

## Bicycle and Pedestrian Advisory Committee (BPAC) Questions January 31, 2023

### 6.1 Personal Delivery Devices

**1. Question:** What are the references to "best practice research from other communities"?

**Answer:** Staff conducted research on other communities that have developed policies, programs or best practices reports on Personal Delivery Devices. More specifically here is a sampling of the research: The following cities include [San Francisco](#), [San Jose](#), Santa Monica, and Los Angeles ([LA PDD Rules and Guidelines 2021](#) [LA PDD webpage](#) [LA PDD Sec. 71.30 Regulation of Personal Delivery Devices](#)). Examples outside of California include Washington DC ([DC PDD Overview](#) [PDD Terms and Conditions](#)), [Austin, Texas](#), and areas identified within the [Personal Delivery Devices \(PDDs\) Legislative Tracker \(Version 1.0\)](#). Staff also looked to research done generally on PDD programs, such as [Sharing Spaces with Robots Brief](#) by Pedestrian and Bicycle Information Center; [Decarbonizing Delivery of Goods – Municipal Action Guide](#) by National League of Cities; and [How Cities Can Decarbonize Delivery in the Era of Online Orders](#) by Smart Cities Dive.

**2. Question:** Why does the current program have no component that would comprehensively gather data/feedback from impacted pedestrians and bicyclists about how PDDs affect their experience of and inclination to use the city's sidewalk and bike lane facilities?

**Answer:** The update pilot program guidelines reflect Mountain View specific lessons learned and do include additional performance measures related to public inquiries, including incidents involving interactions with the public, and documenting all public inquiries. In addition to more specific details around data collection and feedback, staff can also identify a plan to take public feedback throughout the pilot program using [Collaborate Mountain View](#).

**3. Question:** Was any attempt made to consult SVBC in drafting a plan that includes utilization of bike lanes?

**Answer:** Staff have not been in direct contact with SVBC regarding the PDD program augmentations to potentially utilize the bike lanes. However, Economic Development Staff is happy to engage with them as well as continue to work closely with the City's Transportation Division and Police Department in preparing a plan for PDDs to utilize bike lanes.

**4. Question:** Would PDDs have access to trails (Stevens Creek, Permanente, etc.)

**Answer:** Consistent with other city policy guidance, PDDs are not permitted on trails. Per the PDD program augmentations, staff will add clarifying language as to what types of public rights-of-way PDDs will be NOT allowed on, and public trails are included in that.

**5. Question:** What were the fees, if any, collected by the city during the initial pilot program, and what are the fees that would be collected if additional operators were to deploy PDDs?

**Answer:** Fees were collected via a mobile vending permit, there is no proposed change to this process under the update pilot program guidelines.

**6. Question:** What support is there showing that PDDs (including ones with a bigger delivery radius that can utilize bike lanes) will in net benefit local restaurants and grocers vs. harming them by shifting business to ghost kitchens, grocery delivery warehousing facilities, or large national retailers?

**Answer:** Physical retail stores and e-commerce are becoming interdependent for both small and large restaurants and retailers. The augmented PDD pilot program is aimed to advance equity by providing automation and expanded access to delivery to more Mountain View neighborhoods.

**7. Question:** Why is the issue framed as "economic development vs. pedestrian safety" as opposed to "economic impact vs. city's active transportation goals" (where active transportation goals include not just safety but more broadly facilitating walking and biking) and "impact" would allow for both positive and negative economic impacts of PDDs to local businesses (e.g. replacing walking/biking to retail zones, or shifting consumption to non-local).

**Answer:** Economic Development staff will work with Public Works staff to ensure there is balance between economic development initiatives and pedestrian safety, as well as other active transportation goals.