Day - 2 : Aug 7, 2020

Keynote: Sup. Dave Cortese

- Brent Pearse (VTA) he/him : @ Ron - Google is building pretty much by itself a world class biking facility and off street path in Moffett Park
  https://static1.squarespace.com/static/5e38a3dd6f9db304a821e8e5e/f56f6449c6b62f234d826d69e/1593197745180/Moffett+Park+Green+Link+%26+Manila+Ave+Bikeway+Projects+%283%29.pdf
- Shiloh: Peninsula Clean Energy Recently approved a e-bike rebate program for low income communities in San Mateo County
  - E-bike rebate of up to $800
  - Available for income-qualifying residents
  - Target launch in mid/late October
- Rosie Mesterhazy (She, Her etc.) : CBC's Dave Snyder has been doing a good job of pushing for e/e-cargo bike incentives/rebates at the state level.
- Brent Pearse (VTA) he/him : The Sparq development in downtown San Jose has two shared cargo bikes available for residents. It's also a Transform Green Trip certified project.
- Andrew Hsu (SVBC / SCB! / PenVelo) : @Rosie: Yes, state e-bike incentives are rather paltry given the amount of incentives offered for electric cars. As I recall, electric car rebates were as high as $7500...think of how many e-bikes you can buy with $7500!
- Rosie Mesterhazy (She, Her etc.) : E- cargo bike lending libraries in Australia:  
  https://www.facebook.com/WINNewsCanberra/videos/285679229365564
- Ria Lo : Sonia, You can find a glossary here: https://mtc.ca.gov/tools-resources/online-tools/glossary-transportation-planning-acronym-s-and-terms. Also, you can find some useful resources under the City of Mountain View B/PAC Members Manual which you can find on this link: https://www.mountainview.gov/council/bcc/bikeped.asp
- Rosie Mesterhazy (She, Her etc.) : State e-bike/cargo bike rebate limitations via Clean Cars for All are extremely limited. Your income has to fall below a certain level, the vehicle you're trading in has to be more than 10 years old and your County Air Quality Dept. needs to support it locally.
- I would love to see more streets closed to cars during covid — for biking, walking, and outdoor dining — San Jose has not done this although many other places have — Is this something the county can help with? Is this on the table as a possibility? (Moria Merriweather)
  - County is all for it - county health has to sign off
- Santa Clara County School Reopening Guidelines DO NOT include language supporting walking and biking. Only driving and bussing are mentioned. This is a big red flag
because local school districts are using this language for their reopening plans and making no mention of walking and biking as well. This could be a big setback for SRTS.

- Kevin Wang: "MTC Vital Signs" is an amazing research resource! [https://www.vitalsigns.mtc.ca.gov/](https://www.vitalsigns.mtc.ca.gov/)

Questions (Tune into the session recording for answers to some questions)

- I believe that the work of building out the bicycle network in my city of Palo Alto has been good, but would like to see data-driven decision making on how to prioritize connections to adjoining networks. I wish there were funding for that data collection like there is for pouring concrete. Can Sup. Cortese offer any insights on different funding priorities? (Ken Joye, chair, PABAC)
- I like that San Mateo county has a separate agency, commute.org, to handle TDM (Travel Demand Management). Seems to me that VTA handles everything and is overloaded. Also VTA has conflicting interests. Any chance Santa Clara County could do the same? (Suds Jain)
- North Santa Clara County - Are there opportunities to encourage Stanford in a GUP 2.0 to invest in a world-class bike protected network like they invested in Solar Innovation with $500M Central Energy Facility? [https://sustainable.stanford.edu/new-system](https://sustainable.stanford.edu/new-system)
- SV leads the world in so many ways (mostly good). Yet our biking & transit infrastructure is, to be kind, not world leading. Do you think we can bring out world class local companies to fund & lead the buildout of biking & transit?
- How can we drive a strong (imho 10x) increase in building density in the face of Covid? Distance between destinations is a major inhibition to biking (E. SJ, Almaden)
- Is there any progress being made on automated enforcement? speed or red light...
Session 8: Equity in active transportation

- Andrew Hsu (SVBC / SCB! / PenVelo): A number of affluent communities don’t want sidewalks to maintain a "more rural feel"!!!
- Lauren Ledbetter (VTA) speaker: It would be interesting to compare the racial breakdown of bike stops in San Mateo County, Santa Clara County to the public opinion research SVBC shared yesterday - frequency of biking by race.
- Kirsten Liske (she/her): +1 love the spin on the “green lanes” that makes space for locally relevant color, way and design!
- Lauren Ledbetter (VTA) speaker: Yes. Desire for speed reduction="Infrastructure opportunity." Using law enforcement ticketing people doesn’t address the root cause of speeding - infrastructure designed to allow high speeds.
- Ria Lo: Automated enforcement may require some work to effect legislative change at the state level. What Police have told me is that the California Vehicle Code specifies that a person (officer) needs to witness the violation, even though cameras are more accurate and it would take the burden off them if we had automated enforcement.
- Kirsten Liske (she/her): TO be clear - there are specific state grant programs that only police departments can access - not fines, state funding that can come through the police department, which also fund other community engagement activities for them.
- Rob Rennie (Los Gatos Council): Every time I campaign near schools, knocking or doors, I get many complaints about the parents dropping off the kids misbehaving (speeding, driving up on curbs, and others). We do not have enough police bandwidth now to have patrol every school every day. Maybe the answer is through social means at the school (shaming maybe). I think if the parents know their peer parents are watching and will respond to bad behavior might help.
- How are SRTS implementers navigating that some of our state program funding comes through police departments? Are you negotiating no armed/police presence in the schools? Engagement standards if they are onsite? Dropping those contracts?
  - To be clear - there are specific state grant programs that only police departments can access - not fines, state funding that can come through the police department, which also fund other community engagement activities for them. - We then partner to implement a kids bike training program and things with that funding
- Demi Espinoza (Safe Routes) she/her: demi@saferoutespartnership.org
- From Jonathan Yuan (Toole Design) they/them: jyuan@tooledesign.com

Questions (Tune into the session recording for answers to some questions)
- For Jonathan
  - That was a great look into viewing transportation from a very important lens. Are there resources available that look at transportation this way, so we can plan better? (Nyantara Narsimhan)
It seems to me that some US bicycle design guides like MUTCD, AASHTO’s guide, and even NACTO are quite far behind on bicycle safety. Do you feel this is holding you back in your design work, and how would you get them to be more up to date? (Arnout Boelens)

- For Demi
  - What would you say to parents who ask for increased police presence along school routes to enforce traffic safety (in light of dropping enforcement)?
  - How do you guys look at automated enforcement potentially taking over for the enforcement e?

- So is enforcement the problem or is it unequal enforcement that’s the problem? What are ways to make enforcement more equitable? or is that not a possibility?

- For Heather:
  - How do you use the transportation finance data in cities to alter which modes are financed?

- What would it take to change the 5Es to the 3Es proposed by Jonathan? How can we help? (Margarita Parra)

- interested to know more about what elements of the 14th St project in Oakland are exemplary / can inform practices in other cities
Session 9: Future of Micro-mobility

- Andrew Hsu (SVBC / SCB! / PenVelo): micromobility can also be defined as anything that is used for "last mile" transportation. Of course, many use bikes for more than just "last mile".
- Emma Shlaes (SVBC) she/her/hers: Micromobility is all small devices = typically under 25 mph - that people use to get around. Usually personal devices.
- Kevin Wang: I'd consider micromobility is > walking and < driving. e.g. exclude mopeds but include bikes, scooters, ebikes.
- Sam Sadle (Lime) he/him/his: https://micromobility.io/blog/the-micromobility-landscape-2
- Tawn Kennedy (EcoAct) he/him: research briefs on bike share equity from TREC - https://trec.pdx.edu/sites/default/files/PSU_BikeShareEquity.pdf
- Margarita Parra (SVBC Board) she/her: Bravo! Clean Mobility Options. https://www.cleanmobilityoptions.org/
- Emma Shlaes (SVBC) she/her/hers: Caltrain has been studying what it would look like to partner better with bike and scooter share at its stations. That study has been put on hold since covid.
- Tawn Kennedy (EcoAct) he/him: https://www.bicycling.com/news/a30630980/lebron-james-lyft-up-bike-access-for-youth/
- John Cordes (SVBC) he/him: There is one city in America that has banned cars within 1/4 mile of the school during school drop-off times. So all kids learn how to walk the last 1/4 mile and it is safe for them to do so.
- Neal Patel (Bay Wheels) he/him: lyft’ s agreements with the MTC specify that users must be 18+. We recognize 16-18 year olds might benefit too. We are discussing this with MTC and cities.
- Presentation (SVBC): Lime Action https://p2a.co/limeaction
- Jessica Waite (SVBC) she/her: We had an amazing intern a couple of summers ago who wrote about LeBron’s bike advocacy: https://bikesiliconvalley.org/2018/07/le-bron-et-le-velo-the-bike/
- Lloyd Cha (SJBP) he/him/his: I read that LeBron road his bike to a game that he was playing in! I think he planned to ride home afterwards (I saw an interview where he was wondering if someone washed his cycling clothes), but not sure if he actually did.
- Tawn Kennedy (EcoAct) he/him: looks like Trek's B-cycle offers cargo trikes in Madison https://chi.streetsblog.org/2014/05/07/how-about-some-more-carrying-capacity-on-divvy-bikes/
- Libby Nachman (Alta Planning + Design) she/her: Yes, SFBC has three trailers that members can check out. They also have an event called "Test Drive A Family Bike" where people can come try out various family bikes. One bike is owned by the org and the rest are from volunteers who offer their bikes for people to try.

Questions (Tune into the session recording for answers to some questions)
● How would you each define micro-mobility? (Ian Emmons)
● How does pandemic era bikeshare use/trends in San Jose compare to the other Bay Wheels cities? (Jesse-Mintz Roth, SJ)
● San Mateo County has a lack of bike and scooter share programs, what would it take to get these services there? (Joel Slavit)
● So micromobility seems to be limited to 18 and up is there anything being done to open this up to youth? (Ian Simmons)
● Growth is one thing, total use is another. How many trips does micromobility account for in Silicon Valley as a whole or as individual cities? (Ron Wolf)
● What’s the ideal number of shared micro mobility devices per person? How does San Jose compare to SF in terms of bike share bikes per person? And can folks talk about the ideal land use/pop density that makes micro mobility successful? (Shiloh)
● Sam: is providing subsidized memberships the reason why bikeshare/scootershare are not financially viable, or is it an issue with the basic business model? (Lauren ledbetter)
● For Lyft & Lime: How can we partner with you to get micro mobility into smaller, semi-rural, agricultural communities? (Kristen Liske)
● Do you foresee Travel Demand Management (TDM) strategies helping to increase micro mobility ridership. How has it changed over time with respect to TDM being enforced more? Do Lyft and Lime track that?
● Could bike share services include cargo bikes? (Tawn Kennedy)
● What are your percentages of loss with respect to theft and vandalization in dockless systems? (Ion Simmons)
● For Neal: Looks like Lyft is doing some work with youth 16 and up. How have you worked around the minor issue? (tawn Kennedy)
● How is qualification for the Bike Share for All program handled? (Kirsten Liske)
Session 11: Pecha Kucha

- Angela Hey- Zoom Helper: Climate Ride is great - you can even do it on your own - I did it in 2010 - https://www.climateride.org/
- Andrew Hsu (SVBC / SCB! / PenVelo): @Adam: Would be great to get a Tech consortium to give back to the community to fund a bicycle superhighway!
- Kevin Wang: Please don't replicate the STACT @ Monroe crossing experience; drivers blow the red light all the time, narrowly missing peds and bicyclists (and kids biking to school)
- Lloyd Cha (SJB) he/him/his: ^^ +1 (Monroe crossing). Funny that this was mentioned when the comment was about minimizing the time bicyclists are crossing others.
- Andrew Hsu (SVBC / SCB! / PenVelo): ECR for a N-S Peninsula Superhighway for bikes!
- Ria Hutabarat Lo (City of Mountain View): I like the connecting iconic landmarks idea. They can be some of the stations on Lauren's map.
- Maria Ristow (Candidate for Los Gatos Town Council) she/her: I'm a huge fan of wildlife linkages. Talk about equity in access.
- Andrew Hsu (SVBC / SCB! / PenVelo): Rachel is correct, lots of trails, but there are lots of little "choke points" that are critically needed to connect the existing network of trails. EPA Bay trail (a mere 0.5 miles) just officially opened today to connect trails north and south of it. We need to connect Sawyer Camp and Canada Road access!
- Laura Cohen: We're creating a map of the regionally significant trails which is over 2500 miles, but doesn't include all the unpaved trails that go thru the hundreds of parks & open spaces
- Amie Ashton (SVBC Board Chair) she/her/hers: I like these trail maps - https://docs.google.com/document/d/1gAYgs5gh84AEnVeF6ztUjOQMripX0qGVHM-R2TMSE/edit#heading=h.8y0h9pjqw0e0
- Laura Cohen: There's not a public link into the actual GIS database that BATC is creating, but you'll find the static map here: www.railstotrails.org/BATC
- Lauren Ledbetter (VTA) she/her Speaker: Anna - map is work in progress. But we will be discussing the Bicycle Superhighway Implementation Plan at next week's VTA BPAC meeting. I encourage folks to tune in, provide comments. The packet will include a more detailed map. http://santaclaravta.iqm2.com/Citizens/Board/1007-Bicycle--Pedestrian-Advisory-Committee
- Emma Shlaes (SVBC) she/her/hers: Lots of maps here too: https://bikesiliconvalley.org/maps/. It's our most popular page
- Lauren Ledbetter (VTA) she/her Speaker: We just updated the countywide bike map in May: https://www.vta.org/go/maps. You can get a hard copy at VTA's downtown Customer Service Center in San Jose.
• John Cordes (SVBC) he/him: SVBC just launched a new program yesterday to create a library of bike routes for new riders.  
https://bikesiliconvalley.org/2020/08/i-dont-know-where-to-ride/

• Jean Severinghaus, advocate, Caltrans D4 BAC: Ria, LOVE your parking study then Council approval. Its a GREAT model for how to solve this stickiest of Protected Bikeways barriers.

• Joel Slavit, County of San Mateo: Hi Ria, Is Mtn View funding the Class IV segment on ECR that is going into construction or is that happening through the SHOPP?
  ○ Sandhya Laddha (SVBC) she/her: SHOPP = State Highway Operation and Protection Program
  ○ From Ria Hutabararat Lo (City of Mountain View): @Joel, MV is funding the difference between the repaving project and repaving with the Class IV facility.
  ○ Jean Severinghaus, advocate, Caltrans D4 BAC: SHOPP this year has $100MM statewide carve out to shift existing projects to add complete streets elements. Very exciting.
  ○ Elliot Goodrich (Caltrans Bay Area - he/him): Caltrans is also mandating review of opportunities to add complete streets improvements into ALL SHOPP projects moving forward. These opportunities will often come from local planning documents, so we very much encourage your ambitious visioning for state facilities!
  ○ Elliot Goodrich (Caltrans Bay Area - he/him): @John -- SHOPP projects are determined many years in advance based on a few core assets (pavement, TMS equipment, drainage, etc). The main opportunity right now is to incorporate bikeways into repaving projects. We coordinate with local jurisdictions to identify appropriate improvements as they arise.
  ○ April Webster: From what I understand, there’s $58 million to be selected based on ATP-type criteria. District proposals are due to HQ by September 20th.
  ○ Elliot Goodrich (Caltrans Bay Area - he/him): @April -- the District is currently developing up to five proposals for the Complete Streets Reservations, based on our review existing locally-identified priorities, feasibility of implementing projects, cost-effectiveness, equity, and a few other considerations. Stay tuned, or feel free to reach out to me with questions at elliot.goodrich@dot.ca.gov!

• Ria Hutabararat Lo (City of Mountain View): A version of the maps can be found in the Council reports from June 18, 2019:
  https://mountainview.legistar.com/LegislationDetail.aspx?ID=3984686&GUID=9567310A-08FC-4571-BDA8-7490E4C1EAC6&Options=&Search=

• Emma Shlaes (SVBC) she/her/hers: Redwood City also has a plan for protected bikeways through their ECR plan. The timeline may be farther out.  
https://bikesiliconvalley.org/elcaminoreal/rwc/

• Kristie Eglsaer (SVBC member): https://grandboulevard.net

• Brent Pearse (VTA), he/him: For Rachel: Is the Dumbarton corridor being planned for a trail to coexist with other transportation options. Once rails are removed, they are pretty much gone forever.
- Rachael Faye (POST) (she/her/hers): @Brent Pearse: SamTrans is the owner/manager of the Dumbarton Rail Corridor. The current vision is looking at the feasibility of rail improvements in addition to bike/ped. They have also looked at bus improvements.

- Jean Severinghaus, Caltrans D4 BAC: Rachael, who are the members of BATC?
  - From Laura: BATC has more than 40 organizational members from parks, trails, health groups and agencies

- Lauren Ledbetter (VTA) she/her Speaker: Quick build and separated bikeways are excellent. Putting on my VTA Transit hat, I need to say that early and frequent consultation with the transit agency is essential on any project that impacts the curb. Bus customers must still be served. Mountain View is doing a great job of involving VTA in designs.

- Lloyd Cha (SJBP) he/him/his: Speaking of neighboring cities, I wanted to ask if Rob ever works with Saratoga or Monte Sereno on connecting bike infrastructure.

- Rob Rennie (Los Gatos Council): We are currently collaborating with Monte Sereno on Winchester to create protected bike lanes and complete street improvements. The 3 cities worked together in the past on route 9 improvements.

- Maria Ristow (Candidate for Los Gatos Town Council) she/her: The parking work Ria described is sooooo helpful. When LG planned parking-protected bike lanes on a section of Blossom Hill Road, we knew some parking would have to go (to provide space around driveway cuts). A couple people went out and took photos at 3am to see what the local apartments used for parking. Plenty of empty spaces all night we checked. So we knew taking a couple of spaces would NOT be an issue. Of course people complained in advance, but not that the project is done, there are always empty parking spaces.

- Elliot Goodrich (Caltrans Bay Area - he/him): Quick pitch: Caltrans District 4 is about to kick off our own Bicycle Superhighway Study, looking at opportunities along State Highway corridors. We’re very excited to build off the visioning work that Lauren and VTA are already doing. Thanks VTA for your leadership!

- Tim Oey (SVBC): El Camino could be the bicycle superhighway down the peninsula :-)

Questions (Tune into the session recording for answers to some questions)

- For Ria:
  - What is the timing on the ECR project? (Amie Ashton)
  - Is Mtn View funding the Class IV segment on ECR that is going into construction or is that happening through the SHOPP? (Joel Slavit)
  - Syncing with Caltrans is not easy. Would be good to hear how those were managed by you on both sides - City of MV and Caltrans. How flexible? (Jay Stagim MTC)
  - How can we replace your Parking work in other locations?

- For Vignesh
  - Could you speak to environmental review in the context of quick build? (Julia Mlma-Laycock)
○ What’s your favorite city to work with? Or what are some city processes that work well in getting bike projects built quickly?
○ How many of the civil/traffic engineers have attended the infrastructure rides which Vignesh Swaminathan mentioned? What are the job titles of agency staff who attend those rides?
● What advice do the panelists have for SVBC as an advocacy organization in order to help advance these bike projects more quickly? (Shiloh Ballard, SVBC)
● How can we pull together a funding request for the SHOPP funds for better bicycling on El Camino Real as a regional project? (John Cordes)
● How can we get cities to start approving gutterless designs? (John Cordes)
Session 12: Covid-19 and its impact on the environment and transportation

- Ron Wolf (Mountain View, Alto Velo, Western Wheelers): I'm concerned about the negative feelings when traffic comes back & people feel delayed by the new timing (etc) protocols. I'm not sympathetic to that, but am concerned that the backlash will result in substantial continued resistance to 'our' work & progress.
- Lauren Ledbetter: To help bring back customers, VTA is making sure customers are aware of our enhanced cleaning, mask requirement and social distancing protocols.
- Shiloh Ballard (SVBC): Post COVID, transit should be free and micro mobility should be a part of our public transit system.
- Emma Shlaes (SVBC) she/her/hers: There was an article in the Atlantic last week “Hygiene Theater is a huge waste of time” - bc it gives a false sense of security and isn’t how covid is spread the the most [https://www.theatlantic.com/ideas/archive/2020/07/scourge-hygiene-theater/614599/]
- For MTC: what's an open curb (in pie chart on slideshow)?
  - Emma in chat: I think it’s when the sidewalk is extended into the street to give more width for people to pass each other
- How would one coordinate “slow-speed” signal timing to serve transit and bicycles simultaneously? Naively, it would seem to me that buses/trams would move at much different speeds than bicycles…
  - From Brent (VTA): Buses average speed in Santa Clara County is 7.8 mph, about the same speed of a bike.
- Tom Harrington: The counter to the Atlantic- [https://www.wbtv.com/2020/06/29/demonstration-aims-show-effectiveness-masks/]
- Lori Low: Re transit: Caltrain is developing a policy outlining what the railroad must do to advance equity within the system and neighboring communities. This policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic. Your input is needed by Aug 21: [www.caltain.com/equity]  
- Lloyd Cha (SJBP) he/him/his: "Cars are not marketed for practicality - they're marketed for emotions" - interesting thought, Doug.
- Julia Malmo-Laycock, San Mateo County (she/her): All - want to share a recording of a fabulous panel discussion from earlier this week hosted by our friends at SFBC: [https://protect-us.mimecast.com/s/wXIRCOYXPITlxkmns9n6AC]
- Andrew Hsu: I really like Nicola’s use of the term "complete streets". I think this should be a term we standardize on and get rid of "slow", "safe", "healthy", and other terms.
- ZabeBent|NACTO: Thanks for having me, folks! [https://nacto.org/streets-for-pandemic-response-recovery/https://nacto.org/safespeeds/]
- Doug Gordon (The War on Cars) he/him/his: If you're interested, please check out the podcast: [https://thewaroncars.org/]
Questions (Tune into the session recording for answers to some questions)

- Does anyone have any comments on the effects of the COVID-19 situation on supply and demand of bicycles? Either about causes, sustainability, implications, etc? (Lloyd Cha)
- If covid is moving everyone to single passenger cars plus the congestion maps imply that people are commuting > 10 miles, how do we move these people between home and work? They clearly aren't returning to transit. (Kevin Wang)
- Post COVID, transit should be free and micro mobility should be a part of our public transit system. What’s your advice for how we make it so? (Shiloh)
- I'm concerned about the negative feelings when traffic comes back & people feel delayed by the new timing (etc.) protocols. I'm not sympathetic to that, but am concerned that the backlash will result in substantial continued resistance to 'our' work & progress. Comments? (Ron Wolf)
- How do the Bike Coalitions get new bike owners to join and build political support to build the safe infrastructure? (Jean Severinghaus)
- BART just opened their first Santa Clara County station. AC Transit will open their East 14th BRT line this weekend(!)... How do we make sure that keeping existing transit systems "afloat" doesn't interfere with transit system expansion? (Elliot Goodrich)
- What data or evidence is there that the changes made to streets to respond to COVID might become permanent? thinking about parklets, Slow Streets, Open Streets? Is there a pathway toward permanence that is emerging? (Sylvia Star-Lack)
- How much has traffic decreased on medium and small streets?
Wrap-up

One action item you’d like to pick-up as a result of the Summit

- Ken Joye (Chair, Palo Alto PABAC he/him) : My personal goal coming out of this session is to solicit input from high school students
- Ian Emmons : ride bikes! it's a pretty powerful statement when you demonstrate that it can be done.
- Emma Shlaes (SVBC) she/her/hers : I'm getting involved in slow streets in my neighborhood.
- Neal Patel, Bay Wheels, he/him : Just joined the SVBC as a member - thank you!
- Diane Solomon : Thank you for this inspiring and edifying Summit! I’m going to keep on keeping on! City of San Jose BPAC, SJBP, and role modeling a 67 years young woman riding her bicycle everywhere!
- Maria Ristow (Candidate for Los Gatos Town Council) she/her : Time for a bike ride!
- Julia Malmo-Laycock, San Mateo County (she/her) : Action: Going to bug @Emma about covid-friendly infrastructure rides :)