

Attachment A. Transportation Commission Comment and Preliminary Policy Recommendation

Policy	Transportation Commission (TC) Comment on April 28, 2022	Staff Response to TC Comments	TC Preliminary Recommendation: May 12, 2022
TR-128	<p>- "Dynamic" can mean different things to different people, suggest clarifying?</p> <p>- Is the term "curb operation changes" really needed here? Isn't the entire policy to define policy for curb operations? If it's necessary, it might be helpful to either define or provide examples as to what this is referring to.</p>	<p>Dynamic curb space are zones that accommodate different uses at varying times of the day, days of the week, or seasonal periods throughout the year. The term "flexible" can also be used to describe this functionality, policy has been amended to reflect this. Staff recommends distinguishing operation changes from development review decisions, since different work groups approach curb decisions from different lenses.</p>	<p>Provide flexible curbside space within public right-of-way to accommodate parcel delivery and passenger loading through curb operation changes and development review.</p>
TR-143	<p>How would this work through development review? Would a developer be required, encouraged or simply allowed to install a charging station? Would the developer then be able to collect revenue from charging station use?</p>	<p>Updated policy would give guidance to have developer construct EV infrastructure at the curb in designated and appropriate locations. Today, developers are not required to install EV accommodation at the curb.</p>	<p>Add electric vehicle charging stations in designated on-street parking areas through development review.</p>
S-DT-157.1	N/A		<p>Create curbside zones for on-street parking as designated in the Curb Management Plan.</p>
S-DT-157.2	N/A		<p>Add on-street parking spaces in travel lanes for use during off-peak hours.</p>
S-DT-157.3	N/A		<p><i>(Repeal)</i></p>
S-DT-157.4	N/A		<p><i>(Repeal)</i></p>
S-DT-157.5	N/A		<p><i>(Repeal)</i></p>
S-DT-157.6	<p>would personal passenger pick-up drop-off be allowed here or separate? If separate, does private passenger loading and unloading need to be included in the policy or is it already addressed elsewhere?</p>	<p>This policy refers to queue (waiting) areas outside of designated pick-up locations. As discussed on April 28, some queue areas could be designated in strategic locations outside of congested streets as to reduce circling and lane blocking, and improve safety.</p>	<p>Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.</p>
S-DT-157.7	N/A		<p><i>(Repeal)</i></p>

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NEW-1	More clarity on analysis requested.	Added context included in TC agenda memo for May 12, 2022 meeting.	Designate curb uses, curb typologies, and modal priorities as outlined in the Curb Management Plan.
NEW-2	could "pricing-based" be stated more simply? Maybe "pay for curb use" or provide some examples?	Revised to reflect simpler language	Implement a holistic pay-for curb use program as recommended in the Curb Management Plan.
NEW-3	N/A		Identify and create regulated passenger loading zones for taxi and rideshare use, primarily within the Type 1 Performance Management Areas as defined in the Mobility Implementation Plan.
NEW-4	recommend providing an example of what a technology solution is to help clarify this term.	Staff recommends keeping this policy fairly broad as to prevent unintentional limiting of currently unknown technology solutions.	Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.
NEW-5	mobility hubs are defined differently by different agencies. Suggest clarifying by adding some of the highlighted text in the staff comment section.		Create attractive mobility hubs that allow for the easy transfer among public, private, and active travel modes.
NEW-6	does temporary curbside use mean seasonal or different hours of the day or both? could it also mean temporary/rotating vendors in same locations? how are the types of vendors that can use the curb defined?	Language amended to streamline intent of policy and reduce confusion of "temporary".	Create designated curbside zones to allow for vendors, such as food trucks, in areas with high pedestrian activity.
NEW-7	N/A		Create vibrant activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions in strategic locations.