

01/15/19

#2

**Lynn Garcia**

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**From:** Mayor and Council  
**Subject:** FW: Bike Share Moratorium in Santa Clara

**From:** Cliff Bargar [<mailto:cliff.bargar@gmail.com>]  
**Sent:** Tuesday, January 15, 2019 3:26 PM  
**To:** Mayor and Council  
**Cc:** Marshall Johnson  
**Subject:** Bike Share Moratorium in Santa Clara

Dear Santa Clara City Councilmembers,

It's come to my attention that at today's City Council meeting there will be a vote to put in place a moratorium on bike and scooter shares in the city of Santa Clara. I work as an engineer at Intuitive Surgical, Inc., on Kifer Road in Sunnyvale (on the border of Santa Clara) and serve on Caltrain's Bicycle Advisory Committee (I commute daily to and from Lawrence Station). I appreciate that the city of Santa Clara would like to act preemptively but I believe a full moratorium, particularly on bike share, is excessive and harmful to the goal of helping shift more trips to active and public transportation.

I'm most familiar with the area of Santa Clara around Lawrence. As you know, this station serves both Sunnyvale and Santa Clara. After LimeBike's recent expansion into Sunnyvale there are now a number of bikes available for renting at this station - by preventing anyone from riding them into Santa Clara you would limit many potential trips to and from this Caltrain station. Elsewhere on the Caltrain corridor we've seen that bike share has become a substantial means for helping passengers get to and from the train (especially at 4th and King station in San Francisco but also at 22nd St., the San Francisco Ferry Building, and many BART stations).

If you must put a moratorium in place, I urge you to act quickly in developing an official policy while taking into account best practices from the region and country. Elsewhere in the state both Sacramento and Santa Monica have repurposed street space for the storage of shared dockless vehicles - this is a great strategy to prevent inconveniencing pedestrians (<https://www.sacog.org/bike-share>, <https://la.streetsblog.org/2018/11/08/santa-monica-installs-in-street-e-scooter-parking-corrals/>). NACTO has also released a guide on bike share best practices for cities ([https://nacto.org/wp-content/uploads/2018/09/NACTO\\_BBSP\\_2018\\_Strategies-for-Engaging-Community.pdf](https://nacto.org/wp-content/uploads/2018/09/NACTO_BBSP_2018_Strategies-for-Engaging-Community.pdf)). In addition to learning from successes it's important to learn from failures - by overly restricting scooter share in their most recent permitting process, the SFMTA has forced the scooter network to serve only a small part of San Francisco.

I would encourage Santa Clara to work closely with neighboring cities, as well - a bike share system that can't be used to ride from Sunnyvale to Santa Clara or Mountain View or from Santa Clara to San Jose will not get as many riders as one which can cross these city borders. Caltrain is also in the process of developing a bike share policy that would likely benefit from some level of uniformity among their partners.

I'd also like to point out that this moratorium may have unintended effects. My employer offers a private bike share that I use to go between our offices and to various appointments in Sunnyvale and Santa Clara; this makes it easier for me to get around without driving. As far as I understand the written ordinance, if I can't find a bike rack and choose to lock the bike to itself while running an errand it would be subjected to this policy. Why is this distinction necessary between personal bikes and shared bikes?

Finally, it would be great for Santa Clara to take other obstructions of the public right-of-way seriously as the safety hazards that they present. For instance, there is frequently debris in the bike lane on Kifer Road (on both the Sunnyvale and Santa Clara sides), requiring bicycle riders to take a lane from car traffic. I know the

state of these bike lanes (on a street which unnecessarily sees cars driving 50+ miles per hour) is a deterrent for many of my colleagues from biking around our offices.

Thank you,  
Cliff Bargar

01/15/19

#2.T.

**Lynn Garcia**

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**From:** Mayor and Council  
**Subject:** FW: Electric scooter program - Item 2T

-----Original Message-----

From: Kirk Vartan [<mailto:kirk@asliceofny.com>]  
Sent: Friday, January 11, 2019 3:55 PM  
To: [cityclerk@santaclaraca.gov](mailto:cityclerk@santaclaraca.gov); Mayor and Council; Manager  
Cc: Hosam Haggag; Ken Pyle  
Subject: Electric scooter program - Item 2T

Hello,

I am confused about the Consent Item 2T, to adopt the ordinance 1995. I understand the concern is around companies establishing a program and actively deploying these devices around the City. But if the scooter companies are not deploying these devices in the City (or agree in writing not to deploy prior to the ordinance being rescinded or expiring) and they are used in the City by the public (e.g., riding from San Jose to Santa Clara), is the device still going to be impounded or removed? Is the citizen at risk of being fined, cited, or arrested for using a device on City streets? The general public is not going to know about this ordinance as it is targeted at the companies managing the programs (e.g., Lime or Bird).

My question: Can there be a modification to this ordinance that allows these devices to be used in the City as long as the operators are not actively deploying them in the City (i.e., staging them around the City)?

Thanks,

-Kirk

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