

Name	Organization /Resident of	Comment	Response to Comments	Category ID
		Thank you for working to improve our streets. Please promote California native plants - like juncus and sages - so that we also support our native insects and birds.	Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.	P1
		As a long time resident of the Bay Area I would love to see more California Native plants used as they are hardier during low water/drought years, more disease resistant and requires less maintenance, attracts more native birds, butterflies and other pollinators and less water than non native plants. Once established additional water may not be needed at all.	Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.	P1
Rebecca Schoenenberger	California Nativescapes	<p>Please add the need for California Natives as a street trees & landscaping for the Countywide Sustainable Streets Master Plan. California Natives are under represented as street trees, but they are the trees that belong here. City's that have worked with their big old growth trees are magnificent, and their trees are statues monuments in those cities (Palo Alto, Los Altos, Menlo Park, etc.).</p> <p>There are many small trees that are very suitable as street trees. Likewise California Natives as a showcase in other landscape areas, will help show true sustainability by planting the plants that belong here.</p>	Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.	P1
		Are you going to put in CA native plants? You can use Calscape.org to search for plants and nurseries that at native to san mateo county. Thanks!	Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.	P1
		I am requesting that you prioritize planting native California plants as part of the Plan. Thank you.	Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.	P1
		<p>I am pleased to learn that San Mateo County is undertaking a countywide Sustainable Streets masterplan. I live in the Menlo Oaks neighborhood, an unincorporated area of San Mateo County, where we are lucky to have many mature oaks and redwoods. Those mature oaks and redwoods set this neighborhood apart from many neighborhoods and make it a desirable place to live.</p> <p>I recently read in a Sierra Club publication that U.S. metropolitan areas account for 85 percent of our population and more than 90 percent of American jobs and economic output. I also recently read Nature's Best Hope , a book by Douglas Tallamy, and what I understood from it is that we no longer have the open space left in the U.S. to rescue the diminishing population of birds and insects that are so vital for our ecological health. The solution that he proposes is that we all take responsibility for nourishing birds and insects by planting native plants and trees in our yards.</p> <p>The same logic would apply to Sustainable Streets. Planting native trees, shrubs, plants, and flowers will help restore bird and insect populations and thereby nurture us. Conversely, planting non-native street trees and non-native plants and grasses will do little to sustain bird and insect populations. I hope the Sustainable Street Plan will consider benefits to wildlife while planning for benefits to the humans living in the County.</p>	Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.	P1
		Please consider emphasizing the importance of using california native plants in this plan. Plants that are indigenous to the area, when selected and installed correctly, will provide myriad benefits. Not only are California indigenous plants low water use, many of them are easy care (to the skilled gardener) and offer essential habitat to butterflies and birds. Providing plants from the local area allows folks who live and work there to feel a sense of connection and identity with their surroundings. As climate change and other environmental catastrophes worsen, we owe it to our earth to create as many habitat friendly, low water use, pesticide free landscape areas as we can. You can help specify and guide this in the plan and thus have the potential to do great good.	Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.	P1
		I love the concepts of sustainable streets and just want to urge you to use northern CA native plants as much as possible in the plantings. They are very resilient & if well chosen will require little water. A real plus. They are good for the native bird and insect species, too. And so are good for the environment, as well.	Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.	P1

	<p>Comments for plants for San Mateo Sustainable/Native plant evaluatioon</p> <p>Sources for information to optimize plantings for butterflies include www.callscape.org where you can sort by Zip code (94402) for native plants and then sort by the number of butterfly species each plant attracts. Best include Ribes ((gooseberries), Prunus (Native Cherries, etc.), Willow, Ceanothus, Lupine, Frangula (coffeeberry) and Manzanita. Many of these native plants can be ordered from San Bruno Mountain Watch (Mission Blue) nursery. Other sources include Xerces Society and a web link is below: https://xerces.org/sites/default/files/2018-05/17-045_02_XercesSoc_Pollinator-Plants_California_web-4page.pdf</p> <p>and www.pollinator.org Pollinator Partnership. A non-profit San Francisco based 501(c)3 organization-- the largest in the world dedicated exclusively to the protection and promotion of pollinators and their ecosystems.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	P1
	<p>I have in the last 3 years begun using more native California plants in my garden. The results have been increased sightings of butterflies and many more birds. I would strongly encourage you to consider more sustainable sidewalk and hiway/freeway plantings incorporating native California plants.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	P1
	<p>I support urban streets with priority toward trees for shade and traffic slowing in addition to making the street more pedestrian friendly. Please allocate enough room for trees, removing concrete if needed. Also make selection of Native trees a priority. Urban biodiversity is a hot button topic because it is a time sensitive, crucial part of saving nature and the planet.</p>	<p>Plan contains text indicating the importance of street trees in sustainable street design. Added text to Plan including the Executive Summary and Introduction indicating that sustainable streets can be designed to include native plants and improve wildlife habitat. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	P1
	<p>I encourage & support San Mateo County becoming more sustainable & using native plantings for your green streets. Adding contiguous plantings of native plants is critical to sustaining insect and bird life, as these plants support the insect fauna that birds need to live. Non-native trees/shrubs generally do not support insects in the same numbers, leading to less food for birds and of course that means fewer birds.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	P1
Richard Edminster	<p>I strongly commend your Sustainable Streets efforts. I live on Carmelita Drive in San Carlos, with 85' of frontage on Pulgas Creek, so I have a strong interest in stormwater management. However, I would like to see more recognition in your planning on the habitat value of landscaping. I'm frankly tired of nice-looking landscapes - without an insect or bird to be seen! A more holistic approach would be a win-win for the environment. California native plants (appropriate to the micro-climate) co-evolved with our native insect and bird species. Such natives would be ideal for habitat planting and should be considered. Many California monocots are particularly useful in seasonal wet areas. On somewhat higher ground, on my own property I have planted Toyon (<i>Heteromeles arbutifolia</i>) and Redbud trees (<i>Cercis occidentalis</i>) and have had much success in attracting the birds and the bees. I'm sure that the Santa Clara Valley chapter of the California Native Plant Society can connect you with professional resources. Good luck on your program!!</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	P1
	<p>How wonderful to have sustainable streets. Please also consider making them sustainable for our local fauna by mandating the use of truly local plants. We will be rewarded with bird songs all year long! Thank you for your consideration.</p>	<p>C/CAG and the SMCWPPP cannot mandate the use of native plants or specific lighting in projects throughout San Mateo's many municipalities and different jurisdictions, however, it can promote them. The project team added text to the Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates to the "GI Design Guide".</p>	P1
	<p>Please use native plants</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	P1

<p>I see that native plant advocates are organizing to ask San Mateo to adopt a "natives only" policy for the General Plan. It appears their argument will be that birds are best served by native plants. Therefore, I am writing to tell you about a few of the many studies that disprove their belief.</p> <p>1. John M. Marzluff, Welcome to Suburbia, Yale University Press, 2014. Marzluff is an academic ornithologist at University of Washington in Seattle. His book reports on decades of research about birds that find: "The forests of Seattle and its suburbs now embrace 141 species of trees, including 30 native species and ornamentals from North and South America, Europe, Asia, and Africa...They provide a diverse menu of foods and nesting and roosting sites for birds." His research around the world is consistent with his findings in Seattle.</p> <p>2. Linda Chalker-Scott, "Nonnative, Noninvasive Woody Species Can Enhance Urban Landscape Biodiversity," Arboriculture & Urban Forestry, 2015, 41(4): 173-186 Chalker-Scott is also an academic scientist at University of Washington. Her meta-analysis of 120 studies from 30 countries that quantified the biodiversity of birds, insects, mammals, reptiles, and other plants in woody plants and trees in urban landscapes concluded: "The published research overwhelmingly identifies diversity, structure, and function as the most important vegetation characteristics for enhancing community biodiversity...In fact, sometimes landscapes require the inclusion of exotic trees and control of natives to maintain diversity."</p> <p>3. Clare Aslan and Marcel Rejmanek, "Avian use of introduced plants: Ornithologist records illuminate interspecific associations and research needs," Ecological Applications, 20(4), 2010. This study done at UC Davis sent over 1,000 questionnaires to bird watchers who were members of birding societies, asking them to report their observations of interactions of birds with plants. Most responses were from California. "Interact" is defined as the full range of bird behavior: eat, nest, perch, glean, etc. Respondents to the survey reported that 47% of observations of feeding by 139 bird species were of seeds or fruits of non-native plants. Thirty-five percent of all "habitat interactions" were with non-native plants and 26% of all nesting activity was in non-native plants.</p> <p>The needs of wildlife, including birds, are best served by a diverse mix of plant species that prolongs the blooming season. Such diversity is achieved with a mix of native and non-native plants.</p> <p>The most important thing that San Mateo can do for wildlife and the safety of the people of San Mateo is to ban all pesticides, including herbicides.</p>	<p>C/CAG and the SMCWPPP do not have the legal authority to ban pesticides and herbicides, however, C/CAG and the SMCWPPP do conduct work to reduce the use of toxic pesticides and herbicides through education efforts (see example here: https://www.flowstobay.org/preventing-stormwater-pollution-at-home/lawn-garden/) as well as their participation with the Bay Area Stormwater Management Agencies Association (BASMAA)'s pesticide and herbicide education and advocacy work.</p>	<p>P1</p>
<p>I would like to recommend strongly the use of California native plants and trees usage in the Sustainable Streets Master Plan. Native plants are highly suited to the climate and ecology and support native bird, bee, insect and animal life, whereas non-natives do not support local organisms, and represent food deserts for native insects, bees, birds, butterflies, etc. Please emphasize use of California native plants and trees in your projects.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>
<p>Hello! I would like to ask that local CA native plants are used when possible. Thank you!</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>
<p>For the San Mateo plan, I recommend using Native plants wherever you can as they are necessary for birds and we all need more of them.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>
<p>Please use local native plants in Sustainable Streets SMC projects. Local native plants feed moths and butterflies via caterpillars. Most exotics can't provide the forage due to chemicals in the leaves that make them impenetrable. A study showed that 96% of the food birds feed to their nestlings are caterpillars. It's critical that the Master Plan adds local native plants almost exclusively now rather than try to correct an error after landscaping commitments have been made.</p>	<p>C/CAG and the SMCWPPP cannot mandate the use of native plants in projects throughout San Mateo County's many municipalities and different jurisdictions, however, the project team added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>
<p>I urge you to encourage or require the use of local native plants. Because California is a biodiversity hotspot, meaning we are blessed with an abundance of native plant and wildlife species, many of which we humans have brought to the brink of extinction. No other state has greater biodiversity. This is our natural heritage. By converting and degrading naturally occurring grasslands, woodlands and all our various habitat types, we've destroyed habitat for bees, butterflies and birds; their populations have declined precipitously in recent decades.</p> <p>This is a message of hope that you can include in the San Mateo Countywide Sustainable Streets Master Plan a requirement for planting local native plants--to support bees, butterflies and birds. The word "local" is important; plants from other parts of the state are not indigenous.</p>	<p>C/CAG and the SMCWPPP cannot mandate the use of native plants in projects throughout San Mateo's many municipalities and different jurisdictions, however, it can promote them. The project team added text to the Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates to the "GI Design Guide".</p>	<p>P1</p>

	<p>I am writing to urge that plants native to this part of California be used in "sustainable streets" landscaping as the default option, and that the use of non-natives be avoided. We are fortunate to have a large variety of attractive, drought tolerant and pest resistant natives to choose from. In addition to these virtues, native plants and trees are essential for the survival of our bird population, which is visibly and audibly declining. I was astonished to learn that to raise a clutch of chickadees, the parents must provide about 9,000 caterpillars from the time the baby birds hatch until they fledge (Audubon). Native plants and trees are hosts to the insects and caterpillars chickadees and other birds require. Native insects, on the other hand, are less likely to use non-natives. The "Sixth Great Extinction" is not an abstraction to me. I do not remember the last time I saw a caterpillar, or a garter snake, or a toad. There is less and less birdsong; I see few butterflies, beetles, or other once-common creatures while I work in my (pesticide free) garden. The reasons for these declines are various--but I do see that most public landscaping is non-native and that non-native invasives such as jubata grass, French broom, ivy and iceplant are multiplying rapidly in open spaces. It is no wonder that bugs, birds and other creatures are finding fewer places to live and much less to eat. One way to help the wildlife that is left is to use native plants as much as possible in public spaces. Please.</p>	<p>C/CAG and the SMCWPPP cannot mandate the use of native plants in projects throughout San Mateo's many municipalities and different jurisdictions, however, it can promote them. The project team added text to the Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates to the "GI Design Guide".</p>	<p>P1</p>
<p>Christal Jensen</p>	<p>Hi. I continue to read through the draft Sustainable Streets Master Plan and am impressed and so pleased with what I've seen so far. One thing struck me in reading through it and viewing other parts of the website - I saw a lot about green streets and green infrastructure and I know this can have lots of different meanings (environmentally sustainable, energy efficient, water-wise, etc.) One thing it means to me is plant life suitable to the climate and environment and ecology, but I didn't see much guidance about recommended plant/tree usage in the Plan. I would hope there could be some guidance added that encourages use of appropriate California native plants/trees rather than non-natives. Native plants are highly suited to the climate and ecology and support native bird, bee, insect and animal life. Often non-natives do not provide this and are devoid of characteristics to support the native ecology. They are food deserts for native insects, bees, birds, butterflies, etc. I would hope these new Sustainable Street projects could and would support California native plants and trees which, in turn, support the native ecology.</p> <p>Thank you for the opportunity to provide comments.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>
	<p>Hi, I live in San Carlos and am committed to native plants. They make so much more sense on every level than using non-native plants. They are adapted to our weather, allowing for much less maintenance than non-natives that are not used to our wet winters and dry summers. The health of our communities, both insects, birds and mammals (including humans) will benefit from the use of native plants. Thanks Brenda Porter</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>
	<p>PLEASE use only California Native plants in the landscaping. There are multiple reasons for this and it would sent a good example for the community. Thank you member of the California Native Plant Society.</p>	<p>C/CAG and the SMCWPPP cannot mandate the use of native plants in projects throughout San Mateo County's many municipalities and different jurisdictions, however, the project team added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>
<p>Carolyn Dorsch</p>	<p>I am writing here to comment on the San Mateo Countywide Sustainable Streets Master Plan. I am a longtime resident of Menlo Park and am very happy to see the plans that have developed so far. I appreciate your outreach efforts to the public, and your review of all of the public comments. I laud your efforts to develop this master plan, based on principles of sustainability.</p> <p>The master plan states, "Green infrastructure uses plants and soils to mimic natural watershed processes, capture and treat stormwater, and create healthier environments." (Source: https://www.flowstobay.org/wp-content/uploads/2020/12/DRAFT-PLAN-San-Mateo-County-SSMP-12.07.2020.pdf, -pages 8 and 34.) To that end, I ask that you explicitly state that only native plants will be used for the green infrastructure. The use of non-native plants is not a sustainable practice, and in the long run creates a host of new problems.</p> <p>Native plants are ecologically adapted to where they are naturally found. They are part of an entire ecosystem of fauna and flora, thousands of species that have co-evolved, and provide checks and balances on all members within that ecosystem. By introducing a handful of non-native plant species, the entire ecosystem is disrupted-the balance is thrown off, and cannot be restored. Non-native plants, i.e. plants that historically did not evolve here, lack the controls to keep them in check. They do not interact or perform nearly as successfully with the local fauna and flora. The use of non-native plants displaces native plants, and the consequences to all of the rest of the ecosystem can be lethal. The populations of animals and other plant species that are dependent on our local plants decline and in many instances disappear completely. Over time, non-native spread and become a nuisance to landscaping and agriculture, often requiring more measures (often usage of pesticides) to control.</p> <p>There are native plants (trees, grasses, et al.) that can achieve all of the goals of the Master Plan. With planning, native plants can be grown and made available for this program when they will be needed. Please add language to the Master Plan to include the exclusive usage of native plants.</p> <p>Thank you for your consideration of the issues raised above.</p>	<p>C/CAG and the SMCWPPP cannot mandate the use of native plants in projects throughout San Mateo County's many municipalities and different jurisdictions, however, the project team added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>

	<p>I am proud to live and have worked (recently retired teacher) in San Mateo County with their efforts for a sustainable living environment. We need bike paths everywhere to lower the need for cars. Make El Camino safe for riders. It's a hub to easy access to trains, other cities and work. I rode my bike from San Mateo to San Jose on El Camino and it was scary, especially through Redwood City. More bike lanes promote exercise, zero emissions and good overall health.</p> <p>I would also like to have more NATIVE California plants used in the green belt areas. Having Natives promote:</p> <ol style="list-style-type: none"> 1. Better adaptation to their surroundings 2. Less water needed once established 3. Less maintenance 4. Reduced pesticides due to resistance to pests with many species 5. Creation of habitats for wildlife, which include pollinators, with is good for our entire world. <p>Thank you for your consideration.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>
	<p>As a 5th generation Californian who has lived in San Mateo County for almost 30 years (including 25 years in the City of San Mateo), I know this place and want to do what I can to make sure Sustainable Streets honors what is special about it. To that end, I formally request that wherever it is practicable the landscaping in the Sustainable Streets program use native plants. They are attractive. Many varieties are highly fire resistant. Also, they are so well adapted to the specific local conditions that they require little or no irrigation. Furthermore, their inclusion will begin to re-establish critical habitat for other endemic species and help to prevent further extinctions of local native flora and fauna.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>
	<p>The plans look good and it would be great if the plants used in the projects could be local California native plants wherever possible.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>
<p>Elaine Salinger</p>	<p>I am a long time resident of San Mateo. First, I want to sincerely thank you for working on sustainable streets. I am a SMC BPAC member, a cyclist, a native plant enthusiast, an Edgewood Park docent, and a California Native Plant Society member.</p> <p>I would like to ask you to only use local CA native plants in your sustainable streets plan. The more I learn about the benefits of planting CA native plants over non-local plants, the more incredulous it seems that anyone would choose a non-native. And here is a short summary:</p> <ol style="list-style-type: none"> 1- According to a nine-year case study conducted by the City of Santa Monica, native plants typically use about 83 percent less water, produce about 56 percent less green waste and require nearly 70 percent less maintenance. 2- Adult song birds eat seed, but baby song birds do not. They need caterpillars. And the moths and butterflies that create the caterpillars are incredibly species specific, meaning that they will only eat and lay eggs on plants that they have evolved with. You may think that just any old plant will work. But they will not use plants they are not adapted to. This is a major reason why the song bird population has declined in the US by more than 40% since 1970. 3- CA native plants have evolved with fire. And they are more fire resistant than non-natives. There is a landscape designer, Greg Rubin, who has demonstrated this: https://youtu.be/K2BSGjqT_Sk <p>And here is the longer story with more detail: Street and park trees can be helpful for maintaining populations of songbirds and pollinators, generally an order of magnitude more so if they are locally native species. By the way, relict or naturalized native vegetation in urban areas, such as along creek lines can be much more effective for the same purposes if freed from destructive shading and crowding by naturalized woody weeds or by insensitive deliberate plantings (hedges or even large trees) that muscle out the natives or leave them in the shade. Willows growing in full sun are a cornucopia of life for breeding birds (supporting many more caterpillars) and for pollinators (flowering far more freely and effectively for insects when growing in the sun (many fewer insects come to shaded out flower resources).</p> <p>Locally native trees support far more caterpillars, essential food for all breeding songbirds. In San Francisco, out of about 400 recorded species of moths and butterflies, the coast live oak supports caterpillars of 39 species -- far more than any other tree. More songbirds make for a better quality of life. Where there are native oaks</p> <p>Even several butterflies require oaks for their caterpillars, especially the mournful duskywing, one of the more commonly seen butterflies in settled areas, especially where more native oaks either remain or have been planted. Non-native oaks in some cases have some value, but far less.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p>	<p>P1</p>

<p>Elaine Salinger</p>	<p>(con't)</p> <p>Even one (better a group) California buckeye planted in a favorable location can host a colony of echo blue butterflies, while drawing more or less every species of butterfly to its flowers. Notably, a spectacular oak feeder (it caterpillars) is the California Sister, which is a high-flying species much more likely to feed on buckeye tree flowers than any other; a few buckeyes to complement heritage oaks creates far better habitat for it to thrive. Where willows are present, the buckeye provides nectar for adult butterflies whose caterpillar stage is nourished by the willows, such as Western Tiger Swallowtail or Lorquin's Admiral. More of such beauties about makes for a better quality of human life.</p> <p>An interesting contrast is between our native bigleaf maple and the common and admittedly beautiful Japanese maple. The bigleaf maple has flowers which attract insects, even supporting many bumblebees and some butterflies; and its leaves support many caterpillars, notably a favorite for our largest and most spectacular moth, the Polyphemus moth. Whereas the Japanese maple supports no insects and thus is of very little value to birds and no value to pollinators.</p> <p>The whole world is becoming "homogenized" in its built landscape appearance, with many of the same exotic (and often worthless to songbirds and pollinators) plants used over large areas, so that landscapes often provide rather little in the way of "sense of place". Every part of the the world has its unique spectrum of native plants, and, when used in landscaping, those locally native plants reinforce the sense of "there" there!</p> <p>Once upon a time, California was famous for its wonderful wildflower displays; but looking at our "built" landscaping, which typically comes out as if they had never existed, one might never know -- a pity. It was our annual wildflowers, imported to Europe, that began the very custom of planting for "annual color". They are still capable of delivering "seasonal color" (with strong bonus benefits for pollinators), especially here, but tragically rarely thought of in planning urban and suburban landscapes.</p> <p>Thank you so much!!</p>	
<p>Ronnie Eaton</p>	<p>I've just learned of the opportunity to offer comments on the county's Master Plan for Sustainable Streets project. I am a native of San Mateo and recently retired as a Deputy Agriculture Commissioner with 29 years of service in the counties of San Mateo and Alameda, having managed Plant/Pest Quarantine and Invasive Species programs during my tenure. I have a B.S. in Botany and Plant Ecology as well a extensive coursework/experieince in Horticulture and Landscape Design and have a particular interest in native plant design. I offer this background to you to explain my intense interest in the plan and to speak as a professional with direct knowledge of plant ecology and design.</p> <p>I would like to encourage the county to use native plants whenever possible in the landscape design portion of the work. This will not only save water, maintenance time/costs, and disease incidence in plantings, but will also provide a significant benefit for wildlife, which I read is one of the goals of the program. I imagine that you are aware that recent studies have definitively shown that native plants support local (and migratory) birds, native reptiles, amphibians and pollinators, as native plants support the insect life needed for birds and other animals and are excellent sources of pollen and nectar for bees, butterflies, moths, hummingbirds and other animals that utilize these food sources. There are many accomplished Designers and Landscape Architects with knowledge of appropriate native plants for use in our area.</p> <p>It is of course understood that in some of the smaller projects, native trees might not be able to be used in which case consideration should be given to trees that provide the best food sources for birds. For plants other than trees, the native plant choices are very broad and material is readily available in the nursery industry.</p> <p>Thank you for the opportunity to weigh in on this program. It will be wonderful to see each of these projects completed and I hope that with careful use of native plants we can increase continuity of habitat for wildlife as we become increasingly urbanized.</p>	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p> <p>P1</p>
	<p>I am very happy that you are doing this work! Delighted! Great work, and I wish we had the funding to all of the projects next year! I do have a few suggestions:</p> <ol style="list-style-type: none"> 1- Please use local California native plants. Pollinators are dependent on finding food and habitat on the local plants they have evolved with over hundreds of thousands of years. And in particular, use "keystone" California plants that provide habitat for the majority of our wildlife .(Oak trees are an example.) 2- Could you incentivize home owners to use permeable driveways and water capture systems so that less water runs into our storm drains in residential areas? 3- Could you prioritize street lighting that does not cause light pollution in the sky? These lights light the streets better, at a lower cost. 	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates. In addition, C/CAG and the SMCSWPPP have multiple resources and programs encouraging green stormwater management on private properties, including rainwater harvesting; information specifically on its rainwater harvesting program can be found here: https://www.flowstobay.org/preventing-stormwater-pollution/at-home/rain-barrels-rebate-program/</p> <p>P1/P2</p>
	<p>Hello, I hope 2021 brings back Nature</p> <ul style="list-style-type: none"> - Plant native plants, encourage native wildlife - Use bio swales - Instead of developing along the Bay, work on a living shoreline to buffer this important area from the impacts of climate change - When installing lighting use international dark skies recommended lighting which is better for people and wildlife 	<p>Added text to Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates.</p> <p>P1/P2</p> <p>The comment regarding developing living shorelines to buffer from climate change is not within the scope of this particular effort, but CCAG will share this comment with staff working on relevant planning processes.</p>

Eddie Bartley	Yerba Buena Chapter - CA Native Plant Society	<p>Re: San Mateo County Sustainable Streets Master Plan Dear Mr. Bogert;</p> <p>The Yerba Buena Chapter of the California Native Plant Society is pleased to submit the following comments (also attached) for the San Mateo County Sustainable Streets Master Plan.</p> <p>The Yerba Buena Chapter of the California Native Plant Society is a non-profit organization with over 600 members in San Francisco and Northern San Mateo County. Our parent organization has over 10,000 members statewide. The mission of CNPS is to conserve California native plants and their natural habitats, and increase understanding, appreciation, and horticultural use of native plants. Our vision includes a future where Californians can experience thriving biological diversity, even in human-altered landscapes.</p> <p>OVERALL</p> <p>We commend your master plan for addressing climate change and for green infrastructure recommendations that include rain gardens, stormwater curb extensions, green roofs and street trees. However, we're concerned that your master plan, by failing to recommend local native plants for your infrastructure proposals, overlooks the ongoing biodiversity crisis that the UN Global Assessment says is on par with the climate change crisis. Promoting native plants in urban areas can help these landscapes support wildlife populations and is a key component of conservation for Bay Area species. Exotic plants can only do this in a very limited capacity.</p> <p>As the San Francisco Estuary Institute points out in its urban planning document, Making Nature's Cities[1], many studies have found greater biodiversity in urban greenspaces with greater abundance and richness of native plants (Goddard et al. 2010, Aronson et al. 2017, Threlfall et al. 2017). Native plants have complex and interdependent relationships with other organisms, developed through deep shared evolutionary histories (e.g. Ehrlich and Raven 1964). Many insects have strongly specialized relationships with host plants or specialized diets resulting from adaptations to tolerate plant chemical defenses (e.g. high tannin content in oak leaves, Stone et al. 2009). The presence of specialized insects can form the basis of food webs that cascade upwards, enhancing biodiversity of other wildlife. As a result, non-native plants are often poor substitutes for native plants, and exotic-dominated urban habitats tend to support less native wildlife (Goddard et al. 2010, Aronson et al. 2017).</p>	<p>C/CAG and the SMCWPPP cannot mandate the use of native plants or specific lighting in projects throughout San Mateo's many municipalities and different jurisdictions, however, it can promote them. The project team added text to the Plan including the Executive Summary and Introduction indicating that one objective of sustainable streets can be improving habitat for birds and other urban wildlife through the use of tools such as native plants and more wildlife-friendly street lighting. CCAG also provides design guidance resources on plantings in green infrastructure in its "GI Design Guide" at https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/ and will investigate including additional information on native plants in updates to the "GI Design Guide".</p> <p>Similarly, C/CAG is not responsible for street maintenance; the individual municipalities throughout San Mateo are, however C/CAG and the SMCWPPP do provide detailed resources to assist cities in developing maintenance programs for green infrastructure and green streets in both the GI Design Guide (https://www.flowstobay.org/data-resources/resources/green-infrastructure-design-guide/) and the C.3 Regulated Projects Guide (https://www.flowstobay.org/preventing-stormwater-pollution/with-new-redevelopment/c-3-regulated-projects/)</p> <p>CCAG and the SMCWPPP are also closely engaged in efforts to mitigate trash in the region's waterways, and provides resources to assist municipalities with their trash monitoring and mitigation efforts. The agency also provides educational resources and programs such as: https://www.flowstobay.org/preventing-stormwater-pollution/in-my-community/litter-prevention/</p> <p>The comment regarding developing living shorelines is not within the scope of this effort, but CCAG will share this comment with staff working on relevant planning processes.</p>	P1/P2
Eddie Bartley	Yerba Buena Chapter - CA Native Plant Society	<p>(con't)</p> <p>Native plants are the foundation of the food web and must be considered in any planning document. In fact, according to extensive research[2] done by entomologist Doug Tallamy, insect-eating birds whose young depend on a high-calorie, high-protein diet — namely caterpillars and spiders — struggle to feed their young in landscapes with even a small proportion of nonnative plants.</p> <p>APPENDIX ITEMS</p> <p>1) Appendix F Sustainable Street Model Policy The examples use the word "Green" but that can mean invasive or exotics which can harm or have no connection to the unique San Francisco Peninsula. All too often exotic nonnative plants are pest free, which usually means those plants were treated with herbicides (neonicotinoids) at the nursery. Those plants from another country contribute to the biodiversity there but often will not attract local, specialist pollinators including the butterflies and bees here. Instead "Green" should be replaced with "local native" which are plants that will contribute to local biodiversity and are likely to thrive in the local soil and rainfall. We recommend that a primary objective of this project includes use of native plants in all revegetation and landscaping.</p> <p>2) Appendix G Tech Suitability and Co-benefit Maps The climate change impact maps show impacts throughout the peninsula along the Bay and Ocean. Living Shorelines[3] are encouraged to prevent the negative impacts of sea level rise and storm surge from climate change. Oyster reefs, resilient native wetland and marsh plants should be considered whenever feasible to protect the shore and provide habitat for wildlife and beautiful shoreline areas for people to enjoy.[4] Native plants have a beneficial role to perform in filtering and cleansing runoff, and can help protect vulnerable communities through changing climate conditions.</p> <p>Finally, we raise the following additional issues related to Sustainable Streetscape Projects:</p>		

Eddie Bartley	Yerba Buena Chapter - CA Native Plant Society	<p>(con't)</p> <p>(A) Please use the International Dark Skies Association as a resource[5]. Use the minimal amount of lighting required, motion detectors where appropriate, and shielding directed to the specific areas where light is needed. This will save natural resources and minimize negative impacts of artificial night light[6] on humans, insects, birds, plants and other wildlife.</p> <p>(B) What measures will prevent trash and runoff from polluting the watersheds, Bay and Pacific Ocean? If the bioswales and bulbouts are filled with trash then the plants will not be performing the intended ecosystem services. If degraded in this way, people will complain and the project will be seen as a failure. Also, can this Master Plan simultaneously communicate information on pollution prevention through transportation choices, purchasing choices, and eliminating trash and minimizing recycling and promoting neighborhood to shoreline cleanups within the community?</p> <p>(C) A maintenance component is recommended to ensure that the planted areas a kept up through weeding and trash removal.</p> <p>IN SUMMARY:</p> <p>We recommend a firm commitment to use native plants for vegetation. At the very least, we request an analysis of the environmental effects of any use of non-native plants.</p> <p>The chapter would be happy to help with choosing appropriate native plants for upcoming projects. We have created a document[7] that includes native plant landscaping recommendation for San Francisco County that may be a useful reference for Northern San Mateo County.</p> <p>Sincerely,</p>	
Eddie Bartley	Yerba Buena Chapter - CA Native Plant Society	<p>(con't)</p> <p>California Native Plant Society, Yerba Buena Chapter board members: Eddie Bartley, President Paul Bouscal, V.P. Sophie Constantinou, Secretary Bob Hall, Treasurer Jake Sigg, Conservation Noreen Weeden, Field Trips Susan Karasoff, Outreach Beth Cataldo, Volunteering Libby Ingalls, Newsletter Production Elliot Goliger, Horticulture</p> <p>[1] https://www.sfei.org/projects/making-natures-city</p> <p>[2] https://nationalzoo.si.edu/news/new-smithsonian-study-links-declines-suburban-backyard-birds-presence-nonnative-plants</p> <p>[3] http://www.sfbaylivingshorelines.org/Library/SFBayLivingShorelinesProjDes_052412.pdf</p> <p>[4] https://www.sfestuary.org/estuary-news-giant-marsh-living-shoreline[4]</p> <p>[5] https://www.darksky.org/our-work/lighting/</p> <p>[6] https://www.nature.com/articles/d41586-018-00665-7</p> <p>[7] http://cnps-yerbabuena.org/wp-content/uploads/Low-Impact-Design_rev1.doc.pdf</p>	
		<p>Please include bicycle paths for all options. Please include rain water collection in planting beds wherever possible. Thank you</p>	<p>The Sustainable Streets Master Plan's recommended project opportunities lists which include separated bicycle paths were primarily generated by identifying opportunities for sustainable streets where there are existing plans for separated bicycle paths and where the addition of green infrastructure is more likely to be feasible and beneficial; this planning process did not result in the generation of new projects with separated bicycle paths. However, C/CAG will share this comment with its member jurisdiction so they can consider it in their bicycle planning processes, including further development of sustainable street opportunities and projects. C/CAG and the SMCWPPP are also actively working to encourage rainwater harvesting throughout the county, both through green infrastructure features that can recharge groundwater and hence augment water supply, as well as through rainwater harvesting rebate programs, etc. More information about C/CAG rainwater harvesting programs can be found on flowstobay.org</p> <p>P2</p>
		<p>Please consider this on N Humboldt Street between Poplar and Peninsula.</p>	<p>The Sustainable Streets Master Plan includes a recommended project and a project concept design on Humboldt between Peninsula Ave and 3rd Avenue which includes the stretch of roadway between Poplar and Peninsula Ave. The project concept design and associated description can be found in Appendix E of the Master Plan.</p> <p>P3</p>
		<p>The ride on RALSTON Ave in Belmont from Alameda de las Puelgas to the bike path leading to CANDADA Rd is perilous. The shoulders are narrow and the cars are whizzing by at 50 mph. A protected bike lane is desperately needed.</p>	<p>No change to Plan. The Sustainable Streets Master Plan's recommended project opportunities which include linear bicycle infrastructure such as bike paths were primarily generated by identifying opportunities for sustainable streets where there are existing planned bicycle projects and where the addition of green infrastructure is more likely to be feasible and beneficial; this planning process did not result in the generation of new bicycle path or lane projects. However, C/CAG will share this comment with the relevant city so they can consider it in their bicycle planning processes, including future development of sustainable street opportunities and projects.</p> <p>P3</p>

	<p>Ralston Avenue needs protected bicycle lanes; part of Ralston (downtown) has a full lane shared with cars; part a narrow bike lane that is too bumpy for road bikes, and the western part above Alameda has no lane and no shoulder with cars going 40+ mph , making access to the bike bridge/Canada Road treacherous. Any way you can create safe protected bike lanes for us?</p>	<p>No change to Plan. The Sustainable Streets Master Plan's recommended project opportunities which include linear bicycle infrastructure such as bike paths were primarily generated by identifying opportunities for sustainable streets where there are existing planned bicycle projects and where the addition of green infrastructure is more likely to be feasible and beneficial; this planning process did not result in the generation of new bicycle path or lane projects. However, C/CAG will share this comment with the relevant city so they can consider it in their bicycle planning processes, including future development of sustainable street opportunities and projects.</p>	<p>P3</p>
	<p>Great project, I would like to see a solution as well for Alameda de las Pulgas from Belmont border to crystal spring. Many schools along the way that could benefit from such bike lanes.</p>	<p>A bike lane is currently proposed for Alameda de las Pulgas in the San Mateo Bicycle Master Plan. However, it is not currently included as a high scoring project in the Sustainable Street Master Plan as it did not score as high in the prioritization analysis process as other potential sustainable street candidate projects based on analysis of combined potential for green infrastructure and bicycle improvements. However, this street could certainly be considered for future sustainable street concept development (both green infrastructure and bicycle improvements). C/CAG will share this comment with the City of San Mateo so they can consider it in their planning processes, including future development of sustainable street opportunities and projects.</p>	<p>P3</p>
	<p>The concept for Santa Cruz Avenue surprised me. I didn't see any bicycle lanes. Is that an oversight? Middle school kids bike down Santa Cruz to Hillview Middle School and high school kids bike up Santa Cruz to Menlo- Atherton HS. Telling the kids something about parallel bike routes is just useless as the will want to go through downtown after school (and often before) to buy an ice cream or a coffee or other things. With so many children biking through this street I can't understand why there is ample outdoor sitting space but no bike lane planned. What are our priorities here? Safety for the kids? Or additional tables for the businesses?</p>	<p>No change to the Plan. CCAG will share this comment with the City of Menlo Park. Concepts in the SSMP are very preliminary visions for locations, and individual cities will conduct further planning, analysis and design on all locations.</p>	<p>P3</p>
	<p>San Mateo County seems to have a predominance of North/South Bike Lanes and Trails i.e. Bay Trail, Canada Rd, Alameda de la Pulgas etc.. San Mateo County lacks East/West Bike lanes and Trails. Major through-fares like Ralston, Woodside, Whipple, Crystal Springs are narrow and inconsistent. Further N/S routes tend to be flatter. E/W routes are hilly. We can't change the hills, but as an avid cyclist, I know that when going up hill, a bike lane is critical. Another example: I have followed the CalTrain route. It is easy to bike from station to station. Biking from most stations E/W to the community is typically a challenge. In reviewing the plan, there still seems to be a trend to have more N/S routes or more improvement in N/S routes. In the priority score for projects, underserved directions, should receive more points to help make them a priority.</p>	<p>No change to Plan. The Sustainable Streets Master Plan's recommended project opportunities lists which include long linear bicycle infrastructure were primarily generated by identifying opportunities for sustainable streets where there are existing plans for long linear bicycle infrastructure and where the addition of green infrastructure is more likely to be feasible and beneficial; this planning process did not result in the generation of new linear N/S or E/W long linear projects. However, C/CAG will share this comment with its member jurisdiction so they can consider it in their bicycle planning processes, including further development of sustainable street opportunities and projects.</p>	<p>P3</p>
	<p>I understand your proposals. However, I will not support ANY pln which will increase traffic congestion along El Camino Real.</p>	<p>No change to Plan. Comment will be shared with C/CAG member jurisdictions including jurisdictions along El Camino Real.</p>	<p>P4</p>
	<p>these are great concepts--Bravo! I would like to see the data from emergency responder tests of how many seconds are lost when we install curbs and other hardscape. I have witnessed several incidents where fire engines --getting ever larger-- cannot traverse around traffic calming. LA is dealing with this as well.</p> <p>As a reminder, the most common cause of death in the US is heart disease; and if emergency personnel cannot get to someone who is suffering sudden cardiac arrest, 30 seconds can mean life or death. Please rely on actual data to demonstrate we are not burdening our 1st responders and causing more deaths that lives saved.</p>	<p>No change to Plan. Analysis of effects of roadway changes on emergency responder response time are out of scope of this effort, however, comment will be shared with C/CAG member jurisdictions assessing moving forward with individual projects.</p>	<p>P4</p>
	<p>I do not agree with encouraging bicyclists to be using SM parks. I am extremely against adding in a bike lane as bicyclists cause accidents, and largely do not follow traffic or helmet laws. I like the idea of following Burlingame's more sustainable rain gutters.</p>	<p>No change to Plan. Comment will be shared with C/CAG member jurisdictions including City of Burlingame.</p>	<p>P4</p>
	<p>I really don't understand how you seem to think that cutting lanes of traffic in half will not make already bad traffic even worse. Also, where will people park?</p> <p>Fix public transportation FIRST! Then start building less car friendly places. Building these without the proper public transportation infrastructure is why places like Uber and Lyft are able to step in and actually MAKE TRAFFIC WORSE to the point that anyone who CAN will pay someone else to do the driving, which means that even more cars are driving even more miles.</p> <p>My coworker used public transportation and it would take her two hours to go a distance that takes 20 min to drive. And that was if she left at 6am, before the rush. This is just not tenable for most people. Make public transportation convenient and pleasant and a LOT more people would use it. Acting like we aren't a car based society won't make things better, it will only make things worse. Fix public transportation first!</p>	<p>No change to Plan. Comment will be shared with C/CAG member jurisdictions who will be responsible for assessing moving forward with individual projects.</p>	<p>P4</p>
	<p>Excellent work, and very useful.</p> <p>Identification and design of feasible and effective Green Infrastructure retrofit projects involves, as a primary step, locating low points in the existing street drainage (generally these are catch basin locations), investigating the extent and characteristics of the catchment draining to each point, and then determining if a selected catch basin location is amenable to retrofit with appropriately sized bioretention (that is, if one or more flat green spaces at the required elevation can be integrated with the street, gutter, sidewalk, utilities, and other infrastructure at that location).</p> <p>The discussion of the Drainage Management Area Assessment Tool (Section 6.1) captures this design process and is a significant advance in facilitating the process; however, the SSMP as a whole could be strengthened by introducing this information earlier and featuring it more prominently.</p>	<p>No change to the Plan. The project team appreciates the positive feedback on the Drainage Management Area Assessment Tool, however, the team thinks that appropriate emphasis is put on the tool for a planning document that is working at this scale and is working to present so much information and so many tools in one place. The tool is highlighted in the graphic in the Executive Summary and is also introduced briefly in the Executive Summary text. It is discussed in more detail in the "Tools for the Future: Project Planning" section along with other tools that are also important for future project planning and design (suitability maps, design details, etc.) The project team hopes they will all be useful, and is trying to balance information and detail with a goal of keeping the document as concise as possible for wide-ranging audiences.</p>	<p>P5</p>
	<p>Looking at the map, it seems that for city of San Mateo, it's high density of population should incorporate more green route, and there's almost none. How can we increase more?</p>	<p>No change to Plan. Comment will be shared with C/CAG member jurisdictions including the City of San Mateo.</p>	<p>P5</p>
	<p>This looks like good ideas. Its also looks like good ideas for SMC to help county small businesses. Contact independently owned nursery owners, lighting companies, concrete companies, painters and what ever else would be needed to carry this project out, NOT the larger companies that are state and national wide. KEEP IT IN THE COUNTY!!</p>	<p>No change to Plan. Outreach to local businesses for project planning, design, and implementation is not in the scope of this effort but comment will be shared with C/CAG member jurisdictions assessing moving forward with project recommendations.</p>	<p>P5</p>

	<p>I love it. We need more green designation bike lanes, not city wide but county. We also need bike lanes street swept w the machines like city streets.</p>	<p>No change to Plan. C/CAG and the SMCWPPP are not responsible for maintenance of streets and related infrastructure. Comment will be shared with C/CAG member jurisdictions who are responsible for street maintenance.</p>	<p>P5</p>
<p>Kristie Eglsaer</p>	<p>Thank you for the opportunity to provide comments on the San Mateo Countywide Draft Sustainable Streets Master Plan document. Here are my recommendations. I am sending them via email since I am including some embedded hyperlinks and I am not sure how the Community Engagement Hub would handle those.</p> <p>Include Projects and Principles from City Plans In Appendix C, Recommended Sustainable Street Planned Project Opportunities, the Countywide Plan is missing projects listed in the City of San Mateo City Council approved 2015 Sustainable Streets Plan. There may also be projects from the 2012 Citywide Pedestrian Master Plan. I see there are many from the 2020 City Bicycle Master Plan listed.</p> <p>Quick-build Section in Plan There should be a list of projects that can be tackled right away using quick-build features. In the Plan, Appendix C, Recommended Sustainable Street Planned Project Opportunities, opportunities for quick-build should be identified, perhaps in a separate list.</p> <p>Focus on Regional Connectivity Specifically, the County should prioritize projects that are under Caltrans jurisdiction. As the County, you can help create a thoughtful approach to these projects that cross jurisdictions.</p> <p>Make ECR from 2nd-9th Avenues a Sustainable Street In particular, I want to advocate that the County help get the corridor along El Camino Real between 2nd-9th Avenues to become a Sustainable Street as soon as possible.</p> <p>It meets all the requirements to be a top priority — it's an area with a high risk for collision and there is great potential to improve safety, it is the backbone of connectivity for the county, it is a connection for transit with Caltrain and many bus routes, it can help improve equity for our community, and it can help with access to schools, parks, and essential services like grocery stores.</p> <p>Please see pages 50-51 (4-4 - 4-5), pages 109-115 (B-11 - B-17) and pages 257 - 261 (F-21 - F-25) of the City of San Mateo City 2015 Sustainable Streets Plan. There is a great detail in this plan, but it was also mentioned in the 2020 San Mateo Bicycle Master Plan (p. 44) in less detail.</p>	<p>Thank you for the time and careful thought put into these comments. It is important context to understand that C/CAG is distinct from the County of San Mateo. C/CAG operates as a Joint Powers Authority and has membership that includes each of the 20 cities and the County. The County is only one of the many members of C/CAG. C/CAG administers the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) which is the project manager for the San Mateo Countywide Sustainable Streets Master Plan, but C/CAG does not have legal authority in/over the individual jurisdictions throughout the County.</p> <p>Regarding the incorporation of projects from the 2015 San Mateo Sustainable Streets Plan including projects on sections of El Camino Real: The project team reached out to the City of San Mateo regarding the project opportunities currently included in the Countywide Master Plan through multiple rounds of project data collection and project opportunity review during the development of the Plan. The team also reached out specifically regarding this comment and was informed that the 2015 San Mateo Sustainable Streets Plan did not complete environmental review and was not formally adopted by City Council. As such, it's not one that the City is currently using for implementation of projects, or for project recommendations for this Plan. The 2020 Bicycle Master Plan did identify ECR for future study, and included intersections where specific crossing treatments should be identified and constructed. The concepts contained in these previous planning efforts will likely be rolled into the planning processes for the City's future Complete Streets Plan. The City is in process of applying for a grant for a future Complete Streets Plan, and more holistic multimodal projects may be considered for ECR as a part of that effort. The City will also be kicking off its Transit-Oriented Development Pedestrian Access Plan effort in the next few months, and projects on ECR may be identified as part of that effort.</p> <p>Regarding the request for a assessment of "Quick Build" projects: Sustainable Street projects with green infrastructure which meet the formal requirements of the San Francisco Water Quality Control Board can generally not be implemented as quickly as some of the tools proposed for quick build transportation interventions.</p>	<p>P5/P6</p>
<p>Kristie Eglsaer</p>	<p>(con't)</p> <p>In the 2015 City of San Mateo Sustainable Streets Plan, it says on p. 109/515 "El Camino Real is the one clearly identifiable corridor for high numbers of pedestrian collisions, and to a lesser degree, bicycle collisions." For that plan, they were looking at data from 2007-2011. At a November 2020 City Council Meeting, during a report on traffic management looking at data from 2017-2019, they also identified El Camino Real as a hotspot for collisions, with a collision resulting in an injury involving a pedestrian or bicyclist occurring once every 50 days.</p> <p>See page 50/515 for more details for this corridor along El Camino Real between 2nd-9th Avenues planned in the 2015 Sustainable Streets Plan. The plan states, "A road diet would transform El Camino Real between 2nd Avenue and 9th Avenue by reducing the number of travel lanes from six to four, with left-turn lanes at key intersections. The new configuration would include two travel lanes in each direction and a new landscaped median. This would extend the configuration that is currently present north of 2nd Avenue all the way to 9th Avenue. It would transform El Camino Real from a perceived and real barrier to an inviting downtown gateway that connects Central Park with the public library and other destinations in the area." The aspects about the landscaped median have some green infrastructure components to it as well. This should not fall off the radar of the County Sustainable Streets Plan, especially since El Camino Real is the backbone of connectivity for the county.</p> <p>In Appendix F of the city plan, Chapter 5, F-21 - F-25 (p. 257/515 - 261/515) Sustainable Streets Level of Service and Multimodal Analysis October 2014, you will see more details for the improvements to El Camino Real between 2nd-9th Avenues, which is located in the heart of downtown San Mateo. These changes and the ones detailed in earlier sections should be implemented in the long-run, and in the short run, San Mateo County should work with Caltrans on a quick-build solution to take action on one of the recommendations -- "the signals should default to a pedestrian crossing phase on every cycle." This can be done through software reprogramming.</p> <p>In October 2020, Caltrans announced that they would be using Lead Pedestrian Interval signals at several locations along El Camino Real, so there is precedent for taking this kind of action recently.</p> <p>Caltrans Highlights Efforts to Reduce Pedestrian Injury and Death</p> <p>Pedestrian Safety Measures Locations</p>	<p>This is because of the curb work and engineering needed for the green infrastructure components. However, the project team concurs with the importance of fast action to address transportation, water quality, and climate change related needs in the street network and thinks that a quick build toolkit and quick build options for sustainable streets should be explored and is an area for further assessment and tool development. The project team has added a recommendation to assess quick build options and a quick build toolkit for sustainable streets to the Adaptive Management Section of the Master Plan.</p> <p>Regarding the comment on emphasizing regional connectivity: It is important to understand that C/CAG does not have jurisdiction over Caltrans properties. However, the Countywide Sustainable Street Master Plan does recognize the importance of regional connectivity in active transportation and watershed planning and includes a section in the Complete Streets: Existing Conditions Section which emphasizes the need to build strong regional transportation connections, and highlights planning efforts such as the Grand Boulevard Initiative on El Camino Real which crosses jurisdictional boundaries. In response to this comment, text has also been added to the Adaptive Management Section of the Master Plan emphasizing how important regional connectivity is for active transportation and that the Plan will need to be updated in the future to incorporate new transportation planning efforts.</p> <p>Regarding comment that complete streets and green infrastructure should be required in new projects: C/CAG member jurisdictions have recently developed GI Plans which include targets for GI development in jurisdictions as well as requirements for considering GI in street projects. Also, the Master Plan does provide model policies for municipal use which 1) provide high level policy direction that municipalities should be investing in sustainable streets and 2) provide model legislation that can be applied to new development and require private development funding for green infrastructure in associated sustainable street frontage projects. Ultimately, however, C/CAG can only provide model policies; individual jurisdictions need to adopt these policies within their own jurisdictions.</p>	

	<p>(con't)</p> <p>The county should advocate and work with Caltrans to make this corridor of El Camino Real safer right now. Given the history of collisions along this corridor (on p. 114 of the City Sustainable Streets Plan, "Roughly 39% of collisions involving pedestrians occurred at intersections, with notable clusters along S.R. 82/El Camino Real at 3rd and 5th Avenues..."), we cannot wait for the next round to be identified in September 2021. We have already been waiting too long for action on other plans that have not yet been implemented. Please take steps with Caltrans to see that this quick-build solution is implemented right away.</p> <p>Green Infrastructure and Complete Street Features for New Projects and New Developments</p> <p>With new projects and new developments, the county should require that green infrastructure and complete street features be included to create low impact development and safe areas for pedestrians and bicyclists. And the county should incentivize cities to also adopt this requirement as the county did with the county disposable food items. And work with Caltrans to incorporate these features for the corridors that are under their jurisdiction.</p> <p>Streets should have the following features:</p> <ul style="list-style-type: none"> -wide sidewalks -pedestrian-scale lighting -bike lanes -traffic calming infrastructure (a focus should be on getting quick-build done first, then permanent later) such as wider medians, speed humps, narrower traffic lanes and curb extensions -rain gardens with native plants and trees on sidewalks or medians, biofiltration planters, bioretention swales -stream daylighting -permeable surfaces -Street furniture with shade trees, shelter and attractive lighting and informational signage -Bicycle parking 	<p>Regarding comment on stream daylighting: stream daylighting projects are not within the scope of this Sustainable Streets Master Plan, which focuses on finding opportunities for sustainable streets that build on identified active transportation needs/planned projects.</p>
<p>Kristie Eglsaer</p>	<p>(con't)</p> <p>One area that is quite interesting and could help with poor water quality at the Marina Lagoon for example is stream daylighting. This is something the County should investigate and try to implement where possible. The City has four main creeks that convey water towards the bay and/or the lagoon; San Mateo Creek, Leslie Creek, Borel Creek, and Laurel Creek. Any creek maintenance requires permits and approval from various regulatory agencies such as California Department of Fish and Wildlife and the Regional Water Quality Control Board. Also, the City offsets some of the costs by participating in a collaborative, countywide effort, the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP). This is why it is so important that the County take the lead with trying to identify stream daylighting opportunities and include it in the Countywide Sustainable Streets Plan.</p> <p>Sustainable Streets Fee</p> <p>I also recommend that the County adopt, and encourage cities to adopt, a fee for developers, called a Sustainable Streets Fee that would fund a wider array of projects, with a focus on those that support the goals of the Plan by improving conditions for all modes.</p> <p>Conclusion</p> <p>In conclusion, the plan should:</p> <ul style="list-style-type: none"> - Include projects from the 2015 City of San Mateo Sustainable Streets Plan and other City of San Mateo Plans on Ped and Bike safety where missing - Put an emphasis on identifying quick-build projects - Focus on cross-jurisdictional areas such as working with Caltrans on ECR improvements - Advocate for immediate improvements via quick build for ECR along 2nd-9th Avenues - Create requirements for new projects and new development that can be also adopted by cities - Create a sustainable streets fee <p>Thank you for all your work so far on this document. Thank you for the opportunity to provide comments.</p> <p>Sincerely,</p> <p>Kristie Eglsaer San Mateo, CA</p>	
<p>Kristie Eglsaer</p>	<p>In addition to the comments I sent to you on 12/16/20, I'd like to add another comment regarding city budget priority setting. This evening there was a study session held by the San Mateo City Council and the Public Works Department on consolidating Master Plans and determining project priorities. 50-60 percent of the city's Public Works budget is spent on Paving (see screenshot and minute 17 of the Council report). The explanation given for this is that if you repave a road while it's still "good" it costs a lot less than if you wait and then have to repave a road from "poor" quality up to "good." The costs rise exponentially the longer you wait because the condition of the road just keeps getting worse and worse. But this approach to budgeting does not seem sustainable from an environmental perspective or from a fiscal perspective. Rather than repaving to maintain the status quo of asphalt roads, funds could instead be spent on transforming the streets into places that can absorb stormwater runoff. Or if the Paving budget was reduced down to 40 percent, shaving off \$7M, then the city could fund all of the quick-build projects identified in the Bike Master Plan. I am asking that in the County Sustainable Streets Plan, the county create incentives for cities to redistribute funds to more sustainable options and disincentives to have a majority of the infrastructure budget go to Paving.</p>	<p>C/CAG does not have jurisdiction over how individual San Mateo municipalities prioritize their budgets, but there are existing drivers and incentives for municipalities to pursue more sustainable options, such as requirements from the San Francisco Bay Regional Water Quality Control Board to implement local Green Infrastructure Plans to achieve improved water quality, General Plan update requirements to address climate resilience, and the recent voter-approved Samtrans Measure W sales tax that includes a core principle for distribution of funds that projects incorporate green stormwater infrastructure and build resilience to climate change. The intent of the Master Plan is to help individual San Mateo jurisdictions identify the priority active transportation projects in their jurisdiction where the addition of green stormwater infrastructure (and hence the development of a sustainable street project) is more appropriate. The Master Plan's model policy materials, design details, intersection analysis tools, etc., should reduce the barriers for municipalities to choose sustainable project opportunities and implement sustainable street projects.</p>
	<p>The information was on track with the previous sustainable meetings in 1917-1918. I liked the renderings and about the City of Burlingame safe streets and parking. I would like to be able to look at those facts and schedules at a slower pace. Thank you.</p>	<p>No change to Plan. Comment will be shared with C/CAG member jurisdictions.</p>

	<p>I don't have time to read all of the phraseology and jargon in this report and likely this is the case with many others. Separate bike lanes are the only way for widespread adaptation. If an 8 year old or 80 year old feels safe, others will, and we can enjoy the benefit of our climate. Currently, the Bay Area is largely a transportation dystopia whereby tech feels that they can solve the world's problems, all while locals don't feel safe on a bike due to awful infrastructure.</p> <p>Glad this project is going on, but the very way it's presented is only going to gain marginal support instead of widespread adoption. Again, keep it simple and recognize the time that others have to devote to engaging in the project. Also, be an advocate for the many unspoken who would benefit from separated bike paths and don't prioritize angry folks who prioritize car infrastructure at all costs. Thank you.</p>	No change to Plan. Comment will be shared with C/CAG member jurisdictions.	P7
	<p>Very supportive! Can we get more of these for San Mateo please?!</p>	No change to Plan. Comment will be shared with C/CAG member jurisdictions.	P7
	<p>I like the separation between the sidewalk and parking so that we capture pollutants in rain water. It mitigates any flood risk as well. We need to improve our roads and current infrastructure as well so that what we currently have is usable for the future.</p> <p>Please continue to think about adding more greenery to locations.</p>	No change to Plan. Comment will be shared with C/CAG member jurisdictions.	P7
Eileen Francisco	<p>Thank you for sharing the plan ideas. I am looking forward to seeing San Mateo County streets more bike and pedestrian friendly.</p>	No change to Plan. Comment will be shared with C/CAG member jurisdictions.	P7
	<p>I love it! I'm a big supporter and hope to see more improvements like this soon. I'm glad my tax dollars are being used to make the community better, safer and more accessible.</p>	No change to Plan. Comment will be shared with C/CAG member jurisdictions.	P7
	<p>I have great reservations about these plans.</p>	No change to Plan. Comment will be shared with C/CAG member jurisdictions.	P7
	<p>It's about time !!! This is great news. We are logging behind European, Asian, and Middle Eastern countries !!! what a shame. Thanks to the people behind this movement !!!</p>	No change to Plan. Comment will be shared with C/CAG member jurisdictions.	P7
	<p>I am interested in getting involved with this amazing effort ... I have a 40 Year background in sustainability and can provide help!</p>	No change to Plan. Comment will be shared with C/CAG member jurisdictions.	P7