

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

February 13, 2020
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Wu, Commissioners Bishop, Leitner, Tropin,
Marciante, Teh, Ting

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Andrew Singelakis, Andreas Piller,
Kristi Oosterveen, Department of Transportation

OTHERS PRESENT: Councilmembers Robertson, Lee, Barksdale

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:30 p.m. by Chair Wu who presided.

Upon the call of the roll, all Commissioners were present.

2. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Leitner. The motion was seconded by Commissioner Ting and the motion carried unanimously.

3. ORAL AND WRITTEN COMMUNICATIONS

Ms. Sheila Stickle, 1531 6th Avenue West, Seattle, said she works with Wheels. She said the organization operates in ten large cities in the United States and in Europe as well as on select college campuses. Wheels refers to its vehicles as bicycles, though some jurisdictions call them seated foot scooters, and under Washington state law they are referred to as floor board foot scooter. In Bellevue, because the wheels on the bicycles are 14 inches, they are not considered to be a foot scooter, which can have wheels a maximum of ten inches. Wheels units are different from a lot of e-scooters and the seats make them safer. She shared with the Commissioners a memo called “City of Bellevue Micromobility Permit” in which she had highlighted sections pertinent to the Commission. The Commission was urged to pass a slight but necessary code revision to Section 11.48.210 to allow the Wheels design, which is a seated foot scooter, to be ridden after dusk. Safety is a top concern and Wheels has an integrated helmet, the first of its kind. Under Bellevue’s code relative to the shared micromobility permit, users are required to wear helmets. Wheels senses whether the integrated helmet is used, or if the riders have indicated they have their own helmet. Wheels also has an integrated front and rear braking system.

Mr. Jonathan Hopkins with Lime said the company operates globally in about a hundred countries and offers primarily an e-scooter fleet. It is worth noting that as the industry has

evolved, the number of cities with e-bikes has steadily declined in favor of e-scooters. Lime has proudly partnered with Bellevue over the last year and a half to provide first/last mile transportation connections to businesses and alternatives to driving cars. The partnership has been an experiment to see what products work for the city and how to achieve community objectives together. Whether or not Lime could provide free-floating bike share at no cost to the city and have it pay for itself was from the start a big question, and from the experiment the answer is that it cannot. In most cities offering both e-bikes and e-scooters, e-scooters get used three to ten times as much as e-bikes. E-scooters cost half as much to produce, they are broadly loved by users who use them for the same purposes as e-bikes, and they are used much more. As a result, e-scooters have proven to be a financially sustainable model, including in Redmond, Everett and Tacoma. Having micromobility options is a smart policy choice for any city. Twenty-four to 34 percent of Lime riders report that on their last trip they used a e-scooter in place of a car for commute trips, connecting to transit, or simply going to lunch in the middle of the day. In many major cities, 50 percent of Lime riders report using e-scooters to connect to transit. E-scooters provide the desirable outcome of congestion and pollution reduction at no cost to cities. The Commission should recommend an extension of the bike share program, but it should be renamed as a micromobility program. The city should also allow for a sufficient number of e-scooters to meet the need. Redmond allows up to 1200 units, but no company will bring in more units than are needed.

Mr. Danny Molarki, a senior fellow at the Cyclone Institute, a regional sustainability think tank, said his specific focus is on the public policies needed to realize the social and environmental benefits of autonomous, connected electric and shared mobility services. In view of the lessons learned from the shared e-bike pilot, he encouraged the Commission to direct staff to develop a proposal for an electric scooter pilot that will allow for the remote repositioning of e-scooters. New technology now allows remote operators to reposition empty scooters at speeds below five miles per hour, thereby solving three problems that challenges the city's bike program. Remote repositioning solves the problem of sidewalk clutter and the unsightly parking of unused vehicles, and makes certain the units are only parked in approved locations. The technology makes micromobility services more convenient for users in that they can summon an e-scooter to their location with a smart phone just as the can with Uber or Lyft. The added convenience adds a major boost to utilization. In a suburb of Atlanta where the technology has been deployed, fully 80 percent of the trips begin with the user summoning an e-scooter with their phone. The combination of e-scooters and remote positioning makes the service viable for private operators. Lime was unable to cover its costs in Bellevue with their free-floating e-bikes. The ability to summon unit increases the demand from users and increases the utilization of each vehicle. Remote repositioning also significantly reduces the cost of recharging the units. Some may dismiss e-scooters as a temporary fad, but there is mounting evidence that micromobility should be part of any comprehensive effort to solve Bellevue's transportation challenges. Kirkland-based INRIX, a global leader in transportation data and analytics, issued a report in September 2019 that concluded half the trips in cities across the globe could be served with micromobility solutions. Bellevue's e-bike provided about 40,000 trips during the duration of the pilot program. In 2018 the average number of person trips in Bellevue was over one million per day, making the potential market for micromobility services can be measured in hundreds of thousands of trips per day. The services complement the large investments made in public transit. For a variety of reasons, including the rapid expansion of Amazon, it is time for Bellevue to try new and potentially transformative approaches to meeting the mobility needs of its employees and citizens.

Ms. Claire Martini with the Cascade Bicycle Club, 7787 62nd Avenue NE, Seattle, said the

organization advocates for policies that support active cities on behalf of its 45,000 members. She said better biking in Bellevue makes the city a competitive business destination, improves transit access, and offers residents and visitors alike a healthy and fun way to travel the region. To maximize the value that bicycling can bring to a community, and to achieve the vision of bicycling for all, people must feel safe and riding bikes must be normalized as an everyday way to get around. In that vein, bike share is a great tool for achieving the outcomes. It remains important to remain committed to the bike share system and apply the knowledge gained from the pilot program. There were two key takeaways from the analysis. First, world-class bike share systems have enough bikes in high-traffic and intuitive locations to bring users a predictable, reliable and intuitive mode of travel. The saturation and distribution of shared bikes should be improved. Second, people need safe places to ride shared electric bikes, scooters or other evolving forms of e-micromobility, and that means continuing to prioritize protected and connected routes. The location data from the pilot program is unambiguous in showing how 108th Avenue NE is the most popular corridor for people to ride. It is time for the city to make investments that will allow riders to connect from 108th Avenue NE to other protected routes. With proper policies and investment in safe places to ride, micromobility is both a mode for traveling alone and a stellar first/last mile connector. The city is to be commended for linking the bike share pilot to the opening of the 108th Avenue NE demonstration project in 2018, and it should seek to carry that framework forward.

Mr. Bruce Agnew, 10304 SE 28th Street, Beaux Arts Village, said he is the director of the ACES Northwest Network, a coalition of 40 employers and tech companies dedicated to ACES (autonomous, connected, electric and shared) mobility. He said the ACES co-chairs are Tom Alberg with Madrona Venture Group and Brian Misteles with INRIX. He indicated his support for moving ahead with micromobility in Bellevue involving e-scooters. The city's smart mobility plan is pointed to by ACES as the template for cities in Puget Sound to follow. Micromobility should be taken up as part of a larger plan using technology and accelerating the use of technology to address both congestion and carbon reduction. ACES is particularly intrigued with the technology that autonomously repositions e-scooters to safe parking corrals. The city should consider the built environment and parking garages as possible areas for parking and charging e-scooters and e-bikes. The city's commute pool project that has the support of ACES expands employer shuttles and vanpools. ACES envisions a future where shared mobility vehicles come to the Bellevue transit center via the I-405 and SR-167 corridors, allowing riders to transfer to micromobility options to get around the downtown. A pilot project to that end should be considered.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS, AND MEMBERS OF THE TRANSPORTATION COMMISSION

Councilmember Lee took the opportunity to thank the Commission for the great pleasure of working as the Council liaison to the Transportation Commission. The work of the Commission is very important given that transportation probably represents the biggest issue, biggest challenge and biggest opportunity for the city. People are coming to Bellevue to work, to live and to raise families, and that makes the issue of how to move people around very important. The work of the Commission is very important. Technology and sharing options represent the future of being connected. The request of the Commission to the Council to look at developing a Transportation Master Plan makes sense in light of the need for coordination in seeking to solve transportation problems. Technology will be at the heart of it all. The transportation department staff are all very competent and willing to work with and on behalf

of the Commission. He said the Commission was in good hand with its new Council liaison Councilmember Robertson.

The Commissioners took a moment to thank Councilmember Lee for his work serving as the Council liaison to the Commission. They highlighted his energy in support of the work of the Commission and for his guidance and leadership.

Councilmember Robertson echoed the comments of the Commissioners in appreciation for the work done by Councilmember Lee from being a member of the Transportation Commission to being a Councilmember and liaison to the Commission. She said she would do her best to be a good successor. The work of the Commission is vitally important because by transportation the city will live or die as growth happens. There is a need to get it right, and with the right people it is possible to do the right things. What Bellevue does affects the region in that much of the work done locally gets fed into regional plans. The Council currently has a number of members who are keenly interested in transportation.

Councilmember Barksdale thanked the Commissioners for their service on behalf of the city. He stressed the importance of the work done by the Commission and said he looked forward to working with the Commission as liaison to the Planning Commission.

Commissioner Tropin noted that at the Commission's previous meeting he shared street designs for pedestrian safety, and said the day after the city of Helsinki published a report that it had experienced zero pedestrian deaths in 2019 and indeed only three traffic deaths overall. Helsinki, which is five times bigger than Bellevue with 650,000 residents, has the same metropolitan population density Bellevue has.

For the benefit of the public, Chair Wu clarified that the Transportation Commission serves in an advisory role to the City Council. The Commission has no authority to direct staff in regard to work assignments.

5. STAFF REPORTS

Principal Transportation Planner Kevin McDonald called attention to a letter received from a company called VIA that he had included in the Commission packet.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. TIP 2021-2026 Update

Capital Facilities Planning and Programming Administrator Kristi Oosterveen explained that the Transportation Improvement Program (TIP) is mandated to be updated annually. She briefly outlined the process for selecting projects that flow into the TIP and pointed out the TIP is not revenue constrained. The projects on the list represent projects the city would want to address if it had all the money and resources necessary. The Comprehensive Plan serves as a platform for the TIP given that it includes long-range and functional plans along with the Comprehensive Transportation Project List. The projects filter down to the Transportation Facilities Plan (TFP), a 12-year financially constrained plan, and the Capital Investment Program (CIP), a seven-year funded plan. Projects on the TIP become eligible for granting

opportunities. Once the TIP is approved by the Council, it is forwarded on to the Regional Transportation Improvement Program that is managed by the Puget Sound Regional Council, and to the states Transportation Improvement Program that is managed by the Washington State Department of Transportation.

Ms. Oosterveen commented that for the sake of simplicity, the TIP is divided into four sections. In Section I are projects that are included in the adopted 2019-2025 CIP. In Section II are the projects from the adopted 2019-2030 TFP that are not included in the 2019-2025 CIP. Section III contains projects identified through the Comprehensive Transportation Project List or which have been scoped through alternative analyses, other programs and or other planning and pre-design studies. In Section IV are regional or outside agency-led projects the city would want to contribute to were funding available.

The proposed changes to the TIP were outlined in the note section of the draft plan in the packet. To those changes, Ms. Oosterveen proposed additional changes, specifically the removal of one project from Section I, a description revision to a project in Section II, the addition of eight new projects and the removal of one project from Section III, and revised descriptions to three projects and the removal of two projects in Section IV.

Ms. Oosterveen stressed that all projects in Section I and Section II, which are taken from the adopted CIP and TFP, must remain in the TIP, as adopted, until the next time those plans are revised and adopted.

By mandate of the RCW, the city must conduct a public hearing on the TIP. Ms. Oosterveen said April 9 had been tentatively scheduled as the date for the public hearing. Once the Commission approves the proposed TIP, it will be forwarded to the Council for adoption, which must occur by June. Submittal to the Puget Sound Regional Council and the Washington State Department of Transportation must occur no later than June 30.

Commissioner Ting asked about projects that would help to improve non-local traffic. Ms. Oosterveen said there were no projects other than those included in the draft list. She said lead for the projects is taken from city studies and things done out in the community. Commissioner Ting said he would be interested in hearing about ideas or projects that could be discussed, pointing out that projects 3 and 25 on the list both mention non-local traffic. Ms. Oosterveen said Project 3 is the Neighborhood Traffic Safety Program, a program that is managed by the Neighborhood Traffic Safety Services group which focuses on traffic calming within the neighborhoods.

Commissioner Bishop commented that in the case of the Neighborhood Traffic Safety Program, references to “local” equate to local neighborhood traffic. Ms. Oosterveen concurred and stated that Project 25, Neighborhood Safety and Connectivity, is the portion of the 2016 levy that has the six different categories that deal with safety. There are within that program various pieces of local projects.

Commissioner Teh asked if the priority rating system plays a part in determining the projects on the TIP. Ms. Oosterveen said it does not. The TIP is not revenue constrained and thus every conceivable project is included. The prioritization criteria are employed in developing the TFP.

Chair Wu called attention to Project 17, Bellevue Way HOV lane, and asked where the other sections of the project could be found. Ms. Oosterveen said it could be found in Project 64 in

Section II.

Commissioner Bishop noted that each of the new projects added to Section III showed funding at \$200,000. He asked why the available detailed engineering cost estimates were not shown. Ms. Oosterveen said the list she worked from did not have costs on it and thus just used placeholder numbers. She said she would work with Mr. McDonald to get the actual cost estimates for the next iteration of the list.

Commissioner Bishop said he characterizes the TIP as a wish list. He said from his point of view it was complete but said he would like to hear from the public about any other possible projects.

Commissioner Ting said he wanted to see the list made fully accessible to the public to further feedback.

Commissioner Marciante said it would be helpful to have the projects map be interactive. That would make it more accessible. Ms. Oosterveen said that approach was taken with the TFP map. While it could also be done for the TIP map, it is a matter of how many staff hours it would take to do it.

Commissioner Tropin asked about submitting projects to be added to the list. Ms. Oosterveen explained that all projects must have some level of vetting to gain a good idea of what a project should be. Some level of specificity is needed in order to advance projects either from a granting perspective or into the TFP and CIP.

Chair Wu said she would like to see projects that would facilitate any responsible student riding their bike to their middle school or high school. Commissioner Marciante said in order for the Commission to propose such projects, the Commission would need to understand the movement of students in Bellevue in terms of where the students live and what schools they attend along with the routes they take.

Answering a question asked by Commissioner Bishop, Ms. Oosterveen said safe routes to school are embedded in the Neighborhood Traffic Safety Program. She noted that the Commute Trip Reduction and School Pool programs also address encourage not driving students to schools and dropping them off. Commissioner Bishop suggested it would be helpful to identify in the description of the Neighborhood Traffic Safety Program something about school safe walk routes. Ms. Oosterveen said that could be done.

Commissioner Marciante pointed out that the technology exists to input the address of every single student and map the shortest routes to school. While labor intensive, and while there may be privacy issues to be addressed, that is the sort of actual data that can be used to identify priorities and barriers.

Commissioner Leitner called attention to Project 25, Neighborhood Safety and Connectivity Levy and noted that one of the items identified in the description is sidewalks. She said there are a lot of areas of the city that still do not have sidewalks. Those areas should be addressed as a part of addressing kids walking or biking to schools. She asked at what point can those missing sidewalks be given priority in the TFP. Ms. Oosterveen said the inflow of money from the levy has definitely benefited the Neighborhood Sidewalk Program. It has enabled the city to address a clear backlog of projects. She said there are currently over 170 locations on the

backlog list that the city is seeking to fund. Since the levy was approved, 12 different sections have been addressed; between 2007 and 2017 only five locations were addressed. For the upcoming budget process, the intent is to put together some discreet sidewalk proposals in order to take on some of the larger projects. What will get approved in the budget remains to be seen, however.

With regard to getting kids to school, Ms. Oosterveen said there are programs already in place to address that. She suggested the proposed GIS work may not be appropriate for adding to the TIP, but the various groups working on safe routes and the like could be brought together to talk about how to address the issues overall. Commissioner Marciante said what is needed is a clear understanding of what the barriers are so the Commission can appropriately prioritize projects. Ms. Oosterveen agreed.

Commissioner Marciante asked if the TIP includes the notion of building a tunnel under the transit station, making it a two-level station. Ms. Oosterveen said the only project on the list that has anything to do with a tunnel is the subsurface arterial that was raised several years ago, Project 75. Commissioner Bishop said that project as envisioned runs from Meydenbauer Center to Bellevue Way underground. It could be two levels, including an entirely new transit center on one level under the existing transit center. The level below that could serve the large garages that are going to be built on either side of NE 6th Street and that conceivably would mean trucks accessing the new buildings would not have to use surface streets. The project remains a concept only and has never been developed.

A motion to set a public hearing for the TIP on April 9 was made by Commissioner Bishop. The motion was seconded by Commissioner Ting and the motion carried unanimously.

B. Bike Share Report

Associate Transportation Planner Andreas Piller said he was the program manager for the bike share pilot project. He said there are two policies in the Transportation Element of the Comprehensive Plan that direct the evaluation and facilitation of bike share, and support for the establishment and operation of bike share in the city. In 2015 staff worked with the Commission to develop the scope of work for the Pedestrian and Bicycle Implementation Initiative, one task of which was to undertake a feasibility study and implementation strategy for bike share. At the time the focus was on a dock-based system, something that since has changed. In 2017 dockless bike share hit the region and Bellevue like other cities worked on how to respond, whether to allow it and if so how to allow it. More than half of the respondents to an online questionnaire indicated they would use bike share if it were available, though another quarter or so indicated they were not sure. Staff worked with the Commission, the community, the Bellevue Downtown Association and other stakeholders to obtain guidance on being innovative and flexible in using data to guide decisions. Safety was high on the list of things to be monitored. The result was the bike share pilot permit framework. In July 2018 the bike share pilot launched under the permit conditions developed administratively according to that framework. The launch date coincided with the demonstration bikeway opening on 108th Avenue NE in the downtown.

Mr. Piller said the evaluation report on the pilot project is nearly complete. The purpose statement for the pilot articulated several intended outcomes. One of those is to provide an asset the community will use and value. On how to assess the degree to which the pilot hit that mark, he said the data from July 31, 2018 to May 22, 2019, shows there were a total of 38,000

trips, half of which occurred in the first three months. The median trip duration was 8.5 minutes and the average was about 15 minutes, corresponding to a distance of about 1.5 to 2.5 miles. In all there were 8,500 users, a fifth of which took five or more trips; 15 percent took ten or more bike share trips, and 40 percent took a single trip only. Trips were taken to nearly every corner of the city.

The question of whether or not the users valued the bike share program can be answered in a couple of different ways. There were some 300 respondents to an online questionnaire posted in November 2019. Forty percent of the respondents indicated they had used bike share and the other 60 percent said they had not. Those who used bike share indicated they used the program for a host of different purposes ranging from commuting to work, to and from business meetings, meeting up with friends and family, and general recreation. People were asked to say in their own words what they liked and disliked about the program. The common themes were that the program is convenient and accessible, at least in the downtown; that it provides a welcome mobility option and flexibility for how to get around; and that it is a sustainable and quick way to get around. Even some of those who did not use the program indicated they were glad it was an option. On the dislike side, the comments focused on the unsightliness of bikes being left everywhere and the lack of safe bikeways in the city. During the pilot program period, the city received 96 communications from the public, 80 percent of which included complaints, primarily about bikes blocking sidewalks, and bikes left idle for long periods of time. The comments related to bikes on private property were almost exclusively related to commercial properties in the downtown, though some were concerned with bikes in the neighborhoods.

With regard to the issue of facilitating the convenient provision of bikes where people want them, Mr. Piller noted that during the 43 weeks for which there is data, the number of bikes ramped up from 75 the first week to almost 300 by late October 2018. Around Thanksgiving Lime began pulling bikes for the season, but in the spring of 2019 the number of bikes available did not ramp back up to expected levels. Perhaps not surprisingly, the level of ridership achieved in the first three months was not achieved again. The slice of the city between I-405 and the western city limit, and from I-90 north, accounted for more than half of the bikes in the entire city. From 18 non-consecutive days selected from the pilot, the data showed most employment centers were served, though less so residences. During the winter months when the fleet was reduced, only about eight percent of residents were within a quarter mile of a bike.

Commissioner Bishop commented that the 38,000 rides in seven months breaks down to 129 per day on average. He added that the Commission spent three years creating the data that shows how people actually travel in the city, which indicates that there are 1.5 million daily trips in the city, of which only 129 were by bike share. He said as a Commissioner he was embarrassed by the level of attention given to the issue in light of the enormous transportation and congestion issues facing the city. He said the bike share pilot program was a wonderful experiment that failed completely.

Chair Wu allowed that the program may have addressed only a few trips, but the concept is new and may yet catch on. Cars were new at one point as well and it took many years to get where things now are. She said she and Commissioner Leitner worked with the staff in discussing the need for the Commission to see and discuss the data, including the feedback from the community.

Commissioner Leitner commented that she lives close to Bellevue College and only rarely saw any Lime bikes during the pilot. She asked if there was any data regarding usage specific to the region of the college. Mr. Piller said he had data specific to neighborhood areas and the bike share service areas, and data based on routes at a corridor level. He said the data was not specific to properties like Bellevue College, but said there was data specific to parks and bus stops, including the Eastgate Park and Ride.

Commissioner Marciante asked if it is known how many Bellevue College students live within set distances from the college. Mr. Piller said he did not have that data in hand.

Commissioner Teh commented that he recently read an article in the *Seattle Times* about the horse and buggy days during which cars first appeared on the scene. The complaint offered then that cars were dangerous because there were not enough roads for them to drive on. With regard to bike share, he said he would like to know more about any barriers that led to low usage of the system. Just as roads were the future for cars when they became popular, facilities for bicycles are the future for their increased usage. Amazon's move to Bellevue will bring in some 15,000 new workers and there simply is not enough real estate available to accommodate more cars. Other ways of accommodating trips must be carefully considered. One barrier to bike ridership is lack of connectivity and safe systems.

Commissioner Tropin noted the number of trips per day per bike was at 1.2 in October and dropped to only .5 after that. He asked where the 1.2 trips per bike per day occurred, in the downtown or the neighborhoods, and how that number compares to cities that have established and successful bike share programs. Mr. Piller said bike usage varied significantly by geography, with the bulk of the usage per bike per day occurring in the downtown area. He said in general most operators seek to achieve numbers closer to three trips per day per bike. The e-bikes in New York City see numbers closer to 15 per bike per day, while other peer cities with small systems have numbers much closer to Bellevue's numbers.

Commissioner Ting said he is a strong believer in pilot programs and experimentation. A key element is identifying exactly what is trying to be understood. He asked what the underlying questions and goals were for the pilot project. Lacking a firm understanding of what is being tested makes it difficult to determine the success or failure of a project. He also asked what was learned from the pilot, not in terms of numbers and data, but in terms of what the results mean for the next step for shared micromobility and other similar programs. Mr. Piller said that question would be addressed further on in his presentation.

Commissioner Marciante agreed that in thinking about the success or failure of a pilot program, the focus should always be on what the intended learning outcome was, be it policy implications, new programs or new service models. The list of things learned should include what infrastructure barriers exist that hinder the technology; what policy barriers exist; and what challenges the private sector face in working to be successful. Most of what needs to be learned from the pilot go well beyond simply knowing who rode the bikes, where they went and how often the bikes were used.

Mr. Piller turned to the system use section of the report. He noted that as the fleet grew, ridership increased as well. Ridership began to decline in the winter before the fleet was reduced, but it plummeted after the fleet was reduced. The data seems to indicate the lack of bikes available in the spring and summer of 2019 contributed to the unmet potential. Half of the trips took place in the downtown, with most of the balance of the trips occurring in West

and Northwest Bellevue. Trips into and outside of the city ranked fourth highest.

The bike share pilot was intended to serve as an extension of the public transit system to help address the first/last mile issues. In that context, there is a fixed-route service operating in the city that has some 290 daily rides operating on weekdays only on 30- to 60-minute frequencies at a total cost of about \$1.2 million annually. With a lot of assumptions baked in, looking at the bike share ridership in the fall of 2018, operation of the bike share system is comparable to what it costs to operate a fixed-route bus service, yet the places the bikes are used are infinitely more diverse.

Safety is an issue in which the Commission is keenly interested. Fortunately during the pilot there were no bike-share related crashes reported to police. Emergency services did respond to a minor incident where a person riding on a sidewalk was struck by a person exiting a driveway in a vehicle. The rider got up, chose not to accept any medical attention or file a police report, and left the scene. Additionally, one person in the online questionnaire reported having been in a crash where they received a fractured hip and was hospitalized. The operator Lime reported no collisions to the city.

How people feel when riding shared bicycles is also important. Forty percent of those who reported being bike share users also reported feeling unsafe, either somewhat or very, when riding in Bellevue. That speaks clearly to infrastructure being a barrier to the service. Two of the top three reasons given by those who reported not using the service were that the bikes did not come with a helmet and that they did not feel safe biking in Bellevue. Lime was offering helmets upon request, but the questionnaire yielded data indicating use of helmets was not universal among the bike share riders.

Commissioner Leitner commented that the safety section of the report gave her the most heartburn. The Commission just spent a lot of time and effort on Vision Zero and will present it to the Council soon. It is concerning that there is no requirement for helmets on any kind of micromobility. If micromobility is going to be brought into the community, there should be a requirement for safety, otherwise it will simply contradict Vision Zero.

Commissioner Ting echoed the comment, noting that the Vision Zero and safe systems focus made clear thinking about zero deaths is not something that can be pinned on individual users. Safety must occur upstream as a policy decision going all the way up to the Council. Strong safety policies upstream will lead to safe behaviors downstream. There must be a mechanism for enforcing helmet usage.

Commissioner Bishop pointed out that the transportation industry talks about the number of collisions in terms of per million vehicle miles of travel. On average, that works out to about four. The two known collisions associated with the bike share pilot, compared against the 40,000 trips of about two miles each, works out to 25 collisions per million bicycle miles. An increase of four to 25 is an indication that riding shared bikes is far more dangerous than traveling by car. He said he supported the idea of providing a program that encourages people to ride bikes, but pointed out that the data is clear that a person on a bicycle with a helmet on is much safer than a rider without a helmet.

Mr. Piller moved to the next steps and the 2020 micromobility permit. He said the permit will be positioned to be flexible to innovation given that the industry is changing rapidly. With each new type of vehicle comes new safety opportunities and a host of other useful design

improvements, and there is a clear need to be open to new innovations. The barriers to entry needs to be lowered so that not just larger operators will be inclined to apply for a permit. Alignment with the goals needs to be improved. It was learned the bike hubs were not very well utilized in terms of ending trips at them in part because there was no incentive ultimately applied as intended to encourage that action. Accordingly, a new penalty fee on operators will be imposed if they do not get their users to park vehicles in accordance with the city's guidelines and policies. The permit also transitions away from the original notion of recovering staff time and materials to the greatest extent possible toward the amount of right-of-way the devices occupy, and positions the use to be treated the same as other forms of mobility that are operated by private companies in city rights-of-way.

There are a variety of devices that SAE International, a transportation standards organization, classifies as micromobility devices. The new permit allows just what the old permit allowed, which is electric assisted bicycles. The permit does not currently allow standing or seated scooters because Bellevue city code specifically restricts the use of motorized foot scooters, and that code has been in place since 2007.

In terms of alignment with the goals, there is the new bike hub trip-end target and associated penalty fees. Some GPS field tests will be conducted when awarding a permit so it can be understood how accurate the data is. While no one expects the data to be perfect, there should be a clearer understanding of what the range is.

Mr. Piller said the value-based incentives would allow operators when applying for a permit to reduce permit fees or receive fleet bonuses if they commit to various things that align with other broader city goals, like safety and Vision Zero. For example, providing helmets on the vehicles instead of just abiding by the other safety requirements in the permit, like reminding users they are supposed to use helmets; better delivering on the sustainability potential of shared micromobility and committing to use a fleet that does not burn fossil fuels to rebalance bicycles; and targeting more bicycles to low-income housing properties and the like.

Mr. Piller said the city is continuing to learn from the data that has been collected, and is continuing to work with peer cities and organizations through the mobility data collaborative and other efforts to remain at the forefront of the best practices in the industry.

Commissioner Teh said it was his understanding the evaluation of the pilot cost the city \$54,000. Mr. Piller said of that amount, \$40,000 was specifically for the contract with the research organization at the University of Washington and was paid for by the state. The balance was paid by the city.

Commissioner Teh allowed that while Commissioner Bishop's calculations were correct, the sample size from which the number of accidents per million miles was very small and likely not statistically significant. He said a 2016 article on e-bike share programs in 94 cities found that in 35 million trips there were zero deaths.

Commissioner Bishop noticed in the packet an analysis by a University of Washington student that looked at, among other things, the CO2 emissions. Their conclusion was that the bike share program would add CO2 to the city by 3.3 tons because of the trips by the two vans going around to collect and relocate the bikes. From a green sustainability standpoint, the program was a negative. Mr. Piller said this finding led to the incentive for operators to use non gas-powered vehicles to accomplish rebalancing.

Answering a question asked by Commissioner Leitner, Mr. Piller said no additional touch points with the Commission were scheduled.

Commissioner Teh allowed that the results of some elements of the pilot were not overly promising. Going forward the data should be used to determine which levers to change and which assumptions should be tested.

Commissioner Tropin suggested the success of the program could be improved by focusing on the downtown only. Allowing standing scooters might also prove to be successful. The cost of using the e-bikes was on the high side and that might have served to discourage their use. A subscription model where users pay a monthly fee might work better, particularly for short trips.

Commissioner Marciante stressed the need to keep the focus on public policy. Ideas like subscriptions should be left to the operators. Going forward the city should not do anything that would restrict the ability of an operator to determine what will be profitable for them.

Commissioner Bishop said the 44 pages of regulations for the new permit were part of the Commission packet. Those regulations apparently have been determined by the Transportation Department. The Commission went through the exercise of identifying the parameters of the program and setting it up, but now the staff have taken over and any operator can come in, apply for a permit and set up in business, all without any input from either the Commission or the Council.

Commissioner Teh asked if there are any nationally defined safety standards for all the new micromobility vehicles, such as e-scooters. Mr. Piller said the Consumer Products Safety Council has standards for all such consumer devices.

C. Transportation Master Plan Preliminary Scope of Work

Department of Transportation Director Andrew Singelakis briefly explained the city's budgeting process. He noted that the departments submit budget requests to the City Manager that are then vetted by the leadership team. Ultimate approval for budget items lies with the City Council. Development of a Transportation Master Plan will require some consulting work. He said input from the Commission will be useful for staff in putting together a scalable and targeted consulting contract. The work will also require staffing resources, though there is no intent to hire new staff.

Chair Wu allowed that the Commission is not involved in making budget requests as part of the city's budgeting process. The Commission previously voted to recommend to the Council that the city should have a Transportation Master Plan, and included a list of high-priority issues the master plan should address. Mr. Singelakis said that was correct and said what staff wanted to hear from the Commission were comments on what ideally should be included in the scope of work. The staff will develop any budget request.

Mr. McDonald commented that if the Council approves the funding, embarking on the work to develop a Transportation Master Plan will kick off in about a year. He stated that while Commissioner Bishop will at that time no longer be on the Commission, it was at his urging that the Commission initially raised the issue before the Council. As envisioned, a

Transportation Master Plan would articulate a safe, equitable and sustainable multimodal approach to mobility. That could include building on many existing programs and plans, adding best practices brought to the table from staff, the consultant and the Commission.

Chair Wu urged the Commissioners to think outside the box in making recommendations for developing a Transportation Master Plan.

Commissioner Bishop said development of a Transportation Master Plan is a concept the Puget Sound Regional Council has engaged in for the past 50 years. In their program, they include thinking about things like the Growth Management Act, the state law that says cities must receive certain levels of population and employment, have comprehensive plans that allow for that growth, have transportation plans that will accommodate the growth, and have a funding plan aimed at meeting the standards set by the city. The master plan needs to start with the Growth Management Act, which the city has a legal obligation to operate under. It should look out more than just six years. It should address all modes of travel. The plan should be created with the goal of creating a transportation system that meets the Growth Management Act based on city code concurrency requirements for 2040. The projects in the plan should include current CIP-funded projects and current TIP projects, and a financial plan to fund those projects using the land use patterns of the Comprehensive Plan and all subarea plans. There are land use plans in place or in process that are going to explode the demand for transportation in the city, and there is a legal requirement under the Growth Management Act to meet that growth.

Commissioner Ting said he did not know how amenable the Council would be toward funding the work at the level it needs in order to be successful. He said the document should state how well the Transportation Master Plan aligns with Council goals. The master plan is needed in order for Bellevue to be a world-class city. The plan is needed to address the top concern voiced by the community, which is that transportation issues are not getting better. The Council should be urged to see the importance of having a Transportation Master Plan. In addition to being comprehensive, the plan should have a long-term focus. In terms of goals and outcomes, there should be a focus on sustainability but also on how transportation impacts directly affect the quality of life of Bellevue residents and indirectly affect economic growth and vitality.

Commissioner Marciante challenged staff to think about the Transportation Master Plan in terms of being innovative. Most master plans involve studies, but as technology has evolved there are now ways of collecting data and doing things differently. The master plan should be thought of as an interactive tool that can be used to update and understand the city better year after year. It should not just be a study that says what someone thinks is going to happen based on some current assumptions. The end product should not just be something that gets written and then put on a shelf. Current assumptions change over time and as they do the interactive tool should also change.

Commissioner Leitner said in thinking about how to keep the city moving it is necessary to think about how to change the behaviors of the people who live in and come into the city. The master plan must at least address behavioral change, including how to communicate with the public about changing their behaviors. The best thought out and designed projects in the world will yield nothing if people are not willing to change their habits.

Chair Wu said one approach to changing community behaviors would be to actually ask the

community what the city could do that would make them decide to drive less. There should be some form of engaging and meaningful community process.

Commissioner Teh said he agreed with the comments previously made, particularly about setting goals and influencing behaviors. He said he would also want to establish metrics against which to measure the goals.

Commissioner Tropin said he would like to see the city partner with companies, particularly large employers. There should also be a strong partnership with the Planning Commission. The plan should be clear in helping users understand how planned changes will affect them personally.

A motion to extend the meeting to 9:10 p.m. was made by Commissioner Marciante. The motion was seconded by Commissioner Ting and the motion carried unanimously.

Commissioner Tropin said there will be many opportunities and challenges in developing the plan, but there will also be solutions identified. The solutions could be focused on better comfort and improved happiness by accomplishing their tasks by driving less.

Commissioner Bishop said it will be important to have a robust public process of stakeholders built into the scope of work for the project. It will likely take at least two years to develop the plan and there should be a two-year stakeholders CAC or something similar appointed to assist in the work, and it should include broad representation from the residential community, the business community, the bicycle community, the safety community and other communities.

8. APPROVAL OF MINUTES

- A. January 9, 2020
- B. January 23, 2020

Commissioner Marciante noted that in the January 9 minutes she was listed as being both present and absent, even though she was in fact absent.

A motion to approve both sets of minutes, with the proposed edit to the January 9 minutes, was made by Commissioner Leitner. The motion was seconded by Commissioner Ting and the motion carried unanimously.

9. UNFINISHED BUSINESS

Commissioner Leitner commented that at the January 23 meeting the Commission spent a fair amount of time talking about environmental sustainability. A number of good ideas were shared. She urged the Commissioners to share additional ideas, concerns and thoughts ahead of May 14 when the issue will again be on the Commission's agenda.

10. NEW BUSINESS

- A. Transportation Commission Quarterly Communication to Council

Chair Wu noted that along with Commissioner Leitner some talking points had been drafted. She said the Council will allow only five minutes in which to share, thus the number of talking

points will need to be pared down to only about three.

Mr. McDonald noted the Commission has not previously participated in delivering a quarterly report to the Council.

Commissioner Leitner said that context might have some bearing on what the Commission would want to present.

Chair Wu suggested selecting items 2, 4C and 6 from her draft list. The Commissioners concurred.

A motion to extend the meeting an additional five minutes was made by Commissioner Marciante. The motion was seconded by Commissioner Ting and the motion carried unanimously.

Commissioner Ting suggested that unless there is a pressing need, time should not be spent on talking with the Council about the Commission's fall retreat.

Commissioner Marciante said it would be good to share an articulation of what the Commission believes its role is. The Commission should know if the Council disagrees with what the Commission holds to be true.

11. ORAL AND WRITTEN COMMUNICATIONS – None

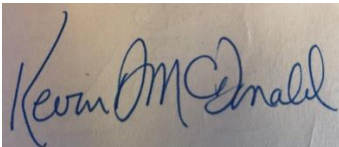
12. REVIEW OF COMMISSION CALENDAR

Mr. McDonald briefly reviewed the Commission's calendar of upcoming meeting dates and agenda items.

13. ADJOURNMENT

A motion to adjourn was made by Commissioner Marciante. The motion was seconded by Commissioner Tropin and the motion carried unanimously.

Chair Wu adjourned the meeting at 9:14 p.m.

A handwritten signature in blue ink that reads "Kevin McDonald". The signature is written in a cursive style and is positioned on a light-colored background.

Secretary to the Transportation Commission

Date 6/25/20