

From: General Plan <generalplan@cityofsanmateo.org>
Sent: Tuesday, April 20, 2021 5:45 PM
To: [REDACTED] General Plan
<generalplan@cityofsanmateo.org>
Subject: RE: Feedback from Imagining Scenarios Workshop April 15

Hi Mike,

Thanks for participating in Thursday's General Plan workshop, and for your comments below. We'll consider them along with other comments we've received. We'll also post public comments on the project website at StriveSanMateo.org.

Best,
Julia



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From: michael harrison [REDACTED]
Sent: Friday, April 16, 2021 12:13 PM
To: General Plan <generalplan@cityofsanmateo.org>
Subject: Feedback from Imagining Scenarios Workshop April 15

City of SM General Plan Leads:

I joined for the whole 2.5 hour workshop yesterday on Alternatives A/B/C and have provided some feedback via participant survey. As I have recently retired from a 30+ year consulting career in utilities/smart grid/smart cities where future visioning was a key element, I offer the following the observations:

1) Is there a point where the "painted picture" of the future 2040 City Landscape would be presented? While we were told that the zoning mix was not a guarantee that development in that form would follow, a picture speaks a 1000 words and depicts a holistic reality of what it would look/feel like and forces important thinking like:

A) What are the traffic congestion consequences of another 30% more residents? I did not see direct connection back to circulation plan, and congestion impacts. The point being we need to electrify transport (for reduced GHG) AND reduce car trips per capita if we are not to be gridlocked like Wilshire Blvd in west side of LA where pack of cars crawls from one light to the next.

B) Congestion Risk Mitigation Measures:

> Commercial Neighborhood Nodes at regular geographic intervals. Is there any logic in cityscape design to do so? In London UK suburbs there are intermittently spaced small villages where many residents just walk to the local mini grocery, florist, shoe store, etc. So basic needs are covered without car or even mass transit/subway. If laid out in right spacing we might reduce car trips this way
>Shuttles/Automated Vehicles - while mentioned, our generally very good weather could encourage folks to utilize mini-shuttles (automated or not) that flow at regular intervals through neighborhoods to their commercial node and to downtown...another way to get people out of car trips/parking

2) Downtown Pedestrian Free Zone - a design where shuttles and/or valet parking lots get people not to park right in down town. Grenoble France (and Barcelona mentioned in workshop) are huge examples where a large % of downtown is pedestrian only. We need to take advantage of COVID's side benefit of introducing us to outdoor cafe style dining - keep that and get rid of parking, migrate to green median avenues (4th Ave w/o parking stalls could be easily be converted)...let's go big with this, create a painted picture of it WITH the transport options to get folks to downtown without their car (via walk, bike, valet/remote park, shuttle for older folks)

Anyway hope some of these ideas are helpful as we can add density but we need get avoid congestion. Its doable but the whole picture needs to hang together into a total scenario that works.

Thanks for all the hard work!

Mike

