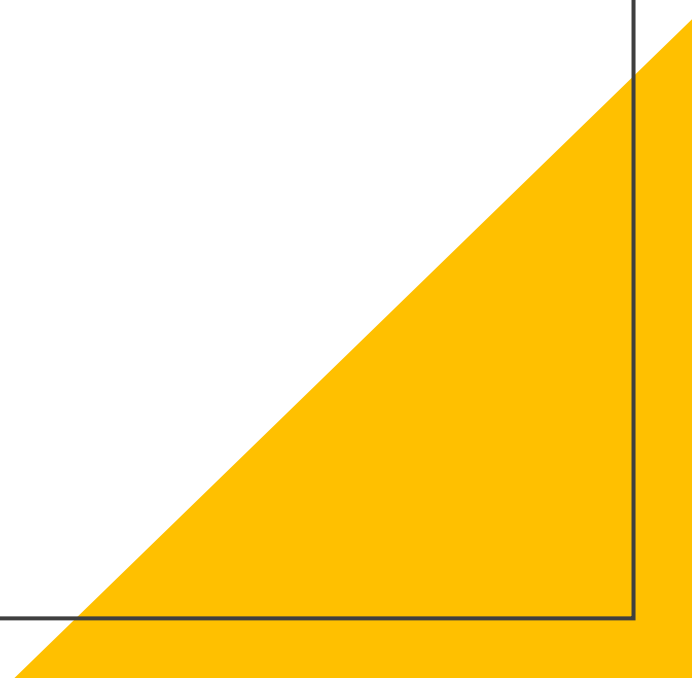


SENIORS CHALLENGING CLIMATE CHANGE THROUGH ACTIVE AND PUBLIC TRANSPORTATION

A CalBike Extravaganza for Elders and their Friends

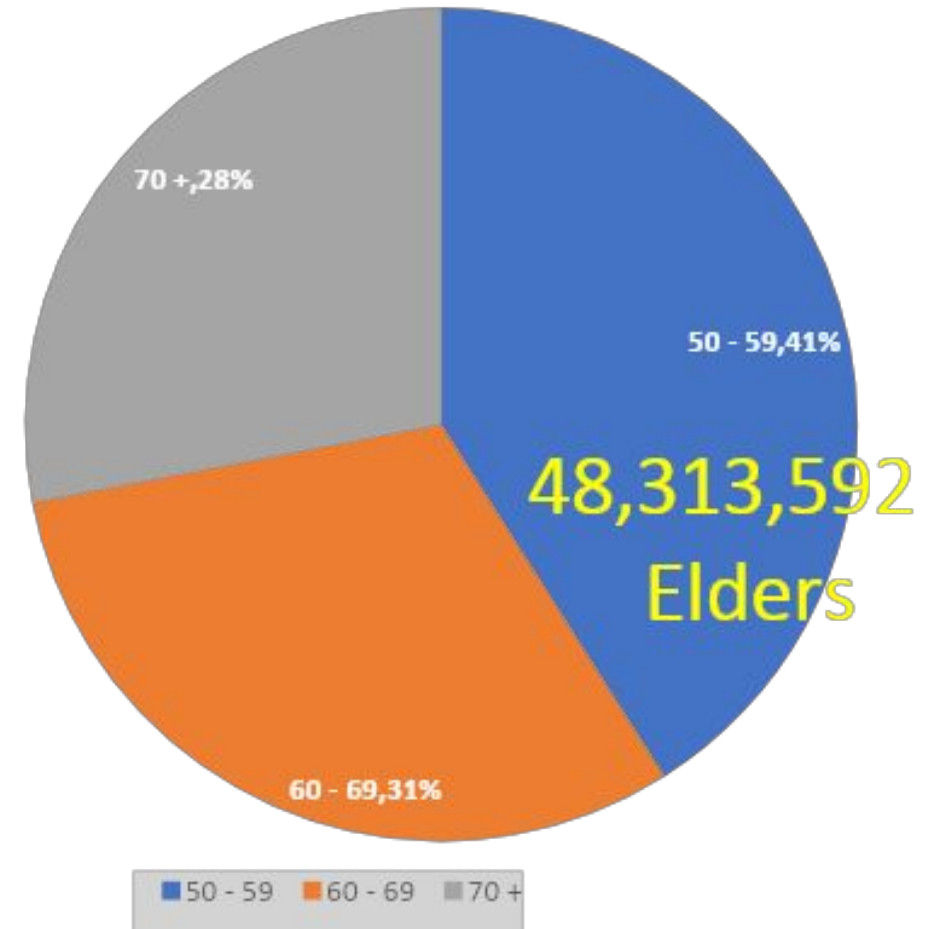
Today's Session

- SENIOR FACTS
 - SAFE AND EFFICIENT BICYCLE ROUTES
 - UTILIZING MULTI-MODEL TRANSPORT
 - MAXIMIZING BICYCLE SECURITY
 - CHOOSING EQUIPMENT AND TRANSPORT MODALITIES
 - WHAT'S NEXT?
- 
- A large yellow triangle is positioned in the bottom right corner of the slide, pointing towards the top right. It is partially cut off by the right edge of the slide.

Senior Fact 1

Population

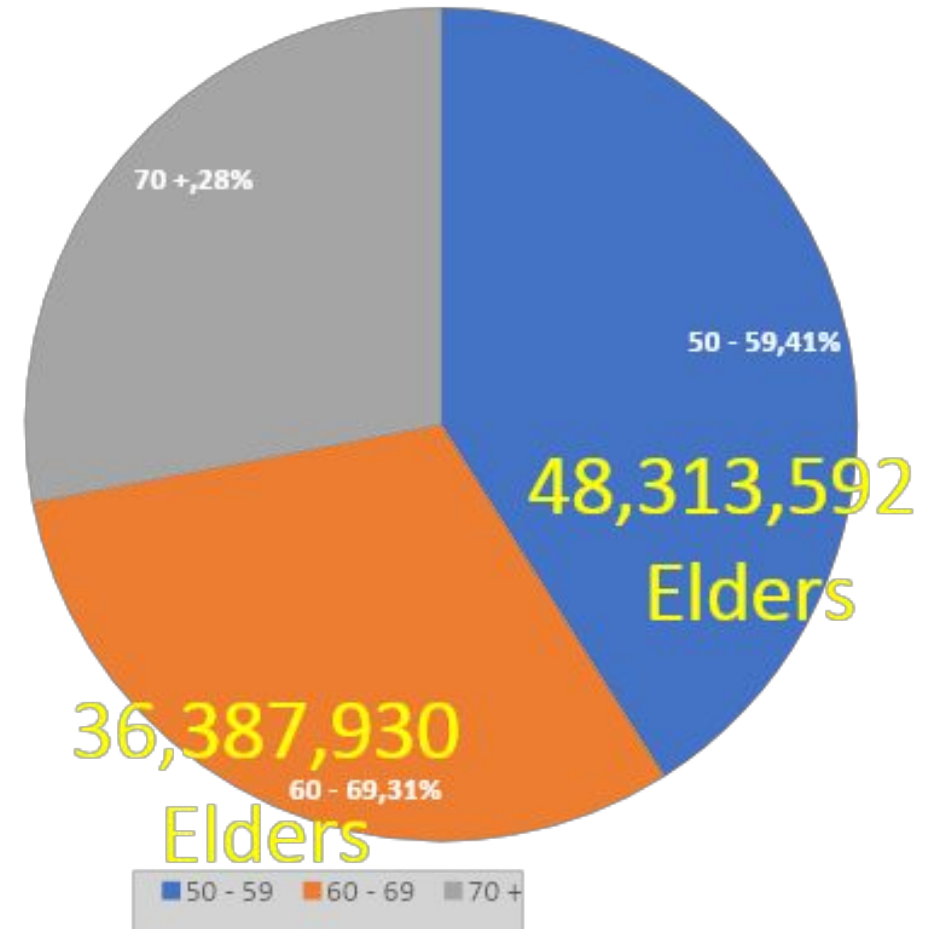
- In 2020, people 50+ years old in the USA were 117,838.03 or 35% of the 334,000,000 total population. That percentage continues to grow...



Senior Fact 1

Population

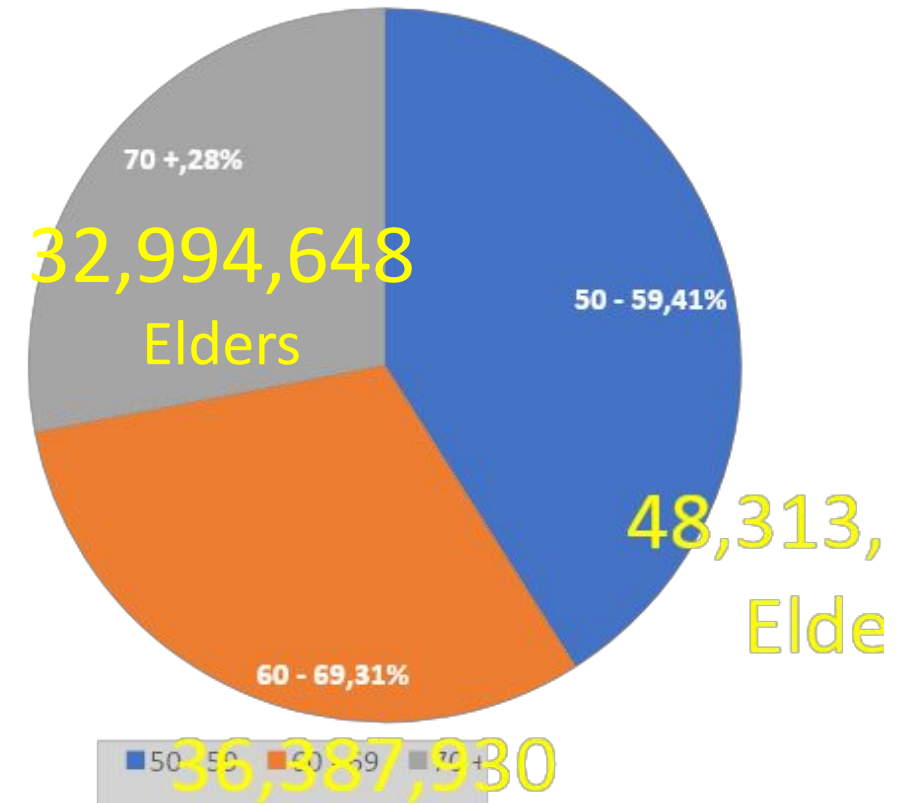
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Senior Fact 1

Population

•In 2020, people 50+ years old in the USA were 117,838.03 or 35% of the 334,000,000 total population. That percentage continues to grow...



What if...

- What if just 9% of those 118 million elders rode bikes, walked, or used public transportation instead of using SOV (single occupancy vehicles)?



What would happen?

- Over 10% of those 118,000,000 SOVs (est. 10,620,000) would be off our roads. This would dramatically reduce traffic congestion and pollution for those who must drive and create a paradigm shift in the overall effect of Active and Public Transportation.



Taking the lead

- Those who bike need to encourage others



Bike Culver City and Women on Bikes Culver City pre-ride photo

20 of the 31 riders shown are 50 years old+

I'll be back after today's panel presents their topics.

They will speak in the following order:

- 1. Meghan Sahli-Wells – Safe and Efficient Bicycle Routes
- 2. Mary Daval – Utilizing Multi-modal Transport
- 3. David Metzler – Bike to Work and Maximizing Bicycle Security
- 4. Joni Yung – Choosing Equipment and Transport Modalities
- **I have allotted time for a Q and A session the end of all of our presentations. Please hold your questions and comments until then.**

Safe and Efficient Bicycle Routes

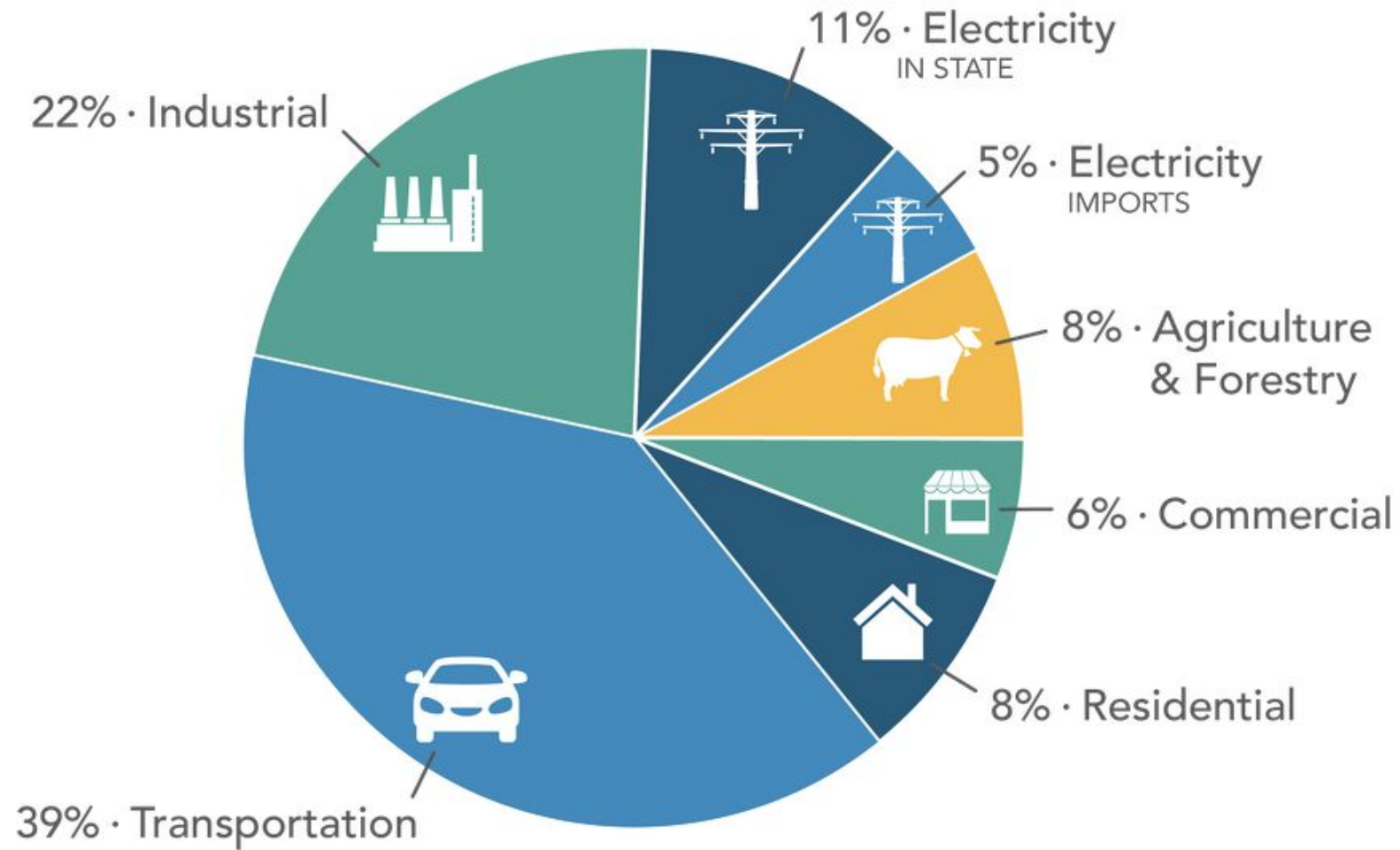


Meghan Sahli-Wells

Seniors Challenging Climate
Change through Active and
Public Transportation

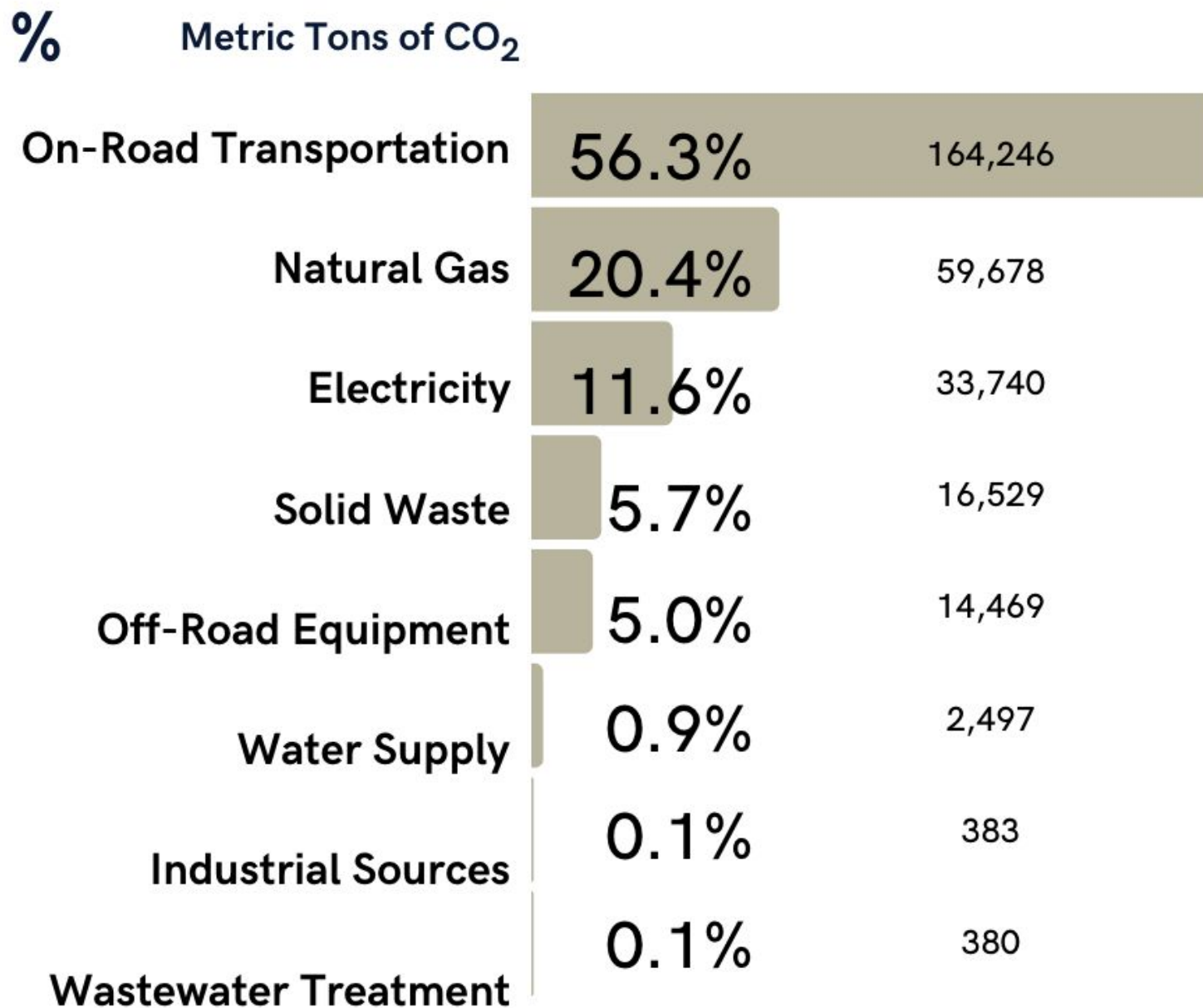
DOWN
WITH THE
PETRO
PATRIARCHY

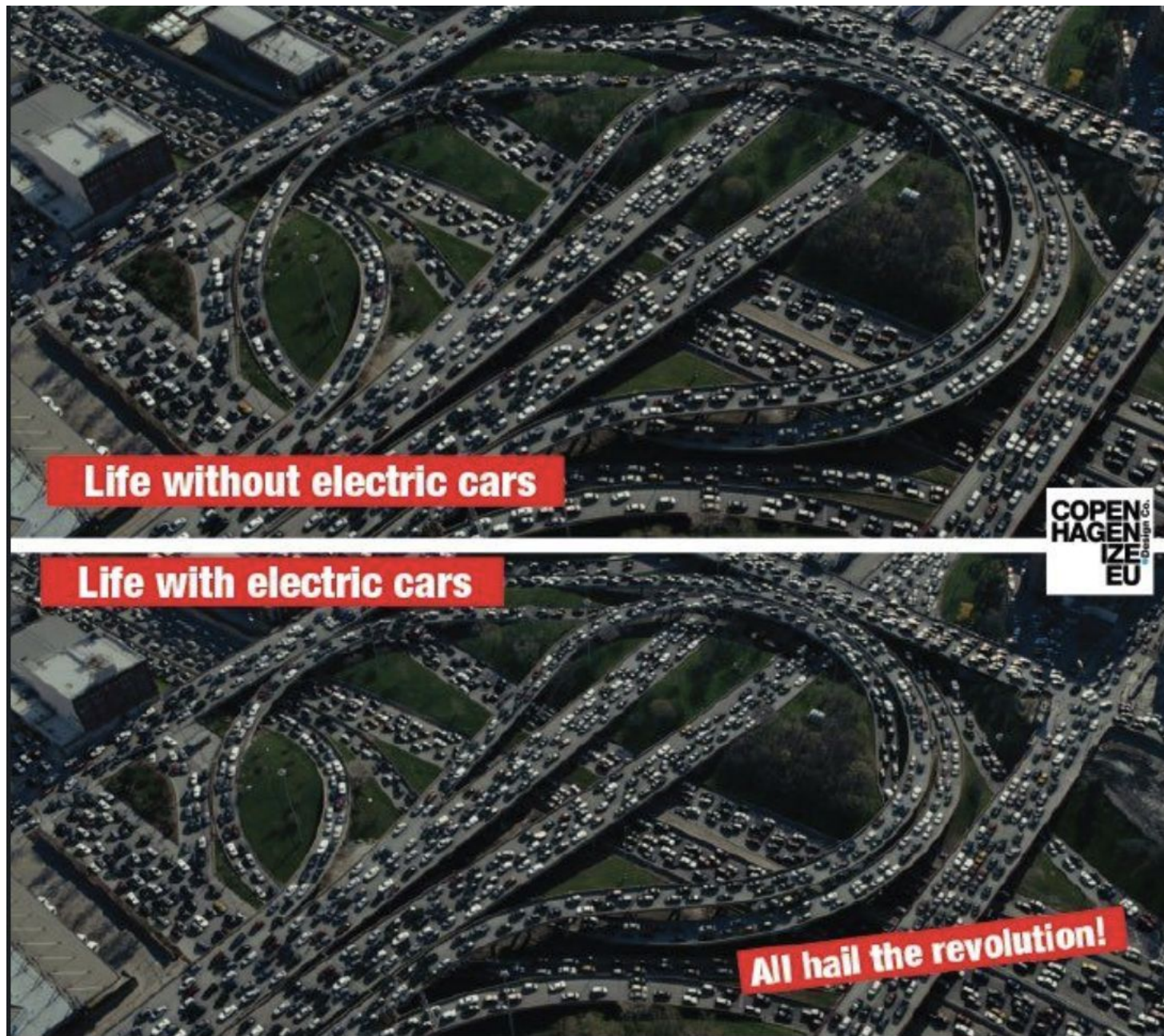




381.3 MMT CO₂e
2021 TOTAL CA EMISSIONS

Total Culver City Community GHG Emissions by Source in 2019





Graphic: Mikael Colville-Andersen
Copenhagenize Design Co.



RESOLUTION NO. 2020-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, (1) ADOPTING THE CULVER CITY COMPLETE STREETS POLICY; AND (2) FINDING THE POLICY IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

WHEREAS, the State of California enacted the Complete Streets Act of 2008 (under Assembly Bill No. 1358) promoting the adoption of complete streets policies by local jurisdictions to provide for the transportation needs of people walking, bicycling, taking transit, and driving of all ages and abilities;

WHEREAS, Culver City adopted its first Bicycle and Pedestrian Master Plan in 2010 to encourage more residents, employees, and visitors to walk and cycle in Culver City, and to guide the implementation of bicycle and pedestrian infrastructure projects to enhance their travel safety, accessibility and connectivity;

WHEREAS, in 2014 the Los Angeles County Metropolitan Transportation Authority (Metro) adopted a Complete Streets Policy requiring cities in Los Angeles County to adopt local complete streets policies via an ordinance, resolution or a general plan update in order to maintain eligibility for Metro grants, effective January 1, 2017;

WHEREAS, the proposed Complete Streets Policy (Policy) aims to provide healthy and sustainable multi-modal mobility for Culver City residents and visitors by guiding the provision of a safe, convenient, and comfortable street system throughout the City that provides for the needs of road users of all ages, abilities and backgrounds, including drivers, transit users, bicyclists and pedestrians;

WHEREAS, Pursuant to Section 15061(b)(3) of the California Environmental Quality Act (CEQA), the Policy is considered exempt because it can be seen with certainty there is no possibility the Policy will have a significant effect on the environment. The Policy by itself, does not result in any physical changes in the

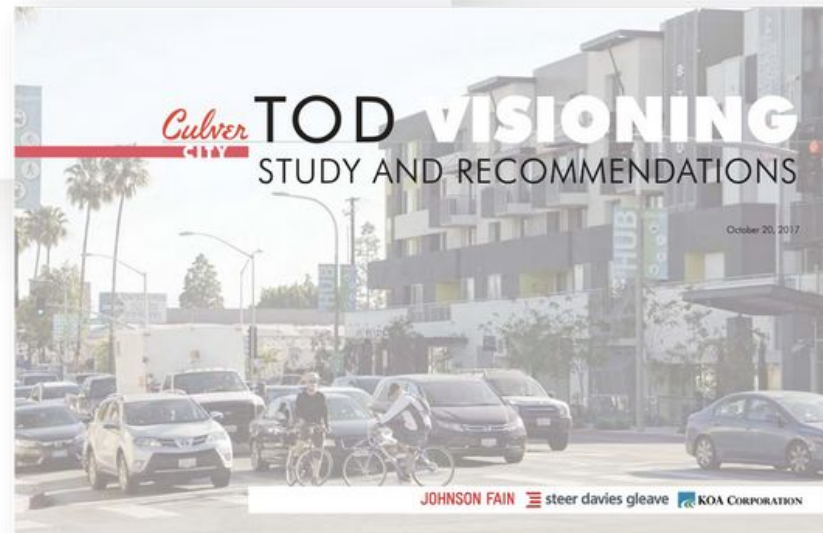
BICYCLE & PEDESTRIAN ACTION PLAN

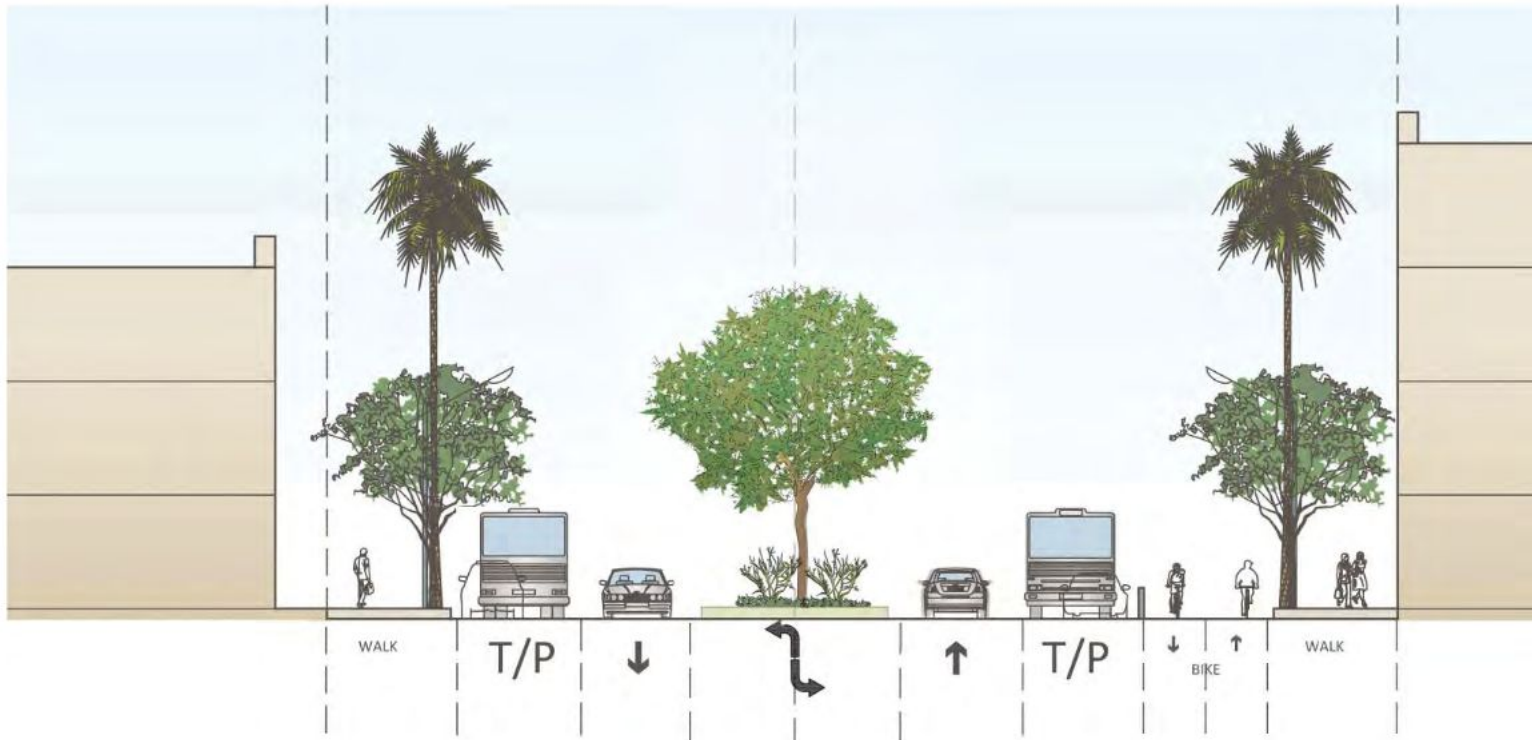
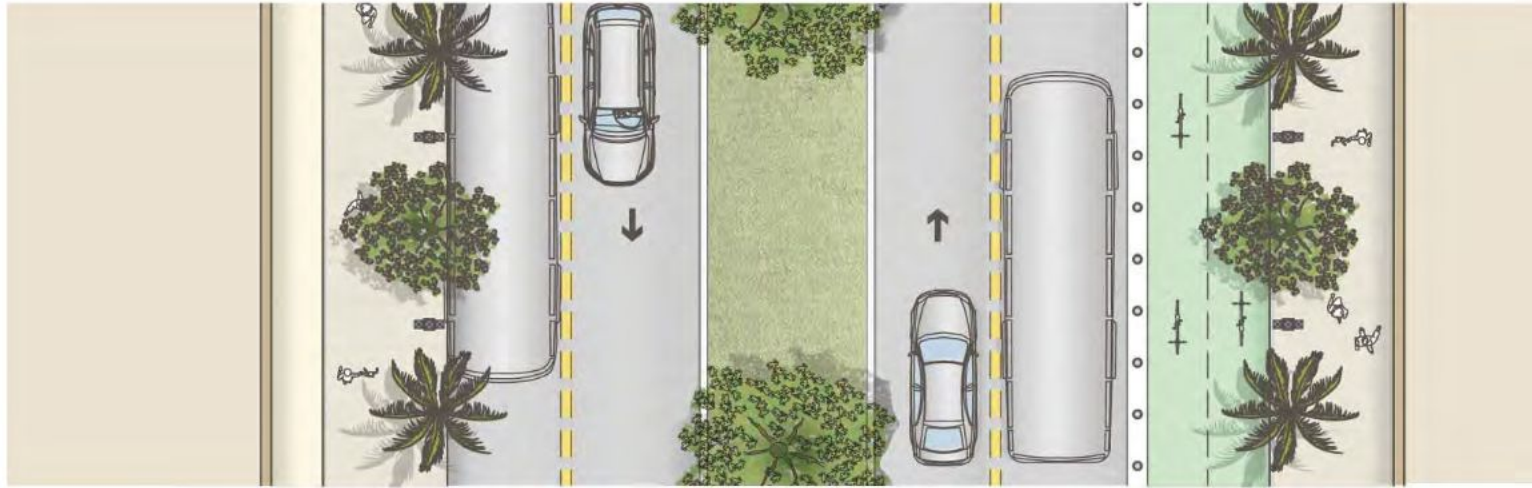
Public Draft – June 2020



BICYCLE & PEDESTRIAN ACTION PLAN

Vision Zero





Washington Boulevard - dedicated transit / parking flex lane + two-way protected bike lane

Source: [Culver City TOD Visioning Study & Recommendations](#)



Source: [Experience Elenda SCAG Report](#)



Source: [MOVE Culver City](#)
[Mid-Pilot Report](#)

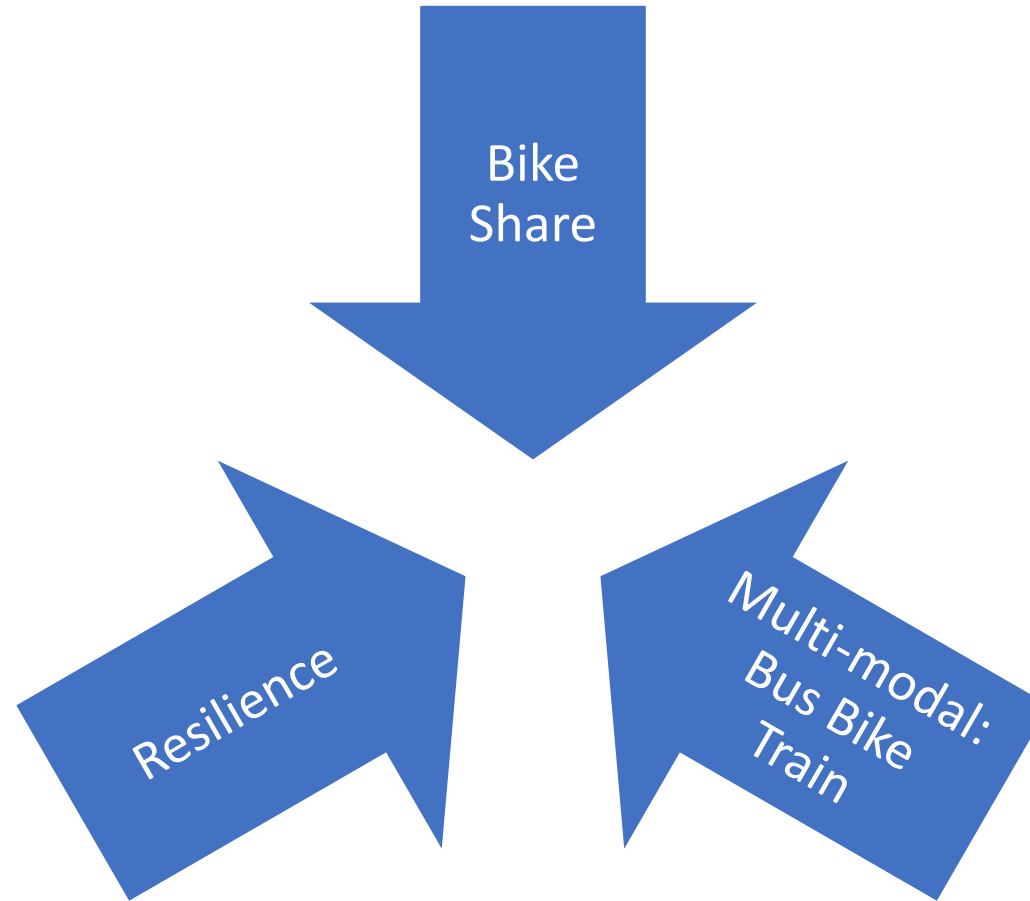
Utilizing Multi-model Transport



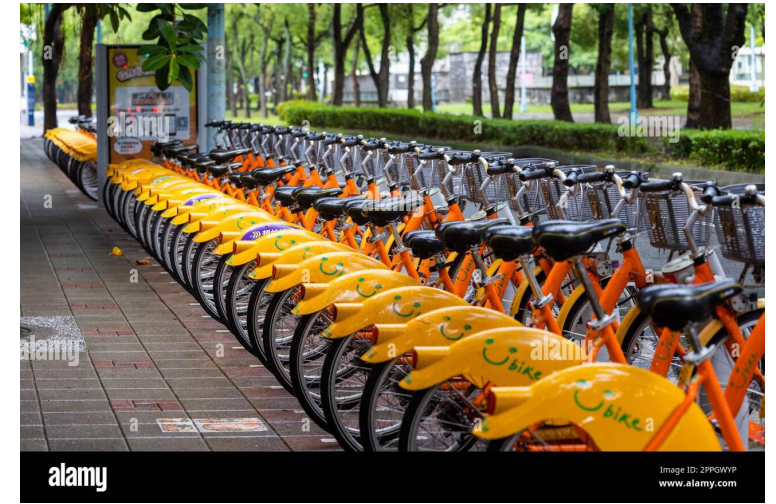
Mary Daval

Seniors Challenging Climate
Change through Active and
Public Transportation

Three Personal Stories



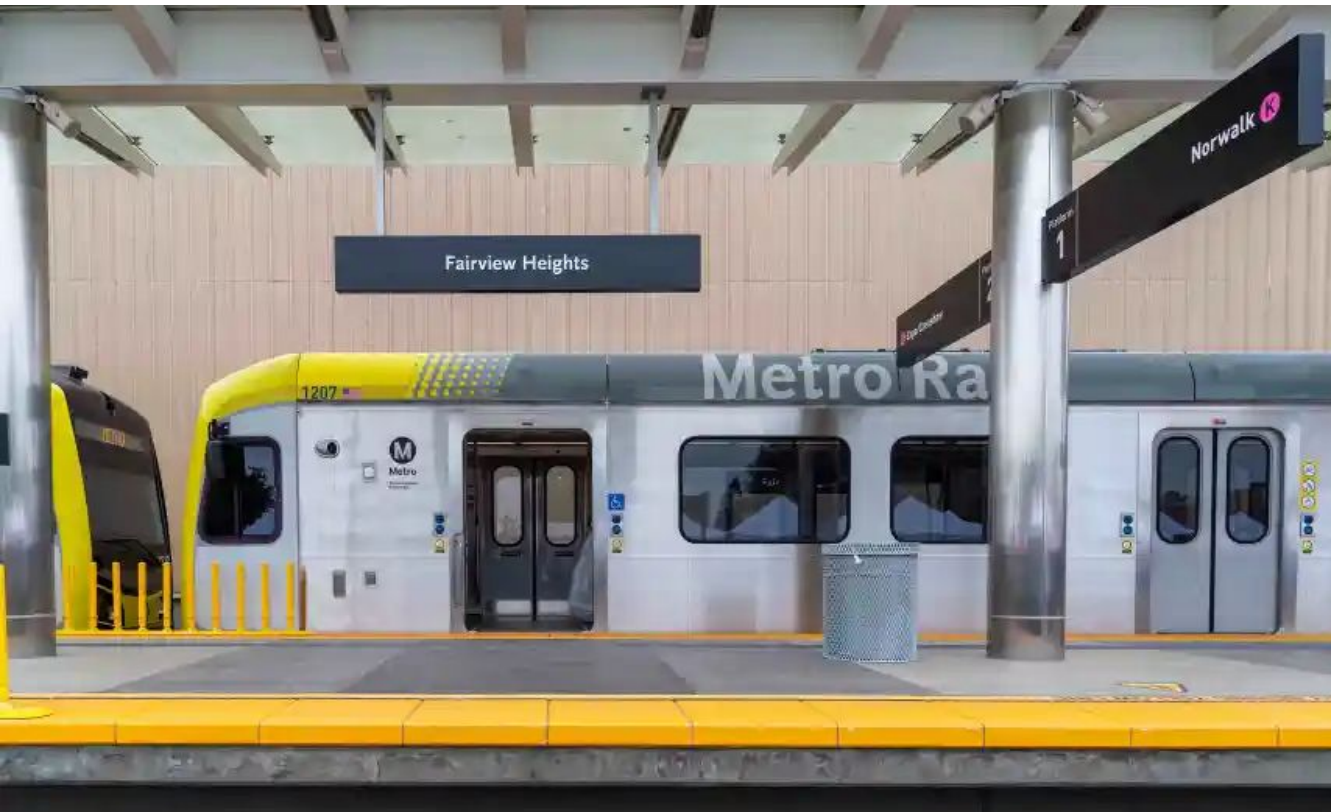
Bike Share - Taiwan





Multi-modal: Bus Bike

Multi-modal : Bike Train





Resilience

Resilience: Create Community




Resilience: Create Opportunity



Resilience



Kindness
overcomes fear



Be consistent,
be gentle, be
patient

Bike for Work and Bicycle Security



David Metzler

Seniors Challenging Climate
Change through Active and
Public Transportation



Making Bikes
Work for Work

Making Bikes Work for Work



Security
(outside choice)





Crop

Security
(Theft in Progress)

On Bike Security





Security
(incognito)



- **Homeowners**
Farmers - \$125/year Theft & Liability
- **Bike Insurance**
Velosurance - \$260/year Theft \$3500 equipment



Choosing Equipment and Transport Modalities



Joni Yung

Seniors Challenging Climate
Change through Active and
Public Transportation



challenges of getting
around on foot
(cane/walker) or
mobility device
(wheelchair)

- Unexpected termination
- Tree/Pole obstacles
- Uneven surfaces
- Cracks



taking bike on bus/train

- waiting at bus stop
- waiting at platform
- on metro train, seated
- on metrolink bike car





taking bike on private transit
(not on public light rail or
buses with racks)

- in bus cargo hold
- in car trunk

bringing bike into businesses, no need to lock up outside with a potentially long walk



- in restaurant
- at event
- stashed in a corner
- in port-a-potty!

when all else fails...

- you can always call me if it's confusing!



What's Next?

- We live in a democratic society.
- With strength of numbers, experience, and collective wisdom, seniors can make a difference in how society allocates its resources.
- If seniors can seize the opportunity and accept the challenge of fundamental transport changes, they can really make a difference.
- By voicing their concerns while embracing bicycling, walking, and/or public transportation, seniors can improve the quality of life for themselves and everyone else, plus help save our precious planet from further and irreversible environmental degradation.

Elders Bike, Walk, and Lead Connections

CalBike 2024



Patricia age 61





**SENIORS CHALLENGING CLIMATE CHANGE
THROUGH ACTIVE AND PUBLIC
TRANSPORTATION**

Join us!

**Together we can
make a
difference!**

