

<b>PROJECT</b>	San Mateo County Shared Micromobility Feasibility Study	<b>ORGANIZER</b>	Libby Nachman
<b>SUBJECT</b>	Ad Hoc Advisory Group: Kick Off/Strategy Session	<b>DATE</b>	February 7, 2022
<b>VENUE</b>	<a href="#">Zoom Video Conference</a>	<b>TIME</b>	2-3:30 pm

**Alta Planning + Design**

- Libby Nachman, Planning Associate, Project Manager
- Jean Crowther, Principal In Charge
- Samah Itani, Senior Planner

**Foursquare ITP**

- Andy Zalewski, Senior Transportation Planner
- Jessica Klion, Transportation Planner

**San Mateo County**

- Kim Wever, Transportation Program Specialist, Project Manager
- Kaki Cheung, Program Director
- Audrey Shiramizu, Transportation Program Specialist

Topic	Notes
<p><b>1. Welcome &amp; Introductions</b></p>	<p><b>Name and Organization</b></p> <p><b>Have you ever used a bike share bike? A shared e-scooter?</b></p> <ul style="list-style-type: none"> <li>• Andre Huff, Genentech, love the ease of use of micromobility</li> <li>• Chanda Singh, San Mateo County</li> <li>• Dan Provence, Caltrain’s goal is to have people not bring bikes on to the train but to ride their bikes to the train</li> <li>• Joe Slavitt, County of San Mateo, at SamTrans worked on bike share with BAAQMD, uses his bike</li> <li>• Emma Shlaes, Commute.org, really liked the digital map on the bikes in Copenhagen</li> <li>• Grace Le, City of San Carlos, has not used micromobility and looking forward to this project</li> <li>• Heath Maddox, BART Access, works on active transportation access at BART and previously at SFMTA managing bike share.</li> <li>• Justin Hong, SamTrans, used bikeshare in San Francisco.</li> <li>• LaTrice Taylor, Samaritan House, has used every form of transportation, bus, Caltrain, driven in HOV lanes, but has not tried bike share or e-scooters</li> </ul>

Topic	Notes
	<ul style="list-style-type: none"> <li>• Malahat Owrang, Redwood City Senior Planner, has used bike share but not scooters, Redwood City recently developed a micromobility ordinance and has released a BID for vendors.</li> <li>• Matt Jacobs, Kaiser Permanente, has experience trying to provide the micromobility devices at their facilities</li> <li>• Matt Stafford, Meta, has used both scooter share and bike share to commute to Meta’s SF office</li> <li>• Nicolette Chan, City of San Mateo, has used both bike share and e-scooters. Were removed abruptly from their city and would like to see how they can bring them back</li> <li>• Patrick Gilster, SMCTA, has used e-scooters and bike share in Oakland</li> </ul>
<p><b>2. Agenda Overview</b></p>	
<p><b>3. Roles &amp; Expectations of the Ad Hoc Advisory Group</b></p>	<ul style="list-style-type: none"> <li>• Attend 4 meetings that include:               <ul style="list-style-type: none"> <li>○ Kickoff / Strategy Session (TODAY)</li> <li>○ Defining Feasibility (April)</li> <li>○ Defining Implementation (June)</li> <li>○ Review / Endorse Plan (September)</li> </ul> </li> <li>• Advise on key decisions</li> <li>• Review and provide feedback on deliverables</li> </ul>
<p><b>4. Recap Pre-Survey</b></p>	<ul style="list-style-type: none"> <li>• The majority of members in this group have either been part of the planning or policy implementation of micromobility in the Bay Area.</li> <li>• Most important benefits from a bike/scooter share program               <ul style="list-style-type: none"> <li>○ Mode shift from single occupancy vehicles</li> <li>○ First/last mile connections</li> </ul> </li> <li>• Biggest challenge:               <ul style="list-style-type: none"> <li>○ Interagency/interjurisdictional coordination</li> <li>○ Self-sustaining program</li> </ul> </li> </ul>
<p><b>5. Overview of Shared Micromobility</b></p>	<ul style="list-style-type: none"> <li>• Smart phone based</li> <li>• Human or electric powered</li> <li>• Provides alternative to private vehicle usage for both routine and special trips</li> <li>• Increase transportation options and provide first-and last-mile connections</li> </ul>

Topic	Notes
<p><b>6. Discussion</b></p> <ul style="list-style-type: none"> <li>a. Ad Hoc Advisory Group Priorities</li> <li>b. Program goals and objectives</li> <li>c. Management Capability</li> </ul>	<p><b>Poll Question: Once implemented, what are you hoping a shared micromobility program will accomplish in San Mateo County?</b></p> <ul style="list-style-type: none"> <li>• Actually reduce vehicle mode for short trips</li> <li>• First last mile solution</li> <li>• Mode shift and reduce SOV trips</li> <li>• Easier connections to transit</li> <li>• Create a framework/template for a shared micromobility program so that it becomes easier for jurisdictions to bring bike/scooter share to their community (and hopefully the same systems)</li> <li>• Connections to transit; reduce single occupancy trips</li> <li>• Provide connections from transit to key destinations</li> <li>• Better first-last mile connections w/ transit. Better fiscal sustainability</li> <li>• Shift trips to more sustainable modes</li> <li>• More options for more people</li> <li>• Ability to take devices across jurisdictions</li> <li>• Easier for people to get out of cars for short trips</li> <li>• Reduce SOV use for short trips. Increase mobility/job access for our low-income residents.</li> <li>• Provide alternative means to get around</li> <li>• That as many people as possible can take part, no matter their income.</li> </ul> <p><b>What would the agency need to implement the program:</b></p> <ul style="list-style-type: none"> <li>• Set of standards that city can adopt</li> <li>• Consistent policies for cities to adopt, consistent parking and wayfinding</li> <li>• Have one shared mobility program between multiple cities</li> <li>• Consistent standards for where bikes/scooters parked</li> <li>• Creating a large enough program to attract operators and make sustainable programs</li> <li>• One shared RFP for county program</li> <li>• Promotion of a unified system, funding for ongoing needed subsidies</li> <li>• How to build equity into the micromobility implementation</li> <li>• Low-income membership options and promotion</li> </ul> <p>Redwood City Who would be responsible for parked vehicles or riders violating parking rules? Some cities require vendors to have discounted fares. She would like cities in San Mateo County to require discounted fees and the option to pay with cash.</p>

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**Poll Question: Please choose your top three goals:**

1. Replace motor vehicle trips
2. Integrate with transit
3. Enhance mobility options for local residents

**What are some requirements they would like to see requested from the future operator?**

SMCTA: Making sure we include requirements that things have to be redistributed in different places. Communities that have low ridership get these resources, have a large enough program to support an operator taking that on. Think about geographic equity.

SMC: when relying on the private sector, the micromobility companies did not see the unincorporated areas in Los Angeles as a viable area to operate. Would like to see how to approach vendor procurement. For the unincorporated areas, seamless coordination is really important. In San Mateo County, many residents are Spanish speakers. Many residents don't have smart phones, how do we facilitate people to get access without a smart phone?

BART: In San Francisco, during their outreach for bike share, recommend working with disadvantaged communities to ask them what they want for transportation. Go into it with an open mind and find out their needs.

Redwood City: students get free memberships. Example: UCSF students get free memberships.

SMC: some jurisdictions are in different stages in supporting bicycle infrastructure. Critical tie of having bike and scooter share and having the facilities to support that. How would the implementation of this program help future funding sources. How to support efforts of implementing and maintenance costs associated with bike and ped infrastructure.

**Employers and Supporting Micromobility**

Meta: Meta really encourages employees to take transit to the office. They would promote a micromobility program when it's developed.

Genentech: Genentech encourages employees to take transit. They are looking to bolster connections at Oyster Point. If they could find alternate modes to relieve other modes they would be interested.

Kaiser Permanente: Kaiser Permanente employees have shifts they need to meet. Members need a location near transit, it's a challenge timing transit around their appointment. Are encouraging folks to walk and take transit.

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Redwood City: WETA is working on a ferry study to connect the Peninsula.

<https://weta.sanfranciscobayferry.com/current-projects>

<https://www.redwoodcity.org/departments/community-development-department/planning-housing/planning-services/potential-redwood-city-ferry>

Commuter.org: Oyster Point Ferry is currently opened.

SMCTA: The Redwood City Ferry Terminal Business Plan is in internal draft form (follow up implementation document required by SMCTA for our funding). It will include more specifics on priority active transportation infrastructure needed to support the future Ferry terminal as well. That likely won't be public for another month or two.

**Management Considerations:**

Redwood City: can Caltrain run the program that's on their property?

BART: the property owner has to be in charge of regulating access to devices on the property. This is different than putting the agency in charge of distributing and collecting devices.

Caltrain: Caltrain does not have the capacity to be running their own shared micromobility program. The benefits of exclusivity is having a robust equity program like with Bay Wheels. The negative side of exclusivity is for example when Lime bike pulled their bikes out of the region overnight.

Commuter.org: exclusivity benefits and concern is preventing different cities from having different systems, it's really important to have a cohesive system. People don't know where city limits are. Lime e-bikes were really nice for hilly cities.

**Anything in your mind that would make or break micromobility:**

Kaiser Permanente: the study can help streamline the vendor procurement process. Prices for e-bikes in the city have gone really high. What do public subsidies for micromobility look like if we're really serious about mode shift. Prices can go so high that it can deter folks from riding.

Redwood City: have regulations in place for a balanced system. Availability of devices at high demand locations.

SMC: an ongoing subsidy would be needed to keep the program going. In order to get the subsidy, this study will need to make the case that it could be cost-effective. If a public subsidy goes into the program, the system would need to have good service and a good equity program. A lot of agencies might have limited capacity. The RFP can include a firm or consultancy to run the program.

**Coastside:**

Topic	Notes
	Commute.org: agriculture workers and low-income residents may be interested in this program. She will connect the County with a co-worker at Commute.org who is working on a study for the coastal area of the county.
<b>7. Next Steps</b>	Next meeting in April