

From: [Justin Hu-Nguyen](#)
To: [MTC-ASAG Info](#)
Subject: 5a_22-1683 - Public Comment
Date: Thursday, November 3, 2022 4:54:08 PM

External Email

Hi,

I'm Justin, the Director of Advocacy for the San Francisco Bicycle Coalition. I wanted to write in support of the key findings for the bikeshare report. Finding a public subsidy is important to creating a sustainable and equitable bike sharing program. The system has consistently proved that it is creating modeshift and needs more investment to create better service, lower costs, and streamlining station siting.

Best,

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Justin Hu-Nguyen
Director of Advocacy
Text or call 415-226-9310 | justin@sfbike.org
Pronouns: he, him

[San Francisco Bicycle Coalition](#)
Promoting the Bicycle for Everyday Transportation
1720 Market St.
San Francisco, CA 94102





November 3, 2022

To: MTC Operations Committee
Re: Agenda #5a

Honorable Commissioners,

We would like to thank staff and the MTC Operations Committee members for initiating this important discussion about the future of regional micromobility. As the presentation lays out, the next three years will decide what comes after the current BayWheels contract comes to an end.

As mobility advocates, we ask the MTC to plan for a publicly-governed, regional micro-mobility system that provides a range of mobility devices with service that is affordable, integrated, reliable, and accessible.

If BayWheels were a transit agency, it would be the eighth-largest in the region in terms of ridership. This demonstrates the importance of micromobility to addressing the Bay Area's mode shift goals.

Data indicates that where bike and scooter sharing are affordable, integrated, reliable, and well-distributed, there is broad adoption, and that transit stations are most frequently reported as a rider's destination. The breadth of that adoption is important; white-collar commuters use micro-mobility, working people in cities use it, teenagers use it, tourists explore, families run errands, and more.

Our public transportation system needs to be a complete solution to be a viable option for people who feel today that they have no alternative but to drive.. Buses and trains are the bones of a good transit system. But we need the connective tissue to hold those bones together. Micromobility is a critical part of this connective tissue, along with excellent pedestrian and bicycle infrastructure, both of which serve to help people travel the last mile between transit and their destination.

In planning for what comes next for regional micromobility, we urge you to follow the four principles cited above: affordability, integration, reliability and accessibility.

These principles make the system more equitable, providing access for working people and people who depend on public transportation. They also attract others for whom convenience and reliability are paramount. Geographic coverage is also critical to accessibility - having micromobility serve as the last-mile extension of the overall transportation system that will keep people out of their cars. Lastly, planning for a future system should consider the needs of seniors and people with disabilities, investigating opportunities for devices such as tricycles.

We believe achieving these four principles of an effective system will require a publicly-governed system at the regional level.

Underlying attributes that support these principles are consistency in fares, a unified payment system, interoperability, a consistent user experience, and broadly accessible, equitable service coverage. We know from long experience that public funding is needed to provide stable and equitable access to transportation that does not depend primarily on private sector profit. The expectation that micromobility must be revenue-positive and fully funded by the private sector leads to service that is unstable and favors people and places with the greatest ability to pay.

A widely used, accessible micro-mobility network that is seamlessly integrated with transit will not emerge from a piecemeal collection of systems. In order to deliver an integrated, affordable, accessible system, an accountable public body must define not only the principles of a successful system, it must also be able to set and enforce rules about service delivery, govern unified regional systems like fare collection, and make decisions for the good of the region and the many constituencies within it.

There are important roles to be played by local jurisdictions as well. The siting, permitting, street infrastructure, safe and orderly deployment, and other location-specific work are best handled by cities and towns within a framework set by the regional system.

To improve mobility of our region's residents, accelerate mode shift, reduce traffic congestion, and realize more benefit from the significant investment in our buses and trains, shared micromobility systems have a critical role to play.

MTC has already shown itself to be a pioneer in micromobility by spearheading BayWheels. We urge MTC to continue to lead by setting a policy direction for a publicly-governed regional micro-mobility system and begin to plan accordingly to leverage this historic opportunity.

Thank you for your consideration,

Adina Levin
Advocacy Director
Seamless Bay Area

Shiloh Ballard
Executive Director
Silicon Valley Bicycle Coalition

Warren J. Wells, AICP
Policy & Planning Director
Marin County Bicycle Coalition