

MEMORANDUM

DATE June 10, 2021
 TO General Plan Subcommittee
 FROM Joanna Jansen and Carey Stone, PlaceWorks
 SUBJECT Summary of Community Input on Changes to the Draft Alternatives

This memorandum summarizes the community input received on the range of draft land use and circulation alternatives from the following events:

Date	Outreach Event	Number of Participants
Tuesday, March 3, 2020	Draft Alternatives Open House	29
Thursday, April 17, 2021	Draft Alternatives Virtual Workshop #1	95
Saturday, April 17, 2021	Draft Alternatives Virtual Workshop #2	50
Tuesday, May 18, 2021	Draft Alternatives Virtual Workshop #3	37
Tuesday, April 14, 2021 – Monday, May 31, 2021	Draft Alternatives Online Survey	471 responses

At these workshops and through the online survey, participants were asked to focus on two questions:

- Is this the right range of alternative scenarios?
- Are there ideas missing that you would like to see evaluated?

The goal of the draft alternatives workshops and online survey was to confirm we are considering a sufficient range of alternatives before the General Plan team conducts an in depth evaluation to compare the pros, cons, and outcomes of each alternative on housing, character, traffic, public services, health and equity, environmental sustainability, City’s fiscal health, conformance with applicable state laws, and other topics.

This synopsis focuses on comments that responded to the above questions and suggested new ideas not captured in any of the draft alternatives. It also summarizes key themes from the comments received. It does not summarize general expressions of support for or dislike of a given alternative, since the goal of collecting feedback from these events was to refine the range of alternatives for evaluation rather than to choose among them. This summary documents community input whether they were mentioned by one person or many people.

The draft alternatives workshop materials, meeting recordings, breakout room notes, and other comments can be found at:

<https://strivesanmateo.org/workshops-pop-up-events/>

The responses from the draft alternatives online survey can be viewed at:

<https://strivesanmateo.org/online-participation-results/>

Community input submitted directly to the City outside of the workshops and online survey can be viewed at:

<https://strivesanmateo.org/documents/publiccomments/>

At the workshops, the City asked the following questions to understand who was participating in the process and how to improve communication about the project moving forward:

- **Is this your first time joining us for a General Plan event?**
 - More of the workshop participants (57 percent) had participated in a previous General Plan meeting, but 43 percent of the participants were new participants.
- **What kind of stakeholder are you?**
 - The majority of workshop participants, 85 percent, were San Mateo residents.
- **How did you learn about today's session? Let us know so we can better focus our outreach in the future.**
- **We want to keep hearing from you. What's the best way to keep you informed of upcoming events?**
 - Most workshop participants (63 percent) learned about the event through email newsletters and would prefer to receive communication through email newsletters in the future.

The draft alternatives online survey asked participants the following two demographic questions:

- **How old are you?** Of the 111 survey participants that provided their age:
 - 3 percent were between the ages of 18 to 29 years
 - 30 percent were between 30 to 39
 - 16 percent were between 40 to 49
 - 13 percent were between 50 to 59
 - 21 percent were between 60 to 69
 - 17 percent were between of 70 to 79

Please identify your relationship to the City of San Mateo (Check all that apply) Of the 109 online survey participants who answered the demographic questions:

- 45 percent were residents
- 31 percent owned property in the city
- 12 percent worked in San Mateo

- 9 percent identified as a frequent visitor
- 3 percent owned a business in San Mateo.

General Comments on the Land Use Alternatives

- Do not expand any of the study areas.
- Do not limit the alternatives to the study areas, provide alternatives for the entire City.
- Add options that show more housing in the study areas.
- Provide an option that lowers the number of homes, jobs, and population for all study areas.
- At least a quarter mile from El Camino Real there should be a mix of Residential Low and Mixed Use Low development with Commercial Neighborhood in each corner.
- Provide buffers between residential or mixed use high uses and residential low uses.
- Provide high density housing for all areas within ½ mile of train stations in San Mateo.
- Consider adding a Privately Owned Public Open Space to all options.
- Reserve an area for a park or green space in all alternatives.
- Achieve a jobs-housing balance.
- Identify and preserve historic resources in the alternatives.
- Concern about how infrastructure will be funded and available to accommodate growth in all areas.
- City staff and the City Council should challenge the assigned Regional Housing Needs Allocation numbers for the city.
- Concern with inequity of upzoning areas that are predominantly lower income while leaving lower density and wealthier areas untouched.
- Ensure outreach is being done within North Shoreview.
- Define the legends bar and show baseline use on all scenarios.

Study Area 1 - North

New ideas suggested for Study Area 1 North:

- Show an option that adds high density housing.
- Include an alternative that results in no new development.
- Provide an option that adds more mixed use development opportunities.
- Replace the Residential Medium density designation between E. Santa Inez Avenue and 2nd Avenue with Residential High density given the proximity to Caltrain.
- Include an alternative that changes the Residential High land uses to Mixed Use instead.
- Designate El Camino Real as Mixed Use Medium and restrict commercial uses to the first floor.
- Incorporate open spaces, parks, and other green space uses in this area.

Other comments on Study Area 1 North:

- Commercial or retail will not be successful here; it seems better to maximize housing.
- Allow taller high density or mixed use buildings in this area.
- Concern with traffic and pedestrian safety in this area. Traffic affects small businesses.
- Improve public transit services in this area.

- Remove parking along El Camino Real, between Poplar Avenue and Monte Diablo Avenue, for pedestrian safety and to accommodate private driveways.
- Consider existing historic buildings in the alternatives.

Study Area 1 – Center

New ideas suggested for Study Area 1 Center:

- Expand the study area to include the office complex located to the west of Borel Avenue.
- Expand the study area to the west of El Camino Real.
- Expand the study area to include 16th Street from Safeway to Hayward park station.
- Include an option that adds more high density housing in this area.
- Include an alternative that changes the Residential High density land uses to Mixed Use instead.
- Provide an alternative that results in less office buildings in this area.
- Add more opportunities for mixed use development.
- Change the office designation for the 'L' shaped property on Madison Avenue to residential.
- Replace the Mixed Use Medium designation with Mixed Use High across all alternatives.

Other comments on Study Area 1 Center:

- Residential uses should not be located along El Camino Real and should instead be located one block over due to pollution from buses along El Camino Real and other equity issues.
- All Mixed Use Medium uses should restrict any office space to the first floor, limit surface parking area, and require at least enough residences to cover added jobs.
- Residential Low should extend to about 1/4 mile from El Camino Real.
- Preserve retail, service and restaurant uses in this area.
- Consider existing historic buildings in the alternatives.
- Concern with traffic congestion and parking issues in this study area.
- Concern about how schools and infrastructure will be able accommodate growth in this area.

Study Area 1 - South

New ideas suggested for Study Area 1 South:

- Expand the study area further to the south and west to include a buffer/transition zone.
- Expand the study boundary to include the lots facing El Camino Real and designate the properties as Residential Medium.
- Provide an option that results in less development in this area, it is too dense.
- Provide an option that results in more housing units in this study area.
- Show an option that includes residential uses along Pacific Boulevard.
- Add more opportunities for mixed use development in the study area
- Include an option that replaces the Mixed Use Low designation with Mixed Use Medium or High.
- Add Privately Owned Public Space.

Other comments on Study Area 1 South:

- Consider adding a new biking undercrossing at 39th Avenue.
- Consider existing historic buildings in the alternatives.
- Additional parks and open space areas are needed.

Study Area 2

New ideas suggested for Study Area 2:

- Show an option that includes Residential High density in this area.
- Include an option that changes Mixed Use Low along El Camino Real to Mixed Use Medium.
- Evaluate an option that adds more housing in this study area.
- Increase the residential density allowed in Alternative C.
- Change Residential Low between 43rd Avenue and North Road to Residential Medium.
- Allow more Residential Medium Density on the west side of El Camino Real.
- Designate Mollie Stone's Market, located between Dumont Avenue and Olympic Avenue, as Commercial or Mixed Use.
- Show Mixed Use Medium or Residential Medium density along Pacific Boulevard.
- Show an alternative that allows Mixed Use in the area between 42nd Avenue and 43rd Avenue.
- Provide an option that allows Mixed Use Medium between 41st Avenue and 42nd Avenue.
- Show Mixed Use along North Road.
- Include an option that shows Residential High density on the east side of Pacific Boulevard.
- Consider Residential Medium density on the southern side of Vista Avenue to serve as a buffer from the mixed use or commercial area to the south.
- Provide an open space or park near Mollie Stone's Market.
- Provide an option that includes more open space and park uses.

Other comments on Study Area 2:

- Allow a four-story building on the Bel Mateo Bowl property located on North Road.
- Townhomes should be used as a buffer from higher density uses to adjacent single-family neighborhoods.
- Allow taller density buildings along North Road.
- Consider where public open spaces in this area will go.
- Provide a pedestrian/bicycle connection over El Camino Real.
- Transportation improvements are needed at 42nd Avenue and Pacific Boulevard.
- Concern about how schools will accommodate new students from this area.
- Improve the public transportation system in this area.

Study Area 3

New ideas suggested for Study Area 3:

- Expand the boundary to study the office park along Borel Avenue and Bovet Road.
- Expand the study area further to the west of El Camino Real and consider more housing.
- Provide an option that shows less density.
- Provide additional Mixed Use High density areas given the proximity to Caltrain.
- Include an option that shows Mixed Use on Palm Avenue.

- Higher density residential should be provided around the Hillsdale future train station.
- Increase the residential density in the areas west of El Camino Real.
- Lower the densities shown for Residential High and Mixed Use High to Medium for both.
- Evaluate an option that includes Residential High density on 21st Avenue.
- Borel Square shopping center should remain commercial.
- Study an option that shows Residential Low density across from 22nd Avenue.
- Show Residential Low on the west side of El Camino Real between 28th Avenue and 29th Avenue.
- Designate area across from City Hall, on the southern side of W 20th Avenue, as Residential High.
- Hillsdale Mall should include Mixed Use Low along Edison Street to serve as a buffer.
- Study Mixed Use High or Residential High around 25th Avenue.
- Include an option that designates the Hillsdale Mall as Mixed Use High.
- High density affordable housing should be provided on the west side of El Camino Real, between 25th Avenue and Hillsdale Boulevard.
- Provide an option that designates the area along 25th Avenue as Commercial Neighborhood.
- Show an option that has a park area around the bridge connecting Hillsdale Plaza with the PetSmart parking lot.
- Consider adding an open space area on 25th Avenue.

Other comments on Study Area 3:

- This area should be split into two separate study areas.
- Mixed use should be restricted on the amount of office space that may be included.
- Affordable housing is needed in this study area.
- Include Residential High in Alternative C, similar to Alternative B.
- Provide a buffer between single family residential uses to the west.
- Consider duplexes or townhomes near the future Hillsdale Caltrain station.
- Concern about how parking will be provided in this area.
- Consider how people with limited mobility will get around this study area.
- Consider and retain the historic buildings on 25th Avenue.
- Concern about how water supply will be available to accommodate growth in population.
- Open space and parks are needed in this area.

Study Area 4

New ideas suggested for Study Area 4:

- Expand the study area to include all areas within a 10-minute walk from the train station.
- Expand the study area to include Delaware Street, Claremont Street, and El Dorado Street. Change the Mixed Use designation along these streets to residential only.
- Parcels located west of El Camino Real on Arroyo Court, 3rd Avenue, 4th Avenue, Dartmouth Road, and 5th Avenue (extending all the way to their intersection with Eaton Road and Virginia Avenue) should be upzoned by one zone (R4->R5, R5->R6) and included in the alternatives.

- Show Mixed Use High on the west side of Claremont Street, between 5th Avenue and 9th Avenue.
- Provide an option that does not show Mixed Use development south of 5th Avenue.
- Include an alternative that results in more homes than Alternative C shows. Incorporate more opportunities for Residential High and Residential Medium throughout the study area.
- Study Residential High for the corridor east of downtown between 1st Avenue to 5th Avenue and S El Dorado Street to Highway 101.
- The area in B Street, between 5th Avenue and 9th Avenue should be Mixed Use Medium.
- Commercial Neighborhood parcels should be changed to Mixed Use.
- Increase density permitted along B Street near the train station to Mixed Use High.
- Increase the amount of mixed use shown in Alternative C along Claremont Street.
- Provide an option that increases the number of housing on the west side of downtown.
- Provide an alternative that removes high density designations in downtown.
- Show an option that does not result in redevelopment of the Mills Medical Center in downtown.
- Show an option that changes Residential Medium on N Ellsworth Avenue to Residential Low.
- Alternative C should be revised to show Residential Medium on the southern area of El Dorado Street, where currently the map shows Residential Low.
- Residential Medium parcels should be changed to Residential High along the Caltrain tracks. Provide an alternative that removes the Historic District from the study area for separate study.
- Evaluate an alternative that shows residential south of 3rd Avenue, between Delaware Street and El Dorado Street.
- Revise Alternative C to include Residential Medium on the east side of El Dorado Street, between 2nd Avenue and 4th Avenue.
- Do not downzone the area south of Delaware Street, between 3rd Avenue and 4th Avenue.

Other comments on Study Area 4:

- Ensure service commercial areas and retail continue to be provided in this area.
- Ensure the Residential, Office or Mixed Use Highs are not next to a Residential, Office or Mixed Use Lows. There should be a Medium density buffer between all Highs and Lows designations.
- Preserve the historic single family craftsmen and Mediterranean bungalows on the south side of 4th Avenue, 5th Avenue, and Delaware Street.
- Establish a form based code that keeps the downtown character while allowing variation in uses.
- Downtown is one of the few places appropriate for taller buildings.
- Concern about how tall the high density uses will be; cap the height limit.
- Downtown should have objective design standards in place to preserve character.
- Concern with adverse shade impacts resulting from taller buildings in downtown.
- Concern with an increase in traffic congestion resulting from denser housing.
- Consider pedestrian only streets on B Street, 2nd Avenue, 3rd Avenue, and 4th Avenue.

- Sites within a certain radius of transit should be allowed to increase their floor area ratio beyond 3.0 to provide more community benefits such as affordable housing, enhance public realm areas, and contribute to the parking and transit solutions.
- Concern with amount of available parking in downtown.
- Consider historic resources throughout the downtown area in the alternatives.
- Provide parklets, green spaces, and public spaces in downtown.

Study Area 5

New ideas suggested for Study Area 5:

- Expand the study area and provide more opportunities for multi-family housing.
- Explore more opportunities for Mixed Use development on San Mateo Drive. The entire corridor could be considered for mixed use projects to allow more neighborhood serving retail.
- Explore an option that revises Alternative C to include Mixed Use Medium instead of Mixed Use Low along Peninsula Avenue.
- Show an option that provides more housing opportunities in this study area.
- Revise Alternative A to provide Mixed Use Low along Peninsula Avenue, similar to Alternative C.
- Revise Alternative A to designate the block facing Catalpa Avenue, Tilton Avenue, Monte Diablo Avenue, and Ellsworth Avenue as Residential Low.
- Replace Office Low in this area with Office Medium to allow opportunities for more office space.
- Show an option that replaces Office Low in Alternative C with Residential High in this study area.

Other comments on Study Area 5:

- Keep Safeway and CVS.
- Provide affordable housing options near Caltrain station.
- Study how shade impacts will affect area as a result of new development.
- Reflect where historic resources are located on the maps.
- Add open space areas and allow green roofs.

Study Area 6

New ideas suggested for Study Area 6:

- Include College of San Mateo's parking lots in the study area.
- Show an alternative that designates the Laurelwood Shopping Center as Mixed Use Medium.
- Revise Alternative C to change Commercial Neighborhood to Mixed-Use Low.
- Revise Alternative C to include Residential High density.
- Include an option that has Mixed Use Medium or High in this study area.
- Consider adding more housing opportunities in this study area, including Residential High.
- Evaluate Residential High in the northern corner of the study area.
- Include an option that has Residential High near the Laurelwood Shopping Center and Residential Low near the single family residential area.
- Provide an alternative that includes more Residential Low instead of Residential Medium.

- In Alternative B, designate half the office area as Office Low and the other half as Office Medium.
- Show an alternative that adds a park in this study area.

Other comments on Study Area 6:

- Residential Medium designation on four parcels is not higher than the density of the approved Peninsula Heights project. (Note from staff: This is correct. The approved project is 290 units at 19 units per acre, consistent with the Residential Low category. The maps and unit counts for Study Area 6 will be updated prior to beginning the alternatives evaluation.)
- This area should have flexible zoning requirements that allow office or residential uses.
- Incorporate more opportunities for walking, hiking, and biking in this area.
- Campus Drive should include a bicycle/pedestrian connection to College San Mateo.
- Concern about traffic impacts from new development on Campus Drive.
- This area needs a public shuttle transit service from El Camino Real to Caltrain.
- Offices would work in this area since it is car-reliant or increase the transit options.
- There should be more transit opportunities in this study area.
- The school should consider adding athletic fields in this study area.

Study Area 7

New ideas suggested for Study Area 7:

- Show an option that changes residential land use designations to mixed use in this area.
- Add more dense housing opportunities in this study area.
- Lower the residential density shown in Alternative A.
- Revise Alternative C to include Residential High on Amphlett Boulevard, similar to Alternative B.
- Development near Highway 101 should increase in density, Residential High instead of Medium.
- Lower residential density from Residential Medium to Residential Low on Idaho Street.
- Evaluate an alternative that changes the designation for the Commercial Neighborhood properties east of Bayshore Boulevard to mixed use.
- Citywide Workshops Expand the study area and include more opportunities for multi-family housing.
- Provide an option that shows Commercial Neighborhood near Kingston Street.

Other comments on Study Area 7:

- Do not allow this study area to change; leave as is.
- Do not allow high density uses in this study area.
- Concern with housing being located near Highway 101.
- Concern with this study area becoming a food desert if Fiesta Market leaves.
- Concern on how mixed use developments will blend with nearby single residential uses.
- Change Alternative B to include Mixed Use High at the Fiesta Market shopping center located at Norfolk Street and 3rd Avenue. Also study Residential High in this area given proximity to freeway.
- This study area is best reserved for office and commercial uses.

- Concern with traffic congestion from building new homes in this area.
- Bus service should be available to San Mateo High School and the surrounding area.
- Pedestrian improvements are needed near the Highway 101 and 3rd Avenue ramp.
- Parking requirements should be lowered in this area.
- Provide a parking lot or additional parking spaces on N Amphlett Boulevard.
- Concern about flooding that may occur in this study area.
- Allow the creeks near this study area to be more natural.

Study Area 8

New ideas suggested for Study Area 8:

- Expand the study area to include the apartments west of Grant Street and allow an increase in residential density to increase the housing opportunities in this area.
- Provide a scenario that shows Mixed Use on both sides of Norfolk Street in the Parkside area.
- Consider Office or Mixed Use on Amphlett Boulevard instead of Residential.
- Revise the alternatives to include Residential High between Grant Street and Amphlett Boulevard to maximize housing opportunities in this study area.
- At least one option should have a Residential High designation in this study area.
- The area adjacent to Fashion Island Boulevard should be shown as Residential High.
- Include an option that does not show residential near the Highway 101 interchange.
- Provide an alternative that shows the office area south of Concar Drive as Residential Medium.
- Show an alternative that provides an equal amount of open space to residential.
- Show an option that preserves Parkside Plaza/the Smart & Final grocery store as Commercial Neighborhood.
- Provide an option that changes the commercial/mixed use land use designation east of Norfolk Street to green open space since it is adjacent to the waterfront.
- Consider an alternative that allows research and development facilities north of Fashion Island Boulevard on Norfolk Street and north of Marriot Hotel on Amphlett Boulevard.

Other comments on Study Area 8:

- Plan for a jobs-housing balance in this area.
- This area needs more housing options, especially in the western neighborhoods.
- There are concerns about the amount of traffic congestion in this area.
- Include a pedestrian walkway that is aligned with Route 92 and links with Caltrain.
- Provide a pedestrian and bicycle connection to Hayward Park Caltrain and other new developments on Concar Drive for the residential properties on Amphlett Boulevard.
- Include a boardwalk along the west side of the study area, along the waterfront.
- Add parks and green open spaces in this study area.
- The area southeast of Highway 101 does not have good internet service and may affect potential office businesses that locate in this area.

Study Area 9

New ideas suggested for Study Area 9:

- Expand the study area to include Casa De Campo and consider opportunities for redevelopment.
- Show an alternative that designates the southern area of Hillsdale Court as Mixed Use Low.
- Include an option that designates all Residential Low and Mixed Use Low as Residential Medium and Mixed Use Medium.
- Include an option that shows Residential High in the Norfolk Street and Hillsdale Boulevard area.
- The study area should at least have one option with Residential High.
- Evaluate an alternative that designates the Marina Plaza Shopping Center as Residential High.
- Provide an alternative that combines Alternative B and C to include residential shown in Alternative B and Commercial Neighborhood as shown in Alternative C.
- Provide an alternative that shows an open space area in this study area.

Other comments on Study Area 9:

- This area needs businesses in order to thrive, ensure they are preserved in the alternatives.
- Marina Plaza Shopping Center needs easy to access transit options in order for this area to thrive.
- Additional housing is needed in the west side, this area also needs affordable housing options.
- In order to add more housing options in this area, traffic improvements are needed in the east and west side of this study area, near Hillsdale Boulevard/Saratoga Drive and Le Selva Street.
- Housing should be setback from Highway 101 to buffer people from pollution.
- Participants would like to see a jobs-housing balance in this study area.
- Transportation improvements are needed in this study area, especially during rush hour.
- Good landscaping and bicycle corridors are needed in this area.

Study Area 10

New ideas suggested for Study Area 10:

- Expand the study area to include the single-family residential homes in the vicinity.
- Expand study area to include the parcel north of Route 92 and south of Fashion Island Boulevard.
- The area shown as office on Fashion Island Boulevard should be Mixed Use High.
- Consider an alternative that designates the entire study area as Mixed Use, also consider incorporating Mixed Use High.
- Evaluate an alternative that designates the lower southeast area as Mixed Use Medium.
- A portion of Bridgepointe Shopping Center should be designated as Mixed Use Medium or High.
- Retain the Commercial Regional use but designate the remaining area as Mixed Use.
- Include an alternative that places office uses near the freeway and residential along the westside of the study area, next to existing residential uses.
- The areas adjacent to Office High should be designated as Residential High.

- Areas bordering Route 92 and Fashion Island Boulevard should be office or commercial and the remaining area should be residential.
- Provide space for recreational activities such as an open air concert or outdoor gathering area.
- Show an alternative that adds a park or open green space area.

Other comments on Study Area 10:

- This study area could use more Mixed Use Medium and High opportunities.
- Alternatives should maximize housing opportunities in this area and lower the amount of office.
- The parking lots in this study area could be transformed into housing.
- Ensure alternatives retain the Target store on Fashion Island Boulevard.
- Alternative A does not result in the lowest number of net new for some of the categories; distribute the net new homes, population, and jobs more equally in all three options.
- Do not eliminate the existing ice rink located in this study area, it is a valuable resource.
- New office areas should only be considered if there are mass transit options added to this area.
- Consider adding a shuttle that loops from Hayward Park Station to this study area.
- Concern about traffic coordination for study area with Foster City.
- Concern about whether the office space is still needed in this area as a result of COVID-19.

Draft Circulation Alternatives

New ideas suggested for the Draft Circulation Alternatives:

- Provide monorail along the edges of the bay in San Mateo.
- Revise alternatives to show transit improvements available in the 94401 zip code area.
- Provide an elevated Caltrain along the entire corridor in the City.
- Consider express bus service locations and incorporate in the alternatives.
- Provide a shuttle that loops around San Mateo's Downtown area. Also, include a circulator shuttle service along the high density residential and commercial areas near Highway 101 and Hayward Park.
- North-south street parallel to El Camino Real should be the main bicycle route.
- Pedestrian crossing improvements are needed throughout the city. Build a bridge over El Camino Real and over Highway 101 that links with the marina development.
- Consider an alternative that adds more one way streets, including 3rd Avenue and 4th Avenue.
- Provide an alternative with a more traditional street grid in the northern area of the city, near Burlingame. There are many great side streets in this area which could be more walkable.
- Include an alternative that slows traffic around 25th Avenue and Hillsdale Boulevard.
- Close B Street to traffic; similar to Alternative A.
- Increase the connections from El Camino Real to Highway 101.
- Alternatives should consider a cut through option for people trying to get to Route 92. Work with Foster City to resolve circulation issues with Route 92.
- Study an alternative that provides public spaces near streams, including the B Street area.

Circulation General Comments

- Safety should be a priority throughout all alternatives.
- Ensure circulation alternatives consider emergency vehicle access.
- Provide circulation improvements for people with disabilities in all alternatives.
- Consider schools in circulation alternative options.
- Each alternative should include a two-block pedestrian only space downtown, connections to Caltrain stations, and implementation of Bus Rapid Transit along El Camino Real.
- Improve east-west and north-south transit connections.
- Increase bus frequency to and from San Francisco Airport to Downtown San Mateo.
- Provide dependable bus service and wider sidewalks along El Camino Real.
- Improve bus routes available on Delaware Street.
- Concerned about 3rd Avenue grade separation.
- Provide micro mobility options including scooters, pedestrian paths and bridges to connect east-west side as well.
- Do not support removing vehicle lanes on El Camino Real for bicycle lanes.
- Provide protected bike lanes and bicycle parking facilities, especially in Downtown.
- Include protected bike lanes that connect Burlingame's Downtown to Bay Meadows.
- B Street does not have sufficient space to support bicycle lanes.
- The main bicycle route shown along El Camino Real is dangerous; provide a physical separation.
- Consider sea level rise when deciding where to place pedestrian and bicycle paths.
- The City should allocate resources to bicycle and pedestrian projects.
- Pedestrian improvements are not needed along El Camino Real, there is too much noise.
- Include a sidewalk widening policy in the General Plan Update.
- Concern on whether there is sufficient population to support superblocks in San Mateo.
- Prioritize a walkable and pedestrian friendly design in the downtown area.
- Include more pedestrian alternatives in San Mateo's Downtown area.
- Prefer square sidewalks over roller curbs.
- Improve circulation shown in the alternatives for 28th Avenue.
- Show an alternative that include a connection to Bridgepoint.
- Improve Highway 101 and Route 92 and Hillsdale Boulevard interchange.
- Concern about level of traffic congestion on Hillsdale Boulevard and Saratoga Drive. Also concern with traffic congestion in Saratoga Drive and Franklin Parkway.
- Streets should be widened, including El Camino Real.
- Address congestion near Delaware Street and Roue 92, near the Expo Center.
- Traffic improvements are needed on 3rd Avenue and Norfolk Street.
- Circulation options should consider where parking will go; parking is needed in downtown.
- Consider automated vehicles in the circulation alternatives.
- Caltrain should provide a plan that helps mitigate noise from the trains.
- The alternative maps should show the city's topography.