



City of San Mateo
City Council Meeting

POST PACKET

PUBLIC COMMENT



Outlook

Support keeping Humboldt St bike lanes

From Allison Chang <[REDACTED]>

Date Sat 2/1/2025 3:43 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Hello San Mateo City Council,

I want to voice my support for maintaining the new bike boulevard on Humboldt St. I drive that way a couple times a week, between Tilton and the freeway, and always see the cyclists now, thanks to the current infrastructure.

I appreciate that some people want more convenient parking, but I think it's more important to (1) protect the lives of cyclists and pedestrians and (2) materially support emissions-free transit options.

Best,

Allison Chang

Please preserve and expand our San Mateo bike lanes

From Rick Ballard [REDACTED]

Date Sun 2/2/2025 9:51 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>

Dear City Council,

Regarding agenda item 10 of the February 3rd council meeting, I'm writing to ask you to preserve our Humboldt street bike lanes, and continue to invest in building out further bicycle infrastructure.

Three days ago a work colleague of mine was struck by a car while commuting home on his bicycle. He suffered a broken nose and a concussion — and as scary as a concussion is, it could have been much worse. This was on the same route that I also use to commute to and from work on my eBike. It's the best route from my workplace — but doesn't have a bicycle lane or any other safety infrastructure. You can imagine how personal the threat of rolling back the little bike infrastructure we do have feels.

In San Mateo I've found that an eBike serves as an effective car replacement. I use my eBike for almost all my transportation needs. I do my grocery shopping with my eBike. I commute on it. I go to appointments. Social visits. Shopping. Dining out. And everything else. San Mateo is a great place for bicycling to thrive. Good weather, flat roads, and it has housing, shopping, services, workplaces, and transit close together. And the popularization of eBikes is a game changer, making bicycling viable as a true car replacement for far more people.

But the truth is that, today, it requires a great deal of confidence to bike here. There are not enough bike lanes and the streets aren't very safe. People like me bike anyway; but many other people are afraid to, or ride on the sidewalks.

So I ask you to please not take us backwards on this issue. Removing bike lanes will result in serious injuries or death, and discourage people from biking at all. Instead, please invest our city dollars towards completing our bicycle master plan, with enough critical infrastructure that biking becomes accessible for everyone.

Thank you,

- Rick Ballard

North-Central San Mateo resident

Feb. 3rd City Council Agenda Item 10 (Bike Lanes)

From [REDACTED] <[REDACTED]>

Date Thu 1/30/2025 6:45 PM

To Clerk <clerk@cityofsanmateo.org>

Dear City Council,

Here we are once again. I feel some combination of Alternatives #3 and #4 appear the best way forward for the both the community and the bike enthusiasts. The reasons are that the speed differential between the auto traffic and the bicyclists are greater and thus more dangerous on any arterial versus a parallel side street. That is the case whether using marked lanes or "share the road" or Bicycle Boulevards. The second reason/suggestion is that these alternatives are best, is that you should consider converting or at least undertake a serious study of making ALL side streets in ALL directions in North Central into ONE WAY STREETS. This was under consideration during the last study some years back and discarded, in that by State law, the twelve foot width traffic lane and the eight foot parking lane and five foot bike lane dictates could not be accommodated on many of the smaller streets. My response is we are presently not in compliance now and never have been, with these standards and to leave things much as they are but with ONE WAY designations, would leave us with far more room for 'share the road' operations and leave the parking on both sides in place. You still might want to avail yourselves of segments of alternatives 3 and 4 as you desire. Hopefully these suggestions are clear enough and any questions, I could hopefully satisfy, if needed.

Respectfully, Mike Caggiano
long time North Central resident although a non-biker

[REDACTED]
[REDACTED]

Bike Lanes at San Mateo High

From Kiana Chen <[REDACTED]>

Date Mon 2/3/2025 8:01 AM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>

Dear Mayor Newsom and SM City Council,

I'm Kiana Chen, a high school student living in San Mateo County, and I do not support the removal of the bike lanes around San Mateo High, College Park/Fiesta Gardens Elementary, and San Mateo Adult Schools - some of the most dangerous streets in the City. We must promote safe streets for kids who bike to school.

The bike lanes offer several benefits to residents of North Central and others who attend school, recreate, or commute in the area.

Investing in safer streets benefits everyone by saving lives, promoting pedestrian and cyclist safety, and fostering independence in children. Additionally, it lowers taxpayer costs by reducing road maintenance and public health expenses while ensuring affordable, safe mobility for those without cars.

We ask that our scarce taxpayer dollars and staff time instead be spent looking forward, not backward. These lanes are important for students who rely on these bike lanes to travel to school and have no alternative methods of getting to campus.

Thank you for prioritizing the safety of our children and families, keeping the San Mateo High bike lanes, and accelerating other safety projects in San Mateo.

Thank you,
Kiana Chen

Bike Lanes at San Mateo

From rina choe <[REDACTED]>

Date Mon 2/3/2025 8:01 AM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear Mayor Newsom and San Mateo City Council,

I am a high school student living in San Mateo County, and I am in opposition to the removal of the bike lanes around San Mateo High School, College Park/Fiesta Gardens Elementary, and San Mateo Adult Schools.

The bike lanes offer several benefits to residents, such as promoting pedestrian and cyclist safety, saving lives, and fostering children's independence. Additionally, these lanes are important for students who rely on these bike lanes to travel to school and have no alternative methods of getting to campus.

On my commute to and from Carlmont High School every morning and afternoon, I pass by groups of middle and high school bikers. Many of these children form close friends through these biking routes. I am aware that many students use the bike lanes in San Mateo as well. By removing the bike lanes, the streets around the school zones would not only become much more dangerous for these students, but it would also remove an essential promoter of community.

Thank you for prioritizing the safety of students and I hope that you take these factors into consideration when coming to a decision.

Sincerely,
Rina Choe

Please keep our bike lanes

From Christine L. <[REDACTED]>

Date Sat 2/1/2025 6:09 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear city council,

Please do not remove the new bike lanes around San Mateo High, College Park/Fiesta Gardens Elementary, and San Mateo Adult Schools - the most dangerous streets in the City. We need to make our streets safer for kids who walk and bike so that we can reduce the increasing number of fatalities and the traffic congestion that plague our streets.

These bike lanes offer several benefits to residents of North Central and others who attend school, recreate, or commute in the area. Bike lanes:

- Save lives for kids and parents who bike
- Make the streets safer for pedestrians (through more narrow auto lanes and improved crosswalk visibility)
- Make our kids healthier and help them do better in school
- Foster a sense of independence among our children
- Encourage people to leave their cars at home, reducing congestion, global warming, and air pollution
- Increase property values
- Make our streets more beautiful
- Create a sense of community and encourage people to shop locally
- Reduce taxpayer expenses through lower road maintenance and public health spending
- Facilitate safe, low cost travel for those unable to afford the skyrocketing cost of car ownership

Too many people are dying on the streets of San Mateo while we debate whether to remove recently installed safety infrastructure. We ask that our scarce taxpayer dollars and staff time instead be spent looking forward, not backward.

This debate is delaying construction of safe routes to school projects on Delaware, Norfolk, 19th/Fashion Island, Alameda, and elsewhere. Meanwhile, the number of tragedies is increasing and too many parents are scared to let their kids walk and bike to school.

Thank you,

Let's Keep Our Bike Lanes

From Christine Cook <[REDACTED]>

Date Mon 2/3/2025 3:36 AM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; City Mgr <citymgr@cityofsanmateo.org>

It's beyond a travesty that San Mateo is considering removing the Humboldt Street bike lanes:

1. The bike lanes are relatively recently installed. It's unreasonable to expect that they will be fully utilized in short order, especially since there is little done to enforce key safety elements that greatly affect their use - cars still park in the bike lanes, adjacent traffic still greatly exceeds the speed limit, lighting leaves much to be desired etc. This affects all bike users; children attending nearby schools, and adults using the lanes during early morning and late night hours.
2. City of San Mateo has sidestepped promises made regarding parking access for a community that understood there would be accommodations made to mitigate the effects of the parking spaces that were lost

Removal of the bike lanes will have additional consequences:

1. Substantial monies were received to facilitate the implementation of the lanes. That money will need to be returned, and it's an open question as to whether a city that has a high profile example of a failed project will readily receive future funding.
2. The community will learn that Council doesn't stand behind its decisions, or the 2040 General Plan. Expect lots of additional "vocal minority" action on invalidating Council decisions that don't have universal appeal. This is not a precedent we need to encourage.
3. Removing the bike lanes won't solve the parking problem in North Central. There's a great danger worsening it as a result of "induced" parking demand. Provide spaces for 100 more cars, and 200 will try to crowd into the space. Additionally, how do we justify that there are 100 car owners who are essentially getting a \$4000 parking bonus? There's nothing equitable in this approach. Numerous other suggestions have been made to remedy the parking situation. It's time to explore them fully.... we could start now with basic enforcement of city parking regulations.
4. Removing the bike lanes will hamper future possibilities of creating a network of multimodal transport options.
- 5 This project is largely complete, though it needs additional fine tuning. There are other pressing multimodal circulation, traffic and safety issues to focus on.

Replacement of the bike lanes with a "bike boulevard" is a joke. There are few successful implementations of bike boulevards, and it would be a retrograde step. When asked at the North Central MLK community meeting the table facilitator wasn't able to identify a single one as a good example. She did suggest that a successful implementation was "aspirational". We don't need aspirations though, we need things that really work. Fifth Avenue is reputed to be a bike boulevard. It's not a good implementation, no one is safer.

I'm a local homeowner (and, by extension, property tax payer), and frequent user of our local bike lanes - I don't want to see my tax dollar squandered. Additionally, as a North Central resident, I believe anything that encourages further vehicle volume in our narrow and overcrowded streets is misplaced.

The consequences of increased traffic in equity priority communities are well documented, let's not doom North Central to worsening air quality, noise, and stress, as well as future health and safety issues. We already know that the bike lanes have resulted in improved neighborhood safety outcomes. Let's capitalize on this.

San Mateo desperately needs to become a 21st Century hometown, with visible community-facing aspirations to be a safe, liveable, walkable, bikeable and driveable modern city, At the moment, with so many highly visible failed projects this seems like an unattainable goal. Let's send a sign - keep the bike lanes and take action to make them even better. This is an opportunity to step up and make good decisions that serve all needs.

Thank you for your time and consideration.

Christine Cook
North Central resident since 2001



Outlook

San Mateo bike lanes

From Darren Don <[REDACTED]>

Date Sun 2/2/2025 10:34 AM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear city council members

Please reconsider the decision to remove bike lanes in San Mateo. I commute by bike to work in San Mateo. It is dangerous enough with the distracted drivers. There are few streets with dedicated bike lanes. By removing these lanes, it would increase the risk for accidents and tragic outcomes. Please support bike riders, we help decrease the amount of traffic.

Sincerely,

Darren Don

Bike Lanes at San Mateo High

From Emma D <[REDACTED]>

Date Mon 2/3/2025 8:07 AM

To Clerk <clerk@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear Mayor Newsom and SM City Council,

I'm Emma, a high school student living in San Mateo County, and I do not support the removal of the bike lanes around San Mateo High, College Park/Fiesta Gardens Elementary, and San Mateo Adult Schools - some of the most dangerous streets in the City. We must promote safe streets for kids who bike to school.

The bike lanes offer several benefits to residents of North Central and others who attend school, recreate, or commute in the area.

Investing in safer streets benefits everyone by saving lives, promoting pedestrian and cyclist safety, and fostering independence in children.

We ask that our scarce taxpayer dollars and staff time instead be spent looking forward, not backward. These lanes are important for students who rely on these bike lanes to travel to school and have no alternative methods of getting to campus.

Thank you for prioritizing the safety of our children and families, keeping the San Mateo High bike lanes, and accelerating other safety projects in San Mateo.

Thank you,
Emma Dougherty

Support for Restoring Street Parking on Humboldt & Consideration for Bike Lane Relocation

From Eric Fichet <[REDACTED]>

Date Sun 2/2/2025 11:55 AM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Eric Fichet
[REDACTED]
[REDACTED]
[REDACTED]

Dear City Council Members,

I am writing to express my support for restoring street parking on Humboldt Street. While the intention behind creating a bike lane was undoubtedly well-meaning and aimed at improving our city's infrastructure, the practical impact has been significantly detrimental to parking availability in the surrounding neighborhood. The removal of parking on Humboldt has caused substantial spillover into adjacent streets, particularly N. Idaho, with residents from nearby apartment complexes struggling to find space for their cars and trucks.

Additionally, the current bike lane on Humboldt does not appear to receive enough usage to justify the loss of such a large number of parking spaces. Given the strain this has placed on both residents and local businesses, I strongly encourage the Council to reconsider the decision and restore parking on Humboldt Street.

I have also heard discussions about relocating the bike lane to N. Idaho, which would remove parking there instead. While this approach would shift rather than resolve the parking issue, I personally would not be opposed to it. A main road like Humboldt is better suited to accommodate spillover parking than a residential street like N. Idaho, and residential streets provide a safer environment for cyclists compared to a high-traffic road leading to a freeway entrance.

I appreciate your time and consideration of this matter and hope that the Council will take into account the real impact on residents as you evaluate potential solutions.

Sincerely,

Eric Fichet

going back on Humboldt is not a safe option

From Heidi von Briel <[REDACTED]>

Date Sun 2/2/2025 5:05 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>

Hello,

parents do not feel safe when their kids have to ride bike boulevards.

As a volunteer/parent from the Redwood City school district and an LCI bike instructor I strongly oppose going back on the bike lanes on Humboldt street.

Bike boulevards are not a safe option for kids - with car sizes these days drivers often don't even see the kids in front of them and drivers do not understand that the sharrows indicate where the cyclists are supposed to ride and honk kids away from the street. Parents therefore do not feel safe letting their kids ride in streets that only have shurrows rather than real bike lanes .

I urge you not to make the same mistake that Redwood City does and rely on bike boulevards. They do not work, never have, never will.

Please leave the bike lanes at Humboldt streets in place and rather than removing something that works, look for other opportunities in streets where you can do the same to increase the bike share in your city, rather than decreasing it again. Anyone you can encourage cycling with proper infrastructure is a car less causing congestion, especially during school drop off and pick up hours.

Thanks for being a leader in 15mph speed limits around school in our county.

Regards,

Heidi von Briel

Safe Routes to School Redwood City

Please Protect the North Central San Mateo Bike Lanes

From Michelle Hudson <[REDACTED]>

Date Sun 2/2/2025 9:06 AM

To Clerk <clerk@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear

Mayor Newsom and City Council,

On

Monday, February 3, you will consider proposals to remove the bike lanes next to San Mateo High and College Park Elementary Schools on Humboldt. This would be tragic for the climate, equity, public health, and City finances.

Transportation

is responsible for >50% of GHG emissions in the County. Biking is environmentally friendly and also provides cheap and quick last mile connectivity to Caltrain and other public transit. Humboldt is in the North Central neighborhood, an equity priority community with a number of people who cannot afford the cost of buying and maintaining a car and the most dangerous streets in the City. Biking is a low cost tool for combating our obesity, air pollution, loneliness, and education challenges. Finally, leaving the bike lanes in place will save millions of dollars in taxpayers money.

In

addition, the bike lanes are necessary for the safety of our community. I'm a mother of a high school student in San Mateo who rides his bike. I would also like to rely on biking for my personal transportation far more often. The reality is that I fear it's simply not safe enough without protected bike lines, which are few and far between in San Mateo. Please don't remove the ones we have. The community needs more, not fewer, bike lanes for the environment and safety of our community.

Thank

you,

Michelle

Hudson

Bike Lanes at San Mateo High

From Audra Loh <[REDACTED]>

Date Sun 2/2/2025 8:35 PM

To Clerk <clerk@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear San Mateo City Council,

I am Audra, a high school student who goes to school in San Mateo. I do not support the removal of the bike lanes around San Mateo High, College Park/Fiesta Gardens Elementary, and San Mateo Adult Schools, all of which are some of the most dangerous streets in San Mateo. As someone who believes in sustainability, biking to school is not only a means for transportation, but also an environmentally conscious decision. Thus, we must promote safe streets for kids who bike to school.

The bike lanes offer several benefits to residents of North Central and others who attend school, recreate, or commute in the area.

Investing in safer streets benefits everyone by saving lives, promoting pedestrian and cyclist safety, and fostering independence in children. Additionally, it lowers taxpayer costs by reducing road maintenance and public health expenses while ensuring affordable, safe mobility for those without cars.

We ask that our scarce taxpayer dollars and staff time instead be spent looking forward, not backward. These lanes are important for students who rely on these bike lanes to travel to school and have no alternative methods of getting to campus.

Thank you for prioritizing the safety of our children and families, keeping the San Mateo High bike lanes, and accelerating other safety projects in San Mateo.

Best,
Audra

--

Support for Humboldt Street Bike Lanes

From President Council PTA <[REDACTED]>

Date Sun 2/2/2025 6:14 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Cc

[REDACTED]
[REDACTED]
[REDACTED]; Zach Horn, GH PTA
President [REDACTED]>; President Abbott PTA [REDACTED]>;
[REDACTED] <[REDACTED]>; President Meadow Heights
<[REDACTED]>; [REDACTED] <[REDACTED]>; FGIS PTA
President <[REDACTED]>; [REDACTED]>

 1 attachment (83 KB)

Letter of Support for Humboldt St Bike Lanes - SMFCSD PTA Council.pdf;

San Mateo City Council,

Please include this email and the attached signed letter in the City Council packet for tomorrow's City Council Meeting (February 3, 2025).

The SMFCSD PTA Association, composed of the PTAs of SMFCSD's 10,500+ students, is united in support of safe bicycle and pedestrian infrastructure (specifically the Humboldt St bike lanes and North Central pedestrian improvements) that support Vision Zero and Safe Routes to School. This letter continues our advocacy for the safety and well-being of SMFCSD's students, exemplified by our letter in February 2024 advocating for the adoption of Vision Zero in the City of San Mateo.

In the last two weeks, 7 SMFCSD school PTA Associations have brought forth and voted to affirm the attached letter in support of the Humboldt Street bicycle lanes. PTAs who have signed the letter: LEAD (District 4), North Shoreview (District 2), Meadow Heights (District 5), Abbott (District 5), Fiesta Gardens (currently District 3, District 2 in Fall 2025), George Hall (District 3), and Sunnybrae (District 3). Other schools are bringing this agenda item to their next PTA Association meeting for a vote.

From our letter: **"Removing the Humboldt Street bike lanes and forcing cyclists to share the road with vehicle traffic would undermine the goals of Safe Routes to School and Vision Zero, compromising safety for all. Every student and their caregiver deserve peace of mind knowing their child can safely travel to and from school."**

Laura Long

President, San Mateo-Foster City PTA Council



Parking on N Idaho St.

From [REDACTED] <[REDACTED]>

Date Fri 1/31/2025 5:04 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Hi. My name is Amy Mausser-White. I live at [REDACTED] for the last 33 years. I love my home. For a long while now we have been struggling with parking. Since the city took away the parking on N Humboldt St. to accommodate the bike lanes, it has been a real headache. I have people parking in front of my house and walking several blocks away to wherever they live?! It has been such that I have to park on my lawn sometimes. Drives me nuts!
On behalf of my family of 6, we all have cars and need a place to park where we live. Please reinstate the parking on N Humboldt St. in so far as I rarely see anyone in the bike lanes.

Thanks for your time,

Amy Mausser-White

Sent from my Verizon, Samsung Galaxy smartphone

Please keep bike lanes

From Gina Meyers-Im <[REDACTED]>

Date Sat 2/1/2025 5:54 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear City Council of San Mateo,

Please keep the bike lanes in North Central! Please do not give in to prioritize cars and parking spaces. Bikes are an essential mode of transportation for many and improving safety for our bicyclists is often overlooked. Bikes are zero emissions, and allow those who cannot afford cars to maintain their mobility. Bike lanes benefit families and children, and generally boost pediatrician safety with the decrease of car use and car traffic. Please do not undo the work done to create these important bike lanes!

Sincerely,

Gina Meyers-Im

Resident and home owner of San Mateo County

From: Kathy Naff <[REDACTED]>
Sent: Friday, January 31, 2025 12:45 PM
To: City Council (San Mateo)
Cc: Clerk
Subject: Bike lanes on Humboldt Street

I am writing to strongly oppose the elimination of bike lanes on South and North Humboldt Street, As a biker, I depend on these lanes to safely ride to the Peninsula Avenue overpass to access Coyote Point and the Bay Trail.

When there are no bike lanes, I see many of my fellow cyclists using the sidewalk instead, putting pedestrians at risk. While I oppose riding on sidewalks, I can understand the dangers inherent in sharing the street with cars.

The safe alternative for everyone is bike lanes. Please maintain those that are on Humboldt Street.

Thank you.

Katherine Naff
[REDACTED]

Support for bike lanes

From Kay Nestor <[REDACTED]>

Date Sat 2/1/2025 3:34 PM

To Clerk <clerk@cityofsanmateo.org>

Dear City Council members,

I am a resident of North Central who relies on cycling for day to day errands. I am writing to ask that we maintain and improve our bike lanes, rather than reducing or removing them.

While parking is genuinely difficult to find, it will become more so if more people must rely on cars to go about their lives. Conversely, the more people feel safe cycling or walking, the less car-reliant we will be— the city's research shows a large group of people who are interested in cycling but do not feel safe doing so, and reducing our bike infrastructure will only increase that number. Studies have also shown that increasing safety for cyclists and calming traffic also increases safety for pedestrians. The more people have attractive options to avoid driving, the safer we'll be, and we'll also benefit from a cleaner environment (especially in the midst of the climate crisis) and quieter streets. We can all benefit from good bike infrastructure— but only if we don't reduce what we already have. Please preserve it.

Additionally, I'd like to add my support to the proposal to improve our street lighting. It's really dark even on some main streets, to the point where I worry about being hit by vehicles when on foot, even while wearing reflectors. More modern designs of streetlights can increase visibility while still contributing less to light pollution, and would be much appreciated.

Thank you for your time,
Kay Nestor

Keeping the Humboldt Bike lanes

From Jon New <[REDACTED]>

Date Sun 2/2/2025 3:19 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Cc Clerk <clerk@cityofsanmateo.org>

Dear San Mateo City Council,

My name is Jonathan New, and I'm a North Central resident. I strongly support keeping the Humboldt bike lanes. I expect many public comments will highlight the improvements in safety, reduced pollution, and the high costs of removal. These concerns are valid and essential to consider, and I hope they are given the serious attention they deserve.

One aspect I think has gone underdiscussed in this ordeal is the lack of research into a parking permit program. When I asked the San Mateo Engineering manager about this at the December 4th meeting, he was extremely defensive, arguing that such permits are "inequitable", and "unwelcoming".

I'm sorry, but that couldn't be farther from the truth. This is a classic Tragedy of the Commons scenario — high demand for a limited resource with no regulation. There are countless ways to structure permits, including guest passes and income-based adjustments. Not only would a permit program potentially allow the city to generate revenue from renting out public space for private vehicle storage, but it might also encourage households with six cars parked on the street to reconsider their choices. Meanwhile, families who don't need street parking could even earn extra income by renting out their permits.

Please consider keeping the bike lanes, and exploring a parking permit program in earnest.

Thank you for the opportunity to comment

Jonathan New
San Mateo

Please Consider the Residents of North Central

From Trina M Pierce [REDACTED]

Date Sun 2/2/2025 9:18 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Jay Yu <jyu@cityofsanmateo.org>

> Hello Council Members of San Mateo

>

> North Central has had parking issues before they removed over 200 parking spaces. I feel this area has been through a lot and we all know that there are seldom any bikes riding on Humboldt St.

>

> I am disappointed to hear from my long time friend Trina, that San Mateo City received an award for being Friendly and making seniors top priority. Well this is certainly not true for the seniors in North Central. As, far back as I can remember North Central has never been listened to as part of citizens, only considered low income.

>

> My name is Jacki, I live on Idaho St and I have lived in San Mateo, in this area for 82 years, other than the 2 years I left California.

>

> I am asking that you bring the parking back on Humboldt St.

> This area has never been opposed to a shared Bike Lane. After, all there is a shared bike lane on Delaware St.

>

> Please, Please bring back the PARKING on Humboldt St

>

> Thank you

> North Central Resident

>

>

City of San Mateo letter regarding bike lanes

To San Mateo City Council Members

Please consider restoring the parking spaces back on Humboldt Street. The injustice, disruption and inconvenience to those homeowners and the surrounding neighbors is unconscionable. Two hundred spaces removed to accommodate the few bikers who pass through but don't live here is unjust. Homeowners who can't park in front of their property. Yet we see bikers on the sidewalks? This was not done in any other area of this city. Are you telling us that people don't bike in other neighborhoods? Is that why they don't need biking lanes? Why aren't bike lanes put in all areas of the city since they are so important for the bikers? Let's have all neighborhoods share in the loss of home values and be so inconvenienced and disrespected. I am senior citizen and have lived in North Central SanMateo for over 50 years. Parking on our block has become such a problem due to so many cars parking so closely or partially in your driveway. Very often it is very difficult to get in and out of the driveway. We are as important and deserve that same respect as all neighborhoods in San Mateo.

Thank you

North Central Resident

The Humbolt Bike Lane

From Elaine Salinger <[REDACTED]>
Date Sun 2/2/2025 3:59 PM
To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Hello Honorable May and City Council Members,

I
am writing to you as a representative of 1158 CCL members in San Mateo County and over 200 CCL members who live in the City Of San Mateo and as a SMC BPAC member. We support the bike lanes as
is
and urge the Council to focus taxpayer dollars and staff time on higher priorities. It is time to prioritize students' and cyclist's lives over the convenience of drivers.

It
is time to promote active transportation if we are going to fulfill our climate targets. Transportation causes 33% of the Bay Area emissions. The BOS received a SMC Civil Grand Jury Report in July 2023 stating that the numbers of cyclists has not increased
in 25 years. And the reason is because people do not feel safe. Providing bike lanes is the best way to help people feel safe.

I
am asking you to please keep the Humbolt Bike Path and please build more bike paths!

Elaine Salinger, San Mateo County Chapter Leader

Citizens Climate Lobby

[REDACTED]

February 2, 2025

City Council Members of San Mateo
330 20th st, San Mateo, CA 94403

Copy to: SMFCSD Superintendent & SMFCSD Board of Trustees

Dear San Mateo City Council Members,

We are writing on behalf of the Parent Teacher Associations (PTA) of the San Mateo Foster City School District (SMFCSD). As concerned leaders of our school community, we strongly support the preservation of safe bicycle lanes on Humboldt Street in San Mateo. These lanes are essential for promoting Safe Routes to Schools and advancing the goals of Vision Zero.

Maintaining safe, accessible bicycle infrastructure is critical to the safety and well-being of our students and families, helping to create a safer, more sustainable environment for all. We urge you to prioritize these efforts for the benefit of our entire community.

The Humboldt Street bike lanes stretch 1.6 miles, making them one of the longest and most important segments of bicycle infrastructure in the City of San Mateo. These lanes directly serve four schools, benefit all schools in the district, and provide a crucial connection to downtown San Mateo and public transit. Their strategic location makes them an essential part of the city's bicycle network. Additionally, the Humboldt Street bike lanes enable regional connectivity to the only safe bicycle overpasses over Highway 101, linking the east and west sides of San Mateo, as well as providing bike routes to Foster City and Burlingame. This network is vital for the safety and mobility of cyclists throughout the region.

We stand with the San Mateo community in expressing our concerns about pedestrian safety along Humboldt Street and in the North Central neighborhood. We firmly believe it is possible to slow down vehicle traffic without compromising the existing bicycle infrastructure. Safe Routes to Schools provide children with the opportunity to safely travel to school without relying on cars, helping to reduce overall vehicle congestion. The City has a range of effective tools—such as speed monitoring, increased patrols, speed bumps, and other measures that can be used to reduce vehicle speeds and enhance the safety of our entire community.

One year ago, on February 1, 2024, [SMFCSD PTA Presidents signed a letter advocating for the adoption of Vision Zero](#). In that letter, we stated: "Our cities can make infrastructure improvements, such as extended red curbing, additional stop signs and crosswalks, bike lanes, and other solutions." Today, we are calling on the City to preserve the safe infrastructure of the Humboldt Street bike lanes, which were installed in 2022. According to data from the City of San Mateo, these lanes are used for over 10,000 bicycle trips per month. **Removing the Humboldt Street bike lanes and forcing cyclists to share the road with vehicle traffic would undermine the goals of Safe Routes to School and Vision Zero, compromising safety for all.**

From our letter last year, also applicable in this case: **"Every student and their caregiver deserve peace of mind knowing their child can safely travel to and from school."**

Collectively we represent thousands of families in Foster City and San Mateo who want safer streets.

Sincerely,

Lauren Tsoi 1.16.2025

Sunnybrae Elementary PTA President, on behalf of the PTA Association

Shannon McGovern 1.22.2025

LEAD Elementary PTA President, on behalf of the PTA Association

Amy Connors 1.23.2025

Meadow Heights Elementary PTA President, on behalf of the PTA Association

Keshawn Womack 1.28.2025

Abbott Middle School PTA President, on behalf of the PTA Association

Dana Sahae 1.28.2025

Fiesta Gardens International School PTA President, on behalf of the PTA Association

Julie Kokes 1.29.2025

North Shoreview Montessori PTA President, on behalf of the PTA Association

Zack Horn 1.29.2025

George Hall Elementary PTA President, on behalf of the PTA Association

Support for Maintaining Humboldt Street Bike Lanes

From Kolja Schlütter <[REDACTED]>

Date Sat 2/1/2025 4:48 PM

To Clerk <clerk@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear San Mateo City Council,

I am writing regarding Agenda Item 10 for the February 3rd meeting concerning the Humboldt Street bike lanes.

I urge you to maintain the existing bike lanes on Humboldt Street.

After reviewing the current Agenda Report and the February 22, 2022 report prepared by former City Manager Corbett, I am concerned about the proposal to remove this critical infrastructure. The bike lanes were implemented following **extensive** community outreach and a decisive 3-2 Council vote, representing a carefully considered \$1.9 million investment in our city's sustainable transportation network.

The potential removal would be fiscally irresponsible:

- \$850,000 cost to remove the lanes and restore parking
- Total project cost would increase to \$2.7 million - with nothing to show for it!
- Cost of approximately \$16,000 per parking space restored
- Loss of federal grant funding investment

While I empathize with residents' parking concerns, public streets must serve the entire community's needs. Rather than removing vital infrastructure, I encourage the Council to:

1. Maintain the bike lanes
2. Implement a residential parking permit program
3. Enhance parking enforcement of existing regulations
4. Continue exploring additional parking solutions like the King Center program
5. Complete the North Central Complete Streets Plan to address broader mobility needs

The city has already made significant progress toward a safer, more sustainable transportation network. Removing these bike lanes would be a costly step backward that undermines both our climate goals and fiscal responsibility.

Please consider options that consider San Mateo's needs as a whole, and hopefully be fiscally less impactful.

Thank you for your consideration,

Kolja Schluetter

Subject: Bike Lanes at San Mateo High

From lauren smedley <[REDACTED]>

Date Sun 2/2/2025 7:40 PM

To Clerk <clerk@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear Mayor
Newsom and SM City Council,

I'm Lauren

Smedley, a high school student living in San Mateo County, and I do not support the removal of the bike lanes around San Mateo High, College Park/Fiesta Gardens Elementary, and San Mateo Adult Schools - some of the most dangerous streets in the City. We must promote safe streets for kids who bike to school.

The bike

lanes offer several benefits to residents of North Central and others who attend school, recreate, or commute in the area.

Investing

in safer streets benefits everyone by saving lives, promoting pedestrian and cyclist safety, and fostering independence in children. Additionally, keeping the existing infrastructure, instead of building an additional biking infrastructure will lower taxpayer costs by reducing road maintenance and public health expenses while ensuring affordable, safe mobility for those without cars.

We ask

that our scarce taxpayer dollars and staff time instead be spent looking forward, not backward. These lanes are important for students who rely on these bike lanes to travel to school and have no alternative methods of getting to campus.

Thank

you for prioritizing the safety of our children and families, keeping the San Mateo High bike lanes, and accelerating other safety projects in San Mateo.

Thank

you,
Lauren
Smedley

Dear Mayor Newsom, Vice Mayor Lorriane, and Members of the San Mateo San Mateo City Council,

We, the undersigned, write to express our support for maintaining the recently installed bike lanes on Humboldt Street next to San Mateo High and College Park Elementary Schools. We oppose any proposal that replaces the current bike lanes (which allow people to bike separately from traffic) with a bike boulevard (which requires adults and children to mix with car and truck traffic).

As you are aware, the City of San Mateo has seen several tragedies on its streets in the past few years involving vulnerable road users. Many of these victims are children, senior citizens, or others who are not able to get around via automobile. The problem is especially acute in the North Central neighborhood, which the [San Mateo Daily Journal recently called out as the most dangerous in the City](#). North Central is an SB1000 Priority Equity Community (lower income, with a large mix of people of color, facing disproportionate health challenges due to environmental conditions). Many residents are unable to afford the high and rising cost of owning and maintaining an automobile and rely on the bike lanes for safe, efficient transport. North Shoreview is the other Priority Equity Community in the City; their residents use the bike lanes to get to San Mateo High (1,600 total students) and the San Mateo Adult School (3,800 total students), via the [3rd Street bike crossing of 101](#). Sadly, lower income and people of color are the [primary victims of traffic violence](#) on U.S. streets.

This is not the time to be using precious taxpayer dollars and staff time to make the streets less safe. The City has an enormous backlog of safe streets projects which would save lives, increase the number of people leaving their cars at home, and reduce auto traffic and pollution in our neighborhoods. Too many parents refuse to let their children walk or bike to school due to the danger. As a result, school campuses are flooded with cars and trucks each morning, increasing danger for those children brave enough to arrive on foot or bike. Instead of ripping out the bike lanes, we should fund and accelerate the deadly 101 crossings at Hillsdale and 19th Avenue, which have been under discussion for 25+ years. Also, there are important street safety projects pending around Hillsdale High, Aragon High, Sunnybrae Elementary, and Fiesta Gardens Elementary. In addition, we need expensive grade separations downtown, potholes filled, Central Park refreshed, and our pools repaired. These projects are all higher priority to San Mateo residents than ripping out bike lanes on our least safe streets.

With the recent, overwhelming passage of Measure T, San Mateo residents have demonstrated that they want the City to begin planning for the future instead of fixating on the past. Voters approved a future that is affordable for all who want to live in San Mateo; housing options will increase and many residents will be able to get around without the high expense of owning a car. With the expected increase in population, we need to start investing in infrastructure that supports this vision. This includes making sure that residents have the option of getting around safely on bike or foot (or via transit). Removing bike lanes to install more free street parking is a step backwards, not forwards.

Instead of making the streets less safe, we encourage the City to investigate other, less costly means of providing parking to those who need it. The City promised a permit program that would provide street parking to residents while restricting use by non-residents and those with more than four cars. Many lots on public property in North Central are empty at night and should be made available to neighbors. Increased enforcement can reduce abuse of free parking for inoperable and unused vehicles.

Thank you for maintaining the bike lanes around San Mateo High and College Park Elementary Schools and instead focus our resources on the many other projects that will make our streets safer and ready for the future we desire.

Sincerely,

San Mateo Leaders

Individuals (speaking on their own behalf; organizations only listed for identification purposes)

Name	Title	Organization
Jonathan Felder	Bike Club Advisor & Teacher	Aragon High School
Marianne Wallace	President	Audubon Elementary School PTA
Allison MacQueen	Appointee	City of SM Safe Routes to School Planning Committee
Heather Wolnick	Appointee	City of SM Safe Routes to School Planning Committee
Michael Swire	Appointee	City of SM Safe Routes to School Planning Committee
Phil King	Appointee	City of SM Safe Routes to School Planning Committee
Theresa Kong	Appointee	City of SM Safe Routes to School Planning Committee
Jon Felder	Appointee; Teacher	City of SM Safe Routes to School Planning Committee; Aragon High School
Joe Osorio	Appointee; Crossing Guard	City of SM Safe Routes to School Planning Committee; Borel Middle School
Anya Lin	Co-President	Hillsdale High School Bike Club
Miles Kim	Co-President	Hillsdale High School Bike Club
Angela Taylor	Principal	San Mateo Adult School
Giuliano Carlini	Appointee	San Mateo Country Transportation Authority, Community Advisory Committee
Jennifer Jacobson	Trustee (liaison to San Mateo High School, representing San Mateo)	San Mateo Union High School District, Board
Ligia Andrade Zuniga	Trustee (representing San Mateo, including North Central neighborhood; liaison to SM Adult School)	San Mateo Union High School District, Board
Maggie Trinh	Trustee	San Mateo-Foster City School District, Board
Stacey Ho	Trustee	San Mateo-Foster City School District, Board

Organizations

Name of Group
Hillsdale High School Bike Club
LEAD Elementary PTA
Meadow Heights Elementary PTA
Move San Mateo
San Mateo Climate Action Team
San Mateo Foster City School District Board of Trustees
San Mateo High School Green Team
Sunnybrae Elementary PTA
Transform

Polling on bike lanes

From Mike Swire <[REDACTED]>

Date Sun 2/2/2025 5:18 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

PLEASE ADD TO COUNCIL PACKET FOR MONDAY MEETING

Hello City Council,

I think that there is a lack of data on public opinion on the bike lanes next to San Mateo High. Here is an attempt to inject some numbers into the conversation, even if they aren't scientific.

Keep in mind that when the City surveyed nearly 300 residents in 2022, for those outside of North Central, only one in five opposed the bike lanes (you need to do some algebra to back out this population from the #s below). In North Central, a slight plurality (not majority) of residents opposed the bike lanes with parking mitigation.



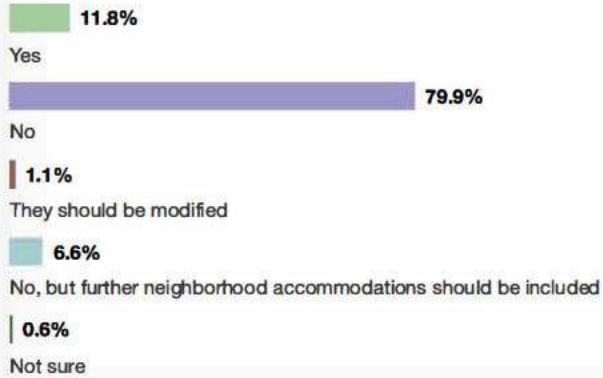
Furthermore, I would argue that every year these numbers will skew more in the favor of bike lanes vs. free car storage. We saw a large increase in support for housing with the recent passage of Measure T vs. previous housing measures.

[The San Mateo Daily Journal is currently doing a poll on the bike lanes.](#) (Note that this is not exclusively SM residents). Here are the results as of 5p Sunday:

Daily Journal Poll Question

Do you think the city of San Mateo should remove the bike lanes on Humboldt Street?

You voted: No



I will separately send a petition from residents in support of the bike lanes.

Thanks for listening,

Mike Swire

Here are some voices from North Central . . .

From Mike Swire <[REDACTED]>

Date Sun 2/2/2025 5:04 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

PLEASE ADD TO MONDAY'S PACKET AND PLAY VIDEO COMMENTS FOR THOSE WHO CANNOT ATTEND MEETING

Dear City Council members,

Thank you for your service to our city.

Tomorrow night you will hear from those of us who are blessed to have the time to attend Council meetings and the experience/background to make comments to Council. As I am sure you are aware, we are the minority as most people do not have time or perhaps are even scared to attend Council meetings given the current Trump deportation horror. Also, the City did not install signage on Humboldt until two days ago and as such many people who rely on the bike lanes for safe travel are not aware that the Council is debating changes or removal of the bike lanes.

Thus, here are some very short videos for you. Here are some people who rely on the bike lanes and are unlikely to attend tomorrow's meeting. Many cannot afford cars and thus their safety is not dependent on the quality of their air bags and steel cages, but instead on the decisions of the local City Council to make our streets safe. Residents: [Rodelphino, Armando, Oscar](#), and [Al](#).

Here are some videos from other residents who live and/or bike in North Central and also depend on you to keep them safe while biking to school or work: [Humboldt resident Ana, Jason](#).

In response to the "no one bikes on Humboldt" comments, here are some pix of those who currently bike. Please notice that many of these people are lower income, people of color who may not have a car (almost 20% of N. Central households do not own a car). [Slide show](#).

Thanks for listening to those whose lives depend on the Humboldt bike lanes and your decisions on their future.

Mike Swire

San Mateo resident

Chair, C/CAG Bicycle & Pedestrian Advisory Committee

Appointee, City of San Mateo Safe Routes to School Advisory Committee

(writing on my own behalf, however)

[REDACTED]
[REDACTED]

Mayor Newsom, Vice Mayor Lorraine, and the San Mateo City Council,

446 people have signed a petition on Action Network telling you to Save the San Mateo High/College Park & Fiesta Gardens Elementary Bike Lanes.

Here is the petition they signed:

Dear Mayor Newsom and SM City Council,

Please do not remove the new bike lanes around San Mateo High, College Park/Fiesta Gardens Elementary, and San Mateo Adult Schools - the most dangerous streets in the City. We need to make our streets safer for kids who walk and bike so that we can reduce the increasing number of fatalities and the traffic congestion that plague our streets.

The bike lanes offer several benefits to residents of North Central and others who attend school, recreate, or commute in the area. Bike lanes:

- Save lives for kids and parents who bike
- Make the streets safer for pedestrians (through more narrow auto lanes and improved crosswalk visibility)
- Make our kids healthier and help them do better in school
- Foster a sense of independence among our children
- Encourage people to leave their cars at home, reducing congestion, global warming, and air pollution
- Increase property values
- Make our streets more beautiful
- Create a sense of community and encourage people to shop locally
- Reduce taxpayer expenses through lower road maintenance and public health spending
- Facilitate safe, low cost travel for those unable to afford the skyrocketing cost of car ownership

Too many people are dying on the streets of San Mateo while we debate whether to remove recently installed safety infrastructure. We ask that our scarce taxpayer dollars and staff time instead be spent looking forward, not backward. This debate is delaying construction of safe routes to school projects on Delaware, Norfolk, 19th/Fashion Island, Alameda, and elsewhere. Meanwhile, the number of tragedies is increasing and too many parents are scared to let their kids walk and bike to school.

Thank you for putting the safety of our kids and families first, keeping the San Mateo High bike lanes, and accelerating other safety projects in San Mateo. We look forward to seeing you the evening of 1/21/25 when the Council reviews this matter.

You can view each petition signer and the comments they left you below.

Thank you,

Michael Swire

1. Michael Swire (*ZIP code: 94403*)

2. Allison MacQueen (*ZIP code: 94401*)

We need to protect Safe Routes to School and continue to make progress against Vision Zero. Humboldt St is one of the most dangerous streets in San Mateo County: high injury rates for all three modes of travel: bike, pedestrian, and vehicle. One of only 0 streets in San Mateo County. The bike lanes are seeing 10,000+ bike trips each month per data from the City of San Mateo.

3. Eyal Ben David (*ZIP code: 94404*)

4. Tony Pereira (*ZIP code: 94402*)

I'd keep the bike lanes in between school hours and after I'd allow car parking!

5. Rick Bonilla (*ZIP code: 94401*)

Our roads are unsafe. Bicycles provide exercise and emission free transportation. This is the time for more lanes. The change will make our streets safer, our air cleaner and improve our social climate. Keep the San Mateo bike lanes and build more.!

6. Maggie Trinh (*ZIP code: 94402*)

7. Bry Myers (*ZIP code: 94402*)

8. Maggie Bobbin (*ZIP code: 94401*)

9. Allie Paul (*ZIP code: 94066*)

10. Tanaya Cirz (*ZIP code: 94401*)

11. Anya Lin (*ZIP code: 94403*)

12. Miles Kim (*ZIP code: 94404*)

13. Anthony Ladcani (*ZIP code: 94403*)

14. Ronan Belen Henroid (*ZIP code: 94404*)

15. Nathaniel Chen (*ZIP code: 94403*)

16. Kyle Fukumoto (*ZIP code: 94403*)

Keep bike lanes

17. Naia Hsieh (*ZIP code: 94403*)

18. Lauryn Matsumoto (*ZIP code: 94404*)

19. Aurora Yazzie (ZIP code: 94403)

20. Lauryn Edwards (ZIP code: 94404)

21. Robin Villavicencio (ZIP code: 94401)

22. Toan Dang (ZIP code: 94015)

23. Michelle Hudson (ZIP code: 94402)

24. Mignon Belongie (ZIP code: 94403)

25. Cheryl Weiden (ZIP code: 94022)

26. Jason Cheng (ZIP code: 94080)

27. Natalie Kubitz (ZIP code: 94404)

28. Jonathan Felder (ZIP code: 94401)

29. Erin Fieberling (ZIP code: 94110)

Bike lanes save lives! Don't be the reason someone dies!

30. Lauren Obenshain (ZIP code: 94070)

31. Tyler Rankin (ZIP code: 94066)

32. Mariana Tiwari (ZIP code: 94401)

33. Natasha B (ZIP code: 94404)

34. Cyrus Limon (ZIP code: 94401)

35. Carrie Forde (ZIP code: 94401)

36. ben toy (ZIP code: 94401)

Turn Idaho and Grant into one way with bike lanes

Return Humboldt back to what it was before

37. Angie Wadsworth (ZIP code: 94401)

Please don't remove the bike lanes many people use to get to and from school and need to be safe from traffic. Bicycles have zero impact on the environment and are a healthy form of transportation.

We need more bikes on the road and fewer cars. Don't take away the safety of cyclists.

38. Michelle Lorenz (*ZIP code: 94401*)

I use these bike lanes all the time. Before they were put in, I was in an accident involving someone swinging their car door open as I was riding on the road a couple of feet away from parked cars. I couldn't stop in time and was hit in the clavicle by the corner of the door and was thrown off my bike injuring my knee and putting me on the ground in front of oncoming cars. I could have been killed. PLEASE don't get rid of the bike lanes.

39. James Walsh (*ZIP code: 94070*)

40. Gary Schick (*ZIP code: 94401*)

Let's keep the roads safe for cyclists

41. Steve Vanderlip (*ZIP code: 94402*)

42. Elaine Salinger (*ZIP code: 94402*)

We need more bike lanes for most cyclists to feel safe, not fewer! The SMC Civil Grand Jury sent a report to the BOS in the summer of 2023 stating that the number of cyclists in SMC has not increased because they don't feel safe. If you want to reduce traffic congestion, the best way is to get people to leave their cars at home.

Please don't prioritize the convenience of drivers over the lives and bodies of cyclists.

43. Carlos Moreno (*ZIP code: 94080*)

44. Kailun Wu (*ZIP code: 94403*)

We need your leadership to build a more walkable and bikeable San Mateo and save us from more traffic and gridlock. Parking can be done on the properties and shouldn't rely on curbs. I bike almost daily in San Mateo for preschool pickups and we are in dire need for more bike lanes, not less. Safety is more important than curb parking. Thank you!

45. Kallen Chen (*ZIP code: 94403*)

We bike to college park school everyday. Having a bike line is very important for the school commute. Please keep the bike lines for the safety of everyone!

46. Sarah Zhao (*ZIP code: 94403*)

I lived in bay meadow and biked on this lane everyday for work. I don't understand why people wants to remove it, please don't. I often see other people bike in this lane too, it is a good used bike lane and please keep it.

47. Yang Wei (*ZIP code: 94403*)

The bike lanes are essential for providing safe, accessible, and eco-friendly transportation options for students, parents, and staff. Preserving the bike lanes allows us to have a healthier, more sustainable future.

48. Kristin Hiensch (*ZIP code: 94401*)

49. James Clarke (ZIP code: 94401)

I ride this road on my bike quite often, it's a great spot to get through from north to south of town!

50. Jacob Zimmerman (ZIP code: 94402)

These bike lanes form the core part of my commute to work. Without them, I'd be forced to share the road with motorists during rush hour, making traffic slower for cars behind me and riskier for myself. The bike lanes form on Humboldt street especially is one of the best bike lanes in the area, and I'm hoping to see more like it.

51. Vicky Stein (ZIP code: 94403)

We shouldn't be removing any bike lanes, we should be adding more. It's unproductive to take away safety measures allowing kids to get to school, and anything that encourages us all to drive less is an overall good.

52. Liz Finnegan (ZIP code: 94401)

The idea that we would spend a huge amount of city, public, shared money to eliminate a public good and essentially give a few residents \$10k parking spots for free, is an idea that shouldn't even have been considered. Keep the bike lanes, expand them even. I own my house at the corner of poplar and Ellsworth, we have 3 cars, and we don't park on the street. We don't think anyone else should feel entitled to public parking for free either.

53. Jessica Gachet (ZIP code: 94401)

Please save the bike lanes! We need more and safer spaces for bikes. I am nervous every day my kid bikes to school, especially in the winter when it is darker.

54. Jennifer Jacobson (ZIP code: 94403)

As a parent of children who walk/bike to school in San Mateo, and a Trustee of San Mateo Union High School District, I wholeheartedly support this petition and infrastructure that supports safe routes to schools.

55. Melissa Lindeman (ZIP code: 94401)

The area around San Mateo high school is already dangerous for pedestrians and traffic. I was in a car accident myself at Humboldt and Poplar just before Christmas. My son attends SMHS. Please keep these bike lanes!

56. Max Mautner (ZIP code: 94401)

57. Tony Samara (ZIP code: 94401)

58. Jacob Chamoun (ZIP code: 94401)

59. Ting Tey (ZIP code: 94401)

Ever since the bike lane was installed, I bought a bike and reduced my driving down to only needing to refill gas from bi-weekly to once every month. This bike lane has made me felt safer to ride on the road than ever before, in comparison to Delaware Street.

As a driver myself, I have always had cars tail gating behind me extremely closely where they are

ignoring the speed limit on this road. They sometimes drive onto the opposite lane just to cut off whoever is in front of them, which increases the risk of accidents and compromise the safety for others.

We have had fatality on the Delaware Street just a few months ago, please do not compromise on pedestrian and biker safety over car storages on the street. Most residents in this area have ample parking spaces in their home garages or driveway. There is absolutely no reason for a highly used public road to become a private parking space.

60. Christine Cook (*ZIP code: 94401*)

61. Christine Chai (*ZIP code: 94401*)

62. Allison Ross (*ZIP code: 94403*)

63. Karen Field (*ZIP code: 94403*)

64. Margot Du Manoir (*ZIP code: 94403*)

65. Ligia Andrade Zuniga (*ZIP code: 94404*)

66. Shana Nielsen (*ZIP code: 94010*)

67. Benjamin Pulli (*ZIP code: 94025*)

Do not remove bike lanes in the area! We need more (protected) bike lanes.

68. Johanna Dahiya (*ZIP code: 94403*)

69. Matthew Eng (*ZIP code: 94402*)

Currently many of the bike lanes in these areas are actually not safe enough, which gives them the false idea that they are underused. A prime example of this is the S. Norfolk corridor where many parts are too narrow, with parked cars often overlapping with it further narrowing said bike lane. Other lanes such as N. Humboldt have a problem where the lanes is not continuous at intersections, introducing unsafe conflict points between drivers and cyclists. The reason bike lanes in San Mateo are underutilized is because of poor and unsafe connectivity, not a lack of demand.

70. Katrina Castillo (*ZIP code: 94401*)

71. Julie Kokes (*ZIP code: 94402*)

Please save the bike lanes, we need these bike lanes for our growing population and to keep bike riders safe.

72. Cammie Partelow (*ZIP code: 94402*)

Bikes and other non-vehicular are essential to wellbeing and community. We need to encourage these not remove infrastructure.

73. Carol Palacio (ZIP code: 94401)

Please keep bike lanes in place at least on upper portion of N Humboldt by the High School at the very least and keep Courthouse Parking Lot open for night parking. The street has been safer since the lanes went in. It's easier to exit our driveway and safer

74. Louise Yarnall (ZIP code: 94403)

In the interest of safety and to support low emissions transportation, I support bike path proposals.

75. karen jensen (ZIP code: 94401)

76. Dylan Tweney (ZIP code: 94401)

I use the bike lanes in North Central multiple times a week. They have made my rides safer, without question. I've lived here 25 years and appreciate the improvements to make San Mateo more bike friendly. We need to keep the lanes not remove them!

77. Quynh Anh Toczek (ZIP code: 94002)

I am a Student Ambassador of San Mateo Adult and Career Education, also running for Evening School Council President position this spring 2025. Travel to school by bike is essential for me as I don't drive, but I love my school so much and willing to support all students from my school, who use bikes to travel to school and back. The streets are dark around the school, at the evening time streets are all along parked. To save the bike line is essential for safety of bike users in the area. Thank you.

78. Rishika Mukherjee (ZIP code: 94404)

79. Violet Aloft (ZIP code: 94005)

80. Jeressa Cadiz (ZIP code: 94401)

81. Lucy Yeager (ZIP code: 94401)

82. Emme Young (ZIP code: 94401)

83. Mari E (ZIP code: 94404)

84. Hannah Young (ZIP code: 94401)

Safe roads need to be accessible to our community!

85. Yili Young (ZIP code: 94401)

We need the bike lanes!

86. Kieran Mitchell (ZIP code: 94404)

I agree to sign this.

87. Kayleen Nguyen (ZIP code: 94401)

88. Sofia Diaz (ZIP code: 94402)

89. Wayne Young (ZIP code: 94401)

LA recently passed Measure HLA. Let's get the city to own up on the master bike plan 2020.

90. Pamela Rittelmeyer (ZIP code: 94402)

91. Miguel Appleman (ZIP code: 94401)

I use the bike lane to ride to and from school about half of the school days. I appreciate the additional safety these bike lanes provide on Humboldt.

92. Natsume Kondo (ZIP code: 94404)

93. Shalan Chau (ZIP code: 94401)

94. Babita Basnet (ZIP code: 94401)

I live near Humboldt street, the number of accidents has significantly reduced after the bike lanes. The car parked makes it so hard to see the incoming cars in Humboldt. Pls keep the bike lane for everyone's safety

95. Parmananda Bista (ZIP code: 94401)

Removing the bike lane doesn't make sense. We are already seeing huge difference with respect to cleaner neighborhood and environment, less accidents.

96. Kari Kaplan (ZIP code: 94402)

We need all the bike lanes we can get!

97. Philip King (ZIP code: 94403)

I use bike lanes to cross San Mateo from home near Hillsdale to school in North Central at least once a week. This is critical safety infrastructure and I'd feel less safe biking in San Mateo without it. An area with well over 1,000 students and a new middle school being built must have safe streets more than ever!

98. Marco Rojas (ZIP code: 94401)

99. Adan Reyes Rojas (ZIP code: 94401)

N/A

100. Gary Li (ZIP code: 94401)

Love the bike lane on Humboldt st

101. Craig McNamara (ZIP code: 94402)

Removing bike lanes is wrong.

102. Candice Cain (ZIP code: 94401)

103. Jared Lee (ZIP code: 94403)

Please keep the bike Lanes near the schools. It's hard for parents to monitor them all the time so we need some safety measures so they can get to school.

104. Daru Zhang (ZIP code: 94401)

105. Jonathan Kim (ZIP code: 94402)

We need the bike infrastructure MORE connected, not less.

106. Caspar Li (ZIP code: 94401)

107. Lan Li (ZIP code: 94401)

We definitely need the bike lanes!

108. Andrea Stewart (ZIP code: 94403)

As a parent who bikes around with her kids, please don't remove anymore bike lanes!!

109. Doug Bojack (ZIP code: 94010)

A strong San Mateo bike network protects not just your constituents' safety, but supports a stronger, Peninsula-wide active transportation network that saves lives and reduces carbon emissions.

110. Bhargavi Rajan (ZIP code: 94403)

111. Andrew Reback (ZIP code: 94401)

112. Ellen Dela pena (ZIP code: 94401)

113. Nick Gonzalez (ZIP code: 94401)

I want my fucking bike lane, thank you

114. Dane Pamintuan (ZIP code: 94015)

115. Raf Catalla (ZIP code: 94565)

116. Ana C (ZIP code: 94565)

117. Ana Ignacio (ZIP code: 94402)

118. Mina Datumanong (ZIP code: 94401)

The bike lanes are essential.

119. Linda Montoya (ZIP code: 94401)

I live at Woodlake save the bike lanes. So much money was spent to make the lanes removing is going to cause cars to SPEED more. Currently cars speed along Humboldt but slow down when

bikes on road. After dark usually not many bike riders use Humboldt. I see and hear speeding cars after dark.

120. Lana Handy (*ZIP code: 94401*)

121. Rebecca Shepler (*ZIP code: 94401*)

122. Danielle Gray (*ZIP code: 94403*)

San Mateo needs more bike infrastructure, not less! Save the bike lanes to save children's lives!

123. Maria T. (*ZIP code: 94401*)

124. Martin Horwitz (*ZIP code: 94122*)

125. An anonymous signer (*ZIP code: 94122*)

You like killing bicyclists? You like vehicular manslaughter? You like dead pedestrian children?

126. Kermit Cuff (*ZIP code: 94041*)

127. Sarah Boudreau (*ZIP code: 94121*)

128. Alvaro Ramos (*ZIP code: 94577*)

129. JL Angell (*ZIP code: 95672*)

Consider adding barriers to protect students biking to school to improve safety. Healthy habits begin young.

130. Blair MacDonald (*ZIP code: 94043*)

The only way to solve car traffic is to give people safe and viable alternatives to using their car for more trips. Protected bike lanes reduce car traffic!

131. Kent Gorday (*ZIP code: 94403*)

132. Ariel Yakov (*ZIP code: 94404*)

133. Liana Lang (*ZIP code: 18661*)

134. Sharon Paltin (*ZIP code: 95454-0018*)

135. Shannon McEntee (*ZIP code: 94306*)

Our highest priority MUST be to improve public transportation. Doing so encourages people to give up their SOVs and protect our struggling planet.

136. Ann Dorsey (*ZIP code: 91325*)

137. Ana Salotti (*ZIP code: 94401*)

We are heavy users of San Mateo bike lanes. Our bike is our main mode of transport. I use it to take my daughter to school, back and forth, to go grocery shopping and pretty much for every trip. If anything San Mateo should increase the availability of bike lanes, not remove them.

138. AJ Cho (*ZIP code: 94579-1963*)

139. Catie Hagman (*ZIP code: 94062*)

140. LANDER FOQUET (*ZIP code: 94401*)

We are not going back!

141. Deirdre Ambadekar (*ZIP code: 94401*)

Removing the bike lines would be a massive waste of money and a disservice to the North Central community.

142. Emma Martens (*ZIP code: 94401*)

143. Randy O'Connor (*ZIP code: 94618*)

144. Leila Gates (*ZIP code: 94402*)

145. Melinda Chin (*ZIP code: 94403*)

146. Chris Wilson (*ZIP code: 94107*)

147. Mary Burns (*ZIP code: 94403*)

148. Dipti Irla (*ZIP code: 94403*)

149. Tiffany Booth (*ZIP code: 94002*)

150. Haiyun Fang (*ZIP code: 94070*)

151. Utkarsh Nath (*ZIP code: 94555*)

152. Karen Grue (*ZIP code: 94002*)

153. Jennifer Stimson (*ZIP code: 94401*)

154. Ace Parco (*ZIP code: 94010*)

please keep the bike lanes for the safety of the people and children who use it daily!

155. Caroline Gillis (*ZIP code: 94080*)

156. Lauren Baumgartner (*ZIP code: 94403*)

157. Michelle Wolfklain (*ZIP code: 94401*)

The roads of San Mateo are not bike friendly we must save the few bike lanes we have.

158. Maria Vargas (*ZIP code: 94403*)

If these bike lanes are removed many children adults and teen will be affected. I see so many people bike to school and work every morning and by removing these bike lanes it won't be safe for bikers any more.

159. Jamie Giloni (*ZIP code: 94403*)

160. Yuriko Ikuno (*ZIP code: 94404*)

161. Maria del Carmen Munoz (*ZIP code: 94401*)

162. Barbara Gibb (*ZIP code: 94404*)

163. Steve Liang (*ZIP code: 94402*)

We need more bike lanes not less!

164. Ivan Gonzalez (*ZIP code: 94131*)

I've started visiting San Mateo with my son using Caltrain and our bike. Please don't take the bike lane away. We love going down there and having lunch and shopping in the downtown.

165. Howard Cohen (*ZIP code: 94306*)

166. Laura Kubba (*ZIP code: 94401*)

We need to protect our community and especially the ones on vulnerable modes of transportation. Teach our community driving safety, please!

167. Ellie Lib (*ZIP code: 94404*)

168. Garrett Clark (*ZIP code: 94301*)

As a visitor to San Mateo, I can confidently say that the value of bike lanes such as these far exceed the parking spaces removed. Please do not engage in policies which worsen our climate crisis. We need more people biking not less. Recent news about the health impacts of recirculated street particles (PM 2.5) and high includes brake dust, hydrocarbons, benzene, etc. all weigh in favor of limiting driving especially along active corridors such as this. Importantly, EVs will not address these particles which do not originate from any tailpipe and in fact may worsen air quality due to their heavier weight resulting in greater friction with the road and tires.

169. Teresa Wen (*ZIP code: 94402*)

170. Crystal Bevis (ZIP code: 94401)

171. Jax Kendall (ZIP code: 94002)

You shouldn't be removing bike lanes you should be adding them and making them protected otherwise people will ride on the sidewalk and almost always hit me because they can't ride in the lanes you guys take away

172. Marie Berini (ZIP code: 94403)

Please keep these bike lanes open for the safety of all cyclists & to tear something up that was just put in is a waste of money it's more beneficial for them to stay & Save lives of the cyclists

173. An anonymous signer (ZIP code: 94403)

The bike lanes make it safer for drivers and pedestrians too! There is way less overall congestion on bike-lane streets so drivers are not pulling to the side/taking turns while looking out for pedestrians and cyclists with minimal visibility because of all the parked cars. Less potential accidents for both cars and people! I deliberately spent time on google maps looking up streets w/ dedicated bike lines to create my school drop off route. If you're not going to add more bike lanes, at least don't take away the existing ones!

174. Riya Singh (ZIP code: 94401)

175. Lana de Leon (ZIP code: 94403)

176. Jo Echaure (ZIP code: 94545)

177. thalia lubin (ZIP code: 94062)

This is wrong and dangerous!

178. Larissa Kenny (ZIP code: 94401)

179. Mary Lynagh (ZIP code: 94401)

I am a teacher who bikes to work every day. I see many students using those lanes. Please do not remove them for safety of our students and me. It is also a healthy choice to encourage everyone to cycle instead of creating more parking spaces. Please do not go backward. Save our bike lanes. We love them!!!!!!!

180. Daniela Nelms (ZIP code: 94402)

181. Karina Wilhelms (ZIP code: 94403)

182. Katrina Bornstein (ZIP code: 94402)

We should be promoting alternative methods of transportation like cycling, not removing bike lanes.

183. Kyle Burbach (ZIP code: 94402)

184. Regina Schnegelberger (ZIP code: 94401)

185. Nicholas Forino (ZIP code: 94401)

186. Bruno Abreu (ZIP code: 94402)

187. Angelica Braga (ZIP code: 94403)

188. Angelica Nunez (ZIP code: 94401)

189. Michael Exner (ZIP code: 94401)

I use the bike lane all the time lol

190. Nathanael Horton (ZIP code: 94403)

191. Pia Smith (ZIP code: 94404)

192. Olivia Kotler (ZIP code: 94401)

Prioritize the safety of bicyclists over parking spots.

193. John Kirn (ZIP code: 94401)

We should be upgrading our bike lanes to be real, true protected bike lanes to provide safety to the many people who commute by bike, socialize by bike, shop by bike, and exercise by bike. Removing the lanes would be a step backwards for our climate goals and make San Mateo a poor, second rate city. I didn't move here just for conservatives to remove our bike lanes.

194. Amy Xiao (ZIP code: 94401)

195. Kimberly Shannon (ZIP code: 94402)

As an avid cyclist I'm abhorred by this proposal. Drivers are not aware. They're on their phones. They're in SUVs and pickup trucks so tall they can't see children standing in front of them. We need every ounce of protection we can get.

196. Craig Anderson (ZIP code: 94401)

197. Eric Heaton (ZIP code: 94401)

Insane you'd remove the bike lanes. Instead of wasting 2million to make things less safe for children and adults why not fix the potholes in north central San Mateo. One of the poorest areas of San Mateo with terribly maintained roads and instead of fixing things you want to take out bike lanes. What are you thinking, it's idiotic to purposely make it more dangerous to bike. North central has the worst rates of traffic violence in the city, you'd be making it even worse, blood will be on your hands.

198. Sonya Hendren (ZIP code: 95816)

199. Chris Jenny (ZIP code: 94401)

200. Owen Latham (ZIP code: 94803)

Keep bike lanes next to schools!

201. Brian Lam (ZIP code: 94303)

Removing Bike Lanes could be detrimental to a community full of students who commute daily using these bike lanes. Please consider your children and loved ones when making such a big decision that can impact so many people.

202. Megan Gardner (ZIP code: 94061)

Bike lanes are so needed for safety, especially for children! Please do not removed them!

203. Hannah Persampieri (ZIP code: 94402)

These bike lanes are crucial for the safety of our residents!

204. Marianne Wallace (ZIP code: 94404)

205. Vikas Kumar (ZIP code: 94403)

I use the bike lane on Humbolt daily to go to work in Burlingame. Removing this lane will put my car free commute at risk. Bike lanes on this route is essential for me to feel safe during my ride to work.

206. Philip Murphy (ZIP code: 94401)

207. Ellen Heile (ZIP code: 94706)

208. kaaren sipes (ZIP code: 94402)

Bicycle and pedestrian safety should be top priority. Why spend millions of dollars to remove bike lanes? The city of San Mateo and the county don't seem to prioritize citizen safety while walking or biking, somebody got killed in the crosswalk by Hillsdale, a cyclist got killed on canada and another one got hit on Canada just last week. This is preventable. Especially around schools and on such a busy street, keep the bike Lanes or of anything stripe the more visibly and put in physical barriers against cars.

209. Lisa Garrity (ZIP code: 94403)

210. Jenise Williams (ZIP code: 94404)

Keep the bike lanes! I have hundreds of students who use these bike lanes to come learn at my school!

211. David Lovato (ZIP code: 94105)

Stop trying to fix traffic by adding more lanes. It does not work. There's only one way to reduce traffic and it's NOT DRIVING. Bike lanes are exactly the remedy for the traffic situation since biking is such an efficient and healthy mode of travel that there's never traffic on a bike, plus you get health gains too. People who drive are probably just jealous that their alleged mode of "freedom" is being trapped in traffic while people on a bike happily move along at their own speed.

212. Andrea Lim (ZIP code: 94404)

213. Francis Johnson (ZIP code: 94403)

214. Akira Ijuin (ZIP code: 94401)

215. Holden Rodgers (ZIP code: 94401)

216. Poky Wu (ZIP code: 94401)

217. Priscila Schochet (ZIP code: 94403)

Please keep our roads safe for bikers: parents and kids. Every day we see more and more irresponsible drivers speeding and not yielding to pedestrians or bikers. Please keep our community safe.

218. Shiyi Yin (ZIP code: 94401)

Please do not close the bike lane, so much death in bike/foot traffic recently in San Mateo. Closing bike lane is going backwards.

219. Stephen Lubin (ZIP code: 94062)

220. Roland Torres (ZIP code: 94401)

221. Rodrigo Garcia (ZIP code: 94030)

222. Carolyn Beer (ZIP code: 94403)

Removing bike lanes seems like a huge step backward, not to mention a frivolous use of money.

223. Samuel Ubellacker (ZIP code: 94086)

224. Clara Coady (ZIP code: 94403)

225. Andrey Kislyuk (ZIP code: 94583)

Given the year-round cycling-friendly climate of the peninsula and the major negative effects that cars have on our neighborhoods, the city should be adding more bike lanes, not removing them. Moreover, grade separation or bollards to provide physical barriers to cars entering bike lanes should be considered. Equitable treatment of all travel modalities - pedestrians, bikes, and cars - is necessary, and currently cars are afforded a large majority of space on this and other streets.

226. Tyler Holland (ZIP code: 94089)

I ride my bike in San Mateo often, and keeping safe bike lanes is absolutely critical.

227. Minfeixue Zong (ZIP code: 94401)

Can you how many accidents will happen after you guys remove the bike lanes? IF YOU GUYS INSIST TO REMOVE THE LINES, YOU GUYS NEED TO BARE 100% OF RESPONSIBILITY.

228. Rebecca Hecht (ZIP code: 94401)

As a San Mateo resident, I implore you to maintain these bike lanes to keep our community safe.

229. Dan Shaffer (*ZIP code: 94401*)

230. Julie (*ZIP code: 94403*)

231. Jonathan Chan (*ZIP code: 94402*)

232. Kyle Hirst (*ZIP code: 94401*)

I use these lanes daily to commute and to bring my kindergartner to school. They are a major priority in my neighborhood, and for the the safety of my family. While cycling on nearby streets without bike lanes, I have been knocked down twice by a moving vehicle.

233. An anonymous signer (*ZIP code: 94403*)

234. Callie Williams (*ZIP code: 94404*)

Safety first

235. Luciana Torre (*ZIP code: 94401*)

236. Noah Solnick (*ZIP code: 94010*)

As a daily rider in San Mateo, I'm in favor of adding more bike lanes instead of removing them.

237. Martina Stepisnik (*ZIP code: 94010*)

We need safer ways to get around for people not in cars

238. Maria Alegria (*ZIP code: 94403*)

I use the bike lane to hike from Parkside area to San Mateo High School regularly! We need more action around educating all people to use the bike lanes (instead of biking on the sidewalks) and for cars to get ticketed when they park in the bike lanes.

239. Jennifer Tran (*ZIP code: 94401*)

240. Kevin Milhoan (*ZIP code: 94030*)

We need more bike lines, not fewer. Especially near schools. Safer biking is better for everyone. Do not remove bike lanes.

241. Suzanne Calhoun (*ZIP code: 94025*)

242. Jonathan New (*ZIP code: 94401*)

243. Jay Patel (*ZIP code: 94401*)

244. Joe Morgan (*ZIP code: 95112*)

245. Joe Spina IV (*ZIP code: 94596*)

246. Jill Lang (*ZIP code: 94403-3704*)

We need to keep the bike lanes open for the safety of families biking to school.

247. Andres Mora (*ZIP code: 94044*)

Why would we remove bike lanes where it's most needed. Don't cars have enough space already.

248. Elizabeth Hall (*ZIP code: 94401*)

249. Richard Red (*ZIP code: 94041-1974*)

250. Michael Lee (*ZIP code: 94015*)

Bike lanes are vital for the health and protection of students. Make the city more convenient for cars, not people, is a misstep in priorities. Thank you!

251. Alex Miller (*ZIP code: 94401*)

252. An anonymous signer (*ZIP code: 94061*)

253. Shahfiya Razak (*ZIP code: 94404*)

254. Joshua Magee (*ZIP code: 94403*)

255. Karen Canzoneri (*ZIP code: 94402*)

256. Juan Barrios (*ZIP code: 94010*)

257. Aaron Mansfield (*ZIP code: 94402*)

258. Joseph Choe (*ZIP code: 94002*)

Bike lanes are an important part of my life. They are a necessity to my every day commute.

259. Robert Adams (*ZIP code: 94401*)

Actively removing infrastructure which is intended ****primarily for safety**** would be incredibly shortsighted, wasteful, and dangerous. Please do not remove these bike lanes. Additionally, please consider adding more. Thank you.

260. David Greenberg (*ZIP code: 94591*)

261. Liana Chen (*ZIP code: 94401*)

262. Greg Martin (*ZIP code: 94062*)

263. Rebecca Chioi (*ZIP code: 94402*)

264. David Hunt (*ZIP code: 94402*)

265. Zixiao Wang (*ZIP code: 94402*)

Keep it!!!

266. Allison Merkle (*ZIP code: 94403*)

267. Nate Nickolai (*ZIP code: 94401*)

268. Richard Ballard (*ZIP code: 94401*)

Continued build out of bicycle infrastructure is critical to meeting climate goals and supporting a growing population with alternative transit options. Removing bike lanes is a step backwards. Please preserve our bicycle infrastructure!

269. Colin Madere (*ZIP code: 94402*)

What is best for the whole city?

270. Aaron Minsk (*ZIP code: 94010*)

271. Jesse Leben-Wolf (*ZIP code: 94608*)

Bike lanes are important community features and help keep citizens safe!

272. Molly Hayden (*ZIP code: 94117*)

273. Darren Forde (*ZIP code: 94401*)

274. Aaron Ver (*ZIP code: 94401*)

275. Tanner W (*ZIP code: 94401*)

276. Ryan Eisenauer (*ZIP code: 94401*)

277. Brian Zamora (*ZIP code: 94401*)

As a cyclist and community member, I strongly support the retention of bike lanes on Humboldt. Safe and accessible biking infrastructure is essential—not just for those of us who ride regularly, but for encouraging new riders, reducing traffic congestion, and making our streets safer for everyone. Prioritizing bike lanes over parking is an investment in a healthier, more sustainable, and more connected city. Please let's work to keep these lanes in place

278. Jessica Zucker (*ZIP code: 94010*)

We need to move towards more lanes not away from. Too many people rely on them and the sheer existence of them encourages speed checks on erratic drivers.

279. Kolja Schluetter (ZIP code: 94402)

While I understand the challenges, removing bike infrastructure, reducing safety, and spending additional tax dollars on demolition would be counterproductive. Instead, I suggest the city implement a residential parking permit program, which could better balance the needs of all community members while preserving existing infrastructure.

280. Jack Hughes (ZIP code: 94404)

281. Loriane Stevenson (ZIP code: 94404)

282. Thao Le (ZIP code: 94402)

We need these bike lanes to keep school children and families safe!

283. Jennifer Zee (ZIP code: 94403)

Please keep our streets safe for kids and adults who are getting out there, moving their bodies and reducing their negative impact on the environment! Keep the bike lanes!

284. Sarah Tollman (ZIP code: 94061)

285. An anonymous signer (ZIP code: 94402)

286. Bennett Rand (ZIP code: 94402)

287. Aaron Baucom (ZIP code: 94122)

288. Catherine Felix (ZIP code: 94404)

289. Matthew Yunkins (ZIP code: 95032)

Removing bike lanes near schools seems idiotic to me, but here we are.

290. An anonymous signer (ZIP code: 94402)

Cars are not more important than children's lives, simple as that.

It's shameful that car culture is so pervasive here that even the barest minimum bike lane is at risk to be replaced with either a slightly wider car lane to encourage higher driving speeds, or more parking that will block driver visibility and increase the likelihood of collisions with children.

I ride my bike to the SM Caltrain station through downtown which has no bike lanes and I feel incredibly unsafe due to illegal, dangerous behavior by people driving vehicles.

We should be adding more bike lanes, not removing them.

291. Eva Tang (ZIP code: 94041-2045)

292. Pablo Valle (ZIP code: 94404)

We should be building better bike infrastructure not removing it. At what point do we realize that prioritizing cars is not sustainable. Car infrastructure takes a huge amount of our city space. Please prioritize people not cars. Invest in healthy ways of life not destructive ones.

293. Hersh Joshi (*ZIP code: 94043*)

294. Kyle mix (*ZIP code: 94402*)

San Mateo's bicycle infrastructure is embarrassing on the best of days. Do not make it worse.

295. An anonymous signer (*ZIP code: 94403*)

296. Judy Syrkin-Nikolau (*ZIP code: 94402*)

We should be adding more connected bike lanes, not taking bike lanes away!!

297. Nick Bergin (*ZIP code: 94401*)

Cycling is unsafe enough. We need more space not less

298. Celeste Wong (*ZIP code: 94401*)

299. Ann Edgar (*ZIP code: 94401*)

As a family we use all bike lanes around our neighborhood

300. Grace Wijaya (*ZIP code: 94403*)

301. Ashwin (*ZIP code: 94551*)

302. Marci Kindle (*ZIP code: 94121*)

303. Janeth Godoy (*ZIP code: 94115*)

304. Seth (*ZIP code: 94401*)

305. Christina Ogburn-Chow (*ZIP code: 94404*)

We cannot afford to put cyclists, especially children, at risk. Please keep these bike lanes. They are important in trying to keep our communities safe.

306. Caitlin Trahan (*ZIP code: 94804*)

These are a crucial way for multiuse transportation.

307. James Zhu (*ZIP code: 94403*)

308. Meg McGinty (*ZIP code: 94402*)

Please do not remove bike lanes! School children and their parents use these bike lanes every day to access schools - removing these bike lanes endangers children.

309. erick gutierrez (*ZIP code: 94577*)

310. Jeff Harber (*ZIP code: 94401*)

311. Erin Stallings (*ZIP code: 94402*)

We use these lanes! Please don't take them away.

312. Jeff Cardoni (*ZIP code: 94129*)

Removing bike lanes in front of schools. You've gotta be kidding me.

313. Zafarali Ahmed (*ZIP code: 94301*)

314. Adam Steffes (*ZIP code: 94402*)

315. Paulina Dao (*ZIP code: 95820*)

Bike lanes are critical infrastructure for people commuting to and from work/school/play. California and the Bay Area prides itself on being a leader in combatting climate change. Creating more infrastructure that encourages people to use a greener method of transport helps with reducing congestion, emissions, and so much more. Removing the bike lanes leads to more car/cyclist collisions and unsafe streets for all. Cities should be deprioritizing vehicular traffic. Additionally, cycling is an excellent means for movement. Healthy people = healthy cities.

316. Jeremy Poindexter (*ZIP code: 94403*)

317. Ping Yang (*ZIP code: 94401*)

Our kids need to have a safe space to bike / walk yo schools . There are so many kids that are being dropped off or picked up at this area too.

318. Koosha Jahani (*ZIP code: 94062*)

319. Sophia Arnold (*ZIP code: 94401*)

320. Steve Kim (*ZIP code: 94401*)

The bike lanes are important!

321. Rita Arnold (*ZIP code: 94401*)

It's brutal riding a bike out there. Taking away the bike lanes will be dangerous!

322. Ann Powers (*ZIP code: 94403*)

323. Arin Davoodian (*ZIP code: 94402*)

324. Sydney Cortez (*ZIP code: 93955*)

325. Daniela Guadarrama (ZIP code: 94404)

326. Angelica Arnold (ZIP code: 94401)

327. Veda Murthy (ZIP code: 94131)

328. Zack Hitchcock (ZIP code: 94402)

More and safer bike lanes are needed. Removing them?! Seriously?

329. Wendy Halverson (ZIP code: 94404)

330. Robin Barrientos (ZIP code: 94404)

331. Ryan Chow (ZIP code: 94402)

Please do not remove the bike lanes on Humboldt

332. Colin Warn (ZIP code: 90292)

333. Martin Kessler (ZIP code: 94030)

I need this frequently on my commute

334. Matthieu Feiguel (ZIP code: 94401)

335. Bennet Meyers-Im (ZIP code: 94401)

Keep our bike lanes! We want to see more infrastructure for bikes in our city not less. These bike lanes make the streets safer for our children who walk, bike, and scooter to school.

336. Suhith R (ZIP code: 94103)

337. Lisa Rayle (ZIP code: 94403)

338. Benedict Chant (ZIP code: 94403)

As a head of school I have seen the value of giving children the option of a safe ride to school.

339. Judy Colwell (ZIP code: 94025)

Bike lanes, particularly around schools should be expanded, not reduced.

340. JAMES BOOS (ZIP code: 94306)

341. Martin Gothberg (ZIP code: 95051)

342. David Ning (ZIP code: 94401)

343. Courtney Parks (ZIP code: 94401)

344. kai wiedman (ZIP code: 95014)

345. Gary virshup (ZIP code: 95014)

Please keep the bike lanes.

Kids need safe routes to school.

346. marcia Furey (ZIP code: 94002)

there are some cyclists that can ride in traffic without biking infrastructure but not many have this skill set. we need bike lanes for help keep kids safe especially when riding to and from school.

347. Jonathan Penn (ZIP code: 94002)

348. Mona Schorow (ZIP code: 95129)

349. ed wesley (ZIP code: 94063)

save the bike lanes

350. Curt Relick (ZIP code: 94061)

351. Randal Michnovicz (ZIP code: 94110)

I bike to work in San Mateo daily and we need more defenses against violent drivers in the city, not fewer!

352. Aaron Rosenbaum (ZIP code: 94402)

353. Craig Boyle (ZIP code: 94024)

Please keep the bike lanes. More people riding contributes to health and wellness

354. Peter Bayley (ZIP code: 94402)

Please do not remove bike lanes. As a committed cyclist I know this will make cycling more dangerous

355. Joseph Campbell (ZIP code: 94401)

SM should be adding bike lanes not removing

356. Motonari Ito (ZIP code: 95050)

As a father of 10yo, who often takes Caltrain and bicycles to explore various bookstores and other interesting spots in Bay Area, bicycle-friendly roads are essential infrastructure. Please do not remove them.

357. Caspar Li (ZIP code: 94401)

I like the bike lane to YMCA for basketball/exercise, especially at night time.

358. Abbey Li (*ZIP code: 94401*)

use the bike lane to YMCA for swimming at the evening.

359. Sunny Li (*ZIP code: 94401*)

I feel safe using the bike lane to connect to the bay trail

360. Cindy Asrir (*ZIP code: 94061*)

As a mother, a cyclist and a car driver, I urge you to please keep the bike lanes on these streets to make them safe for children biking to school, for commuters using them to bike to work, and to improve the overall quality, beauty and livability of these areas. The streets belong to the public for everyone's good, not for parking. Thank you!

361. Eric Sutter (*ZIP code: 94103*)

362. Lena Giang (*ZIP code: 94401*)

363. Ingmar Haffke (*ZIP code: 94403*)

Wft

364. Kai Haffke (*ZIP code: 94403*)

Really?

365. John Steward (*ZIP code: 94403*)

Are you serious?

366. Robert Tashjian (*ZIP code: 94536*)

367. James Bialson (*ZIP code: 95124*)

368. Gregory Smith (*ZIP code: 94025*)

I bike through and around San Mateo all the time. Bike lanes make the roads safer for everyone!

Please don't gift public road space on thru streets to a few entitled locals to store giant lumps of steel on.

369. Laura Herrera (*ZIP code: 94402*)

370. Peter Cole (*ZIP code: 94401*)

Unbelievable

371. Peter Wright (*ZIP code: 94401*)

Unbelievable

372. Eleonore Wright (*ZIP code: 94401*)

Unbelievable. This must change.

373. Jonathan Gordon (ZIP code: 95014)

Save the safe transportation options, keep the bike lanes!

374. David Cheung (ZIP code: 94546-2049)

375. Wesley Terpstra (ZIP code: 94401)

These bike lanes are on our street. I find it makes the street look much nicer and keeps things much safer for my children.

376. Wenjin Cheng (ZIP code: 94401)

377. Xuting Sheng (ZIP code: 94403)

378. An anonymous signer (ZIP code: 94086)

379. Joey Galloway (ZIP code: 95051)

don't take our fakkin bike lanes

380. James B (ZIP code: 94070-4278)

This bike lane is the vital for safer school access for children. If anything, it should be improved by making it wider and consider safety bollards.

381. Justin Sell (ZIP code: 94402)

382. Gina Meyers-Im (ZIP code: 94401)

Please keep the bike lanes! Prioritizing car parking spaces over safe bike lanes is backwards!! Please do not undo the important work to provide safe bike lanes.

383. Christine Ledlie (ZIP code: 94401)

384. James Nee (ZIP code: 94403)

385. Jessica O'Neill (ZIP code: 94158)

386. An anonymous signer (ZIP code: 94121)

387. Christy Rogers (ZIP code: 95051)

388. Sam Schiffman (ZIP code: 94115)

Bike lanes provide a safer area for cyclists and commuters. This even benefits motorists because cyclist will not be on the road with them.

389. Blake Ohlig (ZIP code: 94960)

Please protect our children!

390. Casey Straka (*ZIP code: 94401*)

391. Brian Peters (*ZIP code: 94403*)

392. Kevin Han (*ZIP code: 94402*)

393. Rewand Congeus (*ZIP code: 94403*)

394. Mandy Pederson (*ZIP code: 94403*)

395. Kevin COOPER (*ZIP code: 95376*)

396. Jill Kolongowski (*ZIP code: 94402*)

397. Russell Ellison (*ZIP code: 95054*)

398. Elizabeth Wright (*ZIP code: 94402*)

399. Shanna Howard (*ZIP code: 94401*)

400. Gregory Knauf (*ZIP code: 94401*)

401. Raiyan Seede (*ZIP code: 94403*)

402. Tim Rochte (*ZIP code: 94025*)

Do not remove bike lanes. More and better are needed

403. Timothy Griffin (*ZIP code: 94401*)

404. John Langbein (*ZIP code: 94061*)

405. Jeff Gelb (*ZIP code: 94526*)

406. Jerome Sun (*ZIP code: 94610*)

407. Bailey Ubellacker (*ZIP code: 95051*)

408. Michelle Hudson (*ZIP code: 94402*)

409. Ricki McGlashan (*ZIP code: 94402*)

We need all the bike lanes we can get! Please save the one on Humboldt that helps kids get to school and adults get places w/o using their cars.

410. Erin Lautsch (ZIP code: 94402)

411. Petra Silton (ZIP code: 94403)

412. Noah Listgarten (ZIP code: 94403)

Keep the bike lanes to keep our cities and people safe!

413. Anjuli Mishra (ZIP code: 94010)

414. Leane Eberhart (ZIP code: 94401)

415. Teri Whitehair (ZIP code: 94402)

416. Mary Rose LeBaron (ZIP code: 94402)

417. Darren Don (ZIP code: 94403-2908)

I commute by bike to work in San Mateo. It is dangerous enough even with bike lanes so removing bike lanes would significantly increase the risk for accidents and tragic outcomes. Please reconsider this decision.

418. Rebecca Wernis (ZIP code: 94538)

419. Holly Ubellacker (ZIP code: 94025)

Bike lanes are critical for this community! There need to be MORE not less

420. Belinda Chlouber (ZIP code: 94403)

Please keep the bike lanes to protect the safety of bicyclists. Please create and promote better safer bike lanes so more people feel safe biking. I, honestly, think the city didn't do a very good job creating the current bike system. I've seen such better systems in other cities. Much safer systems.

421. Dr. Gary Trott (ZIP code: 94402)

Please do not remove the bike lanes.

422. Claire Shintani (ZIP code: 94402)

423. Clark M (ZIP code: 94010)

I use your bike lanes regularly to go to San Mateo and support businesses. Please keep these. I use these lanes.

424. Cameron Squire (ZIP code: 94030)

425. Natalie Provence (ZIP code: 94402)

First name	Last name	City	ZIP code	Comments
John	K rn	San Mateo	94401	We shou d be upgrad ng our b ke anes to be rea , true protected b ke anes to prov de safety to the many peop e who commute by b ke, soc a ze by b ke, shop by b ke, and exerc se by b ke Remov ng the anes wou d be a step backwards for our c mate goa s and make San Mateo a poor, second rate c ty d dn't move here just for conservat ves to remove our b ke anes
A son	MacQueen	San Mateo	94401	We need to protect Safe Routes to Schoo and cont nue to make progress aga nst V s on Zero Humbo dt St s one of the most dangerous streets n San Mateo County h gh njury rates for a three modes of trave b ke, pedestr an, and veh c e One of on y 0 streets n San Mateo County The b ke anes are see ng 10,000+ b ke tr ps each month per data from the C ty of San Mateo
Laura	Kubba	San Mateo	94401	We need to protect our commun ty and espec a y the ones on vu nerab e modes of transportat on Teach our commun ty dr v ng safety, p ease
Y	Young	San Mateo	94401	We need the b ke anes
Lan	L	San Mateo	94401	We defin te y need the b ke anes
LANDER	FOQUET	San Mateo	94401	We are not go ng back
Ana	Sa ott	San Mateo	94401	We are heavy users of San Mateo b ke anes Our b ke s our ma n mode of transport use t to take my daughter to schoo , back and forth, to go grocery shopp ng and pretty much for every tr p f anyth ng San Mateo shou d ncrease the ava ab ty of b ke anes, not remove them
Abbey	L	San Mateo	94401	use the b ke ane to YMCA for sw mm ng at the even ng
E eonore	Wr ght	San Mateo	94401	Unbe evab e Th s must change
Peter	Co e	San Mateo	94401	Unbe evab e
Peter	Wr ght	San Mateo	94401	Unbe evab e
ben	toy	San Mateo	94401	Turn daho and Grant nto one way w th b ke anes Return Humbo dt back to what t was before
James	C arke	San Mateo	94401	These anes need to stay, w thout a ternat ves for marg na ized commun t es to get across town, th s s on y go ng to make San Mateo more car heavy and ess pedestr an fr end y
Wes ey	Terpstra	San Mateo	94401	These b ke anes are on our street find t makes the street ook much n cer and keeps th ngs much safer for my ch dren
M che e	Wo fk a n	San Mateo	94401	The roads of San Mateo are not b ke fr end y we must save the few b ke anes we have
L z	F nnegan	San Mateo	94401	The dea that we wou d spend a huge amount of c ty, pub c, shared money to e m nate a pub c good and essent a y g ve a few res dents \$10k park ng spots for free, s an dea that shou dn't even have been cons dered Keep the b ke anes, expand them even own my house at the corner of pop ar and E sworth, we have 3 cars, and we don't park on the street We don't th nk anyone e se shou d fee ent t ed to pub c park ng for free e ther
Steve	K m	San Mateo	94401	The b ke anes are mportant
M na	Datumanong	San Mateo	94401	The b ke anes are essent a
Me ssa	L ndeman	San Mateo	94401	The area around San Mateo h gh schoo s a ready dangerous for pedestr ans and traffic was n a car acc dent myse f at Humbo dt and Pop at just before Chr stmas My son attends SMHS P ease keep these b ke anes
Joseph	Campbe	San Mateo	94401	SM shou d be add ng b ke anes not remov ng
Hannah	Young	San Mateo	94401	Safe roads need to be access b e to our commun ty
De rdre	Ambadekar	San Mateo	94401	Remov ng the b ke nes wou d be a mass ve waste of money and a d sserv ce to the North Centra commun ty

First name	Last name	City	ZIP code	Comments
Parmananda	B sta	San Mateo	94401	Remov ng the b ke ane doesn't make sense We are a ready see ng huge d fference w th respect to c eaner ne ghborhood and env ronment, ess acc dents
O v a	Kot er	San Mateo	94401	Pr or t ze the safety of b cyc sts over park ng spots
Jess ca	Gachet	San Mateo	94401	P ease save the b ke anes We need more and safer spaces for b kes am nervous every day my k d b kes to schoo , espec a y n the w nter when t s darker
G na	Meyers- m	San Mateo	94401	P ease keep the b ke anes Pr or t z ng car park ng spaces over safe b ke anes s backwards P ease do not undo the mportant work to prov de safe b ke anes
Caro	Pa ac o	San Mateo	94401	P ease keep b ke anes n p ace at east on upper port on of N Humbo dt by the H gh Schoo at the very east and keep Courthouse Park ng Lot open for n ght park ng The street has been safer s nce the anes went n t's eas er to ex t our dr veway and safer for b kes and scooters
Caro	Pa ac o	San Mateo	94401	P ease keep b ke anes n p ace at east on upper port on of N Humbo dt by the H gh Schoo at the very east and keep Courthouse Park ng Lot open for n ght park ng The street has been safer s nce the anes went n t's eas er to ex t our dr veway and safer
Ang e	Wadsworth	San Mateo	94401	P ease don't remove the b ke anes many peop e use to get to and from schoo and need to be safe from traffic B cyc es have zero mpact on the env ronment and are a hea thy form of transportat on We need more b kes on the road and fewer cars Don't take away the safety of cyc sts
Sh y	Y n	San Mateo	94401	P ease do not c ose the b ke ane, so much death n b ke/foot traffic recent y n san mateo c os ng b ke ane s go ng backwards
R ck	Bon a	San Mateo	94401	Our roads are unsafe B cyc es prov de exerc se and em ss on free transportat on Th s s the t me for more anes The change w make our streets safer, our a r c eaner and mprove our soc a c mate Keep the San Mateo b ke anes and bu d more
P ng	Yang	San Mateo	94401	Our k ds need to have a safe space to b ke / wa k yo schoo s There are so many k ds that are be ng dropped off or p cked up at th s area too
Adan	Reyes Rojas	San Mateo	94401	N/A
Gary	L	San Mateo	94401	Love the b ke ane on Humbo dt st
Gary	Sch ck	San Mateo	94401	Let's keep the roads safe for cyc sts
Wayne	Young	San Mateo	94401	LA recent y passed Measure HLA Let's get the c ty to own up on the master b ke p an 2020
Bennet	Meyers- m	San Mateo	94401	Keep our b ke anes We want to see more nfrastructure for b kes n our c ty not ess These b ke anes make the streets safer for our ch dren who wa k, b ke, and scooter to schoo
R ta	Arno d	San Mateo	94401	t's bruta r d ng a b ke out there Tak ng away the b ke anes w be dangerous
Er c	Heaton	San Mateo	94401	nsane you'd remove the b ke anes nstead of wast ng 2m on to make th ngs ess safe for ch dren and adu ts why not fix the potho es n north centra San Mateo One of the poorest areas of San Mateo w th terr b y ma nta ned roads and nstead of fix ng th ngs you want to take out b ke anes What are you th nk ng, t's d ot c to purpose y make t more dangerous to b ke North centra has the worst rates of traffic v o ence n the c ty, you'd be mak ng t even worse, b ood w be on your hands
N ck	Gonza ez	San Mateo	94401	want my fuck ng b ke ane, thank you
Gary	L	San Mateo	94401	used the Humbo dt St b ke ane to got to work take t from south Humbo dt St to go to YMCA for gym, and buy grocery at Trader Joes a so take my b ke/scooter the same route to take my connect ng bus stop to work (ntu t nc) at 92/101 fee very safe us ng the b ke ane compares to before have to b ke on the s dewa k
Ky e	H rst	San Mateo	94401	use these anes da y to commute and to br ng my k ndergartner to schoo They are a major pr or ty n my ne ghborhood, and for the the safety of my fam y Wh e cyc ng on nearby streets w thout b ke anes, have been knocked down tw ce by a mov ng veh c e

First name	Last name	City	ZIP code	Comments
Michele	Lorenz	San Mateo	94401	use these bike lanes at the time Before they were put in, was in an accident involving someone swinging there car door open as was riding on the road a couple of feet away from parked cars couldn't stop in time and was hit in the cave by the corner of the door and was thrown off my bike injuring my knee and putting me on the ground in front of oncoming cars could have been killed PLEASE don't get rid of the bike lanes
Michele	Lorenz	San Mateo	94401	use these bike lanes at the time Before they were put in, was in an accident involving someone swinging there car door open as was riding on the road a couple of feet away from parked cars couldn't stop in time and was hit in the cave by the corner of the door and was thrown off my bike injuring my knee and putting me on the ground in front of oncoming cars could have been killed PLEASE don't get rid of the bike lanes
Dylan	Tweney	San Mateo	94401	use the bike lanes in North Central multiple times a week They have made my rides safer, without question I've lived here 25 years and appreciate the improvements to make San Mateo more bike friendly We need to keep the lanes not remove them
Miguel	Appelmann	San Mateo	94401	use the bike lane to ride to and from school about half of the school days appreciate the additional safety these bike lanes provide on Humboldt
Michele	Exner	San Mateo	94401	use the bike lane at the time
James	Carke	San Mateo	94401	ride this road on my bike quite often, it's a great spot to get through from north to south of town
Babette	Basnet	San Mateo	94401	live near Humboldt street, the number of accidents has significantly reduced after the bike lanes The car parked makes it so hard to see the oncoming cars in Humboldt Please keep the bike lane for everyone's safety
Linda	Montoya	San Mateo	94401	live at Woodlake save the bike lanes So much money was spent to make the lanes removing something to cause cars to SPEED more Current cars speed along Humboldt but slow down when bikes on road After dark usually not many bikers use Humboldt see and hear speeding cars after dark
Caspar	L	San Mateo	94401	like the bike lane to YMCA for basketball/exercise, especially at night time
Sunny	L	San Mateo	94401	feel safe using the bike lane to connect to the bay trail
Michele	L	San Mateo	94401	feel safe riding my bike on the bike lane to YMCA
Mary	Lynagh	San Mateo	94401	I am a teacher who bikes to work every day see many students using those lanes Please do not remove them for safety of our students and me it's so a healthy choice to encourage everyone to cycle instead of creating more parking spaces Please do not go backward Save our bike lanes We love them Ever since the bike lane was installed, I bought a bike and reduced my driving down to only needing to refuel gas from bi-weekly to once every month This bike lane has made me feel safer to ride on the road than ever before, in comparison to De Anza Street
Ting	Tey	San Mateo	94401	As a driver myself, I have always had cars taking aggressive behavior where they are ignoring the speed limit on this road They sometimes drive onto the opposite lane just to cut off whoever is in front of them, which increases the risk of accidents and compromise the safety for others We have had fatalities on the De Anza Street just a few months ago, please do not compromise on pedestrian and biker safety over car storage on the street Most residents in this area have ample parking spaces in their home garages or driveway There is absolutely no reason for a highly used public road to become a private parking space
Nick	Bergin	San Mateo	94401	Cycling is unsafe enough We need more space not less
Richard	Barrard	San Mateo	94401	Continued build out of bicycle infrastructure is critical to meeting community goals and supporting a growing population with alternative transportation options Removing bike lanes is a step backwards Please preserve our bicycle infrastructure

First name	Last name	City	ZIP code	Comments
M nfe xue	Zong	San Mateo	94401	Can you how many acc dents w happen after you guys remove the b ke anes? F YOU GUYS NS ST TO REMOVE THE L NES, YOU GUYS NEED TO BARE 100% OF RESPONS B L TY
Rebecca	Hecht	San Mateo	94401	As a San Mateo res dent, mp ore you to ma nta n these b ke anes to keep our commun ty safe
Ann	Edgar	San Mateo	94401	As a fam y we use a b ke anes around our ne ghborhood
Br an	Zamora	San Mateo	94401	As a cyc st and commun ty member, strong y support the retent on of b ke anes on Humbo dt Safe and access b e b k ng nfrastructure s essent a not just for those of us who r de regu ar y, but for encourag ng new r ders, reduc ng traffic congest on, and mak ng our streets safer for everyone Pr or t z ng b ke anes over park ng s an nvestment n a hea th er, more susta nab e, and more connected c ty P ease et's work to keep these anes n p ace
Robert	Adams	San Mateo	94401	Act ve y remov ng nfrastructure wh ch s ntended **pr mar y for safety** wou d be ncred b y shorts ghted, wastefu , and dangerous P ease do not remove these b ke anes Add t ona y, p ease cons der add ng more Thank you
Magg e	Bobb n	San Mateo	94401	
Tanaya	C rz	San Mateo	94401	
Rob n	V av cenc o	San Mateo	94401	
Jonathan	Fe der	San Mateo	94401	
Mar ana	T war	San Mateo	94401	
Mar ana	T war	San Mateo	94401	
Cyrus	L mon	San Mateo	94401	
Carr e	Forde	San Mateo	94401	
Tanaya	C rz	San Mateo	94401	
Kr st n	H ensch	San Mateo	94401	
Max	Mautner	San Mateo	94401	
Tony	Samara	San Mateo	94401	
Jacob	Chamoun	San Mateo	94401	
Chr st ne	Cook	San Mateo	94401	
Chr st ne	Cha	San Mateo	94401	
Katr na	Cast o	San Mateo	94401	
karen	jensen	San Mateo	94401	
Jeressa	Cad z	San Mateo	94401	
Lucy	Yeager	San Mateo	94401	
Emme	Young	San Mateo	94401	

First name	Last name	City	ZIP code	Comments
Kay een	Nguyen	San Mateo	94401	
Sha an	Chau	San Mateo	94401	
Marco	Rojas	San Mateo	94401	
Cand ce	Ca n	San Mateo	94401	
Daru	Zhang	San Mateo	94401	
Caspar	L	San Mateo	94401	
chuy	J ang	San Mateo	94401	
Wayne	Young	San Mateo	94401	
Andrew	Reback	San Mateo	94401	
E en	De a pena	San Mateo	94401	
Lana	Handy	San Mateo	94401	
Rebecca	Shep er	San Mateo	94401	
Mar a	T	San Mateo	94401	
Emma	Martens	San Mateo	94401	
LANDER	FOQUET	San Mateo	94401	
Jenn fer	St mson	San Mateo	94401	
Mar a de Carme	Munoz	San Mateo	94401	
Crysta	Bev s	San Mateo	94401	
R ya	S ngh	San Mateo	94401	
Lar ssa	Kenny	San Mateo	94401	
Reg na	Schnege berger	San Mateo	94401	
N cho as	For no	San Mateo	94401	
Ange ca	Nunez	San Mateo	94401	
Amy	X ao	San Mateo	94401	
Cra g	Anderson	San Mateo	94401	
Chr s	Jenny	San Mateo	94401	
Ph p	Murphy	San Mateo	94401	

First name	Last name	City	ZIP code	Comments
Ak ra	ju n	San Mateo	94401	
Ho den	Rodgers	San Mateo	94401	
Poky	Wu	San Mateo	94401	
Dan	Shaffer	San Mateo	94401	
Luc ana	Torre	San Mateo	94401	
Jenn fer	Tran	San Mateo	94401	
Jonathan	New	San Mateo	94401	
Jay	Pate	San Mateo	94401	
E zabeth	Ha	San Mateo	94401	
A ex	M er	San Mateo	94401	
L ana	Chen	San Mateo	94401	
Max	Mautner	San Mateo	94401	
Nate	N cko a	San Mateo	94401	
Darren	Forde	San Mateo	94401	
Aaron	Ver	San Mateo	94401	
Tanner	W	San Mateo	94401	
Ryan	E senauer	San Mateo	94401	
Ce este	Wong	San Mateo	94401	
Seth		San Mateo	94401	
Jeff	Harber	San Mateo	94401	
Soph a	Arno d	San Mateo	94401	
Ange ca	Arno d	San Mateo	94401	
Matth eu	Fe gue	San Mateo	94401	
Dav d	N ng	San Mateo	94401	
Courtney	Parks	San Mateo	94401	
Lena	G ang	San Mateo	94401	
Wenj n	Cheng	San Mateo	94401	

First name	Last name	City	ZIP code	Comments
Chr st ne	Led e	San Mateo	94401	
Chr st ne	Led e	San Mateo	94401	
Casey	Straka	San Mateo	94401	
A ex	M er	San Mateo	94401	
Shanna	Howard	San Mateo	94401	
Gregory	Knauf	San Mateo	94401	
T mothy	Gr ffin	San Mateo	94401	
Ko ja	Sch uetter	San Mateo	94402	Wh e understand the cha enges, remov ng b ke nfrastructure, reduc ng safety, and spend ng add t ona tax do ars on demo t on wou d be counterproduct ve nstead, suggest the c ty mp ement a res dent a park ng perm t program, wh ch cou d better ba ance the needs of a commun ty members wh e preserv ng ex st ng nfrastructure
Co n	Madere	San Mateo	94402	What s best for the who e c ty?
Er n	Sta ngs	San Mateo	94402	We use these anes P ease don't take them away
Katr na	Bornste n	San Mateo	94402	We shou d be promot ng a ternat ve methods of transportat on ke cyc ng, not remov ng b ke anes
Judy	Syrk n-N ko au	San Mateo	94402	We shou d be add ng more connected b ke anes, not tak ng b ke anes away
Thao	Le	San Mateo	94402	We need these b ke anes to keep schoo ch dren and fam es safe
Jonathan	K m	San Mateo	94402	We need the b ke nfrastructure MORE connected, not ess
Steve	L ang	San Mateo	94402	We need more b ke anes not ess
E a ne	Sa nger	San Mateo	94402	We need more b ke anes for most cyc sts to fee safe, not fewer The SMC C v Grand Jury sent a report to the BOS n the summer of 2023 stat ng that the number of cyc sts n SMC has not ncreased because they don't fee safe f you want to reduce traffic congest on, the best way s to get peop e to eave the r cars at home P ease don't pr or t ze the conven ence of dr vers over the ves and bod es of cyc sts
R ck	McG ashan	San Mateo	94402	We need a the b ke anes we can get P ease save the one on Humbo dt that he ps k ds get to schoo and adu ts get p aces w/o us ng the r cars
Kar	Kap an	San Mateo	94402	We need a the b ke anes we can get
Jacob	Z mmerman	San Mateo	94402	These b ke anes form the core part of my commute to work W thout them, 'd be forced to share the road w th motor sts dur ng rush hour, mak ng traffic s ower for cars beh nd me and r sk er for myse f The b ke anes form on Humbo dt street espec a y s one of the best b ke anes n the area, and 'm hop ng to see more ke t
Hannah	Persamp er	San Mateo	94402	These b ke anes are cruc a for the safety of our res dents
Ky e	m x	San Mateo	94402	San Mateo's b cyc e nfrastructure s embarrass ng on the best of days Do not make t worse
Cra g	McNamara	San Mateo	94402	Remov ng b ke anes s wrong
Ju e	Kokes	San Mateo	94402	P ease save the b ke anes, we need these b ke anes for our grow ng popu at on and to keep b ke r ders safe
Ryan	Chow	San Mateo	94402	P ease do not remove the b ke anes on Humbo dt

First name	Last name	City	ZIP code	Comments
Peter	Bay ey	San Mateo	94402	P ease do not remove b ke anes As a comm tted cyc st know th s w make cyc ng more dangerous
Meg	McG nty	San Mateo	94402	P ease do not remove b ke anes Schoo ch dren and the r parents use these b ke anes every day to access schoo s - remov ng these b ke anes endangers ch dren
Zack	H tchcock	San Mateo	94402	More and safer b ke anes are needed Remov ng them? Ser ous y?
Z x ao	Wang	San Mateo	94402	Keep t
Tony	Pere ra	San Mateo	94402	'd keep the b ke anes n between schoo hours and after 'd a ow car park ng
Matthew	Eng	San Mateo	94402	Current y many of the b ke anes n these areas are actua y not safe enough, wh ch g ves them the fa se dea that they are underused A pr me examp e of th s s the S Norfo k corr dor where many parts are too narrow, w th parked cars often over app ng w th t further narrow ng sa d b ke ane Other anes such as N Humbo dt have a prob em where the anes s not cont nuous at intersect ons, ntroduc ng unsafe confl ct po nts between dr vers and cyc sts The reason b ke anes n San Mateo are underut zed s because of poor and unsafe connect v ty, not a ack of demand
		San Mateo	94402	Cars are not more mportant than ch dren's ves, s mp e as that
		San Mateo	94402	t's shamefu that car cu ture s so pervas ve here that even the barest m n mum b ke ane s at r sk to be rep aced w th e ther a s ght y w der car ane to encourage h gher dr v ng speeds, or more park ng that w b ock dr ver v s b ty and ncrease the ke hood of co s ons w th ch dren
				r de my b ke to the SM Ca tra n stat on through downtown wh ch has no b ke anes and fee ncred b y unsafe due to ega , dangerous behav or by peop e dr v ng veh c es
				We shou d be add ng more b ke anes, not remov ng them
Camm e	Parte ow	San Mateo	94402	B kes and other non-veh cu ar are essent a to we be ng and commun ty We need to encourage these not remove nfrastructure
kaaren	s pes	San Mateo	94402	B cyc e and pedestr an safety shou d be top pr or ty Why spend m ons of do ars to remove b ke anes? The c ty of San Mateo and the county don't seem to pr or t ze c t zen safety wh e wa k ng or b k ng, somebody got k ed n the crosswa k by H sda e, a cyc st got k ed on canada and another one got h t on Canada just ast week Th s s preventab e Espec a y around schoo s and on such a busy street, keep the b ke Lanes or of anyth ng str pe the more v s b y and put n phys ca barr ers aga nst cars
K mber y	Shannon	San Mateo	94402	As an av d cyc st 'm abhorred by th s proposa Dr vers are not aware They're on the r phones They're n SUVs and p ckup trucks so ta they can't see ch dren stand ng n front of them We need every ounce of protect on we can get
Magg e	Tr nh	San Mateo	94402	
Bry	Myers	San Mateo	94402	
M che e	Hudson	San Mateo	94402	
Steve	Vander p	San Mateo	94402	
Sofia	D az	San Mateo	94402	
Pame a	R tte meyer	San Mateo	94402	
Ana	gnac o	San Mateo	94402	
Le a	Gates	San Mateo	94402	
Teresa	Wen	San Mateo	94402	

First name	Last name	City	ZIP code	Comments
Dan e a	Ne ms	San Mateo	94402	
Ky e	Burbach	San Mateo	94402	
Bruno	Abreu	San Mateo	94402	
Jonathan	Chan	San Mateo	94402	
Karen	Canzoner	San Mateo	94402	
Aaron	Mansfie d	San Mateo	94402	
Rebecca	Ch o	San Mateo	94402	
Dav d	Hunt	San Mateo	94402	
		San Mateo	94402	
Bennett	Rand	San Mateo	94402	
Adam	Steffes	San Mateo	94402	
Ar n	Davood an	San Mateo	94402	
Aaron	Rosenbaum	San Mateo	94402	
Laura	Herrera	San Mateo	94402	
Just n	Se	San Mateo	94402	
Kev n	Han	San Mateo	94402	
J	Ko ongowsk	San Mateo	94402	
E zabeth	Wr ght	San Mateo	94402	
M che e	Hudson	San Mateo	94402	
Er n	Lautsch	San Mateo	94402	
Ter	Wh teha r	San Mateo	94402	
Mary Rose	LeBaron	San Mateo	94402	
C a re	Sh ntan	San Mateo	94402	
ngmar	Haffke	San Mateo	94403	WTF
V cky	Ste n	San Mateo	94403	We shou dn't be remov ng any b ke anes, we shou d be add ng more t's unproduct ve to take away safety measures a ow ng k ds to get to schoo , and anyth ng that encourages us a to dr ve ess s an overa good
Ka un	Wu	San Mateo	94403	We need your eadersh p to bu d a more wa kab e and b keab e San Mateo and save us from more traffic and gr d ock Park ng can be done on the propert es and shou dn't re y on curbs b ke a most da y n San Mateo for preschoo p ckups and we are n d re need for more b ke anes, not ess Safety s more mportant than curb park ng Thank you

First name	Last name	City	ZIP code	Comments
J	Lang	San Mateo	94403	We need to keep the bike lanes open for the safety of families biking to school
Karen	Chen	San Mateo	94403	We bike to college park school everyday Having a bike lane is very important for the school commute Please keep the bike lanes for the safety of everyone
		San Mateo	94403	The bike lanes make it safer for drivers and pedestrians too There is way less overall congestion on bike-lane streets so drivers are not pushing to the side/taking turns while looking out for pedestrians and cyclists with more safety because of all the parked cars Less potential accidents for both cars and people deliberate spent time on google maps looking up streets with dedicated bike lanes to create my school drop off route If you're not going to add more bike lanes, at least don't take away the existing ones
Yang	We	San Mateo	94403	The bike lanes are essential for providing safe, accessible, and eco-friendly transportation options for students, parents, and staff Preserving the bike lanes allows us to have a healthier, more sustainable future
Danette	Gray	San Mateo	94403	San Mateo needs more bike infrastructure, not less Save the bike lanes to save children's lives
Carolynn	Beer	San Mateo	94403	Removing bike lanes seems like a huge step backward, not to mention a frivolous use of money
Ka	Haffke	San Mateo	94403	Really?
Mare	Bern	San Mateo	94403	Please keep these bike lanes open for the safety of all cyclists & to tear something up that was just put in is a waste of money it's more beneficial for them to stay & Save lives of the cyclists
Benda	Chouber	San Mateo	94403	Please keep the bike lanes to protect the safety of all cyclists Please create and promote better safer bike lanes so more people feel safe biking, honestly, thank the city didn't do a very good job creating the current bike system I've seen such better systems in other cities Much safer systems
Jared	Lee	San Mateo	94403	Please keep the bike lanes near the schools it's hard for parents to monitor them all the time so we need some safety measures so they can get to school
Priscilla	Schochet	San Mateo	94403	Please keep our roads safe for bikers parents and kids Every day we see more and more irresponsible drivers speeding and not yielding to pedestrians or bikers Please keep our community safe
Jennifer	Zee	San Mateo	94403	Please keep our streets safe for kids and adults who are getting out there, moving the road and reducing the negative impact on the environment Keep the bike lanes
Noah	Lstgarten	San Mateo	94403	Keep the bike lanes to keep our cities and people safe
Kyle	Fukumoto	San Mateo	94403	Keep bike lanes
Louise	Yarna	San Mateo	94403	In the interest of safety and to support low emissions transportation, support bike path proposals
Mara	Vargas	San Mateo	94403	If these bike lanes are removed many children adults and teenagers will be affected see so many people bike to school and work every morning and by removing these bike lanes it won't be safe for bikers any more
Mara	Aegre	San Mateo	94403	Use the bike lane to hike from Parks de area to San Mateo High School regularly We need more action around educating people to use the bike lanes (instead of biking on the sidewalks) and for cars to get ticketed when they park in the bike lanes
Vikas	Kumar	San Mateo	94403	Use the bike lane on Humboldt Ave to go to work in Burlingame Removing this lane will put my car free commute at risk Bike lanes on this route is essential for me to feel safe during my ride to work
Philp	King	San Mateo	94403	Use bike lanes to cross San Mateo from home near Hilda Ave to school in North Central at least once a week This is a critical safety infrastructure and I'd feel less safe biking in San Mateo without it An area with well over 1,000 students and a new middle school being built must have safe streets more than ever
Sarah	Zhao	San Mateo	94403	I've been on the bike lane everyday for work don't understand why people want to remove it, please don't often see other people bike on this lane too, it's a good used bike lane and please keep it
Darren	Don	San Mateo	94403	Commuting by bike to work in San Mateo is dangerous enough even with bike lanes so removing bike lanes would significantly increase the risk for accidents and tragic outcomes Please reconsider this decision

First name	Last name	City	ZIP code	Comments
M chae	Sw re	San Mateo	94403	am d sappo nted that we cont nue to use taxpayer do ars to ook backwards nstead of mov ng forward w th the ong back og of safety projects that w save ves and make our commun ty better
Andrea	Stewart	San Mateo	94403	As a parent who b kes around w th her k ds, p ease don't remove anymore b ke anes
Jenn fer	Jacobson	San Mateo	94403	As a parent of ch dren who wa k/b ke to schoo n San Mateo, and a Trustee of San Mateo Un on H gh Schoo D str ct, who ehearted y support th s pet t on and nfrastructure that supports safe routes to schoo s
Bened ct	Chant	San Mateo	94403	As a head of schoo have seen the va ue of g v ng ch dren the opt on of a safe r de to schoo
John	Steward	San Mateo	94403	Are you ser ous?
Anya	L n	San Mateo	94403	
Anthony	Ladcan	San Mateo	94403	
Nathan e	Chen	San Mateo	94403	
Na a	Hs eh	San Mateo	94403	
Aurora	Yazz e	San Mateo	94403	
M gnon	Be ong e	San Mateo	94403	
A son	Ross	San Mateo	94403	
Karen	F e d	San Mateo	94403	
Margot	Du Mano r	San Mateo	94403	
Johanna	Dah ya	San Mateo	94403	
Bhargav	Rajan	San Mateo	94403	
Kent	Gorday	San Mateo	94403	
Me nda	Ch n	San Mateo	94403	
Mary	Burns	San Mateo	94403	
D pt	r a	San Mateo	94403	
Lauren	Baumgartner	San Mateo	94403	
Jam e	G on	San Mateo	94403	
Lana	de Leon	San Mateo	94403	
Kar na	W he ms	San Mateo	94403	
Ange ca	Braga	San Mateo	94403	
Nathanae	Horton	San Mateo	94403	
L sa	Garr ty	San Mateo	94403	

First name	Last name	City	ZIP code	Comments
Franc s	Johnson	San Mateo	94403	
C ara	Coady	San Mateo	94403	
Ju e		San Mateo	94403	
		San Mateo	94403	
Joshua	Magee	San Mateo	94403	
A son	Merk e	San Mateo	94403	
		San Mateo	94403	
Grace	W jaya	San Mateo	94403	
James	Zhu	San Mateo	94403	
Jeremy	Po ndexter	San Mateo	94403	
Ann	Powers	San Mateo	94403	
L sa	Ray e	San Mateo	94403	
Xut ng	Sheng	San Mateo	94403	
James	Nee	San Mateo	94403	
Br an	Peters	San Mateo	94403	
Reward	Congeus	San Mateo	94403	
Mandy	Pederson	San Mateo	94403	
Ra yan	Seede	San Mateo	94403	
Petra	S ton	San Mateo	94403	

First name	Last name	City	ZIP code	Comments
John	K rn	San Mateo	94401	We shou d be upgrad ng our b ke anes to be rea , true protected b ke anes to prov de safety to the many peop e who commute by b ke, soc a ze by b ke, shop by b ke, and exerc se by b ke Remov ng the anes wou d be a step backwards for our c mate goa s and make San Mateo a poor, second rate c ty d dn't move here just for conservat ves to remove our b ke anes
A son	MacQueen	San Mateo	94401	We need to protect Safe Routes to Schoo and cont nue to make progress aga nst V s on Zero Humbo dt St s one of the most dangerous streets n San Mateo County h gh njury rates for a three modes of trave b ke, pedestr an, and veh c e One of on y 0 streets n San Mateo County The b ke anes are see ng 10,000+ b ke tr ps each month per data from the C ty of San Mateo
Laura	Kubba	San Mateo	94401	We need to protect our commun ty and espec a y the ones on vu nerab e modes of transportat on Teach our commun ty dr v ng safety, p ease
Y	Young	San Mateo	94401	We need the b ke anes
Lan	L	San Mateo	94401	We defin te y need the b ke anes
LANDER	FOQUET	San Mateo	94401	We are not go ng back
Ana	Sa ott	San Mateo	94401	We are heavy users of San Mateo b ke anes Our b ke s our ma n mode of transport use t to take my daughter to schoo , back and forth, to go grocery shopp ng and pretty much for every tr p f anyth ng San Mateo shou d ncrease the ava ab ty of b ke anes, not remove them
Abbey	L	San Mateo	94401	use the b ke ane to YMCA for sw mm ng at the even ng
E eonore	Wr ght	San Mateo	94401	Unbe evab e Th s must change
Peter	Co e	San Mateo	94401	Unbe evab e
Peter	Wr ght	San Mateo	94401	Unbe evab e
ben	toy	San Mateo	94401	Turn daho and Grant nto one way w th b ke anes Return Humbo dt back to what t was before
James	C arke	San Mateo	94401	These anes need to stay, w thout a ternat ves for marg na zed commun t es to get across town, th s s on y go ng to make San Mateo more car heavy and ess pedestr an fr end y
Wes ey	Terpstra	San Mateo	94401	These b ke anes are on our street find t makes the street ook much n cer and keeps th ngs much safer for my ch dren
M che e	Wo fk a n	San Mateo	94401	The roads of San Mateo are not b ke fr end y we must save the few b ke anes we have
L z	F nnegan	San Mateo	94401	The dea that we wou d spend a huge amount of c ty, pub c, shared money to e m nate a pub c good and essent a y g ve a few res dents \$10k park ng spots for free, s an dea that shou dn't even have been cons dered Keep the b ke anes, expand them even own my house at the corner of pop ar and E sworth, we have 3 cars, and we don't park on the street We don't th nk anyone e se shou d fee ent t ed to pub c park ng for free e ther
Steve	K m	San Mateo	94401	The b ke anes are mportant
M na	Datumanong	San Mateo	94401	The b ke anes are essent a
Me ssa	L ndeman	San Mateo	94401	The area around San Mateo h gh schoo s a ready dangerous for pedestr ans and traffic was n a car acc dent myse f at Humbo dt and Pop at just before Chr stmas My son attends SMHS P ease keep these b ke anes
Joseph	Campbe	San Mateo	94401	SM shou d be add ng b ke anes not remov ng
Hannah	Young	San Mateo	94401	Safe roads need to be access b e to our commun ty
De rdre	Ambadekar	San Mateo	94401	Remov ng the b ke nes wou d be a mass ve waste of money and a d sserv ce to the North Centra commun ty

First name	Last name	City	ZIP code	Comments
Parmananda	B sta	San Mateo	94401	Remov ng the b ke ane doesn't make sense We are a ready see ng huge d fference w th respect to c eaner ne ghborhood and env ronment, ess acc dents
O v a	Kot er	San Mateo	94401	Pr or t ze the safety of b cyc sts over park ng spots
Jess ca	Gachet	San Mateo	94401	P ease save the b ke anes We need more and safer spaces for b kes am nervous every day my k d b kes to schoo , espec a y n the w nter when t s darker
G na	Meyers- m	San Mateo	94401	P ease keep the b ke anes Pr or t z ng car park ng spaces over safe b ke anes s backwards P ease do not undo the mportant work to prov de safe b ke anes
Caro	Pa ac o	San Mateo	94401	P ease keep b ke anes n p ace at east on upper port on of N Humbo dt by the H gh Schoo at the very east and keep Courthouse Park ng Lot open for n ght park ng The street has been safer s nce the anes went n t's eas er to ex t our dr veway and safer for b kes and scooters
Caro	Pa ac o	San Mateo	94401	P ease keep b ke anes n p ace at east on upper port on of N Humbo dt by the H gh Schoo at the very east and keep Courthouse Park ng Lot open for n ght park ng The street has been safer s nce the anes went n t's eas er to ex t our dr veway and safer
Ang e	Wadsworth	San Mateo	94401	P ease don't remove the b ke anes many peop e use to get to and from schoo and need to be safe from traffic B cyc es have zero mpact on the env ronment and are a hea thy form of transportat on We need more b kes on the road and fewer cars Don't take away the safety of cyc sts
Sh y	Y n	San Mateo	94401	P ease do not c ose the b ke ane, so much death n b ke/foot traffic recent y n san mateo c os ng b ke ane s go ng backwards
R ck	Bon a	San Mateo	94401	Our roads are unsafe B cyc es prov de exerc se and em ss on free transportat on Th s s the t me for more anes The change w make our streets safer, our a r c eaner and mprove our soc a c mate Keep the San Mateo b ke anes and bu d more
P ng	Yang	San Mateo	94401	Our k ds need to have a safe space to b ke / wa k yo schoo s There are so many k ds that are be ng dropped off or p cked up at th s area too
Adan	Reyes Rojas	San Mateo	94401	N/A
Gary	L	San Mateo	94401	Love the b ke ane on Humbo dt st
Gary	Sch ck	San Mateo	94401	Let's keep the roads safe for cyc sts
Wayne	Young	San Mateo	94401	LA recent y passed Measure HLA Let's get the c ty to own up on the master b ke p an 2020
Bennet	Meyers- m	San Mateo	94401	Keep our b ke anes We want to see more nfrastructure for b kes n our c ty not ess These b ke anes make the streets safer for our ch dren who wa k, b ke, and scooter to schoo
R ta	Arno d	San Mateo	94401	t's bruta r d ng a b ke out there Tak ng away the b ke anes w be dangerous
Er c	Heaton	San Mateo	94401	nsane you'd remove the b ke anes nstead of wast ng 2m on to make th ngs ess safe for ch dren and adu ts why not fix the potho es n north centra San Mateo One of the poorest areas of San Mateo w th terr b y ma nta ned roads and nstead of fix ng th ngs you want to take out b ke anes What are you th nk ng, t's d ot c to purpose y make t more dangerous to b ke North centra has the worst rates of traffic v o ence n the c ty, you'd be mak ng t even worse, b ood w be on your hands
N ck	Gonza ez	San Mateo	94401	want my fuck ng b ke ane, thank you
Gary	L	San Mateo	94401	used the Humbo dt St b ke ane to got to work take t from south Humbo dt St to go to YMCA for gym, and buy grocery at Trader Joes a so take my b ke/scooter the same route to take my connect ng bus stop to work (ntu t nc) at 92/101 fee very safe us ng the b ke ane compares to before have to b ke on the s dewa k
Ky e	H rst	San Mateo	94401	use these anes da y to commute and to br ng my k ndergartner to schoo They are a major pr or ty n my ne ghborhood, and for the the safety of my fam y Wh e cyc ng on nearby streets w thout b ke anes, have been knocked down tw ce by a mov ng veh c e

First name	Last name	City	ZIP code	Comments
Michele	Lorenz	San Mateo	94401	use these bike lanes at the time Before they were put in, was in an accident involving someone swinging there car door open as was riding on the road a couple of feet away from parked cars couldn't stop in time and was hit in the cave by the corner of the door and was thrown off my bike injuring my knee and putting me on the ground in front of oncoming cars could have been killed PLEASE don't get rid of the bike lanes
Michele	Lorenz	San Mateo	94401	use these bike lanes at the time Before they were put in, was in an accident involving someone swinging there car door open as was riding on the road a couple of feet away from parked cars couldn't stop in time and was hit in the cave by the corner of the door and was thrown off my bike injuring my knee and putting me on the ground in front of oncoming cars could have been killed PLEASE don't get rid of the bike lanes
Dylan	Tweney	San Mateo	94401	use the bike lanes in North Central multiple times a week They have made my rides safer, without question I've lived here 25 years and appreciate the improvements to make San Mateo more bike friendly We need to keep the lanes not remove them
Miguel	Appelmann	San Mateo	94401	use the bike lane to ride to and from school about half of the school days appreciate the additional safety these bike lanes provide on Humboldt
Michele	Exner	San Mateo	94401	use the bike lane at the time
James	Clarke	San Mateo	94401	ride this road on my bike quite often, it's a great spot to get through from north to south of town
Babette	Basnet	San Mateo	94401	live near Humboldt street, the number of accidents has significantly reduced after the bike lanes The car parked makes it so hard to see the oncoming cars in Humboldt Please keep the bike lane for everyone's safety
Linda	Montoya	San Mateo	94401	live at Woodlake save the bike lanes So much money was spent to make the lanes removing something to cause cars to SPEED more Current cars speed along Humboldt but slow down when bikes on road After dark usually not many bikers use Humboldt see and hear speeding cars after dark
Caspar	L	San Mateo	94401	like the bike lane to YMCA for basketball/exercise, especially at night time
Sunny	L	San Mateo	94401	feel safe using the bike lane to connect to the bay trail
Michele	L	San Mateo	94401	feel safe riding my bike on the bike lane to YMCA
Mary	Lynagh	San Mateo	94401	I am a teacher who bikes to work every day see many students using those lanes Please do not remove them for safety of our students and me it's a healthy choice to encourage everyone to cycle instead of creating more parking spaces Please do not go backward Save our bike lanes We love them Ever since the bike lane was installed, I bought a bike and reduced my driving down to only needing to refuel gas from bi-weekly to once every month This bike lane has made me feel safer to ride on the road than ever before, in comparison to De Anza Street
Tina	Tey	San Mateo	94401	As a driver myself, I have always had cars taking aggressive behavior where they are ignoring the speed limit on this road They sometimes drive onto the opposite lane just to cut off whoever is in front of them, which increases the risk of accidents and compromise the safety for others We have had fatalities on the De Anza Street just a few months ago, please do not compromise on pedestrian and biker safety over car storage on the street Most residents in this area have ample parking spaces in their home garages or driveway There is absolutely no reason for a highly used public road to become a private parking space
Nick	Bergin	San Mateo	94401	Cycling is unsafe enough We need more space not less
Richard	Baird	San Mateo	94401	Continued build out of bicycle infrastructure is critical to meeting community goals and supporting a growing population with alternative transportation options Removing bike lanes is a step backwards Please preserve our bicycle infrastructure

First name	Last name	City	ZIP code	Comments
M nfe xue	Zong	San Mateo	94401	Can you how many acc dents w happen after you guys remove the b ke anes? F YOU GUYS NS ST TO REMOVE THE L NES, YOU GUYS NEED TO BARE 100% OF RESPONS B L TY
Rebecca	Hecht	San Mateo	94401	As a San Mateo res dent, mp ore you to ma nta n these b ke anes to keep our commun ty safe
Ann	Edgar	San Mateo	94401	As a fam y we use a b ke anes around our ne ghborhood
Br an	Zamora	San Mateo	94401	As a cyc st and commun ty member, strong y support the retent on of b ke anes on Humbo dt Safe and access b e b k ng nfrastructure s essent a not just for those of us who r de regu ar y, but for encourag ng new r ders, reduc ng traffic congest on, and mak ng our streets safer for everyone Pr or t z ng b ke anes over park ng s an nvestment n a hea th er, more susta nab e, and more connected c ty P ease et's work to keep these anes n p ace
Robert	Adams	San Mateo	94401	Act ve y remov ng nfrastructure wh ch s ntended **pr mar y for safety** wou d be ncred b y shorts ghted, wastefu , and dangerous P ease do not remove these b ke anes Add t ona y, p ease cons der add ng more Thank you
Magg e	Bobb n	San Mateo	94401	
Tanaya	C rz	San Mateo	94401	
Rob n	V av cenc o	San Mateo	94401	
Jonathan	Fe der	San Mateo	94401	
Mar ana	T war	San Mateo	94401	
Mar ana	T war	San Mateo	94401	
Cyrus	L mon	San Mateo	94401	
Carr e	Forde	San Mateo	94401	
Tanaya	C rz	San Mateo	94401	
Kr st n	H ensch	San Mateo	94401	
Max	Mautner	San Mateo	94401	
Tony	Samara	San Mateo	94401	
Jacob	Chamoun	San Mateo	94401	
Chr st ne	Cook	San Mateo	94401	
Chr st ne	Cha	San Mateo	94401	
Katr na	Cast o	San Mateo	94401	
karen	jensen	San Mateo	94401	
Jeressa	Cad z	San Mateo	94401	
Lucy	Yeager	San Mateo	94401	
Emme	Young	San Mateo	94401	

First name	Last name	City	ZIP code	Comments
Kay een	Nguyen	San Mateo	94401	
Sha an	Chau	San Mateo	94401	
Marco	Rojas	San Mateo	94401	
Cand ce	Ca n	San Mateo	94401	
Daru	Zhang	San Mateo	94401	
Caspar	L	San Mateo	94401	
chuy	J ang	San Mateo	94401	
Wayne	Young	San Mateo	94401	
Andrew	Reback	San Mateo	94401	
E en	De a pena	San Mateo	94401	
Lana	Handy	San Mateo	94401	
Rebecca	Shep er	San Mateo	94401	
Mar a	T	San Mateo	94401	
Emma	Martens	San Mateo	94401	
LANDER	FOQUET	San Mateo	94401	
Jenn fer	St mson	San Mateo	94401	
Mar a de Carme	Munoz	San Mateo	94401	
Crysta	Bev s	San Mateo	94401	
R ya	S ngh	San Mateo	94401	
Lar ssa	Kenny	San Mateo	94401	
Reg na	Schnege berger	San Mateo	94401	
N cho as	For no	San Mateo	94401	
Ange ca	Nunez	San Mateo	94401	
Amy	X ao	San Mateo	94401	
Cra g	Anderson	San Mateo	94401	
Chr s	Jenny	San Mateo	94401	
Ph p	Murphy	San Mateo	94401	

First name	Last name	City	ZIP code	Comments
Ak ra	ju n	San Mateo	94401	
Ho den	Rodgers	San Mateo	94401	
Poky	Wu	San Mateo	94401	
Dan	Shaffer	San Mateo	94401	
Luc ana	Torre	San Mateo	94401	
Jenn fer	Tran	San Mateo	94401	
Jonathan	New	San Mateo	94401	
Jay	Pate	San Mateo	94401	
E zabeth	Ha	San Mateo	94401	
A ex	M er	San Mateo	94401	
L ana	Chen	San Mateo	94401	
Max	Mautner	San Mateo	94401	
Nate	N cko a	San Mateo	94401	
Darren	Forde	San Mateo	94401	
Aaron	Ver	San Mateo	94401	
Tanner	W	San Mateo	94401	
Ryan	E senauer	San Mateo	94401	
Ce este	Wong	San Mateo	94401	
Seth		San Mateo	94401	
Jeff	Harber	San Mateo	94401	
Soph a	Arno d	San Mateo	94401	
Ange ca	Arno d	San Mateo	94401	
Matth eu	Fe gue	San Mateo	94401	
Dav d	N ng	San Mateo	94401	
Courtney	Parks	San Mateo	94401	
Lena	G ang	San Mateo	94401	
Wenj n	Cheng	San Mateo	94401	

First name	Last name	City	ZIP code	Comments
Chr st ne	Led e	San Mateo	94401	
Chr st ne	Led e	San Mateo	94401	
Casey	Straka	San Mateo	94401	
A ex	M er	San Mateo	94401	
Shanna	Howard	San Mateo	94401	
Gregory	Knauf	San Mateo	94401	
T mothy	Gr ffin	San Mateo	94401	
Ko ja	Sch uetter	San Mateo	94402	Wh e understand the cha enges, remov ng b ke nfrastructure, reduc ng safety, and spend ng add t ona tax do ars on demo t on wou d be counterproduct ve nstead, suggest the c ty mp ement a res dent a park ng perm t program, wh ch cou d better ba ance the needs of a commun ty members wh e preserv ng ex st ng nfrastructure
Co n	Madere	San Mateo	94402	What s best for the who e c ty?
Er n	Sta ngs	San Mateo	94402	We use these anes P ease don't take them away
Katr na	Bornste n	San Mateo	94402	We shou d be promot ng a ternat ve methods of transportat on ke cyc ng, not remov ng b ke anes
Judy	Syrk n-N ko au	San Mateo	94402	We shou d be add ng more connected b ke anes, not tak ng b ke anes away
Thao	Le	San Mateo	94402	We need these b ke anes to keep schoo ch dren and fam es safe
Jonathan	K m	San Mateo	94402	We need the b ke nfrastructure MORE connected, not ess
Steve	L ang	San Mateo	94402	We need more b ke anes not ess
E a ne	Sa nger	San Mateo	94402	We need more b ke anes for most cyc sts to fee safe, not fewer The SMC C v Grand Jury sent a report to the BOS n the summer of 2023 stat ng that the number of cyc sts n SMC has not ncreased because they don't fee safe f you want to reduce traffic congest on, the best way s to get peop e to eave the r cars at home P ease don't pr or t ze the conven ence of dr vers over the ves and bod es of cyc sts
R ck	McG ashan	San Mateo	94402	We need a the b ke anes we can get P ease save the one on Humbo dt that he ps k ds get to schoo and adu ts get p aces w/o us ng the r cars
Kar	Kap an	San Mateo	94402	We need a the b ke anes we can get
Jacob	Z mmerman	San Mateo	94402	These b ke anes form the core part of my commute to work W thout them, 'd be forced to share the road w th motor sts dur ng rush hour, mak ng traffic s ower for cars beh nd me and r sk er for myse f The b ke anes form on Humbo dt street espec a y s one of the best b ke anes n the area, and 'm hop ng to see more ke t
Hannah	Persamp er	San Mateo	94402	These b ke anes are cruc a for the safety of our res dents
Ky e	m x	San Mateo	94402	San Mateo's b cyc e nfrastructure s embarrass ng on the best of days Do not make t worse
Cra g	McNamara	San Mateo	94402	Remov ng b ke anes s wrong
Ju e	Kokes	San Mateo	94402	P ease save the b ke anes, we need these b ke anes for our grow ng popu at on and to keep b ke r ders safe
Ryan	Chow	San Mateo	94402	P ease do not remove the b ke anes on Humbo dt

First name	Last name	City	ZIP code	Comments
Peter	Bay ey	San Mateo	94402	P ease do not remove b ke anes As a comm tted cyc st know th s w make cyc ng more dangerous
Meg	McG nty	San Mateo	94402	P ease do not remove b ke anes Schoo ch dren and the r parents use these b ke anes every day to access schoo s - remov ng these b ke anes endangers ch dren
Zack	H tchcock	San Mateo	94402	More and safer b ke anes are needed Remov ng them? Ser ous y?
Z x ao	Wang	San Mateo	94402	Keep t
Tony	Pere ra	San Mateo	94402	'd keep the b ke anes n between schoo hours and after 'd a ow car park ng
Matthew	Eng	San Mateo	94402	Current y many of the b ke anes n these areas are actua y not safe enough, wh ch g ves them the fa se dea that they are underused A pr me examp e of th s s the S Norfo k corr dor where many parts are too narrow, w th parked cars often over app ng w th t further narrow ng sa d b ke ane Other anes such as N Humbo dt have a prob em where the anes s not cont nuous at intersect ons, ntroduc ng unsafe confl ct po nts between dr vers and cyc sts The reason b ke anes n San Mateo are underut zed s because of poor and unsafe connect v ty, not a ack of demand
		San Mateo	94402	Cars are not more mportant than ch dren's ves, s mp e as that
		San Mateo	94402	t's shamefu that car cu ture s so pervas ve here that even the barest m n mum b ke ane s at r sk to be rep aced w th e ther a s ght y w der car ane to encourage h gher dr v ng speeds, or more park ng that w b ock dr ver v s b ty and ncrease the ke hood of co s ons w th ch dren
				r de my b ke to the SM Ca tra n stat on through downtown wh ch has no b ke anes and fee ncred b y unsafe due to ega , dangerous behav or by peop e dr v ng veh c es
				We shou d be add ng more b ke anes, not remov ng them
Camm e	Parte ow	San Mateo	94402	B kes and other non-veh cu ar are essent a to we be ng and commun ty We need to encourage these not remove nfrastructure
kaaren	s pes	San Mateo	94402	B cyc e and pedestr an safety shou d be top pr or ty Why spend m ons of do ars to remove b ke anes? The c ty of San Mateo and the county don't seem to pr or t ze c t zen safety wh e wa k ng or b k ng, somebody got k ed n the crosswa k by H sda e, a cyc st got k ed on canada and another one got h t on Canada just ast week Th s s preventab e Espec a y around schoo s and on such a busy street, keep the b ke Lanes or of anyth ng str pe the more v s b y and put n phys ca barr ers aga nst cars
K mber y	Shannon	San Mateo	94402	As an av d cyc st 'm abhorred by th s proposa Dr vers are not aware They're on the r phones They're n SUVs and p ckup trucks so ta they can't see ch dren stand ng n front of them We need every ounce of protect on we can get
Magg e	Tr nh	San Mateo	94402	
Bry	Myers	San Mateo	94402	
M che e	Hudson	San Mateo	94402	
Steve	Vander p	San Mateo	94402	
Sofia	D az	San Mateo	94402	
Pame a	R tte meyer	San Mateo	94402	
Ana	gnac o	San Mateo	94402	
Le a	Gates	San Mateo	94402	
Teresa	Wen	San Mateo	94402	

First name	Last name	City	ZIP code	Comments
Dan e a	Ne ms	San Mateo	94402	
Ky e	Burbach	San Mateo	94402	
Bruno	Abreu	San Mateo	94402	
Jonathan	Chan	San Mateo	94402	
Karen	Canzoner	San Mateo	94402	
Aaron	Mansfie d	San Mateo	94402	
Rebecca	Ch o	San Mateo	94402	
Dav d	Hunt	San Mateo	94402	
		San Mateo	94402	
Bennett	Rand	San Mateo	94402	
Adam	Steffes	San Mateo	94402	
Ar n	Davood an	San Mateo	94402	
Aaron	Rosenbaum	San Mateo	94402	
Laura	Herrera	San Mateo	94402	
Just n	Se	San Mateo	94402	
Kev n	Han	San Mateo	94402	
J	Ko ongowsk	San Mateo	94402	
E zabeth	Wr ght	San Mateo	94402	
M che e	Hudson	San Mateo	94402	
Er n	Lautsch	San Mateo	94402	
Ter	Wh teha r	San Mateo	94402	
Mary Rose	LeBaron	San Mateo	94402	
C a re	Sh ntan	San Mateo	94402	
ngmar	Haffke	San Mateo	94403	WTF
V cky	Ste n	San Mateo	94403	We shou dn't be remov ng any b ke anes, we shou d be add ng more t's unproduct ve to take away safety measures a ow ng k ds to get to schoo , and anyth ng that encourages us a to dr ve ess s an overa good
Ka un	Wu	San Mateo	94403	We need your eadersh p to bu d a more wa kab e and b keab e San Mateo and save us from more traffic and gr d ock Park ng can be done on the propert es and shou dn't re y on curbs b ke a most da y n San Mateo for preschoo p ckups and we are n d re need for more b ke anes, not ess Safety s more mportant than curb park ng Thank you

First name	Last name	City	ZIP code	Comments
J	Lang	San Mateo	94403	We need to keep the bike lanes open for the safety of families biking to school
Karen	Chen	San Mateo	94403	We bike to college park school everyday Having a bike lane is very important for the school commute Please keep the bike lanes for the safety of everyone
		San Mateo	94403	The bike lanes make it safer for drivers and pedestrians too There is way less overall congestion on bike-lane streets so drivers are not putting to the side/taking turns while looking out for pedestrians and cyclists with more safety because of all the parked cars Less potential accidents for both cars and people deliberate spent time on google maps looking up streets with dedicated bike lanes to create my school drop off route If you're not going to add more bike lanes, at least don't take away the existing ones
Yang	We	San Mateo	94403	The bike lanes are essential for providing safe, accessible, and eco-friendly transportation options for students, parents, and staff Preserving the bike lanes allows us to have a healthier, more sustainable future
Danette	Gray	San Mateo	94403	San Mateo needs more bike infrastructure, not less Save the bike lanes to save children's lives
Carolynn	Beer	San Mateo	94403	Removing bike lanes seems like a huge step backward, not to mention a frivolous use of money
Ka	Haffke	San Mateo	94403	Really?
Mare	Bern	San Mateo	94403	Please keep these bike lanes open for the safety of all cyclists & to tear something up that was just put in is a waste of money it's more beneficial for them to stay & Save lives of the cyclists
Benda	Chouber	San Mateo	94403	Please keep the bike lanes to protect the safety of all cyclists Please create and promote better safer bike lanes so more people feel safe biking, honestly, thank the city didn't do a very good job creating the current bike system I've seen such better systems in other cities Much safer systems
Jared	Lee	San Mateo	94403	Please keep the bike lanes near the schools it's hard for parents to monitor them all the time so we need some safety measures so they can get to school
Prisca	Schochet	San Mateo	94403	Please keep our roads safe for bikers parents and kids Every day we see more and more irresponsible drivers speeding and not yielding to pedestrians or bikers Please keep our community safe
Jennifer	Zee	San Mateo	94403	Please keep our streets safe for kids and adults who are getting out there, moving the roads and reducing the negative impact on the environment Keep the bike lanes
Noah	Lstgarten	San Mateo	94403	Keep the bike lanes to keep our cities and people safe
Kyle	Fukumoto	San Mateo	94403	Keep bike lanes
Louise	Yarna	San Mateo	94403	In the interest of safety and to support low emissions transportation, support bike path proposals
Mara	Vargas	San Mateo	94403	If these bike lanes are removed many children adults and teenagers will be affected see so many people bike to school and work every morning and by removing these bike lanes it won't be safe for bikers any more
Mara	Aegre	San Mateo	94403	Use the bike lane to hike from Parks de area to San Mateo High School regularly We need more action around educating people to use the bike lanes (instead of biking on the sidewalks) and for cars to get ticketed when they park in the bike lanes
Vikas	Kumar	San Mateo	94403	Use the bike lane on Humboldt Ave to go to work in Burlingame Removing this lane will put my car-free commute at risk Bike lanes on this route is essential for me to feel safe during my ride to work
Philp	King	San Mateo	94403	Use bike lanes to cross San Mateo from home near Hilda Ave to school in North Central at least once a week This is a critical safety infrastructure and I'd feel less safe biking in San Mateo without it An area with well over 1,000 students and a new middle school being built must have safe streets more than ever
Sarah	Zhao	San Mateo	94403	I've been on the bike lane everyday for work don't understand why people want to remove it, please don't often see other people bike on this lane too, it's a good used bike lane and please keep it
Darren	Don	San Mateo	94403	Commuting by bike to work in San Mateo is dangerous enough even with bike lanes so removing bike lanes would significantly increase the risk for accidents and tragic outcomes Please reconsider this decision

First name	Last name	City	ZIP code	Comments
M chae	Sw re	San Mateo	94403	am d sappo nted that we cont nue to use taxpayer do ars to ook backwards nstead of mov ng forward w th the ong back og of safety projects that w save ves and make our commun ty better
Andrea	Stewart	San Mateo	94403	As a parent who b kes around w th her k ds, p ease don't remove anymore b ke anes
Jenn fer	Jacobson	San Mateo	94403	As a parent of ch dren who wa k/b ke to schoo n San Mateo, and a Trustee of San Mateo Un on H gh Schoo D str ct, who ehearted y support th s pet t on and nfrastructure that supports safe routes to schoo s
Bened ct	Chant	San Mateo	94403	As a head of schoo have seen the va ue of g v ng ch dren the opt on of a safe r de to schoo
John	Steward	San Mateo	94403	Are you ser ous?
Anya	L n	San Mateo	94403	
Anthony	Ladcan	San Mateo	94403	
Nathan e	Chen	San Mateo	94403	
Na a	Hs eh	San Mateo	94403	
Aurora	Yazz e	San Mateo	94403	
M gnon	Be ong e	San Mateo	94403	
A son	Ross	San Mateo	94403	
Karen	F e d	San Mateo	94403	
Margot	Du Mano r	San Mateo	94403	
Johanna	Dah ya	San Mateo	94403	
Bhargav	Rajan	San Mateo	94403	
Kent	Gorday	San Mateo	94403	
Me nda	Ch n	San Mateo	94403	
Mary	Burns	San Mateo	94403	
D pt	r a	San Mateo	94403	
Lauren	Baumgartner	San Mateo	94403	
Jam e	G on	San Mateo	94403	
Lana	de Leon	San Mateo	94403	
Kar na	W he ms	San Mateo	94403	
Ange ca	Braga	San Mateo	94403	
Nathanae	Horton	San Mateo	94403	
L sa	Garr ty	San Mateo	94403	

First name	Last name	City	ZIP code	Comments
Franc s	Johnson	San Mateo	94403	
C ara	Coady	San Mateo	94403	
Ju e		San Mateo	94403	
		San Mateo	94403	
Joshua	Magee	San Mateo	94403	
A son	Merk e	San Mateo	94403	
		San Mateo	94403	
Grace	W jaya	San Mateo	94403	
James	Zhu	San Mateo	94403	
Jeremy	Po ndexter	San Mateo	94403	
Ann	Powers	San Mateo	94403	
L sa	Ray e	San Mateo	94403	
Xut ng	Sheng	San Mateo	94403	
James	Nee	San Mateo	94403	
Br an	Peters	San Mateo	94403	
Reward	Congeus	San Mateo	94403	
Mandy	Pederson	San Mateo	94403	
Ra yan	Seede	San Mateo	94403	
Petra	S ton	San Mateo	94403	

From: Maggie Trinh <[REDACTED]>
Sent: Thursday, January 30, 2025 4:50 PM
To: citycouncil@cityofsanmate.org; Clerk
Subject: SMFCSD Resolution 10-24/25
Attachments: SMFC Resolution 10-2425.pdf

Good afternoon,

I'm writing to convey the signed resolution adopted by the San Mateo-Foster City School District on January 23, 2025 in support of the Humboldt bike lanes and Safe Routes to School more generally. I appreciate your time and attention to this important issue, and look forward to working together for the benefit of our shared community.

Thank you,

Maggie Trinh
Vice President
San Mateo-Foster City School District Board of Trustees

RESOLUTION NO. 10/24-25

**RESOLUTION OF THE BOARD OF EDUCATION
OF THE SAN MATEO-FOSTER CITY SCHOOL DISTRICT
IN SUPPORT OF THE PRESERVATION OF SAFE BICYCLE LANES
ON HUMBOLDT STREET IN SAN MATEO**

WHEREAS, it is of utmost importance that we address the critical need to maintain safe and accessible bicycle infrastructure within our community.

Meanwhile, ensuring our students' and families' safety and well-being is paramount to creating a sustainable and secure environment for all individuals.

WHEREAS, the Humboldt Street bike lanes, stretching 1.6 miles, stand as one of the longest and most vital segments of bicycle infrastructure in the City of San Mateo. These lanes serve four schools directly, benefitting the entire school district community, and provide a crucial link to downtown San Mateo and public transportation.

WHEREAS, the strategic location of these bike lanes makes them an important component of the city's bicycle network. This network enables regional connectivity to safe bicycle overpasses over Highway 101, connects the east and west sides of San Mateo, and provides bike routes to Foster City and Burlingame. It plays a vital role in ensuring the safety and mobility of cyclists throughout the region.

WHEREAS, we express our concerns regarding pedestrian safety along Humboldt Street and in the North Central neighborhood. We firmly believe in slowing down vehicle traffic without compromising existing bicycle infrastructure.

WHEREAS, Safe Routes to Schools offers students the opportunity to commute to school safely, minimizing reliance on cars and reducing overall vehicle congestion. We believe that the City of San Mateo possesses an array of effective tools that can be implemented to decrease vehicle speeds and enhance the safety of our entire community.

WHEREAS, we strongly recommend that the City of San Mateo take immediate action to preserve the safe infrastructure of the Humboldt Street bike lanes, which were diligently installed in 2022. The recent City of San Mateo data reveals that these lanes are a crucial transportation route for over 10,000 monthly bicycle trips.

WHEREAS, efforts to remove the Humboldt Street bike lanes and impose a shared space with vehicle traffic would be detrimental to the objectives of Safe Routes to School and pose a significant threat to the overall safety and well-being of all individuals utilizing these routes.

NOW THEREFORE, BE IT RESOLVED, we urge the San Mateo City Council to maintain the integrity of the Humboldt Street bike lanes for the benefit of our community. Your attention to this matter and subsequent support in preserving these vital transportation routes will undoubtedly enhance safety and accessibility for all residents.

ADOPTED, SIGNED, AND APPROVED this 23rd day of January 2025.

[Redacted Signature]

LaTisa Brooks
President of the Governing Board
San Mateo-Foster City School District

I, Diego Ochoa

Secretary of the Governing Board of the San Mateo-Foster City School District, do hereby certify that the foregoing Resolution was adopted by the Governing Board of said District at a meeting of said Board held on the 23rd day of January 2025 and that it was so adopted by the following vote:

AYES: ✓
NOES: _____
ABSTAIN: _____
ABSENT: _____

[Redacted Signature]

Diego R. Ochoa
Secretary of the Governing Board
San Mateo-Foster City School District

Bike Lanes at San Mateo High

From Jayden Wan <[REDACTED]>

Date Mon 2/3/2025 8:01 AM

To Clerk <clerk@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear Mayor Newsom and SM City Council,

I'm Jayden, a high school student living in San Mateo County, and I do not support the removal of the bike lanes around San Mateo High, College Park/Fiesta Gardens Elementary, and San Mateo Adult Schools - some of the most dangerous streets in the City. We must promote safe streets for kids who bike to school.

The bike lanes offer several benefits to residents of North Central and others who attend school, recreate, or commute in the area.

Investing in safer streets benefits everyone by saving lives, promoting pedestrian and cyclist safety, and fostering independence in children. Additionally, it lowers taxpayer costs by reducing road maintenance and public health expenses while ensuring affordable, safe mobility for those without cars.

We ask that our scarce taxpayer dollars and staff time instead be spent looking forward, not backward. These lanes are important for students who rely on these bike lanes to travel to school and have no alternative methods of getting to campus.

Thank you for prioritizing the safety of our children and families, keeping the San Mateo High bike lanes, and accelerating other safety projects in San Mateo.

Thank you,
Jayden Wan

Council Meeting 2/3/25 Item #10 North Central Bike Lanes

From Michael <[REDACTED]>

Date Sun 2/2/2025 1:20 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Cc Martin McTaggart <mmctaggart@cityofsanmateo.org>; Alex Khojikian <akhojikian@cityofsanmateo.org>

Dear Mayor Newsome and Council Members - I'm writing to encourage you to remove the North Central bike lanes, based upon the extremely low usage relative to the high burden placed on the residents of North Central who need parking for vehicles they need to support their livelihoods.

I live in Central, and am an avid biker myself, so I generally support bike lanes and desire strong and safe pedestrian and bike infrastructure. So from a bias perspective, this is a little contradictory for me. The lanes have been in place for about 2 years, and I drive Humboldt constantly since my son goes to school at BHS and plays soccer in Burlingame. It's not unusual for me to drive this route back and forth 3-4 times a day sometimes. One thing I notice consistently is there are very often ZERO bikes in those lanes along the entire route going either direction. When I heard this was coming up I actually grabbed videos going both ways during peak hours when I drove the route, and I've shared them below. I didn't cherry pick I just grabbed video for each time I did the drive for a few days last week (the 27th and 30th - ignore my audio where I accidentally say "Thursday Jan 31st - it's Thursday the 30th). I would have grabbed video Friday the 31st but it was raining. For all that video there were a grand total of TWO bikes seen. That's both directions for the entirety of the run between 3rd and Peninsula.

The city data collected and show in the packet is highly specious. The study was conducted over ONE DAY, over only 4 hours, and the 212 trips include 33 people simply crossing Humboldt east-west, so you have to net those out. Even the remaining 179 is questionable since it appears that with the 8 cameras placed, a trip may have been counted up to 8x for just continuing in the same direction down Humboldt. That should clearly only count as one trip. We deserve to see the video and data collected, as I think if you divide the 179 by 8 (or even 5 or 6 if they didn't do the whole run), you'll get more like 20-30, which based upon my observations over years, is much closer - though still high I believe - to an accurate number. That is an incredibly low number given the impact on North Central residents.

This is also not a "build it and they will come" scenario. The lanes have been there for a few years - people would have adopted it by now, and they simply aren't.

Which brings us to the proponents of these lanes. As usual we have well-funded special interests willing to silence opposition, fabricate data and lie to get their agenda passed. Silicon Valley Bike Coalition has over \$2m in funding that they use to promote their agenda. The agenda may be by and large admirable, but their tactics should raise eyebrows. On Nextdoor we see advocates silencing opposing voices - blocking, reporting, and harrassing. One of the leads is a planning commissioner who routinely reports and gets people suspended from Nextdoor for simply voicing opposition or raising valid criticisms (no one working for the city in any capacity should be able to act as a moderator on any social platform - this policy needs to be enacted or strengthened by the city). If

these activists really cared about our community, they would engage in a good faith conversation and seek compromise, but they don't. One woman even claimed in her posts that there are "10,000 rides per month on Humboldt, per the city's data" - which we know even if we accepted the questionable data captured in the study, is inaccurate by orders of magnitude. They've also circulated a petition, which I would urge this council to exclude entirely from their decision making process, as again it's by and large outsiders signing on - definitely not the impacted residents of North Central.

This decision should be weighed almost entirely on the needs and suffering being endured by the residents of North Central. Many of these residents are poor and disadvantaged, and more are elderly and/or disabled. They do not have the luxury that many of the privileged bike advocates have to write letters, come to meetings etc - they are working multiple, manual jobs and are lucky to sleep and eat much less defend themselves from well-heeled special interests.

Regarding funding - the money used for the lanes came from a HUD grant - the city didn't spend it's own money here for the most part. Unfortunate, but that's not a reason to keep the lanes. The council in it's 3/20/23 meeting admitted that the grant and its expiration was in fact the reason the lanes' approval was rushed, and they admitted mistakes had been made as a result. It falls to this council to fix those mistakes.

The decision seems fairly simple - the benefit of the lanes in terms of usage is grossly outweighed by the burden placed on the residents of North Central through the loss of parking. If and until there is a strong alternative that ameliorates this problem, the lanes should be removed.

My captured videos can be found here and are labeled by date time and direction:
<https://drive.google.com/drive/folders/100YmOox1pmWC0tWJfBPfTkzbCbpBdkv?usp=sharing>

Thanks for listening - Michael Weinbauer, Central Neighborhood

North Central Bike Lanes

From Robert Whitehair [REDACTED]
Date Sat 2/1/2025 10:04 AM
To Clerk <clerk@cityofsanmateo.org>

Dear Mayor Newsom and City Council

On the agenda Monday night is a request for Council direction to staff regarding the North Central Bike Lanes Project.

As
part of the ongoing exploration and planning process, I encourage the City to:

1.
Learn how to add more bike lanes and paths to many other parts of the City, in accordance with the City's Bicycle Master Plan.
2.
investigate a robust menu across the City, for parking lot possibilities and enforcement of existing laws and parking regulations.
3. Keep the
bike lanes in North Central.

Best wishes

Robert Whitehair (he, him)

Acknowledgement: We reside on the unceded lands of our indigenous ancestors, while benefiting from racial privilege. We begin making reparations by accepting only a kinship view of our place on the planet: All life is interconnected, interdependent, and interrelated.

Bike Lanes Keep As Is

From Teri Whitehair <[REDACTED]>
Date Sun 2/2/2025 10:18 AM
To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear City Council:

I am writing to you to urge you to keep the bike lanes in San Mateo as they are now.

Thank you.

Sent from Gmail Mobile

Public Comment for 2/3 City Council Meeting - Agenda Item #10

From Evan Shimizu <[REDACTED]>

Date Fri 1/31/2025 4:44 PM

To Clerk <clerk@cityofsanmateo.org>

Hello San Mateo City Council,

I am a resident of San Mateo living at the intersection of Bayswater and N Humboldt St, right across from the bike lanes that are being discussed. I've been here for just about four years, and I have not owned a car since I've been here. This means that biking, walking, and public transportation are my primary methods of moving around the city and county.

One of my largest concerns with biking in San Mateo is having to deal with vehicular traffic, which is often going at or above the speed limit. For that reason, I tend to bike on side streets and on streets with dedicated bike lanes or boulevards. I greatly appreciate the bike lanes placed on Humboldt St and Poplar Ave. I wish more streets in the city had dedicated bike lanes, and that the bike lane on Humboldt extended past Peninsula to where I live.

I understand and sympathize with the parking issues this bike lane has caused, however I also believe that without the implementation of good bike infrastructure, we will be unable to reduce the number of cars on our city streets (which to be clear, would be a good thing). If anything, I would advocate for the *expansion* of bike lanes in North Central. I would also love to see the city actively implement incentives both for biking and reducing the number of cars per household. Have a city grant process for getting ebikes, have an incentive (tax or otherwise) to own fewer cars, or something else that retains this bike lane.

We need to make it as easy to bike in San Mateo as it is to drive in, and removing bike lanes is not the way to do that.

Thank you,
——Evan Shimizu

From: [Rick Bonilla](#)
To: [Clerk](#); [City Council \(San Mateo\)](#); [Rob Newsom](#); lnash@cityofsanmateo.org; [Adam Loraine](#); [Nicole Fernandez](#); [Danielle Cwirko-Godycki](#); [Public Works](#); [Alex Khojikian](#); [Prasanna Rasiah](#)
Subject: Agenda item number 10
Date: Monday, February 3, 2025 3:21:33 PM
Attachments: [Document \(1\).docx](#)

Greetings to all,

Please see my comments regarding the North Central bike lanes project.

Thank you all very much'

Rick Bonilla

Dear San Mateo City Council members

Just one minutes worth of words on why we need to keep the bike lanes we have and build more

Both walking and riding in San Mateo are DANGEROUS. The statistics are well known, WE MUST DO BETTER!

We need to do more! To make streets safer for all, from kids to seniors!

We need to move forward, not backward

Bike lanes are an important part of the solution! They save the environment and they save lives.

We need to keep the bike lanes that we have, build more bike lanes and connect them so that we have a fully functional system that will allow people to get off the car and onto the bike.

Cars are very expensive and not everybody can afford them. I spend \$600 a month paying for the car plus \$219 a month for insurance and \$300 a month for fuel. That's \$1119 a month without paying for a garage or parking. Not everybody can afford this and not everybody wants it.

We CAN make bike lanes safer, but we should not be removing any. We can improve what we have but we must move forward with more.

Thank you for your time.

Rick Bonilla

Former Mayor, San Mateo

From: [Emily Ma](#)
To: [Clerk; City Council \(San Mateo\)](#)
Subject: Bike Lanes at San Mateo High
Date: Monday, February 3, 2025 8:03:43 AM

Dear Mayor Newsom and SM City Council,

I'm Emily Ma, a high school student from San Mateo County, and I do not support the removal of the bike lanes around San Mateo High, College Park/Fiesta Gardens Elementary, and San Mateo Adult Schools - some of the most dangerous streets in the City. We must promote safe streets for kids who bike to school.

The bike lanes offer several benefits to residents of North Central and others who attend school, recreate, or commute in the area.

Investing in safer streets benefits everyone by saving lives, promoting pedestrian and cyclist safety, and fostering independence in children. Additionally, it lowers taxpayer costs by reducing road maintenance and public health expenses while ensuring affordable, safe mobility for those without cars.

We ask that our scarce taxpayer dollars and staff time instead be spent looking forward, not backward. These lanes are important for students who rely on these bike lanes to travel to school and have no alternative methods of getting to campus.

Thank you for prioritizing the safety of our children and families, keeping the San Mateo High bike lanes, and accelerating other safety projects in San Mateo.

Thank you,
Emily Ma

From: Irena Mavridis <[REDACTED]>
Sent: Monday, January 27, 2025 1:11 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: Share the Road

Honorable Mayor and Council,

Please help us “Share the Road!”

Experts agree that cyclists gain a false sense of safety when they ride in a bike facility separated from traffic. City leaders often respond to the tragedy and public outcry from bicycle accidents and fatalities by doing what they think will help- installing more bike lanes.

However, research has proven that separated bike lanes actually cause more crashes. A 2019 literature review analysis of bike lane crashes concluded that “separated bike lanes raise the number of crashes by 117 percent compared with shared roadway. Bike tracks separated from cars by a median or parking lane further increased crashes 400 percent.” Safety experts agree: the safest place for a bike is in the middle of a car lane, with bike lights and a helmet lamp for the rider, cycling behind vehicles rather than beside them.

Jan Heine, editor-in-chief of Bicycle Quarterly, writes “Any barrier that separates the cyclist visually from other traffic effectively hides the cyclist. This is counterproductive to safety. Moving cyclists out of the roadway altogether, on separate bike paths, is even more dangerous, because drivers don’t look for cyclists off to the side.” He continued, “I

wish those who advocate for them would look at the data and stop asking for facilities that will cause more accidents.”

Riding a bicycle is a high risk activity. According to the Department of Transportation, operator error is the cause of more than 90% of bicycle crashes. Children are particularly prone to error-related crashes. Child errors account for more than 90% of all child bicycle crashes.

Statistically, crashes will happen! More than half of all bicycle crashes are simple falls caused by operator error, bicycle condition, riding surface condition, or a distraction causing a sudden swerve.

Many simple falls also involve head and brain injury, a type of injury in which the victim does not always completely recover.

- Traumatic Brain Injuries (TBI): Even with helmets, cyclists are at risk of severe head injuries.
- Broken Bones: Collisions frequently cause fractures in the arms, legs, and ribs.
- Spinal Cord Injuries: These injuries can result in long-term disability or paralysis.
- Road Rash and Lacerations: Skin abrasions from sliding on asphalt can lead to infections and scarring.
- Internal Injuries

So as you can see, removing parking spots to make way for these bike lanes results in losses for everyone.

Please do not take away the precious parking sites which elderly and disabled community members rely on as a condition to leave their homes and connect with others. These residents often gauge their social activities based on parking availability. Do not sentence this vulnerable population to isolation in the name of a false sense of security for an already high risk activity. Help us all “Share the Road.”

Sincerely,

Irena Mavridis

[Sent from Yahoo Mail for iPhone](#)

From: [Seema Patel](#)
To: [Clerk](#)
Subject: North Central Bike Lanes
Date: Monday, February 3, 2025 1:02:06 PM

Hello City Councilmembers!

I serve as the Chair of the Planning Commission for the City of San Mateo but I am submitting this comment on my own behalf as a resident of San Mateo.

In March of last year, the City Council adopted [General Plan 2040](#), a vision for San Mateo's future that plans for over 19 thousand new units of housing and more than 3 million square feet of new office and retail space over the next 20 years.

Our streets can't get wider and new state laws, like AB 2097, place restrictions on new off street parking. The "[Circulation Element](#)" within the General Plan accounts for this growth by prioritizing walking, biking and public transit over cars, with the goal of enabling a shift from personal vehicles to active transportation.

The [National Association of City Transportation Officials' guidance for bicycle facilities](#) recommends bicycle boulevards on streets where vehicle speeds are under 25mph and vehicle volume is less than 1,500 vehicles per day and less than 50 vehicles per hour during peak travel. Humboldt St, where vehicle speed currently averages 36mph, does not qualify, and without data on vehicle volumes or speeds, it's unclear if other streets within North Central currently meet these safety guidelines.

Per the NACTO guidelines, Humboldt St should have **protected** bicycle lanes. That option was ruled out in 2021 because it would have required eliminating street parking on **both** sides of the street. The current solution is already a compromise between safety and parking.

If San Mateo does not make it safe for people to walk, bike, or take public transit, parking shortages and traffic are only going to get worse, not better, as the city grows.

I encourage the Council to take a data driven approach that prioritizes safety as it considers next steps:

1.

Obtain data on vehicle volume and speed on all streets under consideration, and repeat the parking study to understand how parking demand has changed since the installation of the bike lanes

2.

Implement a residential parking permit program, increase parking enforcement, partner with local schools and businesses to offer overnight parking, and offer subsidies for alternative transportation while testing alternative bicycle

infrastructure solutions that meet NACTO guidelines

3.

Only remove bicycle infrastructure on Humboldt St if data shows that alternatives meet safety guidelines and bicyclist traffic has been successfully diverted

There is no magic solution that provides safety for pedestrians and bicyclists with minimal impact to vehicles. Now is the time to prioritize safety so that we can solve the root cause of this problem and achieve General Plan 2040's vision for San Mateo's future.

Thank you for your consideration!

Regards,
Seema Patel

From: [Jay Patel](#)
To: [Clerk](#)
Subject: Strong Support for Keeping Bike Lanes in North Central
Date: Monday, February 3, 2025 1:13:54 PM

Full disclosure: I live in North Central on Humboldt St. We own two cars and use Humboldt for walking, biking, and driving.

I am writing this email in strong support of keeping our bike lanes. Before the bike lanes were installed, I never thought of bikes as a viable means of transportation. Now, I use the bike lane extensively for running errands and commuting, both during peak and off-peak traffic hours. I have seen workers, commuters, school students, and parents with little kids using the bike lane to drop children off at school.

Humboldt is a very busy street, with long lines of cars—especially near Poplar and 3rd Street—waiting to enter or exit San Mateo. Now imagine those of us who currently bike being forced to drive instead, further contributing to traffic congestion and competing for parking in the neighborhood. A diverse, densely populated area with a busy street should be equipped with multiple transit options.

There have been discussions about the utilization of bike lanes. While the city reported good usage at the last meeting, some residents have been questioning the validity of the data. There has also been a push for a bike boulevard on Humboldt or parallel streets (Idaho, Fremont). I urge the city to be more transparent in its studies to build trust among residents, regardless of their stance on the issue.

Additionally, I encourage the city to conduct a study on driveway and garage usage, explore the option of creating an exception for North Central residents to establish an RPP (Residential Parking Permit), and strictly enforce parking regulations. Addressing issues such as selfish parking, abandoned vehicles, and cars parked in the same spot for more than three days will help determine whether parking is truly a problem or simply a case of induced demand. If, after such a study, parking is still found to be an issue, I would be more than happy to collaborate with the city on a solution that meets both parking needs and bike connectivity in North Central.

The bike boulevard concept seems promising in theory but could discourage students from using it and may even lead to road rage if speed limits remain high caused by low quality traffic calming measures. There is also a possibility of the city having to pay back the 1M in grants received from CDBG if we reduce or eliminate the existing bike lanes which is not accounted for in the cost.

Finally, I want to emphasize something we can all agree on: we need safer streets in San Mateo. [Pedestrian deaths are rising in the U.S., while they have been declining in many other developed countries](#) and [North Central is no exception](#) to this trend. I was nearly hit in the neighborhood while crossing a street near Caltrain about a month ago. I love this neighborhood for its walkability and proximity to downtown and public transit. We need better street lighting, traffic calming measures, and stronger traffic enforcement in this neighborhood regardless of the solution we explore with the bike lanes.

Thank you for your time and consideration.

-- Jay

From: Zalak Patel
To: [Clerk](#)
Subject: Support keeping the bike lane
Date: Monday, February 3, 2025 3:30:21 PM

I am writing this email in strong support of keeping the bike lanes. I live on Humboldt St and often see the bike lanes utilized by commuters, school students, and parents with kids. I myself do not use the bike lanes, but happy to see folks using it in a neighborhood with high foot and car traffic. I urge the city to instead use the money to invest in traffic safety measures to make our neighborhood safe for pedestrians and bicyclists.

Thanks
Zalak

From: [David Hunt](#)
To: [City Council \(San Mateo\)](#)
Cc: [Clerk](#)
Subject: Questions for staff on safety of Bike Boulevard alternatives
Date: Monday, February 3, 2025 3:50:36 PM

Hi Council, thanks for your engagement on the important topic of safety in North Central.

I appreciated that staff brought forward the importance of not just speed but volume of traffic in the safety of bike boulevard solutions in the meeting at the King Center. I urge you to take time tonight to ask questions of staff on the current volumes of traffic on Humboldt and what their plan would be to lower the volumes if needed. We shouldn't be considering any alternatives that aren't built to the industry standards for safety.

Some points of safety to reference:

San Francisco targets for a Slow Street:

- Vehicle volumes of 1,000 per day or less
- Vehicle speeds of 15 mph or less

Oakland:

- Speeds less than or equal to 20 mph (95th percentile), less than or equal to 2,000 average vehicles per day, and less than 50 vehicles per hour per direction at peak hour; or
- Speeds less than or equal to 25 mph (95th percentile), less than or equal to 1,500 average vehicles per day, and less than 50 vehicles per hour per direction at peak hour.

Both are drawn from this great but much longer read on the topic:

https://nacto.org/wp-content/uploads/NACTO_Designing-for-All-Ages-Abilities.pdf

We should be using the data staff gathers to make smart decisions about safety. Tonight is an opportunity to understand that data better.

Thanks for your service to your communities!

- Dave

[REDACTED]
[REDACTED]

From: [Rustard Mustard](#)
To: [City Council \(San Mateo\)](#)
Cc: [Rob Newsom](#); [Clerk](#)
Subject: Tonight Agenda Item #10, Feb. 3, 2025
Date: Monday, February 3, 2025 3:55:43 PM

Dear Honorable Mayor and Council,

Please seriously take into consideration my concerns regarding bike lanes in San Mateo that have already been built and the need to build more and connect them.

-We already have a deficit with our budget and are spending nearly a half million dollars on the Historic Preservation consultant. This will be additional money that we don't have. There are things that we can do, such as the cargo bike delivery system that is beginning to be used in the United States and is highly successful in Europe replacing delivery trucks, which are dangerous. This will help all neighborhood traffic with cars and trucks sitting in the middle of streets with their flashers turned on.

I have witnessed car accidents while walking in San Mateo; crashes in various parts of San Mateo including North Central. The crashes that I have seen were not far from me and very scary. This is a City wide issue.

-In October in North Central in the same area near Claremont Ave, 3 children and one adult narrowly escaped 2 cars crashes within 2 days in the same area. These cars crossed over the sidewalk and smashed into a side of a house and broke down a fire hydrant. Bike lanes make walking and riding safer.

-How many people have been injured and/or killed by drivers not following speed limits and driving the way they want to drive? We do not have enough police enforcement and the City knows that.

-Ashtma and respiratory issues are on the rise. Stanford has the statisitcs and knows particulates are a global issue and the medical issue is world wide. It is not only an environment concern.

Sincerely yours,
Dr. Suzanne Bonilla



Public Comment about Humboldt Bike Lanes

From Gerd S from RWC <[REDACTED]>

Date Fri 1/31/2025 2:15 PM

To Clerk <clerk@cityofsanmateo.org>; Planning Commission <PlanningCommission@cityofsanmateo.org>; Senator.Becker@senate.ca.gov <Senator.Becker@senate.ca.gov>; PR Commission Mailbox <PRCommissionMailbox@CityofSanMateoOrg.onmicrosoft.com>; Sustainability & Infrastructure Commission <SandlCommission@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; boardfeedback@smcgov.org <boardfeedback@smcgov.org>

3 attachments (11 MB)

20240408_Where did Vera Bike Blvd go - RWCPulse.pdf; 20250126_I have a Dream ... and San Mateo is creating a nightmare - RWCPulse.pdf; 20250128_Why US Fire Chiefs say NO to Bicycle Boulevards - RWCPulse.pdf;

To clerk and staff: Please also add this email and attached PDFs into public comment of the next possible council meeting. No need for reading aloud, if San Mateo is doing such, just add it to public record please.

To the City Council of San Mateo,
many opponents of the bike lanes are making one big mistake. They don't argue for more "parking", they argue **against** bike lanes.

So it's not the arguments residents in a liveable community would make, this is the argument the car companies have been making for the last 100 years: "We don't want to share space".

The Home/Car Owner Association (HCOA) also seems unwilling to compromise. The only thing acceptable is to go back in time and give every homeowner that one spot in front of their house back. Nothing else is acceptable.

But going back in time isn't helpful either. Before the project was implemented many residents shouted: **We do NOT have enough parking in this neighborhood.**

So even taking down the lanes now and going 2 years back in time, the city would just arrive at the same outcome: **We do NOT have enough parking in this neighborhood.**

So two years of wasting time and money would essentially lead to: **No progress has been made.** That would be an embarrassment to this city council and all San Mateo Democrats.

Bike Lanes MUST stay

The council really has no real leeway here. North Central has been declared a **County Equity Focus Area**. The city itself called it **Equity Priority Area**. MTC calls it **Community of Concern**.

The explanation behind these names is simple: **if children and families in affluent neighborhoods in Berkeley, Menlo Park, Alameda, Emeryville, etc deserve real bike lanes, then this must be even more true in low-income, equity focus areas like North Central.** That is called Transportation Equity and Diane Papan, Rich Hedges and various other council members signed off and ratified it for the foreseeable future.

If you want to change that, this city council needs to create and ratify new plans or portray the image of people that can't read and follow a few simple plans.

Currently these bike lanes fulfill very public promises made in all these plans:

- C/CAG Equity Action Plan (<https://ccag.ca.gov/plansreportslibrary-2/equity-framework>)
- San Mateo's Strive General Plan 2040 created with "the extensive input of 6,000 San Mateans" (<https://strivesanmateo.org/general-plan-2040>)
- Board of Supervisors "Shared Vision 2025" about livable, healthy, sustainable communities. (<https://www.smcgov.org/bos/shared-vision-2025>)
- Superior Court of California Civil Grand Jury Report 2022: "Making Bicycling Safer in the County" (<https://sanmateo.courts.ca.gov/system/files/grand-jury/2023bikesafety.pdf>)
- YIMBY Action: High-Density Housing requires High-Density Transportation Options first. The best, cheapest, fastest high-density transportation options known to traffic engineers are bike lanes and bus lanes. That's it. Nothing else works as well.

I recommend reading all these plans - they are already paid for and ratified. No additional "studies" and "research" or "outreach" - where only the "plight of the loud car-owners is heard. 6,000 San Mateans already said "build bike lanes".

North Central bike lanes are basically a referendum on your city manager Alex Khojikian, if he can execute a simple plan.

It is also a referendum on the county's Chief Equity Officer, the county's Office of Sustainability, on all San Mateo Democrats.

To quote your own Climate Action Plan:

"Additional bicycle lanes: San Mateo published the 2020 Bicycle Master Plan, which proposes the development of **an additional 45 miles** of bicycle lanes to achieve **a target of 101 bicycle lanes citywide**.

Improved bike infrastructure and increased connectivity of the bicycle network can reduce VMT as residents are encouraged to replace vehicle trips with bicycle trips. Since its publication, approximately 6 miles of bicycle lanes have been completed."

According to that quote you have 6 miles of measly bike lanes and instead of adding on 45 miles, your city manager wants to take away 1.6 miles of bike lanes, correct?

In order to improve equity, you actually have to improve equity.

The wrong decision and the whole world will learn if San Mateo Democrats really do understand Equity or if you really just have been 'virtue signaling' the whole time.

I give you a famous example of one city that is trying to take away bike lanes: Toronto.

First, this is why taking away bike lanes makes everything worse: https://youtu.be/LE416_TBsM

Doug Ford about bike lanes: <https://www.youtube.com/watch?v=Qs0lWS4O7x0>

Doug Ford Law: <https://www.youtube.com/watch?v=KgFCQ7jEZxl>

Doug Ford's Bill: <https://www.youtube.com/watch?v=8-1vT0TmQjs>

I recommend the council against becoming the Internet's next Doug Ford:

<https://www.youtube.com/watch?v=PF86-uOAS4U>

Proposal "Sharing the Road" - Part I

Humboldt Street bike lanes are part of all these plans and they work already. They made the street and neighborhood safer already. They provide safer options for people that can't or don't want to drive. It's basically an ADA requirement these days to have multimodal lanes (bikes, scooters, wheelchairs, knee scooters, jogging strollers, even people with walkers prefer bike lanes over crooked sidewalks). This is what **Transportation Equity** and **Vision Zero** is all about.

Let's compare that to **Redwood City**, which hasn't created any useful new bike lanes since 2016. What they did however was implementing miles and miles of "**Share the Road**" experiments and "**Traffic Calming**". You would think Alex Khojikian has experience now with "Bike Boulevards", "Bike Routes",

"Slow Streets", "Sharrows", "Traffic Calming" and such. But all his projects have failed. Not one "share the road" or "traffic calming" experiment in Redwood City led to a "Complete Street". Not one satisfies "Vision Zero" or "Sustainable Safety" requirements. Not one is ADA compliant or suitable for children or senior citizens. And since not one made any street safer, they are all very costly failures. Drivers don't like them, they don't want to share, which has led to much honking and many more road rage incidents. People riding bicycles already don't like them. And people that would want to ride bicycles aren't persuaded, which means none has led to a reduction in VMT.

As Redwood City's expert in all things Schools and Transportation, I will attach a few peer-reviewed blog posts I wrote for the local newspaper of record and here are links to many more.

- [List of organizations asking for bike lanes](#)
- [A Tale of Two Bicycle Cities](#)
- [Where did Vera Bike Boulevard go?](#)
- [Blog: Why US Fire Chiefs say NO to Bicycle Boulevards](#)
- [Blog: I have a Dream ... and San Mateo is creating a nightmare](#)

"Bike Boulevards" are an inside joke in this county's traffic departments. **Not even one city in America** has ever achieved bike mode share (BMS) increase or vehicle miles travelled (VMT) decrease through **"Share the Road"** experiments - none. Some of the cities that tried have switched to replacing them with real bike lanes. As your own **Climate Action Plan** states, only real **bicycle lanes** can lead to VMT reduction.

Proposal "Sharing the Road" - Part II

As an avid driver myself, I can assure you I don't want to share the road with people on bicycles either. No driver in San Mateo, in the Bay Area, anywhere in America wants to "share the road" with anyone. Drivers complain when people drive 65 mph in the fast lane on a highway. Why would they be happy to drive 5mph behind children or senior citizens on "Bike Boulevards"?

The people proposing "Sharing the Road" are also the ones that would honk first. And they are the ones that want to "Own and Occupy Humboldt Street" for themselves. They do not want to share, they want to own:

- [The Big Bikeway Bluff](#)
- [The Bigger Bikeway Bluff](#)

Streets are made for Transportation - not private car storage

Street space and therefore street capacity is worth thousands of dollars in this area. Here are a few road capacity numbers:

Capacity 10ft driving car lane: 1,000-2,000 vehicles per hour in one direction.

Capacity two 5ft bike lanes: 6,000-8,000 bicycles going both directions

Capacity 8ft storage lane: 1 car every 72 hours.

You see how private storage is extremely expensive and wasteful. Parking lanes are creating congestion, bike lanes are improving congestion. We need more bike lanes and less on-street free car storage..

More Information:

- [Squatters, Rankers, and Dead Parkers](#)
- [RIP or RSVP to Parking](#)

Transportation Equity

"Transportation Equity" ends with car ownership, once you own a car ... congratulations you made it. If low-income neighbors own too many cars, they can also own several cheaper cars and pay for their parking or

walk a little. But it's usually not the low-income population that owns too many cars. And there are way too many high-end vehicles (Audi, Lexus, Tesla, Acura, ...) on Humboldt Street to make this a low-income equity issue about "private vehicle storage". So let's stop the sob stories and get real. Alex Khojikian and his team need to ramp up enforcement and install a permit system here. These high-end cars would disappear first or owners would pay for the luxury to park right in front of their home. Problem solved and the city could use the additional income to lower fees on other essential services like garbage or sewer rates, etc. Old, poor widows could offer empty garage or driveway spots through apps like [neighbor.com](#) and make some income. Now that is progress and that is equity.

Best Regards,
Gerd Stieler
Redwood City's School and Transportation Blogger
<https://www.rwcpulse.com/blogs/peeking-at-plans>

PEEKING AT PLANS

Where did Vera Bike Blvd go?

... or how the “Mother of all Bicycle Boulevards” got US into this mess



by Gerd Stieler

April 29, 2024 10:43 am



Listen to this article now

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Vera Bicycle Boulevards right at the Red Morton Veterans Memorial Building / Senior Center (April 2023). (Courtesy: G. Stieler)

“What is the only difference between a Bike Boulevard and a regular street? Hopefully there are fewer cars to honk at you.” [Zarathustra]

What happened to RWC’s first Bike Blvd?

While investigating the plans of this project from 2010, this **Signature Project** of our Transportation Advisory Committee (TAC), the **Original Slow Street**, the core achievement of RWC Moves, WalkBikeThrive and Vision Zero, the **Community Benefit** of both the Elco Yard and **Sequoia TOD** project, the **First Safe-BikeRoute-To-School** ever, I noticed this award-winning project does not even exist.

My sources tell me it was closed off a few months (or years?) back to build the Red Morton Senior Center, and apparently, nobody noticed. There was no huge public outcry, nobody spoke at the city council, no discussion on social media, and no signs pointing to “Road Work” or “Detour.” The project simply just vanished. So I’m very sorry, but there is no Vera Bicycle Boulevard to talk about now.

“Berkeley’s bike boulevards are fictions.” [BerkeleySide 2019]

Last week, I focused on why the Last Generation and everybody else needs bike lanes. The missing Vera Bike Boulevard gives us a chance to find out what or who got us into this whole ***Bicycle Boulevard*** and ***Slow Street*** mess in the first place.

“Don’t call this a ‘bike boulevard’. It’s actually about automobiles — like everything else in America, the only and last civilization on earth built entirely around the automobile.” [Urban Milwaukee 2017]

The Invention of the Bike Lane

Germany invented the bicycle in 1817 (Karl Freiherr von Drais), the automobile in 1886 (Carl Benz and Gottlieb Daimler) and by 1893, they had bike lanes so motorists could go faster. The Dutch took those bike lanes and improved on the concept. By the 1930s, they started focusing on the safety of people riding bicycles. While the German motives might have been more car-centric and the Dutch looked more people-centric, in the end, the separation benefited everybody.

“And God looked at all the things they made, and behold, it was very good.”

The “Un-Inventioning” of Bike Lanes

A few British cyclists thought they were smarter by pooh-pooing this separation. In the early 1930s, the UK also had millions of people on bicycles who would have benefited from bike lanes as well. However, UK bicycle elitists invented “bicyclism” mostly to make money. But they also didn’t want to share narrow bike lanes with the slow-cycling “riff raff.” Together with traffic planners and city builders, they came up with the idea of calling bicycles “vehicles” and pushing them onto regular streets. Through this marvelous idea, these elitist cyclists would own the biggest “bikeway network” in Europe and do it in the fastest possible time.

A small California university town in the US looked at the Netherlands and liked it very much. However, a British subject named John Forester introduced Palo Alto to the UK version, and Palo Alto liked their version better. All Palo Alto had to do was invent the “**Share the Road**” sign and call themselves ***California’s Bicycle Capital***. Many other US cities looked at Davis and Palo Alto, saw Davis’ version was better, but Palo Alto’s version is easier ... and chose Palo Alto’s version. There was just one problem with that approach. British and Americans on bicycles kept dying at a higher rate than people in those other countries.

“And God looked at all the things they made, and behold, this did not look good.”

The Emperor wears Clown Gear

All these injuries and fatalities did not mean these guys would acknowledge Davis-style bike lanes as the solution. Instead, these cyclists in the UK, The Commonwealth, and the U.S. kept doubling down on all kinds of nonsense, like ...

- **The Big Bikeway Bluff** – where “traffic planners” made Class III the rule instead of the exception
- **The Magical Bike Helmet** – an 1-inch plastic crumple zone that protects cyclists from 6-ton vehicles.
- **Bicycle Education For Adults** – I believe they teach “duck, cover and roll.”
- **Clown Gear** – is ideal for victim shaming. We laugh if you wear it and about you, if you don’t.
- **Disco Flashing Lights** – in honor of the Bee Gees.
- **The Bicycle Horn** – or you just keep shouting at cars, “On Your Left!”
- **Traffic Calming** – how about if we use slow cyclists to “calm down traffic”?
- **Traffic Calming** – if we punish drivers more, they will switch to cycling, right?
- **Taking the Lane** – this is like a *fraternity hazing ritual* or maybe a new *TikTok Dare*.
- **Hope and Pray** that everything works out
- ... and of course **Thoughts and Prayers** when it predictably goes wrong.
-

“And God looked at all the things they made, and behold, this was bad to the bone.”

Well There’s Your Problem

“Vehicular Cyclists” and traffic planners making and supporting all these bad decisions led to the suppression of ridership and increased injuries and fatalities. Whereas European cities now have bike mode shares of 10%, 20% and growing, UK and America are around 1% and shrinking. And while European downtowns have become more and more people-centric, America’s business-centric downtowns are struggling. Even the American Mall – “The Goddess of Car-Centricity” –

is dying. And all the while, politicians love to talk about how they are fighting in the name of air pollution, Global Warming, and Transportation Equity and how they want to create a better world for our children. So right about now, American city planners should take a few cues from cool cities in the Netherlands, Denmark, or Germany on how to turn things around by adding bike lanes. And while they constantly put the words **Bike** and **Lane** in many plans, like **Madmen** they just return back to the old Marketing Machine.

“In Emeryville, bike boulevards are being used to enhance the ease of and encourage the use of automobiles at the expense of bicycling.” [Emeryville Tattler 2010]

Ramping up The Marketing Machine

Instead of adding a few cheap and easy bike lanes to create a solid bike lane network, U.S. traffic planners, their expensive consultants, and “Vehicular Cyclists” are constantly in brainstorming mode. How can we sell Class 3 like it was a Class 2 Bikeway?

“Sharrows – as installed in Chicago during the study period – provide a false sense of security to bicyclists. When a bicycle lane or other separated facility is provided, the bicyclist is granted dedicated space. This dedicated space lowers the risk of collision with a motor vehicle.” [ScienceDirect 2018]

Now, let’s remember that Class 3 Bikeways are supposed to be used very rarely, on very short stretches of very narrow streets, where there is really no other way than slowing down all traffic and somehow sharing the road for the only acceptable reason. They should be used as the exception and not the rule.

So remember: **short, slow, narrow, rare, exception, exemption.**

Ellen Fletcher Bicycle Boulevard

This “**Mother of all Bike Boulevards**” is also known as a *Nothingburger*. The street width would allow 5 lanes for cars. It’s a long, straight, 4-mile stretch of a 30 mph street with clear views encouraging speeding. It’s 40 blocks of STOP-sign-free intersections, and there are only 3.5 modal filters to prevent cars from taking advantage of this. All these modal filters are in the southern part, and none is through downtown. So, there is nothing short, slow, narrow, rare or exceptional about this contraption. Over the years, Palo Alto has even removed some safety features instead of adding them.

But because the city council, the city traffic planners, groups like the League of American Wheelman, and the more local Silicon Valley Bicycle Coalition (SVBC) celebrated this contraption like sliced bread, the ***Bryant Street Bicycle Boulevard*** became the root of all evil Class 3 Bikeways.

Since council members, traffic engineers, and vehicular cyclists found a “compromise” that only works if people wear clown gear and helmets, it has not become a crowd-pleaser. It seems to feature anything but bicycles.

Ellen Fletcher Bryant Street Bike Blvd - First bike blvd in the US



But many U.S. cities still liked to statistically fill out their bike plans and claim success—just as Palo Alto and its “Vehicular Cyclists” did. So did many consulting companies or organizations that should have known better. We are talking Berkeley, Vancouver, Seattle, NACTO, Toole Design, Fehr and Peers, lobby.org, University of North Carolina, etc.

Other cities – like Philadelphia or Tucson – weren’t so enamored by the name ...

“‘Bike boulevard’ sounds like a major street to me. And just having ‘bike’ as the first word is a nonstarter in Philadelphia.”

“If a city hasn’t yet ventured into the ‘bicycle boulevard’ realm, I’d recommend against that terminology.”

... but they still liked the concept.

The Emperor has no Clothes

Portland became a world-renowned bicycle city once it started installing bike lanes. It lost that status when traffic planners and bicycle advocates stopped caring and followed Palo Alto’s lackadaisical example. Instead of “Bicycle Boulevard,” they liked “Neighborhood Greenways,” which sounds like Class 1 Bikeways leading through a nice park or along some river, but of course, that was just more advertising.

Eventually, it suppressed ridership, and Portland was thrown out of the Copenhagenize Index. With Bike Lanes, Portland went from 1% to 6%; with “Neighborhood Greenways,” it fell back to more like 3%.

“For one, we’re concerned that Portland residents are so good at getting around by bike that they’ve forgotten what it’s like for newbies. We’re not doing the work to get new people on bikes. In fact, at council meetings we have actually heard experienced riders arguing against the addition of protected bike lanes. They’ve been cycling on streets for a long time and they figure that because they’re okay with it, everyone should be okay with it.” [remorseful Portland Bicycle Advocate]

Despite its failure in Portland, other cities and organizations latched onto that name, like BikeMore, Alta Planning, PBIC, East Bay Bikes, etc.

Some cities didn’t like the words “bicycle boulevard” or “neighborhood greenway,” and for various reasons, they invented more names for the ‘Un-inventing of Bike Lanes’:

Calm Street, Neighborway, Neighborhood Boulevard, Neighbor Way, Greenways, Local Street Bikeway, Quietway.

By now, we can be pretty sure different cities have different trademarks on these Class 3 Bikeway names ... and T-Shirts. And once all involved parties pretend to buy into the scam, your scam can go bigger:

“It makes sense. [After we’ve communicated that it’s fundamentally part of a bike network] we can layer on walking, we can layer on public space.”
“Local street bikeway: It doesn’t get any more intuitive than that. Just simple and dry. ... You’re going to know what that is just by hearing that.”

All these streets are still car-centric, with little or no features that invite people to switch to bicycles. It’s all about filling up “Bike Plans” and “Climate Action Plans” to look like a green or healthy city without becoming one. But adding insult to injury, the traffic planners have always been using Active Transportation grants and funds to pay for these car-centric projects, basically defrauding those taxpayers who approved the funding in the first place.

Slow Streets

Case in point: Slow Streets. During the pandemic, when it became very clear that resilient cities must have bike lanes, Oakland and Redwood City gave us the “Slow Streets” and more “Bicycle Boulevards”. And as usual in Redwood City, cars are encouraged to drive 30 mph and more on both of them and even faster around schools.

“Sharing the Road” is a dangerous policy and increases the risk for the most fragile, which are people walking and cycling, especially children and seniors. People on bicycles and especially slow-riding children are used as traffic calming devices similar to Speed Humps or Chicanes. But when kids actually do test that theory and try to share the road – all social media hell breaks loose. Let’s face it, Americans are just not good at “sharing” or “caring”.


“So why are speed humps on a ‘bike boulevard’? Because the ‘bike boulevard’ is about automobile traffic.” [Urban Milwaukee 2017]

It’s been over 100 years since the invention of bike lanes, it’s time to bury the philosophy of “Vehicular Cycling” or “Driving your Bike”.


More Information:

- [Emeryville’s Bicycle Boulevard Scam](#)
- [Berkeley’s Bike Boulevard Fiction](#)
- [Milwaukee thinks Bike Boulevards are a bad idea](#)
- [Bike Boulevards don’t even work in Palo Alto](#)
- [ScienceDirect about Safety and Sharrows](#)


Editor’s Note: The views and opinions expressed in all blog posts are those of the authors and do not necessarily reflect those of the Redwood City Pulse or its staff.



What The Last Generation needs for Earth Day



Squatters, Rankers, and Dead Parkers



Blog: The Big Bikeway Bluff

PEEKING AT PLANS

Blog: I have a Dream ... and San Mateo is creating a nightmare

Sadly my Dream isn't shared by the County of San Mateo or the San Mateo City Council.



by Gerd Stieler

January 21, 2025 11:06 am Updated January 24, 2025 11:09 am



Lorraine Motel in Memphis. Courtesy: Gerd Stieler Credit: Gerd Stieler

It's Dr. Martin Luther King Jr. week, a great time to talk about education and Safe-Routes-To-School. Last week, we discussed that **"School Choice"** has nothing to do with educational opportunity but was born out of all kinds of ulterior motives. This week, we do a reality check on our county's Democrats. Have they been using "Equity" mostly just in pre-election slogans, or can they actually follow through after election season is over?

We will be talking about "Safe Routes To School" and "Slow Streets," but most of all, we will be talking about the equity problem of "Bicycle Boulevards."

"The time is always right to do what is right." [MLK]

Time to get your program and your popcorn; this is a Drama in Four Acts.

Act 1: C/CAG is sharing the Dream

"The function of education is to teach one to think intensively and to think critically. Intelligence plus character – that is the goal of true education." [MLK]

In 2023, San Mateo County politicians were introduced to The Dream. They were taught how their old ways were rotten and that they had to change. Apparently, the politicians that were summoned to take the equity training were Diane Papan, Gina Papan, David Canepa, Lisa Gauthier, Davina Hurt, Karen Cunningham, John Goodwin, Stacy Jimenez, Christine Krolik, Alicia Aguirre, Michael Salazar, Adam Rak, Rich Hedges, Warren Slocum, Mark Nagales, Rico E. Medina, and a few more. It is unclear how San Mateo's City/County Association of Governments (C/CAG) decided that these people need the training. However, in the end, those students were explicitly mentioned in the disclaimer. We can also assume the framework has been read and ratified by all members of C/CAG, all city managers, all city council members and all San Mateo Democrats until an opposing paper with opposing views is ratified next time. Without this process, the Equity Framework wouldn't be worth [the paper it wasn't printed on.](#)

If any of the old and newly elected San Mateo County Democrats want to speak out against Equity ... speak now or forever hold your peace.

Question: Can you explain the plans behind Transportation Equity again?

That is what this blog is for. So, after years and years of shirking the topic, the County finally took on the challenge of Equity and deserves our praise. Let us all look at the history of systemic racism in this county and how our county leaders are reckoning with said sad history.

In San Mateo County and across the nation, people of color and other underserved and underrepresented populations have and continue to face persistently unequal economic, health, and quality of life outcomes. Public and private institutions have historically contributed to these inequities through laws, policies, investment decisions, and other actions. C/CAG is taking steps to address Equity issues in San Mateo County. [C/CAG]

Can I get a Hallelujah for C/CAG, "historical inequities," and "taking steps"?

"Equity entails removing systemic barriers and providing customized forms and levels of engagement and support for underserved and impacted communities to remedy past harms and underinvestment." [C/CAG]

Can I get a Hallelujah for C/CAG and "systemic barriers"?

*"C/CAG's project team conducted **Equity Focus Area (EFA)** mapping and data analysis based on C/CAG's program area themes, to identify social, economic, environmental, health, and quality of life inequities in the county"* [C/CAG]

Can I get a Hallelujah for "Equity Focus Areas"?

"My community has been underserved and neglected. We don't have any public parks. We don't have bike lanes. The lighting is scarce, and some streets are extremely dark at night. Sidewalks are non-existent in some streets. The community is dissected by two train tracks, therefore divided by those and other physical divisions." [EFA Leader]

Can I get an extra loud Hallelujah for "bike lanes in underserved and neglected communities"?

Now we are all finally on the same page about the fact that Equity requires bike lanes in Equity Focus Areas. Amen. It looks like the County of San Mateo is finally getting it together and is really serious about equity – starting now!
... wait, wait. **Starting now!**

Act 2: Alexander von Humboldt comes on stage

While the county was still working on an Equity Framework benefitting the Equity Focus Area (EFA) called the North Central neighborhood, San Mateo was prepared and pushed ahead. Mayor Rick Bonilla and his staff used grants from the U.S. Department of Housing and Urban Development (HUD) to undo some of the injustices done to North Central by previous city councils. In the racist past of this county, money from grants like this would often go to inner-city highways, jails or parking lots. But not this time. This time, the city promised to install bike lanes on various streets, most prominently on Humboldt Street. North Humboldt Street leads to several schools and connects this neighborhood through the 3rd Avenue bike lanes to recreational opportunities along the Bay. San Mateo's Sustainability and Infrastructure Commission also endorsed this Safe-Routes-To-School project. The commission cited the health, safety and environmental benefits for the neighborhood. So, basically, it is all the good stuff we would expect from a solid bike infrastructure project.

Nothing is controversial about better health, better education, less car violence, more safety, less air pollution, less congestion, and environmental benefits for low-income children, at least not for your average liberal San Mateo Democrat. So, in the end, then-Mayor Rick Bonilla pushed it through the council with a vote of 3:2. The two council members opposing equity for an Equity Focus Area (EFA) were council members Amourance Lee and Diane Papan – which might have been the reason Diane Papan received the special C/CAG equity training in the first place.

| “*Our lives begin to end the day we become silent about things that matter.*” [MLK]

Anyways, in the end, three city council members did what was right and expected of them, and Humboldt Street in the North Central Equity Priority Area got the long-promised safety upgrades. The kids finally received their equity bike lanes.

Question: Can we quickly dive into the Equity Framework, please.

Oh, sure, we can do that. So, according to C/CAG and the County Board of Supervisors, San Mateo County has several Equity Focus Areas (EFA). The North Central neighborhood is certainly one. Redwood City along El Camino Real and Woodside Road is also one. Big parts of North Fair Oaks, East Menlo Park, and East Palo Alto are also there. All these areas are along the 101 highway and have to deal with more car violence, more noise pollution, more air pollution and therefore higher rates of childhood asthma than other neighborhoods. **Anybody attacking those areas is basically attacking Equity and promoting what is known as Systemic Racism.**

All C/CAG politicians and city councils were introduced to all the numbers and were made aware of this injustice. And, of course, every present and future council member has promised to remedy this bad situation driven by systemic racism in our city halls – at least during election season, they did.

So, what qualifies a neighborhood to become an Equity Focus Area (EFA):

- Zero-Vehicle Households (15% threshold)
- Low-Income (28% threshold)
- People with a Disability (12% threshold)
- Seniors 75 Years and Over (8% threshold)
- Single Parent Families (18% threshold)
- Limited English Proficiency (12% threshold)
- Rent-Burdened Households (14% threshold)
- People of Color (70% threshold)

From that, we can tell that the North Central neighborhood has many low-income households with no car access. There are plenty of people with disabilities and seniors who can't or shouldn't drive anymore. EFA means that rent-burdened households, seniors with little retirement savings and single-parent families deserve better alternatives so they don't have to waste all that money on vehicles.

Why this last part is so essential becomes more apparent once you consider today's cost of owning and driving a car. A new car costs on average >\$50,000, a used car >\$30,000 and insurance in California is on average >\$2,300, with another adjustment coming from SB1107. The yearly cost of owning a car is now >\$12,000, and the per-mile cost easily exceeds \$2 for many models (source: AAA).

So just to make sure everyone gets the message: **Equity Priority Areas** (EPA), **Equity Focus Areas** (EFA), **Community of Concerns** (CoCs) – and whatever new names and definitions the county can invent for this – require and deserve bike lanes.

Act 3: San Mateo County is still creating the same old nightmares

Of course, the report and the training happened way back in 2023 and before the elections. Let's see if Equity is still in 2024 and after the election. So 2024 came and went, and just when the year changed to 2025, city manager Alex Khojikian and the San Mateo city council made the New Year's resolution to put more equity focus on the Equity Focus Area of North Central. Unfortunately, they are using the reverse psychology story again. They are walking back equity like they did with the infamous **Equity HOT Lanes**.

Our streets are made for Transportation. That is why San Mateo's municipal code requires 2-4 spots for cars in garages and driveways. But instead of enforcing the rules, the city manager shirks his responsibility and takes the easy route. He thinks it's OK to take valuable transportation space away from children and give it to the violators with cars. He wants to use more gas tax dollars to subsidize private car storage of a Home/Car Owner Association with too many cars.

| “*I have a dream that my four little children will one day live in a nation where they will not be judged by the color of their skin but by the content of their character.*” [MLK]

In America, this kind of behavior is called Systemic Racism in Urban Planning – you know, the thing these guys promised in 2023 to never, ever do again. Plenty of solutions would focus on the bike lanes and compromise between parking and driving lanes. What makes it very questionable is that the city manager and council did not make any strides even to consider any of those solutions. No, they seem to be aiming right at school children and working-class people and with no sign of any remorse or ethics.

Act 4: What actually is Alex Khojikian proposing?

Alex Khojikian is proposing the same failed infrastructure that he proposed as assistant city manager here in Redwood City. He is running the same Big Bikeway Bluff city manager Melissa Stevenson-Diaz has been pulling off in Redwood City. Redwood City's “solutions” come with nice names like “Slow Streets” (without making them slow), “Bike Routes” (unsuitable for children or older cyclists), and “Bike Boulevards” (that have zero benefits for cyclists). But these solutions never provide more safety.

So we in Redwood City already know that what Alex Khojikian is proposing is not safe for children.

Safety of Bike Facilities



Walk Bike Cupertino agrees: Class III lanes (Bike Boulevards) offer no protection at all and Class IV lanes and Class I trails offer the most.

Any responsible city manager would aim toward the right side of this picture. That is what America's Bicycle Capital has been doing for 50 years. That is what Europeans and their Vision Zero plans are suggesting as well. Now, when a city manager moves to the left side of this picture — there is a name for that. Whenever children in a low-income neighborhood are concerned, going left is what America calls Systemic Racism in Urban Planning. We have seen this kind of behavior in Redwood City on *Vera Avenue Bike Boulevard* and *Roosevelt Avenue Bike Route*. In both cases old plans showed bike lanes and cycle tracks, but in the end all the kids got were “sharrows” aka “sharing the road” aka “non-infrastructure” aka “not safe” aka “systemic racism”.

The only viable “Bicycle Boulevard” in all of America ...

... is currently in Berkeley. Not on Bryant Street in Palo Alto, Morro Street in San Luis Obispo, Silver Avenue in Albuquerque, or Berkeley.

Google Maps shows the intersection of two Berkeley Bike Boulevards. Both have bike lanes, both streets have only one parking lane, and there is plenty of high-density housing in this area, too. High-density housing requires high-density transportation options like these bike lanes.



source: Google Maps (<https://maps.app.goo.gl/AMXersWEyKCGeMuF9>)

After years and years of experimentation, Berkeley finally got smart and found the only solution to making their “Bike Boulevards” viable. At the intersection of Milvia Street and Channing Way, we see two Berkeley Bicycle Boulevards, and both have nice green bike lanes now. We can see a mix of classes II, IIb, and IV, but no class III anymore. Berkeley recognized that they had to move more to the right side of the Cupertino chart to be safer.

Let's repeat that: only real bike lanes work!

If Berkeley is saying that affluent school children and college students deserve bike lanes to be safer, then the County Board of Supervisors (BOS) should make that a county-wide rule.

“I have a dream that one day this nation will rise up and live out the true meaning of its creed: ‘We hold these truths to be self-evident, that all men are created equal.’ [MLK]

Would the Good Reverend be happy with San Mateo?

Q: Would the Good Reverend be happy with C/CAG?

A: He would agree that Equity Frameworks mean nothing if they are not lived and enforced.

Q: Would the Good Reverend be happy with the County Board of Supervisors (BOS)?

A: He would agree that if BOS can attack a supposedly independent Sheriff, why not go after systemic racism committed by city managers?

Q: Would the Good Reverend be happy with the City of San Mateo?

A: This depends on Vision Zero city sides with the children, their bike lanes, the rich Home/Car Owner Association (HCOA), and their private car storage.

... To Be Continued

This is a watershed moment for San Mateo Democrats. Let's take a breather and let's see how this is developing in February.

Actors to watch on the city council of San Mateo:

- Mayor Rob Newsom Jr.
- Deputy Mayor Adam Loraine
- Lisa Diaz Nash
- Nicole Fernandez (newly elected)
- Danielle Cwirko-Godycki (newly elected)

Actors to watch on the Board of Supervisors:

- David Canepa (Board President)
- Noelia Corzo (Vice President)
- Ray Mueller (from Menlo Park – a rich community where leaders did provide bike lanes for children from affluent families)
- Lisa Gauthier (newly elected from East Palo Alto – an EFA where leaders did not provide bike lanes for children from low-income families)
- Jackie Speier (newly elected)

“In order to improve on Equity, you actually have to improve on Equity”
[Zarathustra]

More Information

- [C/CAG's Equity Action Plan](#)
- [C/CAG's Equity Framework Report and Training](#)
- [C/CAG's reverse equity story about HOT Lanes](#)
- Blog: [Squatters, Rankers, and Dead Parkers](#)
- Blog: [RIP or RSVP to Parking](#)
- [Some history of “Bicycle Boulevards”](#)

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Blog: The Big Bikeway Bluff

PEEKING AT PLANS

Blog: Why US Fire Chiefs say NO to Bicycle Boulevards*Ever heard of Move Over Laws, “Blockers”, Personal Protection Equipment?*by **Gerd Stieler**
January 28, 2025 9:02 am

If drivers overlook the big red thing, how is the cyclists supposed to have a chance? Courtesy: Gerd Stieler

If Redwood City's new **fire chief, Baraka Carter**, is knowledgeable about data and statistics, he must advise against Redwood City's "Bicycle Boulevards" and recommend actual bike lanes instead. And so would any fire chief in California, where "sharing the road" experiments are plentiful.

Can “Sharing the Road” experiments be made safe?

"Bicycle Boulevards" are one big part of the **Big Bikeway Bluff**. That is what city managers do when they update the marketing material about "Transportation, Children, and Youth" but accidentally forget to do the real thing. As far as bicycle con-jobs go, "Bicycle Boulevards" play one league above "Bike Routes", "Slow Streets", and "Sharrows". And mainly because the name has a nicer ring to it. "Boulevard" sounds like a quiet, tree-lined street without air pollution. Portland calls the same thing "Neighborhood Greenway" to play with the tree theme as well. I have to admit, it is a very clever and sophisticated con, and it runs very deep. It is running for over 40 years now and counting.

But in the end, all these different names stand for the exact same result: no bike lanes for children, no space for older citizens, and no safety for people with disabilities. Instead, they are just mixed in with 4,000 lbs. vehicles on 30 mph, car-lined streets. So the big question still remains: could "sharing the road" ever be made safe?

That is a clear "No" from Vision Zero, which requests separating speed and power. That is a clear "No" from "Transportation Equity," which requests more bike lanes coming to low-income neighborhoods. That is a clear "No" from any organization that has ever asked for bike lanes. In fact, no organization ever asks for more "Bike Routes" – everyone wants real separation and actual bike lanes.

And yet it's US bicycle advocacy groups – like **The League of American Bicyclists** (LAB) – that will tell people on bicycles that they are safe as long as they follow these rules:

- Ride like a vehicle
- "Take The Lane"
- Dress like a Clown
- Always wear a bicycle helmet

Statistically, this kind of advice is killing several hundred Americans each year. And since any real bicycle advocacy group will recognize this as bad advice, we can say something seems very off with LAB. Organizations like these have money, people and resources to develop better policies. In fact, much better information is available for free through many research projects done by different universities. ... or we could just ask any knowledgeable Fire Chief.

US Fire Departments teach us “Take The Lane!” is really bad advice

“Over a five-year period, nine Irving [fire] apparatus were struck while blocking at roadway incidents. Two of those [firetruck] vehicles, including Ladder 52, were totaled.” [2019 Irving]

In case of emergencies, fire departments would use their fire trucks as a way to block off the street. Basically, the fire trucks are “Taking the Lane” to secure the firefighters and others. In the transportation world there is nothing bigger, brighter, and more visible than a bright yellow or red fire truck with its flashing lights on. And yet, in 2019, an estimated 2,500 vehicles crashed into these “blockers” that are “taking the lane” to protect fire crews. That is 6.8 crashes daily or 16% of all fire truck collisions. **Tesla's vehicles** seem to have an especially bad relationship with fire engines. They constantly run into them. Who would want children riding in front of such technology?

“Emergency responders are trained to be extremely careful and vigilant in transport and when responding to roadside incidents... Despite these precautions, however, the rate of these collisions in recent decades has remained relatively unchanged, with fatal consequences.”

So if “Taking the Lane” and “Sharing The Road” are demolishing 2,500 parked fire trucks and countless more emergency vehicles, why would any city manager in San Mateo County assume this to be safe for children? Why would any respectable bicycle coalition recommend “sharing the road” experiments?

How about “Wear Clown Gear” and Helmets

Apparently, in 2022, vehicles struck and killed ca. 50 first responders. These are often large individuals dressed in bright gear with reflective material all around. They have better helmets than most children on bicycles would have. And yet, they have to be afraid of being overlooked, injured, or even killed by speeding, distracted drivers. They also know their *pedestrian helmets* make little difference when hit by a car.

We already talked about the statistics behind **bike helmets** and also the real intent of pushing for **bike helmets**. Just like bike helmets, firefighters use hard hats, not real ones. Hard hats protect you from falling debris or hitting your head at low-hanging objects. They offer, however, no protection against cars or trucks. It is ridiculous to argue that a 1-inch foam-based crumple zone protects firefighters or children from a 4,000 lbs. vehicle going 30 mph. No crash test dummy has ever survived such an impact. No agency is sacrificing expensive crash test dummies for tests where the outcome is predetermined. These companies value their crash test dummies more than cities value their children in San Mateo County.

Move Over Laws

100% of states have Move Over Laws now. However, 33% of US drivers have no clue what that is.



Apparently drivers crash into 2,500 of these every single year. Courtesy: Gerd Stieler

A few statistics first:

- Over 12,000 roadway responses occur every day in the United States.
- Over 12,000 times per day, US emergency responders are under the threat of drivers hitting, clipping, or colliding with them as they drive by.
- The cost of all emergency vehicle crashes (including fire, police, and ambulance) in the U.S. is estimated at \$35 billion annually.
- 2020: ca 15,675 fire department vehicles were involved in traffic accidents, resulting in 550 firefighter injuries and seven firefighter fatalities.
- Yearly averages of emergency responders struck and killed on the side of the road: around 10 are in law enforcement, 4 in fire and rescue, and 40-50 are tow truck operators.
- 10% of all drivers polled admitted they have come very close to clipping a first responder or their equipment.
- “19% of drivers admit their own inattentive driving has probably put first responders at unnecessary risk.”
- “89% of drivers say they believe distracted motorists are a major source of risk to first responders.”

“Sadly, 49% of survey respondents said possibly being struck by a vehicle is ‘just part of the risk’ of being a first responder.” [Ouch!]

You might wonder: Is being hit by a car regarded also ‘just part of the risk’ of riding a bicycle in a “shared road environment.”

Answer: You bet it is. In fact, if you sue the city, the city attorney will make the exact same argument.

In a now famous case reported by [Embarcadero Media](#) – former 49er and Raider coach Greg Knapp was killed while riding his bike in San Ramon. The family is suing the city. This is what their defense attorneys were saying: “*Gregory Knapp acted with knowledge of all the facts and circumstances surrounding his injuries and assumed the risk of the matters causing the injury.*”

No city, no city council member, no city manager, and no traffic engineer will take responsibility for anything that happens due to subpar infrastructure. They will tell you it’s safe. But it’s not them taking the risk, and it’s not them taking responsibility either. It’s basically the government’s version of “The Coward’s Way Out” – which is why the family will win this case.

And now back to our regular scheduled programming ...

Emergency responders have discovered that they are not even safe on a separate lane like a shoulder. Along many local streets and highways, cars are driven too fast and too distracted. No personal protection equipment (PPE) in the world protects anyone from a car driving 25 mph or faster. And on highways – where distracted and speeding drivers go >65 mph – more separation is required. These drivers even overlook flashing police cars, yellow tow trucks or fire engines. That is why all 50 US states now have Move Over Laws, which “*requires motorists to change lanes and/or slow down when approaching an authorized emergency vehicle that is parked or otherwise stopped on a roadway.*”

Just as (real) bicycle advocates have asked for protected and separated bike lanes, emergency responders have asked to implement Move Over Laws. In their case, lawmakers complied, while similar laws for people on bicycles are usually struck down – especially in “virtue signaling,” “green” California.

In the Case US Fire Chiefs vs. The League of American Bicyclists (LAB)

Regarding advice to “**Ride like a vehicle**,” the fire chief witness says, “NO.”

Emergency Responders are driving actual vehicles and have a preference in terms of the right of way. They still get in thousands of collisions, causing billions of dollars in yearly damages.

Regarding advice to “**Take The Lane**” the fire chief witness says “NO”.

If 2,500 drivers can’t see huge fire engines parked as “Blockers,” how can anyone make the case that a small child on a bicycle is safe to do the same?

Regarding advice to “**Dress like a Clown**,” the fire chief witness says, “NO.”

Drivers have something called “tunnel vision” or “selective attention”; they only see what they want to see. The opposing force is called ‘object fixation, which is when a driver crashes into what they are looking at. ‘Object fixation’ is why 50 states have Move-Over-Laws now to create separation. So “dressing like a clown” could make people more visible, but still puts them in more danger due to ‘object fixation’. People on bicycles need more separation as well.

Regarding advice on “**Bicycle Helmets**,” the fire chief witness says, “NO.”

Underwhelming Personal Protection Equipment (PPE) like hard hats have absolutely no chance against 4,000 lbs. vehicles. Only “[Transportation Clowns](#)” think otherwise.

Conclusion

We have seen that “taking the lane” is highly dangerous to first responders. It is proven that Personal Protection Equipment (PPE) does nothing to protect against vehicle collisions. There are huge risks for first responders when operating around traffic. To protect them, they can hide behind million-dollar “blockers.” And 50 US states have laws to help emergency responders with the safety of separation through Move Over Laws. And still, these first responders are taking immense risks and are in constant danger. People on bicycles should not be expected to endure the same risk and danger.

California lawmakers need to do better and finally outlaw “sharing the road” experiments that even seem too dangerous for our first responders.

Why fire chiefs always embrace bike lanes

In a future blog, we will be talking about the three worst enemies of every fire chief:

- Speeding Cars – those are the ones causing collisions.
- Driving Cars – those are the ones killing first responders.
- Parked Cars – those are the ones blocking fire lanes and hydrants.

Bicycles and bike lanes, on the other hand, are helping to reduce many of these risks and problems. That is another reason why any solid fire chief would recommend actual bike lanes.



These bike lanes also protect the first responders from being hit by cars. Courtesy: Gerd Stieker

More Information

- [Firetruck Collisions](#)
- NSC: [Drivers even more distracted by Emergency Vehicles](#)
- Federal Highway Administration: [Move Over Laws](#)
- [Youtube: Tesla hits Walnut Creek firetruck](#)
- [Youtube: Driver slams into fire engine](#)
- [Youtube: Licking Township fire truck crash](#)
- [Youtube: First Responders Hit](#)

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North Central Parking

From Joe Farris <[REDACTED]>

Date Fri 1/31/2025 12:24 PM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

I live in this area and I always see residents looking for parking spots. I very seldom see people on bicycles. We need our parking back as soon as possible please.

Sandra Farris





Bring Back Parking to Humboldt Street

From joanne bennett <[REDACTED]>

Date Fri 1/31/2025 11:50 AM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Dear Mayor Newsom & Council Members

Of all the neighborhoods in the entire City of San Mateo, our neighborhood, North Central WAS NOT the neighborhood to remove over 200 parking spaces back in 2022. Parking has been a well known neighborhood issue for the past couple of decades. If prior staff would have done their due diligence back when they were contemplating the dedicated bike lanes or listened to North Central residents they would have known the parking reality that exists.

Instead we had people who lived in other neighborhoods and other cities putting in their two cents in favor of a dedicated bike lane without knowing or even caring about North Central's parking issues. Regardless one way or the other they were and still are making their demands onto our neighborhood.

The historically redlined and spot zoning that occurred in the 50's, 60's and 70's in North Central now occurred in a different way with removing the parking for the bike lanes at the expense of our most vulnerable residents. Do we really need people from Los Altos Hills or Hillsborough having a say on this?

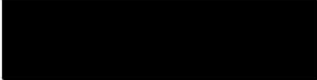
Please consider and make note that bicyclists still have to veer around all the bulb outs on Humboldt St. that were installed several years ago which puts bicyclists back into the traffic lanes. Also note Humboldt is a truck route street.

Personally myself and most of our residents have nothing against bike lanes or bicyclists. Also note all of us will be losing more parking with the new law that went into effect on January 1st. where you will not be able to park within 20 feet in all directions of an intersection (good law). Please just make the lives of our families, seniors and disabled easier. We just desperately need our parking back! I urge all of you to work towards coming up with a more balanced and common sense solution.

Thank you,

Joanne Bennett
[REDACTED]

Sharon Windust



February 3, 2025

Dear San Mateo City Council,

I'm writing to you as resident of North Central San Mateo-San Mateo Heights neighborhood of 42 years with my concerns about the Humboldt Street bike lanes. The bike lanes in District 1 and District 2 have negative impacts on many residents, as we travel on the impacted streets daily and since the installation of the bike lanes, I've seen only a handful of cyclists! The planning for these bike lanes was done in a city silo with very little opportunity for public input. The post cards for the informational meetings were sent after the first meeting at the King Center had passed -- This is very reminiscent of the 7-11 store debacle on East Bellevue Avenue and San Mateo Drive.

Please take into consideration how the actions of few directly impact the many (citizens). I would be curious to know if any of our city council members live anywhere close to the adjacent streets impacted by these, so-called wonderful yet rarely used bikes lanes that are a cause of great inconvenience for the residents. As usual, it seems those in charge are putting the cart before the horse, which is evident with the filing cabinet-esc housing that is being approved... We don't have a lack-of-a bike lane problem; we have an infrastructure problem. Plopping bike lanes in the already parking and traffic-impacted streets along with those useless slurry seal band-aids, plus all of the housing on top of this is causing more congestion, not lessening it. I would love to know who did the initial surveying and how many people were actually surveyed. I know I didn't get a survey... ..and I know many others who were also not able to voice their opinion. If you want an accurate sample of the population, you are going to have to do better -- Send teams into the neighborhoods and walk them! But more importantly, actually talk to the people... You are to go to them, not the other way around.

Perhaps accepting Federal money seems to be the only thing you all care about, rather than being more financially responsible with OUR money. We, the people expect better... and remember: Actions speak louder than words... Talk is cheap. Based on what I see and what many others see... I see nothing but talk.

Sincerely,
Sharon Windust

From: [Anna Lieb](#)
To: [Clerk](#)
Subject: Comment Regarding North Central Bike Lanes Project
Date: Monday, February 3, 2025 8:52:38 PM

To whom it may concern,

My family and I have lived on Creekside Lane (just off Humboldt) in North Central for 3 years now. We love our neighborhood, and one of our favorite things about it is how easily we can get around on foot and by bike. The bike lane on Humbolt Street enables us to take trips by bicycle that we would otherwise take by car, including to my older daughter's school, to the Safeway, to Washington Park, and to the pedestrian bridge over the 101 at Monte Diablo.

The proposal to replace this dedicated bike lane with a full or partial "bicycle boulevard" where cyclists are thrown into traffic for part or all of the route is one that would make it impossible for me and my family (which includes two very young children) to feel safe while making these trips. In my experience biking all over the Bay Area, the only bicycle boulevards that actually feel safe are ones where the street is not a through street for cars (Berkely has a lot of these). Otherwise, I find it a harrowing experience to share a lane with cars going 20-40 mph, with parked cars potentially opening doors on one side. If the traffic calming measures truly changes circulation on Humboldt enough to make a safe bicycle boulevard, surely motorists will be far more inconvenienced than they are now by the loss of parking spots.

This change would also be expensive, and privilege a small number of parking spots at the expense of infrastructure that can be utilized by everyone in the city. At a cost of \$3M for 180 spots, the full bicycle boulevard option would cost \$18,000 per parking spot! Either full or partial removal would likely make the street less safe for cyclists and pedestrians, at a time when collision rates have already been [going up](#).

Lastly, this move feels like a step that exactly opposes the San Mateo 2040 general plan. This plan outlines principles including increasing "the safety, convenience, and appeal of walking, bicycling, and transit use to reduce reliance on gas-powered vehicles" and reducing "single-occupant vehicle trips to reduce air pollution". How is removing bicycle infrastructure in favor of encouraging people to drive single-occupancy cars supporting those principles?

Please keep the bike lane on Humbolt street! And please add more safe bicycle routes so families all over San Mateo may spend less time in cars and more time on bikes.

Best regards,
Anna Lieb

From: [Christine Cook](#)
To: [Clerk](#)
Subject: Fwd: Let's Keep Our Bike Lanes
Date: Monday, February 3, 2025 7:42:45 PM

Hi, I wasn't smart enough to cc this to the "clerk" email address, as well as the "city council" email address

Begin forwarded message:

From: Christine Cook [REDACTED]
Date: February 4, 2025 at 12:36:41 AM GMT+13
To: citycouncil@cityofsanmateo.org, citymanager@cityofsanmateo.org
Subject: Let's Keep Our Bike Lanes

It's beyond a travesty that San Mateo is considering removing the Humboldt Street bike lanes:

1. The bike lanes are relatively recently installed. It's unreasonable to expect that they will be fully utilized in short order, especially since there is little done to enforce key safety elements that greatly affect their use - cars still park in the bike lanes, adjacent traffic still greatly exceeds the speed limit, lighting leaves much to be desired etc. This affects all bike users; children attending nearby schools, and adults using the lanes during early morning and late night hours.
2. City of San Mateo has sidestepped promises made regarding parking access for a community that understood there would be accommodations made to mitigate the effects of the parking spaces that were lost

Removal of the bike lanes will have additional consequences:

1. Substantial monies were received to facilitate the implementation of the lanes. That money will need to be returned, and it's an open question as to whether a city that has a high profile example of a failed project will readily receive future funding.
2. The community will learn that Council doesn't stand behind its decisions, or the 2040 General Plan. Expect lots of additional "vocal minority" action on invalidating Council decisions that don't have universal appeal. This is not a precedent we need to encourage.
3. Removing the bike lanes won't solve the parking problem in North Central. There's a great danger worsening it as a result of "induced" parking demand. Provide spaces for 100 more cars, and 200 will try to crowd into the space. Additionally, how do we justify that there are 100 car owners who are essentially getting a \$4000 parking bonus? There's nothing equitable in this approach. Numerous other suggestions have been made to remedy the parking situation. It's time to explore them fully.... we could start now with basic enforcement of city parking regulations.
4. Removing the bike lanes will hamper future possibilities of creating a network of multimodal transport options.
- 5 This project is largely complete, though it needs additional fine tuning. There are other pressing multimodal circulation, traffic and safety issues to focus on.

Replacement of the bike lanes with a "bike boulevard" is a joke. There are few successful implementations of bike boulevards, and it would be a retrograde step. When asked at the North Central MLK community meeting the table facilitator wasn't able to identify a single one as a good example. She did suggest that a successful implementation was "aspirational". We don't need aspirations though, we need things that really work. Fifth Avenue is reputed to be a bike boulevard. It's not a good implementation, no one is safer.

I'm a local homeowner (and, by extension, property tax payer), and frequent user of our local bike lanes - I don't want to see my tax dollar squandered. Additionally, as a North Central resident, I believe anything that encourages further vehicle volume in our narrow and overcrowded streets is misplaced. The consequences of increased traffic in equity priority communities are well documented, let's not doom North Central to worsening air quality, noise, and stress, as well as future health and safety issues. We already know that the bike lanes have resulted in improved neighborhood safety outcomes. Let's capitalize on this.

San Mateo desperately needs to become a 21st Century hometown, with visible community-facing aspirations to be a safe, liveable, walkable, bikeable and driveable modern city. At the moment, with so many highly visible failed projects this seems like an unattainable goal. Let's send a sign - keep the bike lanes and take action to make them even better. This is an opportunity to step up and make good decisions that serve all needs.

Thank you for your time and consideration.

Christine Cook
North Central resident since 2001

January 16, 2025

Dear Honorable Mayor and City Councilmembers,

I am writing regarding the upcoming discussion by San Mateo City Council about the Humboldt Street bike lanes. My own experience with the Humboldt Street bike lanes has been informed by my experience living and growing up in North Central and feeling the impact of city policies on my neighborhood. Though the City is making real improvements, North Central residents have historically been excluded in city decision-making. **I continue to have significant concerns about how the Humboldt Street bike lanes were initially implemented, but I believe it would be counterproductive and costly to use staff resources to remove them now.**

North Central faces unique parking challenges compared to the rest of the city due to its high population density and because the high cost of living forces many families, predominantly residents of color, to live doubled or tripled up in one household. **Solutions to mitigate parking loss should have been implemented before the Humboldt Street bike lanes were built, but we can still implement them now and have an impact.** Removing the Humboldt Street bike lanes would take significant staff time and potentially require the City to return federal funds spent on the project, putting pressure on the City budget and taxpayers. Instead of using staff time to remove infrastructure, my hope is that the City can work proactively to implement solutions to mitigate parking loss and improve traffic, such as:

- Incentivizing residents to remove unused vehicles from the street and better utilize off-street parking, including by leveraging regional opportunities such as the Bay Area Air Quality Management District's Vehicle Buy Back Program
- Promoting awareness of existing programs such as Peninsula Clean Energy's E-Bikes for Everyone to provide financial assistance to residents who want to cycle but cannot afford an e-bike, collaborating with community partners to expand financial resources and educational programming for North Central residents
- Working with schools to implement transportation demand management (TDM) plans and expand safe routes to school

We have an opportunity to learn from past missteps while moving forward and looking to the future. North Central is disproportionately impacted by traffic safety issues. Many residents have been voicing their concerns about the hazards that pedestrians experience every day due to a lack of lighting and unsafe crossings, and traffic deaths and injuries disproportionately affect people of color by huge margins nationwide. In addition to programming to mitigate parking challenges in North Central, let's focus on improving crosswalks, making intersections safer, and making sure all voices are heard while we do so.

Sincerely,



Noelia Corzo



Strong Opposition to Bike Lane Removal – Prioritize Safety and Sustainability

From Case, Daniel (Euler Hermes USA) <[REDACTED]>

Date Fri 2/7/2025 5:38 AM

To City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Lisa Diaz Nash <ldiaznash@cityofsanmateo.org>; Adam Loraine <aloraine@cityofsanmateo.org>; Rob Newsom <rnewsom@cityofsanmateo.org>; Danielle Cwirko-Godycki <dcwirkogodycki@cityofsanmateo.org>; Nicole Fernandez <nfernandez@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>; Planning Commission <PlanningCommission@cityofsanmateo.org>; Sustainability & Infrastructure Commission <SandlCommission@cityofsanmateo.org>; PR Commission Mailbox <PRCommissionMailbox@CityofSanMateoOrg.onmicrosoft.com>; City Mgr <citymgr@cityofsanmateo.org>

Cc D C <[REDACTED]>

Internal

Dear San Mateo City Council,

I am writing to express my strong opposition to the council's decision to remove the Humboldt Street bike lanes in favor of restoring parking spaces. This decision is a step backward for the city's commitment to safety, sustainability, and equitable transportation access.

The bike lanes were installed as part of a federally funded safety initiative in response to serious traffic incidents, including a tragic crash that left a cyclist in a coma. Removing them not only disregards the safety of cyclists and pedestrians but also undermines efforts to create a more sustainable and accessible city for all residents—especially those without cars, who make up a significant percentage of the North Central neighborhood's population.

Additionally, the proposed alternative—a "bike boulevard" without designated lanes—fails to provide meaningful protection for cyclists. Shared roadways do not offer the same level of safety as dedicated infrastructure, and removing bike lanes will discourage active transportation at a time when cities across the country are investing in more bike-friendly solutions, not fewer.

Rather than spending taxpayer dollars to dismantle existing, functional infrastructure, I urge the council to prioritize safe, multimodal transportation options that serve all residents, not just those with cars. San Mateo has an opportunity to lead by example, fostering a city that is forward-thinking and inclusive. Please reconsider this decision and work toward solutions that prioritize safety, sustainability, and equity.

Sincerely,
Daniel Case

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