Day - 1 : Aug 6, 2020

Introductions

- Emma Shlaes (SVBC) she/her/hers : While we’re settling in, we want to invite you all to write in the chat box something you enjoy about biking - we’ll read some as a nice warm and fuzzy way to start the day.
  - Tony Stieber : predictable travel times!
  - Jen Wolosin : I love e-biking! I smile everywhere I go. Good morning, everyone!
  - Brent Pearse (VTA), he/him : My Precious Cargo (kiddos)
  - Gino Garcia : Good morning All-- I enjoy the liberating feeling of biking! :)
  - Ian Emmons : gets the blood flowing better than a cup of coffee in the morning
  - Dustin Carlino (A/B Street) he/him : Low impact exercise -- even with a partly torn ACL, it's a fun way to get around
  - Suds Jain (Santa Clara) : exhilaration of going fast
  - Emma Shlaes (SVBC) she/her/hers : The wind on my face!
  - Ray Hosler blog : seeing wildlife like a gray fox in baylands
  - Karen Philbrick : I feel free on a bike. And biking with my family is a joyful activity.
  - Margarita Parra (SVBC Board) she/her/hers : Love that we can see the landscape!
  - Bobby Lin (Mark Thomas) : Discovering new areas of my neighborhood
  - Estefani Morales (Bay Wheels) she/her/hers : I love biking along the Bay Trail in the mornings. I love to get my energy up at the start of the day and love the small freedom I get from my rides during this pandemic time.
  - Emily Beach, Mayor of Burlingame : Good Morning to all: Biking to work makes me more creative and happier when I arrive!
  - Maria Ristow (Los Gatos Complete Streets) she/her : Time to clear my mind and observe what’s best and worst about infrastructure.
  - Carolyn Hernandez : Riding with my kids :)
  - Pat Showalter : I get to sing without anyone complaining! Also, it's a great chance to clear my head- all without any GHG pollution.
  - Ashley Von Edge (BMLB) (she/they) : Kyle W. Is the best! Thanks, LinkedIn!
  - Lola Torney (she/her), VTA : my commute is my workout
  - Ako Sanchome (SVBC Volunteer) - she/her : I enjoy being outdoors, walking, biking, camping.
  - Andrew Hsu (SVBC) he/him : It's a great meeting time for the voices inside my head...
  - Emma Shlaes (SVBC) she/her/hers : discovering new places
  - Mikaela Hiatt (C/CAG SMC) she/her : Good morning! Exploring communities in a more intimate way (and the breeze of course!)
  - Ron Wolf (Mountain View, Alto Velo, Western Wheelers) : Biking builds community. So does public transit. Driving, not...
Jonathan Schuppert (Facebook) he/him: I enjoy riding with my dog in tow and watching her get excited with the world around us.

Alvin Chen (SVBC Volunteer) he/him/his: I like riding because I get to fix my bikes and make them better when they break!

Larry Klein: Love getting out in the fresh air and traveling around the bay on bike.

Zeno Swijtink (Sonoma County) he: Feeling my bike merge with my body.

John Cordes (SVBC) he/him: My commute is my exercise and way more fun than being in a car.

Adam Paranial (CBRE@Google) He/Him: I enjoy taking in both the city and area around us at a slower pace and seeing others do the same.

David Coale: I like to get out in nature. If I am commuting, I like having conversations with fellow cyclists, which are often wonderful. I almost never have a good conversation when driving with a fellow driver.

Melissa Cerezo (she/her), VTA, SVBC Bd Member: Getting a glimpse into different neighborhoods and places at a speed faster than walking and with the ability to socially engage.

Manito Velasco (Public) he/him: Love being to just pull over anywhere to get a coffee, a donut, take stock of the beauty of my city without having to look for parking.

Mui Sam Le (SVBC) she/her: I agree with Melissa! I love exploring neighborhoods on bike.

Tim Oey (SVBC): I ride everywhere, in any weather, at any time, carrying anything :-)

Lauren Ledbetter (VTA) she/her Speaker: Biking with my kids to day camp–watching my oldest get skilled at his future school commute and my youngest learn how to ride safely.

yorikokishimoto: Freedom!

Margaret Abe-Koga: Exploring, being outdoors, challenging myself to go the distance.

Allison Greenlee, SVBC, she/her: Biking makes all of my senses feel alive! Especially in the morning when I need little push to wake up :)

Jean Severinghaus, Advocate, Caltrans BAC (she/hers): Fresh air on my face, delight of lightness of my touring bike, and on my e-bike one less car use.

Kate Plant (SVBC) she/her: Getting lost in the Environment and Community, then finding myself again ; ). Also, to enjoy the adventure with my kiddos and dog.
Keyote: Caltrans Director, Toks Omishakin

Comments

- Jean Severinghaus, Advocate, Caltrans BAC (she/hers) : Thank you for shifting $100 million SHOPP funding onto safe connectivity for active transportation on current state owned roads projects as catchup. BIG!
- Nyantara Narasimhan (First Community Housing, she/her/hers) : Building a complete street ensures safety for all types of transportation. California's transportation (esp Silicon Valley) has been affected by the overall layout of where the good paying jobs are. A lot of the time, we find the well paying jobs higher up north, but land designated for affordable properties down south, creating a circle of turmoil for folks who need to make a big commute for work in order to support families, but are forced to live down south. This all naturally makes people have to rely on faster modes of transportation in order to balance life between the two. Hopefully we can break down these barriers one by one, in order to create more sustainable, affordable, and healthier modes of transportation for everyone equally.
- If a local agency requires Caltran's cooperation to add bicycle infrastructure, what is the high level process to engage with Caltrans? Specifically, who might we approach?
- Work with district director - everyone knows that this is a priority
- Tony Stieber : Building on Nyantara's point, we really need less housing segregation by income. This results in wealthier people living close to their jobs, being able to use bicycles for commuting. What kind of influence can Caltrans have on State zoning philosophy so that we can de-segregate housing and also have close proximity to commercial and housing zones?
- Amie Ashton, SVBC Board Chair, she/her/hers : Agreed, leadership on bike/ped issues should come powerfully and clearly from the top of Caltrans so as to empower employees (many of whom are entrenched in "old" ways of doing things or are fearful of change).
- Elliot Goodrich (Caltrans Bay Area - he/him) : I am the San Mateo County representative from Caltrans Bay Area's Pedestrian and Bicycle Branch. If you have any questions or issues, feel free to reach out to me at Elliot.goodrich@dot.ca.gov!

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

- SB 127 was vetoed by Governor Newsom because he thought the cost of building a complete street was too high. What would have been your recommendation to Governor Newsom on SB 127? (Arnout Boelens (SVBC member) he/his)
- Caltrans has historically had a car-centric reputation, especially to many in the bicycling community. What steps are you taking to change this reputation?
- Three pandemics - In the context of the climate emergency. How does the DOT plan to change with the pandemic? (David Coale)
• Often in California we have heard of a desire to prioritize sustainable transportation, active transportation, and equity programs. However, this desire often stops when it comes to funding the programs that would insure these issues are advanced (see ATP and Sustainable Planning Grant programs). What is Caltrans doing to shift the funding balance so that it is actually directing the majority of its large budget to these programs?

• Caltrans District 4 is beginning a Bicycle Superhighway Study. In line with Caltrans multimodal and innovation priorities, what role do you think Caltrans can plan in planning, designing, building, maintaining, operating such a system?

• Has there been any progress in revising CVC 21202? (Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway except …) (Eric)

• The scale of your organization is daunting. how can we help you help us - Ian Simmons

• Can you speak on specifics related to how Caltrans is implementing DD-64-R2 (Deputy Directive on Complete Streets-Integrating the Transportation System)? And how is the approach on this issue evolving during this triple crisis? (Ria Hutabarat Lo, City of Mountain View)

• Can you provide us status and update on the high speed rail project? (Tiffany Seeney)

• Building on Nyantara’s point, we really need less housing segregation by income. This results in wealthier people living close to their jobs, being able to use bicycles for commuting. What kind of influence can Caltrans have on State zoning philosophy so that we can de-segregate housing and also have close proximity to commercial and housing zones?

• I’d like to ask Toks about how Bicyclean! can partner with Caltrans to clean up our roadways that are not part of the “Adopt-a-Highway” program. (Rick Denman, Bicyclean!)

• Does Caltrans have anything to do with Clean Cars for all? They have a rebate program, that CalBike lobbied to include e-bike rebates, but this is slow to roll out at local air districts. How can we roll out more e-bike rebates ASAP? (Tawn Kennedy, Ecology Action)

• Can we get a biking testimonial from Toks? (Tawn Kennedy, Ecology Action)

• Will you ask every District director to CHAMPION community bike ped infrastructure on state roads to catch up on complete streets needs that have long been planned and documented? (Jean Severinghaus, Caltrans BAC)
Session 2: Slow Streets

Comments

- Ken Joye (Chair, Palo Alto PABAC he/him) : How great to see that Bend OR program features bi-lingual messaging
- Andrew Hsu (SVBC Board) : I wonder whether Caltrans could standardize on a state-wide slow streets sign for all the communities that implement slow streets networks. Crisp, concise signage is key....as someone that also drives, the bombardment of new signage is both confusing and highly distracting!
- Amie Ashton, SVBC Board Chair, she/her/hers : Americans are so serious - the Germans have "play" streets (spielstrasse) and we have safe streets........
- Tony Stieber : Yes there are some rules for the Spielstraße: drivers have to drive at walking speed, but pedestrians must not impede vehicles even though they are allowed to use the entire street. These kinds of streets are quite common in residential areas, and kids really can play on the streets.
- Manito Velasco (Public) he/him : I'm envious of how determined and invested the city staff - Noel, Laura, Robin, Jessica - in improving their communities. I wonder if there is something to city staff being among the community themselves and that being the extra boost to the motivation to innovate and pilot.
- Robin Lewis, Bend, OR, she/her pronouns: SPEAKER : What we found in Bend Oregon was that we needed stronger policies that allowed staff to mitigate the effects of cut-through traffic. Those policies are going through the local adoption process now. Once in place, then we can be more intentional with volume and speed mitigation.
- Gerd Stieler : @Tony. I wouldn't make it too complicated, it's all about making better use of a very expensive resource. For the sake of this session I would put Woonerf, Spielstrasse, HomeStreet, Living Streets, Zone Residentielle, etc. all into the same category. The goal is to make cars drive slower and therefore the street more usable for its residents. The big difference is that Wooners, Spielstrasse, etc. have been around since the 1970s and for the US it took a pandemic to warm up to these concepts.
- Lauren Ledbetter, VTA: Noel, could you talk more about your equity tool used to identify locations for slow streets and essential places and give an example or two of specific improvements at essential places?
  - Noel (she/her) Oakland DOT (speaker) : Here is the link to our brand new Geographic Equity Toolbox: http://oakgis.maps.arcgis.com/apps/MapSeries/index.html?appid=fd47784582294d7b87cfb3ee1b047ea8&folderid=735f72c844c9434f98cf4f4f53adaaa Some examples of improvements are dropping a lane to make pedestrian refuges or bulbouts.
10th Annual Silicon Valley Bike Summit (Aug 6 & 7, 2020)

Comments, questions and resources shared on the chat box

- For Noel: Your slow streets network seemed fairly disconnected. Are there pros/cons to this?
  - Noel: We would love to make more of a network, but Oakland is a big City and we also wanted to have Slow Streets all across the City

- What kind of corridors and intersections did you select for that program? (Ria Hutabarat Lo, City of Mountain View)
  - Noel: Our Slow Streets Essential Services are on intersections adjacent to essential services defined as COVID testing sites, grocery stores, and food distribution sites located at City facility buildings on our High Injury Network.

- Noel Pond-Danchik (she/her) Oakland DOT (speaker) : Feel free to follow up with me at npond-danchik@oaklandca.gov  Thanks all!

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

- With all these temporary slow streets programs, are any of the jurisdictions thinking about how some of these streets could be permanently converted to something like a dutch woonerf? (Adam Paranial, CBRE@Google) Is there support for this? How can we keep/expand? What do staff and decision-makers need to see to support a permanent change?  (Amie Ashton, SVBC Board member)

- What advice do you have for getting on slow streets in other cities. ?  (Ari Feinsmith)

- Have any communities which have implemented Slow Streets programs been able to have those roadways marked as such on internet mapping applications (so that motorists are appropriately re-routed)?  (Ken Joye, Chair Palo Alto PABAC)

- I'm envious of how determined and invested the city staff - Noel, Laura, Robin, Jessica - in improving their communities. I wonder if there is something to city staff being among the community themselves and that being the extra boost to the motivation to innovate and pilot?  (Manita Valesco)

- I hoped that someone could talk about Slow Streets in the way that Dr. Destiny Thompson from the Thrivance Project talks about equity and people of color and mobility.  (Lauren Freeman)

- For Laura, Pasadena:
  - How successful was the walk local bike solo program. How did you measure success?
  - Does Pasadena have Vision Zero  ?

- How are continuous routes of safe streets worse than continuous routes of normal roads when it comes to gatherings?  (James Kuszmaul)

- Are the purposes and goals of "play" streets (in Germany) the same as "safe" streets (in America)?  My first impression is that they mean different things, but I don't know if that's intentional.  (Lloyd Cha, San Jose Bike Party)
Session 3: Outreach & Engagement

- Sonia Elkes: I'm planning to start an informal “Youth Bike Courier” program in San Carlos—kids could sign up to get notifications on their phone about opportunities to deliver things by bike (and/or using public transportation), for tips, between residents who are giving things away to each other for free, in order to help kids get off screens and be able to earn some spending money, as well as have a chance to interact respectfully with more grown ups in the community.
  - From Lalo: Hi Sonia, great suggestion and idea! A platform does not come to mind. But concerns are mostly safety. Making sure youth are taking the precautions being in the street and the homes they will be visiting. I'd suggest making sure the youth have personal protective equipment and potentially paying for the bus fare if we go back to paying for the bus.
- Lalo Gonzalez (YLI) he/him: Hi Sonia, great suggestion and idea! A platform does not come to mind. But concerns are mostly safety. Making sure youth are taking the precautions being in the street and the homes they will be visiting. I'd suggest making sure the youth have personal protective equipment and potentially paying for the bus fare if we go back to paying for the bus.
- John Cordes (SVBC) he/him: It is up to us as advocates to let our city councils know we want them to continue online access. It is something I have already been asking my city council to do when they plan next year's budget so the council chamber will be video conference enabled.
- Kate Plant (SVBC) she/her: @ Sonia, love it! 1 thing obviously to consider is the legality behind “being sued from getting COVID19 and safety issues as a result of undertaking the work”.
- Sonia Elkes: One last thing, regarding the liability issues around getting Youth into Bike Courier-ing around town for tips, I just want to say that when millennials started opening their cars and homes to their fellow human beings, my faith in humanity was officially restored... If millennials were willing to let people into their cars and homes, our next generation can solve our CRAZY liability-obsessed, sue-happy culture, I feel confident.
- Has the panel noticed a more varied participation at Council meetings as a result of Zoom? I have seen that in the cities I work in (PA and Mtn View most lately). Normally it is a very white, older crowd - but with Zoom meetings we get a lot more younger workers, women, and even kids who would not normally have the time to attend an hours-long meeting in person. Have the panelists noticed this in their mobilization efforts? How do we further make the public process more equitable? (Amie Ashton, SVBC Board Chair)
  - PROS - easier for a wider variety of people to participate.
  - CONS - harder for older people to navigate zoom and raise their hands, and harder for us to show a large group of supporters who are non-speakers.
  - Emma Shlaes (SVBC) she/her/hers: I believe there is state legislation that is being considered that would require online access to public meetings as well.
Councilmember Giselle Hale is working on this: AB 992
https://www.smdailyjournal.com/opinion/guest_perspectives/time-to-make-govern
ment-more-family-friendly/article_8c45159c-9164-11e9-b700-e7f3c6b679aa.html

- Emma Shlaes (SVBC) she/her/hers:
  https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB9
  92

- Lalo Gonzalez (YLI) he/him: Feel free to visit our website yli.org and reach out to me if
  you have any questions: egonzalez@yli.org

Questions (Tune into the session recording for answers to some questions)
- Can panelists elaborate on tools being used currently to reach folks who don't have
  access to technology and where in-person events are not possible?
Session 5: Equity in SRTS

- Nick Danty: We need to overhaul traditional outreach strategies so that project info is INTERPRETED not translated
- Lauren Ledbetter: Yes to good graphics. Many people misunderstand transportation terms like "bike path" or "bike lane", not just by people where English is a second language.
- Jay Stagi (MTC): Universal design is well served by pictograms.
- James Rojas: I use objects to communicate not words
- Lauren Ledbetter: Panelists: Instead of translating a meeting into the community's first language do you have thoughts about holding the meeting in the first language and translating into English?
- Shiloh Ballard, (SVBC): How do we break through the mindset of public agencies in not viewing the community as an asset? This isn’t a knock on public agencies - planners are not taught this stuff and it’s not framed as a part of their jobs.
- Nick Danty: I think we need to shift the narrative away from what communities need to what communities want
- Julia Malmo-Laycock, San Mateo County (she/her): Crucial for public agencies and private firms to actively recruit and hire people who look like/ speak the same language as the communities they serve!

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

- For Jose: What is being done for the students still in EPA? How are parents, city staff, and decision makers being engaged there? Biking for kids in most parts of the City (at least during non-covid times) is absolutely harrowing.
- How can folks in the private sector get better with operationalizing these methods with public clients, as well as making sure engagement is ongoing throughout planning, pre/post project builds, etc? How can we ensure new residents and new students can be included in decision-making later in a planning or infrastructure build process? (Alyssa Pichardo, IQSpatial)
- Panelists: Instead of translating a meeting into the community's first language do you have thoughts about holding the meeting in the first language and translating into English?
- How do we break through the mindset of public agencies in not viewing the community as an asset? This isn’t a knock on public agencies - planners are not taught this stuff and it’s not framed as a part of their jobs. (Shiloh)
Session 6: Palo Alto Virtual Bike Tour

- David Coale (Palo Alto): Here is another way to do a virtual infrastructure ride done with Strava and Relive. This was the bases for the tour you are seeing now. You will see some of the same photos: [https://www.relive.cc/view/v1vjpxEpxJ6](https://www.relive.cc/view/v1vjpxEpxJ6)
- How is the bike access to PAUSD (Palo Alto Unified School District) schools at night? Do those paths have lighting?
  - David Coale: Yes, there are a few
- Jean Severinghaus, Advocate, Caltrans BAC (she/hers): We love what Gunn High School did with diverting assumptions of teens driving to school into assumptions of bike riding to school, and we modeled our local HS messaging based on Gunn’s thanks to SR2S.
- Ria Hutabarat Lo (City of Mountain View): Interesting comment on auto-oriented assumption in the Public Health guidelines on getting back to school. The outdoor dining guidelines were also auto-oriented and seemed to assume that restaurants had their own parking lots (not historic, transit/ped oriented downtowns). Perhaps there is a need for more interaction between the different parts of the Public Health Dept.
- Lloyd Cha (SJBP): [https://www.smugmug.com/gallery/n-CRKDqr/i-GJwSJKv/A](https://www.smugmug.com/gallery/n-CRKDqr/i-GJwSJKv/A) - another way to broadcast while on a ride - Left photo is my front camera, right is selfie camera on my phone. This is a screenshot from the live video.
- Angela Hey - Portola Valley Bike Committee: Why the US hates roundabouts- we need more - [https://youtu.be/AqcyRxZJCXc](https://youtu.be/AqcyRxZJCXc)
- Lauren Ledbetter: Suggestion to think big but also recognize the challenges the pandemic is putting on staff time, community time, and city budgets when determining what to cover in Palo Alto's bike/ped plan update.
- Do any of you know what is the history of how Palo Alto gets so much feedback on projects and East Palo Alto does not? (Vignesh) -
  - Emma: good question and it’s a long history of EPA - it was unincorporated until 1983 and redlining was a factor in who could live where. The city has been under-resourced for many years and staff often lacks capacity to implement projects and grants.
- Tim Oey (SVBC): Bicycling is a huge cost savings opportunity. Cancel the car infrastructure changes and invest smaller bucks in bikes instead :-)
- John Cordes (SVBC) he/him: Mother Load trailer [https://www.youtube.com/watch?v=NkklZNE9S-g](https://www.youtube.com/watch?v=NkklZNE9S-g)

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

- Palo Alto has a great mode share of people biking to school and to work. I believe Palo Alto is also updating their bike/ped Plan right now. What's next for Palo Alto bike improvements?
- Any chance of extending the Bryant Bike Blvd thru downtown?
We heard from Toks O. this am on CalTrans that working with District Directors is the key to improvements on State Routes like ECR. Any updates on the Embarcadero / Galvez @ ECR (entrance to Stanford) protected intersection plans?

Any thoughts on how the Adobe Creek overpass (and the process it involved)?

Wrap-up

The thing you loved the most

- Moria Merriweather; she/ her : Loved the maps and photos of Palo Alto ride — I’m not familiar with biking in that area
- Adam Paranial (CBRE@Google) He/Him : All of the day was my favorite, thank you SVBC!
- Jean Severinghaus, Advocate, Caltrans BAC (she/hers) : Best-the virtual bike infrastructure tour! And the lunch breakout discussion.
- Moria Merriweather; she/ her : Lunch breakout was great for me too
- Julia Malmo-Laycock, San Mateo County (she/her) : The keynote from Toks! I was so excited to hear about his vision for our state
- Alvin Chen (SVBC Volunteer) he/him : I loved the Palo Alto “ride”, familiar streets, much less sweaty, and faster.
- Jessica Waite (SVBC) she/her : Bringing Everyone to the (Virtual) Table: Outreach and Engagement was a really great session as well
- Ari Feinsmith : slow streets presentation and Toks
- Lauren Ledbetter : I was dreading 7 hours of zoom meetings, but it flew by. Really good job.
- Lola Torney (she/her), VTA : Toks is fantastic and gave an excellent talk! Great work, SVBC!
- Angela Hey - Portola Valley Bike Committee : https://www.openspace.org/preserves/ravenswood
  https://www.openspace.org/sites/default/files/map_RW.pdf
- Mikaela Hiatt (C/CAG SMC) she/her : Having Toks share was so great! The whole day has been filled with engaging speakers and wonderful topics
- Ken Joye (Chair, Palo Alto PABAC) he/him : My favorite part of today’s program was the session on Slow Streets, due to the geographic diversity (and Giselle Hale’s comment that “bikes are the new toilet paper” 8^)==