

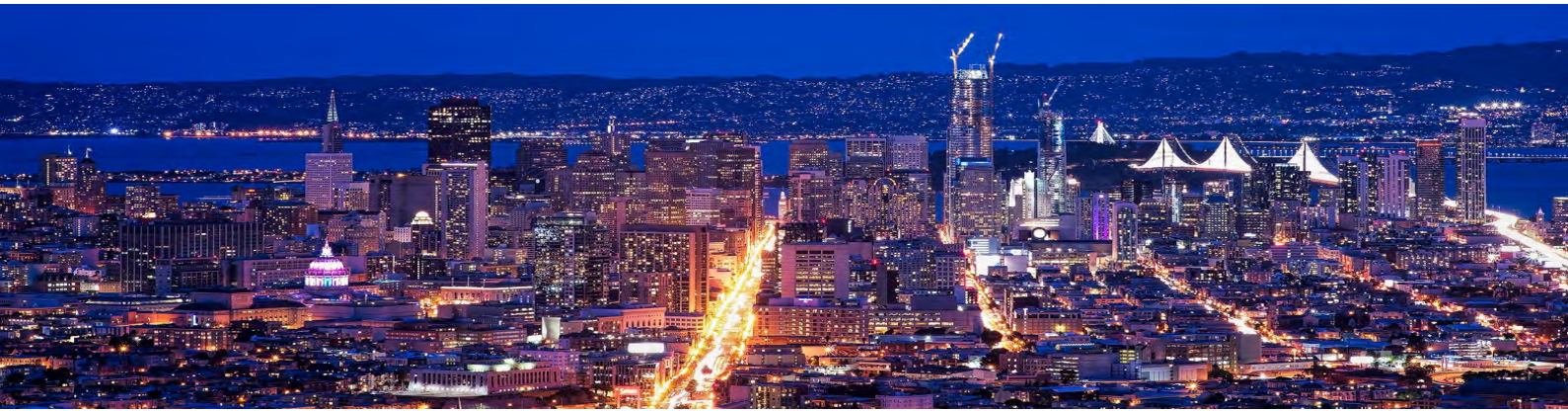


North American Transport Study Tour

15th – 20th Sep 2019

Report





INTRODUCTION

In 2014 We Ride Australia led the first Australian 'Influentials' transport study tour to the Netherlands. The 10 leaders participating in the delegation returned to Australia with knowledge, ideas and most importantly inspiration about the possibilities to create better cycling environments and transport systems in Australia.

Based on the experience of the 2014 and subsequent international study tours, We Ride Australia led its transport study tour to the West Coast of North America in 2019.

Continuing the focus on creating better communities for people, the program focused on the impact of new technology across a broad range of transport environments with site visits, presentations and meetings in an intense 5-day immersion.

With a focus on autonomous and smart technology, delegates benefited from presentations and experiences with Google, Waymo (Google ^[x]), Uber and Bird in addition to engagement with city and state officials, academics and local industry, all of which will contributed to an understanding of planning and provision within community, city and state transport environments.

The program was designed to encourage Australian elected representatives, senior bureaucrats, planners and engineers to develop their own expertise and vision for thriving cities and addressing the challenges of building a sustainable transport system for fast-growing cities and towns in Australia.

While the week involved many great presentations from expert speakers, there were many critical insights gained through personal conversations and interactions during the program. Waiting for a train, eating lunch with our hosts, walking or riding through the cities we visited; it was during these times that many

of the most valuable insights came from chatting with the Canadian and US experts we spent time with.

On behalf of We Ride Australia, we thank our expert collaborators who provide such a unique opportunity to delegates and look forward to providing inspiration, understanding and similar opportunities to future delegations.



Peter Bourke
Executive Officer

PARTICIPANTS

- Richard Barville
- Dr Samantha Bolton
- Cllr Jackie Fristacky
- Stuart Outhred
- Tyler Scott
- David Steadman

LEADERS

- Peter Bourke
- Stephen Hodge





Tim Papandreou
Director
Emerging Transport
Advisors, San Francisco

Timothy is founder and CEO of Emerging Transport Advisors providing strategic guidance to companies, investors, start-ups and governments on the active, shared, electric, connected and automated transport transition.

As the former strategic partnerships manager at Google X and Waymo, he collaborated with teams to prepare the commercialization of the company and set up first-in-kind partnerships to launch the world's first fully self-driving ride hail service in Phoenix, while being fully immersed in automation tech and its implications for broader society.

He co-founded City Innovate, a smart city platform matching governments, companies and start-ups to accelerate innovation through the STIR (startup in residence) program.

As Chief Innovation Officer for San Francisco's transportation agency, he lead cross-functional teams to deliver high profile initiatives including; the US Smart City Challenge pioneering the Shared, Electric, Connected and Automated vision raising over \$200m in technology sector support; the Strategic Work Plan which met its 50% sustainable mode share goal 3 years early; launched major multimodal, shared mobility and mixed-use redevelopment public/private projects and the Mayor's Vision Zero traffic safety program.

His unique insights and thought leadership draw from his varied experience and strong track record to join the dots, lead teams, build partnerships and deliver innovation.



Sarah Iannarone
Director
Urban Policy Consulting
Portland

Sarah has over ten years of experience curating place-based learning experiences for high-level delegations from across the globe seeking policies and best practices in regional smart growth, urban development, vibrant placemaking, and community building. Iannarone designs policy and best practice study tours for delegations visiting Portland as well as outbound study trips to cities worldwide for civic leaders from across sectors, business executives, non-profit and education organizations, key government staff and elected officials.

Sarah presents regularly on urban policies and best practices to diverse audiences at home and abroad and has consulted with local governments and civic leaders in Canada, China, Korea, and Brazil.

She is a Ph.D. Candidate in the Nohad A. Toulan School of Urban Studies and Planning at Portland State University, dissertation title: "Policy tourism or transformational learning? How study tours are changing the way cities learn."

A civic innovator, Sarah has co-founded several Portland-style efforts including the Arleta Library café, the Arleta Triangle Project, and First Stop Portland. She has served on boards, committees and strategic planning processes including the City Repair Project, Halprin Landscape Conservancy, City of Portland Bicycle Advisory Committee, Bureau of Transportation (PBOT) Budget Advisory Committee (BBAC), Portland's 2035 Comprehensive Plan, and Portland Development Commission (now Prosper Portland) strategic plan.



Dale Bracewell
Manager, Transportation Planning
City of Vancouver

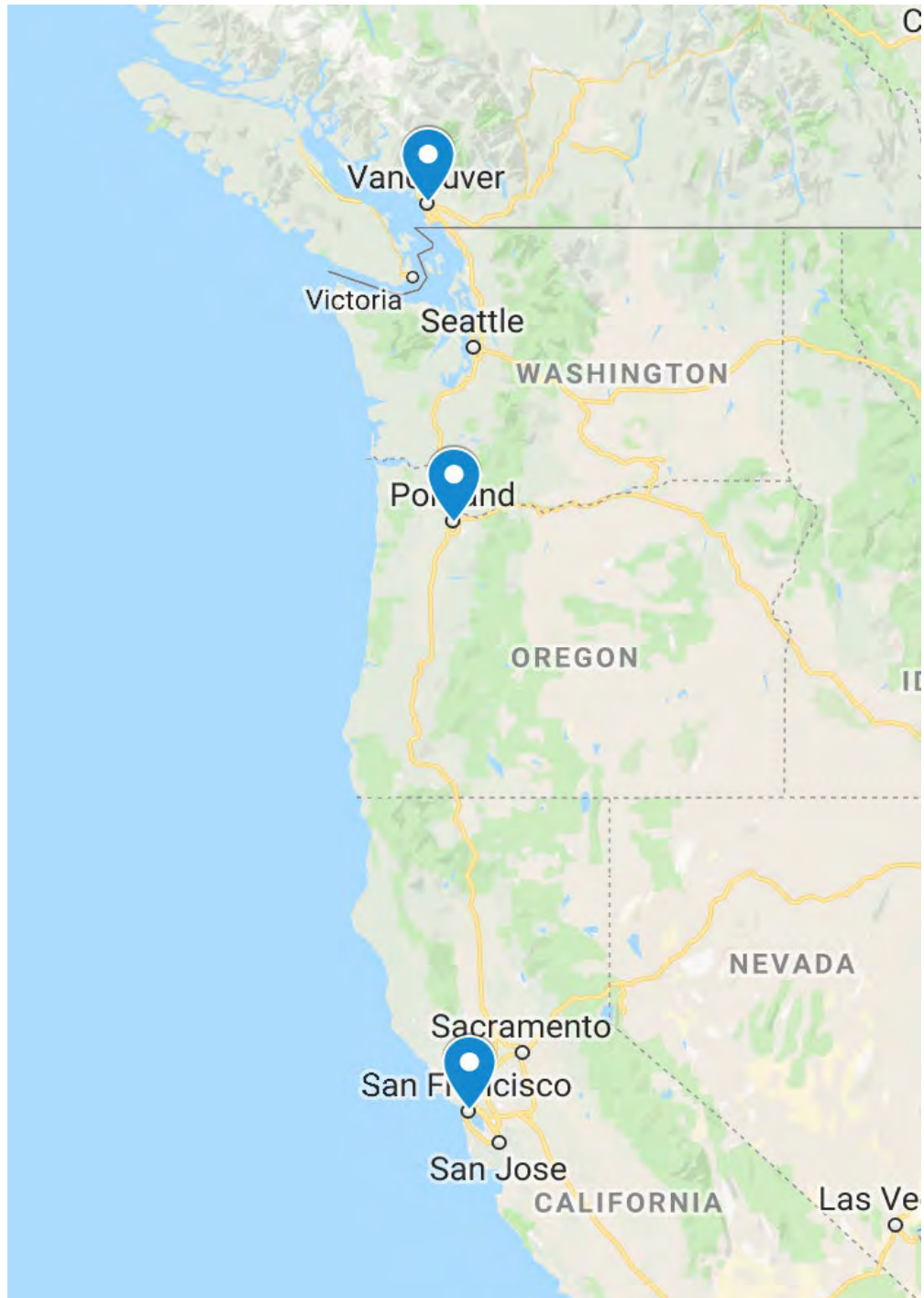
Dale Bracewell is the Manager of Transportation Planning for the City of Vancouver (Canada). Dale and his team lead the citywide and community planning implementation of Transportation 2040, the city's long range transportation plan for all modes, including funding strategies and coordination with regional and provincial transportation plans and policies.

Dale previously led the City's Active Transportation team responsible for the city's pedestrian, bicycle, and greenways networks as well as Vancouver's transportation planning and operations for the 2010 Olympic Winter Games, one of the largest stage events in the world. With over seventeen years of transportation planning and design experience, Dale is a Professional Engineer who has worked for both municipal and provincial governments as well as the private sector.

He currently enjoys working in one of the world's most livable cities encouraging and realizing sustainable transportation legacies for Vancouver.



STUDY TOUR DESTINATIONS



Vancouver CA
Portland USA
San Francisco USA

WHAT WE DID

- 50 presenters from
- 25 organisations over
- 5 days in
- 3 cities catching
- 2 flights,
- 8 Uber trips, with
- 5 bike tours, and
- 1 scooter tour.

ORGANISATIONS WE MET

- City of Vancouver
- Mobi bike share
- First Stop Portland
- Portland State University
- Portland Innovation Quadrant
- Bird scooter share
- Portland Bureau of Transport
- Tri-Met (Portland, Oregon)
- Ride Report (micromobility data)
- Oregon Transportation Commission
- The Street Trust, Portland
- The Community Cycling Centre, Portland
- City of Portland
- Better Naito
- Bike Portland
- Go Lloyd TMA
- Donovan Smith Foundation
- North Williams Traffic Operations
- Metropolitan Transportation Commission, San Francisco
- San Francisco Metropolitan Planning Authority
- Uber
- City of Oakland
- Google
- Waymo (Google [ⓧ])
- Remix

KEY HIGHLIGHTS IN FOCUS

The transport study tour revealed many interesting findings and observations that have been summarised below.

North American cities are evolving

The transformation of leading North American communities is occurring at varied speeds across the cities visited on this study tour.

Traditionally Portland has been considered the leading active transport city in North America. Led by community engagement and focused advocacy for the last 40 years, it delivered the 'easier wins' but in the last decade has been challenged to continue delivering equitable and accessible transport solutions and maintain progress in the face of entrenched interests and political opposition.

Vancouver is now well-placed to take the title as the leading North American city for active transport infrastructure. Our delegates found the service level, connectedness and quality of bicycle networks were among the most comfortable and convenient for transport and commuting trips. The provision of this infrastructure is more recent than Portland's and has been led by strong political and bureaucratic leadership.

San Francisco and its connection to Silicon Valley places it at the centre of technological change and innovation. This has been accompanied by a focus on disruptive mobility and alternatives to the private motor vehicle although this area remains a stronghold for travel by car. The massive wealth creation has also led to significant wealth disparities, very expensive housing in the city and surrounds, and a focus on serving disadvantaged communities through transport policy and investment.



Urban, Economic and Environmental Planning



The differences in infrastructure provision across the three cities, in a similar way to Australia, strongly demonstrate a range of municipal, state and national approaches with local political leadership or resistance, and available funding all affecting planning decisions that lead to a range of diverse solutions.

Vancouver is a leader in North America, investing in policies, programs and infrastructure which promote greater use of active and public transport. Key wins when a major 'showcase' project has been delivered with successful outcomes have generated public support for further projects. Created 'social license' in this way has led to the ability to invest in further projects which have been embraced by the wider community.

Vancouver also benefited from implementation of critical public transport and behaviour change campaigns for the Winter Olympic Games in 2010. While the Games delayed a planned long-term transport plan in order to focus on the event, Games transport planning enticed 30% of residents out of their cars and increased the daily public transport trips into the city by 200,000, double the pre-Games figure.

The success of the Games transport planning led to the announcement of a 2020 transport mode target of 50% of all trips by public transport, bike and walk which, when achieved ahead of schedule in 2018, was increased to a target of 66% by 2040. Vancouver is now well on the way to achieve this target as well.

Portland has also benefitted strongly from a long-term focus on preservation of its fertile farmlands, clean resources and environment which led to campaigns against urban sprawl and the establishment of clear urban growth boundaries in 1973. 50 years ago, Portland's environmental quality had been poor with river pollution and poor air quality.

Topographical constraints of the city, white flight, racism and crime in the urban core and a citizen revolt against freeway expansion have also shaped planning and policy outcomes since that time. The citizens campaign and leadership from then Councillor and Transportation Commissioner, now Congressman, Earl Blumenauer resulted in the withdrawal of a plan to construct the Mount Hood Freeway and re-allocation of funding to active and public transportation and a subsequent focus on equity and access for disadvantaged populations.

The Metropolitan Regional Government was established in the 1960's and has been instrumental in managing the Growth Plan that preserves the growth boundaries. Provision of amenities in a residential area has been shown to drive housing prices rather than housing provision per se, with policy being used to maintain socially mixed and equitable neighbourhoods.

Transport policy in the city has reduced motor vehicle mode share of trips from more than 60% to just under 50% now, with growth of bike mode share from 3% to around 15% and a future target of 25% mode share.



In Portland, residents drive almost 20 percent less than the national average, consumers save \$1 billion annually on the cost of vehicles and gasoline – a “Green Dividend” that stimulates the local economy¹.

San Francisco The 1848 California Gold Rush transformed San Francisco to the richest and most populous city on the West Coast within a single year. Being a small peninsula of seven by seven mile square, San Francisco is now the second-most densely populated large city in the United States after New York City.

San Francisco’s 1973 Transit First policy identified transit, bicyclists and pedestrians as the city's top transportation priorities. It stated that "Travel by public transit, by bicycle, and on foot must be an attractive alternative to travel by private automobile."

An expansion of existing bicycle infrastructure occurred as a result of the 1997 Bicycle Plan. An update to the 1997 Bicycle Plan was released in 2005.

The 2005 Plan was adopted unanimously by the Board of Supervisors but a widely reported injunction issued by Superior Court judge James Warren cited supposed environmental damage due to the planned removal of travel lanes and parking and therefore required an environmental review under the [California Environmental Quality Act](#).

The injunction, upheld again in November 2006, barred the city from implementing any of the projects described in the plan, including bicycle paths and lanes.

It was not until 2009 that the new Mayor, enjoying a specific ‘mandate’, started making changes to create a transit-orientated city, improving active and public transport. Like all leading cities, quick wins and demonstration projects were critical to overcoming the community resistance holding back investment.

¹ Comment from a blog by Joe Cortright, accessed 23/10/19 at <http://cityobservatory.org/urban-form-and-trans/>

San Francisco also features significant challenges accentuated by wealth disparities generated through tech investment and multinational companies generating huge wealth for tech workers.

Despite some of the highest per capita wealth in the nation, there is a widening wealth disparity which presents significant issues for the equitable provision of transport and affordable housing – issues that were of significant concern to many of the transport planners and decision makers we met with in North America.

The growth of major technology hubs at Mountain View, Sunnyvale (where we visited the Google and Waymo X campuses) and other locations in the area have necessitated provision of bus commuter transport for tens of thousands of employees.

In addition, California is also the centre of R&D for disruptive micromobility and alternative transport modes, which the delegation benefitted from with visits to Uber, Bird, Remix, Google and Waymo – Google X.

VANCOUVER – additional points



1. In 1932 as part of the grid planning system, Vancouver City Council led resistance to building highways and extensions of interstate routes into the heart of the city.
2. 1997, Vancouver's first Plan for Transport focused on growth of capacity for the entire system without increasing road capacity or widening roads. Implementation of the policy also resulted in planners from the City and Transit Authority working together to implement the plan.

3. The first Land Use Plan took a public realm focus where the goal was also to facilitate walking and cycling.
4. 2010 Winter Olympics - the Games put the development of a planned long-term transport plan on hold in order to focus on the needs of the event. Rather than manage Games congestion by excluding the resident population from the city, it was decided to manage transport capacity without car trips to the centre through vastly increased transit planning and capacity increases to get people into the Games and downtown Vancouver.
 - a. This was a success, around 30% of Vancouver residents opted not to drive and daily public transport arrivals into the city increased by 200,000 per day.
 - b. During the Games there were 40% more trips into the city each day than pre-Games, 30% fewer cars, 100% more trips by bike, walk, transit.
5. A long-range transport plan was adopted for Vancouver post-2010 Games, with a 2040 planning horizon. The foundation of the plan was a target of 50% of all trips by Vancouver residents to be by walking, cycling and transit by 2020. This target was exceeded in 2018 and a new target of 2/3 of all trips was adopted for 2040.
 - a. In 2019 the actual figure is 53% of all trips by walk, bike and transit - the mode split is around 21% walk/12% ride.
 - b. Bike to work commute share is 10%, the first major North American city to achieve double figures.
 - c. Designing for All Ages All abilities (AAA) infrastructure is a key part of policy being supported by action on the ground.
 - d. Guidance on how to design for cycling has been published.
 - e. 327km bike network exists in Vancouver with 1/4 meeting AAA standards.
 - f. Safety has been continuously improving. But still it is vulnerable and older road users that are disproportionately represented in accident and death stats.
 - g. VKTs are down, transit ridership has been increasing, transit boardings are very good, but also boardings per capita – one of the top cities in north America.
 - h. 1,000 active travel improvements have been made since 2012.
 - i. This growth has occurred with significant population growth, now around 630,000.
 - j. Currently the transit system carries 11 million passengers per year and with the new rapid transit bus lines and subway they expect to get a 30% increase.

- k. The Broadway Corridor is a main transport corridor with over 85,000 people and 100,000 jobs located in the Corridor with 30% more people and jobs expected by 2041. It is under study now for a new metro/subway (extension of the SkyTrain system), construction starts 2020, expected to finish in 2025.

Announcement of a 'Climate Emergency'

6. The announcement in early 2019 by the City of Vancouver of a 'Climate Emergency' has forced a response within 90 days for a plan of action to address it within 18 months. The City's Action Plan has allowed consideration of some much stronger responses to reduce pollution and use of cars in the city centre over the next five years under three key goals:
 - a. 90% of Vancouver residents live within easy walkable reach of daily needs.
 - b. The Broadway subway corridor is completed.
 - c. that 50% of VKTs are completed with zero emission vehicles.

The plan is considering 53 accelerating actions including:

- a. Bringing the 2/3 mode share targets forward by a decade to 2030.
- b. Congestion pricing (*'transport pricing'*) across 21 Municipalities, starting with a restricted trial on a smaller scale.
- c. Urban freight options using cargo e-bikes (Seattle is already trialing this with UPS cargo bikes).
- d. Actions associated with membership of the C40 Cities group.

PORTLAND – additional points



50 Years of innovation in transportation and land use planning

- Equity and inclusion are key considerations in transport planning, with a focus on the social objectives for the policy and delivery, looking at how progress can be inclusive.

- Portland was the first city designated a Platinum bike city in 2008, it has the largest naked bike ride in the World and 'Bike Palooza' festival.
- Transport safety is a big issue with one area, East Portland having 25% of the land area, 40% of the population and three times the traffic trauma and death rates of the rest of the city. They are addressing this with amelioration of intersections and media reporting guidelines.

What is unique about Portland?

- 50 years ago, poor environment, river and air pollution.
- Freeway expansion mode, white flight, crime and racism in urban core until the 60's.
- Portland intentionally changed direction, politically driven. Agreed on an anti-sprawl approach, directly elected urban regional government with tightly legislated urban development boundaries.
- Mount Hood Freeway plan was withdrawn in response to citizen activism and Portland shifted freeway funding to multi-modal transportation. Pioneer Courthouse Square car park was transformed into a 'peoples plaza' – it has subsequently hosted visits of Presidents and the Dalai Lama.

Lessons:

- Commitment to good governance and collaboration to get the changes you want to achieve.
- Portland doesn't have deep pockets! Collaboration is vital to find ways to pay for initiatives. Both in construction methods and leveraging construction to meet additional aims.
- A lack of density means they must be even more innovative.
- Great for urban white populations, what about the rest? Planning focus is more on equity and access to these benefits, those who haven't benefitted are now the focus of policy.

Additional key points:

- Portland Bureau of Transportation is planning ambitious targets of 70% of all trips by non-SOVs (single occupancy vehicles).
- There is a focus on the existing stock of built infrastructure and how this can be leveraged to meet existing demand. They will be trialing congestion pricing in the near future and are looking at how pricing and revenue generated can be used to fix other parts of the transport system.

- Portland's CO2 emissions have been de-coupled from the US national trajectory and are not on a much lower trajectory.
- From 2015, the Greenloop project for a 10m linear open space around the city centre connecting destinations for safer commuting was established. But issues with lack of connection outside the city to poorer communities who experience transport disadvantage limited its success. Additionally, the report into the plan became a political 'hot potato' when it was clear how much the Greenloop would increase property prices of the area around it – providing further economic benefits to higher income areas.
- TriMet is conducting research into an open-source trip planner with additional funding from the Federal Transportation Bureau for Mobility-as-a-service (MaaS). It includes e-scooters in the options.
- Software as a service provider, Ride Report, who work with cities are pivoting to 'shared mobility' to promote more equitable outcomes.
- Oregon's Safe Routes to Schools program has been part funded by a 10c petrol tax increase.
- The new Digital City Testbed Centre is testing safer crossings with cameras that sense issues between cars & pedestrians and cars and bicycles which can then be analysed to avoid future accidents.



SAN FRANCISCO – additional points



Additional points on Google:

- There are many more jobs at the tech campuses than there is housing available, so travel demand management programs and provision for alternatives to car commuting are vital.
- Local Councils have placed strong restrictions on development and mean that this commuting task is unlikely to diminish.
- Google invests in significant travel behaviour change programs to promote and provide attractive alternatives to motor vehicle commuting.
- There are 11,500 peak daily bus shuttle rides of a total of 30,000 trips per day each way to Google campuses.
- The cost to provide car parking for all would be prohibitively expensive with each space costing up to \$40-50,000 due to land values and mitigation required for earthquakes.
- The 4 million trips to Google campuses in 2018 will be substantially surpassed in 2019.
- The Google bus shuttle fleet numbers around 340 buses, all equipped to allow tele-working with high speed WiFi, comfortable seats and large bicycle racks.
- The primary Google campus at Mountain View has a shuttle bus mode share of close to 40%, at the Sunnyvale campus it is around 33%.

- Google is investing in an e-bike pilot which they calculate can provide a viable option for 42% of the 62% who currently drive to their jobs at Google. The success rate is highest for those travelling between 3 and 7 miles, especially to the San Francisco office where most live within 5 miles (8 kilometres).
- Google pilot e-bike program provides a bike for 6 months provided the employee uses it to commute 60% of the time, and then assists the person purchase it outright after 6 months if they wish to continue e-biking.



- Extensive facilities are provided on campus with bike shops, outdoor racks, indoor end-of-trip facilities with lockers, washing facilities and good security.
- Ride to Work Day in May attracts 12% of Google staff and there are up to 100 regular weekly rides in the Bay area for all abilities.
- Support for the development of a section of the Bay Trail has seen traffic on it triple after the Google upgrade.
- Extensive work is now also underway for green planning for new campuses and better place-based outcomes for enhancing retention and ability to attract talent to Google. Early job advertisements attracted 500 applications for every place, this is no longer the case with competition for talent acute due to the much larger size of the tech industry, housing, parking and transport costs.
- Google has around 106,000 full time employees and around the same number of contracted/extended workforce.



TECHNOLOGY

A critical element of the 2019 transport study tour program has been the focus on the impact of autonomous and smart technology.



Meetings and presentations with both government agencies and private companies such as Google, Uber and Remix focused on the developing knowledge and deployment of autonomous travel, sharing economies and data which are increasingly critical considerations for all cities.

Questioned on future transport, both Google and Uber emphasised;

- Make it easy,
- Make it attractive.

Waymo has had autonomous (driverless) vehicles on public roads since 2015. Its name is derived from 'Way to Move' = Waymo.

Waymo cited key safety statistics that drive its effort to develop safe autonomous travel:

- There were 1.35 million deaths globally in 2016
- 2 of every 3 people will be involved in a drunk driving crash each year, and
- \$160 billion is lost in petrol and lost productivity through time lost each year.

Early experience of autonomous vehicle testing has changed the direction of Google's autonomous vehicle (AV) development. Observations of Google engineers testing in Level 3 autonomy vehicles created alarm when it showed they were 'too trusting'. A strategic decision was made to bypass Level 3 and move directly to Level 4 autonomy so that human intervention was not needed to ensure safety of the occupants.



Further facts from Google X - Waymo:

- By 2012 when testing moved to city streets, 300,000 AV miles had been driven.
- In the last 10 years, more than 10 million miles have been 'self-driven'.

- From 2015 in Phoenix Arizona the 'Firefly' vehicle has been operating which has no steering wheel or pedals.
- In 2018, a ride hailing service was launched using Google AVs.
- The cars are now operating fully autonomously. Further roll-out will be a slow and steady process – despite the enormous pressure world-wide to deploy the technology more rapidly.
- Testing is now also being done in Florida for performance in much wetter conditions and in Detroit to look at performance in cold and snow.
- The cars are programmed to drive very conservatively. Police have explicitly asked (Google) X to allow cars to cross un-broken white lines (to get around cyclists) and to follow the speed of other cars on the highway even though they may be above the limit. Essentially this means they are programming the cars to break the law in certain circumstances.
- X uses onboard computers, there is no need for cellular connectivity or other data for them to operate completely autonomously. The assumption used in development is that the use of their cars will be under existing conditions and the environment should not have to be changed or altered to suit Waymo cars.
- What about the trolley dilemma²?
 - It's simply is not coming up.
 - Waymo can see ahead of where humans can and is much more predictive than humans,
 - The cameras/radar/lidar can see up to 300m away, and in 360 degrees.
- Google previously built both its cars and the Lidar, but Jaguar and Chrysler now build the cars under contract while Google has retained the production of the Lidar in-house.

² See this article for an explanation: <https://theconversation.com/the-trolley-dilemma-would-you-kill-one-person-to-save-five-57111>

Sunday 15th September Program Overview

	ACTIVITY	PRESENTER	TOPIC
19.00	Dinner Presentation	Dale Bracewell, Director, Transportation Planning, City of Vancouver	Trickle to a stream – Vancouver presentation



Monday 16th September
Vancouver – theme: Leading the Way



	ACTIVITY	PRESENTER	TOPIC
9.00	Official welcome	Lon LaClaire – City of Vancouver	
9.10	Presentation	Dale Bracewell – City of Vancouver	Transportation plan – more than just mobility Future of City Transportation
9.40	Presentation	Tim Barton	Vancouver's mobility transport story – Decades of progress, reallocating road space
10.45	Presentation	Simon Muller	City's strategic thoughts into regional transport 2050
11.15	Presentation	Joanna Clark	Vancouver's future mobility planning, including shared and micro-mobility
12.00	Bike Ride tour	Mike Zipf	Utilising Mobi bike share bikes
12.45	Lunch		
13.30	Bicycle tour	Mike Zipf	Utilising Mobi bike share bikes
14.30	Presentation	Sherwood Plant	Smart Cities – Smart City Challenge

			Special events – key principles
16.00	Presentation	Robert Pennings	Public bike share, from launch to expansion
16.45	Closing	Dale Bracewell	Takeaways and closing remarks
17.40	Transfer to airport		
20.10	Flight to Portland		

Tuesday 17th September

Portland – theme: Partnerships

	ACTIVITY	PRESENTER	TOPIC
8.30	Briefing and discussion	Sarah Iannarone – First stop Portland	History and Policy Overview – 50 years of innovation in transportation and land use planning in Portland
9.45	Presentation	Jon Fink – Portland State University	The PSU Digital City Testbed Center
10.30	Mobility tour – e-scooters	Sarah Iannarone Adrienne Chaille – The Innovation Quadrant Maurice Henderson - Bird	The Innovation Quadrant



12.45	Lunch		
14:00	Policy Roundtable	Maurice Henderson – Bird Scooters Kevin Martin , Portland Bureau of Planning Alando Simpson - Tri-Met - Ride Report	Smart mobility for equity
16.30	Networking event	Portland Transportation Community	Pros and citizens advocates from around the city and region
18.00	Dinner	Portland Transportation Community	

Wednesday 18th September

Portland – theme: Community and Equity

	ACTIVITY	PRESENTER	TOPIC
07.30	Walking tour of Portland –	Self-guided with WRA hosts	Witnessing peak hour of Portland
09.00	Panel discussion	The Street Trust Community Cycling Centre Rosewood Initiative	Policy Advocacy Bike Education Severe dis-investment
11.00	Bicycle tour	Roger Jonathon – Maus Editor, Bike Portland Go Lloyd TMA	Shared mobility and public/private partnership
12.00	Lunch	Ryan Hashagen – Founder, Better Naito	Lloyd district
14.30	Bicycle tour	Ellen Vanderslice – Project Manager, North	Lessons learned: Redevelopment and



		Williams Traffic Operations safety Roger Geller – Coordinator Bicycle Program City of Portland	gentrification in NE Portland
19.00	Transfer to airport	20.55 Flight to San Francisco	

Thursday 19th September

San Francisco – theme: The Future of Travel

	ACTIVITY	PRESENTER	SUBJECT
8.05	Walk along Market street	Timothy Papandreou MUNI tram + the Transbay Center District	Transforming a neighbourhood using value capture to pay for multimodal transportation.
9.00	Presentation + Q&A	Alix Bockelman Deputy Director Planning Metropolitan Transportation Commission	Regional Overview and context of how Bay Area works
10:00	Walk+ Transit ride	Ride MUNI to SFMTA	
10:15	Presentation + Q&A	Darton Ito and Jaime Parks – Directors Of Livable Streets and Innovation SFMTA	Transformation of a Transportation Agency. Street transformations – Market street + Pilots+ Parking Innovation
11:15	Walk	Walk to Uber	
11.20	Presentation + Lunch	Uber	Micro-mobility Mobility as a Service
12:30	Bike ride	SFMTA Bike Ride Tour - Jump Bikes	San Francisco transition bicycle safety projects tour- explore Market st, 7th/8th SoMa, Polk Wiggle
14.10	Train Ride to Oakland		12 th St Oakland City Center BART Station - Oakland
14.30	Presentation + Q&A	City of Oakland Nicole Ferrera	Creation of transport agency- new projects for a city in transition Scooters/Bicycles/Car share/Carpooling/Transit connections
15:00	Bike/Scooter ride	Oakland Projects	Around key parts of Oakland

16:40	Train ride back to hotel		Powell St BART Station
19.00	Dinner	Colibri	

Friday 20th September

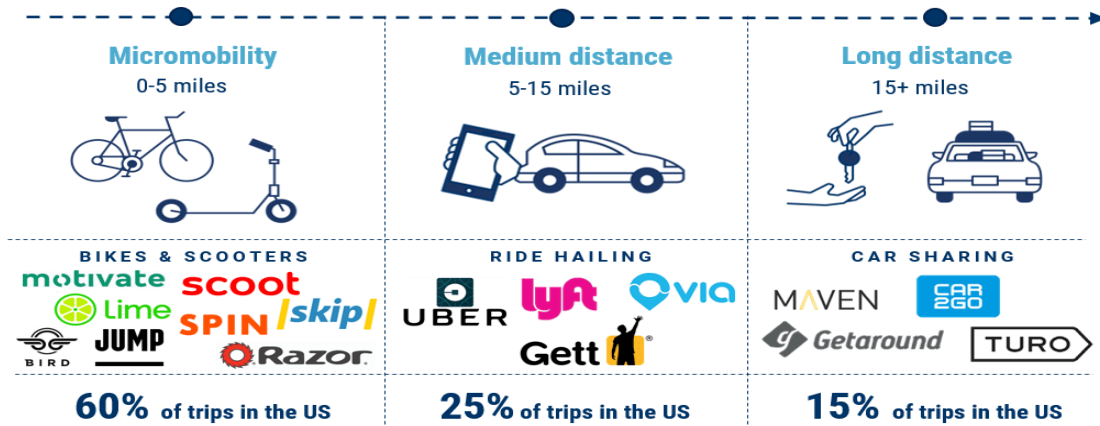
San Francisco – theme: The Future of Travel

	ACTIVITY	PRESENTER	TOPIC
08.00	Ride-hail to Google		Sunnyvale campus
09.10	Presentation + Q&A	Brendan Harrington and Jerel Poskey– transportation team lead Google	Connected campus multimodal options GBike fleet
10.30	Ride Hail to X/ Waymo		
10.45	Presentation + Q&A View AV fleet	Google X Moonshots Gallery Ellie Casson - Local Policy Lead Waymo	Future of mobility, Google X moonshots, Self-Driving technology and potential impacts on society, viewing of AV fleet.
12.00	Lunch		
13:00	Ride Hail to Remix		
14.00	Remix	Tiffany Chu- Co-founder Remix	Data Management for transportation agencies
16.00	Ride to waterfront		
19.00	Closing dinner		



DISRUPTING THE CAR

Alternatives to car ownership by trip length



Source: NHTS

CBINSIGHTS

For more information or to enquire about our 2020 Leaders transport study tour program, please contact Peter Bourke at We Ride Australia.

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