

Roberts, Karin

From: Don Marsh <don.m.marsh@hotmail.com>
Sent: Thursday, July 08, 2021 9:29 AM
To: EBCC
Subject: Electric bikes

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Dear council members,

During the discussion of Bellevue's transportation plan on Tuesday night, I heard a few statements about electric bikes that did not appear to be accurate. I wanted to provide you with a few facts to inform future discussions.

"Electric bikes cost \$5000."

A fancy electric bike with a carbon belt drive, continuously variable transmission (no gears, no maintenance), shock absorbers, integrated lights, and many other bells and whistles can cost \$5,000 or more. But a decent electric bike from Seattle-based Rad Power Bikes can be purchased new for under \$1,000:

<https://www.radpowerbikes.com/collections/electric-bikes/products/radmission-electric-city-bike>.

For someone on a budget, this can be a really good option.



"You can buy a car for \$3,000."

Perhaps, but let's consider all the costs. Let's assume your commute is 30 miles per day, you get 30 mpg, and gas costs \$3/gallon. When you add the fuel costs and the maintenance, parking fees, insurance, taxes, licensing fees, the car will cost over \$7,000 the first year, and over \$4,000 for each subsequent year. It probably won't last for more than five years until major repairs or a replacement car is needed.

A new electric bike will cost \$15 for all the electricity you need during the year for a 30 mile commute. That's assuming you let the electric motor do most of the work, rather than your legs. Also, you'll need to maintain the bike for about \$80 per year. So the first year cost is about \$1200 including taxes. Subsequent years will cost about \$100.

In other words, a student or low income worker will save a lot of money if they can get to work using an electric bike.

Yeah, but what if you need to carry kids or other cargo?

Check out this video about another Rad bike for \$1800: <https://electrek.co/2021/07/02/radrunner-plus-the-most-capable-electric-bicycle-ive-ever-reviewed/>

You can carry 120 pounds on the rear rack. That won't help when you want to move a sofa, but for many trips, it will suffice.



“You can ride on the sidewalk.”

Yes, that's legal, but the combination of pedestrians and e-bikes traveling at speeds of 20 mph is not safe for walkers or riders. It's hard for cars pulling out of driveways and parking lots to see fast moving bikes on the sidewalk. Bikes on sidewalks is not a long-term solution.

“Just put signs in lanes to alert drivers they are sharing the road with bikers.”

A bike traveling in a lane designed for cars is a safety hazard. State law allows the bike to take up the full lane if they wish. Even sympathetic drivers feel desperate to pass a biker traveling at 15-20 mph (maybe slower on an incline). If there is an accident, traffic jams can result as emergency responders arrive on the scene.

“Bike lanes cause more accidents, because cars forget to look for bikes.”

I bike quite a bit, and I have not observed this phenomenon (thank heavens). Eschewing bike lanes and forcing bikes and cars to share the same lane or encouraging bikers to ride on sidewalks will cause more accidents. If anyone claims otherwise, please show us the data.

As more people discover the ease and relative economy of electric bikes, we will see accelerating growth, especially as more options open up with the Eastlink trail and other bike paths. Last year e-bike sales rose [65% in the US](#). But 62% of adults felt unsafe cycling on roads. To avoid excess accidents, transportation plans must consider bikes. The alternative

is to outlaw electric bikes in Bellevue, and that seems draconian in an era of changing climate and advancing technology that will make bikes even more attractive.

Sincerely,
Don Marsh

Roberts, Karin

From: Gerald Hughes <ghughes@isomedia.com>
Sent: Thursday, July 08, 2021 10:19 AM
To: EBCC
Cc: Don Marsh
Subject: Electric bikes

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

EBCC

I couldn't agree more with what Don has written.

You only have to use your eyes to see the growth in electric bike usage. I personally know several couples in their 70's that have purchased them in the last 3 months.

I disagree with Don on one point. You can purchase an excellent electric bike for \$3000. But as he said a decent one can be purchased for about \$1000.

Gerry Hughes

Begin forwarded message:

From: Don Marsh <don.m.marsh@hotmail.com>
Date: July 8, 2021 at 9:28:47 AM PDT
To: EBCC <EBCC@bellevuewa.gov>
Subject: Electric bikes

Dear council members,

During the discussion of Bellevue's transportation plan on Tuesday night, I heard a few statements about electric bikes that did not appear to be accurate. I wanted to provide you with a few facts to inform future discussions.

"Electric bikes cost \$5000."

A fancy electric bike with a carbon belt drive, continuously variable transmission (no gears, no maintenance), shock absorbers, integrated lights, and many other bells and whistles can cost \$5,000 or more. But a decent electric bike from Seattle-based Rad Power Bikes can be purchased new for under \$1,000: <https://www.radpowerbikes.com/collections/electric-bikes/products/radmission-electric-city-bike>.

For someone on a budget, this can be a really good option.

Roberts, Karin

From: Don Marsh <don.m.marsh@hotmail.com>
Sent: Thursday, July 08, 2021 6:05 PM
To: EBCC
Subject: Calculations on Transportation Equity

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Dear council members,

I apologize for sending multiple emails on this topic, but Tuesday night's discussion of "transportation equity" really stuck in my mind. It is difficult for many residents of Bellevue to really grasp the magnitude of the challenge facing low income workers who must live outside of Bellevue and travel into our city for work.

My concerns were amplified by a living wage calculator published by MIT: <https://livingwage.mit.edu/metros/42660>.

According to the Living Wage website, a living wage for a single person in our region is **\$18.56/hour**. However, according to the [Bureau of Labor Statistics](#), the mean wage for food workers in the Seattle area is only \$18.20/hour, a bit shy of a living wage. This [Glassdoor website](#) shows a Shift Manager for a McDonald's in Bellevue makes only \$14-\$16/hour.

If you scroll down the Living Wage page a little, you can see the calculator allocates \$4900/year for transportation. As I showed in my previous email, you can't drive a car 30 miles a day on that budget. Instead, let's assume you take a bus. That would cost \$5.50/day for a round trip, about \$1400 per year. At least that is lower than what is assumed in the Living Wage calculation, leaving money for other kinds of trips.

Now let's suppose you live near downtown Renton and you commute to downtown Bellevue. If you take the bus, Google says the trip in one direction will take about 40 minutes. If you have to walk some blocks to bus stops and wait for the bus, it could take closer to an hour. Yes, you have to walk in the rain and dark during parts of the year.

With an e-bike, you can easily cover the 11-mile distance in less than 45 minutes. Perhaps less than 40 minutes if you exceed the posted speed limit of 15 mph (I'm not advocating that, but most e-bikes provide electric assistance up to 20 mph).

If you commute on an e-bike that [costs \\$1,000](#), you will save \$350 the first year compared to riding the bus, and over \$1200 each subsequent year. In some places in Renton, that's enough to pay a month's rent, and that's no small thing for someone making less than \$20/hour.

Please don't think the only way for low-income workers to achieve transportation equity is to buy used cars with 200K miles on the odometer. That isn't a good way for most workers to get ahead financially. A major car repair can cause financial despair. Buses are better but also slow and inflexible. E-bikes and moped hybrids will become more and more attractive in coming years for mobility and financial reasons.

Don

P.S. If you have any questions about my calculations or references, I'm happy to discuss any and all details with you.

Roberts, Karin

From: vicbishop@earthlink.net
Sent: Friday, July 09, 2021 4:44 PM
To: EBCC
Cc: McDonald, Kevin; TransportationCommission
Subject: Backup for the 20% of Current CIP for Transportation and Mobility used for bicycle facilities

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

EBCC Councilmembers,

During questions by councilmembers after my presentation at the Tuesday, July 6 EBCC Courtesy Hearing on the Comprehensive Plan Amendments relating to Multimodal Concurrency, Councilmember Gooding asked for support for my assertion that 20% of the City 2021 CIP for Transportation and Mobility is allocated to bicycle facilities.

Here is my rationale.

The 2021-2027 Adopted General CIP Cashflow is found on the COB website at: https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/CIP%20%202021-2022%20Adopted%20Budget.pdf. The Transportation and Mobility portion of the budget is found on page 342 (page 32 of the file that comes up). The 2021 Adopted Budget is in the 3rd column, totaling \$46,926,000.

I transferred the pedestrian and bicycle projects into a spreadsheet per below. I estimated the PW-R-199 Levy projects at 25% and the PW-WB-56 project at 50% for bicycles. The total bicycle named projects (shown in yellow) add up to \$9,243,000, or 19.7% of the Total Transportation and Mobility project budget. I rounded the 19.7% to 20%.

In addition, the \$46.9 million project list includes 4 TIFIA loan projects in the Spring District that add up to \$13.6 million. These are 'Complete Street' projects that often include 5 ft. wide bike lanes or separated multi-use paths on each side of the arterial street. If the bicycle portion of these complete streets were about 10% (I have not attempted to make a specific project by project calculation), an additional \$1.36 million would be added for bicycle facilities and result in 23% of the total transportation portion of the 2021 CIP is used for bicycles.

Therefore, I believe the 20% estimate is on the low side. I would be happy to add additional details if desired..

Vic Bishop
Legislative Chair
425 518-3343
vicbishop@earthlink.net
Eastside Transportation Association
www.eastsidetransportation.org

2021-2027 COB Budget analysis		
CIP Plan #	Project Name	2021 \$
		(1,000's)
PW-R-199	Est. pedestrian	\$ 1,000
	Est. bike	\$ 1,500
	Est. other	\$ 3,494
PW-R-199	Levy - Non cong. Portion	\$ 5,994
PW-W/B-56	Est. pedestrian	\$ 240
	Est. bike	\$ 240
PW-W/B-56	Ped & Bike Access Impr.	\$ 480
PW-W/B-76	Neighborhood Sidewalks	\$ 1,200
PW-W/B-84	Mt. to Sound Greenway	\$ 5,903
PW-R-208	112th Ave. NE at McCormick Pk.	\$ 1,000
PW-R-204	Mob. Imp. Pln	\$ 100
PW-W/B-85	Growth C. Hi Comfort Bike Netw	\$ 500
	Total Bike and Ped	\$ 11,683
	Total Transportation and Mob.	\$ 46,926
	% Ped + Bike	24.9%
	Total Bike	\$ 9,243
	% Bike	19.7%
	Total Pedestrian	\$ 2,954
	% Pedestrian	6.3%



This email has been checked for viruses by Avast antivirus software.

www.avast.com