



July 22, 2025

Bellevue City Council
P.O. Box 90012
Bellevue, Washington 98009-9012

RE: Micromobility and FIFA World Cup 26™ (FWC26)

Dear Members of the Bellevue City Council,

I hope this message finds you well. I'm writing on behalf of the Seattle FIFA World Cup 26™ Local Organizing Committee (SeattleFWC26), a nonprofit organization working to prepare our region for next summer's tournament and ensuring we maximize the event's positive and lasting impact.

Like you, we are looking forward to welcoming up to 750,000 fans for six World Cup matches next summer—on top of the many visitors who already travel here during our beautiful summer months. Hosting the Men's World Cup is a once-in-a-generation opportunity to showcase our region on the global stage.

The FWC26 is the largest sporting event in the world. Visitors will expect reliable, affordable, and sustainable ways to move between destinations. Micromobility has become a standard feature in cities hosting major global events because it helps reduce congestion, supports local businesses, and gives visitors the flexibility they need while limiting the impact on general community mobility.

With the premium hotels, restaurants, shops, parks, and welcoming community, we expect fans to be eager to visit and stay in Bellevue next summer. Expanding micromobility options will help make it easier to choose Bellevue by creating easy last mile connections to Sound Transit's Link Light Rail 2 Line and various King County Metro buses.

Now is the perfect time for the City of Bellevue to adopt its proposed micromobility code amendments and move forward with a shared scooter and e-bike pilot program in 2025. A pilot this summer will give Bellevue the chance to learn what works and make any adjustments well before next year's events.

At SeattleFWC26, we are committed to doing all we can to deliver a World Cup that reflects our region's values: inclusivity, accessibility, and safety. Adoption of the proposed micromobility code amendments and moving forward with a shared scooter and e-bike pilot in 2025 is an important step toward

delivering on that vision and will also provide local value long after next summer's final whistle. We respectfully urge your support.

We look forward to working together to showcase Bellevue as a welcoming, innovative city ready for the world stage.

Thank you for your consideration,

Dylan Ordoñez
SVP, External Affairs
Seattle FIFA World Cup 26 Local Organizing Committee

Move Redmond



July 22, 2025

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Phil Miller

Redmond Resident

Bellevue City Council

P.O. Box 90012

Bellevue, Washington 98009-9012

RE: Support for Micromobility Code Amendments and Pilot Program

Dear Members of the Bellevue City Council,

Move Redmond supports the proposed amendments to Bellevue's micromobility code and urges the City to implement a shared scooter and bike pilot program as soon as possible.

Redmond's experience with shared micromobility has been positive. We have seen how these services provide first- and last-mile connections, make commuting easier, and reduce reliance on personal vehicles. Bellevue is well-positioned to realize these same benefits.

Regional coordination is key. Today, riders traveling between Redmond and Bellevue encounter unnecessary barriers when they reach the city border. A Bellevue pilot would remove this friction and improve access across the Eastside.

We encourage the City to approve the code updates and take the next step toward a program that strengthens regional mobility.

Sincerely,

Kelli Refer

Executive Director

Move Redmond

kellir@moveredmond.org



Bellevue City Council
450 110th Avenue NE
Bellevue, WA 98004

July 21, 2025

RE: Micromobility Amendment

Dear Council,

As you consider a code amendment to clarify and update regulations for motorized foot scooters, and begin exploring a potential pilot program, we ask that you take into account community concerns about all private and shared micromobility devices—including e-bikes—especially regarding their use on sidewalks. With the growing use of private e-bikes for food delivery in Bellevue, micromobility requires increased attention, so we are grateful that staff are bringing this issue forward. Ensuring pedestrian safety on sidewalks—where pedestrians have the right-of-way—remains a shared priority.

We appreciate the draft language developed by staff, which reflects community and stakeholder feedback presented to the Transportation Commission. In particular, we support provisions that:

- Define dismount zones;
- Prohibit the operation of motorized foot scooters on sidewalks unless there is no safe alternative or the posted speed limit is 20 mph or lower; and
- Require operators to yield to pedestrians and dismount if riding the scooter would endanger or unreasonably inconvenience them.

This language closely mirrors existing Bellevue City Code for bicycle use on sidewalks and aligns with our recommendation that scooter operators be held to the same standards when riding in areas where pedestrians have the right-of-way.

We look forward to continued collaboration with staff and stakeholders as you consider a future pilot and work toward balanced solutions that reflect the needs of our community.

Sincerely,

Mariya Frost
Vice President of Government Affairs
Kemper Development Company

THE BELLEVUE
COLLECTION™

BELLEVUE SQUARE LINCOLN SQUARE BELLEVUE PLACE

KEMPER DEVELOPMENT COMPANY PO Box 908 Bellevue, WA 98009 425-646-3660 www.bellevuecollection.com



July 22, 2025

Bellevue City Council
P.O. Box 90012
Bellevue, Washington 98009-9012
RE: Support for Micromobility Code Updates and Pilot Program

Dear Members of the Bellevue City Council,

I am writing on behalf of Transportation Choices Coalition to voice our support for the proposed micromobility code amendments and to encourage the City to move quickly to implement a pilot Program.

Scooters and e-bikes play an increasingly important role in helping people connect to transit, avoid traffic, and make short trips without driving. Bellevue's East Link stations will be far more effective when paired with a flexible, safe micromobility network that allows people to get to and from the station on their own schedule.

The changes under consideration—permitting scooters in bike lanes and shared-use paths, updating outdated definitions, and aligning with state law—are necessary to modernize Bellevue's approach. But they are only a first step. Without a live program on the ground, the City cannot fully evaluate how these services will serve Bellevue residents, workers, and visitors.

Other cities in the region are already moving ahead. Seattle is breaking ridership records. Woodinville and Everett just launched pilots. Bellevue has the chance to learn from these examples and implement a program that reflects the city's values and priorities.

We urge you to adopt the proposed changes and move forward with a pilot that can serve as a model for the region.

Sincerely,

Katy Ricchiuto

Katy Ricchiuto, Policy Director
Transportation Choices Coalition





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July 21, 2025

Bellevue City Council
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98004

Re: City Code Amendment to Recognize and Regulate Motorized Scooters

Dear Mayor Lynne Robinson and Councilmembers,

On behalf of the Bellevue Downtown Association (BDA), I'm writing to express our continued support for updating the City's code to formally recognize and regulate "motorized foot scooters." As emerging mobility options grow in popularity, it's essential that these modes are thoughtfully integrated into future transportation planning and supported by appropriate safety infrastructure, clear rules, and responsive management practices.

This position reflects consistent feedback from BDA members over the past four years. Our members have regularly emphasized the need to include micromobility in discussions about Downtown's transportation system. Updating the City's codes and policies to acknowledge and regulate these modes will allow the community and City to expand Bellevue's multimodal network in ways that reduce reliance on single-occupant vehicle trips.

While the BDA has not undertaken a member-driven process to develop a formal position on shared scooter services, we did endorse the City's 2018 free-floating bike share pilot, accompanied by a set of recommendations ([see letter here](#)). More recently, our [work supporting the City's Curb Management Plan](#) reinforces our belief in pilot-driven changes to curb space, provided there is clear communication with impacted stakeholders. We recommend that pilot notifications be shared in advance (particularly with businesses that rely on curb access) and that feedback loops be established so adjustments can be made if issues arise.

Future-Proofing Bellevue's Micromobility Framework

We support the City's initiative to establish a regulatory framework for motorized scooters that align with state definitions and standards. We also encourage the City to follow this effort with a broader, forward-looking approach that accounts for the evolving landscape of micromobility. In addition to scooters, our region already sees use of other small, lightweight vehicles such as e-skateboards, e-hoverboards, single-wheel boards (both front- and side-facing), standing Segways, electric longboards, and pedal-less bikes. Proactively planning for these and other emerging modes helps Bellevue position itself as a forward-thinking city with a desirable urban center committed to sustainable and innovative transportation solutions.

The BDA remains committed to advancing the City's vision, plans, and policies of a fully multimodal transportation system. Thank you for your continued leadership and partnership in shaping a vibrant and accessible Downtown Bellevue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Jack', with a long horizontal line extending to the right.

Matt Jack
Director of Public Policy
Bellevue Downtown Association



7787 62nd Avenue NE Seattle, WA 98115-8155
P (206) 552-3222 • www.cascade.org • info@cascade.org

[f /CascadeBicycleClub](#) [t @cascadebicycle](#) [i @cascadebicycle](#)

Monday, July 21, 2025

Dear Bellevue Mayor and Council Members,

Cascade Bicycle Club writes today in support of the proposed amendments to Bellevue City Code 11.48.210. We not only support these amendments, but encourage the City to put them into practice with a summer shared-mobility pilot.

Getting around Bellevue by bike has gotten easier and more comfortable in recent years thanks to street improvements to add protected bike lanes and shared use paths along some key Bellevue transportation corridors. We appreciate the Cities' work and look forward to more!

Physical infrastructure and increased access to bikes and shared mobility are complementary strategies to create a safer, healthier and more livable Bellevue. With planning and investment for Eastrail, East Link, and the Grand Connection all coming to fruition now or soon, this is the perfect time to provide more mobility options. The proposed updates to Bellevue's micromobility code reflect how people already want to move—by bike, scooter, and other small, low-impact vehicles. Permitting scooters on bike lanes, shared-use paths, and low-speed streets is a logical and necessary step forward. These changes also align Bellevue's rules with those of neighboring cities, creating consistency across the region and reducing confusion for users. We also appreciate that the amendments include clear safety standards: a 15-mile-per-hour speed limit, and age restrictions. These policies mirror best practices in cities across Washington and will help ensure a safe and responsible rollout.

The most important next step is implementation. Bellevue residents, workers, and visitors need real access to these services, not just a framework for them. A summer pilot will provide meaningful data, serve existing demand, and allow Bellevue to refine its approach based on real-world use. The demand is already there. In June alone, Seattle recorded over one million Lime rides. That same energy is waiting to be unlocked in Bellevue.

We urge the Council to adopt the proposed amendments and move quickly to launch a pilot program that supports active, connected, and sustainable travel.

Sincerely,

A handwritten signature in black ink, appearing to read 'Vicky Clarke', with a long horizontal flourish extending to the right.

Vicky Clarke, Deputy Director, Cascade Bicycle Club



Bellevue City Hall
450 110th Ave NE
Bellevue, WA 98004

July 21st, 2025

To Mayor Robinson, Deputy Mayor Malakoutian, Councilmembers, and staff:

Complete Streets Bellevue supports the proposed amendments to Bellevue's micromobility code and encourages the Council to move forward with a shared scooter and e-bike pilot program.

Micromobility serves an important role in Bellevue's transportation system. It provides first- and last-mile access to transit, reduces short car trips, and expands mobility options for those who cannot drive or prefer not to. As Bellevue grows, these connections will become more essential to meeting the city's transportation, climate, and access goals.

The proposed code changes bring Bellevue's regulations in line with state law and regional peers. Permitting micromobility devices on bike lanes, shared-use paths, and roadways with appropriate safeguards is a practical and well-supported update.

We also encourage the City to move forward with a pilot program to evaluate real-world performance. Other jurisdictions across the region have successfully implemented similar programs and have seen strong ridership and positive public response. A Bellevue pilot would provide valuable data to inform long-term infrastructure planning.

Thank you for your work on this issue and your continued commitment to a more connected and multimodal Bellevue.

Sincerely,

A handwritten signature in cursive script that reads "Christopher Randels".

Chris Randels
Complete Streets Bellevue
Founder, Director
470-205-4310
crandels@cs-bellevue.org
he/him



POLICY COUNCIL

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July 22, 2025

Bellevue City Council
City of Bellevue
450 110th Ave NE
Bellevue, WA 98004

RE: Support of Micromobility Code Amendment

Dear Mayor Robinson and Councilmembers,

On behalf of the Bellevue Chamber's Policy Council, we are writing to express strong support for the proposed Code Amendment to allow micromobility options—particularly scooters—in Bellevue. Expanding access to safe, sustainable, and convenient mobility choices is critical for supporting our city's growing workforce and ensuring Bellevue remains a competitive, business-friendly community.

We ask that the City move quickly to establish a clear permit process for a pilot program, enabling operations to begin soon after the code is updated. A well-managed pilot timed with our peak summer and fall weather will offer valuable insights into ridership, safety, and community benefits—while providing residents and employees with immediate access to new first- and last-mile connections. Similar pilot programs have proven successful in other cities, and if Bellevue sees the same results—as anticipated—this mobility option will enhance connectivity across the Greater Eastside for residents, employees, and visitors alike.

With light rail service across Lake Washington launching next year and the FIFA World Cup on the horizon, now is the time to build out a truly multimodal transportation system that all can benefit from. Micromobility will help ensure that this historic transit investment as well as the Eastrail corridor trail reach full potential by filling the gaps between stations, workplaces, and neighborhoods.

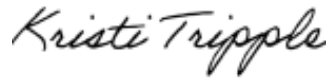
We appreciate your leadership in shaping Bellevue's future-ready transportation network and urge you to adopt the micromobility code amendment and advance the pilot program without delay.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Jodie Alberts". The script is fluid and cursive, with the first name "Jodie" and last name "Alberts" clearly distinguishable.

Jodie Alberts
Vice President, Government Affairs

A handwritten signature in black ink that reads "Kristi Tripple". The script is elegant and cursive, with the first name "Kristi" and last name "Tripple" clearly distinguishable.

Kristi Tripple
Policy Council Chair

