

ID	Source	Comment	Category	Response to Comment
10	Planning Commission	Grant Street from 5th to 9th would be an ideal candidate for a road diet for green streets.	Additional project	Comment noted.
18	Planning Commission	Really am glad that diagonal curb ramps are addressed. May want to strengthen the language to really make sure we install them.	Curb ramps	No change made. Plan language "This Plan recommends the City adopt perpendicular curb ramps as its preferred standard..."
19	Planning Commission	Need to define what Complete Streets is.	Definitions	Definition added to Policy 1: "Complete streets are roadways designed to facilitate safe, comfortable, and efficient travel for all roadway users. Accommodations include sidewalks, crosswalks, pedestrian cut-throughs, or other pedestrian improvements" to the Complete Streets Policy: 1
42	Planning Commission	Objective 1.B - Need to address Exposure to vehicles and how reducing the exposure will make pedestrian travel safer.	GOP	Revised to include: Policy 2.A.3: Identify opportunities to reduce pedestrian exposure by reducing crossing distances or providing facilities.
49	Planning Commission	Consider the topography in the Greenway Network towards the southern part of the city. There are some streets that most people won't walk up.	Greenway Network	Noted. The most continuous routes with transit were chosen.
67	Planning Commission	Parklets are a great concept.	Parklet	Comment noted.
75	Planning Commission	Is the is the best pedestrian scale light that we can get? Are there newer lights that are better and/or more energy efficient? Is there a cost trade off if we switch to LED's?	Pedestrian Scale Lighting	Public Works continually reviews the efficiency of pedestrian scaled lighting. Comment noted. No change made.
81	Planning Commission	Check to make sure the Hospital and the Samaritan House were added into the PEDIndex model to address the pedestrian trips generated or attracted to these sites.	PEDIndex	The hospital and Samaritan House are included within the PEDIndex model. No change made.
105	Planning Commission	Rolled curbs - Does the proposed zoning code section actually belong in the zoning code? We need stronger language when it comes to retrofitting sidewalks and curbs. Need to educate the public on how to park on the sidewalk and what a rolled curb is for.	Rolled Curb	Revised to, "This Plan recommends the City revise its rolled curb replacement practice to permit conversion to vertical curb where there is sufficient width based on Staff engineering judgement. "
120	Planning Commission	Need to increase the signal time for pedestrians.	Signal timing	The Plan includes increased crossing times for pedestrians. Comment noted, no change made.
122	Planning Commission	Need to incorporate the County's Green Streets into the plan. Including the options to have pervious pavement and additional kinds of landscaping.	Stormwater	Green streets added to Section 5.2.2.
51	Planning Commission	We need to prohibit the 3-legged crossing at intersections.		3-legged crossings at intersections is a barrier to walking. Barriers should be identified for removal under Policy 1.B.1. Staff will work to remove these barriers and prohibit new ones.

62	Chris Massey	Parklets p. 5-10 of the Plan - parklets are an interesting idea that have been adopted elsewhere. The areas recommended for pilot parklets in Downtown and on 25th Ave. are areas where parking is already very difficult. I would like to see further consideration of this issue and recommendations as to how it might be mitigated (e.g. additional parking facilities in the Downtown).	Parklet	The recommended pilot parklet locations are located where there is high pedestrian traffic and limited public right of way. It is a pilot program and specific locations will be reviewed and the public will be able to comment on recommendations before implementation.
85	Chris Massey	Hacienda sidewalks - over the last few months there have been several community meetings and review by Public Works around building sidewalks on Hacienda between 31st Ave. and Louise Lane. This has created an impression that action on sidewalks might occur sooner rather than later. On the Plan priority list, however, the Hacienda sidewalks receive 5.18 points out of a possible 70, putting this project near the bottom of the list. What does this mean for the timing of this project?	Prioritization	The Hacienda sidewalk project is now a priority project.
113	Chris Massey	Signal Timing pp. 5-20-23 of the Plan - I applaud the proposal to increase signal timing to 3.5 ft/sec across the board, and to increase it further to 2.8 ft/sec at locations near senior facilities and schools. I think further consideration should be given to an increase to 2.8 ft/sec in the Downtown. A key goal of the Plan is to facilitate walking in the Downtown area by seniors and the disabled. The current 4 ft/sec timing does not provide enough crossing time for these individuals and the further increase to 2.8 would make walking in the Downtown much safer and more attractive for them.	Signal timing	The City will study a 3.5 feet per second crossing time. Should additional time be needed, the City will study that then.
153	Chris Massey	Ordinance revision Section 27.38.10 (d) - I don't understand the purpose of these revisions. What is the expected benefit and what are the other consequences?	Zoning code	The proposed code revisions address the design aspect that street frontage entry ways should be limited to allow for more pedestrian interactive uses such as sales , services etc. No change made.
154	Chris Massey	Ordinance revision Section 27.64.023 - while I understand and support the goal of freeing up sidewalk space, there are a number of streets in the City that are too narrow to allow for 2-way moving traffic plus parking entirely within the roadway on both sides. I think before we adopt this provision a study is required to determine on which streets it is not feasible and to develop alternatives for those situations. One possibility would be to limit parking to one side of the street.	Zoning code	This section only prohibits from parking on the sidewalk and clarified the definition of a driveway. It brings San Mateo code into conformance with California Vehicle Code Section 22500 (d) which prohibits stopping, standing or parking on a sidewalk. Comment noted, no change made.
155	Chris Massey	Ordinance revision Section 27.84.040 - this section is confusing and should be entirely rewritten to be more understandable.	Zoning code	Revised to, " 27.84.040 FENCE OR HEDGE -- BRANCH EXTENSION. No person shall permit branches or trees or shrubs to extend over any portion of the public sidewalk unless providing a minimum eight (8) foot clearance. No person shall permit branches or trees or shrubs to extend over any portion of a public street unless providing a minimum fourteen (14) foot clearance. (Ord. 1992-16 § 19 (part), 1992)."

22	Kelly Moran	Curb ramps design guideline (page A-14). Can we please avoid the slippery yellow dots that have become common throughout the city? Prefer a non-slippery alternative.	Design Guidelines	Revised to include, "The coefficient of friction of these plates should be at least 0.8 (ADAAG). "
23	Kelly Moran	Design Guidelines, Page A-9. Why the minimum 8-foot width for storm water treatment strips here? Seems unnecessary.	Design Guidelines	For new developments, it is generally recommended that a stormwater treatment planter be at least 8' wide to most effectively collect and process stormwater (it allows space for a flat-ish planted buffer along the sidewalk, and sufficient cross sectional area to accommodate all the runoff from the street without being super deep) . Narrower stormwater strips have been installed where the width of existing right-of-ways makes an 8' strip not possible, it is just less than ideal. So the 8' dimension is an ideal minimum, but the City could allow a variance on a project-by-project basis.
35	Kelly Moran	Development Guidelines (Page 5-35). For new development or redevelopment, need to ensure that stores that there are direct pedestrian connections to stores that are separated from the sidewalk by a parking lot. People shouldn't have to play dodge and weave with cars to get to the store (e.g., supermarkets) from the sidewalk.	Development Guidelines	Section 5.5.5 (previously section 5.5.4) refers to improvements to the public right-of-way in association with large scale private development. Direct connections from the public right-of-way (sidewalk) to stores through private parking lots should be recommended and will be included in the development of a design toolkit. Comment noted.
38	Kelly Moran	Objective 1.b (page 2-2). Suggest adding a related objective: Improve crossings of major arterials (e.g., Alameda, Hillsdale, Concar, Delaware).	GOP	Policy 1.B.1: arterials added the this list of barriers.
39	Kelly Moran	Objective 5.B. (page 2-5). Need to add or modify a policy: Improve pedestrian access to facilities that serve low-income community members, such as the County hospital and Samaritan House.	GOP	Revised to include, "Policy 5.B.2: Improve pedestrian access to facilities that serve low-income and transit dependent community members."
40	Kelly Moran	New objective? Suggest a policy to call for efforts to remove crossing barriers, like at 25th and El Camino and Saratoga and Hillsdale. When you want to cross a street, you should not have to cross 3 streets.	GOP	Revised to, "Policy 1.B.1: Identify opportunities to remove barriers, improve or add pedestrian crossings of US Highway 101, State Routes 82 (El Camino Real), State Route 92, and the Caltrain railroad tracks, and major arterials."
41	Kelly Moran	Goals 1 & 2 (Pages 2-1 through 2-3). Need to balance safety and mobility. Safety should not be used as a reason to restrict pedestrian mobility in ways that frustrate walking (e.g., cutting off pedestrian crossings, requiring indirect, out of the way walking paths to destinations).	GOP	Comment noted. It is not the intent of these goals to restrict or discourage pedestrian mobility.

46	Kelly Moran	<p>Greenway Pedestrian Corridor Network (page 5-3). Support. Some adjustments would improve it:</p> <ul style="list-style-type: none"> • Saratoga from Franklin to Delaware – This is an existing corridor that should be recognized. • Corridor on Edison to 41st should be revised due to the steep hill on 41st. People actually walk down 39th to Beresford, then along Beresford to the shopping center at 42nd and El Camino. • Borel Creek path from Saratoga to Fiesta Gardens. Currently used path, should formalize. This path probably needs to be a project; it is an opportunity for funding either as a connection to transit or as a potential part of a project involving Borel Creek. • Hillsdale Blvd. from Train Station to East probably should not be a greenway. Sidewalks are very narrow, street ROW is full with cars, and lots already have reduced setbacks. Pedestrian environment is more comfortable on Bay Meadows path (to north) and Poinsettia (to south). Pedestrian connections are needed from Hillsdale/Train station area to Poinsettia at Old County Road (a bike connection is already proposed here). • Because people don't walk on busy streets—they move over to quieter ones, suggest consideration be given to two sections of corridor between El Camino and Alameda. Both El Camino and Alameda noisy to walk on, Alameda is hilly, and both have challenging sidewalks: <ul style="list-style-type: none"> o A corridor on Hacienda between 39th (hospital) and 22nd Avenue (and jogging over to Isabelle to connect to 20th Ave). Provides access to 25th Avenue, hospital, and Hillsdale area pocket parks, St. Barts, all common destinations. o A corridor on Edinburgh or Maple connecting the Borel area to downtown. 	Greenway Network	<p>Saratoga added as a greenway. Edison to 39th ok. Borel creek ok Franklin added as a greenway, Hillsdale removed. Hacienda - yes, make a greenway</p> <p>Added corridor on Maple to greenway network. No greenway to Sargarloaf.</p>
88	Kelly Moran	<p>Ranking system needs improvements (Table 7-1, page 7-3). It isn't prioritizing the projects that should be the priorities for the city's future. Low rankings could harm chances for grant funding of important projects.</p> <ol style="list-style-type: none"> a. Doesn't differentiate between improving existing conditions and solving major problems. b. Lighting seems inappropriately prioritized. Should prioritize where it is a safety need (e.g., North Central, North Shoreview, Downtown). c. Big projects prioritized over small ones. d. Not included are connections to services for low-income communities. e. Collision history needs to be paired with a safety evaluation to recognize places so dangerous that pedestrians don't use them (e.g., network gaps). Safety = perception of safety & security. Collision history is only part of this. If collision history is separate, it should not have such a high ranking. f. Should prioritize areas near medical facilities (since these serve seniors) g. Should prioritize TOD (both formal TOD and other areas that are functionally TOD). <p>Project ranking that seemed to come out too low are project to address safety problems, particularly those for folks accessing the county hospital.</p>	Prioritization	<p>Project prioritization revised. Projects are presented as a group, with the high priority projects called out. The tiering system has been removed.</p>

89	Kelly Moran	Concerned about Priority programmatic recommendations (page 7-4). This is a fruit salad of mixed topics. Not being listed here may actually prevent grant funding for a project, study, or program.	Prioritization	Project prioritization revised. Projects are presented as a group, with the high priority projects called out. The tiering system has been removed.
102	Kelly Moran	Rolled curbs should be prohibited; interim measures should be considered in key areas. (See 5.2.4, page 5-6). Particularly problematic in area near County hospital, Hillsdale Shopping Center, & Hillsdale Garden Apartments. Forces wheelchairs and strollers into the busy street.	Rolled Curb	City does not permit installation of rolled curbs in new development, however many were constructed before they were prohibited. Rolled curbs may be converted to vertical curbs as part of larger street improvement projects.
111	Kelly Moran	Four-Foot through zone is too narrow (see design standards like page A-6). Two people can't comfortably walk side by side in this narrow width. Five feet should be the absolute minimum through zone. Existing narrower areas should be corrected as opportunities arise.	Sidewalk standards	Revised 4-foot min to 5-foot min on: Type A - Standard and Type A - Sidewalk Along Parallel Parking.
112	Kelly Moran	Question 5-foot minimum in sidewalk standards pages A-7, A-8, A-10.	Sidewalk standards	It is minimum, actually widths will be determined at project development. Comment noted, no change made.
121	Kelly Moran	Stormwater / Green streets integration. Grant Funding & quality of life opportunity! See the county stormwater program's Sustainable Green Streets and Parking Lots Design Guidebook for examples of how this can work.	Stormwater	Green streets added to Section 5.2.2.
126	Kelly Moran	Plan is awesome! Definitely heading in the right direction. Consistent with General Plan and Commission's expressed desires on recent projects.	Support	Comment noted. No change requested.
127	Kelly Moran	Sidewalk installation (page 5-5). Strongly support recommendations. We have many strollers and less mobile folks on the street these days in our neighborhood. The area has no sidewalks. Cars move fast, particularly on the hills. Parked cars put pedestrians relatively far into the street.	Support	Comment noted. No change requested.
128	Kelly Moran	Hwy. 92 Crossing Study (page 5-35). Strongly Support. We will probably never make the crossings at Alameda and El Camino comfortable for most pedestrians, since these both involve freeway entrances. West of Palm, there's no comfortable place to cross Highway 92 today. A safe crossing will open up pedestrian & bike access to downtown, the library, and schools for huge pieces of our community.	Support	Comment noted. No change requested.
148	Kelly Moran	Edison Bulb-outs (page 5-42). Not sure these are necessary—or desirable—facing Edison Street. The street is already and has a challenging surface drain right in the south side of the intersection. The bulb-outs could hinder bike access here.	Walk Audit	The curb extension will be designed to minimize impacts to drainage and bicycle activity. Comment noted. No change made.

156	Kelly Moran	Zoning Code. Don't understand the branches over sidewalk provisions. Consider wording the 4-foot minimum to limit this to areas where pedestrians are passing existing obstructions (e.g., trees or streetlights). Please clarify the language about what neighboring businesses are allowing.	Zoning code	Revised to, " 27.84.040 FENCE OR HEDGE -- BRANCH EXTENSION. No person shall permit branches or trees or shrubs to extend over any portion of the public sidewalk unless providing a minimum eight (8) foot clearance. No person shall permit branches or trees or shrubs to extend over any portion of a public street unless providing a minimum fourteen (14) foot clearance. (Ord. 1992-16 § 19 (part), 1992)."