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Sent: Tuesday, August 30, 2022 2:47 PM
To: General Plan <generalplan@cityofsanmateo.org>
Cc: Clerk <clerk@cityofsanmateo.org>
Subject: August 30th Subcommittee Meeting Comments

Dear General Plan Subcommittee,
Attached are my comments regarding the draft circulation element, along with one comment regarding the draft land use element. I have reviewed the draft circulation element, and proposed revised language and additional policies and actions throughout the document. Thank you for your review.

Raayan Mohtashemi
Team Lead, Move San Mateo (Silicon Valley Bicycle Coalition San Mateo Local Team)

Dear General Plan Subcommittee,

Below is my preliminary review of the circulation element (with one comment regarding the land use element). One broad comment I would make is that while it is good to recognize the importance of multimodal streets, we should, in the general plan, clarify that active transportation modes are to be prioritized.

When reviewing the circulation plan, I encourage you to ask: does the policy/program focus on one or more of the following?

1. Increasing active transportation (walking, biking, other micromobility) mode share
2. Increasing transit mode share
3. Reducing driving
4. Making biking or walking safer
5. Making transit faster/more convenient

Further, some elements that should be included in the plan, in my opinion:

6. El Camino Road diet, and/or El Camino HOV/bus-only lanes/BRT improvements
7. Higher standards for bicycle boulevards (not just pavement markings and signage)
8. Cost of parking better reflecting the negative impacts that cars have on safety and livability of cities
9. A reexamination of the capital program's alignment with the general plan goals, policies, and actions, and alignment with the state climate action plan for transportation infrastructure and other climate goals
10. Fully funding the re-evaluated capital program
11. Connecting divided neighborhoods
 - a. Put a cap on Highway 101, to replace the freeway with a mixed-use neighborhood with abundant housing and open space.
 - b. Grade separations, El Camino Real Improvements, and Hwy 92 Improvements
12. Move away from LOS analysis to determine "feasibility" of certain active transportation improvements
13. Invest more staff time/bandwidth and funds in active transportation and transit improvements as opposed to roadway improvements

Below, please see my specific proposed revision to the goals, policies, and actions listed in the draft circulation element. I have bolded/highlighted where I am proposing a revision, and I have listed each draft statement as it appears in the draft plan for comparison.

Thank you,
Raayan Mohtashemi

Goal C-1: Multimodal Transportation

Design and implement a multimodal transportation system that is sustainable, safe, and accessible for all users and that connects the community utilizing all modes of transportation.

Revised language: “Design and implement a multimodal transportation system that **prioritizes transit and active transportation modes**, is sustainable, safe, and accessible for all users, and connects the community.”

Policies:

1. C-P1.1 - Sustainable Transportation: Reduce GHG emissions from transportation by increasing mode shares for sustainable travel modes such as walking, bicycling, and transit.
 - a. **Revised language:** “**Reduce VMT and** GHG emissions from transportation by increasing mode shares for sustainable travel modes such as **active transportation and transit modes**.”
2. C-P1.2 - Complete Streets: Apply complete streets design standards to future projects both in the public right-of-way and on private property. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving.
 - a. **Revised language:** “Apply complete streets design standards to future projects both in the public right-of-way and on private property. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving. **Complete streets standards should clarify that active transportation and transit mobility should be prioritized over driving convenience**.”
3. C-P1.3 - Vision Zero: Work towards eliminating traffic fatalities and serious injuries. Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to improve safety where conflicts between users exist.
4. C-P1.4 - Prioritize Pedestrian and Bicycle Mobility Needs: Prioritize pedestrian and bicycle mobility, connectivity, and safety when designing roadway and intersection improvements.
 - a. **Revised language:** Prioritize **Active Transportation and Transit** Mobility Needs (Active transportation and transit first policy): “Prioritize **active transportation and transit** mobility, connectivity, and safety when designing roadway and intersection improvements.”
5. C-P1.5 - El Camino Real: Prioritize high-capacity travel along El Camino Real
 - a. **Revised language:** “Prioritize high-capacity travel **and safety for active transportation and transit modes** along El Camino Real”
6. C-P1.6 - Transit-Oriented Development: Increase access to transit and sustainable transportation options by encouraging high density mixed-use transit-oriented development near the City’s Caltrain stations and transit corridors

- a. **Revised language:** “Increase access to transit and **active** transportation options by encouraging high density **housing-heavy** mixed-use transit-oriented development near the City’s Caltrain stations and transit corridors.”
7. C-P1.7 - Equitable Multimodal Network: Prioritize new amenities, programs and multimodal projects, developed based on community input and data analysis, in San Mateo’s disadvantaged neighborhoods
8. C-P1.8 - New Development Fair Share: Require new developments to pay a transportation impact fee to mitigate cumulative transportation impacts
9. C-P1.9 - Dedication of Right-of-Way for Transportation Improvements: Require dedication of needed right-of-way for transportation improvements identified in adopted City plans, including pedestrian facilities, bikeways, and trails.
10. C-P1.10 - Inclusive Outreach: Involve the community in the City’s efforts to design and implement a multimodal transportation system that is sustainable, safe, and accessible for all users. Use outreach and engagement methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities.

Actions

1. C-A1.1 - Complete Streets Plan: Complete and implement the Complete Streets Plan to improve the City’s circulation network to accommodate the needs of street users of all ages and abilities.
 - a. **Revised language:** “Complete and implement the Complete Streets Plan to improve the City’s circulation network to accommodate the needs of street users of all ages and abilities **and prioritize active transportation and transit modes.**”
2. C-A1.2 - Vision Zero Plan: Complete and regularly update a Plan that uses a safe systems approach to work towards Vision Zero and identifies specific citywide changes to policies, practices, funding, and other action items that will reduce speeding, collisions, and collision severity.
3. C-A1.3 - El Camino Real Plan: Collaborate with Caltrans, SamTrans, and other partners to prepare and implement a plan to accommodate higher capacity and frequency travel along El Camino Real, exploring Bus Rapid Transit and other modes of alternative transportation.
 - a. **Revised language:** “Collaborate with Caltrans, SamTrans, and other partners to prepare and implement a plan to accommodate **safer, higher capacity, and higher** frequency travel along El Camino Real, **such as Bus Rapid Transit, bicycle facilities, and other modes of alternative transportation.**”
4. C-A1.4 - Safe Routes for Seniors: Develop a “safe routes for seniors” program to promote active transportation connections for seniors in collaboration with seniors’ organizations. Prioritize improvements for seniors in disadvantaged communities.
5. C-A1.5 - Data Driven Approach to Project Design and Prioritization: Inform the prioritization of improvement projects through the consistent collection and analysis of modal activity data which reveals where the highest concentration of pedestrian, bicycle, and transit trips occur.

6. C-A1.6 - Safety Education: Pursue safety education to increase awareness for all street users
7. C-A1.7 - Transportation Funding: Regularly update adopted City master plans to secure reliable funding for transportation infrastructure projects identified in these plans.
 - a. **Revised language:** Regularly update adopted City master plans to secure reliable, **dedicated** funding for transportation infrastructure projects identified in these plans.
8. C-A1.8 - Transportation Fees: Adopt and maintain fees and fiscal policies to fund circulation improvements and programs equitably and achieve operational goals.
9. C-A1.9 - Performance and Monitoring: Monitor the City's mode split progress on reducing VMT and reducing GHG emissions from VMT, as data is available.
10. **Proposed action:** Review projects in the city's capital improvement plan based on their alignment with the State Climate Action Plan for Transportation Infrastructure and other climate goals. Modify projects and/or project list based on recommendations from this review.
11. **Proposed action:** Establish a realistic, ambitious, time-based goal to fully complete all infrastructure projects outlined in the city's revised capital improvement program and improvements outlined in other plans. Identify increases in staffing levels needed in order to meet that goal.

Goal C-2: Transportation Demand Management

Use transportation demand management (TDM) to reduce the number and length of single-occupancy vehicle trips and encourage sustainable travel behaviors through policy, zoning strategies, and targeted context-appropriate programs and incentives.

Policies

1. C-P2.1 - TDM Requirements: Require new or existing developments that meet specific size, capacity, and/or context conditions to implement TDM strategies.

Actions

1. C-A2.1 - Implement TDM Ordinance: Develop and implement a citywide TDM ordinance for new developments with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets in their relevant area plans. Consider parking requirement reductions for projects that include TDM measures.
 - a. **Revised language:** "Develop and implement a citywide TDM ordinance for new developments with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets in their relevant area plans. **Reduce parking requirements** for projects that include TDM measures.

2. C-A2.2 - TDM Education and Outreach: Pursue education for developers and employees about programs and strategies to reduce VMT, parking demand, and the resulting benefits.
3. C-A2.3 - Leverage TDM Partnership Opportunities: Work with regional partners to identify and fund TDM strategies that can be implemented at new and existing developments.
4. C-A2.4 - Facilitate TDM Services: Facilitate the provision of TDM services to employees and residents through development agreements, TMAs, and coordination with regional partners.
5. C-A2.5 - Travel to Schools: Reduce private automobile school trips and support student health by collaborating with private and public partners to increase the number of students walking or bicycling to school through expanded implementation of Safe Routes to School. Prioritize school travel safety improvements in disadvantaged communities.
 - a. **Revised language:** “Reduce private automobile school trips and support student health by collaborating with private and public partners to increase the number of students **getting to school with active transportation or transit** through expanded implementation of Safe Routes to School. Prioritize school travel safety improvements in disadvantaged communities.”
6. Action C-A2.6 - New Development Shuttle Services: As an option to fulfill TDM requirements, encourage new developments to provide shuttle services to and from activity centers such as the College of San Mateo, Caltrain stations, Downtown, or the Hillsdale Shopping Center. Shuttle service should accommodate the needs and schedules of all riders, including service workers.
 - a. **Revised language:** New Development Shuttle Services **and/or Transit Supplement:** “As an option to fulfill TDM requirements, encourage new developments to provide shuttle services to and from activity centers such as the College of San Mateo, Caltrain stations, Downtown, or the Hillsdale Shopping Center. Shuttle service should accommodate the needs and schedules of all riders, including service workers. **Alternatively, encourage new developments to fund SamTrans transit service in an equal or greater amount as to the cost of running shuttle service.**”
7. C-A2.7 - Unbundled Parking: Encourage residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces.
 - a. **Require** all residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces in areas with high parking demand.”
8. **Proposed Action:** Parking cashout and post-tax transit/active transportation benefits: **“Require all new developments that do not unbundle parking to offer a parking cash-out program and to provide a post-tax transit or active transportation equal in value to the cost of providing vehicle parking.”**

Goal C-3: Pedestrians

Build and maintain a safe, connected, and equitable pedestrian network that provides access to community destinations such as employment centers, transit, schools, shopping and recreation.

Policies

1. C-P3.1 - Pedestrian Network: Create and maintain a safe, walkable environment in San Mateo to increase the number of people who choose to walk. Maintain an updated recommended pedestrian network for implementation.
2. C-P3.2 - Pedestrian Enhancements with New Development: Require new development projects to provide sidewalks and pedestrian ramps and to repair or replace damaged sidewalks, in addition to right-of-way improvements identified in adopted City master plans. Encourage new developments to include pedestrian-oriented design to facilitate pedestrian path of travel.
3. C-P3.3 - Right-of-Way Improvements: Require new developments to construct or contribute to improvements that enhance the pedestrian experience including human-scale lighting, streetscaping, and accessible sidewalks.
4. C-P3.4 - Utility Undergrounding: Require new private development to underground utilities adjacent to the site.
5. **Proposed policy:** Guarantee safe access to recreational spaces, including but not limited to open spaces and car-free streets, for all modes of transportation.

Actions

1. C-A3.1 - Implement Pedestrian Improvements: Implement goals, programs, and projects in the City's adopted plans that improve the comfort, safety, and connectivity of the pedestrian network.
2. C-A3.2 - Utility Underground Requirements: Amend the San Mateo Municipal Code to require new private development to underground utilities on and adjacent to the site and to install and maintain signs, streetlights, and street landscaping adjacent to sidewalks.
3. C-A3.3 - Pedestrian Trails and Routes Awareness: Increase awareness of existing trails and routes by working with outside agencies and developers to promote these amenities to residents. Continue collaborating with the County on development of the trail network.
4. C-A3.4 - Access for Users of All Ages and Abilities: Implement the ADA Transition Plan and maintain accessible streets and sidewalks. Use industry standards for guidance when implementing design standards.
5. C-A3.5 - Pedestrian Connectivity: Incorporate design for pedestrian connectivity across intersections in transportation projects to provide safe interaction with other modes.
6. C-A3.6 - Safe Routes to School: Fund and implement continuous Safe Routes to School engagement with San Mateo elementary, middle, and high schools, and provide support to increase number of students walking to school.
 - a. **Revised language:** "Fund and implement continuous Safe Routes to School engagement with San Mateo elementary, middle, and high schools, and provide

support to increase the number of students using active transportation or transit to get to school.”

7. C-A3.7 - Downtown Pedestrian Mall: Complete design and fund improvements to fully transition B Street between 1st Street and 3rd Street into a pedestrian mall.
 - a. **Revised language:** “Complete design and fund improvements to fully transition B Street between 1st Avenue and 3rd Avenue into a pedestrian mall. Extend the pedestrian mall to B Street between Baldwin Avenue and 1st Avenue.
8. **Proposed action:** Require the safety and quality of sidewalks fronting all properties to be assessed at point of sale. Require the existing or new owner to repair the sidewalk if minimum safety/quality conditions are not met. Provide exemptions for low income individuals from this requirement. Prioritize sidewalk repair program funding for historically marginalized/equity priority communities and/or for low income individuals.
9. **Proposed action:** Implement bulbouts and daylighting at all intersections to reduce crossing distances and improve line of sight, taking into account conflicts with bicycle facilities.
10. **Proposed action:** Implement lead pedestrian intervals and automatic actuation pedestrian signals at all signalized intersections.

Goal C-4: Bicycles and Micromobility

Build and maintain a safe, connected, and equitable bicycle and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation.

Revised language: “Build and maintain a safe, connected, and equitable bicycle and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation. Ensure that every street ensures a minimum level of safety and falls below a maximum level of traffic stress for bicyclists and other micromobility users, depending on roadway characteristics.”

Policies

1. C-P4.1 - Bicycle Network: Create and maintain a bike-friendly environment in San Mateo and increase the number of people who choose to bike.
2. C-P4.2 - Bicycle Master Plan: Maintain an updated recommended bicycle network for implementation in the adopted Bicycle Master Plan and related City plans.
3. C-P4.3 - First- and Last-Mile Connections: Encourage and facilitate provision of bicycle safety and connectivity.
4. C-P4.4 - Bicycle Related Technology: Explore ways to use technology to improve bicycle safety and connectivity.
5. C-P4.5 Bicycle Improvements: Require new developments to construct or contribute to improvements that enhance the cyclist experience including bike lanes.
6. C-P4.6 - Coordination with other City Projects: Maximize opportunities to implement bicycle facilities through other City of San Mateo projects.

7. C-P4.7 - Interjurisdiction Coordination: Continue to coordinate with adjacent jurisdictions and regional partners in the development of connected bicycle and pedestrian facilities and regional trails as identified in adopted City plans.
8. **Proposed policy:** Ensure that every street maintains a basic level of safety and falls below a maximum level of traffic stress for bicyclists and other micromobility users, depending on roadway characteristics.
9. **Proposed policy:** Switch parking and bike lanes so that bike lanes are closest to the curb, and parking provides a buffer between the vehicle travel lane and the bike lane.

Actions

1. C-A4.1 - Bicycle Master Plan Implementation: Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully connected, safe, and logical bikeway network and coordinate with the countywide system. Update the Bicycle Master Plan and related adopted City plans to reflect future bicycle and micromobility facility needs to support the City's circulation network. Provide an adequate supply of short- and long-term bicycle parking to support increased ridership.
 - a. **Revised language:** "Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully connected, safe, and logical bikeway network and coordinate with the countywide system. Update the Bicycle Master Plan and related adopted City plans to reflect future bicycle and micromobility facility needs to support the City's circulation network. Provide an adequate supply of short- and long-term bicycle parking, including publicly accessible secure and covered bicycle parking, to support increased ridership."
2. C-A4.2 - Paving Coordination: Coordinate and fund the implementation of bicycle facilities identified in the Bicycle Master Plan with the City's paving program.
3. C-A4.3 - Connectivity Across Freeway Barriers: Conduct feasibility studies and design alternatives for overcrossings at US 101 and SR 92 to facilitate connectivity across major barriers.
4. C-A4.4 - Bay Trail: Identify State and County programs to continue pursuing safe pedestrian and bicycle access to and extension of the San Francisco Bay Trail through coordination with neighboring jurisdictions.
5. C-A4.5 - Crystal Springs: Pursue safe pedestrian and bicycle access to San Francisco Water District lands via Crystal Springs Road through coordination with the Town of Hillsborough and with State and County assistance.
6. C-A4.6 - Bicycle Detection Devices: Install innovative signal modifications on existing and planned bikeways to detect bicyclists and micromobility users' presence at intersections and facilitate their safe movement through the intersection.
7. C-A4.7 - Increased Bicycle Capacity on Caltrain and SamTrans: Coordinate with Caltrain and SamTrans to support increased bicycle capacity on transit vehicles and to provide an adequate supply of secure covered bicycle and micromobility parking at Caltrain stations, transit centers, and major bus stops.
8. **Proposed action:** Identify and implement dedicated funding sources for bicycle master plan implementation

9. **Proposed action:** Reconnecting communities: Unite the North Central and Shoreview communities by capping hwy 101 from Peninsula Avenue to Highway 92 interchange, creating a new neighborhood and safe east-west multimodal connections.
10. **Proposed action:** Adopt minimum traffic calming standards for all streets including but not limited to modal filters and speed cushions.
11. **Proposed action:** Create a modal filter program to restrict cut-through traffic on residential streets.
12. **Proposed action:** More aggressively pursue a shared micromobility operator, and work with the County and region to attract a multi-jurisdictional operator already operating in major cities in the region.
13. **Proposed action:** Prioritize quick-build projects to more quickly implement infrastructure plans.

Goal C-5: Transit and Mobility Services

Make transit a viable transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.

Revised language: “Make transit a viable and prioritized transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.”

Policies:

1. C-P5.1 - Increase Transit Ridership: Work with SamTrans and Caltrain to increase transit ridership.
2. C-P5.2 - Caltrain: Support Caltrain as a critical transit service in the City and Peninsula
3. C-P5.3 - California High Speed Rail: Support and facilitate local and regional efforts to implement High Speed Rail. Work to provide multimodal connections between San Mateo and planned High Speed Rail stations.
4. C-P5.4 - Safety at At-Grade Rail Crossings: Eliminate existing at-grade rail crossings to improve safety and local multimodal circulation.
5. C-P5.5 - Transit Safety: Prioritize improvements to increase safety, access, comfort, and educate the public about the benefits of transit use at transit centers and bus stops in disadvantaged communities, along commercial corridors, and in dense, mixed-use neighborhoods.
6. C-P5.6 - Transit Access in New Developments: Require new development projects to incorporate design elements that facilitate or improve access to public transit.
7. **Proposed Policy:** Prioritize transit and active transportation mode travel at intersections and on congested roadways.

Actions

1. C-A5.1 - Grade Separation Study: Conduct a grade separation feasibility study for all at-grade rail crossings in San Mateo. Identify funding to complete these grade crossing improvements.

2. C-A5.2 - Transit Experience Improvements: Prioritize installing new transit shelters and benches or other seating and an energy-efficient street lighting program at transit stops in disadvantaged communities and areas that improve transit access, safety and experience.
3. C-A5.3 - Transit Ridership: Coordinate with SamTrans, Caltrain, and Joint Powers Board (JPB) to support implementation of transit improvements, including the following:
 - a. Transit priority treatments, such as signal priority, on high frequency transit corridors
 - b. Extended hours to provide service for shift workers
 - c. Bus rapid transit (BRT) in San Mateo
 - d. Caltrain modernization, electrification, transit experience improvements, and increased service frequency
 - e. Support implementation of Caltrain’s business plan, including increased service to San Mateo’s three stations.
 - f. Improve Caltrain station access by ensuring sidewalks and bikeways near each station are designed to provide safe and convenient access to and from transit
 - g. Support regional transit integration and expansion efforts to improve seamless access to BART, High Speed Rail, and other regional transit systems
4. C-A5.4 - Shuttle Programs: Continue to support public shuttle programs connecting to Caltrain stations. Work to expand public awareness and access to shuttles and expand shuttle service. Support the implementation of publicly accessible private shuttles.
5. **Proposed action:** Microtransit: Evaluate cost-benefit ratio of cost to ridership demand for microtransit service in lower density portions or equity priority communities in the City.

Goal C-6: Roadway Improvements

Achieve a transportation system that accommodates future growth, reduces vehicle miles traveled (VMT) per capita, and maintains efficient operations for all modes.

Revised language: “Achieve a transportation system that improves user safety, reduces vehicle miles traveled (VMT) per capita, and maintains efficient operations for all modes, with safety and reduced vehicle speeds prioritized over efficient operations.”

Policies

1. C-P6.1 - Roadway Operations: Maintain acceptable roadway operations for all intersections and all modes within the City.
 - a. **Revised language:** “Maintain acceptable roadway operations for all intersections and all modes within the City without adding additional automobile capacity, including turn pockets, to the roadway, in alignment with state climate goals.” (One more lane won’t fix it)

2. C-P6.2 - Circulation Improvement Plan: Maintain a transportation network that will accommodate future growth, reduce VMT per capita, and equitably implement complete streets.
3. C-P6.3 - Local Transportation Analysis: Require site-specific transportation impact analysis following the City's adopted Transportation Impact Analysis (TIA) Policy for development projects where there may be an adverse condition or effect on the roadway system.
4. C-P6.4 - Neighborhood Traffic: Implement traffic calming measures on residential streets to reduce the volume of passthrough traffic and vehicular speeds.
 - a. **Revised language:** Implement traffic calming measures on residential streets to reduce the volume of passthrough traffic and vehicular speeds. **Such traffic calming measures should include, but not be limited to, modal filters, turn restrictions, traffic diverters, and speed cushions.**
5. C-P6.5 - Truck Routes: Maintain and update the truck route network to utilize roadways that are adequately designed for truck usage and minimize potential conflicts with other transportation modes.
6. C-P6.6 - Capital Improvement Program: Prioritize improvements that increase person throughput in project prioritization in order to reduce VMT.
 - a. **Revised language:** "Prioritize improvements that increase person throughput **without adding automobile capacity to the system** in project prioritization in order to reduce VMT, **in alignment with state climate goals.**"
7. C-P6.7 - Traffic Signal Installation: A warrant analysis may be used to determine the need for signalization and shall include consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, collision history, and proximity of sensitive land uses, such as schools. A development project may be required to fund signalization and maintenance of off-site unsignalized intersections if warranted as determined by the appropriate transportation analysis.
8. Policy C-P6.8 - Emergency Signal Preemption - Require new and upgraded signals to include pre-emption for emergency vehicles to maintain and enhance emergency response times.
9. **Proposed policy:** **Take actions to physically reduce the speeds of vehicles on most streets in the City to below 25 mph.**
10. **Proposed policy:** **Realign capital improvement program with the state climate action plan for transportation infrastructure**
11. **Proposed policy:** **Incentivize the adoption of speed governors.**

Actions

1. C-A6.1 - Multimodal Level of Service Standard - Evaluate and adopt an operational metric for all roadway users that accounts for the safe, equitable, and efficient roadway access.
2. C-A6.2 - Prioritization and Timing of Roadway Improvements: Revise the Capital Improvement Program (CIP) prioritization system to include additional criteria such as: potential to reduce vehicle miles traveled (VMT) per capita; proximity to high-injury

locations identified in the Local Roads Safety Plan; eligibility and availability of grant or other funding source; benefit or harm to disadvantaged communities; and correlation with the distribution and pace of development, reflecting the degree of need for mitigation.

3. C-A6.3 - Congestion Management: Work with neighboring agencies and regional partners, such as the City/County Association of Governments of San Mateo County (C/CAG) to implement traffic management strategies and technologies, such as signal coordination, to manage local traffic congestion.
4. **Proposed action:** Implement speed governors on the entire non-emergency city fleet so that all vehicles in the fleet operate at safer, slower speeds.
5. **Proposed action:** Provide a tax break/rebate to owners of vehicles registered to residents or employees in San Mateo that use speed governors to incentivize the adoption of speed governors.

Goal C-7: Parking Management

Use parking, enforcement and curb management strategies to effectively administer parking supply and maximize utilization of public assets.

Policies

1. C-P7.1 - Parking Management: Manage parking through appropriate pricing, enforcement, and other strategies to support economic growth and vitality, transportation equity, and environmental sustainability. Ensure that the available parking supply is utilized at levels that meet ongoing needs without inducing additional demand or hindering future development.
2. C-P7.2 - Shared parking: Encourage new and existing developments, especially those in mixed-use districts, to share parking between uses to maximize the existing parking supply, minimize the amount of new parking construction, and encourage “park once” behavior in commercial areas.
 - a. **Revised language:** “Require new and existing developments, especially those in mixed-use districts, to share parking between uses to maximize the existing parking supply, minimize the amount of new parking construction, and encourage “park once” behavior in commercial areas.”
3. C-P7.3 - Public Parking: Maximize opportunities to expand the availability of existing parking by supporting the use of public/shared parking at private developments, discouraging reserved parking at new developments, providing incentives for developments to include shared/public parking, and allowing developers to fund public parking in-lieu of meeting parking demand/requirements on site.
4. C-P7.4 - Bicycle Parking: Require the provision of bicycle parking as part of new private developments.
5. C-P7.5 Curbside Management: Manage the supply and utilization of the curb to maintain an optimal balance between mobility, storage, placemaking, and loading uses allowing

for flexibility for adaptive re-use, safety improvements, and activation of curb space whenever possible.

6. C-P7.6 - Loading Areas in New Developments: Require adequate off-street loading in new development. Consider shared loading where feasible.

Actions

1. C-A7.1 Parking Maximums: Amend the zoning ordinance to replace parking minimums with parking maximums to allow developers and the City the flexibility to provide parking at levels that encourage desired development and are appropriate to the conditions of the development and its context.
2. C-A7.2 - Parking Management Strategies: Deploy enhanced parking management strategies, parking enforcement, and evaluate dynamic parking pricing strategies that fluctuate based on peak parking and/or district level parking demands.
 - a. **Revised language:** "Deploy enhanced parking management strategies, parking enforcement, and **implement** dynamic parking pricing strategies that fluctuate based on peak parking and/or district level parking demands."
3. C-A7.3 - Curbside Management Strategies: Evaluate and implement curb management strategies such as incentivizing or discouraging certain types of trips, mode choices, and behaviors in favor of broader mobility goals.
4. C-A7.4 - Emerging Technology for Curbside Management: Evaluate and implement performance monitoring and evaluation systems, such as digitization of curbside assets, to dynamically manage evolving curbside demands.
5. C-A7.5 - Truck Loading: Evaluate and implement ways to reduce conflicts between truck loading and pedestrian, bicycle, and transit networks.
6. C-A7.6 - Public Bicycle Parking: Install safe, useful, and convenient short and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities.
 - a. **Revised language:** "Install safe, useful, and convenient short and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities. **Also install secure, covered, bicycle parking near key destinations, City facilities, and transit facilities.**"
7. C-A7.7 - Mechanical Parking Lift: Adopt and maintain an updated mechanical parking lift code or policy

Goal C-8: Future Mobility and Technology

Build a values-driven regulatory, management, and partnership framework that flexibly encourages emerging transportation technologies in service of City and community goals.

Policies:

1. C-P8.1 - Emerging Technologies: Monitor, evaluate, test, and implement new technologies that expand options for safe and efficient trip making.
2. C-P8.2 - Equitable Mobility Options: Prioritize the needs and perspectives of residents of disadvantaged communities, those who speak limited English, and low-income, senior, and disabled travelers in the design, deployment, and management of new mobility services and technologies.
3. C-P8.3 - Mobility Data: Leverage mobility data to support new policies, investments, and programmatic actions in service of City goals.

Actions:

1. C-A8.1 - Umbrella Regulations for Modern Mobility: Develop comprehensive regulations and infrastructure standards that are not exclusive to specific service providers and that support a spectrum of digital information, micromobility services, and connected and autonomous vehicles.
2. C-A8.2 - Strategic Partnerships and Pilots: Create strategic partnerships and pilots with the mobility industry and community organizations that increase mobility options for San Mateans.
3. C-A8.3 - Future-Ready Infrastructure: Establish public realm policies and tools that reflect San Mateo's goals and priorities in the design and management of streets, curbs, sidewalks, and parking facilities to account for emerging mobility trends and changes in demand over time.
4. C-A8.4 - Equitable Mobility Technology: Develop an equitable mobility policy and data sharing requirements for vendors to ensure equitable deployment of emerging mobility options with consideration of residents who may be digitally challenged.
5. C-A8.5 - Intelligent Transportation Systems: Evaluate and deploy Intelligent Transportation Systems (ITS) measures to efficiently manage traffic operations and incident response, enhance transit service efficiency, and better detect and prioritize the travel and safety of people walking and biking.

One point about land use:

Action LU-A8.5 - North Central Plan: Prepare a plan for North Central that addresses the community's health and safety needs and improves circulation patterns in the neighborhood based on community direction. Balance safety improvements with preserving the existing parking supply.

Proposed revision: "Prepare a plan for North Central that addresses the community's health and safety needs and improves circulation patterns in the neighborhood based on community direction. **Improve safety while optimizing existing parking supply.**"