

All - we received four clarifying questions prior to today's BPAC meeting. Please consider reviewing those questions below.

Q1. When can we expect to see the near-term implementation plan presented to Council?

Response: Staff has been preparing a near-term implementation plan that we intend to bring back for Council deliberation and direction in the 2<sup>nd</sup> quarter of 2022. The plan expands upon the implementation plan identified in the strategy (Chapter 4, Page 80) - create staff dedicated to parking, revise the downtown parking permit programs, advance demand-based parking, pursue public-private parking partnerships, and implement a marketing and communications campaign.

Q2. Are there any estimates of the current (or pre-pandemic) mode-share in downtown (acknowledging that, e.g., someone who takes the train to work in an office and then walks to lunch/dinner in downtown may be hard to categorize in traditional mode-share metrics)? This could be overall metrics or metrics broken out by trip generator (i.e., separate mode-share metrics for residents living downtown, for workers working downtown, and for customers patronizing downtown businesses).

Response: The Parking Strategy data and research collection did not include current mode-share/trip generation for downtown. Trip generation and mode share information could be captured through Phase II of the update to the Downtown Precise Plan, which is not currently authorized by the City Council.

Q3. Along those same lines, are there any specific city goals for downtown mode share numbers, or for total downtown VMT, or anything like that?

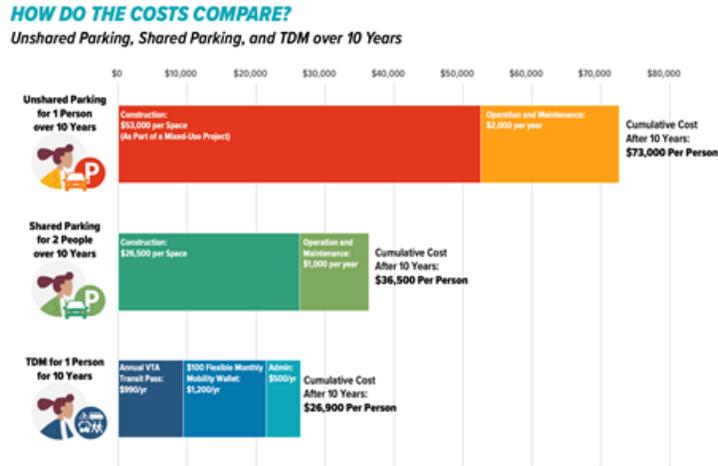
Response: The Parking Strategy consists of four strategy types with a range of potential solutions in each interrelated category: parking management solutions, parking supply solutions, access and mobility, and zoning and regulations. The specific strategies that encourage mode share include:

- Parking Management Solutions: Expand the Mountain View Transportation Association operations to downtown to support downtown TDM program implementation.
- Access and Mobility: Develop multi-modal incentives to encourage more mode share.

- Zoning and Regulation: Reduce downtown parking demand and enhance mode share by requiring transportation demand management. Update bicycle requirements to provide adequate bicycle parking in new developments.

Q4. Is the cost of land factored into the parking cost estimates presented in the fact sheets in any manner (for city-owned land, this would be more of an opportunity cost estimate)?

Response: In Fact Sheet #6, the cost of new public parking did factor in cost of land but did not specifically look at Mountain View values. The fact sheet does compare parking costs across different types of parking – unshared parking (private development), shared parking, and TDM costs.



Looking forward to seeing you at the meeting.