

Bike and Scooter Share Issues Matrix*Revised per the March 26, 2019 Study Session.***Attachment A**

Issue	Staff Recommendation and Rationale	Permit Reference	Status
<p>1. How many vendors would be permitted in the pilot program?</p> <p>Councilmember Carson Councilmember Margeson Councilmember Birney Councilmember Padhye</p> <p>Why restrict the number of vendors? Are we precluding innovation?</p> <p>Councilmember Fields</p>	<p>The City will limit the number of vendors for the pilot to two vendors that meet all the City requirements.</p> <p>Rationale</p> <ul style="list-style-type: none"> • Reduce the monitoring burden for the City, • Reduce the complexity for users and residents, • Improve the service each company can provide in meeting permit requirements. • Maintain price competition to keep the service affordable. <p>The first two vendors that complete the application process and meet all the requirements will be granted permits.</p> <p>Revision for 3/26/19 After additional review staff recommend a competitive process to select vendors. There are three vendors that have secured permits in the City of Seattle and numerous bike share vendors across the United States. A competitive process will help ensure that the highest quality vendors are selected to provide service rather than simply the first two that apply.</p> <p>Revision for 3/26/19 per 3/12/19 Planning and Public Works Committee of the Whole. A maximum of two vendors were presumed given that Council closed discussion on this topic at the July 10, 2018 Study Session. Bike share is proposed to be launched as a pilot project, allowing for revisions in future years as necessary.</p> <p>Revision per 3/26/19 Council Study Session There will not be a limit on the number of vendors in the pilot bike and scooter share program. A limit may have restricted the ability of one vendor to operate in both Redmond and neighboring jurisdictions such as Bellevue or Kirkland.</p>	<p>These criteria will be in the application process, and not in the permit conditions.</p>	<p>Opened 5/22/18 Closed 7/10/18 Revised per 3/12/19 Closed 3/26/19</p>

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<p>2. What would be considered a proven track record?</p> <p>Councilmember Birney</p>	<p>Proven Track Record:</p> <ul style="list-style-type: none"> • Must be functioning legally in at least two U.S. cities for at least 6 months; • Must have at least 500 bikes deployed nationwide at the time of application; • Must have Class 1 e-bikes deployed in at least one city for at least three months; • Must provide two government-entity references from two different cities with 6-month of deployment; • References must respond affirmatively when asked if the company's bike quality and operational compliance are "satisfactory". <p>Rationale</p> <ul style="list-style-type: none"> • Increased confidence for stability in an industry that is new. • Addresses vendor experience with both e-bikes and standard bikes. <p>Revision for 3/26/19</p> <p>Dockless bike share has been operating for nearly two years across the United States. The industry is now more developed and several companies have a longer operating history and are operating in numerous cities.</p> <p>It is recommended to increase the minimum requirements, or proven track record, needed to apply for a bike share permit. Smaller or brand-new companies may be prone to issues such as bankruptcy or inability to acquire newer vehicles which may include new safety features.</p> <p>A new proposed minimum requirement is:</p> <ul style="list-style-type: none"> • Legally operating in a minimum of five U.S. cities for at least 6 months • Minimum 2,500 bikes deployed nationwide at the time of application <p>Note that references will now be checked as part of the application process rather than as a minimum qualification to allow the quality of reference provided to be considered in the selection process.</p> <p>Revision per 3/26/19 Council Study Session</p>	<p>These criteria will be in the application process, and not in the permit conditions.</p>	<p>Opened 5/22/18 Closed 7/10/18 Revised for 3/26/19 Closed 3/26/19</p>

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	Council does not see a need for a proven track record now that the bike share industry is stabilizing and remaining vendors are offering better services.		
<p>3. What is the right number of bikes for Redmond during the pilot?</p> <p>Councilmember Padhye</p>	<p>Staff recommends a total initial quantity of 400 bikes in Redmond and allowing phased expansion of 50 bikes per permittee based on compliance and demand. Total bike quantities will not exceed 800 during the pilot program.</p> <p>Rationale</p> <ul style="list-style-type: none"> Redmond's own study of docked bike share indicated a minimum of 125 bikes in Overlake and a minimum of 125 in downtown (250 total) to establish a successful docked bike share program. Comparison analysis of Nike campus bike share program shows a campus like Microsoft may have a demand requiring over 1000 bikes. A comparison analysis of Seattle with 10,000 bikes shows an equivalent number of bikes in Redmond to be near 1000 bikes. 400 bikes are expected to be around 40% of these comparison values; Starting at this low level allows time to assess the impact of a smaller number of bikes before allowing for more. <p>Revision per 3/26/19 Council Study Session Council recommended eliminating the proposed restriction on the maximum number of bikes and/or scooters. Please see the 4/16/19 Planning and Public Works Committee of the Whole memo for additional information including a review of the scooter industry.</p>	<p>D1. Minimum Quantity</p> <p>D2. Maximum Quantity</p> <p>D3. Phase Timing</p> <p>D4. Seasonal Reduction</p> <p>D5. Subarea Zones</p> <p>D6. Deployed Bikes Definition</p>	<p>Opened 5/22/18</p> <p>Closed 7/10/18</p> <p>Closed 3/26/19</p>
<p>4. What types of bikes will be required in the pilot program?</p>	<p>Staff recommends a minimum of 10 percent of the bike fleet be Class-1 e-bikes. Staff is also recommending no scooters be allowed during the pilot.</p> <p>Rationale</p>	<p>A2. Other Bike Types</p>	<p>Opened 5/22/18</p> <p>Closed 7/10/18</p>

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<p>What vehicles should the pilot program allow given the options of electric bikes and electric scooters?</p> <p>Councilmember Margeson</p>	<ul style="list-style-type: none"> Standard bikes are more affordable than e-bikes and require less support. Areas of Redmond expecting heavy use – Downtown, Marymoor, and Overlake -- are each relatively flat and standard bikes are sufficient. Areas of Redmond are hilly and will benefit from the option of e-bikes. A portion of Redmond’s population will prefer the assistance of e-bikes. Suggest focusing on bikes and considering scooters at a later date. <p>Revision for 3/26/19 per 3/12/19 Planning and Public Works Committee of the Whole.</p> <p>The current draft permit allows use of standard human-powered bicycles and electric bicycles but prohibits scooters. However, national bike share vendors now offer electric bicycles and electric scooters rather than standard human-powered bicycles.</p> <p><i>Electric Bicycles</i></p> <p>Electric bicycles are allowed under the current permit and could help increase use of bicycles, particularly in hilly areas of the City, consistent with the goals of the Transportation Master Plan.</p> <p><i>Electric Scooters</i></p> <p>There are three general scooter scenarios that could be contemplated:</p> <ul style="list-style-type: none"> No Change <ul style="list-style-type: none"> Scooters are not allowed to operate during the one-year pilot program but could be allowed in a future phase Scooters Allowed with Conditions <p>Conditions may include:</p> <ul style="list-style-type: none"> Fleet <ul style="list-style-type: none"> Allow scooters or require mix of scooters and bikes Geography <ul style="list-style-type: none"> Citywide or one neighborhood Phasing <ul style="list-style-type: none"> Launch scooters with bikes or delay scooter launch Director flexibility 	D1. Minimum Quantity	Revised per 3/12/19 Closed 3/26/19

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	<ul style="list-style-type: none"> ▪ Add Public Works Director flexibility with scooters • Scooters Allowed <ul style="list-style-type: none"> ○ Scooters are allowed in the one-year pilot <p>Revision per 3/26/19 Council Study Session Scooters and bikes, electric or human-powered, will be all allowed in the pilot program.</p>		
<p>5. How will the pilot program be structured – by neighborhood, or rotated to different areas, or the entire city?</p> <p>Councilmember Anderson</p>	<p>Staff recommends that bike share is implemented citywide. However, language exists in the draft permit allowing the City to create subarea zones if needed to manage bike clutter or to make sure bike share services exist where needed.</p> <p>Rationale</p> <ul style="list-style-type: none"> • The vendors are likely to provide bikes where the demand is. • Staff will monitor bike availability and use in neighborhoods during the pilot • Logical subarea zones are where excess bikes are causing clutter or where a lack of bikes denies populations of this transportation option. • Subareas would require quantity minimums or maximums and monitoring. • The pilot evaluation will include bike availability and demand in all neighborhoods, with a particular interest in low-income areas. 	<p>D5. Subarea Zones</p> <p>E1. Purpose</p> <p>E2. Automatic Triggers</p> <p>E3. Time of Response</p>	<p>Opened 5/22/18</p> <p>Closed 7/10/18</p> <p>Closed 3/26/19</p>
<p>6. How do we encourage the vendors to educate the public on safety?</p> <p>Councilmember Birney</p>	<p>Proposed permit conditions stipulate that educating users is a duty of the vendor. They also include a list of prescriptive items the City believes should be proactively addressed (helmet use, age limits, traffic laws, etc.).</p> <p>Rationale</p> <ul style="list-style-type: none"> • The use of a bike is an agreement between a user and the vendor creating a joint responsibility to address local regulations. • This is the same approach used by Seattle and other communities permitting bike share of this kind. 	<p>A7. User Education</p> <p>A8. Education Responsibility</p>	<p>Opened 5/22/18</p> <p>Closed 7/10/18</p> <p>Closed 3/26/19</p>

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Councilmember Anderson Councilmember Padhye Councilmember Margeson			
7. How are we addressing equitable access to bike share? Councilmember Anderson Councilmember Margeson Councilmember Birney	<p>Providing options for both standard bikes and e-bikes allow for a lower cost option at the outset. During the pilot phase, staff will monitor any bike share price changes and the availability of bikes in low-income areas. In addition, staff will explore options for those who do not have credits cards or smartphones.</p> <p>Revision for 3/26/19 It has now become more common for jurisdictions to include permit language requiring bike share vendors to provide access for those without credit cards or smartphones. A new permit condition has been added to require vendors to provide an option to rent a bike share bicycle without a smart phone or credit card.</p> <p>Revision per 3/26/19 Council Study Session Council is pleased to hear that users will likely be able to rent a bike or scooter without a smart phone. In the future Council is interested in a reduced fare for low income users.</p>	A9. Non-Smartphone Rental	<p>Opened 5/22/18 Closed 7/10/18 Revised for 3/26/19 Closed 3/26/19</p>
8. Are there specific parking rules for Redmond? Councilmember Birney	<p>The proposed permit conditions include a detailed list of general parking rules and a drawing that details the area of a sidewalk for bike share parking. Parking complaints are expected to be resolved within two hours, 6:00 am-9:00 pm, 7 days/week, otherwise by 7:00 am the following day.</p> <p>Rationale</p> <ul style="list-style-type: none"> • Responds to significant concerns related to safety and bike clutter. • Alignment with Redmond's existing bike parking code (RZC 21.40.020.B.4). 	<p>B3. Parking Response Time</p> <p>C1. Where to Park C2. Where NOT to Park C3. How to Park C4. Non-Right-of-Way Parking</p>	<p>Opened 5/22/18 Closed 7/10/18 Closed 3/26/19</p>

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		C5. Creating Parking/No-Parking Areas C6. Parking Duration	
<p>9. How is this going to impact the City budget?</p> <p>Councilmember Carson Councilmember Birney</p> <p>Is there additional information Council should consider prior to advancing use of the State Eastside bike share funds? What sources of City funds would be used if the Eastside bike share monies cannot cover costs associated with bike share?</p>	<p>Staff recommends full cost recovery for the City costs to issue and administer the permits, in keeping with existing Council policy.</p> <p>Rationale</p> <ul style="list-style-type: none"> The following four fees, which are already part of the right-of-way use permit fee structure, will be used to pay for city staff time: <ul style="list-style-type: none"> ➤ Permit Application Fee – Cost of City time for permit review. ➤ Process, Review, Inspection Fee – Compliance monitoring costs. ➤ Performance Bond – protection up to \$10,000 in case of abandonment. ➤ Reimbursement – Costs of City staff or PD monitoring, or moving bikes. <p>Revision 3/26/19 Planning, Public Works, and Finance are coordinating to establish a set of new bike share related user fees which would be adopted by Council to ensure full cost recovery. This is anticipated to be completed on a timeline aligned with the bike share approval process. Revision for 3/26/19 per 3/12/19 Planning and Public Works Committee of the Whole.</p> <p>The Washington State Connecting Washington transportation package provides funds to support bike share on the Eastside. Funds are to be distributed between Bellevue, Kirkland, Issaquah, and Redmond to agencies with active bike share systems (currently only Bellevue has an active bike share system). This includes:</p> <ul style="list-style-type: none"> - \$125,000 which expires June 30, 2019 - \$50,000 between July 1 and December 31, 2019 (pending legislature action to grant fund extension request) <p>Items Redmond could contemplate utilizing these funds for include a third-party data vendor and/or designated bike share parking.</p>	<p>G1. Application Fee G2. City Evaluation and Operation Fees G3. Performance Bond G4. Reimbursement G5. City Charges</p>	<p>Opened 5/22/18 Closed 7/10/18 Revised per 3/12/19 Closed 3/26/19</p>

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	<p><i>Third-Party Data Vendor</i></p> <p>This service is anticipated to cost approximately \$5,000 to \$10,000 for one year. The third-party data vendor converts bike share permittee data into a dashboard format which could be utilized for:</p> <ul style="list-style-type: none"> - Auditing the data, such as number of bicycles available in Redmond, provided by the permittee - Providing a trip dashboard that includes trip locations by date or date range for entire pilot (aggregated to avoid personally identifiable trip information) <p>Certain permittees also provide a dashboard which may or may not include a more limited data set than the third-party vendor. However, a third-party would be necessary to audit the data (if the City is interested).</p> <p><i>Designated Bike Share Parking</i></p> <p>Concerns of “clutter” may, in part, be addressed by painting designated bike share parking areas. These could be located on wide sidewalks in urban centers or on underutilized on-street parking stalls in neighborhoods. The anticipated cost per designated bike share parking area is approximately \$700.</p> <p><i>Funding Sources</i></p> <p>These two items could be funded wholly, or in part, by the Eastside bike share funds – depending on whether Council is interested in a third-party data vendor and the scale of designated bike share parking implementation. An alternative revenue source is the bike share vendors through permit application fees.</p> <p>The City does not have a designated revenue source at this time to pay for bike share costs.</p> <p><i>City Fee Schedule Resolution</i></p> <p>Upon further review it has been determined that a new series of fees associated with bike share are needed to reimburse the City for costs related to bike share. This differs from the draft Summer 2018 permit which assumed that existing right</p>		

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	of way permit fees could be utilized. New draft fees will be available shortly and should be adopted by resolution at the same time as the adoption of the bike share right of way ordinance.		
<p>10. Do we have specific e-bike rules? Where can they go?</p> <p>Councilmember Birney</p>	<p>Bike share e-bikes will be Class-1 only and are allowed on the city's rights-of-way where standard bikes are allowed.</p> <p>Rationale</p> <ul style="list-style-type: none"> Recent State legislation specifies 3 classes of e-bikes, Classes 1 and 2 are limited to low-power motors governed at 20mph. The law states these two classes are allowed where standard bikes are allowed unless a current law/rule restricts e-bikes. The law also requires consistency on multi-jurisdictional trails. Redmond changed its park rules to be consistent with the State in March 2018, which included a 15mph speed limit, Class-1 e-bikes are "electric assist" only—power requires pedaling. 	A2. Other Bike Types	<p>Opened 5/22/18</p> <p>Closed 7/10/18</p> <p>Closed 3/26/19</p>
<p>11. Interested in what can be done with Geofencing, and can the vendors know if the bikes are lying down?</p> <p>Councilmember Margeson</p>	<p>At the start of the pilot, staff does not intend to require geofencing or provide marked bike share parking areas, however, a permit condition does allow the City to implement geofencing at any time. Staff currently does not recommend requiring the technology to recognize that bikes are upright, however, this could be incorporated at any point in the future as that technology advances.</p> <p>Rationale</p> <ul style="list-style-type: none"> GPS accuracy is around 10 ft. when in open areas, and worse when the bike is near large buildings (+100 ft. inaccurate). Geofencing accuracy will not work for specific areas of a sidewalk, for example, but will in larger areas like parks. Currently, staff is unaware of a vendor who has outfitted their bikes with the ability to recognize if the bike is standing. Staff will continue to monitor the technologies and practices of the industry to require any valuable new capabilities. Staff has also inquired with Parks if there are areas to geofence. The intent is to create geofenced areas as issues arise. 	C5. Creating Parking/No-Parking Areas	<p>Opened 5/22/18</p> <p>Closed 7/10/18</p> <p>Closed 3/26/19</p>

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<p>12. Metrics on safety, injury, complaints, use, accountability?</p> <p>Councilmember Birney Councilmember Anderson Councilmember Padhye Councilmember Margeson</p>	<p>The staff recommends focusing data on safety and compliance, with minimal data demands on trips and transportation planning data during the pilot. Permit language allows the ability to modify the data requested from the vendor at any time.</p> <p>Rationale</p> <ul style="list-style-type: none"> To minimize staff time and data management, staff is suggesting focusing on monitoring safety issues (daily), bike quantities (daily), and complaint & response times (weekly) – the data necessary to monitor program success. The proposed permit language allows for the development of compliance measures (pass/fail criteria) over time, as data is gathered and criteria are developed <p>Revision for 3/26/19</p> <p>Bike share data analysis continues to evolve and has recently created a method, called the Mobility Data Specification, to more efficiently gather data regarding use. This eliminates the previous approach of each individual City determining separate data requirements which led to special work processes for vendors and high amounts of data processing for Cities.</p> <p>In addition, there is now a third party bike share data industry that the City could utilize to process trip data. This service would be an eligible expense for Washington State Eastside bike share funds.</p>	<p>F1. Monitoring F2. Mobility Data Specifications F3. Safety Reports F4. Community Service Data F5. Compliance Measures F6. Future Data</p>	<p>Opened 5/22/18 Closed 7/10/18 Revised for 3/26/19 Closed 3/26/19</p>
<p>13. What will be the enforcement method (2 strikes you're out, increasing penalties, loss of the permit)?</p>	<p>Ordinance (language being added to RMC 12.08) 12.08.070 Criteria for suspension, revocation, or modification of the permit. The Director of Public Works may suspend, revoke, or modify any permit issued under this section when such permit holder, or any party to the permit:</p> <ol style="list-style-type: none"> (1) Violates any of the terms and requirements outlined in the approved permit; (2) Exceeds the scope of the use or work outlined in the permit application; (3) Has obtained a permit by fraud, misrepresentation, concealment, or through inadvertence or mistake; 	N/A	<p>Opened 5/22/18 Closed 7/10/18</p>

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Councilmember Anderson Councilmember Margeson	<p>(4) Makes a misrepresentation or fails to disclose a material fact to the City related to any of the obligations set forth in this chapter;</p> <p>Rationale The language above is being added to the right-of-way use permit code to clarify the potential enforcement responses when the permit conditions are not met.</p>		
<p>14. Can we integrate bike parking into PW projects and schools? How is the Planning Department coordinating with Public Work capital projects to enable a bike share system to function?</p> <p>Councilmember Anderson</p>	<p>Current code and practice does add bike racks to public infrastructure projects and development where appropriate. During the pilot, staff will assess if and where additional bike parking may be needed including bike-parking racks, corrals, and painted boxes.</p> <p>Rationale</p> <ul style="list-style-type: none"> Currently, RZC 21.40.020 requires new developments to place short-term bike parking outside in an open, highly-visible area within 100 ft. of the building entrance. The quantity of parking depends on use, units, or square footage. Part F of this code section also requires bike parking at transit stops along Transit Modal Corridors where there is no bike parking in reasonable proximity. Go Redmond program provides grants for property owners who would like to put in bike parking. Go Redmond has also helped fund numerous publicly-owned bike racks around the city in the public right-of-way. It is a general practice in appropriate PW projects to consider the need for bike parking. <p>Revision for 3/26/19 per 3/12/19 Planning and Public Works Committee of the Whole.</p> <p>Development regulations and capital projects are implementing streets per currently adopted plans, creating road designs that vary street to street and neighborhood to neighborhood. Sidewalks being built in urban areas are typically wide enough to accommodate bike share parking while sidewalks in</p>	C. Bike Parking	<p>Opened 5/22/18</p> <p>Closed 7/10/18</p> <p>Revised per 3/12/19</p> <p>Closed 3/26/19</p>

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	neighborhoods may or may not be able to accommodate bike share parking while maintaining the 5-foot minimum pedestrian clear zone. A potential solution to accommodate bike share parking where sidewalk width is not available is to install designated bike share parking via painted boxes in locations where on-street parking is underutilized and bike share demand is anticipated. For example, a bike share parking area could be painted in an underutilized on-street parking area adjacent to all-day bus service or to a park.																				
15. What are the effects of bike share deployment in the fall, after missing the peak summer season? Councilmember Anderson	Staff is recommending a “seasonal reduction” permit clause which allows the Director to reduce the number of bikes in the off-season to 75 percent of the maximums. Rationale <ul style="list-style-type: none">• Staff does not expect this clause to be applied if the fleet is deployed in the fall because the initial fleet is below expected need.• Bike-share ridership is likely to be lower as a result of starting in the fall, however, the pilot will finish with the summer peak.	D4. Seasonal Reduction	Opened 6/12/18 Closed 7/10/18																		
16. Which bike shops offer rentals and how do they feel this will affect their business? Councilmember Carson Councilmember Fields	<table><tr><th>Shop Name</th><th>Rentals</th><th>How will Bike Share affect your business?</th></tr><tr><td>Element Cycles</td><td>Yes</td><td>People will get free bikes and not rent or purchase bikes. It will affect us negatively.</td></tr><tr><td>Performance Bicycle</td><td>No</td><td>Not sure it will affect business. Did not affect sales in Seattle store when bike share was implemented there.</td></tr><tr><td>Redmond Cycle</td><td>Yes</td><td>It would affect business negatively. People would use the bike share bikes at a low price, and not purchase a bike.</td></tr><tr><td>Trek Bicycle</td><td>No</td><td>Can't imagine that putting more people on bikes would be a bad thing.</td></tr><tr><td>Pedego Electric Bikes</td><td>Yes</td><td>If the bike share includes E-bikes, it will hurt my business.</td></tr></table>	Shop Name	Rentals	How will Bike Share affect your business?	Element Cycles	Yes	People will get free bikes and not rent or purchase bikes. It will affect us negatively.	Performance Bicycle	No	Not sure it will affect business. Did not affect sales in Seattle store when bike share was implemented there.	Redmond Cycle	Yes	It would affect business negatively. People would use the bike share bikes at a low price, and not purchase a bike.	Trek Bicycle	No	Can't imagine that putting more people on bikes would be a bad thing.	Pedego Electric Bikes	Yes	If the bike share includes E-bikes, it will hurt my business.	N/A	Opened 6/12/18 Closed 7/10/18
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	Edge & Spoke	Yes	We think it will affect our business a little, but it will not kill our rental business.		
<p>17. What is the market for bike share in Redmond?</p> <p>Councilmember Carson</p> <p>Councilmember Fields</p>	<p>Staff recently (January 2019) reached out to the two bike share vendors that are currently providing bike share bicycles in the central Puget Sound region, Lime and JUMP. Their responses are summarized below.</p> <p><i>Lime</i></p> <p>Lime sees a market for electric scooter share but is not sure if a market exists for bicycle share in Redmond. The company cited two recent experiences in the central Puget Sound region:</p> <ul style="list-style-type: none"> - Mercer Island The City paid Lime to launch bicycle share services for three months. After this period Lime determined there is a market in Mercer Island and is operating without a City subsidy. - Tacoma Tacoma recently allowed Lime to launch a fleet of both electric scooters and electric bicycles at the end of 2018. As of February Lime will revise the fleet to keep the electric scooters, which are well utilized, and remove the electric bicycle share vehicles due to low utilization. <p>Lime anticipates needing a City subsidy to launch an exclusively bicycle based sharing service given lower utilization of electric bicycles than electric scooters in both local and national markets. If both scooters and bicycles are permitted then Lime could launch without a subsidy.</p> <p>Lime would prefer to launch with a combination of approximately 250 electric bikes and scooters in the public right of way (minimum 150 scooters). If employers, such as Microsoft, are interested then Lime may consider deploying an additional 150 to 250 vehicles on private property at launch.</p> <p>As the system grows Lime would prefer to determine the number of vehicles based on use (such as at least 3 rides per scooter per day) rather than cap the total number of vehicles. If use is lower than 3 rides per scooter per day then Lime looks to reduce fleet size due to costs.</p>			N/A	<p>Opened 7/10/18</p> <p>Closed 3/26/19</p>

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	<p><i>JUMP</i></p> <p>JUMP sees a market for bike share in Redmond, particularly for electric bikes. Determining market size can be difficult but their initial estimate is that a minimum of 250 bikes per each bike share company would be necessary at launch.</p> <p>Cities like Redmond with strong Uber rideshare business have built JUMP demand quickly. Long term numbers would depend on success of the system but the number of bikes could potentially grow to 750.</p> <p>In addition, it would be ideal for neighboring cities such as Redmond, Bellevue, and Kirkland to have similar regulations and operating frameworks. This reduces operational costs and benefits users who ride between cities.</p>		
<p>18. Are we overregulating on bike quantity, device types, and off-season quantity reductions?</p> <p>Is the maximum number of bikes allowed high enough for vendors to earn enough revenue to continue to operate?</p> <p>Councilmember Myers</p>	<p>Staff has attempted to minimize regulation while addressing the concerns of the Council and community.</p> <p>Rationale:</p> <ul style="list-style-type: none"> • Quantity: Evidence from Seattle’s pilot study indicates regulating bike-fleet quantity reduces can help limit the number of bike share bicycles on City streets which may in turn help reduce clutter. Quantity maximums have been calculated based on Seattle & Nike-campus (Portland) bike densities, and from vendor surveys. • Types: Requiring that at least 10 percent of the bike fleet be e-bikes improves options for users with minimal market distortion, since the market indicates a higher percentage is likely. • Scooters: Scooter sharing programs are now operating across the country. These operations have raised safety concerns in many communities but initial studies do not provide a clear answer regarding whether or not there is an actual safety issue. A Portland Bureau of Transportation Study found that scooter sharing has the potential to contribute to a reduction in serious injuries and fatalities from all types of transportation collisions while a UCLA study 	<p>A2. Other Bike Types</p> <p>D1. Minimum Quantity</p> <p>D2. Maximum Quantity</p> <p>D.4 Seasonal Reduction</p>	<p>Opened 7/10/18</p> <p>Revised 3/12/19</p> <p>Closed 3/26/19</p>

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	<p>found that there are more total scooter injuries than total bicycle injuries in the westside of Los Angeles. The Center for Disease Control will begin research regarding scooter collisions in the City of Austin soon. Staff recommends waiting to consider allowing scooters until further safety research is available. Scooters could be allowed in a future phase after the initial pilot.</p> <ul style="list-style-type: none">• Off-season: The Public Works Director has the option to require an off-season reduction to 75 percent of the existing fleet maximum. During the off-season, Nike campus reduces their fleet to 65 percent of their summer fleet due to low ridership. Seattle saw a 40 percent drop in ridership from October to November in 2017 without reducing the number of bikes. Staff recommends a small reduction percentage, and to make it the Director's option when bike use is low. <p>Revision for 3/26/19 per 3/12/19 Planning and Public Works Committee of the Whole.</p> <p>The draft permit includes a cap in the maximum number of bikes allowed between all vendors to 800 (see Issue 3) in an effort to allow a functional bike share system while trying to manage potential for clutter. Another approach which could be contemplated is a performance based cap wherein the maximum of 800 could be exceeded if there is a high demand for use. For example, Tacoma allows sharing companies to increase the size of the fleet if vehicle use exceeds:</p> <ul style="list-style-type: none">• Electric Bicycle: 2 rides per day• Electric Scooter: 4 rides per day <p>Note that additional discussion of device types is now included in Issue 4.</p> <p>Revision per 3/26/19 Council Study Session</p> <p>Council recommended eliminating the proposed restriction on the maximum number of bikes and/or scooters. Please see the 4/16/19 Planning and Public Works Committee of the Whole memo for additional information including a review of the scooter industry.</p>		

Bike and Scooter Share Issues Matrix*Revised per the March 26, 2019 Study Session.***Attachment A**

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19. Can we put educational and safety information on our website? Councilmember Birney	Yes. Staff are developing educational and safety material for the bike share website on issues such as where to leave a bike, what to wear (helmet use & clothing), where to ride, how to pass a bike when driving. This is to be published before bike share is launched.	N/A	Opened 7/10/18 Closed 3/26/19
20. Is 45 hours a good estimate of monitoring time per vendor? Councilmember Anderson	Planning, Public Works, and Finance are coordinating to establish a set of new bike share related user fees which would be adopted by Council to ensure full cost recovery. This will include a detailed review of potential work tasks and a revised estimate of hours per task. This is anticipated to be completed on a timeline aligned with the bike share approval process.	G2. City Evaluation and Operation Fees	Opened 7/10/18 Closed 3/26/19
21. Can the bike share parking (corrals, etc.) eventually be addressed in the parking code? Councilmember Anderson	It is possible to update the parking code to address bike share parking. Staff will consider this after the pilot based on information regarding program performance and identified impacts. Rationale: The information gained through the pilot process will help determine what, if any, changes to the parking code are needed to accommodate bike share parking.	N/A	Opened 7/10/18 Closed 3/26/19
22. Can we require the vendors to do a survey of their users? Councilmember Padhye	Yes. This has been added to the permit.	F6. Survey	Opened 7/10/18 Closed 3/26/19

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23. How are we integrating our pilot program with systems in Bellevue and Kirkland? Councilmember Fields Councilmember Myers	<p>Redmond, Bellevue, and Kirkland have launched or are considering launching bike share systems. Each permit varies but has generally been drafted in a similar manner.</p> <p>Customers are generally anticipated to be able to start a trip in one city and end in another. Potential restrictions on trips across city borders could occur based on the vendors selected vehicle types allowed by each City:</p> <ul style="list-style-type: none">- Vendors<ul style="list-style-type: none">o Each city may utilize different vendors. Redmond's permit would allow a bicycle from a different vendor to be ridden in Redmond but the bicycle could not be parked (trip could not end) in Redmond right of way.- Vehicle type<ul style="list-style-type: none">o Standard human-powered bicycle<ul style="list-style-type: none">▪ Redmond and Kirkland allow standard bicycles. The industry is not anticipated to provide them but they would be allowed. Bellevue does not allow standard bicycles.o Electric bicycles<ul style="list-style-type: none">▪ Bellevue and Redmond only allow electric assist bicycles (user still needs to pedal) while Kirkland's draft permit allows electric only bicycles (motor only, no need to pedal).o Scooters<ul style="list-style-type: none">▪ Bellevue does not allow scooters while Kirkland plans to consider allowing scooters soon. <p>Bike share is proposed to be launched as a pilot project, allowing for revisions in future years as necessary.</p>		Opened 3/12/19 Closed 3/26/19