

Attachment A

Issue	Staff Recommendation and Rationale	Permit Reference
<p>1. How many vendors would be permitted in the pilot program?</p> <p>Councilmember Carson Councilmember Margeson Councilmember Birney Councilmember Padhye</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>These criteria will be in the application process, and not in the permit conditions.</p>
<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>These criteria will be in the application process, and not in the permit conditions.</p>
<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>	<p>D. Bike Quantities D1. Minimum Quantity D2. Maximum Quantity D3. Phase Timing D4. Seasonal Reduction D5. Subarea Zones</p>

Attachment A

Issue	Staff Recommendation and Rationale	Permit Reference
	<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. 	D6. Deployed Bikes Definition
<p>4. What types of bikes will be required in the pilot program?</p> <p>Councilmember Margeson</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> <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. 	A2. Other Bike Types D1. Minimum Quantity
<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. 	Permit sections: D5. Subarea Zones

Attachment A

Issue	Staff Recommendation and Rationale	Permit Reference
	<ul style="list-style-type: none"> The pilot evaluation will include bike availability and demand in all neighborhoods, with a particular interest in low-income areas. 	
<p>6. How do we encourage the vendors to educate the public on safety?</p> <p>Councilmember Birney Councilmember Anderson Councilmember Padhye Councilmember Margeson</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 A8. Education Responsibility</p>
<p>7. How are we addressing equitable access to bike share?</p> <p>Councilmember Anderson Councilmember Margeson Councilmember Birney</p>	<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>	N/A
<p>8. Are there specific parking rules for Redmond?</p> <p>Councilmember Birney</p>	<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>B. Communication and Response B3. Parking Response Time</p> <p>C. Parking C1. Where to Park C2. Where NOT to Park C3. How to Park C4. Non-Right-of-Way Parking</p>

Attachment A

Issue	Staff Recommendation and Rationale	Permit Reference
		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>Staff recommends full cost recovery for the City costs to issues 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>G. Permit Fees and City Reimbursement</p> <p>G1. Application Fee G2. Processing, Review, Inspection Fees G3. Performance Bond G4. Reimbursement G5. City Charges</p>
<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. 	A3. Other Bike Types
<p>11. Interested in what can be done with Geofencing, and can</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</p>	C6. Creating Parking/No-Parking Areas

Attachment A

Issue	Staff Recommendation and Rationale	Permit Reference
<p>the vendors know if the bikes are laying down?</p> <p>Councilmember Margeson</p>	<p>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. 	
<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>F. Performance Measures:</p> <p>F1. Monitoring F2. Safety Reports F3. Community Service Data F4. Bike Quantity & Use F5. Compliance Measures F6. Future Data</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)</p> <p>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> <p>(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;</p>	N/A

Attachment A

Issue	Staff Recommendation and Rationale	Permit Reference
Councilmember Anderson Councilmember Margeson	<p>(3) Has obtained a permit by fraud, misrepresentation, concealment, or through inadvertence or mistake;</p> <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?</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. 	N/A
15. What are the effects of bike share deployment in the fall, after missing the peak summer season?	<p>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.</p> <p>Rationale</p>	D4. Seasonal Reduction

Attachment A

Issue	Staff Recommendation and Rationale	Permit Reference																					
Councilmember Anderson	<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. 																						
<p>16. Which bike shops offer rentals and how do they feel this will affect their business?</p> <p>Councilmember Carson Councilmember Fields</p>	<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> <tr> <td>Edge & Spoke</td><td>Yes</td><td>We think it will affect our business a little, but it will not kill our rental 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.	Edge & Spoke	Yes	We think it will affect our business a little, but it will not kill our rental business.	Staff intends to inquire again when evaluating the pilot program in the summer of 2019.
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.																					
Edge & Spoke	Yes	We think it will affect our business a little, but it will not kill our rental business.																					