



To: C/CAG
From: Alta Planning and Design
Date: August 3, 2022
Re: San Mateo County Shared Micromobility Feasibility Study | AHAG Meeting #3 Notes

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Presentation and Breakout Group Notes

- 10 years ago VTA was the “program manager” for Bay Area Bikeshare for Palo Alto, San Jose, and Mountain View, so suggest pilot should be minimum 3 jurisdictions in San Mateo County
- Suggest to have consultant support during start up and the guide the governance committee
- Agree with one vendor at the beginning
- Require the vendor to notice 1-2 months before leaving so the lime bikes situation does not happen again
- Rebalancing is important
- There will be ordinance conflicts and suggest providing sample ordinance language that is vague so it can keep up with technology changes
- Suggest to use the cities, CCAG and county BPAC/Advisory committee to get buy-in of program/recommendation of approval for the governance committee
- Folks were comfortable with proposed multijurisdictional program/governance structure
- Existing multijurisdictional program: Currently have a few opportunities - organization called 21 elements (led by Baird & Driskell) that facilitates jurisdictions coming together to do joint RFPs
- Would want more specific operational costs for jurisdictions
 - One FTE makes sense but initial start-up may require more resources
 - Concerns about costs for the operational startup of the program (including more costs on the front end for first year or two to make sure there are resources to get the program up and running)
 - VTA handled the coordination for Bay Area Bikeshare back in the early 2010s. It was a lot of coordination.
 - Launching the program took a lot of time.
 - Maintenance took a lot of time.
 - Stations are also a huge time-consuming aspect. As this is dockless, may not be as much of an issue
 - Build into the budget consultant support for program standup.
- Groups such as Samaritan House would be interested in providing communications support
- Each city will have to make sure the ordinances are up to date.
- Pilot recommendations: need to be in areas with strong demand
- One suggestion to have a minimum of 3 jurisdictions for the pilot program to test out the multijurisdictional approach
- One suggestion (from SamTrans) to have a single vendor if possible
- Suggestion for Advisory role for the public; support for governance committee
- Desire to streamline process to make it easier for jurisdictions and operators to get involved (consistent, clear requirements that aren't too onerous)
- Make sure the bike infrastructure is adequate where the Pilot program is chosen
- One suggestion for Redwood City as a potential pilot program service area