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May 08, 2025

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

Re: BDA Comments on Proposed Micromobility Code Amendments

Dear Chair Stash and Members of the Transportation Commission,

On behalf of the Bellevue Downtown Association (BDA), I am writing to express high-level support for the City's proposed code amendments establishing a regulatory framework to integrate micromobility into Bellevue's multimodal transportation planning. This position aligns with previously adopted BDA Board-approved statements related to the following City-led transportation initiatives.

- **Multimodal Implementation Plan (2022):** Encouraged the City to expand its planning framework to include emerging transportation modes beyond walking, biking, transit, and private vehicles.
- **Curb Management Plan (2023):** Supported a flexible curb space management approach that responds to evolving transportation trends and technologies.
- **Bike Bellevue (2024):** Highlighted the need to evaluate Downtown's bike network for micromobility use, noting the importance of providing clear separation from both pedestrian areas and vehicle traffic.

Adopting this code amendment marks the first step in formally integrating micromobility into Bellevue's multimodal transportation system. The BDA remains committed to supporting this effort and will continue to track progress and engage as a partner with the City as needed. Thank you for your leadership, time, and attention.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Jack', with a long horizontal line extending to the right.

Matt Jack
BDA Director of Public Policy



May 8, 2025

Bellevue Transportation Commission
450 110th Avenue NE
Bellevue, WA 98004

RE: Micromobility Code Amendment

Dear Chair Stash and Members of the Transportation Commission,

On behalf of the Bellevue Chamber, I am writing to express our strong support for the proposed amendments to Bellevue City Code 11.48.210 concerning motorized foot scooters. We commend the Commission and City staff for their thoughtful work to modernize our micromobility regulations and align them with state law and regional best practices.

As Bellevue continues to grow, embracing innovative transportation solutions is essential. E-scooters and e-bikes offer sustainable, efficient alternatives that reduce congestion, lower emissions, and improve first- and last-mile connections to transit.

We understand the current timeline anticipates code adoption in Q2 2025, followed by a pilot program in Q3 and implementation in Q4. While we appreciate the need for thorough planning, we encourage the Commission to explore opportunities to accelerate this process where possible.

Launching a pilot in late fall or winter may limit ridership and produce unrepresentative results. Earlier deployment would allow for a more accurate evaluation of user behavior and system performance.

Several nearby cities have enacted similar code updates and launched programs in a matter of months. A timely approach here will reinforce Bellevue's leadership in innovation and sustainable mobility.

We appreciate your partnership and stand ready to support the successful integration of micromobility in Bellevue.

Sincerely,

A handwritten signature in black ink that reads 'Jodie Alberts'.

Jodie Alberts
Vice President, Government Affairs
Bellevue Chamber



Bellevue Transportation Commission
450 110th Avenue NE
Bellevue, WA 98004

May 2, 2025

RE: Micromobility Code Amendment

Dear Commissioners,

As you consider a code amendment to clarify and update regulations for motorized foot scooters, and begin to think about a pilot, please consider community concerns about *all* private and shared micromobility devices including e-bikes, particularly on sidewalks. With increased use of private e-bikes for food delivery in Bellevue, micromobility does demand more attention, and we appreciate staff bringing it forward. Ensuring that pedestrians are safe on sidewalks, where they have the right-of-way, is an important shared priority.

In addition to updating BCC 11.48.210, which pertains to motorized foot scooters, **please consider also updating BCC 11.60.070, which pertains to riding on sidewalks but only refers to bicycles. If scooters are to operate on sidewalks where no other safe alternative is available, then this code should be made consistent by including a reference to scooters.** The language currently reads:

11.60.070 Riding on sidewalk – General criteria.



Every person operating a bicycle upon any sidewalk shall operate the bicycle in a careful and prudent manner and at a rate of speed no greater than is reasonable and proper under the conditions existing at the point of operation, taking into account the amount and character of pedestrian traffic, grade and width of sidewalk, and condition of surface; and when because of the width of such sidewalk or the amount of pedestrian traffic thereon, riding a bicycle on such sidewalk would endanger or unreasonably inconvenience pedestrians, such person shall stop and dismount from such bicycle. (1961 code § 11.60.061.)

We appreciate that this code prioritizes pedestrian safety and volumes, as well as sidewalk conditions, and not just the safety of the operator. It also directs cyclists to stop and dismount if riding the bicycle would “endanger or unreasonably inconvenience pedestrians.” Scooter operators should be subject to the same code when riding on sidewalks.

Thank you for your consideration - we look forward to working with staff and the Commission as you navigate micromobility code and policy to find balanced solutions that meet community needs.

Sincerely,

Mariya Frost
Director of Transportation
Kemper Development Company

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May 8, 2025

Bellevue Transportation Commission
450 110th Avenue NE
Bellevue, WA 98004

RE: Support for Proposed Micromobility Code Amendments (BCC 11.48.210)

Dear Chair Stash and Members of the Transportation Commission,

As Director of Government Relations at Lime, the world's largest shared mobility provider, I am writing to express strong support for the City of Bellevue's proposed amendments to BCC 11.48.210 governing motorized foot scooters. We commend the City and Commission's thoughtful and collaborative approach to aligning its micromobility regulations with community needs, safety priorities, and evolving state law.

Lime currently operates shared e-scooter and e-bike programs in over 280 cities worldwide, including Seattle, Redmond, and Shoreline. Our mission is to provide safe, sustainable, and equitable transportation alternatives that reduce car dependence and support transit connections. Bellevue's proposed code changes are a meaningful step toward achieving these goals locally.

We are particularly supportive of the following:

- **Expanding Permitted Riding Areas:** Allowing e-scooters to operate on bike lanes, roadways, and shared-use paths—while restricting sidewalk use unless no safe alternative exists—strikes the right balance between user convenience and pedestrian safety. This update would bring Bellevue into alignment with neighboring jurisdictions and reflect how riders are already using these devices in practice.
- **Modernizing Scooter Definitions:** Updating the definition of a motorized foot scooter to match state standards and accommodate evolving designs (e.g., seated scooters and larger wheels) ensures Bellevue's code stays relevant and inclusive of newer, safer models.
- **Extending Operating Hours:** Permitting nighttime riding with appropriate safety equipment supports greater transportation access for shift workers, transit users, and those making short trips during low-traffic hours.
- **Standardizing Speed Limits and Age Requirements:** A 15 mph speed cap and a minimum rider age of 16 are consistent with industry best practices and state law, promoting clarity and rider responsibility.

We are also aligned with the suggestion from Kemper Development Company to support ensuring consistency across Bellevue's code, particularly with respect to sidewalk riding rules. All micromobility users should be held to clear and consistent safety standards.



Importantly, we urge the City to move with greater urgency toward implementing a shared micromobility pilot. Bellevue has studied this issue extensively, and the time is ripe to translate policy planning into action. The proposed code changes are an important foundational step—but alone, they will not deliver the necessary mobility, climate, or access benefits residents are seeking. A summer pilot program would provide invaluable real-world insights to inform long-term regulations, while giving Bellevue residents, workers, and visitors safe, sustainable transportation options today.

Lime stands ready to partner with the City of Bellevue to help design, launch, and operate a world-class shared micromobility program that reflects the City's values and goals. Thank you for your leadership, and we encourage you to act swiftly to bring micromobility to Bellevue's streets.

Sincerely,

A handwritten signature in black ink that reads "Hayden Harvey".

Hayden Harvey

Director, Government Affairs - PNW