

- 1 Elevator
- 2 Short ramp low as possible
- 3 Benches
- 4 Landscaping or rocks of interest
- 5 Nice lighting at night
- 6 Water fountain
- 7 Make it wide enough for two bikes to pass in opposite directions
- 8 Architecture to match surrounding styles
- 9 Living Plants
- 10 Canopy
- 11 Lighting
- 12 Colors
- 13 Seating
- 14 Benches in the middle
- 15 The Belmont bike bridge is a little too narrow
- 16 Good connections to streets off Hillsdale at either end are most important
- 17 Canopies would be nice if lit at night
- 18 Well lit at night
- 19 No benches
- 20 Enough room for bikes going both ways
- 21 Exotic and interesting rails
- 22 Tall tower
- 23 Curves
- 24 Benches
- 25 Possibly some small areas of shelter
- 26 Lighting
- 27 Artwork
- 28 City of San Mateo round emblem in middle of North and South side
- 29 Cable lighting on bridge, architectural lighting
- 30 Good quality LED lighting
- 31 Covering for rain or inclemental weather canopy
- 32 Hillsdale signage
- 33 Seating
- 34 Lookout

What amenities would you like to be included in the bridge project?

- 35 Wide to fit both bike and ped w/o conflicts
- 36 Good lighting
- 37 No blind section for personnel safety
- 38 Good sight lines hand railing and ground some solid _____
- 39 Lighting
- 40 Safety
- 41 Simplicity
- 42 Weather resistant
- 43 Benches
- 44 Disabled wheel chair
- 45 Shade
- 46 Visibility - it's a long bridge with no escape. I'd feel uncomfortable if I was on it and not totally visible-safety issue
- 47 Periodic shelter
- 48 Bench would be nice
- 49 Make sure there are safe roads for biking and walking for Caltrain, neighborhoods and the Kasin Plaza, restaurants, housing, Bay Meadows
- 50 The Saratoga, Hillsdale corner is particularly hard to cross and riding Hillsdale to and from Caltrain is not possible to do safely on a bike
- 51 There may be multiple away from the large intersection.
- 52 Can there be multiple on-ramps for the bridge intersection?
- 53 Different experience depending which direction you travel - fun!
- 54 Some design overhead
- 55 Lighting for night time crossing
- 56 Color maybe
- 57 Wide enough to have multiple people abreast
- 58 Benches
- 59 Lighting
- 60 Good disabled access
- 61 Safety along access route
- 62 Interesting and appealing approach
- 63 Long term appeal
- 64 Vending machines
- 65 Lights
- 66 Water fountains
- 67 Seating
- 68 Lookout

- 69 Cycle parking spot
- 70 Wifi access
- 71 Emergency lighting
- 72 Air pump
- 73 Shade coverup
- 74 Security cameras
- 75 Lighting
- 76 Line of sight visibility throughout
- 77 Deck lighting
- 78 Materials that would minimize gravity
- 79 Designated walking lanes/path, designated bike lanes/path
- 80 Emergency call box
- 81 If use canopy - only at landings
- 82 Benches are good but not obstructing access - safety first
- 83 Lighting on pathway at night
- 84 Not lighting above causing light pollution
- 85 Texture - important to avoid graffiti
- 86 I think cost will limit amenities - Safety is my primary concern.
- 87 Lighting can be both a safety and aesthetic benefit.
- 88 Landscaping , at least at ends of bridge
- 89 Historic plaques or maps can be artistic also. (Love utility cover with historic map at Coyote Pt. mosaic maps)
- 90 Weather protection (canopy)
- 91 Canopy / protection from sun
- 92 Wide walkway - but not too covered
- 93 Bright
- 94 Bike racks as a pedestrian launching point
- 95 need lots and lots of lighting for safety primarily
- 96 Like railings to be as 'open' as possible. Counter example: don't like the grill / fence on the Monte Diablo bridge
- 97 Canopy / shade
- 98 Benches
- 99 Lighting
- 100 "Bike specific" lane, separate from pedestrian walkway
- 101 Need to include screens so that people on bridge cannot look into yards and windows south west side of bridge
- 102 Clear sightlines - no blind curves at bicycle speeds - stressful and hazardous

- 103 Clear surface - no structural elements or amenities in the center of the bridge surface - hazardous
- 104 Psychological respite - no canopy that reflects road noise - a truss offers a nice feeling of sanctuary without the echo problem
- 105 Safety for multi-use - 12' width minimum
- 106 Separate bike path from pedestrians
- 107 Iconic San Mateo images - oak tree, sun rays, kids running, bicycle, dog walker
- 108 Safe throughout landing zones
- 109 Benches
- 110 Lights on path for night safety and visibility
- 111 Wider than Belmont bridge
- 112 Greenery, trees, shade
- 113 Clear line of sight
- 114 Lighting for night peds and bikes
- 115 Lighting that is colored giving bridge a unique glow
- 116 Wide enough for two way bike traffic and pedestrians
- 117 Lanes, one for each direction
- 118 Maybe separation between cyclists and pedestrians
- 119 Good lighting (unlike 3rd Ave)
- 120 Signs for trail etiquette (stay right, bell when passing)
- 121 Lookouts or stopping areas
- 122 I do not like how out of the way the Ralston/101 bike bridge is from the Main Street
- 123 Please make sure it is as easily accessible as possible from the main streets
- 124 Also, plenty of room for bikes to come through at a good speed without danger of bumping into pedestrians
- 125 Trees
- 126 Great visibility of, for and beyond traveling pedestrians
- 127 Uplifting journey
- 128 Canopy
- 129 Safe crossing at Hillsdale
- 130 Brad - Please explore Poinsettia as a bike path to Caltrain, Poinsettia to Pacific
- 131 The Achilles heel of this bridge is the failure to provide an integrally safe crossing of Hillsdale.
- 132 Also, the length of the bike-ped bridge relative to walking along the freeway is a turn-off.
- 133 With two crossings of Hillsdale to endure, why not continue along the freeway overpass?
- 134 Solution: Tunnels under Hillsdale. The Dutch could manage. Consult the Dutch consul in SF for contacts.