



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: James Lopez, Assistant City Manager
Kari Page, Senior Neighborhood Services Outreach Coordinator
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Philly Marsh, Special Projects Coordinator
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Date: January 22, 2019

Subject: BIKE SHARE PILOT COMMUNITY FINDINGS REPORT

EXECUTIVE SUMMARY:

As directed by City Council, staff undertook a process of public participation to understand the perspectives in Kirkland on a possible one-year bike share pilot program. Staff employed ten outreach techniques to collect a total of 919 survey responses as well as written and verbal comment. In general, 64.0% of the Kirkland community supports a one-year bike share pilot, while 28.8% oppose it and 7.2% are not sure. The only group that did not achieve 50% support of a bike share pilot were those who reported being unlikely to use bike share (39.9% support, 50.1% oppose, 10.0% not sure)

Beginning with the highest level of support, the strongest support came from those who either:

- are likely to use bike share in Kirkland (93.1% support, 4.2% oppose, 2.7% not sure);
- have experienced bike share (85.1% support, 11.5% oppose, 3.3% not sure);
- are aged 20-35 (77.6% support, 16.7% oppose, 6.0% not sure);
- rent their home (77.2% support, 16.1% oppose, 6.7% not sure); or
- reside outside of, but visit, Kirkland (76.2% support, 9.5% oppose, 14.3% not sure).

If Kirkland were to pilot a one-year bike share program, the community reported that the most significant potential negative impacts would be improperly parked bikes blocking pathways and bikes being an eyesore or clutter. On the other hand, the most significant potential positive impact of regulating bike share was reported as being easier access to transportation options.

Lastly, 47.7% of respondents also supported permitting scooters in a pilot, while 42.3% opposed it (10.0% were not sure).

BACKGROUND:

The Balanced Transportation Council Goal guides the City to “[r]educe reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety, health and transportation choices.” Further, Action T-2.4.3 of the Transportation Master Plan provides direction to “[w]ork with bike share providers to create regulations that facilitate bike share such as making stations easy to site and operationally sound.”

As free-floating bike share bikes had increasingly been showing up in Kirkland, staff briefed the City Council on July 3, 2018, on the evolution of bike share programs in Seattle and surrounding communities. Council provided initial direction for preliminary elements of a Kirkland program and directed staff to seek community input about a pilot program. Staff returned to Council on August 6, 2018, with a draft pilot program based on neighboring jurisdictions and preliminary public feedback. Council provided direction on parts of the program design and directed staff to collect broader community feedback on a possible year-long bike share pilot program.

OUTREACH METHODOLOGY

STRATEGIC APPROACH TO CIVIC ENGAGEMENT

The City Council was briefed by the Assistant City Manager at the February 23, 2018, Council Policy Retreat on a new strategic approach to civic engagement initiated to further the 2017-2018 City Work Program item: “Enhance resident and business engagement in Kirkland through community-based initiatives that foster a safe, inclusive and welcoming City and a love of Kirkland.”

One component of this approach was the formation of an informal, interdepartmental civic engagement service team that consists of the staff listed at the beginning of this memo. At the direction of the Assistant City Manager, this team crafted the strategy and techniques to collect community feedback on bike share and oversaw the implementation of the engagement plan in coordination with the communications team. The civic engagement team relied primarily upon the methodology of the International Association of Public Participation (IAP2), a robust framework used internationally for civic engagement in support of sustainable decisions. Staff utilized the IAP2 process both in the formulation and execution of the feedback collection process.

TECHNIQUES USED TO COLLECT FEEDBACK

Staff collected feedback through a survey, written comments, and verbal comments at events. Staff sought a wide range of perspectives from the community and utilized four methods of in-person outreach and six methods of digital outreach to collect 919 total survey responses. The specific methods include:

EVENTS	Quantity	Attendance*	Surveys
Neighborhood Association Meetings <i>Highlands, Moss Bay, Juanita, S. Rose Hill / Bridle Trails, Central Houghton, N. Rose Hill, Everest, Lakeview, Norkirk, Evergreen Hill, Market</i>	11	226	127
Community Event Booth Experiences <i>Turkey Trot, Winterfest, Google Lights**</i>	3	**651	128
Interest Group Meetings <i>Downtown Merchants Meeting, Totem Lake Conversations, Tourism Development Committee, School Pool Info Meeting, Kirkland Youth Council, Business Roundtable</i>	6	83	41
Community Meetings at City Hall <i>October 6, December 6</i>	2	29	20
SUBTOTAL	22	989	316

With few exceptions, all events except for Community Event Booth Experiences consisted of a produced video or standard PowerPoint presentation, followed by a group discussion and paper survey responses. Community Event Booth Experiences consisted of individual conversations and paper survey responses.

*Total number of people that were present at a meeting or with whom staff interacted.

**Individual conversations at Google Lights, which account for approximately 410 of this value, were more limited than at other Community Booth Experiences and in many cases consisted of handing out an info card with a short website link for the survey.

DIGITAL OUTREACH	Quantity	Views***	Surveys
Partner Email Promotion <i>Kirkland Green Trip, Neighborhood Leaders email, Cascade Bicycle Club, CTR Employees / TMP</i>	4	****	219
Facebook Posts	16	20,388	45
Twitter Tweets	15	16,777	
Landing Webpage (www.kirklandwa.gov/bikesharepilot)	1	384	339
City Newsletter Articles	12	12,671	
Video posted on YouTube and Facebook	2	362	N/A
SUBTOTAL	50	50,582	603

*** "Views" defined as: Facebook Reach, Twitter Impressions, Email Unique Opens, Webpage Unique Visits, YouTube Views.

**** Data unavailable.

FINDINGS

INITIAL THOUGHTS ON BIKE SHARE PILOT

One priority question on which staff sought insight was: **What are your initial thoughts on regulating bike share to operate in Kirkland for a one-year pilot?** The answers available to respondents were: A) Strongly Support; B) Somewhat Support; C) Somewhat Oppose; D) Strongly Oppose; E) Not Sure.

To simplify analysis and the presentation of findings, staff grouped "Strongly Support" and "Somewhat Support" together for an overall "Support" value, and staff similarly grouped "Oppose" values. A detailed account of the varying amounts of support are included in Attachment A.

It should be noted that not every survey respondent answered every question, so raw counts of responses may add up to less than 919, the total amount of surveys received.

Initial Thoughts on a Bike Share Pilot – Overall Response

Analysis: A majority of respondents indicated support for a year-long bike share pilot program.

<i>What are your initial thoughts on regulating bike share to operate in Kirkland for a one-year pilot?</i>	Support	584 64.0%
	Oppose	263 28.8%
	Not sure	66 7.2%
Total		913* 100%

Cross Tabulation Analysis

Survey respondents, whether online or in-person, had the option to self-identify on several behavioral and demographic questions. During analysis, staff cross-tabulated survey results by some behavioral or demographic indicators to identify themes in the community. Those cross-tabulations are summarized below.

Ridden a Bike-Share Bike Cross-Tabulated by Initial Thoughts on a Bike Share Pilot

Analysis: Those who reported having not ridden a bike-share bike locally or elsewhere were somewhat more likely to support than oppose a pilot bike share program. Those who reported having ridden a bike-share bike were significantly more likely to support than oppose a pilot program. Of the total survey respondents, those who had experienced bike share were less than half of the number of respondents who had not experienced bike share.

Cross Tabulation: Ridden a Bike-Share Bike by Initial Thoughts on a Bike Share Pilot		Initial Thoughts on a Bike Share Pilot			Total
		Support	Oppose	Not sure	
<i>Have you ridden a bike-share bike locally or somewhere else?</i>	No	351 54.9%	232 36.3%	56 8.8%	639 70.4%
	Yes	229 85.1%	31 11.5%	9 3.3%	269 29.6%

Likelihood to Use Bike Share Cross-Tabulated by Initial Thoughts on a Bike Share Pilot

Analysis: Again, for ease of analysis and presentation, staff grouped those who reported being “somewhat likely” or “very likely” to use bike share in Kirkland. Staff similarly grouped those who reported being “somewhat unlikely” or “very unlikely or I wouldn’t” to use bike share in Kirkland.

Staff observed those who reported being likely to use bike share in Kirkland were significantly more likely to support than oppose a bike share pilot program. Conversely, those who reported being unlikely to use bike share were slightly more likely to oppose than support a pilot program, which was the only behavioral or demographic category in which a majority support for bike share was not achieved.

A little less than half of survey respondents indicated that they or someone in their household were likely to use bike share in Kirkland if a pilot program were implemented, while slightly more than half of survey respondents indicated that they or someone in their household were unlikely to or wouldn’t use bike share in Kirkland.

Cross Tabulation: Likelihood to Use Bike Share by Initial Thoughts on a Bike Share Pilot		Initial Thoughts on a Bike Share Pilot			Total
		Support	Oppose	Not sure	
<i>If Kirkland permits a one-year bike share pilot, how likely is it you or someone in your household would use bike share in Kirkland?</i>	Very or somewhat likely	377 93.1%	17 4.2%	11 2.7%	405 44.4%
	Very or somewhat unlikely, or wouldn’t	192 39.9%	241 50.1%	48 10.0%	481 52.7%
	Not sure	14 53.9%	5 19.3%	7 26.9%	26 2.9%

Ridden a Bike in Last Six Months Cross-Tabulated by Initial Thoughts on a Bike Share Pilot

Analysis: Again, for ease of analysis and presentation, staff grouped those who reported having ridden a bike “frequently”, “sometimes”, or “once or twice” in the last six months. The other answer option for this survey question was “have not ridden a bike in the last six months”.

Those who reported having ridden a bike in the last six months were much more likely to support than oppose a pilot bike share program. Those who reported having not ridden a bike in the last six months were slightly more likely to support than oppose a pilot program.

Cross Tabulation: Ridden a Bike in Last Six Months by Initial Thoughts on a Bike Share Pilot		Initial Thoughts on a Bike Share Pilot			Total
		Support	Oppose	Not sure	
<i>In the last six months, about how many times have you ridden a bike?</i>	Frequently, Sometimes, or Once or Twice	402 71.4%	126 22.4%	35 6.2%	563 61.8%
	Have not ridden a bike in the last six months	180 51.7%	137 39.4%	31 8.9%	348 38.2%

Area of Residence Cross-Tabulated by Initial Thoughts on a Bike Share Pilot

Analysis: Those who reported living in the North areas of Kirkland were somewhat more likely to support than oppose a bike share pilot program in Kirkland. Similarly, those who reported living in Central or South Kirkland were much more likely to support than oppose a bike share pilot. Lastly, those who reported residing outside of Kirkland were significantly more likely to support than oppose a pilot.

Cross Tabulation: Area of Residence by Initial Thoughts on a Bike Share Pilot		Initial Thoughts on a Bike Share Pilot			Total
		Support	Oppose	Not sure	
<i>In which part of Kirkland do you reside?</i>	North Kirkland (Finn Hill, Juanita, Kingsgate, Totem Lake)	159 55.8%	100 35.1%	26 9.1%	285 33.2%
	Central Kirkland (Market, Norkirk, Highlands, North Rose Hill)	149 63.1%	78 33.1%	9 3.8%	236 27.5%
	South Kirkland (Moss Bay, Everest, S. Rose Hill, Lakeview, Central Houghton, Bridle Trails)	158 68.1%	62 26.7%	12 5.2%	232 27.0%
	I live outside of Kirkland	80 76.2%	10 9.5%	15 14.3%	105 12.2%

Housing Type Cross-Tabulated by Initial Thoughts on a Bike Share Pilot

Analysis: Those who reported owning their homes were somewhat more likely to support than oppose a bike share pilot program. Further, those who reported renting their homes were significantly more likely to support than oppose a bike share pilot. Staff received a single response from a community member experiencing homelessness, who indicated opposition to a bike share pilot program.

Cross Tabulation: Housing Type by Initial Thoughts on a Bike Share Pilot		Initial Thoughts on a Bike Share Pilot			Total
		Support	Oppose	Not sure	
<i>What is your housing situation?</i>	Own	348 59.4%	201 34.3%	37 6.3%	586 79.7%
	Rent	115 77.2%	24 16.1%	10 6.7%	149 20.3%
	Unhoused	0 0.0%	1 100.0%	0 0.0%	1 0.1%

Age Cross-Tabulated by Initial Thoughts on a Bike Share Pilot

Analysis: Overall, all age categories indicated support for a bike share pilot program, with the most support coming from those aged 20 to 35 and under 20.

Cross Tabulation: Age by Initial Thoughts on a Bike Share Pilot		Initial Thoughts on a Bike Share Pilot			Total
		Support	Oppose	Not sure	
<i>What is your age?</i>	Under 20	31 68.9%	4 8.9%	10 22.2%	45 6.2%
	20-35	116 77.3%	25 16.7%	9 6.0%	150 20.7%
	35-50	141 55.5%	99 39.0%	14 5.5%	254 35.0%
	50-65	129 62.0%	63 30.3%	16 7.7%	208 28.7%
	65-80	39 59.1%	25 37.9%	2 3.0%	66 9.1%
	80+	2 100.0%	0 0.0%	0 0.0%	2 0.3%

POTENTIAL POSITIVE AND NEGATIVE IMPACTS OF A BIKE SHARE PILOT PROGRAM

Staff asked the public to comment on what they saw as the most significant positive and negative potential impacts on the community of a bike share pilot program to determine how people's values and perspectives on bike share may inform their initial support or opposition of a pilot bike share program in Kirkland.

Cross-Tabulated Analysis

During analysis, staff again cross-tabulated survey results to identify themes in the community to identify themes in the community. Those cross-tabulations are summarized below.

As before, to simplify analysis and the presentation of findings, staff grouped "Strongly Support" and "Somewhat Support" together for an overall "Support" value. Staff similarly grouped the "Oppose" values.

It should again be noted that not every survey respondent answered every question, so raw counts of responses may add up to less than 919 (the total amount of surveys received).

Initial Thoughts on a Bike Share Pilot Cross-Tabulated by Potential Positive Impact

Staff asked: **What would be the most significant potential positive impact of regulating bike share on the community?** The answers available to respondents were: A) Reduces car traffic; B) Promotes healthy behavior; C) Creates better experiences for visitors; D) Provides easier access for more transportation options; E) I see no significant benefits.

Analysis: Survey respondents indicated that “providing easier access for more transportation options” was overall the most significant potential positive impact of regulating bike share, with “no significant benefits” being the next highest answer closely followed by “reduces car traffic”. Those who reported opposition to a bike share pilot constituted the overwhelming majority of those who said they “see no significant benefit” to bike share (175 of the 202 responses).

Cross Tabulation: Initial Thoughts on a Bike Share Pilot by Potential Positive Impact		Potential Positive Impact					Total
		Reduces car traffic	Promotes healthy behavior	Creates better experiences for visitors	Provides easier access for more transp. options	I see no significant benefits	
<i>What are your initial thoughts on regulating bike share to operate in Kirkland for a one-year pilot?</i>	Support	155 27.7%	110 19.6%	27 4.8%	254 45.4%	14 2.5%	560 63.3%
	Oppose	16 6.1%	25 9.5%	13 4.9%	34 12.9%	175 66.5%	263 29.7%
	Not sure	17 27.4%	8 12.9%	7 11.3%	17 27.4%	13 21.0%	62 7.0%
Total		188 21.2%	143 16.2%	47 5.3%	305 34.5%	202 22.8%	885 100.0%

Summary of Verbal and Written Comments Regarding Potential Positive Impacts

Comments regarding making the bike share pilot program a success in Kirkland are listed below. These comments were pulled from the open-ended survey answers, written comments, verbal comments at events, letters, and email correspondence. Staff identified three major themes: working with our regional partners, making sure everyone has access to the bikes, and obtaining data from the bike share companies.

Staff did not list every submitted comment, as many were duplicates or redundant to the quantifiable data in the survey. A comprehensive listing of comments from each engagement strategy can be found in Attachment B.

Regional coordination between partners

- Work with neighboring jurisdictions to create a regional and reasonable approach to bike share
- Research and share lessons learned between jurisdictions
- Work to improve the integration with the ORCA payment system

Social equity and access

- Find new ways to make bike share more affordable and accessible to all
- Consider bike share as an alternative for those who can't afford a car or bike
- Offer consumer choices between e-assist and conventional bikes to improve accessibility and address Kirkland's hilly terrain

Contract terms with providers

- Require bike share companies to share data with the City for transportation planning
- Ask bike share companies to consider group rates for businesses or schools
- Allow the pilot companies to determine the right size to meet demand
- Procure small and large bike share companies to balance access to the market
- Limit number of bikes and bike companies

Other themes and perspectives observed in the comments from those generally in favor of a bike share pilot include:

- Consider the fact that cars already clutter our streets and parking areas so why not support a smaller, healthier mode of transportation
- Consider the fact that government already subsidizes the automobile by building automobile infrastructure so why not support alternative modes of transportation
- Recognize that bike share will be here no matter what Kirkland decides, so we might as well get on board
- Embrace the potential bike share has to connect Kirkland with the region and transit via the Cross Kirkland Corridor and Eastside Rail Corridor
- Embrace bike share as a tourism enhancement
- Explore branding bike share as "Explore Kirkland" instead of the bike share company brand
- Recognize that bike infrastructure is much less expensive than automobile
- Recognize that bike share can help relieve the pressure on downtown parking

Initial Thoughts on a Bike Share Pilot Cross-Tabulated by Potential Negative Impact

Staff asked: **What would be the most significant potential negative impact of regulating bike share on the community?** The answers available to respondents were: A) Bike clutter/eyesore; B) Improperly parked bikes blocking pathways; C) Potential for injury; D) Cost to the City; E) I see no significant concerns.

Analysis: Survey respondent indicated that "improperly parked bikes" was overall the most significant potential negative impact of regulating bike share, with "no significant concerns" the next highest answer closely followed by "bike clutter/eyesore." Those who reported support to a bike share pilot constituted the overwhelming majority of those who said they "see no significant concerns" to bike share (135 of the 151 responses).

Cross Tabulation: Initial Thoughts on a Bike Share Pilot by Potential Negative Impact		Potential Negative Impact					Total
		Bike clutter / eyesore	Improperly parked bikes	Potential for injury	Cost to the City	I see no significant concerns	
<i>What are your initial thoughts on regulating bike share to operate in Kirkland for a one-year pilot?</i>	Support	115 20.4%	248 43.9%	32 5.7%	35 6.2%	135 23.9%	565 63.8%
	Oppose	129 50.0%	77 29.8%	25 9.7%	22 8.5%	5 1.9%	258 29.1%
	Not sure	13 20.6%	19 30.2%	6 9.5%	14 22.2%	11 17.5%	63 7.1%
Total		257 29.0%	344 38.8%	63 7.1%	71 8.0%	151 17.0%	886 100.0%

Summary of Verbal and Written Comments Regarding Negative Impacts

Comments regarding concerns about a bike share pilot program in Kirkland are listed below. These comments were pulled from the open-ended survey answers, written comments, verbal comments at events, letters, and email correspondence. Staff received many comments about safety concerns, mostly around the lack of helmets as well as the presence of bikes on sidewalks.

Interestingly, the survey data above does not reflect safety as the primary concern. Further, there was a large discrepancy between what to do about helmets amongst respondents. Some wanted to require and enforce the use of helmets while others wanted to leave it up to the user and not enforce helmet laws. Staff also observed a theme of concern surrounding potential conflicts between pedestrians and bikes on sidewalks, especially in crowded areas around downtown.

Staff did not list every submitted comment, as many were duplicates or redundant to the quantifiable data in the survey. A comprehensive listing of comments from each engagement strategy can be found in Attachment B.

Clutter and clogged bike lanes/racks

- Require companies to pick up bikes if:
 - causing safety hazard
 - left idle in one location
 - parked inappropriately
 - impacting public transit
- Limit number of companies and bikes
- Require redistribution of bikes (perhaps companies can provide financial incentives for parking bikes in outer areas of Kirkland)
- ID parking hubs and provide incentives for parking at designated “hubs”
- Install automated docking stations to reduce clutter
- Require quick response to complaints
- Require 24-hour customer service phone number and bike identification numbers

Safety

- Helmets
 - Require incentives for helmets
 - Enforce helmet law
 - Retract helmet law specifically for bike share
 - Retract helmet law because it isn't enforced
 - Allow users to decide if they want to use a helmet
 - Increase the helmet law to up to 18 years old
 - Subsidize helmets (like Redmond's \$5 per helmet program)
 - Limit use by youth who may not wear helmets and not know bike laws
 - Consider the “ripple” effect on private bikes if helmets are not required on bike share
- Safety training
 - Require safety training
 - Sponsor safety training
 - Require training and a license to use bike share to encourage safer use
 - Acknowledge road safety means everyone using the road – not just bikes
- Bike maintenance
 - Require standard bike safety maintenance
 - Require lights on the bikes

- City infrastructure
 - Consider potential bike/pedestrian crashes on sidewalks
 - Build more protected bike lanes
 - Consider impact on already crowded sidewalks downtown
 - Restrict bikes from sidewalks especially in crowded areas
 - Consider conflicts on sidewalks with people with disabilities
 - Regulate and enforce speed limits for bikes

Bike parking

- Restrictions
 - Restrict parking on CKC or specifically on the trail
 - Consider a hybrid dockless system with some designated areas for dockless bikes (painted sidewalk)
 - Work with neighborhoods and local communities to determine where to strategically and safely locate bike share parking areas and make those areas part of the bike share app
 - Do not reduce auto parking to provide bike parking
 - Remove some strategic auto parking stalls for bike parking
 - Provide bike parking just as the city provides auto parking
 - Require bike companies to provide financial incentives for parking bikes in appropriate areas
- Violations
 - Authorize City removal and recover removal costs for improperly parked bikes
 - Establish and enforce designated parking areas
 - Require bike share companies to swiftly respond to complaints from the public
 - Make users be responsible for their actions by charging penalties for violations

Government considerations

- Recover costs
 - Establish fees to cover City costs
 - Charge providers for operating in Kirkland
 - Establish a city crew response process for neglected bikes that fully recovers costs (beyond 7 consecutive days)
 - Consider City's risk and liability
 - Ask other jurisdictions the actual cost of managing bike share programs
- Infrastructure
 - Consider improving bike infrastructure as demand/use increases
- Social equity
 - Need mechanism for people without cell phones or credit cards
 - Require redistribution of bikes to make accessible to outer areas of Kirkland
 - Make bike share affordable to lower income
- Regional Coordination
 - Deal with the helmet issue at the County and State level
- Contracting with provider(s)
 - Right size the fleet to meet the demand
 - Let companies figure out the solution to meet safety requirements
 - Consider the bike share company's recycling and environmental standards
 - Limit the number of bikes and bike companies

POSSIBLE PERFORMANCE MEASURES FOR A PILOT BIKE SHARE PROGRAM

The City's performance management program focuses on gaining insights into what constitutes a successful program, service, or process as informed by community expectations. The majority of the civic engagement team referenced earlier in this report received training last year from the Change & Innovation Agency, the City's selected consultant for improving the City's performance management system. Informed by this training, staff identified through this public participation process several possible measures for monitoring and evaluating a pilot bike share program if one was permitted.

Overall, staff learned that community members would want to be involved in the evaluation of a bike share pilot. Although refined definitions of key performance indicators could be sought from the community, below is a list of quantifiable measurements that staff identified through this public involvement process. Some of these could be included in measuring the performance of a pilot program.

Negative Impacts

- Monitor clutter and blocking walkways (and prohibited areas)
- Closely monitor impacts on people with disabilities
- Collect data on the effectiveness of using parking hubs
- Collect information from local hospitals and police about crash history
- Keep track of the actual cost to government
- Collect information on the bike share company's waste and recycling of broken bikes

Positive Impacts

- Track geographic distribution of bikes
- Compare geographic distribution of bikes to lower income areas
- Quantify impact on traffic and bus ridership
- Track data to show reduction of auto parking demand
- Obtain ridership numbers

Customer Service

- Keep information on how quickly the company responds to complaints
- Do user satisfaction surveys
- Incorporate resident feedback in the evaluation of the pilot program

DEMOGRAPHICS OF SURVEY RESPONDENTS

Staff found that survey respondents were generally representative of the Kirkland community, with two main exceptions. 79.7% of respondents reported owning their home, while 20.2% indicated that they rent. These amounts vary from 2017 American Community Survey estimates of 63.9% for home owners and 36.1% for renters. This indicates that a higher percentage of homeowners responded to the survey than is representative of our community.

Area of residence also saw a notable discrepancy between survey respondents and community estimates. Based on survey responses, a higher percentage of Central and South Kirkland residents participated in the survey than are representative of our community, with Central Kirkland responses totaling 31.4% of survey responses (19.5% of Kirkland's population) and South Kirkland responses totaling 30.6% of survey responses (24.3% of Kirkland's population). On the other hand, North Kirkland responses totaled 37.9% of survey responses (56.2% of Kirkland's population).

A full account of demographic responses can be found in Attachment C.

Attachment A: Summary of Survey Results

Attachment B: Comprehensive Listing of Submitted Comments

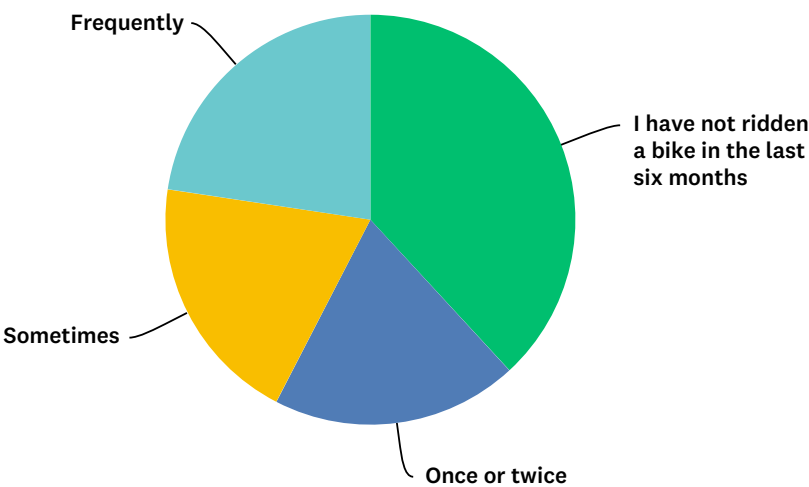
Attachment C: Demographic Profile of Survey Respondents

Attachment A: Summary of Survey Results

What are your initial thoughts on regulating bike share to operate in Kirkland for a one-year pilot?	Initial Thoughts on a Bike Share Pilot							TOTAL
	Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Overall Support	Overall Oppose	Not sure	
Experienced bike share = yes	180	49	9	22	229	31	9	269
	66.9%	18.2%	3.3%	8.2%	85.1%	11.5%	3.3%	29.6%
Experienced bike share = no	178	173	69	163	351	232	56	639
	27.9%	27.1%	10.8%	25.5%	54.9%	36.3%	8.8%	70.4%
Ridden a bike in last six months	276	126	45	81	402	126	35	563
	49.0%	22.4%	8.0%	14.4%	71.4%	22.4%	6.2%	61.8%
Have not ridden a bike in last six months	82	98	33	104	180	137	31	348
	23.6%	28.2%	9.5%	29.9%	51.7%	39.4%	8.9%	38.2%
								0
North Kirkland	91	68	28	72	159	100	26	285
	31.9%	23.9%	9.8%	25.3%	55.8%	35.1%	9.1%	33.2%
Central Kirkland	89	60	23	55	149	78	9	236
	37.7%	25.4%	9.7%	23.3%	63.1%	33.1%	3.8%	27.5%
South Kirkland	99	59	19	43	158	62	12	232
	42.7%	25.4%	8.2%	18.5%	68.1%	26.7%	5.2%	27.0%
Reside outside of Kirkland	57	23	4	6	80	10	15	105
	54.3%	21.9%	3.8%	5.7%	76.2%	9.5%	14.3%	12.2%
Likely to use bike share	279	98	7	10	377	17	11	405
	68.9%	24.2%	1.7%	2.5%	93.1%	4.2%	2.7%	44.4%
Unlikely to use bike share	74	118	67	174	192	241	48	481
	15.4%	24.5%	13.9%	36.2%	39.9%	50.1%	10.0%	52.7%
Not sure	6	8	4	1	14	5	7	26
	23.1%	30.8%	15.4%	3.8%	53.8%	19.2%	26.9%	2.9%
Age: Under 20	17	14	1	3	31	4	10	45
	37.8%	31.1%	2.2%	6.7%	68.9%	8.9%	22.2%	6.2%
Age: 20-35	78	38	9	16	116	25	9	150
	52.0%	25.3%	6.0%	10.7%	77.3%	16.7%	6.0%	20.7%
Age: 35-50	95	46	24	75	141	99	14	254
	37.4%	18.1%	9.4%	29.5%	55.5%	39.0%	5.5%	35.0%
Age: 50-65	79	50	21	42	129	63	16	208
	38.0%	24.0%	10.1%	20.2%	62.0%	30.3%	7.7%	28.7%
Age: 65-80	21	18	6	19	39	25	2	66
	31.8%	27.3%	9.1%	28.8%	59.1%	37.9%	3.0%	9.1%
Age: 80+	2	0	0	0	2	0	0	2
	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.3%
Own their home	212	136	53	148	348	201	37	586
	36.2%	23.2%	9.0%	25.3%	59.4%	34.3%	6.3%	79.7%
Rent their home	80	35	8	16	115	24	10	149
	53.7%	23.5%	5.4%	10.7%	77.2%	16.1%	6.7%	20.3%
Unhoused	0	0	1	0	0	1	0	1
	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.1%
OVERALL	360	224	78	185	584	263	66	913
	39.4%	24.5%	8.5%	20.3%	64.0%	28.8%	7.2%	

Q1 In the last six months, about how many times have you ridden a bike?

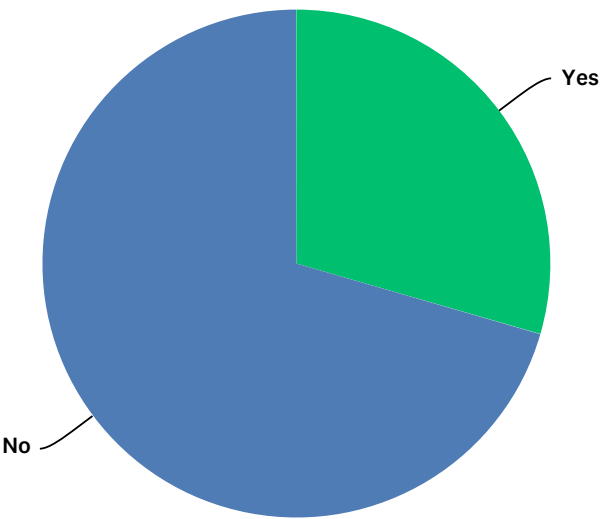
Answered: 915 Skipped: 4



ANSWER CHOICES	RESPONSES	
I have not ridden a bike in the last six months	38.14%	349
Once or twice	19.45%	178
Sometimes	19.78%	181
Frequently	22.62%	207
TOTAL		915

Q2 Have you ridden a bike-share bike locally or somewhere else?

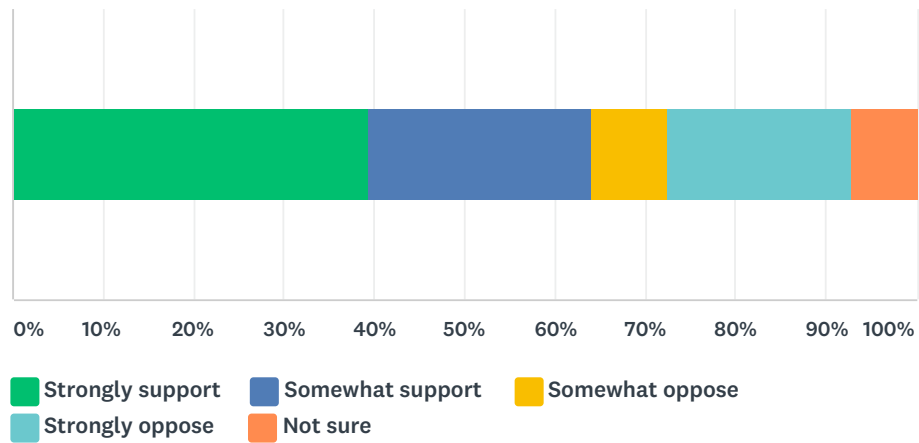
Answered: 912 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	29.50%	269
No	70.50%	643
TOTAL		912

Q3 What are your initial thoughts on regulating bike share to operate in Kirkland for a one-year pilot?

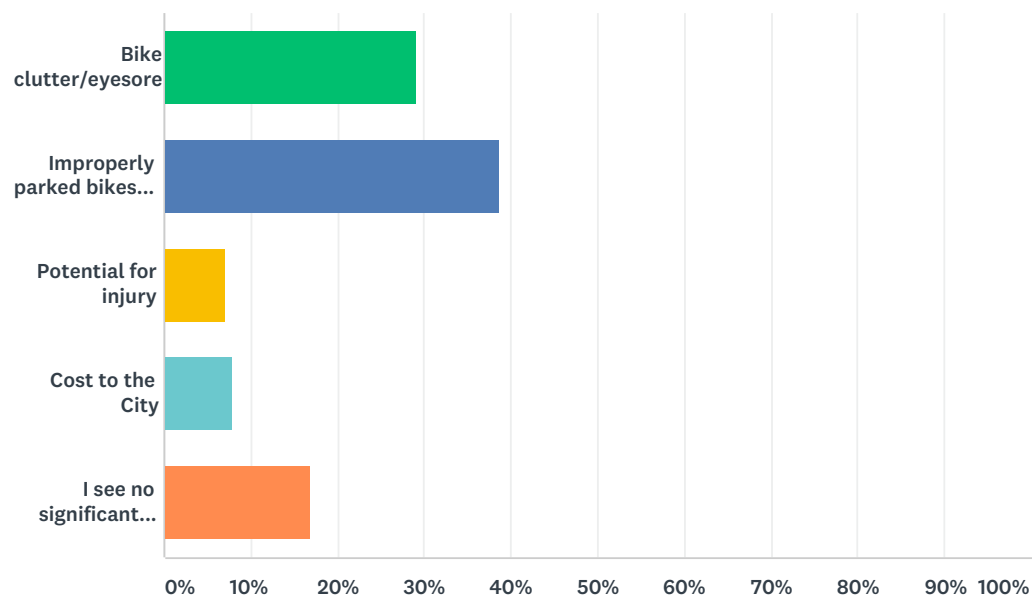
Answered: 913 Skipped: 6



ANSWER CHOICES	RESPONSES	
Strongly support	39.43%	360
Somewhat support	24.53%	224
Somewhat oppose	8.54%	78
Strongly oppose	20.26%	185
Not sure	7.23%	66
TOTAL		913

Q4 What would be the most significant potential negative impact of regulating bike share on the community?

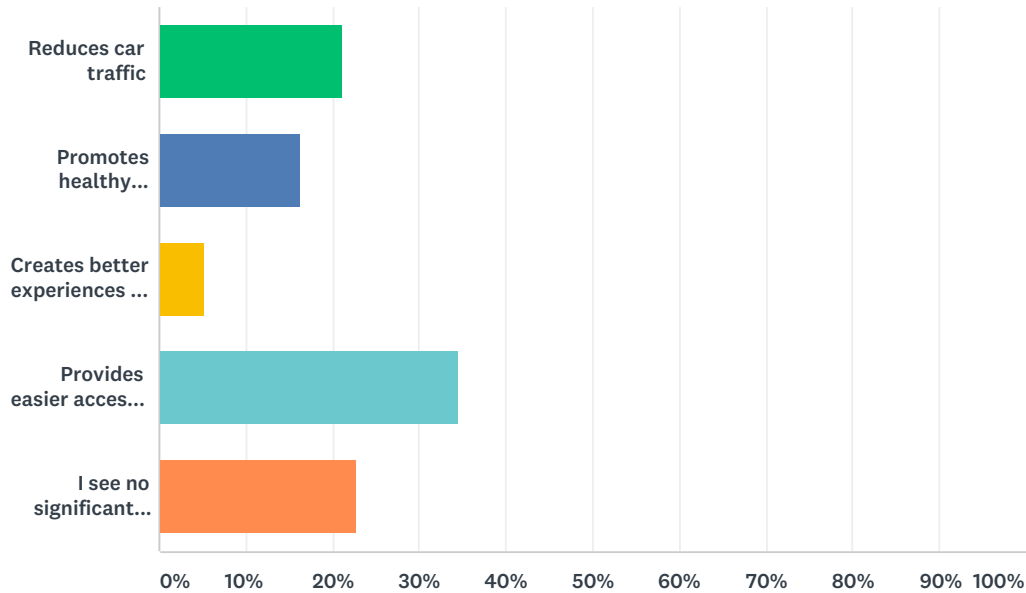
Answered: 887 Skipped: 32



ANSWER CHOICES	RESPONSES	
Bike clutter/eyesore	29.09%	258
Improperly parked bikes blocking pathways	38.78%	344
Potential for injury	7.10%	63
Cost to the City	8.00%	71
I see no significant concerns	17.02%	151
TOTAL		887

Q5 What would be the most significant potential positive impact of regulating bike share on the community?

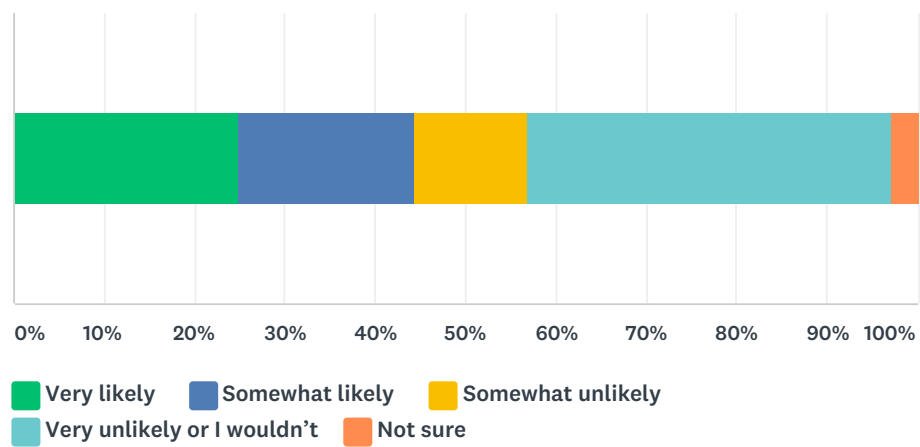
Answered: 887 Skipped: 32



ANSWER CHOICES	RESPONSES	
Reduces car traffic	21.20%	188
Promotes healthy behavior	16.23%	144
Creates better experiences for visitors	5.30%	47
Provides easier access for more transportation options	34.50%	306
I see no significant benefits	22.77%	202
TOTAL		887

Q6 If Kirkland permits a one-year bike share pilot, how likely is it you or someone in your household would use bike share in Kirkland?

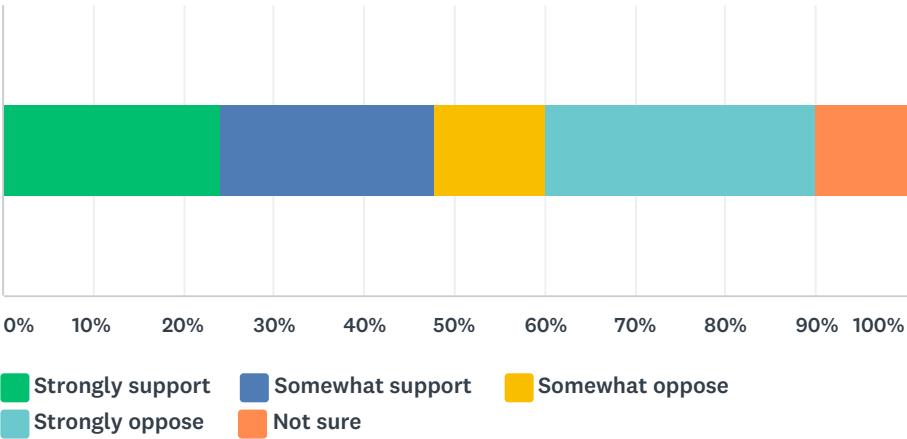
Answered: 915 Skipped: 4



ANSWER CHOICES		RESPONSES	
Very likely		24.92%	228
Somewhat likely		19.45%	178
Somewhat unlikely		12.46%	114
Very unlikely or I wouldn't		40.33%	369
Not sure		2.84%	26
TOTAL			915

Q7 What are your initial thoughts on permitting a bike share company to eventually include scooters in Kirkland?

Answered: 903 Skipped: 16



ANSWER CHOICES	RESPONSES	
Strongly support	24.14%	218
Somewhat support	23.59%	213
Somewhat oppose	12.29%	111
Strongly oppose	30.01%	271
Not sure	9.97%	90
TOTAL		903

Attachment B: Comprehensive Listing of Submitted Comments

Survey.....	2
Neighborhood Association Meetings.....	31
Interest Group Meetings.....	34
Community Meetings at City Halls	36
Emails and Letters.....	41
Facebook & Twitter.....	45

Survey

The following verbatim answers to the open-ended survey question “*Do you have any other thoughts or feedback you’d like to provide?*” were filtered by level of support for a pilot bike share program.

Strongly Support

- Any other thoughts or feedback you’d like to provide?
- Open-Ended Response
- We need to promote a healthier lifestyle and awareness about impact to our planet. A shift in how we use transportation is one of the strongest ways to address these issues in our society.
- My teenage sons are big fans of commuting via bike, so love the idea of a bike share.
- Upside far outweighs downside.
- Would like to try it
- Especially important to have electric bike share when the new BRT opens along 405. I think bike share will increase shopping in downtown Kirkland and reduce frustration with parking.
- Lots of hazards like bikes just left everywhere and collection operations
- I would only support scooters if we treat them as cars: they must obey the same laws as cars; do not drive on sidewalks as they are too narrow. The reason I am would not use bike share is that our family has bikes for every family member :-)
- Bike share has been largely successful in Seattle with minimal bike clutter. There have been safety concerns (like people cutting brakes of bikeshare bikes in Seattle) but these are criminal in nature and are not the fault of bikeshare companies or users. Kirkland has excellent bike infrastructure and there are plans to increase bike infrastructure (mainly Eastside rail corridor, including the overpass over 124th and eventual trail connections through Bellevue and into Snohomish County) so it definitely makes sense to embrace dockless bike sharing in the city.
- Scooters are dangerous for everyone, riders, drivers, and pedestrians
- The issues I've seen with bike shares in other places are mostly clutter (the bikes get parked and left in the way, and people can't move them or don't know if they can), and I've heard of safety concerns since bikes and scooters require maintenance which may not always be timely, and not every bike or scooter left around may actually be safe to ride. I'd rather the city have some control over the shared bikes and scooters and recourse for issues than not.
- Why does this cost the city anything? These are for profit companies let them spend their profit. Stop wasting our money.
- Love using them in Seattle.
- The reason I wouldn't use the bike share program is that I already own a bike that I ride regularly. About scooters - I am against electric scooters because there is no safe place for people to use them. Electric scooters do not belong on the sidewalk and they do not belong on the street.
- I own a bicycle, so I would not rent one.
- Irresponsible users with minimal safe biking habits add to traffic and sidewalk congestion, pedestrian safety risks and personal & city liability. Lack of oversight & control by vendors has made Seattle look trashy.

- Thank you for doing the groundwork.
- Give it a try. And charge reasonable fee per bike. They are a challenge to maintain
- Why do we need a pilot? To see if providing a ubiquitous, equitable, green, cheap transportation option is a good idea? Come on. Are you serious. Just have council all go to Seattle and ride some Lime or Jump bikes and then be done with it. Permit them. This is a no-brainer. The only issue is that some grumpy old homeowners will complain about "one time this bikeshare rider" and "strewn everywhere". Who cares? They'll do that anyway, no matter what process you use. How about pretending you represent the whole city rather than just this very small but vocal minority. Or do the pilot. Whatever. But do it now.
- We should make sure the pilot has clear success measures, but we should absolutely do it!
- Bike share companies are profit seeking enterprises. Any bike shares in Kirkland should be limited to a few providers and the City should share in profits to offset costs. A bike share pilot should have a defined end date after which the shares are removed from service pending a full evaluation and citizen input. There should be no expectation that a pilot is a guarantee for commercial service. Safety is a concern. I have seen inexperienced riders on bike shares in Kirkland without helmets and with little regard for their surroundings on busy and dangerous streets such as Market, Juanita Drive, Lake Street S. and Lake Washington Boulevard. I don't know how to solve the safety issue, particularly if usage surges owing to the availability and the novelty of shares, and if those users are inexperienced. Helmet and traffic laws should be strictly enforced -- including cell phone use -- and penalties for violations should include a safety education component. Sidewalks must remain off limits for bikes. For a bike share trial the City should require bike shares to be outfitted with video cameras. The use of cameras if commercial service follows should be considered based on information obtained during the trial. While not in use bike shares should not interfere in any way with pedestrian rights of way. The companies supplying the bikes can use GPS technology to help ensure this. Disallowed drop-offs should be monitored and monetized by the companies and fed back to the City to supplement enforcement or maintenance activities. While not a biking concern alone the city should update the signaling at pedestrian crosswalks to provide ample and independent times for pedestrians and for automobiles. The intersection at 93rd Ave NE and Juanita Drive NE is a case in point: The pedestrian signal is mostly cotemporally with the green light for automobile traffic; at times of heavy pedestrian traffic automobiles have barely or no time to pass through the intersection once pedestrian traffic clears. Drivers become impatient and make a lot of bad and risky moves to avoid waiting through another red-light cycle. Consider that adding bike shares to this mix can exacerbate an already risky intersection. Regarding scooters, this needs more study and input and the City should not commingle the use of scooters with bike shares.
- Why not?
- Can they be some other color than green?
- Kirkland needs to make more bike lanes and needs to keep cars, trucks, construction cones and debris from blocking bike lanes. Debris & blockages in the bike lanes makes them unsafe.
- our sidewalk space is too precious to clutter with bikes and scooters
- The clutter is a necessary evil to allowing for accessible bike options in our neighborhoods. If these programs are restricted to designated pickup & drop-off areas only, the convenience is severely limited. As long as the program operators are incentivized appropriately to quickly respond to bikes that are reported as impeding the public right-of-way or improperly parked on

private property, the bikes should be allowed to rest just about anywhere. Public opinion will simply have to adjust over a period.

- I like in highlands. I frequently bike to downtown but, with my own bike, I always have the problem of securely parking it (it has been stolen before). With rideshare I'd always just jump on the nearest bike without thinking otherwise. I also do that in Redmond (where I work). It is so convenient!
- Having some hubs (bikes don't need to be locked) where bikes can be reliably found might encourage usage. It seems kind of random where bikes are located in Seattle.
- I'm not worried about "clutter." There are lots of parked cars "cluttering" up the sides of our Kirkland streets every day. It's just what we're used to!
- Don't wait any longer, embrace the future
- Strongly bothered by bikes being haphazardly placed without controls - appears to be a significant eyesore - equivalent to littering.
- Bike shares are awesome, and Kirkland should join in
- I think it's fun seeing the lime green bikes around. While I don't use them often, it's nice to know they are available.
- Encourage scooters and bikes so that both scooter/bike renters and owners can have more exposure and encourage use. Thanks,
- Bike share in Kirkland would be wonderful! Imagine walking out of your house, locating a bike, riding along the waterfront, and stopping for lunch in downtown Kirkland. Sounds like a wonderful way to spend a day exercising and exploring without the use of a car!
- Who's the dumbass who wrote multiple choice questions without including the option of "all the above" as a choice for positive/negative benefits. It makes better sense to own a bicycle with better infrastructure to ride to get from point A to point B. If most people commute to work/home why rent when one can own a bicycle and park it in their residence without it being an eyesore.
- In conjunction with the pilot PLEASE consider improving bike parking options in downtown areas. I bike into downtown regularly and I end up having to take my bike into stores because there is not nearly enough bike parking.
- I don't see Kirkland as having the moral authority to prevent bikes owned by anyone from coming into the city. Just because Kirkland City Council has the ability to do something, doesn't mean they have the moral right. Do the right thing and leave yourself out of this. Go back to naming more city amenities after white men who had enough privilege to help them achieve the things for which you give them accolades.
- Looking at neighboring cities that have bike share options and it appears to be a large eye sore and safety issue in these areas. Kirkland's pedestrian areas are already crowded and the bikes would just add to this issue.
- scooters don't belong in traffic because they don't integrate well with the flow of vehicular & bike traffic! Plus you don't want scooters on sidewalks with walkers. Also, bike should not be allowed on sidewalks...too dangerous!
- Too many bikes left all over the place. Inexperienced riders not following laws and not wearing helmets. High potential for accidents. Scooters even worse.
- My neighbors on Finn Hill are committed to their cars and with hills, bike riding is a challenge. Still, let's try a bike share. Thanks for trying to reduce traffic and help the environment.

- Bike shares and scooters have revolution local point-to-point transit in many cities. I'd love to have them as additional options. For those who think they are clutter, I'd point to the parked vehicles lining almost every roadway - we don't think of those as clutter, we think of those as important parts of a transit story. The same is true of bikes and scooters.
- I like the solution Bellevue and Ballard have used with parking bikes. The parking spots must be frequent enough to be convenient though.
- Scooters are so much easier than bikes. Choose scooters over bikes. People of all ages can easily ride scooters. Bikes are harder.
- Please consider mandating that Bikeshare providers include "e-bikes" as part of the mix. Our elevation gains - particularly to get up to the Cross-Kirkland Corridor - make it very difficult for older folks who would like to ride but can't comfortably navigate the hills.
- Docked bikes and scooters are much better than dock less
- I like the idea of bike sharing and scooter sharing, but I don't like the idea that these bikes and scooters end up abandoned in random places. In fact, as far as I know the program hasn't worked that well in other cities and there are loads of bikes that have pretty much become waste
- Both our North and South neighbors have them, with our growing trail connections, these bikes are going to end up in Kirkland anyway. Let's give our citizens time to learn how cool it can be to have bike share as an option. This dovetails wonderfully with the green street projects currently under construction!
- I strongly support Bike Share in Kirkland! It will reduce traffic and provide more transportation options for residents and workers in Kirkland.
- Give me bikes!!
- I have several bikes of my own + a scooter. I use all for 10 - 15 mile trips on the Eastside. I live at 2nd St. and 3rd Ave. After dinner at a friend's on 13th E. I saw a lime bike laying on the corner of 2nd St. & 13th and noted it was totally unlocked so I hopped on and coasted all the way home - 10 blocks, in the dark, no helmet, but what fun! I probably would not use a rental bike because I have my own. Sometimes I don't bike places because I would be riding one of my \$4,000 bikes with no place to secure it at my destination. In the olden days in Kirkland, you could just leave your bike anywhere and it would all be there when you returned. I am an 81-yr. old female and have been biking the eastside since 1944.
- How will this interplay with the helmet laws for bikes and scooters? Carrying a helmet around is awkward but riding without one in traffic can be dangerous. Is there a way bike share companies can provide these, keep them clean, and lock the helmets to the bikes? How much will it cost the city to provide this service?
- Prioritize protected bike lanes
- Bikes are a much healthier way of getting around and especially better for the environment, however scooters are not.
- Please allow Lime Bike and scooters
- Will use bike share if scooters are also included.
- first/last mile option
- I do not have a smartphone
- We need options to help address rush hour near-gridlock as density increases dramatically in downtown Kirkland. No end in sight.

- Scooters should be part of the pilot if it is introduced.
- Strongly support! Lime bikes allow me to access parts of Kirkland too far away by foot and difficult to drive to because of traffic and lack of parking. I already use lime bikes on the Cross Kirkland Corridor to get further than possible for me on foot. Please don't kill the program by over-regulating.
- This is not something I will use because I use my own bike, but it is a great idea. Best aspect is that it is environmentally friendly transportation.
- I hope the city does try a one-year bike share pilot and include scooters in the pilot.
- We could demand bike share companies to have racks on corners a few blocks apart. The bike "renters" could be penalized for not "parking" their bikes in these racks.
- I came from WI and it worked out well, but they required that you parked at bike racks. I'm all for healthy alternatives but don't think one should be allowed to park anywhere. Unsure on scooters. Never had to live with them except in other countries and it was chaos.
- Safety is critical for both riders and others (sidewalk users, vehicles, etc.)
- Strictly enforce parking through bike sharing app. If a bike is left outside the designated parking areas, fine the company.
- Go for it! We need less people in cars!
- Helmets are a problem. Enforcement of bikers to obey traffic laws.
- They are in our neighborhood anyway; the pilot program would allow more regulation. Thank you for working on this program.
- A separated bike on Lake Street would really help.
- Encouraging more bike riding should go hand in hand with providing SAFE bike route options. Paint is worthless, PROTECT bike lanes if you want cyclists to feel safe. Seattle has done it, Bellevue is doing it... Kirkland?
- What about e-bikes and e-scooters? Let's have e-scooters too. I fully support bike share with a "light" regulatory touch. No requirement for helmets. Allow parking bikes wherever cars can be parked! No limit on bikes. I'm not concerned if the land use in Kirkland makes bike share viable-too car centric.
- This is a great transportation option for teens and tweens around our city.
- Bike sharing is SUCH a great idea! It would make Kirkland healthier and nicer
- Take initiative to include helmet borrowing or rentals or disposable paper helmets at several locations to minimize brain injuries. I have been an extremely avid biker and I would never consider riding without a helmet.
- Love this. Please bring bike share to Kirkland! Would be great to see dedicated zones in Juanita Village and Juanita Beach Park. Also, strongly prefer to see all e-bikes to make it easier for less skilled/confident riders to start biking through intersections and up hills.
- I have my own bikes and already bike frequently - that's the only reason I would be unlikely to use bike share in the future. I am concerned about helmets - I would prefer people where them but it's a sticky problem with bike share...
- I only work in Kirkland so while I do not have a purpose for it, I think bike share is a great idea for all cities!

- Scooters: More likely to use sidewalks, and I've had close encounters as a pedestrian in Seattle. Kirkland needs more and better separated bike lanes that would be attractive and appropriate for scooters. Step up the bike/scooter infrastructure for all ages and abilities!
- I am a world traveler on a regular basis. I see bikes and scooters used everywhere I go with far fewer problems than cars create. Let us move forward. In Paris, the use of scooters is everywhere and in high use to move many people quickly for short distances.
- Minimize regulations this minimizing cost to users bike share should be low cost transportation option. Scooters have been more popular in other cities. More people on bikes is better for the city. If we are concerned about sidewalk blocking, look at cars and construction projects-those are much of problem.
- Concerns about bikes and pedestrians sharing sidewalks in same locations. In the South Bay of LA (Manhattan Beach, Redondo Beach) I have seen separate paths for bicycles and for pedestrians. I believe one finds similar layouts in Amsterdam and other cities in the Netherlands. Am reluctant to suggest further revisions of Kirkland roads but wonder if city has considered expanding this approach.
- My husband and I have our own bikes and would probably not use the proposed bikes.
- Response to improperly parked bikes needs to be quick. Bikes have been found on sidewalks and blocking the new ADA ramps too often. The City passed the sign ordinance, the bike share program needs to be even more restricted and enforced. Education campaign for community is needed. Enforcement will be a key issue.
- Bike shares are great.
- Don't be idiots and start reducing capacity for motor vehicle traffic but recognize that some people may choose to use a bike because transit doesn't work well and signal timing is not being done correctly so they can avoid signals.
- Bikes need to be distributed continually, at best daily. With Kirkland hills, probably need more e-bikes.
- go for it!
- Would need to be handled with adequate controls in place to handle problems that arise.
- There are here anyways, we should do something to get involved and do more to control the outcome. Establish key results at outset of program. If results are met, program can continue after 1 year.
- There would be speed issues with scooters. I am a supporter of bikes (I have 4 myself). But the bike shares need to be regulated: 1) license to pay for clutter/cleanup 2) speed restrictions (for e-bikes) 3) litigation potential (no helmets?)
- Needs to include e-bikes. Kirkland is hilly!
- Tried one without a motor at a City event. Love it. Handy. Fun. I don't know about the scooters because they seem dangerous because they attract irresponsible users.
- Really want to try a scooter.
- Go get it!
- When I go to Seattle or other cities I love using the rented bikes and scooters I think people would love using them in Kirkland
- Helmets?
- Bike share!

- scooters = yes
- I like riding bikes not scooters.
- Bike share is good for bike advocacy. Encourages exercise and a good form of transportation.
- Enough bikes for market! Choices: mix of e-bike and conventional. Geographic dist., no re-balancing! Enough companies that data can be shared. Robust equity program that lets people pay without phone and reduced rate.
- Yes bikes. More importantly lots of bike trails and accessibility.
- Bellevue's solution of parking "bike boxes" is an excellent solution for parking. There must be enough designated and frequent spots. Lack of frequency of "bike boxes" is when they are not respected. A successful pilot would be usable and big enough to be used.
- Will restriction on bikes lead to inconvenience on users without technology truly if the majority of users are not in this situation?
- Consider Bike share as a positive for Kirkland.
- No clutter, no random bikes on street
- focus on environment
- Bike sharing is convenient for commute and helps promote healthy lifestyle.
- No thank you
- Thank you :)
- Employ "bike re-locators" to drive around and move unused bikes after 7 days.
- I own many of my own bikes.
- Love this!
- Would appreciate light weight arched helmets
- Often people complain about the clutter caused by bike share, but if you think about it, we live with tremendous car clutter. We are just used to that.
- The biggest negative is bikes being left on sidewalks or on private property. Bike companies should be required to collect bikes left randomly around town and make them available only at approved locations.
- I wouldn't use the bike share program in Kirkland, because I live in Seattle, but it's a good idea.
- Incorporate a question in survey asking people if anyone in their family uses/has used bike shares. Not sure how many teenagers are going to receive the survey, so they may be under-represented.
- I'd love to see bike share in Kirkland
- Please partner with bike share companies to provide an informational campaign about how and where to properly park bike share bikes, even if you don't have the app.
- I think the framing of the questions is odd. Bike shares are here whether or not Kirkland regulates. People are going to ride these bikes into, and leave them in, Kirkland. In my opinion, this is like asking if Kirkland should regulate cell phone use in cars. The cat's out of the bag and people are already doing it. I think these bikes are a junky eyesore and create mobility barriers for people with disabilities, but there are benefits for the people who use them. If Kirkland doesn't regulate use, it will be a free-for-all and we stand to experience problems as a result of the lack of policy/infrastructure and in that way, you will be failing our citizens.
- We must do something to address the traffic problem in our city.
- Dock less seems much more flexible and easier to implement and change as needed over time.

- In addition to bikes being inappropriately parked (especially on private property), bikes can become clutter. Small docking areas should be established throughout the city to hold bikes and fines should be levied against the renter (charged by the rental company) if the bikes are not properly parked.
- The clutter and random drop locations of most dock-less bike share programs is the biggest issue. A possible solution is to create designated drop/pickup locations near popular spots such as bus stops, park and rides, and around downtown. The bike share companies should be required to finance these upgrades.
- Riders should always yield to pedestrians and call out as they pass. Unfortunately, they only do so half the time.
- I feel that given the number of hills, non-electric assist/full electric will be not very popular. Our household is very interested in electric scooters to get around, and home from downtown Kirkland after drinks, events, etc.
- I think bike sharing is such a great idea!
- The main concerns I have about bikeshare bikes is that people leave them blocking sidewalks, and it is impossible to move them out of the way; and that it will become impossible to park a personal bike in the city. Safety concerns are that people with very little bicycle proficiency might be riding without helmets.
- I noticed Bellevue designated spots in their downtown core. That could help with bike clutter in the city center. Also gives the redistribution workers places to put bikes.
- I think anything to reduce traffic is a good thing...and the negatives can be worked out through better maintenance, collection of bikes, or regulation
- Approved pilot programs should include Ebikes. Ebikes will get more utilization because they will provide the opportunity to more people. Otherwise destinations that involve a steep climb will be much less accessible on regular bike.
- Every time I visit Seattle I grab a LimeBike to go more places. Bike share allows me more access to the city. I ride my bike, but I appreciate not having to lock up my bike or worry about how late I'm out. Bikeshare gives me the flexibility to take a bus, or cab as well as the bike. Otherwise my choice is just my bike or just my car.
- I believe it's important to enforce helmet laws for safety. If scooters are introduced there needs to be banned from sidewalks.
- Create strong incentives for good behavior (correct, legal parking, etc.) and penalties for poor behavior (e.g., bike share company doesn't maintain bikes).
- Would be great if the CKC were paved so that it could serve as a real transportation/recreation option for road bike riders and bike share users. As a packed gravel path, it gets very few cyclists compared to the number using the road bike routes.
- Another significant benefit of the bike share is to help reduce the cost of transportation for Kirkland families. Cars are very expensive, and a bike share may help reduce the need for a car for each driver in a family.
- The reason I wouldn't use bike share myself is I'm retired and own two bikes.
- Please include bikes with electric pedal assist
- Just Do It!
- e-scooters now!!!!

- A regional transportation system (e.g. highways and buses) must include alternative transportation options such as bike share. Connect the suburbs with the city and bring bike share to Kirkland.
- The city should not regulate these innovations. Just allow them to happen with no restrictions.
- Bike share coming to Kirkland would be absolutely incredible! I strongly support it.
- I don't link scooters with bike share, but that's just my opinion.
- More (and safer) bike infrastructure is needed to fully realize the benefits of bike-share (and bikes in general). The claimed problems of bike share (e.g., sidewalk blocking) are nowhere near as bad as issue like illegally parked cars, a lack of an effective policy about sidewalk and bike lane closures, etc.
- Our city speed limits are low - making biking safer than most places. More people on bikes is a very good thing. More people are moving to Kirkland (denser apartments/condos) mean more cars - and hopefully more bicycles.
- The biggest problem I see with having Bike Share in Kirkland, besides the cost to the city, is that is too dangerous to ride a bike on our city streets. Therefore, the only place to ride these bike shares is on our Kirkland Corridor Trail. And I don't think it's worth it, for the city to pay bucks to do that. If there was no cost to the city then I would encourage it for the bike Corridor only. I am an avid biker of many years and love it.
- I support scooters, but while bike riding proper behavior is almost universally learned as children, electric scooter riding is not. I think they are basically the same thing, so I do support scooters, but I recognize scooters as a different beast from the ubiquitous bike.
- Would need to regulate how long a bike can sit before needing to be picked up by the company.
- The Lime bikes are already showing up in Kirkland. Would be good to have a consistent approach across jurisdictions including Seattle. Would favor bikes that are e-assisted but allow for peddling only as well,
- This is a wonderful adjunct to the CKC and motorized bikes can help connect us to the Burke Gilman trail
- Give bikes a try but require helmets, and enforce that. Don't allow scooters at all; too many potential conflicts with pedestrians on sidewalks/cars in roadways.
- I highly support Bike Share, but feel that it needs to come with multiple docking areas along the Kirkland Corridor.
- It makes sense to join with surrounding cities in embracing this new technology.
- In the last three years, I have had two bikes stolen off of locked private properties in Kirkland. The Kirkland Police make it very clear that they will not do anything to respond to these thefts, even when there is video footage. If I cannot own my own bike here, it would at least be nice to be able to take advantage of a bike share program, as Seattle and Bellevue have.
- Very excited to see this; seeing Like bike migrate all the way to Kirkland is a great indicator of desire for these services.
- Hopefully the city can use permit fees to build more protected bikeways, especially near schools, so that more people and more types of people may use bikeshare and bike safely in Kirkland
- Loosen helmet laws around bikes and scooters.
- Must be regulated, and the company must incent the users to park the bikes responsibly

- Many parts of Kirkland, and especially short shopping/dining/entertainment trips, are suited really well for biking. Bike share helps people try new options to get around, without needing to invest a lot of money up front to buy equipment. Bike share can be a really great thing for the city, but it's important to keep things in perspective. We'd never consider the same kinds of restrictions on cars within the city (for example, limiting the number of cars allowed in the city), so let's be careful to not artificially restrict or limit bike share in those ways. Give people options, and let them choose what works best for them to get around.
- appreciate the idea of hubs or preferred bike parking spots. also, how can we more strongly utilize this to enhance the increased bus service planned, and the 405-BRT? Redistribution is a concern, esp. if we want this to help eliminate first/last mile challenges with transit adoption
- Biggest challenge is managing where bikes end up, and how long they sit there. Any regulation MUST address this issue in a way that reduces abandoned bikes cluttering our community in a way that is enforceable and at least cost neutral to the tax payer (a profit would be even better). A secondary comment is the way this survey was constructed. You did not ask how we felt about bike share in Kirkland, rather only asked questions on the pros and cons of regulating same. I am all for good regulation of this service, but would prefer it not invade our community at all. That question was never asked...
- Thanks for being forward thinking about transportation alternatives. Fewer cars = more livable Kirkland
- I cannot wait to have bike share in Kirkland! I hope that community members who do not plan to use bike share will not stop those of us who will from gaining access to an incredible new mode of transportation that will make it easy to hop around town without needing to find parking, and bike with family and friends who come to visit without having to bring their own bikes.
- I think the bikes would be used for actual transportation much more than recreation, so are a useful part of the transportation network.
- Study the possibility of regulating car-share programs in Kirkland, based on small, electric vehicle. The development of this program could be shared with neighboring communities, to create a broad Eastside car-sharing option.
- I know there's been discussion/concern about the bikes being left random places. I get the concern. However, I want to note that a bike-share program that requires docking stations is not useful to me, personally. If there's a bike sitting a block away from my house I'm likely to use it (and did when Lime was briefly all over Kirkland). If it requires walking to and from some docking station on both sides (hello, Pronto), then I likely won't.
- Make sure you are also taking feedback and being responsive to the public during the pilot and not just before and after.

Somewhat Support

- Any other thoughts or feedback you'd like to provide?
- Open-Ended Response
- Primary concern is clutter of bikes scattered around. How useful are bikes in hilly Kirkland? Are they E-bikes? If so, do they have long battery life?

- there is a need to ease the traffic in Kirkland, but the streets do not accommodate the riders
- Collect enough revenue for the city to administer the program to control the clutter from bikes scattered in areas.
- Limit noise of scooters. How get bikes/scooters where usage becomes more than a serendipitous opportunity?
- Strong governance and agreements will be needed to ensure the providers are maintaining, redistributing, and removing hazardous or nuisance bikes.
- Scooters need paved pathways in the city hub. Kirkland has none. There is no room on the streets and sidewalks for scooters. Bike shares need to be parked in designated areas, not just dumped anywhere.
- I don't think Kirkland has the street space to safely accommodate bikes or scooters.
- These are a huge eyesore. If you allow, please look to Bellevue as an example of how to better corral them, not Seattle.
- I'm a big proponent of having Bike Shares available in Kirkland. My problem with 'regulating' is the cost that the city charges the vendor will be passed to the end users, possibly making the bike-shares unavailable to many people who would otherwise participate. Don't make the 'regulation' so costly that it hurts the end user. Regulation can still include language that the vendor must keep the bikes in good condition and not just thrown around.
- Provide places downtown where they can leave them. Not on the sidewalks. They are to narrow. I have several ideas on where they can be left.
- Other bike-share programs seem expensive - particularly if there's a group (as in visitors). Would encourage consideration of group rental rates - that would be an incentive for use. I would suggest understanding how riders are using the bikes/scooters - one-time trips, sightseeing, etc. Also, the idea of last mile home seems far-fetched - if you have to pay for time, paying to keep a bike overnight does not appear economical - and how else to you ensure that you'll have a bike again in the morning to get back to your commuter ride? The presentation mentioned the need for helmets; what about bells - again for safety? It seems to me that there needs to be a lot of preparatory work to design a pilot program so that it provides the necessary data to support a future decision. And thought also has to go into the transition - how do you do a pilot program and provide for the options to both continue or discontinue the bike share program?
- We already have bikes being left behind in the south rose hill neighborhood. I'm ok with a bike share program, but there should be some accountability/pickup when they are left in residential areas for too long.
- Why isn't there a discussion of helmet use? Helmets are required in King County. Head injuries are a huge drain on personal and community resources - which is why a helmet law was enacted.
- I think the scooters are a blast, but I could see a concern from a safety standpoint (drivers not seeing, hitting or scooters hitting people).
- If bike shares take away public sidewalk space, they should be paying for it. Also, would like to see ebikes to get up Rose Hill etc.
- I think it's a great idea if after the trial period it was found that the bike share actually increased bike fuselage in Kirkland and or led to less SOV use. Kirkland is mostly a residential suburb and

not as densely populated as bigger cities like Amsterdam or even Seattle. I also think most resident bike riders already own a bike therefore wouldn't have a need for bike share.

- I have my own bike, so I'd just use that but could be an option for people who don't own a bike
- I like the idea of people have access to bikes, but I'm concerned about their safety. How many will have a helmet? Will they follow safe biking rules? Do they know which busy arteries to avoid? Will they use the bikes to get home after drinking too much? I'm glad the city is taking a year to get an idea of how it will go.
- I'm not completely against bike/scooter sharing, but I hate seeing the bikes blocking sidewalks and building entrances.
- Please mandate dedicated "parking spots" for bikes in high use areas (totem lake, downtown, on middle and high school campuses). I love bike share and use it often, but I live near across the street from Juanita High School. I'm very concerned about high school kids leaving bikes on sidewalks or private property in our neighborhood (we have a lot of elderly walkers in our neighborhood) or toss them in greenbelts and wetlands just off-campus, leaving it to local residents to constantly report to have them picked up or move them off our property.
- Scooters provide a quicker, less physical alternative traffic option. But I can't see these options limiting themselves to just Kirkland, as it is pretty small. These rentals should extend on the trail into Woodinville Wine area, and Bellevue downtown.
- Minimize the bike clutter. Go to a docking system like NYC
- The number of bikes should be limited. The City should have some form of revenue from company, taxes or fees. How will the bike helmet laws be enforced? I don't like the idea of powered vehicles, but if they are permitted, they should pay commercial rates for power.
- Make them safe.
- I am a regular bike commuter so I support making bikes available as a transportation alternative. When they first came to Seattle it was a complete disaster - super messy and made the city look trashy. Things are better regulated now, but I think there is real potential for it to change the look of downtown. Also, people that use bike share are not usually cyclists. They don't often follow safe biking conventions. They are more likely to weave around unpredictably on trails and in traffic making things more challenging for those around them.
- Impound bikes parked on sidewalks/pathways.
- require helmets
- Since they're already showing up, might as well manage it. Seems like we need electric with the hills, but speed of pedestrian areas would be a problem. Safety worries me somewhat.
- Would love a bike share even a subsidized bike share program. I like the idea of "hubs" so bikes are not laying about in strange places.
- Should not be left over 24 hours in residential areas.
- Don't let these companies take advantage of the City.
- Parking of bikes should be regulated to specific areas just like in Bellevue.
- I'd like to be able to use bikes but I have a disability.
- Concerned about the safety of additional bikes on narrow streets that are full of cars and curbside parking.
- I'm not opposed to this as long as riders are made aware of the rules.
- Enforcement

- Keep bikes off sidewalks where they endanger pedestrians.
- Should be kept to roads and bike lanes. Rules should be coordinated with Redmond and Bellevue. Bound to be accidents which will involve police and EMTs. Enforcement must be done.
- Especially if there are electric assist bikes to help with climbing the hills. Helmets?
- Only electric bikes, we have too many hills for the heavy bike share bikes in Kirkland. Would encourage me to use transit more, as I'm over a mile to the freeway stops and visit Bellevue frequently, so I would like to take the bus but won't walk a mile. Don't price out companies to the fees, see if it's popular first. Could use the middle of cul-de-sacs in neighborhoods as designated parking.
- Other cities have had problems with scooters. This should be researched before including scooters.
- Keep bikes off trails shared/used by horses. In east side of 132nd Ave. (Between NE 70th and NE 60th). Also, along NE 60th from 132nd Ave NE and 116th Ave NE.
- Safety of riders; safety of pedestrians. Damage because of use off paved areas in parks. Bikes damage tree roots in forest areas. Bikes create trails where they shouldn't be. Who "policies" bike riders? We cannot afford enough traffic officers for traffic safety. Bike riders create unsafe situations for cars and pedestrians. They seem to feel "special" and privileged because they are on bikes.
- Learn from our neighboring cities to keep clutter down and make bikes available at key locations.
- Make Lime Bike install simple bike racks on common city structures like telephone poles.
- I support this with the expectation that lower income commuters to Kirkland for work will have access to pay cash for transport.
- Scooters should not even be considered and should have policies to prohibit them from other cities. Need storage policies quicker response times to move bikes from sidewalks, CKC. We are worried about temporary signs blocking sidewalks, we need to make sure this doesn't result in a bigger issue. Concern over high speed, people that don't ride frequently on the CKC. Need consistency between adjacent jurisdiction.
- Suggest bike share with designated racks (not free to leave anywhere)
- Extend bike lane from 520 to Kirkland Waterfront.
- selecting a reliable operator who can manage the fleet.
- Concerned about improperly parked bikes.
- Reduce Greenhouse gases
- Bike share can balance out Uber + Lyft use
- Try to incent renters to park in designated spots. Kind of like how expensive it is to return a rental car in a different city.
- Biggest problem is how often it rains.
- Most looking forward to electric scooters.
- Let's bike more!
- This is a supplement to Q5 above - The City is doing the right thing - regulating this program for the common good of its residents.
- I have used both nonmotorized and pedal assist Lime bikes in Kirkland (S. Juanita.) They were parked along 112th St. The ebike Lime was fun to ride, but not very practical as transportation

to work/grocery store/ etc. Fine for an impulsive joy ride on the CKC, but in low density residential neighborhoods not very useful. 0% chance I would take one to work/errand not knowing if it would be there later for return trip. I am not sure who the target customer for these bikes is: someone with a smartphone (needed to unlock bike) who happens to always carry around a helmet, but doesn't own their own bike?

- I live in town and have a bike, so I wouldn't have much use for bike share. However, it is a great option for visitors to our town, especially during the dryer months. With the CKC connecting us to Bellevue now, I don't think we can avoid bike share bikes being left in our city and just need to make rules that balance the amount of clutter and blocked pathways with the convenience for our visitors.
- Bike Share companies must be forced to accept liability for all the negative consequences of their business especially paying the cost of injuries resulting from their products similar to uninsured motorist coverage for automobiles.
- I've been in the scooter situation. It's so much scarier than bikes and since they move so much faster you can really get hurt.
- Seattle's approach of allowing many bike share programs at the same time seems to result in more clutter. While I like competition, we have to set some limits.
- Helmets are not provided. This is a huge danger and liability. I would also limit the total number of bikes.
- The number one priority for Kirkland should be road safety. Reduced speed limits and ENFORCED traffic laws should come first.
- We would use bike share /scooters for visitors. We own our own bikes for driving around the community.
- I'm concerned about drivers hitting the bikers because they are not paying attention to the bikers (texting or on the cell phone.) Some bikers are not wearing helmets. Scooters are more aggressive in their driving and at more risk of accidents.
- We need to scale the number of bikes to the number of users so there aren't tons of bikes littering the sidewalks. Also concerned that what happens in China will happen here: piles and piles of discarded bikes.
- Most people who live in Kirkland and want to bike already own a bike. The bike share would likely be used only by visitors.
- We need to treat bikes/scooters as vehicles, and keep them off sidewalks for the sake of pedestrian safety.
- Having choices that don't include cars is always a win. Needs to be coordinated with park and ride and bus stops
- Enforcing e-bikes to be ridden only on the road is not good. Just make sure that e-bikes are not ridden too fast. Otherwise riding 'em only on the road where drivers don't respect bicyclists is not an option.
- I have a bike so I understand the utility of bike share but I wouldn't use it myself. For scooters, they have a negative connotation but if there is a parking area for them then I think we (the city) should at least try. I am all for experimentation however, the city should not have to pay for companies to operate and maintain their network because the company will be charging the citizens that use the service anyway. What does a successful pilot program look like? What is considered Pass (we keep share bikes) and Fail (we do not keep share bikes)?

- Make certain they remove unwanted bikes from sidewalk and private property on a timely basis
- First question a bit unclear because it looks like you are asking whether you are ok with regulating vs not. I support bike sharing but not regulations so wasn't sure how to answer
- I like the idea of scooters. I own two bikes. I tried a Lime bike for free at Crossing Kirkland event and it was a horrible ride.
- We own our own bikes in our family, so unlikely that we would use them. However, it would be useful for guests visiting to use. Plus it's a good idea to help promote healthy living and reduce traffic congestion with cars. Only question is how they would be stored/collected since I often see them scattered about along the roadways.
- With our hilly terrain, e-bikes are likely needed in order to get proper traction for a program.
- We should take a wait and see approach. Don't make a contract with a bike share company until Bellevue finishes their trial period. It may not be successful. I rarely see anyone riding a bike in downtown Bellevue. If Redmond and Bellevue go ahead with programs because their trial periods are successful than Kirkland should start a trial period then. Lets take a cautious approach and not jump on the bandwagon too early. All three cities should use the same company with electric assist bikes so they have front and back lights. The trial should cost the city nothing. The company should take on any cost associated with running a business. The city should assess the impact this project will have on the city and design taxes and fees accordingly that the company will be responsible for.
- I remain concerned about interaction between bike riders and pedestrians. Bike share riders are even less likely than daily private-bike riders to know and follow rules of the road. While this will cause problems with cars, the danger to pedestrians from poorly operated bike share riders will be more than is tolerable.
- My father is blind. I have friends who use wheelchairs. The inconsiderately parked bikes I have encountered in Seattle and on the Eastside concern me, as the differently-abled people who currently are not driving cars may end up being the victims of able-bodied people who are only thinking of themselves. There are some LIME bikes sitting around in Woodinville that seem to be abandoned for months. How accountable will the bike companies be to the City of Kirkland for monitoring and promptly moving hazardous bikes?
- Electric scooters are unsafe
- If the scooters have a motor or are electric, they can be unsafe due to the faster movement and due to the potential for younger kids using them and not having the proper skills to keep safe on sidewalks as well as roads. If the scooters are man-powered only then it is way less of a concern. Thank you!
- I used to live on Alki Beach. The rentable bikes were an eyesore, in the way, annoying, and a nuisance - until the Sub Pop festival when the roads were closed. Massive amounts of bikers that may not be familiar with the area or the product were much more comfortable and less of a bothersome issue when cars were removed. That being said, I don't know how Kirkland could mitigate that issue of multiple vehicles (car and bike) traveling around town.
- City should not subsidize bike share - period.

Somewhat Oppose

- Any other thoughts or feedback you'd like to provide?
- Open-Ended Response
- Other than downtown Kirkland, I don't see much use for a bike share program. It would be nice to have them on the CKC so long there is a mechanism to return the bikes, and not litter the trail.
- Although it seems like a good idea on paper, our region is not suited for bike share. Seattle is finding that out such that people don't use the bikes in the winter /rainy months. All I see is more bikes unused and littering the area and very few in use. People that want to bike (for fitness, or transportation) usually already have a bike, like myself. I would wait and see how it pans out in Bellevue and Redmond before I jumped on the band wagon for Bike Share. The city will, even if contracted with a company be spending tax dollars to deal the bikes in bushes or handling calls about bikes blocking the sidewalk. My sister lives in Seattle, bikes are frequently chucked on her planting strip. No one comes to pick them up. Very sad. Biking is fun, but Bike share companies are not proven to be fun to work with.
- Until these companies better manage the bikes being parked on sidewalks, right of ways, etc., I strongly oppose.
- Aw, this was an exceptionally good post. Spending some time and actual effort to generate a really good article... but what can I say... I put things off a whole lot and don't manage to get nearly anything done.
- I see many bikes left parked but rarely see people actually ride the bikes. When I do see people on the bikes, it is has always been without helmets. As a cyclist, I appreciate people being able to ride bikes but somehow the bike share programs don't seem to be working, i.e. the negatives (inappropriately parked, riders wo/helmets, vandalism to the bikes...) seem to be outweighing the positives. Perhaps frequent bike share riders can provide counterarguments, but I would start with the position that just because other communities are using bike share programs doesn't mean 1) it is the right thing to do (have studies been done on the staying power of bike share programs?), 2) Kirkland should feel obligated to participate in bike share programs. Thanks.
- I often travel to Ballard, and on numerous occasions had difficulties on sidewalks because of bike share bikes cluttered across the walks. Downtown Kirkland sidewalks are already difficult due to clutter of eateries, signs, pots, trees etc on narrow sidewalks. Bikeshare would take up public areas for private profit. While I would love to get cars off the road, bikeshare is not achieving that objective in Seattle. I've seen two orange bikes sitting by the gym in St Edward State park for 3 months, clearly the companies who claim to pick them up promptly are not doing their job. If Kirkland approves bikeshare, please have a per bike license fee that reimburses taxpayers for use of taxpayer supported amenities (such as parking spaces, sidewalks etc.). Please fine the companies that don't move their bikes within 24 h.
- It has to be inexpensive It cannot be subsidized by taxes.
- I do not support this. It increases crime rate, bikes are all over the city
- I am concerned about bikes ending up all over the place. They seem to be treated as disposable in Seattle, they are everywhere like trash. This is my biggest concern. Who will collect the bikes

that end up down hillsides, etc.? And what happens when a bike is damaged? This seems like it will generate more trash for landfills (broken bikes).

- I'd like to see stations that they have to return the bikes to versus just leaving them all over the place. Create stations just like you would with a bus route. Then people can take them from point A to point C. Such a pain when they are blocking doorways/driveways and just all over the place.
- Want to ensure that bikes and scooters are clean, safe, and usable. Meaning the company with permit must take care of the equipment they put into the city.
- I'm not totally opposed. I wouldn't use it.
- Kirkland citizens who want bikes already own bikes. It's wishful thinking that our residents are going to use these bikes instead of their cars.
- Bikeshare as a mode of regular transportation has little chance of being beneficial in Kirkland. Seattle has much safer pathways and it has not proven successful there either. Bikes as a mode of transportation can prove beneficial in summer months but that is not bikeshare. I do believe electric scooters could prove beneficial but they are higher risk. I do not believe we have the safe infrastructure in place to make a sizeable impact in traffic/parking. Most of the positive benefits of managing bikeshare could be derived from legislating bike parking without committing to a bikeshare plan. I say this as someone that bike commutes to Seattle 50x year and has a daughter in Copenhagen. I would really like to see cycling and scooters be a successful alternative in Kirkland but currently we lack the safe routing beyond the CKC which already is served well by peoples own equipment and doesn't demand bikeshare.
- Why aren't bike riders wearing helmets as required by law? Do we need more helmet enforcement?
- I don't see significant benefits. The streets aren't very safe for bikes, in my opinion as an infrequent bike commuter. I would see some use for recreational use on trails. Also, I don't see any way this will reduce car traffic in any significant manner. I like the idea a lot, I just don't see it working well.
- Bike share makes a lot more sense in a community that has a lot of tourism. In Kirkland, many people who want to ride bikes already have bikes and don't need to use bike share. I don't think bike share has the potential to reduce car traffic at all as I think it is extremely unlikely people would use bike share to commute. If they want to ride a bike to work, they will buy one as it is more economical. The bike clutter, on the other hand, is already bad in Kirkland even though we haven't started the program; due to bikes from Seattle/Bellevue. I don't want it to get worse.
- My impressions are influenced by what I've observed in Seattle, Bellevue and elsewhere. I generally see more bike share bikes sitting (or worse, laying) idle on the side of the road than I see people riding such bikes. Also, I believe getting more people to use transit largely depends on solving the "first/last mile" challenge but I'm not convinced that bike share bikes are the solution given how unpredictable it can be to access a bike when and where you need it. Would Kirkland require riders wear bike helmets for those on bike share bikes? If so, it could reduce participation and if not, it could send mixed messages (assuming Kirkland requires bike helmets in other situations).
- I don't like where the bikes end up, on park hiking trails, in the lake, etc. Need pilot share program but more data first.
- There is little data on no-dock bike share effectiveness/problems. What about helmets?

- The bike should include a front and rear light. You can only see a bike at dusk or dark if they have lights.
- I hope not to see idle Lime (or other) bikes all over. I am not opposed to having bikes in a rack (such as in NYC and other large cities). At least they are contained and not just 'dropped off' wherever a person wants.
- Kirkland's topography and weather isn't conducive to bike sharing. People who want to commute via bike already do!
- Greetings from Carolina! I'm bored to tears at work, so I decided to browse your site on my iPhone during lunch break. I enjoy the info you present here and can't wait to take a look when I get home. I'm surprised at how quick your blog loaded on my cell phone .. I'm not even using WIFI, just 3G .. Anyhow, good blog! Hi, I do think this is an excellent blog. I stumbled upon it ;) I am going to come back once again since I book-marked it. Money and freedom is the best way to change, may you be rich and continue to help others. I will right away snatch your rss as I can't find your e-mail subscription link or newsletter service. Do you've any? Please permit me know in order that I may just subscribe. Thanks. <http://foxnews.co.uk>
- I constantly see people riding the Lime E-Bikes with kids sitting on the back part where it says "do not sit". Users of limebikes rarely wear helmets event though I believe this is against the law.
- Mandatory helmets
- How is the Kirkland setting similar or different from settings where the bike-share program HAS been successful? How are these differences being considered in program development?
- Kirkland is more of a walking city, with no immediate access to Burke Gilman/SRT system for bicycles. Bike sharing is good for some cities, but I don't consider Kirkland to be one of them.
- Kirkland is too small to support and with the geography bikes will concentrate around downtown (down hill). Other than Kcc Kirkland is not overly bike friendly.
- Over the last few years, I have seen more bikers and pedestrians getting hit by cars
- The shared bikes are left laying everywhere in Seattle. It's a mess. A program like in Paris would be better. Where the bikes are returned to bike docking locations.
- I think any bike share bikes should be limited to the more heavily traveled areas. I live in Bridle Trails and I just don't see the usage to justify leaving the bikes laying around. Even the e-bikes don't seem to be getting the use, which I'm guessing is the only thing that would entice someone to ride on the hills.
- A couple of things to consider. Pedestrians will always loose out to bikes with respect to safety and right of way. Walking will become less safe for anyone who walks. I assume these "bikes" are actually electric scooters. If so they are not really "bikes" but low horsepower motorcycles and should be regulated that way. For example, they will be able to go much faster than any human powered bike and cause more damage or injury when they hit something or a person. Bikes don't have motors. They are human powered. Another consideration is management of the bikes. In the cities I travel to here and overseas the where bike share operates the bikes end up in heaps every place. Just another obstacle to find a way around.
- People leave these ugly green bikes anywhere they choose, and it just looks like litter wherever they're left. It reminds me of homeless shopping carts and makes our city look trashy. This is Kirkland, not Seattle.

- I've seen the impact in other cities, bikes everywhere, blocking pedestrian paths, blocking parking spaces, ruining parks. I'm also concerned about the safety of less experienced bicyclists in Kirkland.
- Please find a way to regulate the bikes and or/scooters so they do not appear to scatter or clutter the beautiful Kirkland streets/neighborhoods. During the pilot, consider regulating the number of bikes to a smaller amount so there is not an overabundance.
- The bike are a hazard when carelessly left on sidewalks. Also no helmets are worn.

Strongly Oppose

- Any other thoughts or feedback you'd like to provide?
- Open-Ended Response
- I walk or ride on the Kirkland Cross Corridor trail everyday and I have only seen the bike share being used once. However, they are everywhere around town
- these bikes would end up everywhere and be an eye sore on our community.
- Do not turn public right of ways into commercial profit for private businesses. Those lime bikes wind up everywhere they shouldn't be. Plus people ride with no safety helmets.
- Hate the fact there are bicycles parked and never move and in the most inappropriate places. They are visual clutter in our city
- I have seen and read the issues Seattle and other cities are having with bike share and now scooters. I see the results daily. They are left wherever people want to leave them. In front of businesses, homes, sometimes blocking pedestrian or vehicle right of ways. When a person is not personally responsible for ownership, they seem to have a tendency towards reckless abandonment. Bike share is a perfect example. People using them tend to show this and leave them wherever it suits their needs. With no consideration for others. I do not believe there are any laws a city can reasonable expect to enforce to keep that from happening. Thank you for your consideration of my comments.
- Why not give the option of bike riding? I'm often in residential areas of Seattle where I see parked share bikes- they look cheerful rather than like clutter.
- This is a waste of Kirkland resources to be dealing with this matter. With only less than 3% of the people riding bikes, who have their own bikes, the bike share will not be utilized enough to have. Please do not allow this program in our city. I deal with it in Seattle and the bike clutter is terrible.
- It is NOT safe to encourage inexperienced riders of scooters on the sidewalks or streets.
- No need for this additional clutter in an already small and crowded city.
- We have enough congrats to navigate adding a bunch of inexperienced people riding bikes scooters people I unfamiliar city could be a traffic nightmare.
- No helmets big concern - increased accidents. Littering of bikes. Cost vs benefit.
- Kirkland needs to create a standard for ALL CROSSWALKS as an example first before looking into bikeshare and other trendy ideas. Our pedestrians can't walk safely in most crowed areas right now, lets get our priorities straight before we start adding rental bikes or scooters to our surface streets

- Bike shares are showing up and being abandoned in Kirkland now from Seattle and are an eyesore. And unneeded here
- Bikes and scooters end up in the middle of walkways, roads, and at the bottoms is bodies of water where they must be fished out. I was initially supportive of the idea in Seattle, until working in SLU where rideshare bikes are everywhere and add to already difficult congestion.
- We don't need this crap parked all over Kirkland. Seattle's mess should be evidence enough!
- Someone needs to work on the wording of this survey (e.g. Q2, don't you want to know if people have ridden in Kirkland? They way it is worded, you will never know. Q4 and Q5, you need to have an answer to the effect, I do not want regulation).
- It simply doesn't work.... I wish your survey allowed for more than one negative impact response. I would choose all of them. They are an eyesore, block pathways, are a liability and we don't need the additional cost. How about putting the money into fixing all the potholes and uneven sidewalks before someone files a lawsuit!
- Bike Share is a feel-good gimmick (albeit a profitable one for the Bike Share company) that has little to no potential to affect car usage. First it was expensive solar-power trash compactors, now this. Ugh.
- Not a good thing. People who want to bike have bikes The rest is clutter
- I don't understand how communities can support bike share without addressing the helmet laws. It took years to get people on board to wear helmets and reduce head injuries and now cities are encouraging bike use without helmets. This needs to be addressed as the city will have a big issue on its hands once someone is injured on a ride share bike in our city and he/she was not wearing a helmet.
- I have seen a friend's Bellevue neighborhood turn into a neon- green bike dump zone. Please don't do this to Kirkland. Buy bikes for the poor - it will be cheaper and improve our quality of life.
- helmet use not enforced regularly; bikes dumped in yards, on walkways and in driveways. no responsibility or accountability.
- Increases in bikes and scooters would pose both a pedestrian and traffic hazard while not significantly reducing the amount of vehicular traffic or the use of motor fuel. The city of Kirkland may create a negative revenue situation in addition to the pedestrian and traffic hazards.
- The taxpayers pay for enough city support items that very few residents use. The bicycles could be vandalized or damaged at an additional cost to the taxpayer. Does the City Council believe that all residents of Kirkland are wealthy and can afford continuous tax increases? We should support essential services.
- Scooters and bikes are ending up at bottoms of lakes all over the country...additionally seen littering yards , streets, sidewalks...I am not allowed to throw garbage along the roadside these bikes should not be allowed to be littering our neighborhood either. We pay a significant amount in taxes to live in a nice, clean and uncluttered neighborhood not junkville. Additionally the city should enforce codes about side walks remaining clear of not just these bikes and scooters but bushes trees etc being cut back...spending money to improve curbing for wheel chair access yet no wheel chair can pass down the side walks due to over growth and tree roots destroying the side walks. See 2nd St and 3rd st for examples. I am glad you all are

seeking to have a plan for this and if our market neighborhoods have limited likelihood of using these bikes do not allow these company's to litter our sidewalks, yards and streets with them.

- It would seem the bikes are already here, have you done anything to stop it and can you stop it?
- They are not only blocking walkways they are an eyesore. Riders don't wear helmets and definitely DON'T follow rules and regulations. I've seen them ride the wrong way on streets and sidewalks and park the bikes where they remain for days and even in one case a couple of weeks. I live in Lake street and have seem consistent misuse. Ban them. We ban signage. They are worse.
- This is a useless and bad idea for Kirkland.
- The bike share bikes are litter all over the streets of Seattle, making it difficult to walk on the sidewalks. Safety doesn't seem to be valued or encouraged—no helmets... At the very least, the bikes should be in permanent docking stations instead of scattered all over the place.
- Don't do it. It's a mess in Seattle
- I live in Kirkland, but work in Seattle. Seattle is littered with bikes from bikeshares, blocking sidewalks, on roadsides, in the canals.
- Making biking and walking safe in Kirkland should be the priority. Once that's accomplished is the time to explore bike share.
- I work in the Montlake bridge area of Seattle. Bikes are often parked on the sidewalk in front the my building and in the private parking lot. Nobody manages these bikes and removes them from the property. Our employees have to pick them up and move them to a nearby park so that they will be moved. I live near a bus stop on Finn Hill in Kirkland. I fear that bikes will stack up in front of my neighbor's house and in front of our mailboxes, along with other areas of Kirkland. The bike share program does not have a good system for where people should park the bikes. Or, if they do, people do not follow their system.
- Please don't turn Kirkland into Seattle. Thank you.
- People can ride their own bikes.
- People leaves these all over and they look like junk. Hard pass.
- Bike shares are an eye sore and have no place in Kirkland.
- Keep bike share companies out of Kirkland. They are a bid eye sore and will be used very infrequently. Don't become a Seattle eye sore.
- Yes. Kirkland residents are affluent enough to own bikes. We do not need these bike-share bikes sitting around unused and cluttering the landscape.
- All bicyclists should be required to have a license to use it (over 10 yrs old), yet ppl who have never ridden before have been seen trying to learn on these bikes. No helmets are provided. This increases the risk for fatal injury. As it is, some bikes use crosswalks, some use sidewalks, while others use the road & bike lanes. All bikes need to follow the rules of the road and enforcement is drastically lacking. Increase enforcement of bicycle safety laws and implement a mandatory licensing program and then revisit the topic. They are also left all over the place, including in walkways and streets.
- I worked at the UW and saw the three different companies come and go. They littered the sidewalks every where. Eventually they will disappear as people ride them off to other neighborhoods. More serious is the head injuries. Does Kirkland think the business arrangement is more important than the safety of it's citizens? Sounds like it. Will Kirkland take responsibility for the head injuries? If not, why not? Think about it. Thanks

- Based on my experience in Seattle the not-in-use bikes block sidewalks by falling over, etc., thereby impeding sidewalk use by the disabled, elderly, those with small children on trikes or with baby carriages. Blocking disabled passage is a majority violation of Disabilities Act. Also must be ridden in streets never on sidewalks for same reasons as above. They must get Kirkland business license, pay taxes & be highly regulated. Fallen bikes on street sides are an eyesore. They also blow over in storms. Riders should be required to have helmets & have night lights.
- Safety concern since no helmets. Think there will be long term study saying we went backwards with head injuries
- Bike share programs do not provide helmets, which are required by law when riding a bike. It's extremely unsafe for a city to support a program that does not conform to safety standards or the current law.
- Don't do it. Stop ruining Kirkland
- The city of Seattle and the eastside are LITTERED with the eyesore bikes. We don't need more. What we need is to hold the bike companies responsible for proper care of our environment.. I see this as a WASTE of my hard earned tax dollars. We DON'T NEED MORE BIKE POLLUTION!
- After seeing the bikes handled in Seattle I really see no benefit to Kirkland, area is spread out and hilly. In Seattle the bikes are left all over the sidewalks for days. Currently they have one company, which is better than the three at once before. Mostly in the U District is the usage and no one had helmets with the last sponsored bike company, The first one the city spent money on provided helmets but most didn't get returned. Big expense. Eye sore
- Even without a formal bike share program in Kirkland we are already seeing numerous Limebikes abandoned randomly around neighborhoods. Bikes will often sit in one place for weeks, which indicates they aren't being deposited in useful locations. I find them to be an eyesore, and can only see this issue exacerbated if a formal program is launched. I would like to see any pilot program require that bike be deposited in predetermined locations, with the return of a financial deposit as incentive. I've used bike share services in other cities with this model. The bikes need to serve known transportation nodes and corridors, not just left on the block of last person to use it. Thanks for reaching out to the community!
- These bikes are everywhere. Cluttering the streets. I have even seen people park them at crosswalks near downtown Kirkland which caused a lot of drivers to slam on their brakes because they could not tell if anyone was on them or not. It concerns me that these riders are not required to wear helmets and with our roads being so congested and only going to worsen this is a safety concern. As a resident of Kirkland I do not support these bikes.
- Those bikes end up everywhere and block sidewalks, roads, etc... They are an eyesore. If you could somehow regulate where the bike was left then it would make sense.
- If this moves forward, the taxpayer should not be responsible for maintenance of the bicycles. Storage areas are a must. Lime bicycles are already sitting abandoned on the side of the roads of my neighborhood.
- NO bikes or scooters---those using these vehicles are rude and do not care about pedestrians or car drivers.
- As a person who travels between the Bay Area, Austin and the Greater Eastside (Bellevue/Kirkland), I'm extremely concerned with the amount of fallout and costs involved in a ride share system like this. Scooters and bikes are regularly destroyed or vandalized, people do not follow regulations or rules when utilizing them, and in some areas, accidents happen on a

nearly daily basis - to the point a number of signage has been posted advertising legal services for suing the city, companies and other individuals from these alternate transportation methods. Overall, it's a great idea on paper, but extremely costly and shoulders a great deal of liability in practice.

- Please don't do this!!
- This is silly. It is not a transportation solution. It is a thing people might want to try out now and then. This does not warrant the time, effort, money and MESS this will bring to Kirkland. This idea is better suited to flat cities with the proper infrastructure (grid roads, canals etc.)
- I visited Santa Monica and Venice Beach in July 2018 and they have scooter and bike-shares in the city. I rode the scooters a few times to try them out, but I can honestly say that if the scooters (or bikes) were brought to Kirkland, it would be horrible. The sidewalks were unwalkable, people rode the bikes and scooters on the sidewalks, which made the sidewalks unsafe for pedestrians because people were constantly wizzing by on scooters and bikes. The other issue is that people would drink at bars and restaurants and then get on the scooters/bikes, which is dangerous, especially when individuals start weaving between the sidewalk and the road, which happened VERY often. Between the clutter of unused scooters and bikes strewn across sidewalks and storefronts, the dangers of people unsafely driving their scooters/bikes on the sidewalks and streets, and the general chaos it causes in the cities that it's introduced in, I very much do not support bringing these to Kirkland. If we want to support more healthy behavior, make more streets "pedestrian only" and don't let cars down them. Put up more bike racks for people's personal bikes. Stop allowing builders to tear down homes, split the lot into 2 or 3 and build more homes in its place, creating even more car traffic. Stop building more apartment buildings, again creating more car traffic and more pollution. Don't invent a solution to a problem that doesn't exist. This is a fad and that's not what Kirkland should be basing its laws on.
- As we have seen in Seattle, bike share is a nuisance and leaves a lot of clutter. Drive around Fremont and Ballard and you see stacks and stacks of bikes laying on the sidewalk. It is not safe to block sidewalks and it doesn't look nice. Additionally we've already had an issue where our neighbor left their bike share bikes in front of our house hoping someone would pick up. Unless you have bike docking stations I strongly oppose bring bike share to Kirkland.
- Our entire family already ride our bikes regularly. As it is now, there really aren't great options for riding safely on the roads. We have road bikes, so we can't go on the trail. When we are on the roads, the bike lanes are next to very busy roads with parked cars. We are always on the watch for car doors opening from parked cars and avoiding cars driving on the road. We wear helmets and are experienced riders. We can't imagine how dangerous it will be to have bike shares and people riding without helmets.
- This is a waste of time and money
- The City needs to be vigilant in protecting the safety of its citizens, particularly those with mobility issues, from obstructions on its sidewalks. Attempting to evade a poorly parked and abandoned bike could cause passing pedestrians or someone in a wheelchair or walker to fall into traffic.
- NO! We DON'T need JUNK!

- Seattle's programs have been a debacle. Wasted money for bikes dumped everywhere. I saw six bikes in a creek near Burke Gilman. The motorized scooter idea is ludicrous; expect personal injury lawsuits to soar.
- Bike share for a small population of users is not an effective use of resources and will not support a reduction in traffic. a few users may bike within Kirkland, however the majority of car trips in the area will not be impacted by bikes due to weather, hills and people not wanting to get out of their cars.
- Control over the clutter of bikes left everywhere seems very difficult
- This is Kirkland, an affluent, suburban neighborhood. Residents who want a bike already own a bike. We don't need to litter our landscape with bikes that no one is going to ride. Quit trying to fit big city/college area solutions into our transportation planning. You're wasting time and money while over-crowding and traffic congestion are only getting worse by the day.
- I feel that the people who want to ride bikes already are. Kirkland residents can afford to have their own bikes so why bring more in?
- The downtown sidewalks are already cramped on weekends and evenings. There is not enough room for bike share bikes to maintain walkability.
- Kirkland is not bike friendly: large distance between areas of interest, hills, few bike lanes. Bike share makes no sense here.
- We have enough issues. Fix some pot holes, fix HOV access with new apartments going up, re-stripe lanes so you can see them at night. Then move on to something like bikes.
- I would suggest, instead of supporting 2% of the population, try the 98% for a change. Look at Juanita drive, the whole street is for bikes and not cars. Come on and wake up. Quit trying to be a hero for the smallest part of our town.
- Not in favor if city has to pay any money for it.
- They are just an eye sore. So many end up as junk on the street for weeks and bring unscrupulous people into the neighborhoods
- The piles of green bikes in Seattle are an eyesore and make it hard to get around, sometimes blocking bus stops. The bikes are out of control and I see no way for people to behave better or more responsibly.
- I think that if people want to ride bikes to buy their own bikes and don't leave them parked all over the place.
- Bi-cyclists are scum and freely transition between bicycle and pedestrian laws. Destroy all bikes!
- Too many unknowns, especially around more bike lanes and security. From witnessing this form other cities, it creates more traffic and makes the City really messy as bikes are not picked up in a reasonable time.
- Too many bikes are left around and create clutter =(Need some way to lessen the clutter but keep up the great idea of less fuel consumption =)
- Don't like the idea of cluttered bikes like I see in Bellevue. Also inconsistent regulation of helmets. If ride share riders don't need helmets then I shouldn't need own with my personal bike. Be consistent with helmet requirements.
- Kirkland is so small that you can walk from place to place in south and central Kirkland.
- Cyclists don't currently follow rules of the road. Biking is unsafe in Kirkland.

- I recently hit a biker, thankfully they were not injured. Most bikers do not follow the traffic laws, yet ride on the road as if they are a motor vehicle. Although, the collision I was involved in did not result in major injury's, I know that two employees in our Kirkland office had severe injury's after being hit by vehicles while commuting to work on their bikes.
- Bike sharing is a joke. First off, most riders do NOT follow the rules of the road by stopping at lights or signs. They block lanes of traffic at a SIGNIFICANTLY slower speed and cause backups. unless the city is going to include a dedicated bike lane on all roads, this is a joke. Not a fan or supporter of this.
- These bike programs do not supply helmet The city is opening the city to lawsuits by allowing no bike helmets to be supplied, accidents related to bikes left in illegal or dangerous areas, etc. People who ride bikes, own bikes, people who may need to use one will not have a helmet with them. People who do not usually ride a bike will not know our local bike laws. Thus putting car drivers and pedestrian using the streets in danger.
- Go visit San Diego - it's a mess of rideshare bikes and scooters. It's an eyesore. They are dumped everywhere and the only people we saw using them were homeless people. An unsightly blight on our community. But then again, since when does the city ever listen to what the residents say? The Council does what they want regardless.
- I don't like the idea of additional bicycles in various unsafe modes clogging up the sidewalks and paths. I know many handicap people that have a difficult time getting around the clutter so then the blocking bicycle gets trashed because it is blocking the route. I also don't enjoy watch people get hurt on a bicycle when they don't have a helmet which seems the norm with this type of program.
- Those who want to bike use their own bikes; this is a poor use of city time and effort to pursue this.
- Amsterdam is a flat and easy to navigate. We are a hillside city. If people want to use the cross country corridor let them buy their own bike. We don't need one more government agency with all that entails. My property taxes have doubled in the past five years. Is our city being 'harvested' by every little new idea or development? The charm of our beautiful waterfront community is rapidly turning in to a Bellevue of the north. The last thing we need is to be tripping over bikes.
- Kirkland is suburban setting. People who wants to ride will be on their private bicycles. Bike share will only clutter the side walk and became an eyesore. Please stop this non-sense.
- Am a big fan of cycling; however, the bikeshare bikes regularly obstruct sidewalks and bike trails, and make these spaces more dangerous for all. They are also an eyesore/litter.
- Do not allow dockless bike share in Kirkland. The liability is huge and the eye sore problem is awful
- These bikes are constantly left in people's yards, sidewalks, and in various random places. Many are vandalized and not even rideable. For a crowded city like Seattle this is more feasible. Kirkland is not set up to be a biking community, as it's very difficult to get around narrow streets with cars parked tightly in.
- The bikes sit around and are completely eyesores. Most visitors could get bikes to ride from their hotels. Locals have their own bikes. Having one bike here or there doesn't help those who would want to ride with a friend. Again- locals have their own bikes. Have the hotels and or companies have some extra bikes for employees or visitors. If bike share, have them contract

directly w/ the hotels and companies. Someone needs to return them so they are not littering the city. What a waste overall. So many end up damaged or in landfills. Completely unnecessary on the scale they are being rolled out. Thanks.

- I used to live in Seattle and the bike share bikes are a major nuisance. Made it hard to walk anywhere on sidewalks without there being improperly parked bikes. They don't actually get that much use once it starts raining. Most people riding bikes already own them.
- Cities are banning the use of bikes and scooter companies due to injury. We spent years enforcing helmet laws only to turn a blind eye now? ASU banned them from campus. Santa Monica has banned them from most tourist areas. There are cities that are revoking contracts for these type of programs. Who is liable if someone hurts themselves?
- I truly love your blog.. Great colors & theme. Did you build this amazing site yourself? Please reply back as I'm attempting to create my own site and want to know where you got this from or just what the theme is named. Thanks! Ahaa, its good discussion on the topic of this article here at this weblog, I have read all that, so now me also commenting here. There's definately a great deal to learn about this issue. I love all of the points you made. <http://foxnews.net/>
- I've seen Lime bikes blocking sidewalks for more than a week literally DOZENS of times. I've also seen teens vandalizing them and I don't say anything because I'm slightly inclined to do the same thing.
- The respective user must have a track within the amount and withdraw is safely. Check on the main page of the place to ensure its abilities. Can you imagine what is would be similar to to win \$4,000?
- These are an eye sore and totally unnecessary in our small community. There are plenty of transit options to get people around the community and to the waterfront. I do not want to dodge these on any pedestrian walkways in Kirkland. It is bad enough that the ones from Seattle make their way over here.
- People can easily commute using their own bikes. We don't have a lot of tourists in Kirkland who could potentially benefit from bike share. Also, pnw climate is not friendly to bikers during the winter
- Eyesore. Bikes will block sidewalks & will clutter the parks. I do not see any positive impacts.
- People who ride bikes know and understand the rules of the road and have proper equipment, they also own their own bikes. It rains 150 days a year around here, the idea that people will use bikes for standard errands is not going to happen, bike share bikes will only be used for minor recreation by people who more than likely are at risk. Meanwhile we all have to deal with the clutter and insanity of these bikes laying around for no appreciable benefit. I lived in Seattle the last 5 years, I'm not imagining this feedback, I watched it happen.
- No bike sharing
- I hate seeing these bikes just sitting around. It's an eyesore
- Bike share bikes are often improperly parked, which creates an eyesore. Additionally, it's unclear what happens to broken bikes or bikes broken beyond repair (like those that end up in ditches as part of some prank). Are they fixed or simply sent to the landfill? These bike shares are business operations, so if landilling is cheaper than repairing, than why repair? These companies claim to have a social mission, but there are "bike share graveyards" in other parts of the world and at least one company in the US got in hot water for landilling broken bikes. Finally, what are the measurable public, including environmental, benefits of a bike share

program to Kirkland? Kirkland is not particularly bike friendly; in fact, it's a fairly car-dependent community with the exception of downtown. As such, whose commute would these bikes ease? How would the city measure improvement in traffic?

- It won't reduce traffic. It will just jam up the sidewalks with bikes.
- We should take note from other Cities that have tried this and failed. Why will you be any different??
- this is a no brainer!
- If the city allows bike share within Kirkland, I would like to see it require bikes be left in designated docking places (similar to Bellevue). I would like to see the city require the bike share companies to retrieve abandoned bicycles upon demand within a two hour time window, with a clear easy way to request said retrieval without having an account with their company. I don't want to see a bike sitting in my neighborhood for more than a day. Let's rise above the mess in Seattle and demand better for our city. Seattle residents are plagued by abandoned bike-share bicycles in various states of disrepair. I can't say I've seen any noticeable improvement in traffic due to bike share, because it is a novelty and like replaces walking or public transit ridership. Most Kirkland residents who want to bike will choose to use their own bicycle, especially once they've experienced how poorly the bicycles are treated.
- Seattle seems cluttered with these bikes with some thrown into waterways and dumped in inappropriate areas. I do not want to have to be responsible for removing them and/or contacting companies to retrieve them.
- Other cities have tried and failed. Health, safety and cost factors make it unworkable. Learn from others!
- They are litter, and clutter, and a danger to users since they don't have helmets, which is also illegal.
- Terrible idea!!
- We have a blind neighbor (100% blind, navigates with a white cane) who walks from the bus stop by Bartells in Houghton up to the transit stops at 405. I think of him every time I have seen a lime bike (three times on this route) left in one of the sidewalks. It makes me so angry, these are utilitarian items, just like grocery carts and to see them left any old place makes me as angry as grocery carts left in the same place. Additionally, I have NEVER seen a lime bike rider wearing a helmet. These users aren't carrying a helmet with them wherever they go so when they rent a bike they are wearing one. This is litter. Period. Unless there is a designated docking station, then they are either being left on public property such as sidewalks or on private property. If one turns up in my yard, it is going in the trash.
- I already find bike share bikes abandoned on the KCC. In one case, 2 bikes were placed on steps to trail - appeared to be a malicious prank intended to harm pedestrians. I walk quite a bit on sidewalks and trails in Kirkland. In the past year, I have been forced off of a sidewalk or trail 2 or 3 times. I imagine that bike shares and, especially, scooters will have a largely negative impact on the currently pedestrian-friendly Kirkland!
- Bellevue & Bothell recently allowed bike shares. We already have issues with them placed randomly and blocking paths/sidewalks. I work in Bellevue and never see anyone using them, especially in the winter. These will be a HUGE headache for city and the citizens of Kirkland

- People around here need a license to ride a bike. You can't even use the pathways or the trails without being run over because the people riding don't know the rules of the road and are a risk to pedestrians.

Not Sure

- Any other thoughts or feedback you'd like to provide?
- Open-Ended Response
- Improvement on how bikers can travel in general would help. I find bikers are often in the way and putting themselves in danger on the road, but still think it's important to promote a healthy lifestyle.
- Bike sharing is a great idea, well proven locally and internationally. Don't over regulate it; strongly promote it. We should look back 10 years from now and recognize Bike Sharing in Kirkland and the region as an accepted and expected norm
- Someone left a bike in front of my house and it stayed there for weeks. Can a clause be added that the bike share company has to pick up the bikes that are left all over after no more than 2 days or the home owner has the right to put the bike in the garbage.
- If the bikes are going to be abandoned here by riders originating from other cities, Kirkland already is involved in bike share even though we did not initiate.
- Bells
- They are used on sidewalks at high speed.
- you must not remove car lanes
- Enforcement - how will the city do this?
- Bikes should be located on either end of the CKC
- I'm not going to use it, but I feel like it isn't a bad idea.
- Little use due to hilly terrain/inclement weather, hazard increase for drivers and pedestrians, but will be approved anyways because "politically correct".
- I live in Tukwila, but work in Kirkland. This does me no good. How 'bout you work with the other cities around here to get some decent mass transit that doesn't take me 2 hours or more to travel 22 miles.
- I think a bigger problem than availability is that a lot of Kirkland's infrastructure isn't very bike-friendly or safe to begin with. (As someone who walks frequently, I feel this as a pedestrian as well.)
- The City should not tightly restrict the number of bike share companies that can operate during the pilot.
- Great
- Our teen and his friends went to Los Angeles for a week after graduation this past summer & they had a fabulous time renting "birds" motorized scooters. They were (however) cussed at pretty much nonstop by locals who "had had enough of those hazards" in the roads. A local friend there explained there had been a lot of nuisance complaints, they are motorized so should be on the street but not fast, so they get in the way, but on sidewalks cause hazards to pedestrians, etc. Something to consider if Kirkland considers allowing the scooters. Bikes sound useful to many in the community though!

- In my opinion as a regular cyclist this meeting is the first in what needs to be many more conversations!
- The question #3 is poorly written or deliberately misleading. I support regulating bike share so that we have a means of preventing bike clutter. The bike share companies should be required to pick up bikes that haven't moved in 24 hours
- I think bikeshare has a lot of potential, but I see major concerns with the city's topography. As a resident who is around these hills all the time, I find it a very challenging ride. Not only are the hills a challenging ride, cars gunning their engines to get to the top of the hill is extremely unpleasant (not to mention unhealthy for a cyclist breathing in the exhaust). I see bikeshare being used infrequently at best, but primarily in downtown and/or near the trail. I appreciate the intent behind bikeshare and I hope I'm proven wrong! I also hope the city finds a way to address some of the circumstances that make biking in Kirkland difficult.
- Many companies have reward programs for loyal customers. Open to legal residents 13 years or older of 50 U.S. and D.C. and Canada (excluding Quebec). Enter UPC required sweepstakes and 3win8 game play wherever doable.scs
- Traffic is a huge issue in Kirkland, anything that can help take care off the road should be encouraged.
- Please no. God no.

Neighborhood Association Meetings

Central Houghton, Everest, Evergreen Hill, Highlands, Juanita, Lakeview, Market, Moss Bay, Norkirk,
North Rose Hill, and South Rose Hill/Bridle Trail

Clutter

- Require companies to pick up bikes if:
 - causing safety hazard
 - left idle in one location
 - parked inappropriately
- Limit number of companies and bikes
- Require redistribution of bikes
- Provide incentives for parking at designated “hubs”
- Require quick response to complaints
- 24-hour customer service number and bike identification numbers
- Minimizing the impacts to accessing public transit
- Require the operator to rebalance/redistribute the bikes regularly
- Clutter can be an issue with other modes of transportation too - most bikes are parked carefully and don't take up as much room as cars, motorcycles, etc.
- E-bikes can't be found when the battery is dead?
- Geographic distribution throughout the neighborhoods
- Make sure there is a bike for everyone from their neighborhood

Parking

- Authorize City removal and recover removal costs
- Establish and enforce designated parking areas
- Restrict parking on CKC
- Require swift response to complaints
- Hybrid system, dockless bike but leave in a designated area (painted sidewalk)
- Work with neighborhoods and local communities to determine where to put bike share parking areas (and strategic for users)
- Require bike companies to provide financial incentives to move bikes from low impact to high impact areas (moving from bottom of hill to top of hill)
- People learn how to park bikes – and how to use them pretty quickly
- Identifying additional bike parking to alleviate cluttering (littering)
- Need to put bike parking on main arterials like 108th
- If parking becomes a problem - should eliminate a car parking place and allow multiple bikes to be parked in that space (reduced clutter too).
- Could put parking in a place where you don't lose parking places
- Bike share – means fewer cars on the road so you can justify taking a parking place (get data in the Pilot)
- Don't think about it as “lime bike” getting parking for free – but as citizens of Kirkland to park a bike (instead of a car)

- Yes to using city resources for parking, hubs, car park space
- Look at using on street parking spots to relieve the sidewalk pressure for parking

Safety

- What is our pedestrian accident rate compared with other cities.
- Require incentives for helmets and training
- Require standard bike maintenance for safety
- E-bikes help in going up hills
- E-bikes help you go faster so you aren't a problem in traffic (obstacle)
- Main problem is conflict with cars
- Helmet - some will get in the habit of not wearing helmets if they aren't required with bike share
- Would like to increase the helmet law to up to 18 years old and enforce it better
- Redmond has a program where you can get a helmet for \$5 (and this includes fitting) - for kids
- Would like to see the City come up with a program to get more helmets out there
- Bike share bikes are heavy. Ebikes help. They are the hill flatteners. If you live on Finn Hill – need to have more Ebikes are affordable and part of the program
- Bike lights – if riding at night. In the winter this is an issue.
- Need to be thinking how the bikes interact with pedestrians on sidewalks, parks, etc.
- Advantage of bike share is that more people would be biking more and cars begin to look around more and it would make it safer for regular bikers
- Bike lanes are great. There are a couple of places where we are asking the bikers to do risky movements. Like bike lanes next to parked cars and where people are turning left across a bike lane.
- Pilot program could encourage Lime bike to communicate bike safety information when they are introduced into a new area (and how to communicate to them when the bikes are parked incorrectly). First instinct would be to call City Hall if we don't clear this up.
- Need to make sure the people know enough about how to ride safely. Could we put something in like a safety course (gateway to allow them to use the bikes). Or, eventually maybe a license – pass a test?
- Safety isn't necessarily the biker's responsibility – it is the responsibility of all users on the road. Who carries the burden of being safe and who is responsible.
- Need to make safety more broadly defined – communication program on these issues would be good.
- Need bells on E-bikes

Equity and access

- Make it available to lower income communities
- We should think about lower income folks who don't have cell phones or credit cards

Government

- Establish fees to cover City costs

- Change providers for operating in Kirkland
- Creates a need for more bike lanes and safe bike passages
- Right size the fleet to meet the demand
- Put constraints around the permit but let the companies figure out the solution to meet the requirements
- Authorize City crews to move improperly parked bikes not attended to by the operators, and recovering the cost of such actions (separate council resolution being submitting second meeting in September, 2018)
- Establish a city crew response process for neglected bikes that fully recovers costs (beyond 7 consecutive days)
- The bike share pilot program – helmet issue should be dealt with at the County and State level
- Thanks the City about being proactive – and it is time to think about scooters (San Diego has been getting complaints about drinking and driving them in the street). Bike Share can help us thinking about scooters in the future.
- Infrastructure is good enough for a pilot program – but eventually you may want to incrementally remove a parking space to park 10 bikes for example
- Don't want this to cost the City anything. So seems like the company should pay for the parking place.
- Should subsidize bike riding as much as government subsidizes cars - don't be afraid of costs
- Too many bikes - no space for walking, cutter parks, etc.
- Laying bikes on sidewalk or planter strip is messy
- Can block access to walks and doorways
- Litter

Contract terms with provider

- Make the user responsible and pay fines for improper use
- Track data for multiple companies as we can learn more from more companies
- Data is very helpful in a pilot program - make sure we have access to data. Heat map where people are using them - for infrastructure improvements. Demographic data - 1-2% bike no matter what, but interesting to see if the 30% are curious but cautious like women and younger folks, would be good to know this information.
- Proprietary information could be a problem unless you address it up front with the providers.

Regional

- Ask jurisdictions what the costs are in managing - see what the actual costs have been in pilot program
- Establish a regional approach to bike management
- Should use the same organization that is in Bellevue – and Redmond – use the same company so we don't have too many organizations (helps to have the same company). If pilot fails, it would only hurt one company (start up costs are high).

Interest Group Meetings

Downtown Merchants Meeting, Totem Lake Conversations, Tourism Development Committee, School Pool Info Meeting, Kirkland Youth Council, Business Roundtable

Clutter

- An obstacle is the litter concern, take lessons learned from other cities.

Parking

- In downtown can we have designated areas for parking so there is no clutter/blocking storefronts

Safety

- The biggest challenge is the safety aspects – speed, helmets, narrow sidewalks.
- Downtown sidewalks are already narrow. Need for specific places for these to be parked in business cores but using a car parking space may be problematic.
- Essential public health to make sure that helmets are mandated

Equity

- Having been in Amsterdam it is a flat city. Our city not flat. We will need motorized assist bikes. To encourage usage.

Government

- Has there been a study to see what company is most effective?
- Conceptually multiple bike share companies would be good, so it doesn't seem like a monopoly, but multiple companies could pose an administrative challenge.
- Can we get the statistics on many people would use the bikes?
- What are the demographics of the people who use the bikes?
- A pilot program can help control the impact including the demand and supply.
- Every city needs every tool to deal with employee and population growth
- No cap on number of bikes / Everything needs a cap

Regional

- An obstacle is the litter concern, take lessons learned from other cities.
- Pearl District in Portland does a great job weaving bike share into their visitor experience.

Other

- Wouldn't be helpful to me or my customers but might bring more people to Kirkland and be good overall
- Kinda a cool program
- It would be nice in the summer, can we have more in the summer and less in winter?

- Would be great for people getting to events
- Bikes are here anyway, and a formal program will allow for the ability to control and coordinate between different cities.
- Bikes are coming regardless so we should stay out in front and be proactive versus reactive with the issue.
- It can really help with “last mile” and is an important part of the City’s transportation goals.
- From a tourism prospective Bike Share provides a last-minute decision for visitors. Bike Share can help with regional tourism mobility for both locals and visitors.
- With Bothell and Bellevue implementing programs Kirkland is a missing middle piece.
- With the opportunity and experience of the CKC and ERC it makes a lot of sense.
- It could be a major part of the visitor experience and vibe of the destination.
- Not just a utilitarian tool but an experiential activity.
- Explore branding the bikes Explore Kirkland vs the company.
- Other cities have implemented it – we need to
- With expanding campuses, developers need tools to present to neighborhood to address traffic concerns.

Scooters

- Scooters would be great! Fun activity, tourist activity (like segways). Ride from Carillon to downtown.
 - Like scooters more with designated spots
 - Less space needed for parking
 - They are cool
 - What about liability and safety?
 - Is there a profile of who uses these?
 - Scooters use is a lower commitment. You can wear your work clothes and just hop on. People use them to get from one end of the other of a shopping center – Center Cal.
 - The need a charge at night so more active management. Scooter companies collect every night to charge
- With active maintenance, creates about 300 jobs in the comm

Community Meetings at City Hall

October 6 and December 6, 2018

December 6, 2018

Clutter and clogged bike lanes/racks

- Can we learn more about options and companies to make sure we contract with the best companies.
- Maybe look at smaller companies - like one in BC. Cities then choose the winners. Consider the market shouldn't be decided by a governmental group. If real competition, you need to open it up for everyone. By opening it up you learn more about the companies. Limiting to one company may not reflect the industry as a whole.
- The government could impact the market place in a negative way. Only big companies would grow.
- RFP process would have criteria.
- Let the company set the number of bikes - make it a free market lesson for the company. Don't limit the number.
- If you limit the number - you lose the convenience of bike share. Therefore you don't learn enough.
- More concern about the number of companies - if we have more than 2 or 3 - it could be confusing to use. Could have to download too many apps, etc. confusing.
- Should be diverse - for companies allowed
- Let the market set the number of bikes
- Geographic distribution throughout the neighborhoods
- Make sure there is a bike for everyone from their neighborhood

Parking

- What about liability if a bike is on private property - need to enforce where they are parked. Condo association worried about liability
- Penalize renter if they don't park in the right place (like renting a car and not paying tolls or parking fees)
- Yes to using city resources for parking, hubs, car park space
- Look at using on street parking spots to relieve the sidewalk pressure for parking
- Too many bikes - no space for walking, clutter parks, etc.
- Laying bikes on sidewalk or planter strip
- Constrains access to walks and doorways

Safety

- What about helmets.
- Maybe change the law for bike share. Let people decide themselves.
- In Vancouver, they tried having helmets - but they all got stolen.
- Can we do a GPS showing if someone has a helmet or not. Don't let them use the bike unless they have a helmet.

- Maybe we should allow people to not have to use a helmet if they are using bike share.
- City doesn't enforce the helmet law anyway.
- Helmets? - also a health issue to riding bikes. Should balance.
- Some wouldn't want to use a helmet that came with a bike share.
- Seattle had the dock bike share - the key problem is that helmets were significant barrier to riding (and cost to the city).
- Bellevue has chosen not to enforce the helmet
- Helmet enforcement has been discriminating
- Ask the bike share companies what their solution is to helmet issue

Social equity and access

- What about people who don't have a smart phone or a credit card. People without a lot of money. This bothers some - not affordable for people who could use them the most.
- Bike share companies are working on the affordable thing (no credit card or cell phone) by allowing you to buy a code to use at the grocery store
- Lime bikes are heavy and with all our hills - we need more Ebikes
- Should be focused on all electric for mobility
- Require redistribution of bikes throughout the City of Kirkland

Government considerations

- Prioritize restricting barriers to entry
- No subsidy
- Not everyone thinks it should be free
- Conventional bikes are good too
- Should subsidize bike riding as much as government subsidizes cars - don't be afraid of costs
- IT is time to get on board. Pollution is terrible. We need to get on board quick. Need to get on board now. Look at Minneapolis, Vancouver BC or other big cities to learn from - not Bellevue (they aren't a leader)
- Others don't think that is an issue. Like having both UBER and LIFT on their phones.
- Will there be more bike trails and accessibility with the bike share program? We need more anyway.

Regional

- Look at Bellevue - and see what they learn and learn from them. Maybe use one company between all the eastside cities - to test the issues and establish a base or structure for the open market - after the pilot. We would learn more from one company - then figure out how to work with others.
- Need to look at pilots that have done one company versus multiple companies (for the pilot). Did it impact what they learned.

Measurements and evaluation

- Has response to equitable issues
- Help meet mobility goals

- Access to data on utilization so we can measure - and research demographics of users
- Track data for multiple companies as we can learn more from more companies

Other

- Bike share would help the downtown parking issue
- Bike share would help the last mile to transit

October 6, 2019

Clutter

- Clutter can be an issue with other modes of transportation too – most bikes are parked carefully
- Pilot – then only closing down one company. Because it is hard for start up.
- Similar clutter issue (but maybe smaller) for scooters

Parking

- Need to put bike parking on main arterials like 108th
- Use of parking places for bikes?
- Could put parking in a place where you don't lose parking places

Safety

- E-bikes help you go faster so you aren't a problem in traffic (obstacle)
- Main problem – is conflicts with car
- Helmet – some will get in the habit of not wearing helmets
- Would like to increase the helmet law to up to 18 years old
- Redmond has a program where you can get a helmet for \$5 – and fitting (for kids)
- Would like the City to come up with a program to get more helmets out there
- The bike share pilot program – helmet issue should be dealt with at the County and State level
- Bike lights – if riding at night. In the winter this is an issue.
- Need to be thinking how the bikes interact with pedestrians on sidewalks, parks, etc.
- Scooters and bikes move up on a driver (and pedestrian) very quickly – so it is a learning curve
- Advantage of bike share is that more people would be biking more and cars begin to look around more and it would make it safer for regular bikers
- Pilot program could encourage Lime bike to communicate bike safety information when they are introduced into a new area (and how to communicate to them when the bikes are parked incorrectly). First instinct would be to call City Hall if we don't clear this up.

- Need to make sure the people know enough about how to ride safely. Could we put something in like a safety course (gateway to allow them to use the bikes). Or, eventually maybe a license – pass a test?
- Safety isn't necessarily the biker's responsibility – it is the responsibility of all users on the road. Who bares the burden of being safe and who is responsible.
- Need to make safety more broadly defined – communication program on these issues would be good.

Equity

- E-bikes help in going up the hills
- Bike share bikes are heavy. Ebikes help. They are the hill flatteners. If you live on Finn Hill – need to have more Ebikes are affordable and part of the program
- We should think about lower income folks who don't have cell phones or credit cards

Government

- Don't want this to cost the City anything. So seems like the company should pay for the parking place.
- Infrastructure is good enough for a pilot program – but eventually you may want to incrementally remove a parking space to park 10 bikes for example
- Bike lanes are great. There are a couple of places where we are asking the bikers to do risky movements. Like bike lanes next to parked cars and where people are turning left across a bike lane.

Regional

- Bellevue doesn't appear to be having any issues – works well there
- Should use the same organization that is in Bellevue – and Redmond – use the same company so we don't have too many organizations (helps to have the same company)

Measurement

- Data is an incredible opportunity in a pilot program – make sure we have access to the data
- Heat map where people are using them – for infrastructure improvements
- Demographic data – 1-2% bike no matter what, but interesting to see if the 30% are curious but cautious like women and younger folks, would be good to know this
- Concern about private sector considering this proprietary information - we need to talk with the company about this information (problem with Ubar and other car ride companies).

Other

- Great for first and last mile
- People learn how to park bikes – and how to use them pretty quickly

- Thanks the City about being proactive – and it is time to think about scooters (San Diego has been getting complaints about drinking and driving them in the street). Bike Share can help us thinking about scooters in the future.
- Good that Council is getting ahead of some of these issues.
- Bike share – means fewer cars on the road so you can justify taking a parking place (get data in the Pilot)
- Don't think about it as "lime bike" to parking for free – but as citizens of Kirkland to park a bike (instead of a car)

Emails and Letters

Safety

- I attended the Moss Bay Neighborhood meeting last night and learned about this possible program. I'm not a biker, but I do a lot of walking around the downtown area and have a few observations: 1. If a permitting program will allow greater leverage over bikeshare companies (which already have a presence here) and encourage people not to block sidewalks, etc. by leaving the bikes anywhere they like, it could be a good thing. 2. However (and I do not intend to accuse the entire cycling community by any means), I have seen too many cyclists who seem to treat our traffic laws (e.g., stopping at a crosswalk, stop sign, and so forth) as optional. We heard at the meeting about the issue of enforcing the helmet law, but what about enforcing the rules of the road for pedestrian safety (including seniors)? Are we going to need a police bicycle patrol if we have and more of these bikeshare bikes around?

Other

- I'd just like to say how excited I am about the possibility of having a bike share program in Kirkland! I have often used lime bikes in Bellevue to make the last-mile trip from the transit center to my office, and get across town for appointments. Bellevue's successful bike share program is a great example of what Kirkland has to gain from allowing bike share to operate here. Riding a lime bike has become a viable alternative to driving for people who need to get across the city. Contrary to some of the worst predictions, bike share bikes have by and large not been a hazard on Bellevue streets. They are almost always parked carefully, often inside the boxes that city staff painted on the sidewalk.
- At a time when private companies like Lime are offering to run bike share programs with little or no financial investment from the city, it doesn't make sense for Kirkland to miss out.
- Many towns (including Kirkland?) have "parking minimums" which mean that any new construction (apartments, restaurants, etc.) have to provide (or otherwise pay for) a certain amount of parking spaces. This seems slightly crazy - why are we subsidizing Ford/Chrysler/Honda/BMW - but it also suggests a way forward. Maybe instead of parking minimums we should have bike-rack minimums. If we devoted just 1% of the money and resources that we devote to cars, to bicycles, then we could have a healthier happier and more environmentally balanced city. Actual data: I find it frustrating that there is apparently no bike parking at QFC, and fairly minimal bike parking on Park Lane. I can (potentially) park my car in front of the restaurants on Park Lane, but not my bike (bike parking is at the end of the block). I hope that changes, either adding more bike parking, removing the car parking, or both.
- I would love to see bike share programs come to Kirkland.
- I would often find it very useful to do one-way trips that are inconvenient to do on my bike since I would then need to find some way to get my bike back. A bike share program would lead to more people biking which would then make drivers more aware that bikes might be around which would make me safer as a cyclist. The increased number of cyclists would then justify increased biking facilities, such as more bike lanes and more bike parking - there are many businesses that have car parking nearby but no bike parking. We need to encourage and enable alternatives to driving

- I don't think that "bike clutter" will be a significant problem. We currently have a huge problem with "car clutter" - that is, cars that occupy huge amounts of space, in use and otherwise, thus uglifying the city and making it harder for pedestrians to get around (parking makes the city spread out, increasing walking distances, and cars in motion are a hazard and obstacle to pedestrians). Any clutter effect from bikes will be much smaller than the effect from cars. Bikes that block sidewalks do need to be dealt with but we shouldn't let fear of this issue stop us from proceeding.
- I am very excited about the bike share program. I use Public transport multiple times every day, and bike share could speed up my commute by a lot. I have a few questions.
- When is the pilot project going to go into effect?
- When do you expect a company to join the pilot?
- Is lime bike interested?
- I just bought a condo in Kirkland and I am very happy to see bikeshare coming to town. The city of Bellevue has been quite thoughtful in how to regulate bikeshare. They might be an example to consider.
- I'm afraid that most people in Kirkland will laugh at the idea of a survey. Most people will think that the city will do what ever it wants with or without the survey, even if it were 100% AGAINST. I have already received such replies when I sent out the article. This is similar to the silly plastic strew and plastic bag bans. Much to do about nothing and a waste of my tax dollars.
- I'm writing today to share comments regarding Kirkland's consideration of a bikeshare pilot program, following up on the excellent Community Conversation at City Hall earlier this month. Thank you for taking into account the perspective of Cascade Bicycle Club (letter attached), and we look forward to continued dialogue as Council and staff weigh the available options.

Cascade Bicycle Club

Dear Councilmembers,

Cascade Bicycle Club (Cascade), on behalf of our 15,000 members, wants to thank the city of Kirkland for its public engagement process to inform next steps for a bikeshare pilot. The Community Conversation on bikeshare held on December 6 was an important step to hear the concerns and priorities of the community.

Cascade believes a well-functioning bikeshare system provides numerous benefits to communities, contributing to issues such as congestion relief, transportation equity, health and affordability:

- Bikeshare is part of a vibrant transportation system. Bikeshare systems provide residents and visitors with affordable and convenient transportation options in dense urban environments; they improve access to buses and light rail, increasing the reach of mass-transit options; and they offer a sustainable alternative to driving short distances. Given the concerns about congestion and car parking downtown expressed by Kirkland residents, bikeshare offers relief

- Bikeshare promotes healthy communities. In addition to providing an easy option for physical activity, bikeshare systems get more riders out on streets and trails. Research shows that as more people ride, rates of injury and death are reduced.
- Bikeshare provides access and affordability. Behind rent, transportation is the second highest cost burden for many households. As part of the sharing economy, bikeshare provides wide access to bicycles without the upfront cost of owning and maintaining a bike. As Kirkland works toward the vision of a connected city with a transit network that works for all, a flourishing bikeshare system can be a solution that extends the reach of transit to traditionally underserved areas.
- Bikeshare systems engage new riders. Bikeshare can bring in new audiences, especially those who have been marginalized from mainstream bicycling culture, by normalizing bicycling as just a way to get around. As mode shifts toward walking, biking and transit and away from single-occupancy vehicles, communities benefit from less traffic congestion, less air pollution and improved health outcomes.

Given that shared bikes have trickled into town via pilot programs in peer cities like Bothell, Bellevue, and Redmond, Cascade acknowledges the challenge Kirkland faces when it comes to a coordinated and fresh launch of Kirkland's bikeshare pilot. Formalizing a bikeshare

program will give the city tools to regulate and respond to improperly parked bikes ensure Kirkland residents have equitable opportunity to access bikeshare. In concert with Kirkland's expansion of Kirkland's active transportation network to give people on bikes safe places to ride, bikeshare gives Kirkland residents a new way to enjoy improved mobility, health, and a hearty dose of fun.

To maximize potential for a bikeshare system in Kirkland, we recommend

- Piloting with multiple companies to ensure ridership and route data is accessible to planners (ie, with a single company data may be regarded as proprietary)
- Offer consumer choice between e-assist and conventional bikes
- Work to improve integration with the ORCA payment system, and more accessible pricing options
- Leverage bikeshare launch with the build-out of safe, comfortable and connected bike lanes in all of its services areas.

Dockless bikeshare is relatively inexpensive to implement when compared to nearly all other transportation initiatives, and has improved access and livability in cities of all sizes and topographies.¹ As surrounding cities adopt dockless bikeshare and regional ridership is measured in the millions, it's time for Kirkland to tailor its own pilot program.

Cascade envisions Kirkland joining our neighboring cities in touting a vibrant bikeshare system, leveraging past and future investments in safe bicycle networks. We are looking forward to

working with Kirkland's staff and leadership to extend the reach of transit and invite a new audience to bicycling. Thank you for your consideration.

Sincerely,
Claire Martini Policy Manager 206-939-4317
Cascade Bicycle Club

Facebook & Twitter

In favor of Bike Share Pilot:

Facebook

- It's not as bad as you think it is!! I personally LOVE them and use them in Seattle!!!
- Government There should be designated pick up and drop of spots like in London. They lock into a slot provided- until then, a last user is being billed so more incentive to leave them in an appropriate place. Seems these ones can be just left anywhere, which means potential users may not even know where they are but they litter the area.
- I'm a lime bike fan... so it's a yes for me! Loved them in Seattle!
- E-bikes are amazing for dealing with hills :)
- That's where you're wrong Greg... I do
- YES! We all want MORE CARS! Please let us wait in traffic longer! Have more crowded streets! ... wait ... is that actually what you want?
- Yes but providers have to figure out how to manage it. Clearly the need is there..... More cars and less bikes surely cannot be the future everyone above saying no, really wants!?
- Most places in the world with lots of short-distance bike commutes don't require helmets. Is there actually some substantiated liability concern or is it just a straw-man?
- I have several bikes. I still use bike shares because many times it is WAY more convenient for a short trip that is not starting/ending at my home. Even more so I love when I end up on business trips to cities that have good bike-share programs. I was just in SFO a few weeks ago and for \$4 a day biked between my hotel and work.
- That's right! Lets all sit back and inhale those wonderful exhaust fumes instead!
- Personally they let me avoid using ride-share services or having to rent a car when on business travel (we do get business travelers in Kirkland you know). It also lets me drive/park and move around an area much easier vs having to drive/park/drive/park/drive/park. So yes, at least anecdotally they reduce the number of cars.
- How is it a free ride? The companies pay the city for the right to operate. They don't receive any funding from the public.
- Drew Yager Do it
- I'm going to try and make that meeting. My one request would be to ensure reasonable e-bike coverage to help address the issues with hills.
- Oh good idea, can I do that the people that park their cars in places I don't like too?
- Great idea at no cost to the city. Lets do it.
- These are a wonderful addition to transportation in Seattle, and will be in Kirkland, too. They're perfect for short trips, tourists, and folks who don't have cars. I urge Kirkland to be aware that the voices of people with more advantages tend to drown out the voices of folks who are working hard to make ends meet, or have other reasons they can't easily participate government listening sessions.
- If you see the bikes everywhere then someone must be riding them
- If the bikes are left on city property, then someone else can find them with a locator app and bike to the park or beach without adding to congestion or parking problems

- Older people can e-bike to the store and back again gaining exercise without over straining old knees or worn out backs. Picking up the few things they need for that day. ie fresh fruit
- Push the bring your own helmet or use the adjustable one that comes with the bike
- I work and can't make the meeting. I will ride my bike to work following road rules and using bike lanes. No one rides on the sidewalk unless forced too.
- What taxpayer money? From my understanding, cities don't pay for the program. The bikeshare company buys a business license and is responsible for picking up any bikes that haven't moved in a certain amount of time or are reported as damaged or abandoned, and the bike users are the ones who actually pay per use. If you don't use them, you're not paying for them.
- If no taxpayer money is used to support this I'm all for it. Thanks for your response
- These are a wonderful addition to transportation in Seattle, and will be in Kirkland, too. They're perfect for short trips, tourists, and folks who don't have cars. I urge Kirkland to be aware that the voices of people with more advantages tend to drown out the voices of folks who are working hard to make ends meet, or have other reasons they can't easily participate government listening sessions.

Twitter

- I can't make it to the meeting, but I work in Kirkland and having bike share there would make my life much easier! Please do it!
- I'll be there! Also, I'm excited about the possibility of bike sharing (e-bike sharing please?) coming to Kirkland. My e-bike commute was one of the more practical commutes I did. Carpool, telecommute, e-skateboard, e-scooter, bus, and unicycle are also practical for some.

Opposed to Bike Share Pilot:

Facebook

- No. Just NO. I can't go to this meeting but I can't even begin to describe how much I DON'T want this
- Renting bikes to people without helmets seems to me like a terrible idea. Seems irresponsible. Also, it seems that they are left in places for long periods of time with no accountability on who is responsible for them. Is riding a bike without a helmet against the law?
- Possibly. To be honest, I haven't checked. But I guess my feeling is this. Why should I have to stop and interrupt my day to call a company to pick up their stuff that was left lying around? Rental Car companies don't just leave their cars lying around. Suddenly people have to add one more thing to their already busy lives because someone left their rented bike somewhere? It doesn't sit well with me.
- I can't make the meeting, but just no. We have had a bike parked at our mailboxes for nearly a month now.
- This right here is a great reason against these bikes. They're a hassle and become the responsibility of the homeowner to arrange removal against their consent when left on their property. They're big, green, mobile litter. They are a pointless gesture at easing traffic congestion and a laughable gesture towards being eco-friendly. In my opinion it seems to just be

trying to grab on the "-share" trend. It's a fad... And it needs to die a peaceful death like all fads must. Please no more silly bikes!

- Government seriously, is it up then to the neighborhood to police these things? I thought they had some sort of transponder. If not, that should be a requirement. They look like fancy green litter.
- Please NO! I already see shared bikes left all over my neighborhood not being properly taken care of. Left in people's bushes, side of the road, in the road. It just looks trashy. have we learned nothing from China that tried this? <https://www.theatlantic.com/.../bike-share.../556268/>
- Thank you for your reply to this. Yes, an appropriate timeframe for property removal would be nice. Making the company accountable for how it is being displayed through the city. As for the secondary issue is the trash that it will generate. Seattle has been dealing with this since day one. Bikes left in rivers and lakes, the oddest of spots. Are we to put a larger strain on our police force removing the bikes and cleaning up the damages done like Seattle has had to do?
- I don't feel we should be responsible for informing Lime Bike when their bikes need to be removed. They have the ability to track bikes and need to be held accountable for ensuring those bikes are not left in an unapproved location for more than the approved amount of time. They need to be held accountable, not citizens who are frustrated.
- Government, do we have a list of how many citizens of our community actually support this initiative? I see no support on social media, but it is not always a true measure of support/disdain.
- I'm 100% against this. The bikes are an eyesore, dumped on the side of the road or in bushes. We should focus more on improving the public transit.
- No. We can't go either. It's a litter problem and junky.
- All you need to know. <http://amp.kiro7.com/.../seattle-bikes-left-in.../600653735>
- No.. drive through Seattle and see where those bikes are parked.. I was down by Stan Sayers Pits and those green bikes were in the water, some tossed in ditches, you name it! Not a good idea, sadly
- <https://www.google.com/.../the-bike-share-war-is.../amp>
- 100%. NO
- Will the bike share provide helmets? It is the law to wear one, 99% of people who ride these do not have on a helmet. Sounds like a lawsuit waiting to happen. And how quickly will they get moved when they are parked in the right of way, on lawns, thrown in the lake, left in the side of the road?
- 100% against and please have the city remove the current bikes that made it here from Seattle that are littering our sidewalks, parks and streets. Pile them up at city hall.
- Government and how would the city monitor their response time? What if the bike is in the lake, or a tree or a busy street where you cannot jump out how could a person get the bike ID?
- I highly recommend not using Lime as the company for Kirkland
- Government accountable? Would you impound the bike and charge them a fee? Will the city need to hire a new employee to handle the bike share program? Sounds like we would have to so the city keeps track of the complaints and holds the bike company responsible to take timely action?
- Not a fan.

- Nope. Do NOT want
- And that's a hard pass NO
- No thank you! They're a pain in Seattle where I work
- Absolutely NOT!! Even my 14-year-old son thinks it's a horrible idea, as there are already cluttering up Kirkland... from the bikes in Seattle. We count them as we run errands around town, most sitting in the middle of the sidewalk and blocking it for others to use. What's needed is for the City to stop approving apartment complexes and housing developments, to decrease the traffic and crime. It's awful now!!!
- This is a terrible idea. Don't Do this. These bikes are just going to be left all over the city. And it's going to be everyone's problem to deal with. They will be left on sidewalks, parking lots, private property's, ditches, bushes etc.... get out of you government office and drive around the city for a day or two. This bikes are already here. And being left every where. I see more bikes left on the side of the road than people actually riding them. they are not going to improve congestion on the roads. The infrastructure around Kirkland is not going to support this. Please do not entertain this idea.
- Sounds like they're just going to do what they want. There's very little benefit to these bikes and a lot of loss to be had. This is a failed plan that you're not learning from other cities doing wrong.
- Right! City's don't learn. They just keep making the same mistakes other city's keep making. I'm curious to know how much revenue this bike program is supposed to generate for the city. I can't imagine they would implement this program and do it for free. The city has to get some sort of revenue for it
- Stupid... Get rid of these.
- How much more clear can it get, nobody wants this ridiculous bike fad to continue.
- Except Patrick, he'd really like this. Maybe we can just buy him a copy of peewee herman instead.
- Wait, you think a few little city bicycles are actually going to replace the vehicles? Lol!
- You quite seriously think this? You must be a troll right? I mean, do you live in downtown Kirkland and plan to drive only 2 blocks? Lol
- I'm concerned about bikes being left on sidewalks and in front of wheelchair ramps that block accessibility for people with disabilities. I also want the City to consider the liability exposure for allowing a company to provide bikes but not helmets.
- Do you know someone with a head injury? I know a few. People's lives are changed forever after experiencing head injuries and the cost and burden of care from private and public dollars is substantial. King County has a helmet law for this very reason. (I'm glad to see you wearing a ski helmet in your profile background picture. It's the same concept.) It baffles me that this law is being ignored.
- Having personally fallen off my bike and the only thing that saved me was the helmet between my head and the pavement, to ride without a helmet is ludicrous. I agree the City should be concerned about the liability for allowing the rental bike companies to rent the bikes without helmets. Ditto on your comment re: wheelchair ramps and sidewalks.
- I will be out of town during the meeting. I hope that folks note several important issues on this topic: 1) people who are experienced bikers, know the rules and act accordingly, have their own bikes. 2) tourists who are often confused, do not. 3) its dangerous to ride a bike without proper equipment and know how, but we think we want to make it easy for those folks to do it? Why?

4) know that Seattle has rigged their bike usage numbers the entire time, spend some time over there and see who uses the bikes, look at the data - bike commuting is DOWN, not up, considerably. This bike share concept is both dangerous and ridiculous with no meaningful positive upside.

- No bike share. No scooter share. These things are a blight.
- Corporate trackers ... They are to monitor your habits for advertising NOT to promote some sort of bike culture .
- Bellevue is littered with these bikes everywhere. I did use them and it's fun. However, it seems like another "free ride" for a company trying to promote its business. Not to mention the fact that pedestrians are once more losing ground on the sidewalks...
- Using sidewalk space that belongs to taxpayers.
- According to the documents made available to the public by the City of Bellevue, the company paid \$40K for the permit as a way to cover "one time costs". While the City Council is sovereign to make such decisions, it would have been good to ask the homeowners as now we have to deal with these bicycles being left everywhere, clearly violating the Parking requirements of the permit. If the City decides to enforce the terms of this pilot (using the police for example) this is going to cost taxpayers way more than this "one time fee". While the permit has some provisions to handle that, I think the costs will outweigh the benefits. In any case, this is a pilot and, as such, it's fair to wait for the term and measure results.
<https://transportation.bellevuewa.gov/.../Bike-Share...>
- They clutter the sidewalks. One was parked right in the middle of a sidewalk for three days. They are big to walk around and heavy to move. I see them all over, but I never see anyone riding them. I heard in Seattle someone was cutting the brakes. Sounds dangerous to me!
- why should I take time out of my day to call a number when someone was irresponsible enough to leave their bike on my property? How and why is that my responsibility?
- Sure then we can start spending 12 million dollars a mile and bike Lanes like Seattle also
- Crazy. More disrespectful bikers out there than cars and trucks. Good Luck with that.
- Bike riders can't even use the bike lanes properly in Finn Hill (as in riding in the actual road, not in the bike lane), so adding more bikes to the road sounds like a disaster.
- I like Kirkland wanting to have people's option on these stupid libtard bikes
- Lol what a joke
- Opt 1: people with trucks take them to be recycled to help clean up the streets.
- Opt 2: initiate a return refund for taking it back to a authorized start/end location.
- Opt 3: they lock up when you try to bring them across 90 or 520. Keep your junk bikes in Seattle."
- Another reason not to do this: <https://www.dallasnews.com/.../just-terrible-mayor-says...>
- Again, take a count of the bike numbers from Oct. 1 to May 1. in the greater Seattle area. Those numbers are so low all bike lanes and associated costs are a complete waste of tax payer dollars.
- Haven't you learned your lesson from Seattle.... bike share is a waste of taxpayer money!
- taxpayers fund the ridiculous programs and always lose. Google Seattle bike share
- Wish you better luck than Seattle has had!
- Lol what a joke

- Opt 1: people with trucks take them to be recycled to help clean up the streets. Opt 2: initiate a return refund for taking it back to a authorized start/end location. Opt 3: they lock up when you try to bring them across 90 or 520. Keep your junk bikes in Seattle.

Twitter

- My thoughts are that this is a waste of money. Can we not learn from Seattle where bike ridership is falling?

Other:

Facebook

- Isn't the company responsible for the bikes? I know you can contact Lime about having problem bikes moved/removed.
- I'm curious to know, which part of the burbs do they not know?!
- I couldn't agree more. The current solution puts the responsibility on residents to inform LimeBike that their GPS enabled asset is on private property. There must be a better way!
- Isn't there a ride called, "The Seven Hills of Kirkland?"
- I'm pretty sure our city has already made the decision to allow them-this is just the requisite public comment period.
- Instead of just saying 'no', please share your specific concerns so that they can be addressed.
- Government that's good to know. I know many many citizens have voiced opposition to these bike rental shares. Please listen to them.
- Attend the meeting!
- Ask yourself the key question, do these bikes take cars off the road? Lets say you need to go to the Supermarket, would you rent a bike instead of drive? What about the dry cleaners? No? What about the hardware store? Out to dinner? When would you rent a bike? Perhaps when you were tired of walking?
- Typical government speak for you are getting it, like it or not.
- I think the company should also provide some sort of incentive for riders to (1) take e-bikes back down the hill and (2) take non-e-bikes back up the hill. Otherwise, we'll end up with all the non-e-bikes at the bottom of the hill, and all the e-bikes at the top of the hill.
- I'm going to start pad locking them
- There needs to be docking stations - near bus and train stations so people know where to pick up the bikes and where to return them to. The dumping them in driveways system really needs to stop.
- If you're worried about the danger don't use them. If they are in the way there is a phone number on the back of every bike you can call or text to report a problem and have Lime come fix it.
- Such a cherry-picked number. That project is \$12 million per mile to REBUILD THE ENTIRE ROAD INCLUDING THE INFRASTRUCTURE UNDER IT. The city decided to do this work because it is less expensive to add the bike lane AND rebuild the road in a single pass vs adding the bike lane then going back later to rebuild the whole road. \$12 million per mile is the cost of the entire road rebuild project and no where close to the cost of just adding a bike lane. Lets try to keep to actual facts here.

- You ride uphill. I will ride downhill.
- There is a bike parked in the side way on 509, northbound. It's a distraction. Please pick it up before the wind does. Thank you
- Thanks, I seriously appreciate that. I will follow up on it.
- The Lime scooters would be way better IMO!
- The city of Kirkland has an agreement with its residents to keep streets safe.
- Too many cars, right? You allowed to discuss there are too many owners of cars?
- Someone at city hall has a friend in the bike biz?
- More bike Lanes please

Twitter

- How do you think the company will pay those fees? The end user, that's how. So your fees are actually just another tax on the people of Kirkland. Welcome to civics and econ 101.

Attachment C – Demographic Profile of Survey Responses

DEMOGRAPHIC CATEGORY	Survey Responses ¹	Census Estimates ²
Neighborhood³		
North	37.9%	56.2%
Central	31.4%	19.5%
South	30.6%	24.3%
Outside Kirkland	12.3%	--
Housing Situation		
Rent	20.2%	43.2%
Own	79.7%	56.7%
Unhoused	0.1%	--
Age⁴		
Under 20	6.2%	22.3%
25-35	20.6%	22.2%
35-50	35.1%	22.5%
50-65	28.7%	19.9%
65-80	9.1%	9.8%
80+	0.3%	3.3%
Gender Identification		
Female	47.3%	51.1%
Male	52.6%	48.9%
Not listed	0.1%	--
Race/ethnicity⁵		
American Indian and Alaska Native	1.4%	0.3%
Asian	13.9%	17.4%
Black or African American	2.0%	2.4%
Native Hawaiian and Other Pacific Islander	1.4%	0.5%
Hispanic or Latino	2.6%	7.0%
White	81.4%	81.9%
Some other race	1.1%	2.3%

¹ Excluding those who chose not to answer

² Source: 2017 American Community Survey (ACS), Demographic and Housing Estimates

³ Neighborhood population estimates computed by staff based on ACS data and housing units per neighborhood association boundary.

⁴ Survey data collection age categories not parallel with Census data collection methods. Staff computed age estimates based on ACS data.

⁵ Survey data collection methods differed from Census methods.