



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



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



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