the following topics:
 1. **Bike Share must be safe** – Helmets, hazards, traffic laws
 2. **Mitigate impacts** – Bike share parking, access, aesthetics
 3. **Permitting fees** – Reinvestment into pedestrian and bicycle facilities
 4. **Implement a Pilot Period** – Evaluation, limited duration, limited fleet size
 5. **Enforcement** – Processes to monitor and resolve issues, non-compliance penalties
- **Microsoft:** “We believe that a citywide bike share pilot program would be a valuable asset to the community in general and our employees in particular... We’d prefer a bike share hub at every office we have in Bellevue—City Center, Bravern, and Lincoln Center. We are prepared to work cooperatively with the bikeshare suppliers and owners/managers of our properties to identify convenient and appropriate locations to make this possible.”
- **REI Co-Op:** “Station-less bikeshares should be an option for Bellevue. We support the City licensing one or more bikeshare companies... [T]here is an ever-growing need and opportunity to adopt innovations like these.”
- **Seattle Children’s:** “Bike share and a bikeway on 108th Avenue NE would greatly enhance our employees’ overall suite of travel options...”
- **SAP Concur:** “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.”
- **Valve Corporation:** “The individuals below support the Demonstration Bikeway and support other bike programs such as bike share and competitions to encourage bike ridership.” [34 names undersigned]
- **The Bellevue Collection:** “We believe it is important to move cautiously and deliberately to avoid some of the bike share stumbling blocks witnessed in other cities.”
- **Su Development:** “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 are excited to see the city finally taking steps to realize this dream.”
- **Wright Runstad & Company:** “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...”
- **Cascade Bicycle Club:** “Cascade supports permitting stationless bikeshare to operate in Bellevue... 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.”

» PERMIT FRAMEWORK GOALS AND STRATEGIES

The following describes the City's framework for regulating privately operated bike share through a Type D right-of-way use permit ([BCC 14.30.080](#)). These strategies will be employed to develop requirements for, implement, monitor, and evaluate the bike share pilot permit in pursuit of the specified goals. The Transportation Department will be responsible for oversight of the permit and, unless otherwise specified, is responsible for executing these strategies. Some activities will be supported by the Police Department as indicated. The following are not permit requirements.

PILOT

Goal: Implement a one-year bike share pilot permit with services provided by one or more qualified private operators, beginning with a modest number of bicycles to manage potential issues and cultivate positive public reception prior to expansion.

Approach

- Create requirements for the issuance of a Type D right-of-way use permit for private bike share operations to use and occupy the public right-of-way to provide dockless bike share services.
- Allow multiple qualified operators to take part in the pilot permit.
- Strive to foster competition in the local bike share market by creating permit requirements that are exacting but not unduly exclusionary.
- Target system launch for May 2018.
- Limit the pilot permit to one year from system launch, with any extension thereof requiring prior notification of the Transportation Commission and City Council.
- Reserve the right to terminate permits at any time and require the removal from Bellevue streets of all permittee's bicycles by permittee within 30 days of such notice.

Operator Prerequisites

Prior to permit issuance, operators will be required to...

- sign an agreement indemnifying and holding harmless the City of Bellevue;
- have commercial general liability insurance;
- have a business license to operate in Bellevue;
- demonstrate that they are capable of beginning operation within four weeks following system launch.

Fleet and Phasing

- Define an operator's active fleet as all bicycles that are within Bellevue city limits, whether they are in use, available for rental, or temporarily disabled pending maintenance. Bicycles that are at an operator's maintenance facility are not considered part of the active fleet.
- Limit cumulative active fleet size to 400 bicycles at system launch, divided equally among all permitted operators, to ensure proper management of the public realm prior to service expansion.
- Establish an active fleet size minimum of 100 bicycles per operator by the end of the fourth week of service.
- Target service to areas where higher demand is anticipated so that bikes are well utilized.
- Base system growth on operator compliance with active fleet size limit, rebalancing, and improper parking notification response requirements.
- Limit cumulative active fleet size to a maximum of 1,200 bicycles during the year-long pilot period.
- Undertake a community engagement process after system launch to improve access to bike share outside of activity centers by implementing additional designated parking locations and correspondingly increasing the allowed fleet size.

QUALITY

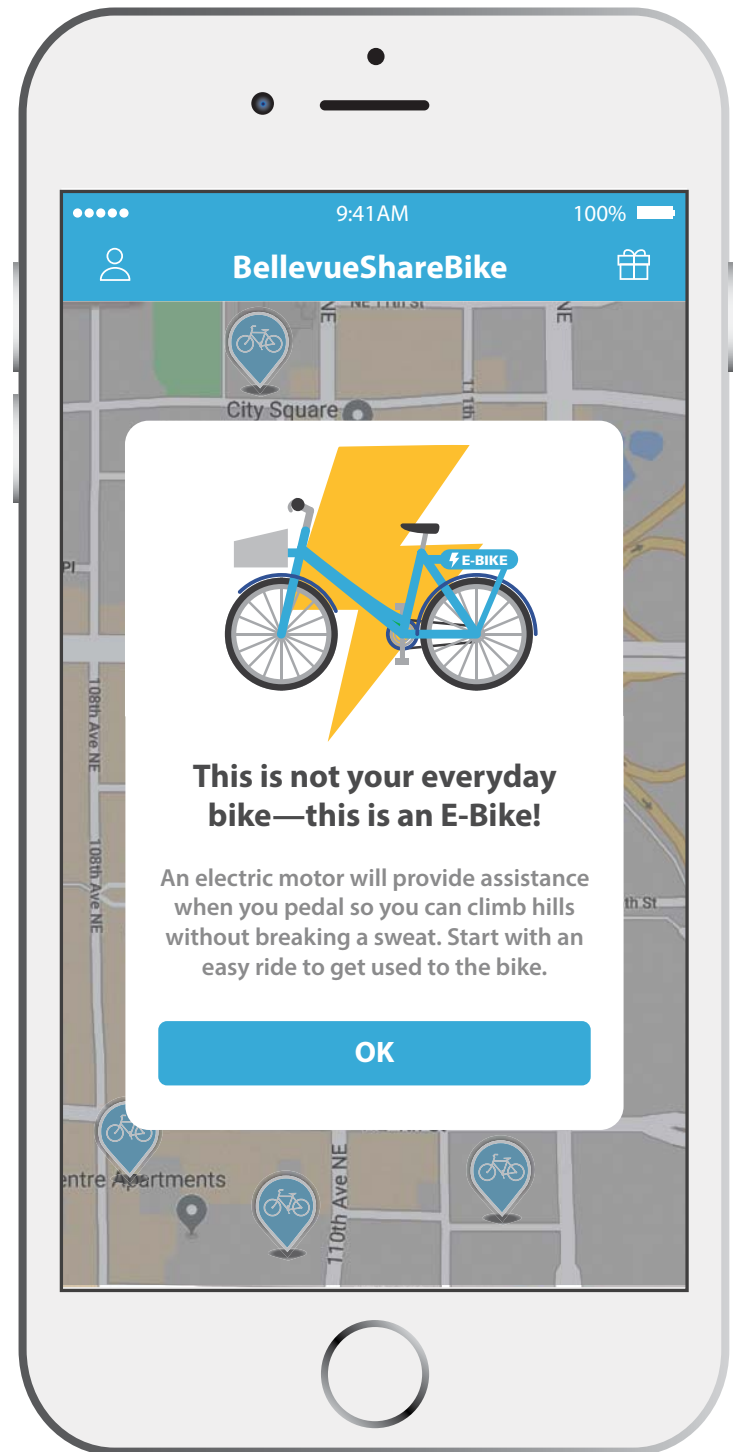
Goal: Implement a permit that is consistent with the Bellevue brand of high quality and innovation, providing an asset the community will value.

- Grant permits during the bike share pilot period exclusively for Class 1 electric-assisted bicycles (e-bikes) to address local topographic barriers to bicycling and to make the service accessible to a wider variety of potential users.
- Establish designated preferred parking areas using pavement markings and bicycle racks to realize the benefits of hub-based systems related to service reliability and orderliness without the associated costs of specialized equipment.

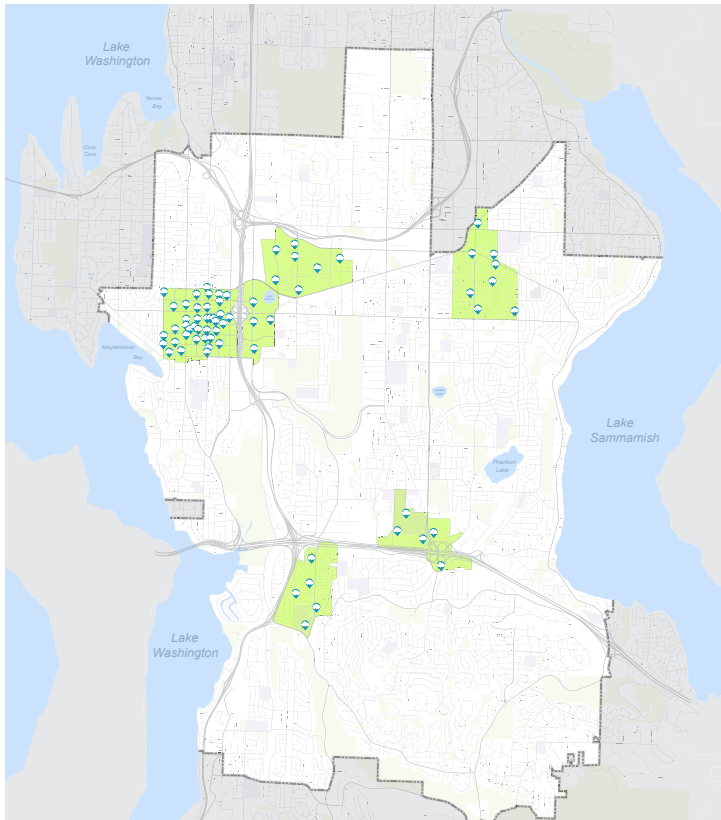
SAFETY

Goal: 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.

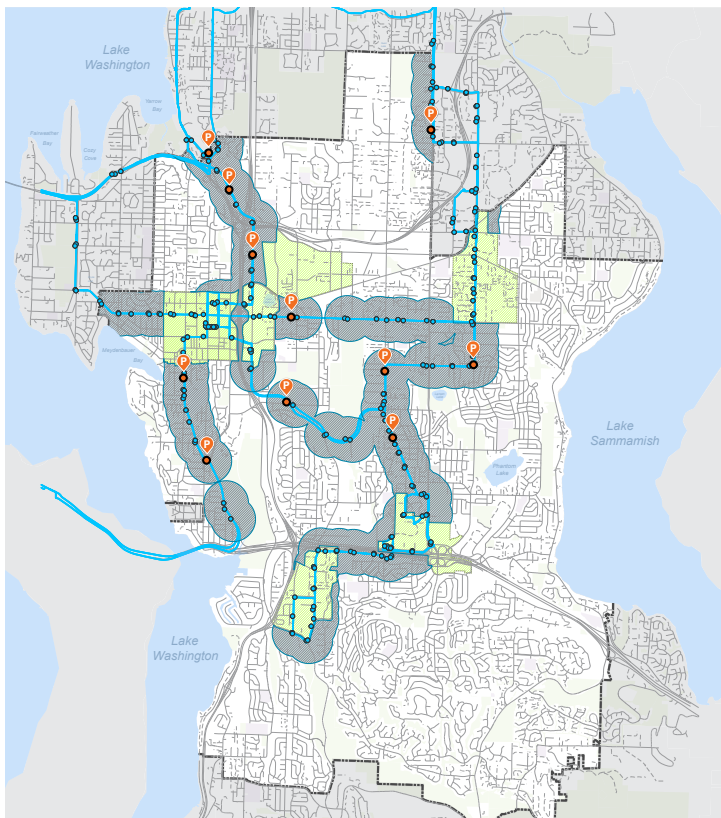
- Require that permitted bicycles conform to national safety standards and include front and rear lights.
- Engage the Police Department's Bicycle Unit to support bicycle education and encouragement events hosted by the City of Bellevue.
- Collaborate with Police Department to produce and distribute a PSA video with a safety emphasis that addresses laws applying to and legal rights and responsibilities of people bicycling in Bellevue.
- Require operators to notify users of local law requiring any person riding a bicycle on any right-of-way to wear a helmet.
- Require operators to obtain from users affirmation that they possess a helmet and are required by local and county law to wear a helmet while riding a bicycle.



Note: The user interface depicted above is representative of the City's intent. Permitted operators will use their own mobile applications, branding, and messaging.



Activity Centers



Frequent Transit Network Bus Stop Areas

PARKING

Goal: Facilitate the convenient provision of bicycles where people want them, while maintaining orderly and accessible public space and minimizing impacts to private property.

Service Areas and Distribution

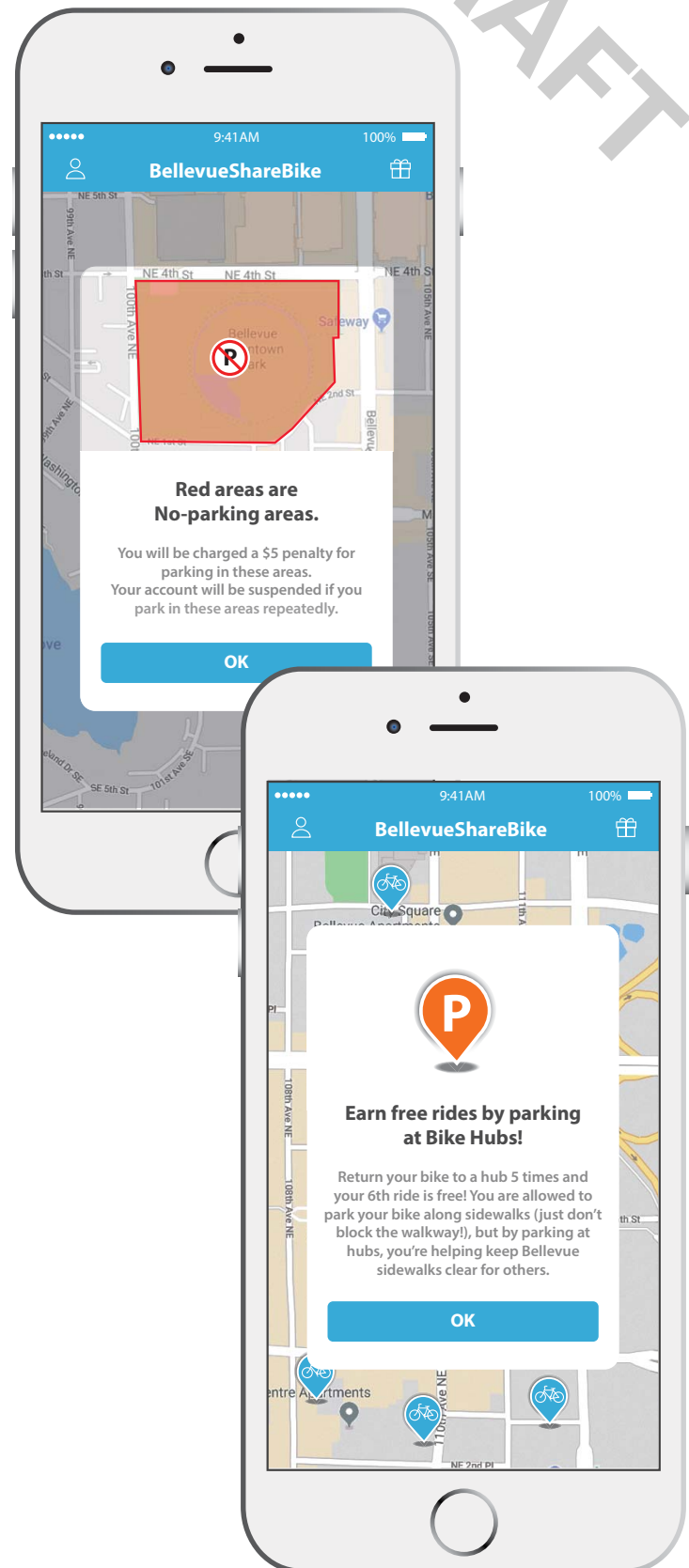
- Require bike share operators to provide service citywide with established fleet size limits and average nightly rebalancing requirements based on geographic area type, defined as follows:
 - **Activity Centers (75 percent of active fleet):** Bellevue's most urban areas, where bike share demand is anticipated to be the highest and the built environment is most able to accommodate bike share bicycles and associated parking areas. These include Downtown, BelRed, Crossroads, Eastgate, Factoria, and the Wilburton/Hospital area. Boundaries reflect those adopted in the Comprehensive Plan as Mixed Used Centers, Employment Centers, Mobility Management Areas (MMA), or some amalgam of these to best capture the extents of these population/employment-dense areas, with a few location-specific exceptions.
 - **FTN Bus Stops (10 percent of active fleet):** Stops served by Frequent Transit Network (FTN) routes 234, 235, 245, 255, 271, 550, and the RapidRide B Line outside of the Activity Centers, where bike share can help support access to transit by providing first- and last-mile connections.
 - **Neighborhoods (15 percent of active fleet):** All residential and neighborhood commercial areas outside of Activity Centers and more than one quarter-mile from FTN Bus Stops, where residential and employment density is low and demand for bike share is anticipated to be significantly lower than in other areas.
- Require operators to rebalance the fleet allocated to Activity Centers to those areas on a nightly basis to ensure reliable service and minimize the scattering of bicycles throughout residential areas.

Legal Parking Locations

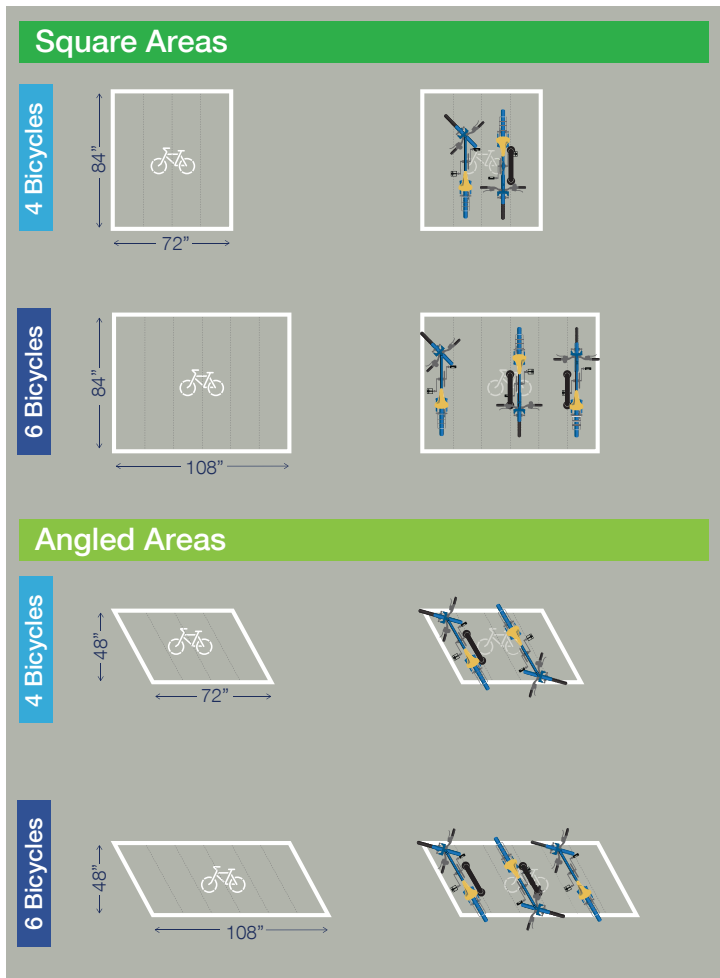
- Specify in permit requirements that bike share bicycles:
 - May be legally parked only on paved surfaces in the public right-of-way, sidewalk easements, and other locations designated on a list of *Approved Bike Share Parking Locations*, which will be updated periodically and shared with operators;
 - Must maintain at least six feet of clear space for pedestrian circulation when parked on sidewalks;
 - May not be parked in a manner that blocks curb ramps, bus loading areas, bus shelters, bus layover or staging areas, signed loading zones, disabled parking zones, building entryways, or driveways.
- Require operators to use geofencing to establish *No Parking Areas* in parks as specified by the City and:
 - depict these areas on their mobile application map;
 - propose and apply financial disincentives to discourage bike share users from parking in these areas;
 - automatically receive notifications when bikes are left in these areas;
 - relocate bicycles left in these areas according to specified time requirements.

Designated Preferred Parking Areas

- Install “bike hubs,” or designated preferred parking areas, in each of the geographic service areas.
- Undertake a community engagement process after system launch to identify on-street locations in residential neighborhoods where bike hubs will be sited.
- Coordinate interdepartmentally to identify locations in public-private plazas and parking lots that can be designated as *Approved Bike Share Parking Locations*.
- Encourage bike share operators to work with interested private property owners to identify locations that can be designated as *Approved Bike Share Parking Locations*.



Note: The user interfaces depicted above are representative of the City's intent for incentives and disincentives. Permitted operators will propose and provide their own approaches to user encouragement.



Note: Diagram reflects conceptual designs for bike hubs of two configurations and two sizes each. Hubs could also be sized to accommodate 8 or 10 bicycles where space allows and demand warrants. Some bike racks may be designated as hubs without painted areas, and some painted areas may not include bike racks.



Example of Potential Bike Hub on Downtown Sidewalk

OPERATIONS

Goal: Ensure that fleets are responsibly managed and permitted operators are responsive to maintenance needs, City permit compliance notifications, and user feedback.

Operator Expectations

- Specify in permit requirements that operators assume primary responsibility for customer service and take steps to clearly communicate contact information to the public.
- Specify in permit requirements the expectations for operator coordination with the Transportation Department prior to, at, and following system launch.

Rebalancing

- Require operator(s) to rebalance at least 50 percent of all bikes to at/near bike hubs on a nightly basis to ensure reliable service and manage the public realm.
- Require that a bicycle not parked near a bike share hub, if it is not rented for seven consecutive days, must be relocated to at/near a bike hub by 5:00 AM on the following day.
- Require that operators relocate incorrectly parked bicycles following notice of such by the City, private property owners, or other members of the public according to these specified times:
 - 6:00 AM to 6:00 PM on weekdays, not including holidays – within 2 hours of receiving notice
 - All other times – within 10 hours of receiving notice

EVALUATION

Goal: Collect data from all permitted operators to support permit oversight, performance evaluation, and inform infrastructure investment priorities, and engage the community to understand how the permitted services are perceived by users and other local stakeholders and inform next steps.

Equipment and Data

- Require all permitted bike share bicycles to be equipped with GPS devices that track bicycle location at all times when bicycles are in the active fleet and that are capable of providing street-level route tracking during trips to support infrastructure planning efforts.
- Collect the specified data from permitted operators beginning on the day of system launch and continuing through the end of the pilot period.
- Define the primary evaluation period as either the first six months following system launch or through December 31, 2018, whichever is longer.
- Establish an agreement with the University of Washington (UW) Trusted Data Collaborative (TDC) prior to system launch for the storage, analysis, and reporting of bike share data obtained from permitted operators.
- Require permitted operators to sign agreements with the UW TDC and submit specified data related to bicycle identification, location, availability, and maintenance, trip records, user profiles, collisions, complaints, and compliance.

Public Engagement

- Develop a survey to be distributed by operators to all registered users after the conclusion of the primary evaluation period.
- Develop and administer an online questionnaire after the conclusion of the primary evaluation period that is open to the public and widely publicized to obtain insight into public perception of bike share in Bellevue among residents, employers, and employees.

ENFORCEMENT

Goal: 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 permit.

Compliance Assessment

- Assess operator compliance with permit requirements associated with active fleet size limits, rebalancing bicycles to within Activity Centers, rebalancing bicycles to at/near bike hubs, and responding to notices of improperly parked bicycles.
- Require operators to meet defined standards related to the active fleet size limit, the targets for fleet allocation to Activity Centers, and the target for fleet allocation to at/near bike hubs.
- Require operators to respond to notices of improperly parked bicycles within the specified time requirements for at least 75 percent of all cases.
- Allow for flexibility in establishing and amending the terms and thresholds of compliance as determined appropriate based on experience following system launch.

Non-Permitted Bicycles

- Regard bike share bicycles occupying any right-of-way without a permit as a nuisance.
- Notify the operator of non-permitted bike share bicycles that they must be removed from the City of Bellevue within 24 hours of notice.
- Impound non-permitted bike share bicycles and store them at the owner's expense if they have not been removed by owner within 24 hours of notice.

COST RECOVERY

Goal: Recover all costs incurred to the city to administer, support, and oversee privately owned and operated bike share services.

- Levy fees associated with initial permit application, review, and inspection according to the Council-approved fee schedules for the applicable year.
- Levy an administrative fee to pay for anticipated staff time required to oversee the pilot permit following approval.
- Levy a flat fee to pay for the cost of engaging the University of Washington Trusted Data Collaborative (UW TDC) for the storage, analysis, and reporting of bike share data obtained from permitted operators.
- Leverage state Connecting Washington funds allocated to Eastside Bike Share to the greatest extent possible to implement bike hubs in Activity Centers and at FTN Bus Stops.
- Levy a per-hub parking fee to pay for the implementation of bike hubs in Neighborhoods and all other bike hubs not supported by Eastside Bike Share state grant funds.
- Recover any costs incurred to the City of Bellevue to address or abate any violations of permit requirements, including the relocation or storage of bicycles by City staff.
- Require operators to have a performance bond of a specified amount that is accessible to the City for use as needed for repair or maintenance of public property damaged by bike share bicycles or agents of the company.

EQUITY

Goal: Make bike share a viable and accessible mobility option to the widest population possible, including low-income and underserved populations.

- Require operators to submit with permit application a plan for how they will facilitate the provision of affordable and accessible bike share service for low-income, unbanked, and underserved populations.
- Require operators to provide for navigation of their mobile application in languages other than English.
- Locate bike hubs at or near community services, human services, and King County Housing Authority properties to the extent possible.

Additional Examples of Potential Bike Hub Locations on Sidewalks and Easements



Examples of Potential Bike Hub Locations on Private Property (Not Implemented by City)



»» FOR ADDITIONAL INFORMATION:

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