
Bothell Micromobility Strategy

City of Bothell, WA

18415 – 101st Ave NE
Bothell, WA 98011

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ACKNOWLEDGEMENTS

Bothell City Council

Mayor Mason Thompson
Deputy Mayor Rami Al-Kabra
Jeanne Zornes
Amanda Dodd
Carston Curd
Jenne Alderks
Benjamin Mahnkey

Bothell Planning Commission

Kevin Kiernan, Chair
Sharon Jones
Sarah Gustafson
Claire Robson
Cary Westerbeck
Katherine Sills
Scarleth Lever Ortiz

City of Bothell Staff

Erin Leonhart
Steven Morikawa
Raid Tirhi
Sherman Goong
Jaclynn Brandenburg
Chad Holte
Nik Stroup
John Rogers
Darren Timpe
Butch Noble

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EXECUTIVE SUMMARY

Purpose for the Strategy

This Micromobility Strategy will provide general guidance to the planning, development, use, and operations to make this a safe and viable alternative transportation option, particularly electric micromobility devices due to their higher speed and longer-range capabilities.

Background

Micromobility began as a response to growing urban congestion, climate change concerns, and the need for more flexible transportation solutions. While bicycles have been in use for over a century, the modern use of micromobility began around 2017 with the launch of dockless electric scooter companies in major U.S. cities. New York, Portland, and Santa Monica launched notable shared-use systems in 2013, 2016, and 2017, respectively.

These services offered users the ability to rent lightweight electric vehicles for short-distance travel, reducing reliance on cars for “first-mile/last mile” trips. By 2019, cities worldwide reported millions of scooters and e-bike trips, significantly presenting a new urban transportation option.

There is some guidance on a nationwide scale such as publications by the National Association of City Transportation Officials (NACTO), American Association of Highway Transportation Officials (AASHTO), and the Federal Highway Administration (FHWA), but not nearly on the scale of the data, research, and analysis associated with bike systems.

In the Puget Sound region, only four cities currently have a formalized micromobility strategy or plan: Seattle, Tacoma, Redmond, and Shoreline. The cities of Bellevue and Woodinville are currently working on formalizing their plans.

The strategies included in this document draw upon the information and guidelines that are available as well as considerations of what other local agencies have initiated. Being consistent with the other agencies to help ensure seamless use between agencies is important to provide predictability on such things as where to ride and how fast.

Summary

This Strategy provides the foundational information to consider for micromobility use in Bothell. The information considers critical safety issues with micromobility use such as, where they should be ridden, what speeds would be safe for riders and those around them, and the use of helmets and other safety equipment. These strategies also address issues like parking and storage, education, funding, and vendor/shared-use provider considerations.

Based on national guidelines, knowledge of what adjacent agencies have implemented, and public input, key items that the City will need to address to create a safe and viable transportation alternative are as follows.

- Appropriate locations for micromobility use
- Speed limits and rules of operation
- Safety equipment requirements or recommendations
- Establishment of a Micromobility Program similar to the Citywide Bike Program to support education, storage, wayfinding, and monitoring
- Parking and storage
- Education and outreach
- Management of shared-use providers and vendor contracts

INTRODUCTION

The purpose of this strategy is to establish a clear framework for the safe operation of micromobility devices in the City of Bothell while encouraging increased usage. This includes shared and personally owned electric scooters, bicycles, e-bikes, and other lightweight personal transportation devices. The strategy encourages innovative, sustainable transportation options while ensuring equitable access.

Micromobility refers to electric or human-powered lightweight mobility devices typically for a single person. This Micromobility Strategy will apply to all devices, including bicycles and E-bikes, even though bikes are also covered by the Bothell Citywide Bike Plan (Bike Plan). Micromobility provides a beneficial connection for first-mile/last-mile transportation options. Connections to transit access are encouraged and recommended to improve accessibility to transit routes.

Shared-use micromobility plans and strategies are fairly new to the transportation scene with the first modern US bikeshare system first introduced in 2010. Citibike opened in New York City in 2013 as the nation's largest bikeshare program and Portland's Biketown launched in 2016. The first Bird electric scooters appeared in 2017 in Santa Monica, California.

Examples of Micromobility Device Types

There are many types of micromobility devices that include human and/or electric-powered devices. The types of devices associated with micromobility typically include the following:

Bikes and Electric Bikes (E-bikes)



Scoters and Electric Scooters or Coasters



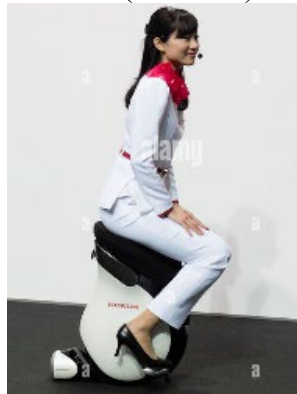
Unicycles and Electric Unicycles (aka Uniwheels)



Skateboards and Electric Skateboards (multiple types, aka Onewheels)



Electric Personal Assistive Mobility Devices (EPAMD)



Roller or Inline Skates



Seated Scooter
COMING SOON



Other than bicycles, the Revised Code of Washington (RCW) only provides a definition for motorized scooters. RCW 46.04.336 defines the Motorized Foot Scooter as “a device with two or three wheels that has handlebars, a floorboard that can be stood upon while riding, and is powered by an internal combustion engine or electric motor that has a maximum speed of no greater than twenty miles per hour on level ground. For purposes of this section, a motor-driven cycle, a moped, an electric-assisted bicycle, or a motorcycle is not a motorized foot scooter.”

Shared-use micromobility vendors have been present in Bothell since 2017 with the first shared bike program followed by shared scooters in 2019. The shared programs were based on vendor-supplied micromobility devices that were permitted through the Community Development Department.

The shared-use vendor programs have been in use seasonally. Previously, E-scooters were placed in the city in the spring and summer and removed for the rest of the year. However, Bothell’s right-of-way (ROW) permit allows them to deploy only scooters all year round. New strategies will seek to expand services and devices year-round.

State of Micromobility Data and Guidance

Unlike bike plans, there are not a lot of micromobility plans or data from the Puget Sound area on the performance of micromobility as a transportation option. Therefore, the development of the micromobility strategy outlined herein was based on research of available micromobility plan guidelines from jurisdictions located in the vicinity of Bothell and nationally from the cities of Portland, Denver, Phoenix, and Santa Monica. In addition, the strategy is based on the research of NACTO (ref. NACTO – Guidelines for Regulating Shared Micromobility, Version 2, September 2019) and AASHTO (ref. 2024 AASHTO Bike Guide, 5th Edition– Guide for the Development of Bicycle Facilities, 2024) guidelines for device travel speed recommendations in bike facilities, shared-use paths, and sidewalks when needed. The FHWA, through the Pedestrian and Bicycle Information Center, also prepared an Info Brief (ref. E-Scooter Management in Midsized Cities in the United States, 2019) that provides fundamental considerations of micromobility use based on the experiences of cities incorporating shared-use devices. Another useful resource was the Mineta Transportation Institute’s Report 19-10, “How and Where Should I Ride This Thing? “Rules of the Road” for Personal Transportation Devices”, May 2019, San Jose State University, which documents and analyzed existing micromobility regulations and presents concepts designed to balance safety and movement for all devices. The Rails to Trails Conservancy Report “Micromobility Devices on Multiuse Trails”, August 28, 2019, was also a useful resource in terms of where physical presence of devices may be considered.

In the Puget Sound area, there are few existing micromobility plans available. In the Bothell vicinity, only the cities of Shoreline and Redmond have anything significant in terms of an operations plan. The cities of Seattle and Tacoma also have plans, however, given their substantially larger size, their guidelines do not match well with Bothell and would not be a good fit for a city the size of Bothell.

Table 1 shows a summary comparison of key micromobility guidelines obtained from various resources for the local and national cities reviewed for the development of this strategy.

Table 1: Micromobility Device Use Comparison

City	Sidewalk Use (Yes or No)	Speed Limit Sidewalk	Speed Limit Street/Shared Paths	Speed Limit Bike Lanes	Max Street Speed Allowed for Use
RCW 46.20.500	Y	15	Local Conditional	15	
Redmond	Y	8	15	15	n/a
Tacoma	Y	8 to 15	8 to 15	n/a	25
Shoreline	n/a	n/a	15 scooters		35
	n/a	n/a	20 bikes	20	35
Seattle					
	Bikes	Y	n/a	n/a	20-35
	Scooters	N	5	Conditional	
	EPAMD	Y	5		
Portland	N	n/a	15	n/a	25
Denver	N	n/a	15	n/a	no limit
Phoenix	N	n/a	n/a	n/a	no limit
Santa Monica	N	n/a	n/a	n/a	n/a
NACTO	N	n/a	15 to 20	10-20 mph	n/a
			Recommended		

*EPAMD – Electric Personal Assistive Mobility Device

COMPREHENSIVE PLAN GOALS and BENEFITS

Goals and Policies

The 2024 Imagine Bothell Comprehensive Plan has identified the following goals and policies that relate to micromobility:

TR-G1. A safe and efficient multimodal transportation system that moves people and goods.

Policy TR-1.9 Reduce the need for road capacity improvements through pedestrian, bicycle, micromobility, transit investments, TDM, and TSMO strategies that provide alternatives to single occupant vehicle travel.

TR-G2. A multimodal transportation system that makes Bothell a safe and desirable place to live, work, learn, visit, and play.

Policy TR-2.12 Enhance micromobility options as a viable alternative transportation mode

Policy TR-2.13 Improve bicycle, pedestrian, and micromobility access to transit stops and related amenities consistent with transit agency requirements and plans.

Policy TR-2.17 Require new development, where applicable, to incorporate its fair share of appropriate design features such as preferential parking for carpools and vanpools; special loading and unloading facilities for carpools and vanpools; transit passenger facilities, including comfortable bus stops and waiting areas that may be integrated in the building design; and secure and covered bicycle/micromobility storage, showers, lockers, and related facilities to support pedestrian, bicycle and micromobility commuters. Where applicable, require convenient short-term bicycle/micromobility parking for customers or other visitors.

Policy TR-2.26 Establish education programs to encourage the use of public transportation, walking and bicycling to school, micromobility, microtransit, ridesharing, and alternatives to driving alone.

TR-G5. Multimodal transportation infrastructure and programs that are smart, strategic, financially supported, and sustainable.

Policy TR-5.14 Identify funding opportunities such as grants, and/or designate an allocation of City funds to support the use of micromobility and Circulator options.

Exhibit 15-11-TD in the Implementation Element of the 2024 Comprehensive Plan calls for the following implementation strategy:

Create a micromobility strategy to identify the needs for implementing the public and personal use of micromobility devices. Implement what is feasible.

The goal of this Bothell Micromobility Strategy is to make micromobility a viable transportation alternative to driving a car and provide guidance towards developing and operating a safer and equitable micromobility system.

Objectives and Benefits

To accomplish the above goals and policies, the following objectives must be met:

- Identify public needs for implementing micromobility as a transportation option
- Create guidelines on the recommended use and operations for micromobility in a safe, efficient, and equitable manner for all ages and abilities.
- Encourage use and operations of micromobility in a safe, efficient, and equitable manner

- Build infrastructure to support micromobility usage
- Determine the right size of the shared-use program and then implement strategies to achieve it
- Provide sufficient resources/funding to support the micromobility strategies
- Monitor and update the strategies

The benefits of incorporating micromobility as a viable alternative mode of transportation include the following:

- Providing transportation options including first-mile/last-mile connectivity
- Reducing traffic congestion and the frequency of collisions
- Improving access to transit
- Reducing parking demand
- Reducing transportation and environmental impacts by improving air and water quality
- Providing an equitable and sustainable transportation option

PUBLIC OUTREACH

Public feedback will continue to be collected to understand the community’s concerns and reservations regarding sharing the road and non-motorized facilities (trails and sidewalks) with micromobility users. A micromobility survey was conducted in January 2025 to obtain public input. The summary results are attached to Appendix D and public comments can be found in Appendix E.

The micromobility survey was launched on January 14, 2025, and closed on February 3, 2025. The survey was placed on www.EngageBothell.com and social media sites including Facebook, Instagram, Twitter, NextDoor, and the City’s webpage. To make people aware of the survey, staff also conducted a briefing at the Council meeting held on January 14, 2025, and encouraged people to participate.

A total of 72 respondents completed the survey with 80% indicating that they were interested in using micromobility as a transportation option in Bothell but that the system needs improvement. The remaining 20% indicated that they don’t currently use micromobility devices and are not interested in using them at all. The survey indicated that approximately 50% of the respondents have used micromobility devices of some sort at least a few times a year, while two-thirds of the remaining 50% that did not, would like to try.

Respondents to the survey indicated that the goals of the micromobility strategies should be:

- Provide a safer environment for current users (39%)
- Encourage wider use of micromobility devices (29%)
- Improve the use and parking of micromobility devices (21%)

Many of the respondents indicated that all micromobility devices should be on bike lanes and shared-use facilities. They also indicated that bikes can be used in the street travel lanes. There were mixed opinions about the use of micromobility devices on sidewalks. Between 5-15% of

the respondents did not want some specific devices on any facility. Table 2 shows the summary of which facilities respondents thought devices belonged on.

Table 2: Where Do Micromobility Devices Belong

	Street Travel Lane	Bike Lane	Shared Trail	Sidewalk	None
	%	%	%	%	%
Bikes	60%	94%	65%	35%	6%
E-Bikes	65%	93%	68%	26%	4%
Scooter	28%	82%	50%	60%	7%
E-Scooter	46%	86%	63%	40%	6%
Elect Unicycle	32%	78%	53%	33%	15%
Elect Skateboard	29%	76%	49%	47%	11%
Skateboard	15%	61%	47%	69%	13%
Roller/Inline Skates	11%	58%	40%	75%	11%

Legend: < 30% 31- 59% > 59%

Most respondents would use micromobility primarily for recreational purposes but would also consider using them for a part of their commute or for shopping and errands. Of the respondents, only 8% indicated they use micromobility devices as part of their primary commute option.

Of the respondents that use micromobility devices, 72% preferred ownership over renting or using a shared device. This is helpful information for City staff to determine the right size of future programs and what to expect.

When asked what safety equipment should be provided for micromobility devices, 53% indicated that device lighting should be required and 34% indicated that personal safety equipment such as helmets and reflective vests among others should also be required.

To determine the geographical areas of need for micromobility in Bothell, people were asked where they ride or would consider using micromobility devices. Many of the respondents indicated that Downtown Bothell is the most desirable, followed by the regional trail system (Sammamish River Trail and North Creek Trail) and residential neighborhoods, each with about the same percentage in favor for use. To a lesser degree, was use in City parks, schools, and park and ride lots.

Micromobility Expansion

The micromobility survey asked what would make micromobility more successful in Bothell. Most respondents indicated that safe areas to ride such as protected bike lanes was the primary need, followed by the provisions of designated parking areas for micromobility devices; enforcement for compliance with regulations for travel speeds, parking, and permitted use areas; and finally personal equipment such as lighting for visibility and safety equipment such as helmets and reflective vests. To a lesser degree but still somewhat significant, were provisions to expand education for micromobility users and vehicle driver awareness.

The most common barriers to increasing micromobility usage were identified by respondents as the following:

- General safety concerns (approximately 71%)
- Parking limitations for devices (15%)
- Availability and difficulty locating shared devices when needed (21%)

In summary, the key take-aways from the survey include:

- Development and maintenance of a safe, connected, and well-lit infrastructure that is separated from vehicular traffic and, if possible, pedestrians.
- Provisions for parking for shared or privately owned devices.
- Development of safety education programs to teach people how to ride and to be safe around other users as well as vehicles.
- Equitable service to Bothell residents.

MICROMOBILITY FACILITIES

To support robust use of micromobility, safety is the most important consideration. This was supported by the public outreach response.

For this reason, the infrastructure network best-suited for micromobility use will need to be identified based on where devices can best be accommodated to minimize conflicts and travel at safe speeds. The basic choices include the roadway, bike facilities, sidewalks, and shared-use paths.

Use of the roadway offers a complete continuous network for users with no pedestrian interaction but will conflict with vehicular traffic. While this may suit the skilled experienced users, it does not serve the majority of users including the elderly and youth. Users would have to follow the long-established rules of the road, including travel speed limits.

Bike facilities offer delineation and some separation for users from vehicles and pedestrians and regional accessibility. The exception is shared-use facilities the bikes and pedestrians share. However, the local bike network is still being developed and contains many gaps in the network as well as missing connections to the regional network. Also, most of the existing bike network are bike lanes adjacent to the travel lane and unprotected. The future bike network will construct

protected bike facilities in accordance with the Citywide Bike Plan and will provide a more micromobility user-friendly environment.

The sidewalk network is more complete than bike facilities and is separated from vehicular traffic. Separation from vehicular traffic makes this network desirable for less skilled users including the elderly or youth but limits the experienced user. However, sidewalk priority is for pedestrian use and safety, so micromobility users need to yield to pedestrians and travel at lower speeds due to pedestrian conflicts, inconsistent sidewalk surface conditions, multiple access points, and curb cuts.

Shared-use paths are similar to bike-only facilities as they do offer separation from vehicular traffic and generally offer a more consistent surface. However, they are more regional in nature and have limited access points. Shared-use paths, while wider than sidewalks, must also consider the interaction between pedestrians and micromobility devices for safety.

Other strategic areas of consideration regarding the use of devices include the following public access areas:

- City parking garages or City surface parking lots including designated micromobility device parking/storage areas.
- City pedestrians only plazas or paths including designated micromobility device parking/storage areas.

Additionally, City staff can work with shared-device vendors to establish geofencing zones to prohibit use where devices are undesirable or may present a safety concern given high conflict potential in unsafe locations or events.

Figures 1 and 2 show the non-motorized network facilities in Bothell including the existing sidewalk facilities and the existing and proposed bike network as depicted in the City's Bike Plan.

Figure 1: Existing Sidewalk Facilities

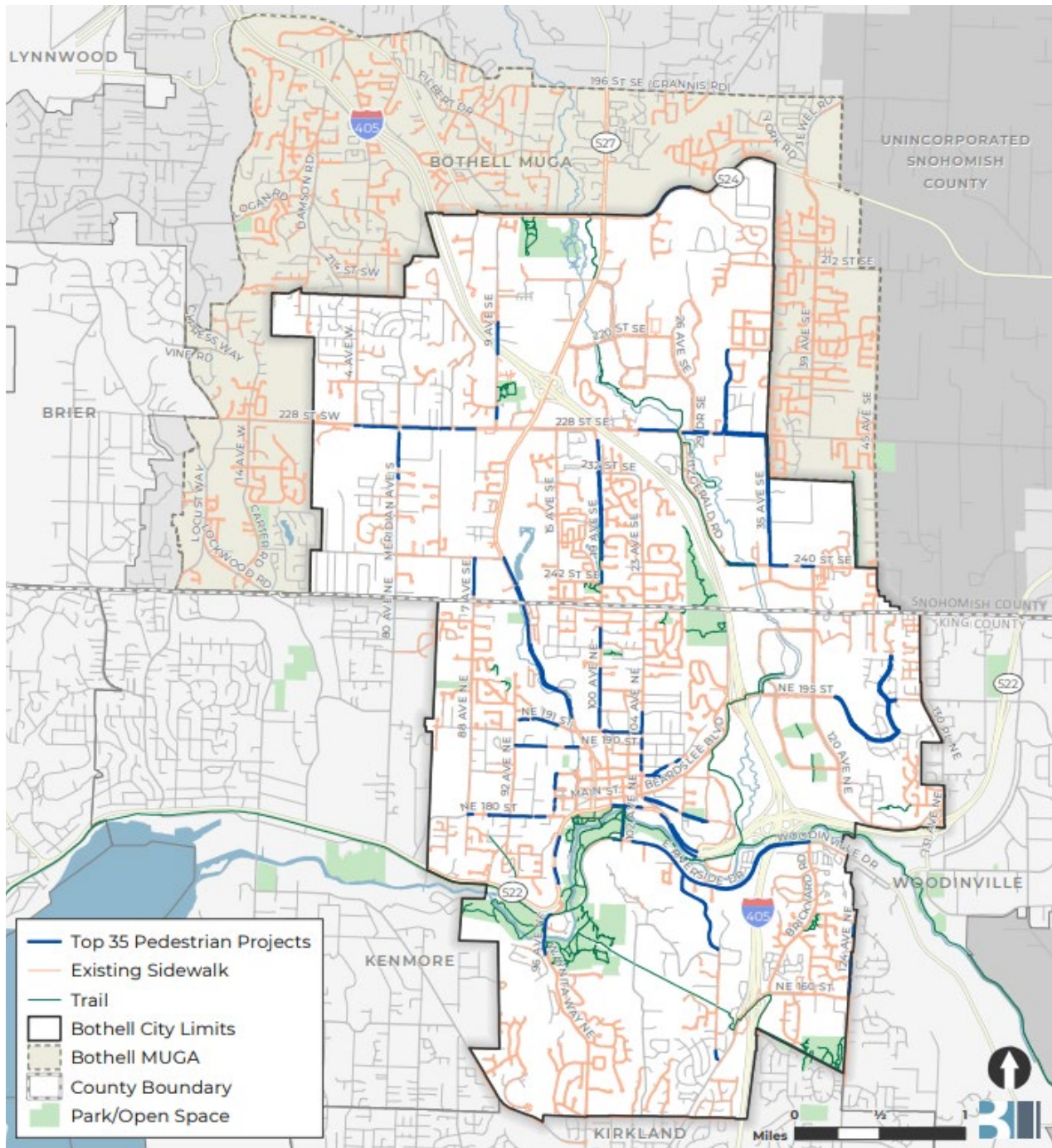


Figure 2: Existing Bike Network

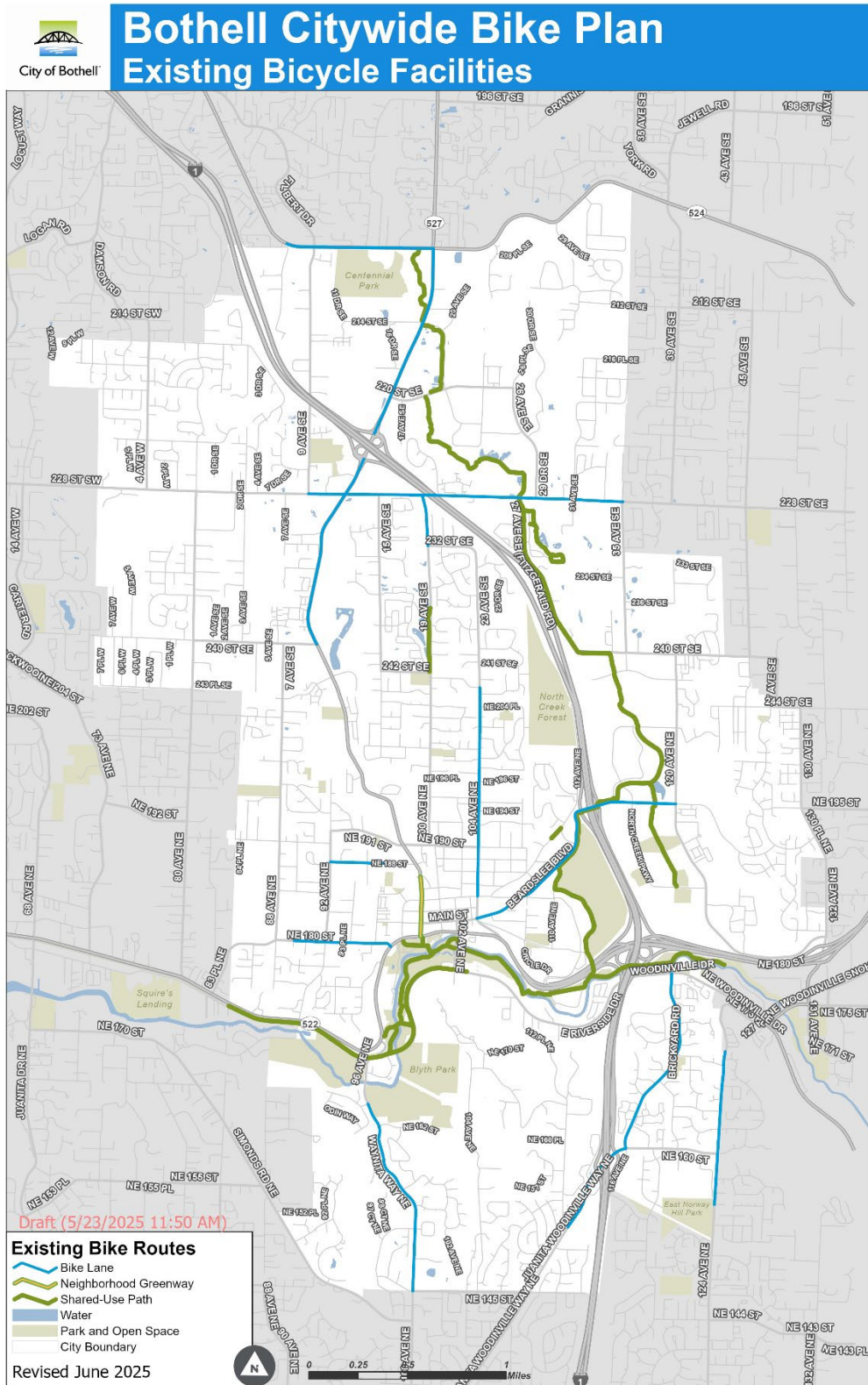
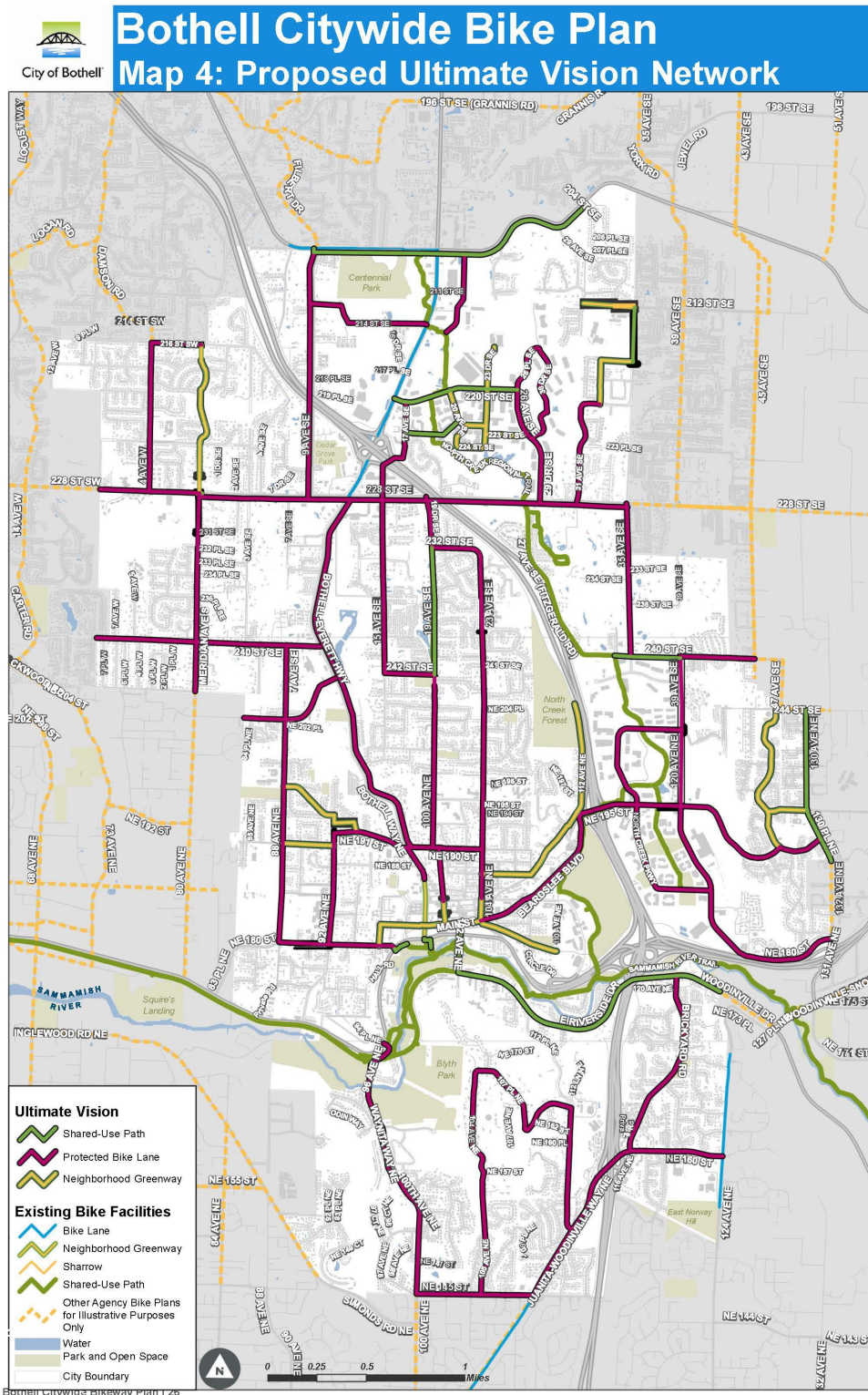


Figure 3: Ultimate Vision Bike Network



In accordance with the Revised Code of Washington (RCW) 46.61.755, bikes are allowed on all roadways and arterials except where prohibited by law. Washington State laws allow jurisdictions to establish micromobility use conditions for their communities. Currently, the Bothell Municipal Code does not preclude bikes and other micromobility equipment from using the sidewalk except for the prohibition of bikes in business districts per WAC 308-330-555.

Speed and Rules of Use

In order to create a safe environment, consideration of speed limits and rules of use relative to where the use occurs is important.

Any micromobility device using the roadway are subject to all vehicular rules. A Bike Plan goal is to create a system for 90% of potential users, not just the serious riders. On sidewalks and shared-use facilities, protection of pedestrians, especially from larger and faster e-devices, is an important consideration.

A summary table of federal, state and Bothell laws as they affect micromobility is attached as Appendix F of this Strategy. In addition to micromobility rider safety, the laws consider the safety of pedestrians and of standard bicycle riders. In addition, federal and state speed limit provisions provide continuity for riders traveling across and outside of the Bothell city limits. All micromobility users shall follow the rules of the road and for shared-use facilities, including yielding to pedestrians and emergency vehicles. Some of the key laws related to e-bike and e-scooter use include the following.

- For electric scooters, the maximum speed limit is 15 mph on a roadway or bicycle lane. RCW 46.20.500(5)
- All Electric Personal Assistive Mobility Devices (EPAMD) shall obey all speed limits and yield right of way to pedestrians and human-powered devices. RCW 46.61.710(11)
- Municipalities may restrict speed in locations with congested pedestrian or nonmotorized traffic and where there is significant speed differential between pedestrians or nonmotorized traffic and EPAMD operators. Such designations must be done by the city engineer or municipality designee. RCW 46.61.710(12)
- Class 3 e-bikes and e-scooters are not allowed on sidewalks unless there is no alternative to travel over a sidewalk as part of a bicycle or pedestrian path. RCW 46.61.710(3)
- Local jurisdictions may allow motorized foot scooter on sidewalks or pedestrian or bicycle trails and must specify maximum speed “of such sidewalk operation”. RCW 46.20.500(5)

- Municipalities may prohibit operations of Electric Personal Assistive Mobility Devices (EPAMD) on public highways with speed limits over 25 mph. RCW 46.61.710(12).
- Class 1 and 2 e-bikes and e-scooters may be operated on a shared-use path or any part of a highway designated for the use of bicycles, but local jurisdictions may restrict/limit the access/regulate use on facilities, properties and rights of way under their jurisdiction and control. RCW 46.61.710(7)
- For Class 1 and 2 e-bikes and e-scooters on dedicated bike lanes not shared-use paths, there are no specific state law provisions. However, local jurisdictions may restrict/limit the access/regulate use on facilities, properties and rights of way under their jurisdiction and control. RCW 46.61.710(7)(8), Also, local governments may regulate the operation of motorized foot scooters. RCW 46.61.715(1)
- For all e-bike classes and e-scooters use on trails designated as nonmotorized and with a natural surface tread, with no added surfacing trails, local governments may allow operation on such trails, otherwise not allowed. RCW 46.61.710(9)
- For e-scooters only, when a bicycle path, trail, bikeway, equestrian trail, or hiking or recreational trail was built or is maintained with federal highway transportation funds, motorized foot scooters may not be operated on such path or trail. RCW 46.61.710(2), (10). Further, any new trail or bicycle path or readily identifiable existing trail or bicycle path not built or maintained with federal highway transportation funds may be used for motorized foot scooters only when so signed. RCW 46.61.710(10)
- Regarding the use of safety equipment, for all e-bikes and e-scooters, there are no state law requirements. Local jurisdictions may regulate use on facilities, properties and rights of way under their jurisdiction and control. RCW 46.61.710(7), and persons operating electric-assisted bicycles shall comply with all laws and regulations related to use of bicycle helmets. RCW 46.37.530
- Bikes and other micromobility equipment are prohibited from using the sidewalk in business districts per WAC 308-330-555.

Consideration of speeds and rules-of-use go hand-in-hand with where the devices are used.

Currently, riders in the street travel lane or on street bike lanes must follow the speed limit of the roadway. In Bothell, there are no speed limits for protected bike lanes, shared-use paths or trails, or on the sidewalk.

King County has jurisdiction over the use of the Burke Gilman and Sammamish River Trail and allows micromobility devices to travel up to 15 mph provided the jurisdiction the trail is

traveling through has an agreement with a vendor and allows use of micromobility devices. The City of Kenmore does not have any specific rules for scooters yet, but they are not explicitly prohibited either. The City of Woodinville recently adopted guidelines to contract and incorporate the use of scooters. Woodinville's actions for incorporating micromobility provide scooter connectivity around the entire north end of Lake Washington from Seattle through Redmond along the regional trail system.

Designated speed limits in other jurisdictions have been found to be effective for their facilities thus far with a 15 to 20 mph speed limit on bike facilities, and 5 to 8 mph on sidewalks or business districts where pedestrian traffic is more prevalent.

Finally, rules-of-use that addresses such things as ride individually for devices intended for one rider and never ride while impaired or under the influence of drugs or alcohol should be considered.

Parking and Storage Areas

Consideration of parking and storage of micromobility devices is necessary to maintain a safe and accessible network. As an example, some agencies impose penalties and fines for improper storage and parking. Design standards like the one shown in Figure 4 from the City of Tacoma below are employed to establish consistent criteria for implementation, location, and recognition of designated parking by users. Other guidelines have been developed, such as parking devices in an upright position and free of access to doorways and transit stops to maintain clear paths.

The requirements for parking of shared-use devices will be covered through an approved vendor's agreement and right-of-way use permit. Vendor operators are typically responsible for storage and relocating and rebalancing improperly parked devices and addressing parking corral violations. Bothell staff could work with shared-use device vendors to establish geofencing that requires users to park in designated parking locations when completing a ride.

Park and Ride lots are transit agency property and not a part of City right-of-way. Transit agencies have indicated in the past that they do not desire the presence of micromobility devices within their property. Therefore, parking or storage of devices and access to them may need to be located adjacent to transit park and ride facilities on City right-of-way. Additional agency collaboration is needed to facilitate micromobility device use in Park and Ride lots.

Further analysis will need to take place to determine where the City of Bothell should install additional micromobility parking racks. This will require analysis of data provided by shared-device vendors.

Bothell may need to seek alternative innovative storage solutions as micromobility use becomes more popular. This could include creating development standards for on-site micromobility device storage and charging. Storage of electric-assisted devices in covered areas may be subject to inspection and approval by the Bothell Fire Department due to the hazard potential of battery use.

Figure 4: Parking Corral Standard



EQUIPMENT AND EDUCATION

Equipment

The severity of injuries increases significantly for incidents where helmets are not being worn. Helmets are the number one preventative measure to ensure safety of all micromobility users. Another safety consideration is whether the device is adequately equipped with proper lighting and reflectivity for nighttime riding.

There are currently no state laws that require the use of safety equipment when riding bikes or scooters and local governments may regulate the operation of motorized foot scooters per RCW 46.61.715(1). State law also cites that persons operating motorized scooters shall comply with all laws and regulations related to use of bicycle helmets set by local jurisdictions (ref. RCW 46.37.530).

The City of Bothell currently does not have any codes requiring the use of bicycle helmets or safety equipment for riding micromobility devices. However, local jurisdictions may set their own rules for helmet use. For example, Pierce and Spokane Counties require people to wear helmets when operating a bicycle or riding as a passenger within unincorporated areas of each county.

The importance and use of safety equipment such as helmets or reflective gear could be encouraged through safety education programs and public outreach at community events or when the opportunities present themselves.

The City of Bothell could also consider developing a helmet giveaway program for micromobility users to provide helmets to anyone who cannot afford to purchase their own. Some vendors offer a 10 percent discount to users that send in a picture of them wearing helmets when riding to encourage safety practices.

Education

Part of a safe system approach is providing public education. Engagement programs that teach safety and encourage and reinforce good behavior by all users within the city right-of-way benefit all people using the facilities.

It will be important to educate the public to understand where devices are allowed and the operational guidelines, such as speed limits and parking, for those facilities. Future education programs could include the school district and driver education programs along with other opportunities such as public events and safety fairs.

The Bothell Police Department suggests a roll-out campaign that will include officers in bike teams to ride and educate users along city facilities such as Downtown or on the regional trail system. Educational programs may include not only user and operational advice, but also proper maintenance information to minimize the potential for equipment failure or storage incidents. It may be desirable to take special effort to ensure the educational opportunities extend to underserved communities.

Bothell should consider and develop signage as appropriate to assist users with allowable use, appropriate speed, wayfinding, parking, and storage. A consideration with vendors is the use of geofencing to prohibit use in undesired and unsafe locations or events.

MANAGEMENT AND MONITORING

Distribution

A benefit of micromobility transportation is its flexibility and nimbleness to move about in tighter spaces efficiently. The deployment of shared-use devices by contracted vendors can involve the entire community if so desired and include areas of the city where other transportation options, such as fixed route transit or flexible microtransit, are not accessible. Distribution of and access to micromobility devices and connections to equity zones can include underserved communities. Some jurisdictions require a percentage of the contracted vendor's deployed fleet to be designated to low-income or underserved communities. For example, the city of Portland, Oregon requires that 15 percent of the e-scooter fleet is available in East

Portland to provide options to a traditionally underserved part of the community. The city of Seattle also requires that 15 percent or more of its deployed fleet be distributed to designated Equity Focus Neighborhoods which are defined and mapped for the vendor to use.

Additional considerations, such as a low-income rate for qualified users, could be developed with vendors to provide affordable access to shared use devices. Some vendor programs can be incentivized to provide more devices for use in underserved areas of the city by allowing the vendor to provide more than the allocated number of shared use devices if they are placed in the underserved areas of the city, provide low-income user cards to those that qualify in the community, or charge lower start rates for devices originating in the underserved areas of the city.

To plan and provide for a sustainable micromobility network, there must be safe connectivity and access to devices, particularly for shared-use devices, that are economically feasible and reliable. Users would rely on access to available devices that would be in the same convenient location on a normal day-to-day basis if they were to be used regularly as a transportation option.

Another consideration of this strategy is to encourage and incentivize micromobility use by both employers and developers of denser populations, such as a workplace or residential community. This could be in the form of providing storage for personal devices or subsidizing use of shared-use devices. This would minimize vehicle use and would also aid in the development of a sustainable micromobility network. Convenience to accessibility of devices would motivate existing and potential micromobility use, especially in these denser populated areas.

Access

Accessibility to shared-use devices can be accommodated by the City through various deployment agreements with a contracted vendor as mentioned above. However, not all potential micromobility users are comfortable with using shared-use devices and would prefer personal ownership of a device.

Opportunities such as the Washington State WE-Bike Rebate Program can be explored and shared with the public via City websites and social media to promote the purchase and use of electric bikes (e-bikes). For example, this program provides grants for qualified applicants with a household income at or below 80 percent of the county-area median income. Those that qualify based on their income would receive a rebate of \$1,200 through this grant, and those not meeting the income requirement would just receive a \$300 rebate.

Vendor Programs

There are pros and cons for using a single vendor or multiple vendors for shared device programs. Bothell has been working with a single vendor only through a Right-of-Way Permit for use but not an actual performance contract. Staff are currently working with the vendor to develop an operational agreement concurrent with the development of this micromobility strategy. Bothell could consider additional vendors providing micromobility options within the

city when the demand justifies this need. With just one vendor, consistent and reliable service can provide good user experience and is able to offer a low-income use rate option and rebalance devices to underserved priority areas of the city. A single vendor at this time also offers consistency of user experience, clear responsibility for control of devices and placement, and less resources for the City to monitor and manage the agreement and general operations.

Ultimately, the objective would be to select an appropriate number of operators to avoid oversaturation of the market and yet provide healthy competition and rider/customer choices. Staff research and discussions with other jurisdictions offered lessons learned that identified both the beneficial and problematic aspects. The benefits to consider for having multiple vendors include:

- Covering a greater area of the city
- Ensuring that gaining more customer participation is a priority
- Prevent a potential shortage of devices should a vendor withdraw

However, too many vendors also has its problematic aspects to consider including the following:

- Require riders to download multiple apps to gain access to devices
- Potential inconsistency of service between vendors
- More difficult to determine responsibility for damage or vandalism created by micromobility devices

Bothell's current permitted vendor is allowed up to 100 devices deployed at any given time but the fleet size must be reduced if ridership falls to one (1) ride per day per e-scooter. It is important for the city to start with a manageable fleet size and scale up if needed. Bothell currently deploys 55 scooters with 0.6 to 1.3 rides per scooter per day based on historic data from 2023.

Fees and Contracts for Vendors

As the micromobility use increases, it is in Bothell's best interest to consider multi-year contracts with vendors as a part of the Micromobility Strategy. Providing long-term contracts creates and provides the following:

- Commitment to building lasting relationships and investing in the city
- Transportation reliability and consistency
- Safeguards that the vendor operators deliver as promised

Compliance may be guaranteed using established requirements in the contracts that penalize vendors that don't comply or incentivize them with expansion opportunities.

Bothell currently charges \$125 for a 90-day Public Area Use Permit and assesses a \$0.15 per trip fee per scooter with guidelines that the vendor:

- Educates its users to wear bike helmets
- Deploys devices in an equitable manner within the city
- Refrain from riding in restricted areas such as sidewalks in Downtown Bothell
- Do not block doorways, pedestrian access routes, or within 15 feet of a bus loading area.

Data Management

Data from the vendor should provide useful information to the City to further implement these strategies. To measure the success of the program, provisions that require vendor use-data could include such items as ridership numbers, income-eligible usage, and preferences of user locations.

User behavior data would also assist monitoring the following micromobility program metrics: connectivity usage, safety issues, service needs to specific areas, public feedback on vendor review, and rider accountability for vandalism or improper uses.

Data is also needed to support the development of parking corrals for optimum access and availability for current and future users. Vendors will typically work in coordination with City staff to identify strategic locations within public right-of-way to construct parking infrastructure.

This monitoring strategy is a starting point for understanding how and what to assess to determine the successful implementation of micromobility as a part of the transportation system.

MAINTENANCE AND PROGRAM

Maintenance

The maintenance associated with micromobility use may include the following based on past and current experience and feedback.

- Sweeping and repair of bike facilities
- Repair of sidewalks
- Maintaining signs
- Maintaining parking corrals
- City Parks gravel trail/sensitive area repair
- Clearing device “burnouts” on recreational court surfaces and city park facilities
- Maintaining storage at City-owned facilities, including potential charging stations

With the exception of sweeping and repair of bike facilities and repair of sidewalks, the maintenance cost is not currently in the City’s budget.

Micromobility Program

This strategy should consider funding a Micromobility Program. The program would work on vendor contracts and management, identifying corral locations and design, education and training, helmet subsidy program, grant writing, wayfinding, and storage. An initial annual funding need should be estimated to include the following elements and be revisited after a couple of years of implementation.

- Management of the Micromobility Program
- Monitoring
- Vendor Contract Management
- Parking corral development and maintenance
- Education and training programs
- Helmet subsidy program

Potential grant funding for micromobility use and operations is available and is provided through WSDOT in the following programs. These are in addition to the Washington State WE-Bike Rebate Program mentioned previously.

1. WSDOT Zero-emissions Access Program Grant – Grant provides funding for zero-emission carshare pilot programs or shared vehicles for shorter-term use including micromobility programs for shared users.

<https://wsdot.wa.gov/business-wsdot/grants/zero-emission-vehicle-grants/zero-emissions-access-program-grant>

2. WSDOT Regional Mobility Grant Program - Grant opportunities for vehicle and equipment purchases, capital construction, operations, and transportation demand management (TDM)

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/regional-mobility>

3. Pacific Power Washington Communities Grant - Funding awards for reducing costs associated with promoting or deploying electric transportation technology and projects.

<https://www.pacificpower.net/savings-energy-choices/electric-vehicles/charging-station-grants.html>

APPENDICES

- A. Ordinance No. 2389 (2022) Multimodal Policy (1/12/23)
- B. Indemnity Agreement with Lime (7/24/2019)
- C. ROW Permit No. ROW2023-36027 (8/13/24)
- D. Micromobility Survey Results (2/3/25)
- E. Summary of Federal, State, and City Codes Regarding Micromobility Use (8/15/25)
- F. Safety Related Comments and General Comments received from Survey and social media (2/3/25)

Appendix A

Ordinance No. 2389

(2022)

Multimodal Policy

(1/12/23)

ORDINANCE NO. 2389 (2022)

AN ORDINANCE OF THE CITY OF BOTHELL, WASHINGTON, RELATING TO TRANSPORTATION; AMENDING BMC 17.01.010 TO DEFINE THE FOLLOWING TERMS: BICYCLE, ELECTRIC-ASSISTED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, MOBILITY DEVICE, AND MOTORIZED FOOT SCOOTER; AMENDING CHAPTER 17.20 BMC TO BETTER ADDRESS THE VENDING OF MOBILITY DEVICES IN PUBLIC AREAS; AMENDING CHAPTER 8.60 BMC TO ADDRESS USE OF MOBILITY DEVICES IN CITY PARKS; PROVIDING FOR SEVERABILITY, CODIFICATION, AND CORRECTIONS; AND SETTING AN EFFECTIVE DATE.

WHEREAS, the City Council desires to promote the use of mobility devices as a means of transportation in lieu of vehicles powered by fossil fuels; and

WHEREAS, the City Council desires to attract one or more vendors to offer for rent free-floating mobility devices within the City; and

WHEREAS, under Chapter 17.20 BMC, such vendors will first need to obtain a Public Area Use Permit from the City; and

WHEREAS, Chapter 17.20 BMC needs to be updated to better accommodate the unique requirements associated with vending free-floating mobility devices in public areas; and

WHEREAS, Chapter 8.60 BMC contains the City's Park Use Rules and Regulations, which also need to be updated to better address the use and vending of free-floating mobility devices within City parks; and

WHEREAS, given the limited nature of the amendments contained in this ordinance and the need to issue a public area use permit to at least one vendor of mobility devices before the New Year, the City Council hereby utilizes its authority under BMC 11.18.060(A) to take final action on this ordinance without first referring this ordinance to an advisory body for recommendation; and

WHEREAS, pursuant to WAC 197-11-800(19) and BMC 14.02.080, this ordinance is categorically exempt from review under Chapter 43.21C RCW and Chapter 14.02 BMC; and

WHEREAS, notice has been provided to the Washington State Department of Commerce in accordance with RCW 36.70A.106; and

WHEREAS, in accordance with RCW 36.70A.370, the City's Legal Department has reviewed the Attorney General's Advisory Memorandum titled "Avoiding Unconstitutional Takings" and has concluded that this ordinance does not result in any unconstitutional taking of private property.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BOTHELL, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Section 17.01.010 of the Bothell Municipal Code is hereby amended to include the following definitions of "Bicycle," "Electric-Assisted Bicycle," "Electric Personal Assistive Mobility Device," "Mobility Device," and "Motorized Foot Scooter" and the City Clerk and the codifiers of this ordinance are hereby authorized to modify the subsections of Section 17.01.010 as needed to include these definitions in a manner that maintains an alphabetical listing of defined terms.

"Bicycle" shall have the same meaning as prescribed for the term in RCW 46.04.071.

"Electric-assisted bicycle" shall have the same meaning as prescribed for the term in RCW 46.04.169.

"Electric personal assistive mobility device" or "EPAMD" shall have the same meaning as prescribed for the term in RCW 46.04.1695.

"Mobility device" means any one or more of the following: bicycles, electric-assisted bicycles, EPAMDs, and motorized foot scooters.

"Motorized foot scooter" shall have the same meaning as prescribed for the term in RCW 46.04.336.

Section 2. Section 17.20.010 of the Bothell Municipal Code is hereby amended to read as follows:

No person shall use any public right-of-way, street, sidewalk, or other public place without a public area use permit, except as exempted in BMC 17.20.020. ~~The term "use, public place" is defined in Chapter 17.01 BMC.~~

Section 3. Subsection 17.20.020(B) of the Bothell Municipal Code is hereby amended to read as follows:

B. Any improvement or maintenance work performed by the city ~~or street or utility~~ and any related construction work authorized by any other permit or ordinance;

Section 4. Section 17.20.040 of the Bothell Municipal Code is hereby amended to read as follows:

All permits shall be issued by the director of public works or designee. The permit may be issued to the applicant if all requirements deemed relevant by the director are met. Requirements shall include, but are not limited to, the following:

A. The proposed use shall not protrude into or over any portion of a public place open to vehicle or pedestrian travel in such a manner as to create a likelihood of endangering the use of such place by vehicles or pedestrian travel. ~~In addition, in the event the requested permit involves encroachment or partial obstruction of a sidewalk or other walkway open to the public, a minimum of five feet of unobstructed sidewalk or other walkway shall be maintained at all times;~~

B. In the event the requested permit involves encroachment or partial obstruction of a sidewalk or other walkway open to the public, a minimum of five feet of unobstructed sidewalk or other walkway shall be maintained at all times. Entities or individuals that have been issued one or more permits under this chapter relating to the vending of mobility devices shall not stage any mobility device in a manner that violates this subsection and, upon notice from the City, shall relocate any mobility devices in violation of this subsection within 24 hours.

~~B. If the proposed use involves a temporary obstruction of a portion of a public right-of-way, sidewalk, or other walkway, permits may be issued for a period not to exceed 30 days;~~

C. Ongoing uses of public areas for uses including, but not limited to, outdoor dining, the vending of mobility devices, and merchant displays may be issued longer term permits, up to one year, which shall be renewable annually or for multiple years;

D. The applicant shall agree to sign an indemnification agreement which shall require the applicant to indemnify, defend, and hold harmless the city ~~harmless~~ from any and all claims for bodily injury or property damage that may arise out of or in connection with the applicant's permitted use;

E. The applicant shall agree to authorize such inspections as are reasonably necessary in the enforcement of this chapter;

F. Such other conditions as are imposed by the director of public works, including compliance with any applicable design standards, to reasonably assure that the requested use does not in any way create a likelihood of endangering those who are lawfully using the public place or right-of-way; and

G. All conditions shall be subscribed on or attached to the permit.

Section 5. Section 17.20.060 of the Bothell Municipal Code is hereby amended to read as follows:

Any decision approving, denying, or revoking ~~or refusing to revoke a right-of-way use a permit issued under this chapter~~ may be appealed to the city manager. Such appeal must be filed with the city clerk within three days of the date of issuance of the director's decision. The city manager's decision shall constitute the final decision of the city.

Section 6. Subsection 8.60.020(K) of the Bothell Municipal Code is hereby amended to read as follows:

K. "Motor vehicle" means any self-propelled device capable of being moved upon a road, and in, upon or by which any persons or property may be transported or drawn, and includes, but is not limited to, automobiles, trucks, motorcycles, ~~motor scooters,~~ jeeps or similar type of four-wheel drive vehicles, and snowmobiles, whether or not they can be legally operated upon the public highways. However, the term "motor vehicle" does not include mobility devices.

Section 7. Section 8.60.020 of the Bothell Municipal Code is hereby amended to include the following definition of "Mobility Device" and the City Clerk and the codifiers of this ordinance are hereby authorized to modify the subsections of Section 8.60.020 as needed to include this definition in a manner that maintains an alphabetical listing of defined terms.

"Mobility device" shall have the same meaning as prescribed for the term in BMC 17.01.010.

Section 8. Section 8.60.060 of the Bothell Municipal Code is hereby amended to read as follows:

A. Except as provided below, ~~No~~ no person shall solicit, sell, or peddle any goods, services, wares, merchandise, liquids, or edibles for human consumption, or use any loudspeaker or amplifying device, in any Bothell parks or parks and recreation facility, except by concession contract or by special use permit issued by the department.

B. The vending of mobility devices is permissible only if authorized under a valid public area use permit issued in accordance with the requirements of Chapter 17.20 BMC.

Section 9. Section 8.60.100 of the Bothell Municipal Code is hereby amended to read as follows:

No operator of any automobile, trailer, camper, boat trailer, or other motor vehicle shall park such motor vehicle in any Bothell park, except where the operator is using the area for the designated recreational purpose and the motor vehicle is parked either in the designated parking area, or in another area with the permission of an employee of the parks and recreation department. No person shall park, leave standing, or abandon a motor vehicle in any Bothell park after closing time except when camping in a designated area or with permission of the parks and recreation director or the director's designee. In addition to the penalties found in BMC 8.60.400, any motor vehicle found parked in violation of this section may be towed away at the owner's expense.

Section 10. Section 8.60.130 of the Bothell Municipal Code is hereby amended to read as follows:

No person shall clean or wash any automobile or other motor vehicle in any Bothell park except in areas specifically designated for that use.

Section 11. Section 8.60.140 of the Bothell Municipal Code is hereby amended to read as follows:

No person shall cause a truck or other motor vehicle, while being used for commercial purposes, to enter upon, use or traverse any portion of any Bothell park or any park road except in the service of the department at the request of the employees of the department, or by express permission of the parks and recreation director or the director's designee for a special activity not inconsistent with city park use; provided, that the provisions of this section shall not apply to city roads or state highways.

Section 12. Section 8.60.300 of the Bothell Municipal Code is hereby amended to read as follows:

No person shall drain or dump refuse or waste from any trailer, camper, automobile, or other motor vehicle, except in designated disposal areas or receptacles in any Bothell park.

Section 13. Chapter 8.60 of the Bothell Municipal Code is hereby amended to include a new Section 8.60.145 to read as follows:

8.60.145 Mobility Devices

A. Mobility devices may only be staged, left standing, or parked within a city park in a manner that is compliant with federal, state, and local laws and any permit issued by the city. The director is authorized to post signs limiting where mobility devices may be staged, left standing, or parked within city parks.

B. No person shall operate a mobility device in a manner that violates federal, state, or local laws.

Section 14. SEVERABILITY. If any section, sentence, clause or phrase of this ordinance should be held to be invalid by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 15. CODIFICATION. This ordinance amends the language of the Bothell Municipal Code and such amendments shall be codified. New text is shown by underline. Deletions are shown by ~~strikethrough~~. All other text of the sections or subsections of the Bothell Municipal Code modified by this ordinance shall remain unchanged and in full force.

Section 16. CORRECTIONS. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any references thereto.

Section 17. EFFECTIVE DATE. This ordinance shall take effect 30 days from the time of final passage by the City Council and is subject to referendum during the interim.

APPROVED:

Mason Thompson

Mason Thompson (Dec 19, 2022 19:06 PST)

MASON THOMPSON
MAYOR

ATTEST/AUTHENTICATED:

Laura Hathaway

LAURA HATHAWAY
CITY CLERK

APPROVED AS TO FORM:

Paul Byrne

Paul Byrne (Dec 19, 2022 12:32 PST)

PAUL BYRNE
CITY ATTORNEY

FILED WITH THE CITY CLERK: 12/08/2022
PASSED BY THE CITY COUNCIL: 12/13/2022
PUBLISHED: 12/16/2022
EFFECTIVE DATE: 01/12/2023
ORDINANCE NO.: 2389 (2022)

SUMMARY OF ORDINANCE NO. 2389 (2022)

City of Bothell, Washington

On the 13th day of December, 2022, the City Council of the City of Bothell passed Ordinance No. 2389 (2022). A summary of the content of said Ordinance, consisting of the title, is provided as follows:

AN ORDINANCE OF THE CITY OF BOTHELL, WASHINGTON, RELATING TO TRANSPORTATION; AMENDING BMC 17.01.010 TO DEFINE THE FOLLOWING TERMS: BICYCLE, ELECTRIC-ASSISTED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, MOBILITY DEVICE, AND MOTORIZED FOOT SCOOTER; AMENDING CHAPTER 17.20 BMC TO BETTER ADDRESS THE VENDING OF MOBILITY DEVICES IN PUBLIC AREAS; AMENDING CHAPTER 8.60 BMC TO ADDRESS USE OF MOBILITY DEVICES IN CITY PARKS; PROVIDING FOR SEVERABILITY, CODIFICATION, AND CORRECTIONS; AND SETTING AN EFFECTIVE DATE.

The full text of this Ordinance will be mailed upon request.



LAURA HATHAWAY
CITY CLERK

FILED WITH THE CITY CLERK: 12/08/2022
PASSED BY THE CITY COUNCIL: 12/13/2022
PUBLISHED: 12/16/2022
EFFECTIVE DATE: 01/12/2023
ORDINANCE NO.: 2389 (2022)

Appendix B

Indemnity Agreement with Lime (7/24/2019)



City of Bothell

Cob # 19-005



APPENDIX A: Indemnity Agreement

**CITY OF BOTHELL
ELECTRIC SCOOTERS
PUBLIC AREA USE PERMIT
INDEMNITY AGREEMENT**

This Indemnity Agreement ("Agreement") is made and granted by **Neutron Holdings, Inc., d/b/a Lime**, and its successors, heirs, and assigns (collectively "Lime") in favor of the City of Bothell ("City").

RECITALS

Lime has applied to the City for permission to use or occupy public right-of-way for the Grantor's benefit.

The City's permission for allowing the use or occupancy is conditioned on the Grantor and its successors, heirs, and assigns complying with all permit requirements and all applicable federal, state, and local laws and is further conditioned on Lime indemnifying the City for risks associated with Lime's activities in or associated with the right-of-way and on Lime including the City as an additional insured on Lime's insurance coverage.

AGREEMENT

In consideration for the City's permission to use or occupy the public right-of-way that permits Lime e-scooters according to submitted Public Area Use Permit application number ROW2019-23023 Lime agrees as follows:

1. Lime, and its successors, heirs, and assigns shall forever defend, indemnify, and hold harmless the City of Bothell and its officials, officers, employees, and agents from and against all liabilities, claims, causes of actions, suits, loss, costs, expenses, judgments, attorney fees and necessary litigation expenses, and damages of every kind and description including but not limited to actual or alleged bodily injury, including death, and/or actual and alleged damage to property resulting directly or indirectly from any act or omission of the permittee and/or its subcontractors, anyone directly or indirectly employed by them, and anyone for whose acts or omissions they may be liable for arising out of or in connection with the permittee using or occupying the public right-of-way or with any person operating the permittee's device including without wearing a helmet.



City of Bothell

APPENDIX A: Indemnity Agreement
CITY OF BOTHELL
ELECTRIC SCOOTERS
PUBLIC AREA USE PERMIT
INDEMNITY AGREEMENT

2. The indemnification obligations under this Agreement do not apply to any liabilities, claims, causes of action, judgements, or expenses resulting from bodily injury or property damage caused by the sole negligence of the City, or its officers, employees, elected officials, agents, or subcontractors.

2. If a claim is made or filed against the Grantor with the City, the City will provide notice to the Grantor of the claim in writing, and the Grantor will have sole control over and will defend, compromise, or settle the claim at its sole expense. Notwithstanding the foregoing, the Grantor may not settle any claim, suite or action without the prior written consent of the City, which shall not be unreasonably be withheld.

3. Lime, on behalf of Lime and Lime's successors, heirs, and assigns, specifically and expressly agrees to waive Grantor's and Grantor's successors', heirs', and assigns immunity under industrial insurance, Title 51 of the Revised Code of Washington, to the extent necessary to provide the City with a full and complete indemnity from claims for which the City is entitled to indemnity under this Indemnity Agreement. Lime, on behalf of Lime and Lime's successors, heirs, and assigns, specifically and expressly agrees this provision was mutually negotiated between Lime and the City.

4. This Indemnity Agreement survives termination of the Public Area Use Permit. Lime and its successors, heirs, and assigns acknowledge that permission to use or occupy the public right-of-way is of a temporary nature and vests no permanent rights to use or occupy the public right-of-way. Lime and its successors, heirs, and assigns acknowledge that if the City revokes the permission to use or occupy the public right-of-way; the Lime and its successors, heirs, and assigns shall at its sole expense, remove the use or occupancy and restore the public place to at least as good a condition as required by current applicable standards.

5. Lime makes this Agreement on behalf of Lime and Lime's heirs, successors, assigns for the benefit of the City and its successors and assigns.

6. Lime agrees to maintain continuously throughout the entire term of the permit, at no expense to the City, the insurance coverage and limits of liability required by the City as a condition of permit issuance. Lime further agrees to include the City as an additional insured on the required commercial general liability and automobile policies. Such insurance shall be primary and non-contributory with any insurance coverage, or limits of liability maintained by the City. Furthermore, such insurance shall not be canceled by Lime or the insurer without at least 30 days written notice to the City, except 10 days' notice for nonpayment of premium. Lime's maintenance of insurance shall not be construed to limit the liability of Lime to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity. Insurance coverage and limits of liability as specified herein are minimum coverage and limit of liability requirements only. Nothing in the City of Bothell's requirements for minimum insurance coverage shall be interpreted to limit or release liability



City of Bothell

APPENDIX A: Indemnity Agreement
CITY OF BOTHELL
ELECTRIC SCOOTERS
PUBLIC AREA USE PERMIT
INDEMNITY AGREEMENT

of the vendor or any of the vendor's insurers. This provision is intended to coordinate with, rather than replace, any insurance-related requirements of the City's permit issuance.

IN WITNESS WHEREOF, the Grantor has executed this Agreement on the day and year indicated below:

Lime's Signature

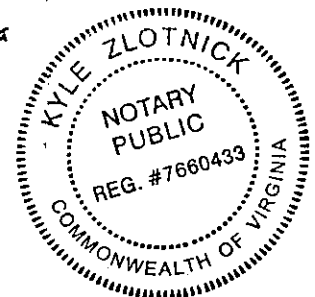
Tianying Lucci, Regional General Manager, Lime
Print Name and Title

This is to certify that on this 24th day of July of 2019, before me, the undersigned, a notary public in and for the State of Washington, duly commissioned and sworn, personally appeared Tianying Lucci to me known to be the Regional General Manager (Title) of the corporation or limited liability company that executed the foregoing instrument, and acknowledged the said instrument to be their free and voluntary act and deed of said corporation or limited liability company, for the uses and purposes therein mentioned, and on oath stated he is authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal, the day and year first above written.

Notary Public in and for the State of Washington
Virginia, City of Alexandria

My comm exp 11/31/23
7660433



Bothell City Council
AGENDA BILL

*Passed
6-0
Pheasant
ME*

Meeting Date: June 4, 2019

Action No Action

AB #: 19-095

Subject: Motorized Foot Scooter Pilot Program

Budget Impact/Source of Funds: N/A

Staff Presenter/Department: Jeanie L. Ashe, Economic Development Manager

Policy Consideration and Connection to Council Goals:

The policy consideration for the City Council to determine whether or not to implement a 90-day motorized foot scooter pilot program.

Background:

In late 2017, the company LimeBike (now referred to as Lime) a bicycle, scooter, and car sharing business, obtained a business license for a pilot dockless bicycle program. Upon issuance of the business license, LimeBike distributed manual bikes in key locations throughout the City of Bothell using both the public right of way and private property. At that time, the City had not had any requests for dockless bicycle programs and did not have a process in place for the administration of such a program. With the vision of the downtown subarea plan being a multi-modal downtown and two educational campuses in close proximity to the downtown, staff believed a pilot program would offer the community the opportunity to explore this new mode of non-motorized transportation.

Lime operated their pilot program in Bothell for about a year, then began to transition its business model from manual bicycle to electric bikes and electric scooters. All bikes were removed from Bothell at that time.

Previous City Actions:

The 2015 updated Imagine Bothell Comprehensive Plan vision statement reads that Bothell is a community that:

“Develops and maintains a transportation system which serves land use and conservation goals and offers a variety of motorized and non-motorized modes of travel, placing emphasis on each, so as to maximize individual choice.”

Discussion:

The City of Bothell has received interest from Lime, to deploy 100 Lime-S electric scooters within Bothell city limits. As a business operating on city streets and public right of ways, Lime must obtain a Public Area Use Permit under Chapter 17.20 of the Bothell Municipal Code. The Public

Works Director has authority to issue public area use permits under the code, but given the community interest in this subject and the more widespread area of proposed use compared with other such permit requests, staff is bringing this request to Council. Staff is proposing a temporary Public Area Use Permit, with added stipulations, to establish a temporary, regulatory framework for operation and licensing.

RCW 46.04.336 defines motorized foot scooters as a device with two or three wheels that has handlebars, a floorboard that can be stood upon while riding, and is powered by an internal combustion engine or electric motor that has a maximum speed of no greater than twenty miles per hour on level ground.

Bothell currently has no ordinances or policies to regulate free-floating active transportation, such as bicycles or motorized foot scooters. To explore multimodal transportation for the non-motorized community, a temporary Public Area Use Permit will be issued with terms and conditions drawn, in part, from Seattle and Tacoma's shared active transportation ordinances. The permit will regulate the licensing and operation for the operation of motorized foot scooters in Bothell's city limits for the term of the permit. The terms and conditions for approval of said permit include the following stipulations:

1. The duration of the temporary Public Area Use Permit will be 90 days. At the end of the 90-day pilot program, City council may, at its discretion, extend the pilot program for an additional 90 days;
2. The temporary Public Area Use Permit is for motorized foot scooters only, not any other type of free-floating transportation;
3. Initial fleet size is up to 100 motorized foot scooters. Upon written approval of the Public Works Director, Lime has the option to increase its fleet size. Conversely, if ridership falls to one (1) ride per day, per scooter, then fleet size should decrease.
4. Lime will pay \$125 for the temporary Public Area Use Permit. Additionally, to promote fair and equitable treatment of Bothell businesses, a \$0.15 per trip will be assessed.
5. Lime will use its best efforts to promote the use of bicycle helmets, particularly in accordance with RCW 46.37.530;
6. Lime will further provide information to users to ensure that users do not ride a scooter upon a sidewalk in a business district, which is prohibited under BMC 10.10.10 and WAC 308-330-555;
7. Lime will provide information to users to ensure users do not block business doorways or five-foot wide pedestrian accessible routes;
8. Lime will provide information to ensure users park a minimum of 15 feet from a bus loading area;
9. Lime will ensure equitable distribution of motorized foot scooters throughout the community and will provide the City a map showing the distribution of said scooters;
10. During the duration of the pilot program, Lime will provide the City with monthly data reports to include daily statistics on trips, where people are riding and parking, length of trips (distance and time), and unique users. Lime will also provide a summarized version of complaints/comments by type of comment/complaint;
11. At the end of the initial 90-day pilot, unless in the City's sole discretion the pilot is extended, Lime will promptly collect and remove all scooters from rights-of-way. If the pilot program is not extended and Lime does not remove all scooters from rights-of-way within seven (7)

- days of the end date of the pilot, Bothell may collect and impound all remaining scooters, and Lime will be responsible for all costs of collection and storage;
12. In order for the permit to be approved, Lime will execute an indemnity agreement in favor of the City of Bothell in the form of the indemnity agreement required by the City of Seattle;
 13. Lime will provide a certificate of liability insurance in the amount and form described in the Seattle Department of Transportation Free-Floating Bike Share Permit Requirements for the 2018-2019 permit cycle and acceptable to Bothell's Risk Manager.

At the end of 90 days, Council will have one of four options:

1. Decline to extend the motorized foot scooter pilot program with no consideration for future programs;
2. Extend the pilot program for an additional time period to obtain more data and information;
3. Assent to the Public Works Director exercising general public area use permit authority to grant a regular public area use permit to these types of program, letting the market drive the demand for motorized foot scooters and establish capacity, permits, and fees, or;
4. Incorporate shared active transportation into the City's transportation, tourism, and/or parks and recreation planning, which would create goals and strategies for shared active transportation and clearly define the policies, terms, permitting, and programs of these types of uses.

Category: New Business

- Staff Presentation
- Council Questions/Discussion

Attachments:

1. Proposed temporary Public Area Use Permit with added stipulations (in substantially the same form as presented)
2. Copy of proposed Indemnity Agreement
3. Copy of proposed Certificate of Liability Insurance requirement
4. Lime's proposed Motorized Foot Scooter Distribution Map

Recommended Action:

Agree to a 90-day motorized foot scooter pilot program. This item will return to Council for action within 90 days.

City Manager Approval: _____



Date: 04/29/2019



City of Bothell

Permit Number:

Applicant:

Neutron Holdings, Inc.
d/b/a Lime
2121 S. El Camino Real, Suite B100
San Mateo CA 94403-1861

c/o Gabriel Scheel
107 Spring St.
Seattle, WA (8104
(888) 546-3345
gabriel@li.me

Project Description:

A 90-day pilot deployment of Lime motorized foot scooters in Bothell city limits beginning Wednesday, May 8, 2019.

Permit Timeline:

Ninety (90) days commencing Wednesday, May 18, 2019. At the Applicants request, and at the City's sole discretion, the City may extend this pilot program permit for an additional ninety (90) days.

Permit Fees:

For the pilot period (90 days) Lime will pay \$125 for a Public Area Use Permit: sidewalk only outdoor dining and/or general usage permit fee. Additionally, to promote fair and equitable treatment of Bothell businesses, a \$0.15 per trip fee will be assessed per scooter.

Permit Decision:

The subject Public Area Use Permit is hereby approved, subject to the following terms and conditions of approval:

1. The temporary Public Area Use Permit is for motorized foot scooters only, not any other type of free-floating transportation;
2. Initial fleet size is up to 100 motorized foot scooters. Upon written approval of the Public Works Director, Lime has the option to increase its fleet size. Conversely, if ridership falls to one (1) ride per day, per scooter, then fleet size should decrease.
3. Lime will use its best efforts to promote the use of bicycle helmets, particularly in accordance to RCW.46.37.530;
4. Lime will further provide information to users to ensure that users do not ride a scooter upon a sidewalk in a business district, which is prohibited under BMC 10.10.10 and WAC 308-330-555;
5. Lime will provide information to users to ensure users do not block business doorways or five-foot wide pedestrian accessible routes;
6. Lime will provide information to ensure users park a minimum of 15 feet from a bus loading area;



City of Bothell

**PUBLIC AREA USE PERMIT 46A
ADDENDUM**

7. Lime will ensure equitable distribution of motorized foot scooters throughout the community and will provide the City of a map showing the distribution of said scooters;
8. During the duration of the pilot program, Lime will provide the City with monthly data reports to include daily statistics on trips, where people are riding and parking, length of trips (distance and time), and unique users. Lime will also provide a summarized version of complaints/comments by type of comment/complaint;
9. At the end of the initial 90-day pilot, unless in the City's sole discretion the pilot is extended, Lime will promptly collect and remove all scooters from Bothell rights-of-way. If the pilot program is not extended and Lime does not remove all scooters from Bothell rights of way within seven (7) days of the end of the pilot, Bothell may collect and impound all remaining scooters and Lime will be responsible for all costs of collection and storage;
10. In order for the Permit to be effective, Lime will execute an indemnity agreement in favor of the City of Bothell in the form of the indemnity agreement required by the City of Seattle;
11. Lime will provide a certificate of liability insurance in the amount and form described in the Seattle Department of Transportation Free-Floating Bike Share Permit Requirements for the 2018-2019 permit cycle and acceptable to Bothell's Risk Manager.



Appendix A: Indemnity Agreement

<p>Document Title:</p> <p>PUBLIC PLACE INDEMNITY AGREEMENT</p> <p>Reference Number(s) of Documents assigned or released: (on page _____ of document(s) _____)</p> <p>Grantor (Entity Applying for Permit):</p> <p>Grantee:</p> <p>City of Seattle</p>

**CITY OF SEATTLE
FREE-FLOATING BIKE SHARE
STREET USE AND OCCUPATION PERMIT
INDEMNITY AGREEMENT**

This Indemnity Agreement (“Agreement”) is made and granted by _____, and its successors, heirs, and assigns (collectively the “Grantor”) in favor of the City of Seattle (“City”).

RECITALS

The Grantor has applied to the City for permission to use or occupy public right-of-way for the Grantor’s benefit.

The City’s permission for allowing the use or occupancy is conditioned on the Grantor and its successors, heirs, and assigns complying with all permit requirements; and all applicable federal, state, and City law, including but not limited to, Seattle Municipal Code Section 15.04.060 that requires this Agreement.

AGREEMENT

In consideration for the City’s permission to use or occupy the public right-of-way that permits [INSERT PROJECT DESCRIPTION] according to the submitted Street Use and Occupancy Permit application and approved plan [INSERT STREET USE PERMIT NUMBER] the Grantor agrees as follows:

1. The Grantor, and its successors, heirs, and assigns shall forever defend, indemnify, and hold harmless; the City of Seattle, its officials, officers, employees, and agents; from and against all liabilities, claims, causes of action, suits, loss, costs, expenses, judgments, attorney fees and necessary litigation expenses, and damages of every kind and description including but not

limited to actual or alleged bodily injury including death, or actual and alleged damage to property; resulting directly or indirectly from any act or omission of the permittee, its subcontractors, anyone directly or indirectly employed by them, and anyone for whose acts or omissions they may be liable for; arising out of or in connection with the permittee using or occupying the public right-of-way or any person operating the permittee's bicycle or other device without wearing a helmet.

2. The Grantor's, successors', heirs', and assigns' indemnification obligations under this Agreement do not apply to any liabilities, claims, causes of action, judgments, or expenses resulting from bodily injury or property damage caused by the sole negligence of the City, its officers, employees, elected officials, agents, or subcontractors.

3. The Grantor, successors, heirs, and assigns acknowledge that permission to use or occupy the public right-of-way is of a temporary nature and vests no permanent rights in the Grantor or the Grantor's successors, heirs, or assigns to use or occupy the public right-of-way. Upon 30-days' notice mailed to the Grantor by first-class mail or published in the City's official newspaper, the City may revoke the permission to use or occupy the public right-of-way. If the use or occupation becomes dangerous, or if the use or occupation is not being maintained or used according to Title 15 of the Seattle Municipal Code, the City may revoke permission to use the public right-of-way without providing the 30-day notice.

4. The Grantor, on behalf of the Grantor and Grantor's successors, heirs, and assigns, specifically and expressly agrees to waive Grantor's and Grantor's successors', heirs', and assigns' immunity under industrial insurance, Title 51 of the Revised Code of Washington, to the extent necessary to provide the City with a full and complete indemnity from claims for which the City is entitled to indemnity under this Indemnity Agreement. Grantor, on behalf of Grantor and Grantor's successors, heirs, and assigns, specifically and expressly agrees this provision was mutually negotiated by the parties.

5. The Grantor and its successors, heirs, and assigns acknowledge that if the City revokes the permission to use or occupy the public right-of-way; the Grantor and its successors, heirs, and assigns shall at its sole expense, remove the use or occupancy and restore the public place to at least as good a condition as required by current applicable standards.

6. The Grantor makes this Agreement on behalf of the Grantor and Grantor's heirs, successors, and assigns for the benefit of the City and its successors and assigns.

IN WITNESS WHEREOF, the Grantor has executed this Agreement on the day and year indicated below.

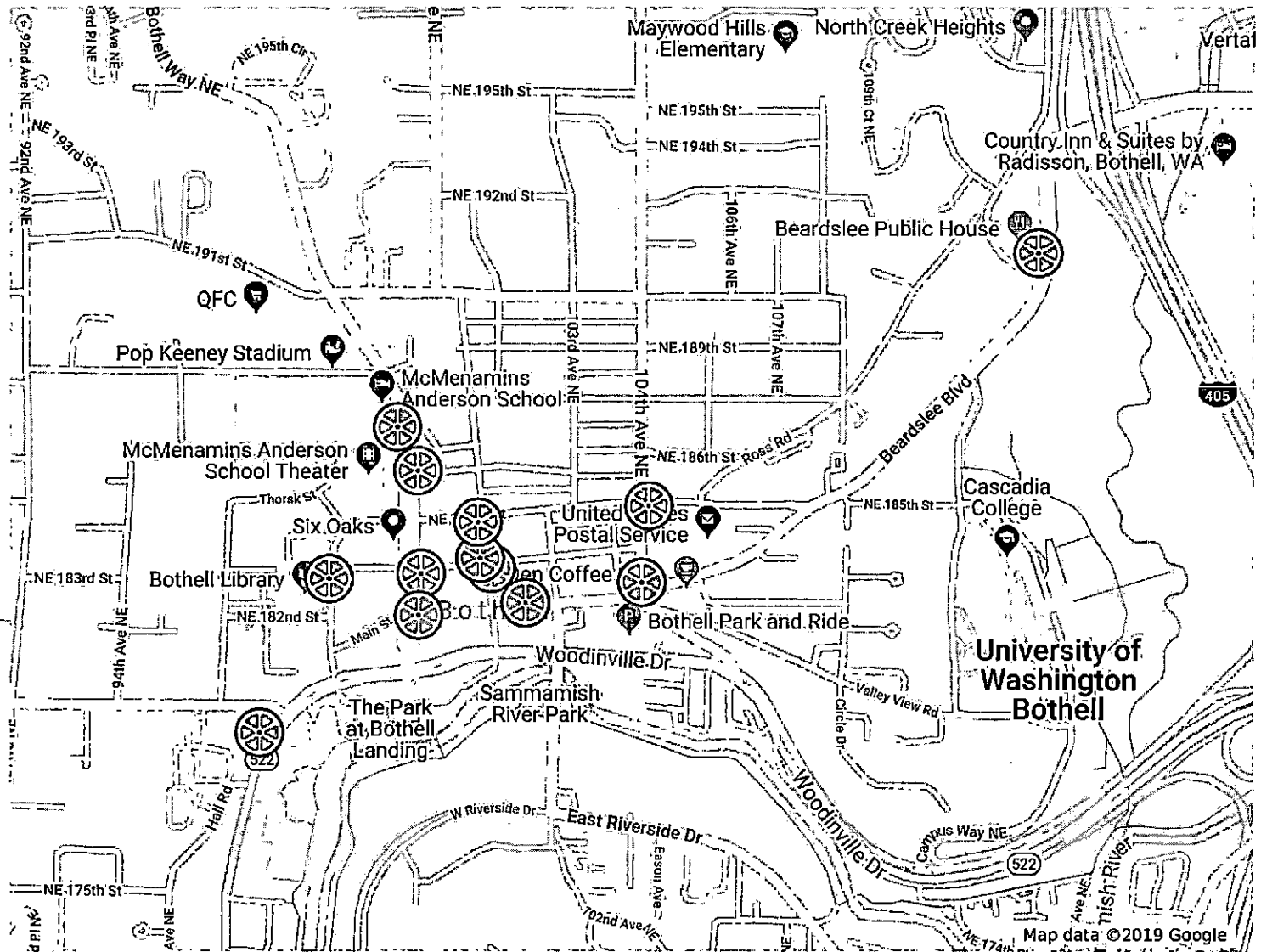
Grantor's Signature

Print Name and Title

Bothell Hotspots

Bothell Distribution Map

- ⊗ 101 & 183rd - 8 max
- ⊗ 183rd & Bothell Way - 8 max
- ⊗ 186th & Bothell Way - 8 max
- ⊗ Anderson School - 8 max
- ⊗ City Hall 183rd Side - 8 max
- ⊗ City Hall 185th Side - 8 max
- ⊗ Library - 8 max
- ⊗ Main & 104th - 8 max
- ⊗ Main & Bothell Way - 8 max
- ⊗ Menchie's - 8 max
- ⊗ Steve's Cafe - 8 max
- ⊗ Suzuki Bus Stop - 8 Max
- ⊗ The 104 - 8 max



Appendix C

Right of Way Permit

No. ROW2023-36027

(8/13/24)



ROW

City of Bothell™

Permit Number: ROW2023-36027

Type: ROW

Work Class: Public Area Use

Issue Date: 08/13/2024

Permit Information

Job Address:	Sub Area: Downtown
Parcel:	
Description:	E23-57851, Lime, Shared Micromobility Services, To provide shared mobility options to the City of Bothell
Additional Info:	Outdoor Dining & Retail Permits are an annual permit expiring December 31st each year, which shall be renewable annually.

Contacts

Type	Contact Name	Address	Phone	State Lic #
Applicant	LIME	4235 COLORADO AV S SEATTLE, WA 98134	206-819-9021	

Fees Paid

Fee	Amount	Fee	Amount
5% Tech Fee-Issue	\$7.95	Sidewalk Only Outdoor Dining and/or Gen	\$159.00

Agreement

Work performed under this permit must be inspected. See reverse side of this form for instructions.

This permit, the inspection record and the plans approved by the City must remain together in a visible and easily accessible location on the job site for use by City inspectors. Failure to comply with this requirement can result in delayed inspections and imposition of re-inspection fees.

I certify that the information furnished by me is true and correct to the best of my knowledge and the applicable City of Bothell requirements will be met.

Owner or Agent

(Check one)

_____ (Print Name)

_____ DATE:

_____ (Signature)



City of Bothell

CoB # 19-005



APPENDIX A: Indemnity Agreement

**CITY OF BOTHELL
ELECTRIC SCOOTERS
PUBLIC AREA USE PERMIT
INDEMNITY AGREEMENT**

This Indemnity Agreement ("Agreement") is made and granted by **Neutron Holdings, Inc., d/b/a Lime**, and its successors, heirs, and assigns (collectively "Lime") in favor of the City of Bothell ("City").

RECITALS

Lime has applied to the City for permission to use or occupy public right-of-way for the Grantor's benefit.

The City's permission for allowing the use or occupancy is conditioned on the Grantor and its successors, heirs, and assigns complying with all permit requirements and all applicable federal, state, and local laws and is further conditioned on Lime indemnifying the City for risks associated with Lime's activities in or associated with the right-of-way and on Lime including the City as an additional insured on Lime's insurance coverage.

AGREEMENT

In consideration for the City's permission to use or occupy the public right-of-way that permits Lime e-scooters according to submitted Public Area Use Permit application number ROW2019-23023 Lime agrees as follows:

1. Lime, and its successors, heirs, and assigns shall forever defend, indemnify, and hold harmless the City of Bothell and its officials, officers, employees, and agents from and against all liabilities, claims, causes of actions, suits, loss, costs, expenses, judgments, attorney fees and necessary litigation expenses, and damages of every kind and description including but not limited to actual or alleged bodily injury, including death, and/or actual and alleged damage to property resulting directly or indirectly from any act or omission of the permittee and/or its subcontractors, anyone directly or indirectly employed by them, and anyone for whose acts or omissions they may be liable for arising out of or in connection with the permittee using or occupying the public right-of-way or with any person operating the permittee's device including without wearing a helmet.



City of Bothell

APPENDIX A: Indemnity Agreement
CITY OF BOTHELL
ELECTRIC SCOOTERS
PUBLIC AREA USE PERMIT
INDEMNITY AGREEMENT

2. The indemnification obligations under this Agreement do not apply to any liabilities, claims, causes of action, judgements, or expenses resulting from bodily injury or property damage caused by the sole negligence of the City, or its officers, employees, elected officials, agents, or subcontractors.

2. If a claim is made or filed against the Grantor with the City, the City will provide notice to the Grantor of the claim in writing, and the Grantor will have sole control over and will defend, compromise, or settle the claim at its sole expense. Notwithstanding the foregoing, the Grantor may not settle any claim, suite or action without the prior written consent of the City, which shall not be unreasonably withheld.

3. Lime, on behalf of Lime and Lime's successors, heirs, and assigns, specifically and expressly agrees to waive Grantor's and Grantor's successors', heirs', and assigns immunity under industrial insurance, Title 51 of the Revised Code of Washington, to the extent necessary to provide the City with a full and complete indemnity from claims for which the City is entitled to indemnity under this Indemnity Agreement. Lime, on behalf of Lime and Lime's successors, heirs, and assigns, specifically and expressly agrees this provision was mutually negotiated between Lime and the City.

4. This Indemnity Agreement survives termination of the Public Area Use Permit. Lime and its successors, heirs, and assigns acknowledge that permission to use or occupy the public right-of-way is of a temporary nature and vests no permanent rights to use or occupy the public right-of-way. Lime and its successors, heirs, and assigns acknowledge that if the City revokes the permission to use or occupy the public right-of-way, the Lime and its successors, heirs, and assigns shall at its sole expense, remove the use or occupancy and restore the public place to at least as good a condition as required by current applicable standards.

5. Lime makes this Agreement on behalf of Lime and Lime's heirs, successors, assigns for the benefit of the City and its successors and assigns.

6. Lime agrees to maintain continuously throughout the entire term of the permit, at no expense to the City, the insurance coverage and limits of liability required by the City as a condition of permit issuance. Lime further agrees to include the City as an additional insured on the required commercial general liability and automobile policies. Such insurance shall be primary and non-contributory with any insurance coverage, or limits of liability maintained by the City. Furthermore, such insurance shall not be canceled by Lime or the insurer without at least 30 days written notice to the City, except 10 days' notice for nonpayment of premium. Lime's maintenance of insurance shall not be construed to limit the liability of Lime to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity. Insurance coverage and limits of liability as specified herein are minimum coverage and limit of liability requirements only. Nothing in the City of Bothell's requirements for minimum insurance coverage shall be interpreted to limit or release liability



City of Bothell

APPENDIX A: Indemnity Agreement
CITY OF BOTHELL
ELECTRIC SCOOTERS
PUBLIC AREA USE PERMIT
INDEMNITY AGREEMENT

of the vendor or any of the vendor's insurers. This provision is intended to coordinate with, rather than replace, any insurance-related requirements of the City's permit issuance.

IN WITNESS WHEREOF, the Grantor has executed this Agreement on the day and year indicated below:

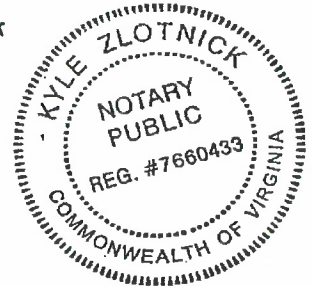
Lime's Signature

Tianying Lucci, Regional General Manager, Lime
Print Name and Title

This is to certify that on this 24th day of July of 2019, before me, the undersigned, a notary public in and for the State of Washington, duly commissioned and sworn, personally appeared Tianying Lucci to me known to be the Regional General Manager (Title) of the corporation or limited liability company that executed the foregoing instrument, and acknowledged the said instrument to be their free and voluntary act and deed of said corporation or limited liability company, for the uses and purposes therein mentioned, and on oath stated he is authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal, the day and year first above written.

Notary Public in and for the State of Washington
Virginia, City of Alexandria
My comm exp 11/31/23
#7660433



Bothell City Council
AGENDA BILL

*Passed
6-0
Please
AE*

Meeting Date: June 4, 2019

Action No Action

AB #: 19-095

Subject: Motorized Foot Scooter Pilot Program

Budget Impact/Source of Funds: N/A

Staff Presenter/Department: Jeanie L. Ashe, Economic Development Manager

Policy Consideration and Connection to Council Goals:

The policy consideration for the City Council to determine whether or not to implement a 90-day motorized foot scooter pilot program.

Background:

In late 2017, the company LimeBike (now referred to as Lime) a bicycle, scooter, and car sharing business, obtained a business license for a pilot dockless bicycle program. Upon issuance of the business license, LimeBike distributed manual bikes in key locations throughout the City of Bothell using both the public right of way and private property. At that time, the City had not had any requests for dockless bicycle programs and did not have a process in place for the administration of such a program. With the vision of the downtown subarea plan being a multi-modal downtown and two educational campuses in close proximity to the downtown, staff believed a pilot program would offer the community the opportunity to explore this new mode of non-motorized transportation.

Lime operated their pilot program in Bothell for about a year, then began to transition its business model from manual bicycle to electric bikes and electric scooters. All bikes were removed from Bothell at that time.

Previous City Actions:

The 2015 updated Imagine Bothell Comprehensive Plan vision statement reads that Bothell is a community that:

"Develops and maintains a transportation system which serves land use and conservation goals and offers a variety of motorized and non-motorized modes of travel, placing emphasis on each, so as to maximize individual choice."

Discussion:

The City of Bothell has received interest from Lime, to deploy 100 Lime-S electric scooters within Bothell city limits. As a business operating on city streets and public right of ways, Lime must obtain a Public Area Use Permit under Chapter 17.20 of the Bothell Municipal Code. The Public

Works Director has authority to issue public area use permits under the code, but given the community interest in this subject and the more widespread area of proposed use compared with other such permit requests, staff is bringing this request to Council. Staff is proposing a temporary Public Area Use Permit, with added stipulations, to establish a temporary, regulatory framework for operation and licensing.

RCW 46.04.336 defines motorized foot scooters as a device with two or three wheels that has handlebars, a floorboard that can be stood upon while riding, and is powered by an internal combustion engine or electric motor that has a maximum speed of no greater than twenty miles per hour on level ground.

Bothell currently has no ordinances or policies to regulate free-floating active transportation, such as bicycles or motorized foot scooters. To explore multimodal transportation for the non-motorized community, a temporary Public Area Use Permit will be issued with terms and conditions drawn, in part, from Seattle and Tacoma's shared active transportation ordinances. The permit will regulate the licensing and operation for the operation of motorized foot scooters in Bothell's city limits for the term of the permit. The terms and conditions for approval of said permit include the following stipulations:

1. The duration of the temporary Public Area Use Permit will be 90 days. At the end of the 90-day pilot program, City council may, at its discretion, extend the pilot program for an additional 90 days;
2. The temporary Public Area Use Permit is for motorized foot scooters only, not any other type of free-floating transportation;
3. Initial fleet size is up to 100 motorized foot scooters. Upon written approval of the Public Works Director, Lime has the option to increase its fleet size. Conversely, if ridership falls to one (1) ride per day, per scooter, then fleet size should decrease.
4. Lime will pay \$125 for the temporary Public Area Use Permit. Additionally, to promote fair and equitable treatment of Bothell businesses, a \$0.15 per trip will be assessed.
5. Lime will use its best efforts to promote the use of bicycle helmets, particularly in accordance with RCW 46.37.530;
6. Lime will further provide information to users to ensure that users do not ride a scooter upon a sidewalk in a business district, which is prohibited under BMC 10.10.10 and WAC 308-330-555;
7. Lime will provide information to users to ensure users do not block business doorways or five-foot wide pedestrian accessible routes;
8. Lime will provide information to ensure users park a minimum of 15 feet from a bus loading area;
9. Lime will ensure equitable distribution of motorized foot scooters throughout the community and will provide the City a map showing the distribution of said scooters;
10. During the duration of the pilot program, Lime will provide the City with monthly data reports to include daily statistics on trips, where people are riding and parking, length of trips (distance and time), and unique users. Lime will also provide a summarized version of complaints/comments by type of comment/complaint;
11. At the end of the initial 90-day pilot, unless in the City's sole discretion the pilot is extended, Lime will promptly collect and remove all scooters from rights-of-way. If the pilot program is not extended and Lime does not remove all scooters from rights-of-way within seven (7)

- days of the end date of the pilot, Bothell may collect and impound all remaining scooters, and Lime will be responsible for all costs of collection and storage;
12. In order for the permit to be approved, Lime will execute an indemnity agreement in favor of the City of Bothell in the form of the indemnity agreement required by the City of Seattle;
 13. Lime will provide a certificate of liability insurance in the amount and form described in the Seattle Department of Transportation Free-Floating Bike Share Permit Requirements for the 2018-2019 permit cycle and acceptable to Bothell's Risk Manager.

At the end of 90 days, Council will have one of four options:

1. Decline to extend the motorized foot scooter pilot program with no consideration for future programs;
2. Extend the pilot program for an additional time period to obtain more data and information;
3. Assent to the Public Works Director exercising general public area use permit authority to grant a regular public area use permit to these types of program, letting the market drive the demand for motorized foot scooters and establish capacity, permits, and fees, or;
4. Incorporate shared active transportation into the City's transportation, tourism, and/or parks and recreation planning, which would create goals and strategies for shared active transportation and clearly define the policies, terms, permitting, and programs of these types of uses.

Category: New Business

- Staff Presentation
- Council Questions/Discussion

Attachments:

1. Proposed temporary Public Area Use Permit with added stipulations (in substantially the same form as presented)
2. Copy of proposed Indemnity Agreement
3. Copy of proposed Certificate of Liability Insurance requirement
4. Lime's proposed Motorized Foot Scooter Distribution Map

Recommended Action:

Agree to a 90-day motorized foot scooter pilot program. This item will return to Council for action within 90 days.

City Manager Approval: _____



Date: 04/29/2019

PUBLIC AREA USE PERMIT 46A
ADDENDUM



City of Bothell

Permit Number:

Applicant:

Neutron Holdings, Inc.
d/b/a Lime
2121 S. El Camino Real, Suite B100
San Mateo CA 94403-1861

c/o Gabriel Scheel
107 Spring St.
Seattle, WA 98104
(888) 546-3345
gabriel@li.me

Project Description:

A 90-day pilot deployment of Lime motorized foot scooters in Bothell city limits beginning Wednesday, May 8, 2019.

Permit Timeline:

Ninety (90) days commencing Wednesday, May 18, 2019. At the Applicants request, and at the City's sole discretion, the City may extend this pilot program permit for an additional ninety (90) days.

Permit Fees:

For the pilot period (90 days) Lime will pay \$125 for a Public Area Use Permit; sidewalk only outdoor dining and/or general usage permit fee. Additionally, to promote fair and equitable treatment of Bothell businesses, a \$0.15 per trip fee will be assessed per scooter.

Permit Decision:

The subject Public Area Use Permit is hereby approved, subject to the following terms and conditions of approval:

1. The temporary Public Area Use Permit is for motorized foot scooters only, not any other type of free-floating transportation;
2. Initial fleet size is up to 100 motorized foot scooters. Upon written approval of the Public Works Director, Lime has the option to increase its fleet size. Conversely, if ridership falls to one (1) ride per day, per scooter, then fleet size should decrease.
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City of Bothell

**PUBLIC AREA USE PERMIT 46A
ADDENDUM**

7. Lime will ensure equitable distribution of motorized foot scooters throughout the community and will provide the City of a map showing the distribution of said scooters;
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9. At the end of the initial 90-day pilot, unless in the City's sole discretion the pilot is extended, Lime will promptly collect and remove all scooters from Bothell rights-of-way. If the pilot program is not extended and Lime does not remove all scooters from Bothell rights of way within seven (7) days of the end of the pilot, Bothell may collect and impound all remaining scooters and Lime will be responsible for all costs of collection and storage;
10. In order for the Permit to be effective, Lime will execute an indemnity agreement in favor of the City of Bothell in the form of the indemnity agreement required by the City of Seattle;
11. Lime will provide a certificate of liability insurance in the amount and form described in the Seattle Department of Transportation Free-Floating Bike Share Permit Requirements for the 2018-2019 permit cycle and acceptable to Bothell's Risk Manager.

Appendix D

Micromobility Survey Results (2/03/25)

Micromobility Survey Results

3-Feb-25

Question No. Responses

1 Should micromobility be a transportation option in Bothell?

- 7 (9.7%) Yes, the current system is sufficient to serve Bothell's needs
- 59 (81.9%) Yes, however the current system needs improvement
- 6 (8.3%) No, micromobility should not be an option

2 How often do you currently use micromobility devices?

- 13 (18.1%) A few times a week
- 10 (13.9%) A few times a month
- 13 (18.1%) A few times a year
- 22 (30.6%) I don't, but I want to try
- 14 (19.4%) I don't, and I'm not interested

3 I consider using micromobility devices for _____ . Select all that apply

- 12 (7.8%) As a primary commute option
- 40 (26.1%) In conjunction with other commute options, such as transit, For recreational use
- 37 (24.2%) For shopping or running errands
- 53 (34.6%) For recreational use
- 11 (7.2%) Other (see below)

Other replies short distance transportation to/from restaurants (A few times a year)
 I stopped after my coworker nearly died from a Lime Scooter in Seattle on New Years (I don't, and not interested)
 When I finally find a parking spot, I can then use a scooter to zip around faster to further away locations and back again. (A few times a year)
 To get quicker access to recreation spaces - I enjoy the park, but not the walk to the park.
 Driving to the park defeats the purpose. would love to take an e scooter instead (I don't but want to try)
 I DO NOT consider micromobility devices at all, but your survey is written to force people into your point of view. (I don't, and not interested)
 I used to bike for exercise but the weather and hilly nature of Bothell made it unpleasant.
 I'm not sure that is something that can be changed, certainly not the weather. (I don't, and not interested)
 Bothell is a pit stop (if that) on the way areas that citizens need/want to get. (I don't, and not interested)
 Would not be safe for the rest of us. (I don't, and not interested)
 I used to use it, but don't any more due to age . . . (I don't, and not interested)
 Micromobility devices should only be used in parks, trails or areas where cars are not allowed to enter. (I don't, and not interested)

4 During a typical commute week, what transportation mode(s) do you use? Select all that apply

- 53 (35.6%) Drive alone 32 combo
- 15 (10.1%) Carpool 14 combo
- 1 (0.7%) Vanpool
- 2 (1.3%) Taxi or Ride hailing (Uber, Lyft, etc) All combo
- 17 (11.4%) Public Transit (bus, light rail, ferry, etc) All combo
- 32 (21.5%) Walk All combo
- 9 (6%) Personal manual micromobility devices (bike, scooter, skateboard, roller or inline skates, etc.) All combo
- 13 (8.7%) Personal electric micromobility devices (e-bike, e-scooter, electric unicycle, electric skateboard, etc.) 11 combo
- 3 (2%) Bike or scooter share All combo
- 4 (2.7%) Other (see below)

Other replies I work fully remotely and don't commute at all. But when I leave the house, I prefer to walk (though for most stuff, it's too far and I have to drive) and walk
 Most of the time I work from home and do not commute
 WFH- no commute required
 WFH

5 What would you rather do?

- 41 (56.9%) Purchase or have my own device
- 16 (22.2%) Rent or use a shared device
- 15 (20.8%) I don't plan on using micromobility devices

6 What obstacles limit your use of micromobility devices? Select all that apply

- 14 (9%) A) Not available when I need them 13 combo
- 19 (12.2%) B) Difficult to locate where I need them 16 combo
- 24 (15.4%) C) Parking limitations for devices 20 combo
- 11 (7.1%) D) Physical ability 9 combo
- 13 (8.3%) E) Cost to rent devices 12 combo
- 13 (8.3%) F) Lack of education about how to use them 13 combo
- 0 G) I don't feel safe riding them as a transportation option
- 25 (16%) H) I am concerned about my safety from other micromobility users 21 combo
- 37 (23.7%) I) Other (see below) 26 combo

Other replies

- I Haven't had the time to explore my options
- D,H Most Micromobility devices are not safe
- H too much roadway is given to cars that drive too fast. There are not enough bike lanes for micromobility to be as viable as it could and should be.
- A,B,C,D,F,H Concerned about my safety from vehicles.
- I The current riders are far too reckless for me to risk it.
- I Insanely dangerous
- C,I Afraid of getting run over by someone driving
- I Currently not allowed in Kenmore or Woodinville, so can't get there from here.
- I Unsafe roads! How is this not a listed choice? Micromobility needs protected bike lanes that allow use for all micro modes.
- C,I Security, the need for secure locking options where I park my e-bike. Charging, the lack of e-bike charging stations limits my ability to commute.
- I Worried about riding my ebike alongside cars / lack of safe commuting routes besides the Burke
- C,I Concerned about safety sharing roads with cars.
- H,I Regulations have already been adopted by WA that unfairly reduce the utility of micromobility devices.
 Many motorized bikes easily go 20 MPH or more, yet are not regulated like the microbilty devices.
- H,I Safety in road use / from cars esp when considering options for my kids to get to/ from school.
 Some long routes out of our way or down busy roads to access bike paths. Finally: weather!
- B,C,E,H,I PNW weather - can't use year-round
- A,I Concerned about my safety from DRIVERS
- I Lack of designated pedestrian/human powered infrastructure around the city and neighborhoods
- E,F,H,I They clutter the streets and add to pollution due to cars having to come pick them up.
- I It is not practical for my needs. And it is cold and rainy most of the year which makes them a less safe option.
- C,I Concerned about my safety from vehicles, not having adequate infrastructure
- B,I Sidewalk/road bumps and poor transitions between surfaces that lead to accidents.
- C,I The roads in bothell would need improvement for safety and a safe way to park, store, lock up my device
- C,H,I Safety from car/vehicle users
- A,E,F,I Safety with vehicles
- A,B,C,H,I I'm concerned about my safety from cars and trucks and the lack of safe bike lanes that are well maintained and free of debris
- I Non maintained streets/sidewalks/ lighting...im concerned about why this is even a question.
- H,I Devices getting stolen when not in active use
- A,C,D,H,I I'm concerned about my safety when using them (i.e., from vehicles or on sidewalks that end abruptly or have roots coming through)

- D,I Not suited to use by older population
- F,H,I I stopped riding my bike because of nearly being hit multiple times by distracted drivers. I no longer feel safe.
- C,D,F,I No rules of safety, no paths away from cars.
- H,I It is unsafe to use micromobility devices on the road with cars going by fast.
- C,I concern of motor vehicles
- I lack of bike lanes
- C,I I am concerned about my safety from cars and lack of safe infrastructure.
- I Commute distance
- C,I Safety riding bikes on major roads and lack of non-motorized trails to my destinations

7 What changes are most critical for making micromobility successful in Bothell? Select up to 3

- 52 (33.3%) A) Provide/designate safe areas to ride 45 combo
- 34 (21.8%) B) Provide/designate parking areas 30 combo
- 27 (17.3%) C) Enforce compliance rules such as speeds, parking, and permitted travel areas 23 combo
- 10 (6.4%) D) Add charging stations 9 combo
- 22 (14.1%) E) Improve user and driver education 21 combo
- 11 (7.1%) F) Other (see below) 6 combo

Other replies

- A,C,F Need tricycle ebikes
- F Don't get the city involved in this liability
- C,F Age limits and education on use. Too many kids not knowing basic traffic laws
- A,B,F Subsidize cost. The last time I took a scooter was 2023. The cost was 0.45/ min.
- A,B,F Micro-mobility valet/check-in options especially for events.
- F Conflicting regulations reduce the incentive to use these devices.
- A,F Bothell needs to improve the basic infrastructure for the primary way people get around - cars.
Bothell needs to widen roads and improve flow across the city, and work with adjacent cities to connect major roads.
- C,E,F Charging stations, designated areas of use so they're not left all over the city.
- F I can't go grocery shopping on a scooter or bike and I can't pick up my kids on a scooter or bike.
The reasons I am driving around town do not work with this type of transportation.
- B,F More devices and more powerful devices that can make it up hills
(some can now with a rider under 200 lbs; would love to see that pushed to 300 lbs and tested on 228th west of canyon park into nike hill).
- F What is stopping me from unicycling wherever I want? Are there regulations in place?

8 Where do you currently feel safe using micromobility devices? Select all that apply

- | | | | | |
|----------|--------------------------------------|-----------|----|-----------------|
| 8 (11%) | A) Street travel lanes | All combo | 11 | Street Lanes |
| 34 (47%) | B) Designated in-street bike lanes | All combo | 47 | Des Bike Lanes |
| 53 (74%) | C) Protected Bike Lanes | 45 combo | 74 | Prot Bike Lanes |
| 47 (65%) | D) Trails shared with pedestrians | 41 combo | 65 | Trails w/peds |
| 28 (39%) | E) Sidewalks shared with pedestrians | 26 combo | 39 | SW w/peds |
| 7 (10%) | F) Other (see below) | 1 combo | 10 | Other |

Other replies

- F Nowhere should be an option.
- C,D,F Just to say- if it's just me the street designated bike lane is fine- tho in US hairy as cars don't expect bikes.
When I ride w my kids on the back, I'd prefer protected bike lanes, sidewalks, bike paths only, and for cars to go the actual speed limit.
- F NO LOCATIONS, but your survey is written to force people into your point of view.
- F Nowhere. Now as a vehicle driver I don't feel "safe" driving on a road where anyone unregistered, unregulated, unlicensed people are.
- F I'm concerned about risks to walkers posed by micro options
- F No intention of using.

9 Which of the following equipment for safe riding should be enforced?

- 56 (53.3%) Lighting on micromobility devices to improve rider visibility 33 combo
- 36 (34.3%) Personal safety equipment 33 combo
- 13 (12.4%) None of the above

10 Where in Bothell do you use, or would you consider using, micromobility devices? Select all that apply

- 34 (18.8%) A) Residential neighborhoods 33 combo
- 44 (24.3%) B) Downtown Bothell 42 combo
- 11 (6.1%) C) Canyon Park Business Park 11 combo
- 8 (4.4%) D) North Creek Business Park 8 combo
- 34 (18.8%) E) Sammamish River or North Creek Trail systems 30 combo
- 13 (7.2%) F) To schools, including UW Bothell/Cascadia College, high schools, middle schools, or elementary schools 13 combo
- 13 (7.2%) G) To Park and Ride lots 13 combo
- 16 (8.8%) H) To City parks 15 combo
- 8 (4.4%) I) Other (See below) 2 combo

Other replies

- A,B,I Pretty much anywhere where I can find a safe lane/sidewalk to ride in
- I NO LOCATIONS, but your survey is written to force people into your point of view.
- E,F,I Other than I-405,WA-522, and sections of Bothell- Everett Hwy, I'd consider riding everywhere in and around Bothell.
- I I don't care as long as these riders are forced to follow the same laws as non micro means of transportation.
- I Have no intention of using at this time.
- I I don't consider any to be an option.
- I None

11 What should the goal of Bothell's micromobility strategies be? Select all that apply

- 40 (29.2%) A) Encourage wider use of micromobility devices 34 combo
- 53 (38.7%) B) Provide a safer environment for current users 42 combo
- 29 (21.2%) C) Improve use of and parking for micromobility devices 25 combo
- 14 (10.2%) D) Other (See below) 7 combo
- 1 (0.7%) E) No answer

Other replies

- A Evaluate public input if interested in micromobility options
- D The devices share the road with walkers. As far as I can tell, none of them really care about walkers.
- D The goal should be to limit liability for the city
- B Road safety and requirements to operate. Enforcement by local police. Extremely dangerous for kids.
- D Limit use to bike lanes that are paid for already and have safety and speed enforcement
- A,B,C,D Work/partner with neighboring cities and state to create solutions. Create a lending library, rebates for purchasing micromobility devices.
- A,B,C,D Improve bike path access (more and safer), look at hot spots/ dangerous spots to identify pinch points, shorten distance to dedicated bike paths where relevant.
- A,B,D Reduce car traffic and pollution
- D STOP it. No one uses these things, they ADD to pollution and congestion, and are lawsuits waiting to happen.
Please invest in shuttles and free transportation for taxpayers since your exponentially increasing density without infrastructure.
- A,B,C,D Cyclist advocacy. There is a lot of animosity directed at cyclists and they often seem as an afterthought of DOT planning, especially during construction (see Kirkland's Juanita drive and its lack of safe bike spaces or creation of designated bike detour routes).
- D Maintain roads and sidewalks and lighting.
- D Add lanes and areas specifically for micromobility. It is not safe to have these devices on sidewalks and trails with pedestrians or on the road with cars.
- D More charging is needed for cars not scooters.
- A,B,C,D An overall goal in reducing car trips and traffic volume within Bothell. (Everyone loves less traffic!)

12 What other topics should the City address in this Plan?

Other replies

- 1 List looks complete to me
- 2 Document public interest in micromobility as a transportation option and act accordingly
- 3 No additional topics
- 4 spaces for micromobility users that are protected from cars, not by flexi-posts, but by bollards or comparable materials.
- 5 expand bike lanes and slow / limit car traffic
- 6 Tricycle ebikes
- 7 the impact of the lack of sidewalks in parts of Bothell.
- 8 Need to repair sidewalks where tree roots have buckled.
- 9 There are so many parts of the city especially on the west side without adequate sidewalks. Let's start there.
So many neighbors of the 240th St Safeway can not safely walk to it due to lack of sidewalks.
- 10 Enforcement of safe operations.
- 11 The city should address NOT getting involved with these injury machines
- 12 Driver behavior and safety around vulnerable pedestrians
- 13 Add senior mobility devices such as electric carts.
- 14 Complete sidewalks on busier routes such as Bothell Way, Bothell Everett Hwy.
- 15 How the city will enforce roads, parking lots, permits to ride.
- 16 Work with surrounding cities to improve continuity
- 17 How to improve access for cars and motorcycle
- 18 Dedicated, protected lanes are top priority; see new Bike Plan.
- 19 Price
- 20 Speed limits for e bikes! It's Dangerous.
- 21 Allowing for these devices to be accessible in neighborhoods.
- 22 Partnering with local businesses neighboring cities and the state for solutions.
Partnering with vendor of micromobility options for test rides and pop up events.
- 23 Speed limits & road design
- 24 Traffic calming road design to make sharing the road with cars safer.
- 25 Topics given are pretty comprehensive. Can't think of anything missing.
- 26 Potentially thinking about how to manage mixed use bike/ pedestrian/ car for access ways-
in some places there's real aggression being built up between these groups, better to smooth it over now. -
- 27 Adjacent improvements in the city's infrastructure for cars
- 28 Parking and storage
- 29 Affordability of these devices
- 30 Más zonas peatonales
- 31 Enforcement of rules, such as speed limits for e-bikes.
- 32 access for low income residents
- 33 Infrastructure overall. This is one good thing to consider, but traffic has gotten significantly worse the last ten years, and this will only help around Bothell itself.
- 34 Can't think of any
- 35 Charging cords
- 36 The city planners are idiots. Build infrastructure FIRST: parking, sidewalks, roads. You just rammed through a Comprehensive Plan that doesn't include any infrastructure.
Are you insane?? Or do you live outside of the city limits such that congestion and environmental impact doesn't affect you?
- 37 I worry that Seattle is often looked at as the example to follow and I would ask you to please look at the solutions
Seattle implemented with the green lanes and the special traffic signals designated for bike lanes and evaluate if that was actually beneficial or safe.
I would not want to see that solution in Bothell. People need cars and they are not going away. A cancer patient isn't going to ride a bike to chemo treatment.
A Mom picking up kids at school isn't going to load everyone onto a scooter.
Traffic reduction is a good goal but when those solutions have meant providing an environment that would seem to force choice change,
like what they did in downtown Seattle, I haven't seen that actually improve congestion.
It has certainly made driving more confusing and has lessened the amount of space for cars on the road.
At the same time, I do believe designated bike lanes are appropriate and a good thing. I just think Seattle isn't necessarily the example to follow.
- 38 Working with the school district to encourage more safe routes to school and safety courses for children
- 39 Parking and storage plus integration with transit
- 40 Focus on what is allowed and expanding that, not how to restrict because of an outsize reaction to a poor experience.
- 41 Bothell
- 42 Classes of micro mobility device and where they can be used. A Segway scooter that does 18mph top speed is very different than a OneWheel that can do 50mph.
- 43 Safety with cars

- 44 Rebates or other incentive offer to reduce cost savings for micromobility purchases and gear (helmets, lights, rain gear, etc.) and ongoing maintenance.
- 45 How much will this cost taxpayers? Is this a priority over road maintenance? Where are these micro commuters? How is it good for the tax paying citizens?
- 46 The speed of these devices. It feels dangerous how fast they are going on the trail with , kids, dogs and others
- 47 Coordination with bike-plan and safe-streets plan for comprehensive planning
- 48 Education on costs
- 49 Safety of pedestrians when instituting micromobility strategies. Please do not utilize the already insufficient pedestrian sidewalks and paths.
- 50 Addressing safety issues with current plan for younger users. I would not allow my kids to bike to school with how things currently are (shared road with no bike lane and limited speed enforcement).
- 51 Traffic rules and regulations for micro devices. Are they vehicles? Follow same rules as bikes?
- 52 Can't think of any
- 53 Sidewalks for pedestrians, laws for using designated safe lanes for micro transportation!
- 54 More dedicated bike lanes. More bike parking.
- 55 Driver awareness and the current speedlimits.
- 56 Nothing more.
- 57 Interference with viehcles on road
- 58 Not interested. We need more charging for electric vehicles honestly it's frustrating
- 59 bike lanes
- 60 Ease of use in our hilly environment
- 61 Improving street designs and networks to consider micro mobility infrastructure at the same level of importance as personal vehicle traffic.
- 62 Availability
- 63 All the above
- 64 Encouraging use including events

13 13) Please share any other feedback that you would like us to consider while preparing the micromobility strategies.

Other replies

- 1 thanks
- 2 Thanks
- 3 protected use areas are the highest priority for this project, so that younger people and less experienced users can travel safely and gain confidence.
- 4 Go to Paris, other cities in Europe and do what they do.
- 5 Safety
- 6 I love the focus on micromobility but it needs to be an approach that makes all mobility safe
- 7 Speed of other vehicles.
- 8 Meridian used to have bus service and doesn't anymore. Sidewalks never made it to most of the Shelton View neighborhood.
- 9 These devices are very dangerous to pedestrians and should be heavily regulated..
- 10 So many other things to focus on that i cannot believe Bothell is even considering getting involved with these scooters.
Please oh please don't fall for the flavor of the month and put our city at risk of liability.
- 11 I would ride my bike much more often for errands if there was a connected bike network.
- 12 Also consider electric carts for seniors by slightly widening the bike lanes.
- 13 Too many routes lack safe zones/sidewalks.
- 14 Please consider some of these as motorized vehicles. We have seen accident and negligence all over Bothell.
- 15 Stop rakinf the latest idea and implement it to only abandon it when fails then repeat again,
- 16 I think micromobility options will be increasingly important as we grow and density and we should be spending money, time, and energy on making these options work better.
- 17 Subsidize price
- 18 Just the speed limit for e-bikes! That are dangerous.
- 19 Thank you for your hard work!
- 20 Having pop-ups that can reach the populations that maybe left out of the conversation.
Have community rides that can promote education and use of micromobility options that also foster community engagement.
Examples include a guided Art tour of the City, Winery/Brewery ride, community rides that ends at a park for a picnic where information and test rides can be available for others to learn more and experience micromobility.
- 21 I love riding my ebike along the Burke, downtown Bothell and to city parks.
It's tricky crossing the freeway to get to the North Creek Business Park side of Bothell and I wish it was easier/more accessible to ebike over there too.
- 22 Electric bikes and other micromobility options are one of the best things we can do economically and environmentally.
Education needs to be as much about helping people understand the benefits (for them personnally as well as for the community).
Even people who will continue to need to drive cars will benefit from this because there will be fewer other cars on the road.
It can be counter intuitive, but dedicating MORE space to micromobility REDUCES car traffic. It's better for everyone!

- 23 This is pretty comprehensive. Thx for the survey.
- 24 access paths, downtown bothell is a great eg of some good ways to develop bike paths.
I think with e-bikes more awareness needed by users of appropriate speeds to go and general courtesy to other users-
have seen bike down sammamish river trail hitting 20-30 mph. That will drive pedestrians away. Shared use by all users should be a top aim.
- 25 Wanted to repeat: Bothell needs to improve the basic infrastructure for the primary way people get around - cars.
Bothell needs to widen roads and improve flow across the city, and work with adjacent cities to connect major roads.
- 26 Love anything that could possibly reduce the (car) traffic congestion and get people to appreciate their outdoor spaces more!
- 27 Y dónde pasar con mi bicicleta
- 28 Every device needs a speed governing device. Speed kills ($e = 0.5 * m * v^2$), and mass is bad too. E-bikes are heavy and fast.
- 29 Stop building more housing without addressing traffic overall. This is a small step towards a big problem.
- 30 The city planners are idiots. Build infrastructure FIRST: parking, sidewalks, roads. You just rammed through a Comprehensive Plan that doesn't include any infrastructure.
Are you insane?? Or do you live outside of the city limits such that congestion and environmental impact doesn't affect you?
- 31 People will use micromobility when it feels safe, convenient, and useful. Mixed-use zoning is a part of this.
- 32 Got to stop people just ditching the scooters anywhere
- 33 Thank you!!
- 34 Good luck
- 35 Require safety gear while using.
- 36 What age should people be allowed to use them?
- 37 Consider fostering the Bothell micromobility community through advocacy and events like organize "bike bus" events.
Also, ideas for creating networks that help to match commuters with similar commutes so they can ride together!
<https://www.facebook.com/watch/?v=434527672673003> <https://bikebus.world/>
- 38 What is prohibiting me from riding my unicycle anywhere I want?
- 39 Lights on the transport
- 40 Security of areas to store micromobility devices while dining or shopping
- 41 Priority is safety for riders and others
- 42 Please! More safe paths for micro transportation!!
- 43 Need bike lanes, ideally with physical barrier
- 44 Set and enforce a city wide speedlimit of 25 mph on city streets.
- 45 micromobility devices should be allowed only in designated areas where no other vehicles can enter. Otherwise, it introduces severe safety concerns.
- 46 Not needed. Waste of money. People walk anyway downtown
- 47 please add protected bike lanes
- 48 Cities with great cycling infrastructure didn't just appear. It took decades of work and the best chance to start is today!

14 **Where do these devices belong?**

	Street Travel Lane		Bike Lane		Shared Trail		Sidewalk		None	
	No.	%	No.	%	No.	%	No.	%	No.	%
Bikes	43	60%	68	94%	47	65%	25	35%	4	6%
E-Bikes	47	65%	67	93%	49	68%	19	26%	3	4%
Scooter	20	28%	59	82%	36	50%	43	60%	5	7%
E-Scooter	33	46%	62	86%	45	63%	29	40%	4	6%
Elect Unicycle	23	32%	56	78%	38	53%	24	33%	11	15%
Elect Skateboard	21	29%	55	76%	35	49%	34	47%	8	11%
Skateboard	11	15%	44	61%	34	47%	50	69%	9	13%
Roller/Inline Skates	8	11%	42	58%	29	40%	54	75%	8	11%

Appendix E

**Safety Related
Comments and General
Comments received
from Survey and social
media (2/03/25)**

APPENDIX E

Safety Related Comments and General Comments from Survey and Social Media (2/3/25)

Safety Related Comments

1. I stopped after my coworker nearly died from a Lime Scooter in Seattle on New Years
2. Would not be safe for the rest of us.
3. Micromobility devices should only be used in parks, trails or areas where cars are not allowed to enter.
4. I am concerned about my safety from other micromobility users
5. too much roadway is given to cars that drive too fast. There are not enough bike lanes for micromobility to be as viable as it could and should be.
6. Concerned about my safety from vehicles.
7. The current riders are far too reckless for me to risk it.
8. Insanely dangerous
9. Afraid of getting run over by someone driving
10. Unsafe roads! How is this not a listed choice? Micromobility needs protected bike lanes that allow use for all micro modes.
11. Worried about riding my ebike alongside cars / lack of safe commuting routes besides the Burke
12. Concerned about safety sharing roads with cars.
13. Regulations have already been adopted by WA that unfairly reduce the utility of micromobility devices.
14. Safety in road use / from cars esp when considering options for my kids to get to/ from school. Some long routes out of our way or down busy roads to access bike paths.
Finally: weather!
15. Concerned about my safety from DRIVERS
16. Lack of designated pedestrian/human powered infrastructure around the city and neighborhoods
17. Concerned about my safety from vehicles, not having adequate infrastructure
18. Sidewalk/road bumps and poor transitions between surfaces that lead to accidents.
19. The roads in bothell would need improvement for safety and a safe way to park, store, lock up my device
20. Safety from car/vehicle users
21. Safety with vehicles
22. I'm concerned about my safety from cars and trucks and the lack of safe bike lanes that are well maintained and free of debris
23. Non maintained streets/sidewalks/ lighting...im concerned about why this is even a question.
24. I'm concerned about my safety when using them (i.e., from vehicles or on sidewalks that end abruptly or have roots coming through)
25. I stopped riding my bike because of nearly being hit multiple times by distracted drivers. I no longer feel safe.
26. No rules of safety, no paths away from cars.
27. It is unsafe to use micromobility devices on the road with cars going by fast.

28. concern of motor vehicles
29. lack of bike lanes
31. I am concerned about my safety from cars and lack of safe infrastructure.
32. Safety riding bikes on major roads and lack of non-motorized trails to my destinations
33. Provide/designate safe areas to ride
35. Don't get the city involved in this liability
36. Nowhere. Now as a vehicle driver I don't feel "safe" driving on a road where anyone unregistered, unregulated, unlicensed people are.
37. I'm concerned about risks to walkers posed by micro options
38. The devices share the road with walkers. As far as I can tell, none of them really care about walkers.
39. The goal should be to limit liability for the city
40. Road safety and requirements to operate. Enforcement by local police. Extremely dangerous for kids.
41. Limit use to bike lanes that are paid for already and have safety and speed enforcement
42. Improve bike path access (more and safer), look at hot spots/ dangerous spots to identify pinch points, shorten distance to dedicated bike paths where relevant.
43. STOP it. No one uses these things, they ADD to pollution and congestion, and are lawsuits waiting to happen.
44. Cyclist advocacy. There is a lot of animosity directed at cyclists and they often seem as an afterthought of DOT planning, especially during construction. (see Kirkland's Juanita drive and its lack of safe bike spaces or creation of designated bike detour routes)
45. Maintain roads and sidewalks and lighting.
46. Add lanes and areas specifically for micromobility. It is not safe to have these devices on sidewalks and trails with pedestrians or on the road with cars.
47. Need to repair sidewalks where tree roots have buckled.
48. Enforcement of safe operations.
49. The city should address NOT getting involved with these injury machines
50. Driver behavior and safety around vulnerable pedestrians
51. Speed limits for e bikes! It's Dangerous.
52. Traffic calming road design to make sharing the road with cars safer.
53. The city planners are idiots. Build infrastructure FIRST: parking, sidewalks, roads. You just rammed through a Comprehensive Plan that doesn't include any infrastructure.
54. Working with the school district to encourage more safe routes to school and safety courses for children
55. Safety with cars
57. The speed of these devices. It feels dangerous how fast they are going on the trail with , kids, dogs and others
58. Coordination with bike-plan and safe-streets plan for comprehensive planning
59. Safety of pedestrians when instituting micromobility strategies. Please do not utilize the already insufficient pedestrian sidewalks and paths.
60. Addressing safety issues with current plan for younger users. I would not allow my kids to bike to school with how things currently are
61. Sidewalks for pedestrians, laws for using designated safe lanes for micro transportation!
62. Driver awareness and the current speedlimits.

63. Interference with vehicles on road
64. protected use areas are the highest priority for this project, so that younger people and less experienced users can travel safely and gain confidence.
65. Safety
67. I love the focus on micromobility but it needs to be an approach that makes all mobility safe
68. Speed of other vehicles.
69. These devices are very dangerous to pedestrians and should be heavily regulated..
70. So many other things to focus on that i cannot believe Bothell is even considering getting involved with these scooters.
71. Too many routes lack safe zones/sidewalks.
72. Please consider some of these as motorized vehicles. We have seen accident and negligence all over Bothell.
73. Just the speed limit for e-bikes! That are dangerous.
74. Every device needs a speed governing device. Speed kills ($e = 0.5 * m * v^2$), and mass is bad too. E-bikes are heavy and fast.
75. The city planners are idiots. Build infrastructure FIRST: parking, sidewalks, roads. You just rammed through a Comprehensive Plan that doesn't include any infrastructure. Are you insane?? Or do you live outside of the city limits such that congestion and environmental impact doesn't affect you?
76. People will use micromobility when it feels safe, convenient, and useful. Mixed-use zoning is a part of this.
77. Require safety gear while using.
78. Lights on the transport
79. Priority is safety for riders and others
80. Please! More safe paths for micro transportation!!
81. micromobility devices should be allowed only in designated areas where no other vehicles can enter. Otherwise, it introduces severe safety concerns.
82. Not needed. Waste of money. People walk anyway downtown
83. I don't care as long as these riders are forced to follow the same laws as non micro means of transportation.
84. please add protected bike lanes
85. I walk the BG trail 6 miles with a friend and two dogs and MAN those things fly by.... I hate them on there, occasionally one will slow to pass us.
86. It seems like we're late to the party and going the wrong direction
87. Maybe take the money for this project and put it into finishing the sidewalks throughout Bothell. Or hire fire and police, increase the water, sewer and road improvements that are needed.
88. Having more forms of transportation isn't what's needed right now, but an efficient way to get where we need to go ie well thought out roadways for cars, and separate paths for bikes, scooters, etc. Bikes and scooters are great when weather permits, except they need their own paths...not with cars, nor with pedestrians!
89. People weave around and speed on there electric bikes, helmets aren't required and or not free to families. Tires blow on those electric scooters. Lots of it is left out on sidewalks obstructing sidewalks. vouchers for decent sneakers that at least have a recycle future.
90. Need to provide more safe dedicated bike/mobility lanes and paths.

General Comments from Survey

1. short distance transportation to/from restaurants
2. When I finally find a parking spot, I can then use a scooter to zip around faster to further away locations and back again.
3. To get quicker access to recreation spaces - I enjoy the park, but not the walk to the park. Driving to the park defeats the purpose. would love to take an e scooter instead
4. I DO NOT consider micromobility devices at all, but your survey is written to force people into your point of view.
5. I used to bike for exercise but the weather and hilly nature of Bothell made it unpleasant. I'm not sure that is something that can be changed, certainly not the weather.
6. Bothell is a pit stop (if that) on the way areas that citizens need/want to get.
7. I used to use it, but don't any more due to age . . .

8. I work fully remotely and don't commute at all. But when I leave the house, I prefer to walk (though for most stuff, it's too far and I have to drive)
9. Most of the time I work from home and do not commute
10. WFH- no commute required
11. WFH

12. Haven't had the time to explore my options
13. Most Micromobility devices are not safe
14. Currently not allowed in Kenmore or Woodinville, so can't get there from here.
15. Security, the need for secure locking options where I park my e-bike. Charging, the lack of e-bike charging stations limits my ability to commute.
16. Regulations have already been adopted by WA that unfairly reduce the utility of micromobility devices. Many motorized bikes easily go 20 MPH or more, yet are not regulated like the microbidity devices.
17. PNW weather - can't use year-round
18. They clutter the streets and add to pollution due to cars having to come pick them up.
19. It is not practical for my needs. And it is cold and rainy most of the year which makes them a less safe option.
20. Devices getting stolen when not in active use
21. Not suited to use by older population
22. Commute distance

23. Need tricycle ebikes
24. Age limits and education on use. Too many kids not knowing basic traffic laws
25. Subsidize cost. The last time I took a scooter was 2023. The cost was 0.45/ min.
26. Micro-mobility valet/check-in options especially for events.
27. Conflicting regulations reduce the incentive to use these devices.

28. Bothell needs to improve the basic infrastructure for the primary way people get around - cars. Bothell needs to widen roads and improve flow across the city, and work with adjacent cities to connect major roads.
29. Charging stations, designated areas of use so they're not left all over the city.
30. I can't go grocery shopping on a scooter or bike and I can't pick up my kids on a scooter or bike. The reasons I am driving around town do not work with this type of transportation.
31. More devices and more powerful devices that can make it up hills (some can now with a rider under 200 lbs; would love to see that pushed to 300 lbs and tested on 228th west of canyon park into Nike Hill).
32. What is stopping me from unicycling wherever I want? Are there regulations in place?

33. Nowhere should be an option.
34. Just to say- if it's just me the street designated bike lane is fine- tho in US hairy as cars don't expect bikes. When I ride w my kids on the back, I'd prefer protected bike lanes, sidewalks, bike paths only, and for cars to go the actual speed limit.
35. NO LOCATIONS, but your survey is written to force people into your point of view.
36. No intention of using.

37. Pretty much anywhere where I can find a safe lane/sidewalk to ride in
38. NO LOCATIONS, but your survey is written to force people into your point of view.
39. Other than I-405, WA-522, and sections of Bothell- Everett Hwy, I'd consider riding everywhere in and around Bothell.
40. Have no intention of using at this time.
41. I don't consider any to be an option.
42. None

43. Evaluate public input if interested in micromobility options
44. Work/partner with neighboring cities and state to create solutions. Create a lending library, rebates for purchasing micromobility devices.
45. Reduce car traffic and pollution
46. STOP it. No one uses these things, they ADD to pollution and congestion, and are lawsuits waiting to happen. Please invest in shuttles and free transportation for taxpayers since your exponentially increasing density without infrastructure.
47. More charging is needed for cars not scooters.
48. An overall goal in reducing car trips and traffic volume within Bothell. (Everyone loves less traffic!)

49. List looks complete to me
50. Document public interest in micromobility as a transportation option and act accordingly
51. No additional topics
52. spaces for micromobility users that are protected from cars, not by flexi-posts, but by bollards or comparable materials.
53. expand bike lanes and slow / limit car traffic
54. Tricycle ebikes

55. the impact of the lack of sidewalks in parts of Bothell.
56. There are so many parts of the city especially on the west side without adequate sidewalks. Let's start there. So many neighbors of the 240th St Safeway can not safely walk to it due to lack of sidewalks.
57. Add senior mobility devices such as electric carts.
58. Complete sidewalks on busier routes such as Bothell Way, Bothell Everett Hwy.
59. How the city will enforce roads, parking lots, permits to ride.
60. Work with surrounding cities to improve continuity
61. How to improve access for cars and motorcycle
62. Dedicated, protected lanes are top priority; see new Bike Plan.
63. Price
64. Allowing for these devices to be accessible in neighborhoods.
65. Partnering with local businesses neighboring cities and the state for solutions.
Partnering with vendor of micromobility options for test rides and pop up events.
66. Speed limits & road design
67. Topics given are pretty comprehensive. Can't think of anything missing.
68. Potentially thinking about how to manage mixed use bike/ pedestrian/ car for access ways- in some places there's real aggression being built up between these groups, better to smooth it over now. -
69. Adjacent improvements in the city's infrastructure for cars
70. Parking and storage
71. Affordability of these devices
72. Más zonas peatonales
73. Enforcement of rules, such as speed limits for e-bikes.
74. access for low income residents
75. Infrastructure overall. This is one good thing to consider, but traffic has gotten significantly worse the last ten years, and this will only help around Bothell itself.
76. Can't think of any
77. Charging cords
78. I worry that Seattle is often looked at as the example to follow and I would ask you to please look at the solutions. Seattle implemented with the green lanes and the special traffic signals designated for bike lanes and evaluate if that was actually beneficial or safe. I would not want to see that solution in Bothell. People need cars and they are not going away. A cancer patient isn't going to ride a bike to chemo treatment. A Mom picking up kids at school isn't going to load everyone onto a scooter. Traffic reduction is a good goal but when those solutions have meant providing an environment that would seem to force choice change, like what they did in downtown Seattle, I haven't seen that actually improve congestion. It has certainly made driving more confusing and has lessened the amount of space for cars on the road. At the same time, I do believe designated bike lanes are appropriate and a good thing. I just think Seattle isn't necessarily the example to follow.
79. Parking and storage plus integration with transit
80. Focus on what is allowed and expanding that, not how to restrict because of an outsize reaction to a poor experience.
81. Bothell
82. Classes of micro mobility device and where they can be used. A Segway scooter that does 18mph top speed is very different than a OneWheel that can do 50mph.

83. Rebates or other incentive offer to reduce cost savings for micromobility purchases and gear (helmets, lights, rain gear, etc.) and ongoing maintenance.
84. How much will this cost taxpayers? Is this a priority over road maintenance? Where are these micro commuters? How is it good for the tax paying citizens?
85. Education on costs
86. Traffic rules and regulations for micro devices. Are they vehicles? Follow same rules as bikes?
87. Can't think of any
88. More dedicated bike lanes. More bike parking.
89. Nothing more.
90. Not interested. We need more charging for electric vehicles honestly it's frustrating
91. bike lanes
92. Ease of use in our hilly environment
93. Improving street designs and networks to consider micro mobility infrastructure at the same level of importance as personal vehicle traffic.
94. Availability
95. All the above
96. Encouraging use including events

97. Thanks
98. Thanks
99. Go to Paris, other cities in Europe and do what they do.
100. Meridian used to have bus service and doesn't anymore. Sidewalks never made it to most of the Shelton View neighborhood.
101. I would ride my bike much more often for errands if there was a connected bike network.
102. Also consider electric carts for seniors by slightly widening the bike lanes.
103. Stop rakinf the latest idea and implement it to only abandon it when fails then repeat again,
104. I think micromobility options will be increasingly important as we grow and densify and we should be spending money, time, and energy on making these options work better.
105. Subsidize price
106. Thank you for your hard work!
107. Having pop-ups that can reach the populations that maybe left out of the conversation. Have community rides that can promote education and use of micromobility options that also foster community engagement. Examples include a guided Art tour of the City, Winery/Brewery ride, community rides that ends at a park for a picnic where information and test rides can be available for others to learn more and experience micromobility.
108. I love riding my ebike along the Burke, downtown Bothell and to city parks. It's tricky crossing the freeway to get to the North Creek Business Park side of Bothell and I wish it was easier/more accessible to ebike over there too
109. Electric bikes and other micromobility options are one of the best things we can do economically and environmentally. Education needs to be as much about helping people understand the benefits (for them personally as well as for the community). Even people who will continue to need to drive cars will benefit from this because there will be fewer other cars on the road. It can be counter intuitive, but dedicating MORE space to micromobility REDUCES car traffic. It's better for everyone!

- 110. This is pretty comprehensive. Thx for the survey.
- 111. access paths, downtown bothell is a great eg of some good ways to develop bike paths. I think with e-bikes more awareness needed by users of appropriate speeds to go and general courtesy to other users- have seen bike down sammamish river trail hitting 20-30 mph. That will drive pedestrians away. Shared use by all users should be a top aim.
- 112. Wanted to repeat: Bothell needs to improve the basic infrastructure for the primary way people get around - cars. Bothell needs to widen roads and improve flow across the city, and work with adjacent cities to connect major roads.
- 113. Love anything that could possibly reduce the (car) traffic congestion and get people to appreciate their outdoor spaces more!
- 114. Y dónde pasar con mi bicicleta
- 115. Stop building more housing without addressing traffic overall. This is a small step towards a big problem.
- 116. Got to stop people just ditching the scooters anywhere
- 117. Thank you!!
- 118. Good luck
- 119. What age should people be allowed to use them?
- 120. Consider fostering the Bothell micromobility community through advocacy and events like organize "bike bus" events. Also, ideas for creating networks that help to match commuters with similar commutes so they can ride together!
<https://www.facebook.com/watch/?v=434527672673003> <https://bikebus.world/>
- 121. What is prohibiting me from riding my unicycle anywhere I want?
- 122. Security of areas to store micromobility devices while dining or shopping
- 123. Need bike lanes, ideally with physical barrier
- 124. Set and enforce a city wide speedlimit of 25 mph on city streets.
- 125. Cities with great cycling infrastructure didn't just appear. It took decades of work and the best chance to start is today!

Social Media Comments

1. Derek Wyckoff: They are super handy to zip around town, but they currently only work within micro zones. Example: You can grab one in Lake City, but can't get to Bothell with them since Kenmore has banned their use and they stop working within the city limits. This causes them to be abandoned at the edge of Kenmore on both sides. Bothell currently let's them operate (thank you Bothell) but again, Woodinville prohibits them, so they stop working when you reach that border as well.
2. Lynn Nadine McLaughlin: I walk the BG trail 6 miles with a friend and two dogs and MAN those things fly by.... I hate them on there, occasionally one will slow to pass us.
3. Marius Dedi: Those responsible for quality of life and pedestrian access to stores and restaurants are pretending to work. They're not working on anything because if they were working on this issue, they would have come up with the solution 10 years ago. Here is an example and is for free. Build a sidewalk from downtown Bothell to

Trasher's Corner, and you'll see how people would prefer to walk downtown instead of driving. Make a project to add pedestrian illuminated sidewalks on the main roads so people can see when it is dark outside. Those responsible for whatever you're trying to survey, should take a trip on 196th in Lynnwood and copy/paste in Bothell.

4. Krissy Cates: It seems like we're late to the party and going the wrong direction —
5. Dianna Connelly: I agree with the 2 above comments. I see more scooters etc dumped in bushes, creeks and other waterways than I do see them being used. Or they are left in areas blocking egress. Maybe instead of creating more pollution via the mining required for the batteries which then fail. And a vehicle has to come and pick them up to be charged. Invest in peddle bikes, walking/running shoes credits. And shuttles for those who are unable to walk to and from. The congestion will only get worse with the forced massive housing push, which will not require parking for the vehicles needed to get from point A to point B. Considering all of the tech companies are forcing employees back into the office. Along with the lack of infrastructure to support the forced development. Maybe take the money for this project and put it into finishing the sidewalks throughout Bothell. Or hire fire and police, increase the water, sewer and road improvements that are needed.
6. Janis Vee Greene: The need for "effective" infrastructure in Bothell as well as Woodinville is SOOO evident! Having more forms of transportation isn't what's needed right now, but an efficient way to get where we need to go ie well thought out roadways for cars, and separate paths for bikes, scooters, etc. Bikes and scooters are great when weather permits, except they need their own paths...not with cars, nor with pedestrians!
7. Sandy Bothell-our Back Yard: I don't think it matters what the survey says. People weave around and speed on there electric bikes, helmets aren't required and or not free to families. Tires blow on those electric scooters. Lots of it is left out on sidewalks obstructing sidewalks. What is wrong with walking??? Why support even MORE landfill?? Anyway, sure, I get it, we live in a hilly place, a cold wet, oftimes icy place. So most people don't use this garbage a good deal of the year. They keep physical therapists, doctors, and so in in business though. Well, off to do the survey. I would prefer shuttles rather than this wasteful nonsense. Green? Nope. I doubt the voices of the sane will be heard. This an actual picture of China after a completely failed bike share program. Go look it up. That's the future. for all of this junk you plan to leave future generations . I would prefer you give out vouchers for decent sneakers that at least have a recycle future.
8. Cypress Vincent Van Horn: Need to provide more safe dedicated bike/mobility lanes and paths
9. Krissy Cates: I'm deeply concerned by how the survey is structured. One of the most troubling aspects is that it forces respondents to declare how they would use micro-mobility devices in order to even submit the survey. This feels like a clear attempt to push residents into a specific narrative about adoption, without allowing for opposing feedback. Additionally, the survey asks how people currently travel during the week, followed by a question on how they would prefer to travel, implying

that everyone should automatically want to change their mode of transportation. This assumption is not only inappropriate but also ableist—it fails to consider people with mobility impairments, those who rely on specific forms of transportation for accessibility, or those who may have reasons to stay with their current mode. Forcing respondents to provide false answers or make uncomfortable assumptions just to complete the survey is both misleading and disrespectful. If the city truly wants meaningful feedback, it's crucial that surveys be impartial and respectful of residents' diverse needs and perspectives. This current approach feels more like an attempt to steer public opinion rather than genuinely gather it. I wasn't able to submit my response, as a result.

10. Beau Marsh: Krissy Cates the way the survey was created is to make sure you reply the way the current majority (progressives) want you to. They are far from democratic and only do what their narrow minded desires want. Vote out the current council members that are in place destroying the city.

Appendix F

Summary of Federal, State and City Codes Regarding Micromobility Use

Appendix F

Type of device	E bike Class 1	E bike Class 2	E bike Class 3	Motorized foot scooter	Electric personal assistive mobility device (EPAMD)
State law definition	<p>Bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. The electric-assisted bicycle's electric motor must have a power output of no more than 750 watts.</p> <p>And, the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 mph.</p> <p>RCW 46.04.169</p>	<p>Bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. The electric-assisted bicycle's electric motor must have a power output of no more than 750 watts.</p> <p>And, the motor may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 mph.</p> <p>RCW 46.04.169</p>	<p>Bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. The electric-assisted bicycle's electric motor must have a power output of no more than 750 watts.</p> <p>And, the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 mph and is equipped with a speedometer.</p> <p>RCW 46.04.169</p>	<p>A device with two or three wheels that has handlebars, a floorboard that can be stood upon while riding, and is powered by an internal combustion engine or electric motor that has a maximum speed of no greater than 20 mph on level ground. For purposes of this section, a motor-driven cycle, a moped, an electric-assisted bicycle, or a motorcycle is not a motorized foot scooter. RCW 46.04.336</p> <p>“Motorized foot scooter” shall have the same meaning as prescribed for the item in RCW 46.04.336 BMC 17.01.010</p>	<p>(1) a self-balancing device with two wheels not in tandem, designed to transport only one person by an electric propulsion system with an average power of 750 watts (one horsepower) having a maximum speed on a paved level surface, when powered solely by such a propulsion system while ridden by an operator weighing 170 pounds, of less than 20 mph or (2) a self-balancing device with one wheel designed to transport only one person by an electric propulsion system with an average power of 2000 watts (two and two-thirds horsepower) having a maximum speed on a paved level surface, when powered solely by such a propulsion system, of less than 20 mph. RCW 46.04.1695</p> <p>“Mobility device” means any one or more of the following: bicycles, electric-assisted bicycles, EPAMDs, and motorized foot scooters. BMC 17.01.010</p>
Driver's license needed, age restrictions	<p>No</p> <p>RCW 46.20.500(3)</p>	<p>No</p> <p>RCW 46.20.500(3)</p>	<p>No</p> <p>Persons under 16 may not operate device RCW 46.20.500(3)</p>	<p>No</p> <p>Persons under 16 may not operate device unless provided by local jurisdiction. RCW 46.20.500(5)</p>	<p>No</p> <p>RCW 46.20.500(4)</p>

Appendix F

Type of device	E bike Class 1	E bike Class 2	E bike Class 3	Motorized foot scooter	Electric personal assistive mobility device (EPAMD)
<p>Applicable speed limits</p>				<p>Max 15 mph on a roadway or bicycle lane RCW 46.20.500(5)</p>	<p>Shall obey all speed limits and yield right of way to pedestrians and human-powered devices. RCW 46.61.710(11)</p> <p>Municipalities may restrict speed in locations with congested pedestrian or nonmotorized traffic and where there is significant speed differential between pedestrians or nonmotorized traffic and EPAMD operators. Such designations must be done by the city engineer or municipality designee. Cannot restrict speeds in the entire community or in areas where there is infrequent pedestrian traffic. RCW 46.61.710(12)</p>
<p>Use on sidewalks (See RCW 46.04.540 for definition of "sidewalk")</p>			<p>Not allowed unless there is no alternative to travel over a sidewalk as part of a bicycle or pedestrian path RCW 46.61.710(3)</p>	<p>May allow motorized foot scooter on sidewalks or pedestrian or bicycle trails and must specify maximum speed "of such sidewalk operation" RCW 46.20.500(5)</p> <p>Not allowed unless there is no alternative to travel over a sidewalk as part of a bicycle or pedestrian path RCW 46.61.710(3)</p>	

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Type of device	E bike Class 1	E bike Class 2	E bike Class 3	Motorized foot scooter	Electric personal assistive mobility device (EPAMD)
Use on state highways	May have access to state highways and may be parked to the same extent as bicycles, subject to RCW 41.61.160 (which authorizes WSDOT, by order, and local authorities, by ordinance or resolution, with respect to any limited access highway under their jurisdiction, to prohibit the use of any such highway by pedestrians, bicycles, or other nonmotorized traffic). RCW 46.61.710(6)	May have access to state highways and may be parked to the same extent as bicycles, subject to RCW 41.61.160 (which authorizes WSDOT, by order, and local authorities, by ordinance or resolution, with respect to any limited access highway under their jurisdiction, to prohibit the use of any such highway by pedestrians, bicycles, or other nonmotorized traffic). RCW 46.61.710(6)	May have access to state highways and may be parked to the same extent as bicycles, subject to RCW 41.61.160 (which authorizes WSDOT, by order, and local authorities, by ordinance or resolution, with respect to any limited access highway under their jurisdiction, to prohibit the use of any such highway by pedestrians, bicycles, or other nonmotorized traffic). RCW 46.61.710(6)	May have access to state highways and may be parked to the same extent as bicycles, subject to RCW 41.61.160 (which authorizes WSDOT, by order, and local authorities, by ordinance or resolution, with respect to any limited access highway under their jurisdiction, to prohibit the use of any such highway by pedestrians, bicycles, or other nonmotorized traffic). RCW 46.61.710(6)	Municipalities may prohibit operations on public highways with speed limits over 25 mph. RCW 46.61.710(12).

Appendix F

Type of device	E bike Class 1	E bike Class 2	E bike Class 3	Motorized foot scooter	Electric personal assistive mobility device (EPAMD)
Use on shared use paths	<p>May be operated on a shared use path or any part of a highway designated for the use of bicycles but local jurisdictions may restrict/limit the access/regulate use on facilities, properties and rights of way under their jurisdiction and control. Local regulation of operation on a shared use path designated for use of bicycles that crosses jurisdictional boundaries of two or more local jurisdictions must be consistent for the entire shared use path in order for the local regulation to be enforceable (however this doesn't apply to local regulations of a shared use path as of January 1, 2018). RCW 46.61.710(7)</p>	<p>May be operated on a shared use path or any part of a highway designated for the use of bicycles but local jurisdictions may restrict/limit the access/regulate use on facilities, properties and rights of way under their jurisdiction and control. Local regulation of operation on a shared use path designated for use of bicycles that crosses jurisdictional boundaries of two or more local jurisdictions must be consistent for the entire shared use path in order for the local regulation to be enforceable (however this doesn't apply to local regulations of a shared use path as of January 1, 2018). RCW 46.61.710(7)</p>	<p>May be operated on facilities within or adjacent to a highway, and may not be operated on a shared-use path except where local jurisdictions may authorize. Local jurisdictions may regulate such use on facilities and properties under their jurisdiction and control. Local regulation of operation on a shared use path designated for use of bicycles that crosses jurisdictional boundaries of two or more local jurisdictions must be consistent for the entire shared use path in order for the local regulation to be enforceable (however this doesn't apply to local regulations of a shared use path as of January 1, 2018). RCW 46.61.710(8)</p>	<p>May be operated on a shared use path or any part of a highway designated for the use of bicycles but local jurisdictions may restrict/limit the access/regulate use on facilities, properties and rights of way under their jurisdiction and control. RCW 46.61.710(7)</p>	<p>Local governments may regulate the operation of EPAMDs within the boundaries of any area used for recreation, open space, habitat, trails or conservation purposes. RCW 46.61.710(12)</p>
Use on dedicated bike lane (not shared use path)	<p>No specific state law provisions. Local jurisdictions may restrict/limit the access/regulate use on facilities, properties and rights of way under their jurisdiction and control. RCW 46.61.710(7)</p>	<p>No specific state law provisions. Local jurisdictions may restrict/limit the access/regulate use on facilities, properties and rights of way under their jurisdiction and control. RCW 46.61.710(7)</p>	<p>No specific state law provisions. Local jurisdictions may regulate such use on facilities and properties under their jurisdiction and control. RCW 46.61.710(8)</p>	<p>No specific state law provisions. Local governments may regulate the operation of motorized foot scooters. RCW 46.61.715(1)</p>	<p>No specific state law provisions. Local governments may regulate the operation of EPAMDs within the boundaries of any area used for recreation, open space, habitat, trails or conservation purposes. RCW 46.61.710(12)</p>

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Type of device	E bike Class 1	E bike Class 2	E bike Class 3	Motorized foot scooter	Electric personal assistive mobility device (EPAMD)
Use on trails designated as nonmotorized and with a natural surface tread, with no added surfacing trails	Local governments may allow operation on such trails, otherwise not allowed. RCW 46.61.710(9)	Local governments may allow operation on such trails, otherwise not allowed. RCW 46.61.710(9)	Local governments may allow operation on such trails, otherwise not allowed. RCW 46.61.710(9)	Local governments may allow operation on such trails, otherwise not allowed. RCW 46.61.710(9)	
Federal highway transportation funds for trails/paths				<p>When a bicycle path, trail, bikeway, equestrian trail, or hiking or recreational trail was built or is maintained with federal highway transportation funds, motorized foot scooters may not be operated on such path or trail. RCW 46.61.710(2), (10).</p> <p>Any new trail or bicycle path or readily identifiable existing trail or bicycle path not built or maintained with federal highway transportation funds may be used for motorized foot scooters only when so signed. RCW 46.61.710(10)</p>	

Appendix F

Type of device	E bike Class 1	E bike Class 2	E bike Class 3	Motorized foot scooter	Electric personal assistive mobility device (EPAMD)
<p>Other areas used for recreation, open space, habitat, trails or conservation purposes</p>	<p>All development within the North Creek special district shall include provisions for pedestrian and bicycle access in accordance with the adopted pedestrian and bicycle facilities plan within the Imagine Bothell Comprehensive Plan. BMC 12.56.060 Same as above for North Creek Valley (Downtown Corridor District) BMC 12.64.105</p>			<p>Where signs are posted in any park area prohibiting skateboards, rollerblades, scooters or similar wheeled devices, it is unlawful for any person to skateboard, rollerblade, scooter, or to use or operate any similar wheeled device in the park area. BMC 8.60.385</p>	<p>Local governments may regulate such operations. RCW 46.61.710(12)</p>
<p>Safety equipment requirements</p>	<p>No state law requirements.</p> <p>Local jurisdictions may regulate use on facilities, properties and rights of way under their jurisdiction and control. RCW 46.61.710(7)</p> <p>Persons operating electric-assisted bicycles shall comply with all laws and regulations related to use of bicycle helmets. RCW 46.37.530</p>	<p>No state law requirements.</p> <p>Local jurisdictions may regulate use on facilities, properties and rights of way under their jurisdiction and control. RCW 46.61.710(7)</p> <p>Persons operating electric-assisted bicycles shall comply with all laws and regulations related to use of bicycle helmets. RCW 46.37.530</p>	<p>No state law requirements.</p> <p>Local jurisdictions may regulate use on facilities and properties under their jurisdiction and control. RCW 46.61.710(8)</p> <p>Persons operating electric-assisted bicycles shall comply with all laws and regulations related to use of bicycle helmets. RCW 46.37.530</p>	<p>No state law requirements.</p> <p>Local governments may regulate the operation of motorized foot scooters. RCW 46.61.715(1).</p> <p>Persons operating motorized foot scooters shall comply with all laws and regulations related to use of bicycle helmets. RCW 46.37.530</p>	<p>No state law requirements.</p>

Appendix F

Type of device	E bike Class 1	E bike Class 2	E bike Class 3	Motorized foot scooter	Electric personal assistive mobility device (EPAMD)
Street Regulations	<p>New streets within the Plan Area are encouraged to be designed as bicycle friendly. Some streets may be designated for formal bike-lanes, some streets may be designated as preferred bike routes, while other streets may be designated for shared bike/auto use by using pavement markings such as “sharrows”. Because the 185th Street – 98th Avenue Connector is proposed as a primary transit route, bicycles should not be encouraged to use this street. The recommended bicycle network for the Plan Area is included in the Transportation Plan in Appendix “C”. BMC 12.64.301</p>				

Appendix F

Type of device	E bike Class 1	E bike Class 2	E bike Class 3	Motorized foot scooter	Electric personal assistive mobility device (EPAMD)
Parking	<p>Bicycle parking is required to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short- and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays.</p> <p>E-Bikes. Long-term bicycle parking facilities shall include at least one electrical outlet for e-bike charging, and a minimum of one outlet shall be provided for every 10 long-term bicycle parking spaces. Electrical outlet shall be provided within or adjacent to each long-term bicycle parking facility, in a secure and accessible location, to accommodate the charging of electric bicycles. Charging infrastructure must comply with applicable code requirements and be protected from weather and vandalism. BMC 12.16.035</p>				