

February 1, 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.

# Petitions Signed to Stop Removal of Parking Spaces

From: Trina M Pierce

To:

Date: Tuesday, February 22, 2022, 10:39 AM PST

From: Trina Pierce

Petitions Turned in on Friday to City Hall  
545 (194 was from online)

Today turning in paper Copies, new Signatures 105

Total of online petitions as of 2/22 is 213 (minus 194  
turned in = 19)

545	Already scanned by City
113	New Signatures
19	Updated amount Online

Total ~~669~~  
748

RECEIVED

IAN 21 REC'D

City Council Meeting

Item # General Public Comment  
From: Trina Pierce

TT  
Trinarine  
Trina

T

# Petition

We the undersigned residents of San Mateo are NOT in favor of the removal of 172-214 parking spaces to accommodate the New Bike Lane to be established primarily on Humboldt Street & surrounding streets in North Central

Please use 2 lines to list your email & phone number

Name (printed)	Address (printed)	Signature
Trina Pierce		
Lorothy Bates		
Randy B. B.		
Anaetha Comb		
Roedell Myers		
Ernestine Jackson		
DENNIS E. CAINE		
Olinette Jannis		
WETIE SOWERS		
Ryan McGee		
Tom Miller		
John Ly		
Brandon Benson		
Emmanuel Huff		
Wane Huff		
Carolyn Collins		

Page

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Please use 2 lines to list your email & phone number

Name (printed)	Address (printed)	Signature
Kevin Coggins		
Ernest Davis		
Xing Cai		
Daren Nicholson		
Claudia Rodman		
Gloria Brown		
Jennifer Chapman		
Michael Buehler		
Jessica Gachet		
Terry Campbell		
Brandon Aronson		
Chloe Stetson		
Johana Estrada		
DAN McQUIGG		
DANA P. Polemon		
Denise Quinlan		
Terry McPown		



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Please use 2 lines to list your email & phone number

Name (printed)	Address (printed)	Signature
Linda Robinson		
Email - Ms June B		
Caroline D Aguirre		
Rick Hoag		
Billy Robinson		
Dana Robinson		
Camille Robinson		
Billy Robinson III		
Lateniyia Brown		
MAHENDRA KUMAR		
KIRAN KUMAR		
MEEVAR RAM		
YASHNA RAM		
Sushila Bui		
Suresh Bui		
Paula Ann		

Rae

# Peticion

Nosotros, los residentes abajo firmantes de of San Mateo, no estamos a favor de la eliminacion de 172-214 espacios de estacionamiento para acomodar el nuevo carril de bicicletas que se propone establecer principalmente por la Humboldt Street y otras calles en el area de North Central

Nombre (impresa)	Direccion (impresa)	Firma
Gerardo Salazar		
Jesús Romero		
Natellie M.		
Augusto Huelgas		
Maricela Huelgas		
Carlos Salazar		
Maria Marisa		
ANDI GOZALI		
Yan Yuh Yan		
Elena Orellana		
Guillermo Severo		
Vanessa Severo		
Lynn Kateli		
Santos Orellana		
Moris Orellana		
Hilda Orellana		

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Name (printed)	Address (printed)	Signature
Eliberto Pabon		
Betty Ann Johnson		
Cathy Becerra		
Juan Becerra		
Michael Hatcher		
Juan Becerra Jr		
Diana Sunk		
JAMES LAMARCA		
Linda Chideme		
EUGEN HANTZSCH		
James Montgomery		
ANNA BELEN		
Debbie Chewing		
Long Chewing		
Joseph Chow		
Charles Stanton		
Solomon Resendiz		

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Please use 2 lines to list your email & phone number

Name (printed)	Address (printed)	Signature
Angela Miller		
Kenneth Simon		
Pattie Young		
William Young		
Suzanne McMillan		
Dorothy J Biscoe		
Jackie Moore		
Paul Livesey		
Adrienne Mesnard		
William Bratton		
Randice Padlon		
Nona Simpson		
Marsha Winters		

Page 2

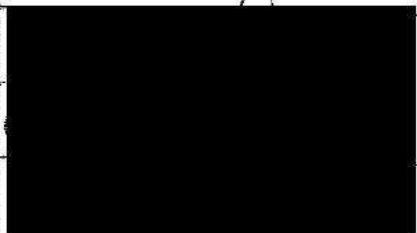

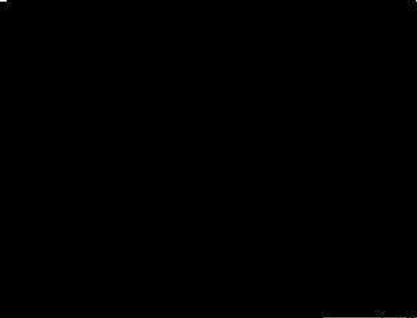
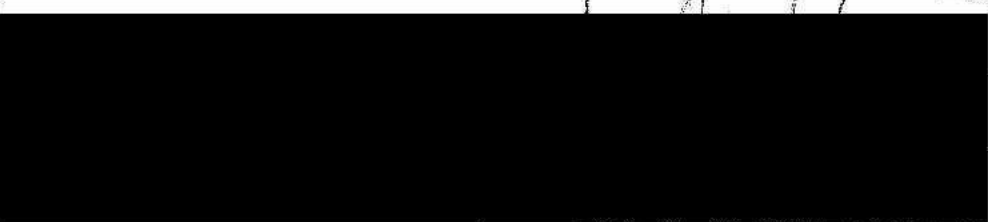
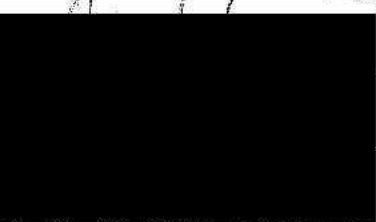






# Peticion

Nosotros, los residentes abajo firmantes de of San Mateo, no estamos a favor de la eliminacion de 172-214 espacios de estacionamiento para acomodar el nuevo carril de bicicletas que se propone establecer principalmente por la Humboldt Street y otras calles en el area de North Central

Nombre (impresa)	Direccion (impresa)	Firma
Alfredo UBAU		
MARIA UBAU		
ESPERANZA Ferrerri		
Michelle Reyes		
DAVID REYES		
yesenia Aguilar		
Ari Pardo Aguilar		
Delmis Aguila		
Maria Sabrie		
Terese Coane		
Joshua Cerun		
Dina Monge		
Jose Escobar		
Martin Escobar		
Elias Cruz		
Renata hernandez		

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Nombre (impresa)	Direccion (impresa)	Firma
Rosa Lopez		
Beatriz Marquez		
Minerva Sanchez		
Amalia De Leon		
Berito Macias		
Bianca Corti Bruna		
Berta Antonia A.		
Ornela Cifuentes		
Albino Garcia		
Rodrigo Garcia		
Josue N. Panamiano		
Samuel A. Baker		
Luis Martinez		
Luis Zucchi		
Atlanio Miranda		
Odilio Reyes		



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**Please use 2 lines to list your email & phone number**

Name (printed)	Address (printed)	Signature
<del>DELLY WITKINS</del>		
JUDY A. HENDRIX		
MARVIN HENDRIX		
MELLE MORANUHI		
CONCORDIA GARCIA		
JOSE GARCIA		
HATTIE FERGUSON		
MATTIE SIMMONS		
<del>MATTIE SIMMONS</del>		
Kerna Stephens		
Martha Melend		
Claudia Lazzarick		
Nancy Gilliland		
Beth Carson		

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*Please use 2 lines to list your email & phone number*

[illegible]

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*Please use 2 lines to list your email & phone number*

Name (printed)	Address (printed)	Signature
AARON	[REDACTED]	[REDACTED]
ANITA	[REDACTED]	[REDACTED]
ANTHONY	[REDACTED]	[REDACTED]
BILLY	[REDACTED]	[REDACTED]
BRIAN	[REDACTED]	[REDACTED]
BRYAN	[REDACTED]	[REDACTED]
CAROL	[REDACTED]	[REDACTED]
CHAD	[REDACTED]	[REDACTED]
DANIEL	[REDACTED]	[REDACTED]
DEBBIE	[REDACTED]	[REDACTED]
DIANE	[REDACTED]	[REDACTED]
DOUGLAS	[REDACTED]	[REDACTED]
ELEANOR	[REDACTED]	[REDACTED]
ELIZABETH	[REDACTED]	[REDACTED]
GARY	[REDACTED]	[REDACTED]
HENRY	[REDACTED]	[REDACTED]
JAMES	[REDACTED]	[REDACTED]
JENNIFER	[REDACTED]	[REDACTED]
KAREN	[REDACTED]	[REDACTED]
LARRY	[REDACTED]	[REDACTED]
MARTIN	[REDACTED]	[REDACTED]
MICHAEL	[REDACTED]	[REDACTED]
NANCY	[REDACTED]	[REDACTED]
PATRICIA	[REDACTED]	[REDACTED]
RICHARD	[REDACTED]	[REDACTED]
SANDRA	[REDACTED]	[REDACTED]
TIMOTHY	[REDACTED]	[REDACTED]
VICTORIA	[REDACTED]	[REDACTED]
WILLIAM	[REDACTED]	[REDACTED]

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Name (printed)	Address (printed)	Signature
Theresa Munoz		
Anna Soto		
John P. Pineda		
ETHEL CATTANEO		
JOHN PATTISON		
EVANNE PARRA		
SIMBI PARRA		
Guendula		
Myraha Pina		
Robt Bernal		
Araceli Wilfredo		
Tyran Lewis		



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Name (printed)	Address (printed)	Signature
Tiffany Gessler		
Kyle Gessler		
Jennifer Lomanti		
[REDACTED] CHAS BUNDY		
Suzette Hytche		
Stanley Pitts		
Nidia Morales		
Ernesto Morales		
Marlon Barrios		
ada Los Pacheco		
marcelos		
Maria Rivera		
Luna Santiago		
Stephane Flores		
Jacob Hohen		
Faiva Schramm		

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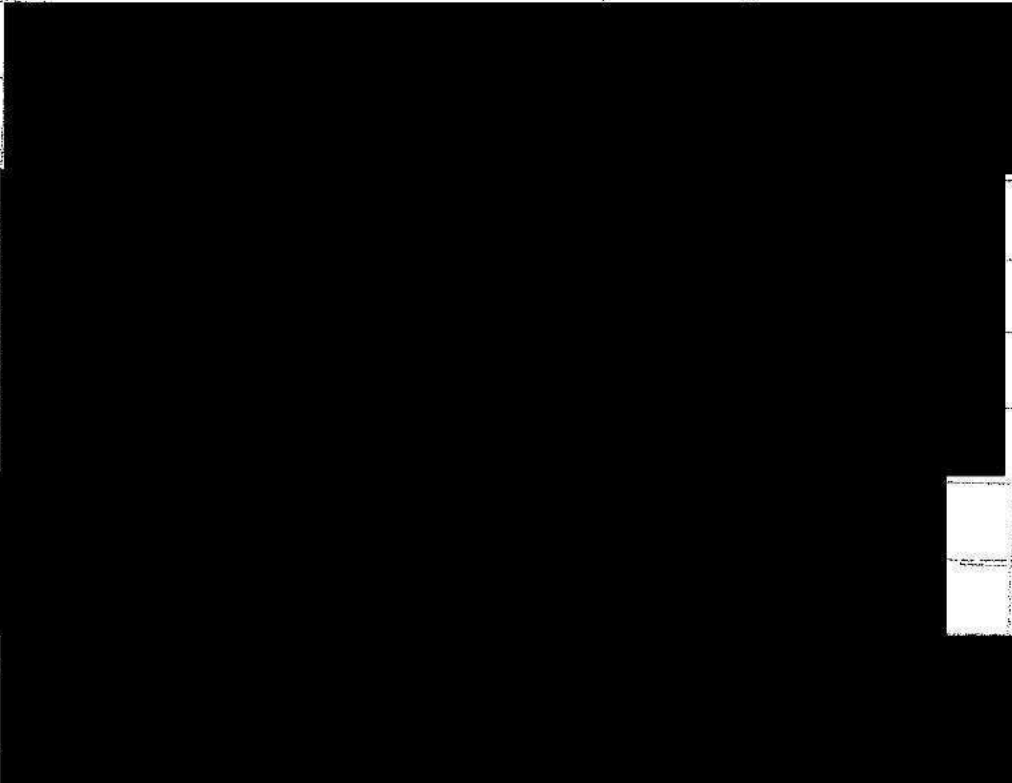

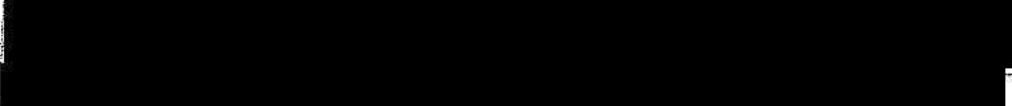
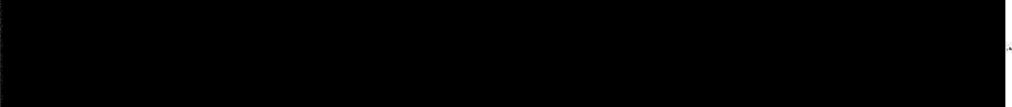
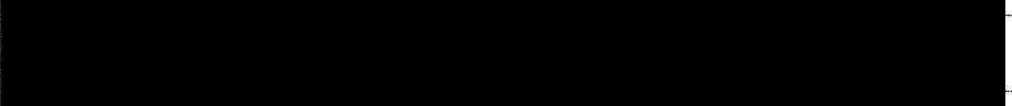
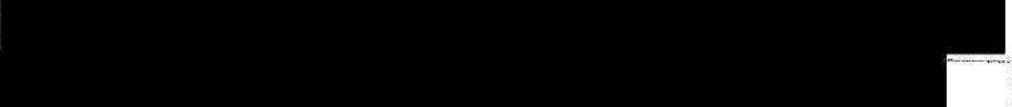
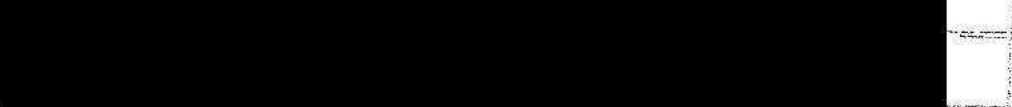
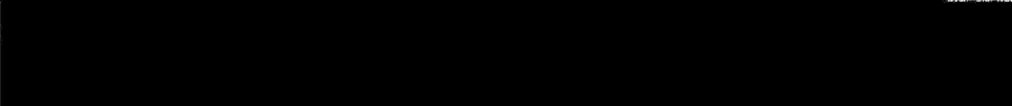










Please use 2 lines to list your email & phone number

Name (printed)	Address (printed)	Signature
Kathy Harwood		
STEVEN GOMEZ		
Charles Titherton		
TARA EDEL		
RICH LOWERS		
ISAAC RIVERA		
C. KENTON SCARB		
Yvette Aguirre		
Corinne Spelman		
Aracy Holt		
DOUG HANDERSON		
TONYA KAUFMAN		
Judith Dana		
John Murphy		
Timmy Murphy		
John DeRosier		



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Nosotros, los residentes abajo firmantes de of San Mateo, no estamos a favor de la eliminacion de 172-214 espacios de estacionamiento para acomodar el nuevo carril de bicicletas que se propone establecer principalmente por la Humboldt Street y otras calles en el area de North Central

Nombre (Impresa)	Direccion (Impresa)	Firma
Muriel Ocasio		
Dalmanara Hernandez		
Enzo Rivas		
Katherine Hoffman		
Eduardo I. Sanchez		
Maria de la Cruz HG		
Gabriel Chirio		
Candelaria		
Ana Perez		
Maria Gonzalez		
		
JOSE GARCIA		
Hector Gonzalez		
David Cruz		
OSCAR Lopez		

# Peticion

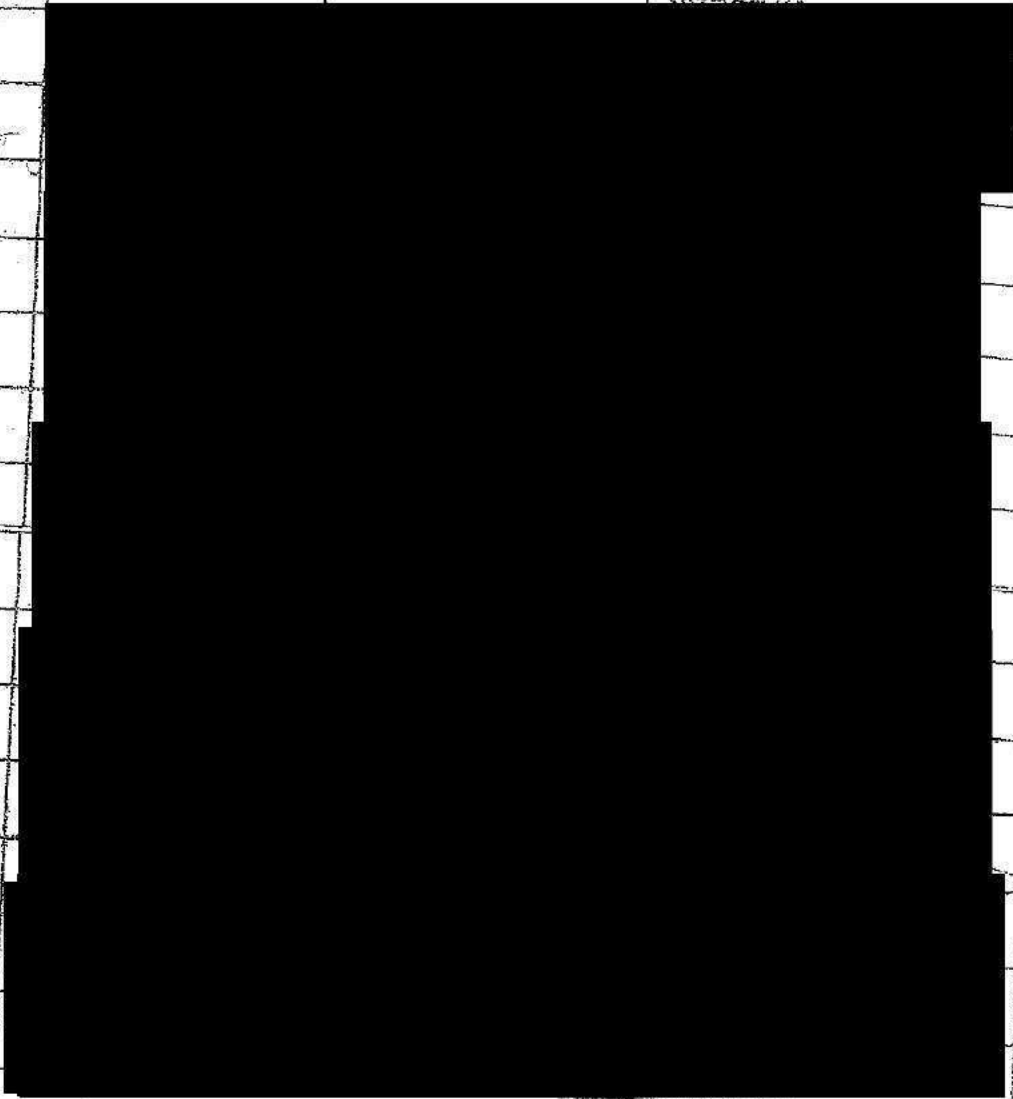
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Nombre (impresa)	Direccion (impresa)	Firma
Lionel Barrios		
Ana Bautista		
EVY HUEARZ		
Michael Lox		
Sergio Gonzalez		
Victoria Lopez		
Maria Hdez		
Gladius Macias		
Esther Vargas		
Luis Gallego		
Francisco Hernandez		
ESTELA Sibrian		
Evelyn Back		
Wendi Perez		
Maria Hernandez		
José G. Moran		

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Name (printed)	Address (printed)	Signature
BRIAN STANLEY		
Eric Fontenot		
Emily Strevell		
Lynn Strevell		
Jonathan Cohen		
Pedro Rosas		
FRED GALTHER		
JAMES TYRRE		
Andy Llanos		
Natalie Gervio		
Thomas Sheldon		
Christi Fontenot		
Desi Iva Fontenot		
Taylor Fontenot		

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Name (printed)	Address (printed)	Signature
Mike Devlin		
Jose S		
JOHN KALB		
[REDACTED]		
William H. Hie		
Samantha Capella		
Dana Capella		
Mandi Brown		
Joseph Brown		
Lilia Vega		
Josefina Macias		
David Vega		
Irene Vega		
Hyndel Guilmetti		
David Guilmetti		
Maria Guilmetti		

Don 15

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Please use 2 lines to list your email & phone number

Name (printed)	Address (printed)	Signature
Penina Guerra-TTFR		
Ricardo Contrera		
LA BINA		
Caitlin McManus		
Brian McManus		
LOLA McMANUS		
BRIAN AVILES		
Stephanie B		
Aaron Anderson		
Justin Schlesinger		
Mark Schlesinger		
Richard Baker		
BARBARA BAKER		

Page

\_\_\_\_\_

Date: Feb 9, 2022 at 5:14:51 PM

\_\_\_\_\_

Anita

100-100000

We the undersigned residents of San Mateo are NOT in favor of the removal of 172-214 parking spaces to accommodate the New Bike Lane to be established primarily on Humboldt Street & surrounding streets in North Central

Please use 2 lines to list your email & phone number

[illegible]



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[illegible]

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[illegible]

# Petition

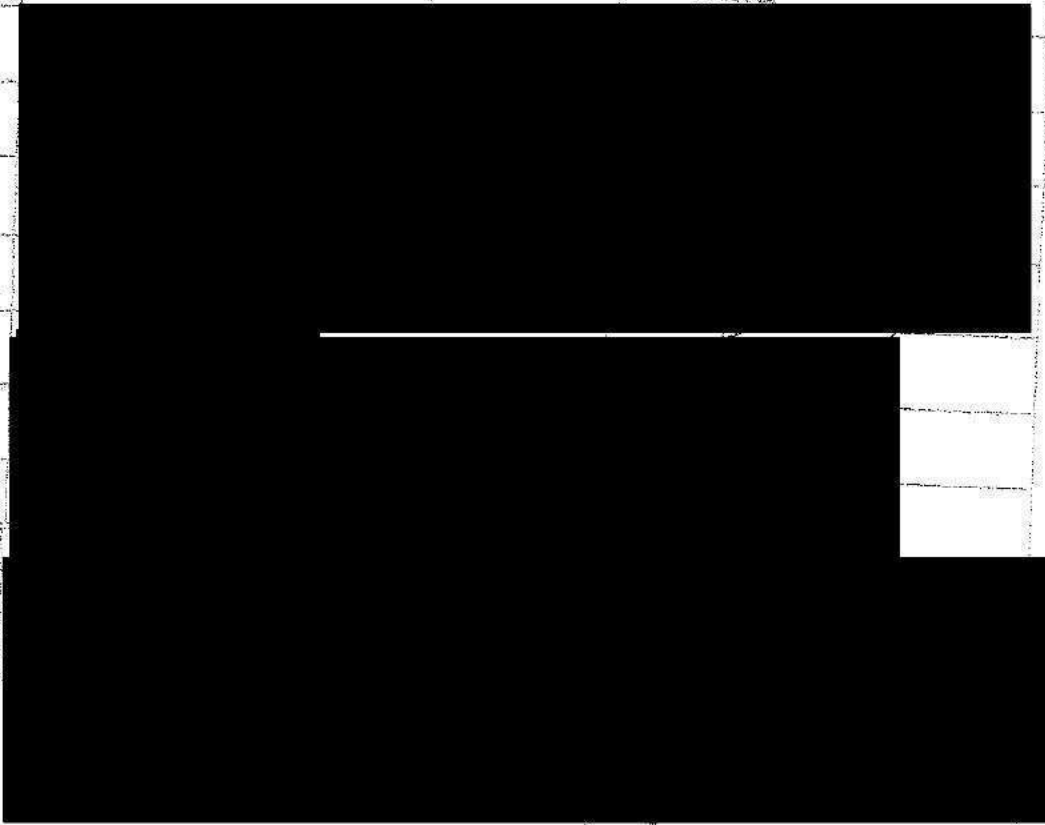
***We the undersigned residents of San Mateo are NOT in favor of the removal of 172-214 parking spaces to accommodate the New Bike Lane to be established primarily on Humboldt Street & surrounding streets in North Central***

***Please use 2 lines to list your email & phone number***

[illegible]

2/1/07

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 San Mateo, no estamos a favor de la eliminacion  
 de 172-214 espacios de estacionamiento para  
 acomodar el nuevo carril de bicicletas que se  
 propone establecer principalmente por la  
 Humboldt Street y otras calles en el area de  
 North Central

Nombre (impresa)	Direccion (impresa)	Firma
Gervin Balcin		
Redacted		
Marta Ponce		
Eugenia Gonzalez		
Lily Gomez		
Alicia Vargas		
Redacted		
Jose Ramil		
Agustin Melonar		
Nancy Vimalhi		

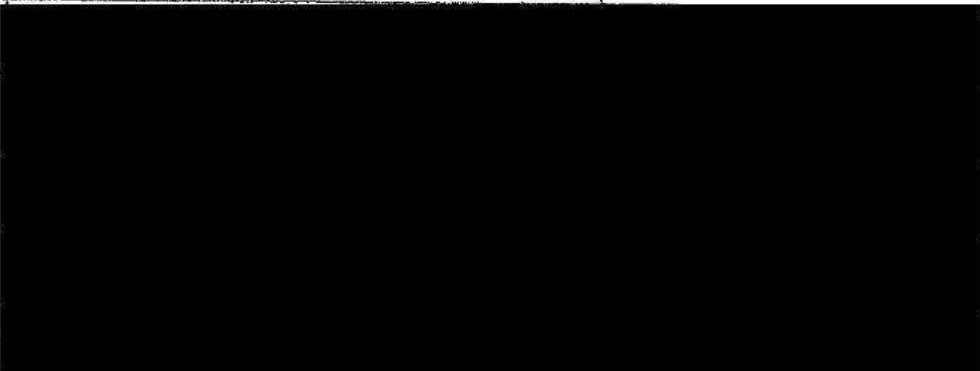

Please use 2 lines to list your email and phone number

Page No. \_\_\_\_\_

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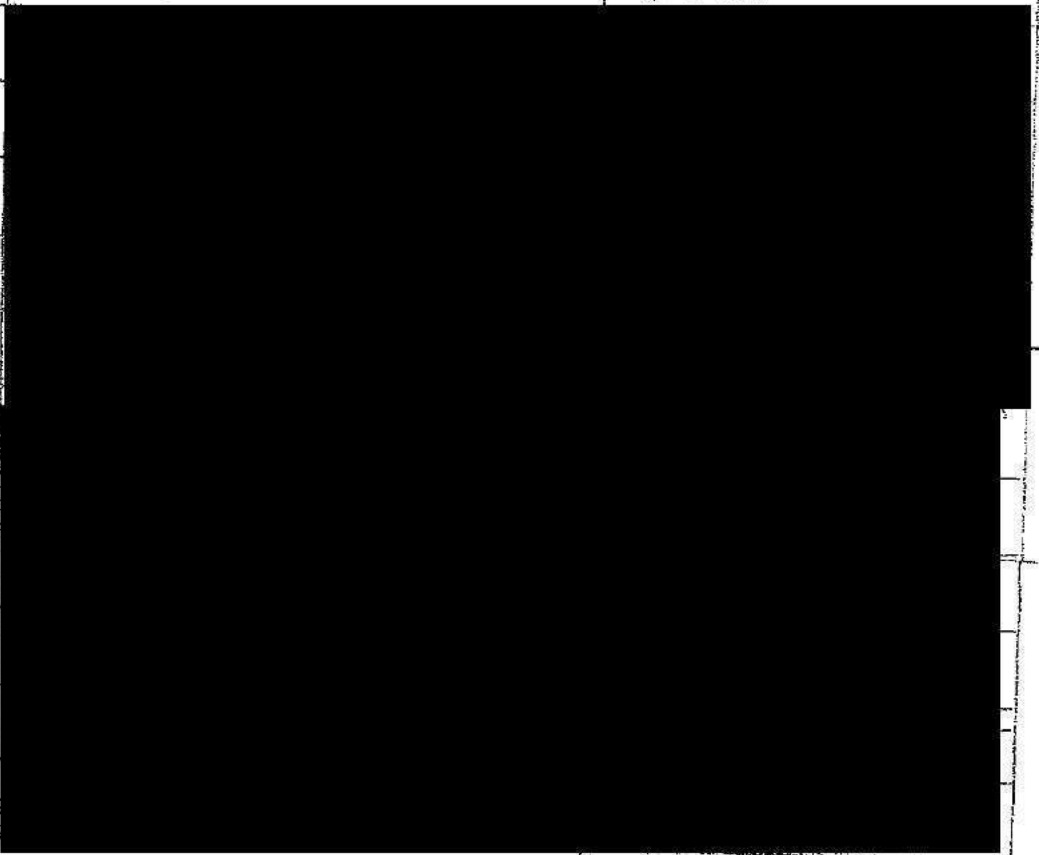
Name (printed)	Address (printed)	Signature
Martha Tangel		
Jacqueline Paris		
Sosie Luzzano		
Dolores Alvarez		
Jessica Hernandez		
Rodrigo Hernandez		
Isela Sanchez		
FRANCY XERIN		
Adriana Ochoa		



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Please use 2 lines to list your email & phone number

Name (printed)	Address (printed)	Signature
Alexis Cilia		
martha ester		
Omar Guzman		
Jaya Saldan		
Layne Trench		
Mina Medina		
Emma Scherer		
Hernandez Luna		
Oscar Aranda		
Ted Donnelly		
Rodriguez Hernandez		

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**We the undersigned residents of San Mateo are NOT in favor of the removal of 172-214 parking spaces to accommodate the New Bike Lane to be established primarily on Humboldt Street & surrounding streets in North Central**

**Please use 2 lines to list your email & phone number**

[illegible]

Radu

2. The following are the names of the people who were present at the meeting:

ÿpName City State Postal Code Country Signed On

Trina Pierce

Benaiah Wilberforce

Alan Louie

Leia Austin

Nora Li

Donna Minatra

Tristen Moors

Monica Strabala

Nicole Wiegand

Rich Strabala

Kelly May

Jonathan Ramirez

Milton Tomasino

Frank Salinas

Rajunesh Maharaj

Jonathan Ramirez-Sanchez

Walid Abid

Arturo Molina

Samantha Joachim

Chris McKellar

Ema Halpin

Alison Halpin

Matthew Baumann

Lisa Joachim

Weich Maleta

Natalia Tatola

Andersen Fung Smith

Austin Glascock

Thomas Halpin

Anthony Pacelli

JP Scheller

Guillermo Delgado

Santos Rumbo

Kim Banas

Daniel Chapman

Aldo Bamaca

Cyrus Vance Milan

37

Diego Ramirez [REDACTED]  
Shaylona Wheeler [REDACTED]  
Zaniesha Woods [REDACTED]  
Vertna Williams [REDACTED]  
Claudia Tatola [REDACTED]  
Anna Tatola-ortiz [REDACTED]  
Ginger Joachim [REDACTED]  
Curshawna Granger [REDACTED]  
LeeAnn Gunter [REDACTED]  
Patricia Ciapponi [REDACTED]  
Teresa Pale [REDACTED]  
Charlie Norman [REDACTED]  
Mignon Page-Broughton [REDACTED]  
Anna Belanger [REDACTED]  
Kassandra Montgomery [REDACTED]  
zina butler [REDACTED]  
Kiera Aldridge [REDACTED]  
sophia heath [REDACTED]  
Alonzo Brian Emery [REDACTED]  
Kyle Terada [REDACTED]  
Hope Trygstad [REDACTED]  
Thomas Sheldon [REDACTED]  
Elena Fresquez [REDACTED]  
kim hoffman [REDACTED]  
Anthony Arrechea [REDACTED]  
janice hudson [REDACTED]  
Virginia McIsaac [REDACTED]  
Susanne Scher [REDACTED]  
Sandra DiMatteo [REDACTED]  
Victor and Kate Rainaldi [REDACTED]  
Bijan Yavari [REDACTED]  
Surena Yavari [REDACTED]  
Mona Lotfi [REDACTED]  
Jolaiya Aldridge [REDACTED]  
Frank Lam [REDACTED]  
Dasha Herrera [REDACTED]  
Sheila Callaghan [REDACTED]  
Trina Bowsher [REDACTED]  
Hernando Garcia [REDACTED]

Elizabeth Connolly [REDACTED]  
Nat Valik [REDACTED]  
Mike Peyzner [REDACTED]  
dexter Chiang [REDACTED]  
Susheela Carroll [REDACTED]  
mike minerva [REDACTED]  
Brittany Thompson [REDACTED]  
Lucy Lopez [REDACTED]  
Gail Marlin [REDACTED]  
Cassandra Garcia [REDACTED]  
Vanessa Haney [REDACTED]  
Gerardo Salazar [REDACTED]  
Jeshua Reinado [REDACTED]  
Jason Liao [REDACTED]  
Debbie Sardino [REDACTED]  
  
Ana Fonua [REDACTED]  
Kimberly Sosa [REDACTED]  
Teresa Wen [REDACTED]  
Madison Huynh [REDACTED]  
Stephen & Susan Bell [REDACTED]  
Claudia Marquez [REDACTED]  
Mark Awad [REDACTED]  
Courtney Stalley [REDACTED]  
Peter Martin [REDACTED]  
Joel Sato [REDACTED]  
Kevin Hwang [REDACTED]  
Irasema Carranza [REDACTED]  
Eunice Chan [REDACTED]  
carol gillett [REDACTED]  
adrienne kent gunst [REDACTED]  
Phyllis Berwick [REDACTED]  
Pegah Shahmirza [REDACTED]  
Hernando Gonzalez [REDACTED]  
Jeannine Klopocki [REDACTED]  
Bogdan Klopocki [REDACTED]  
Celmy Kantun [REDACTED]  
Elizabeth Valdez [REDACTED]  
Kim Cresci [REDACTED]  
Rebecca Baltodano [REDACTED]

39



Ronald McGoldrick [REDACTED]  
Kielan Crow [REDACTED]  
Brittany Venturelli [REDACTED]  
John Dos Ramos [REDACTED]  
Brennan W [REDACTED]  
Marcia Wachna [REDACTED]  
Dev Patnaik [REDACTED]  
Diane Morris [REDACTED]  
Andrea Lopez [REDACTED]  
LynetteA Bartel [REDACTED]  
John Chetcuti [REDACTED]  
Monica Devoy [REDACTED]  
juliet vimahi [REDACTED]  
Martin Taualo [REDACTED]  
Kia Myers Holsey [REDACTED]  
Kendra Williamson [REDACTED]  
Irene Vega [REDACTED]  
Carlene Brasel [REDACTED]  
Julia Osuna [REDACTED]  
Audrey Smith [REDACTED]  
Penny Wilkns [REDACTED]  
Danelle Rienks [REDACTED]  
Kim Hoffmann [REDACTED]  
Carla Sheldon [REDACTED]  
Alberto Garcia [REDACTED]  
Leslie Talley [REDACTED]  
Althea Hori [REDACTED]  
Anna Kuhre [REDACTED]  
Joanne Stodgel [REDACTED]  
Shanti forte [REDACTED]  
Jason Pullen [REDACTED]  
Cynthia Arevalo [REDACTED]  
Christine Hanan [REDACTED]  
Sandra Palma [REDACTED]  
Maria Palma [REDACTED]  
Jeff Gilbert [REDACTED]  
Silvia Yoc [REDACTED]  
Jennifer Hilliard [REDACTED]  
CINDY ANTONIA771 [REDACTED]

39

Yas Suzuki [REDACTED]  
Q Z [REDACTED]  
carol murphy [REDACTED]  
Chrissy newsom [REDACTED]  
betty harada-garcia [REDACTED]  
John & Dorothy Meyer [REDACTED]  
Jillian Abinader [REDACTED]  
Suzanne Volmer [REDACTED]  
Gina Williams [REDACTED]  
Amy Tatsutani [REDACTED]  
Allison Leong [REDACTED]  
Loreley Fernandez-Davila [REDACTED]  
Patricia Marsala [REDACTED]  
Shirley Escobar [REDACTED]  
Haydet Giullanetti [REDACTED]  
Jose Garcia [REDACTED]  
Zila Saigado-meza [REDACTED]  
Anna Traverso [REDACTED]  
Yvette Batrez [REDACTED]  
Denise Strehl [REDACTED]  
Jeanne Guynes [REDACTED]  
Linda Lowe [REDACTED]  
Kara McGinty [REDACTED]  
Tea Tran [REDACTED]  
Sandra Gonzalez [REDACTED]  
Cynthia Botello [REDACTED]  
Wendy Lee [REDACTED]  
Linh Bui [REDACTED]  
Kandice Podlone [REDACTED]  
Julian Botello [REDACTED]  
María Carmen Botello [REDACTED]  
Mirna Hardy [REDACTED]  
Michael Mozzone [REDACTED]  
Kimya Cotton [REDACTED]  
Elena Gumina [REDACTED]  
Margarita Garcia [REDACTED]  
Richard Axelrod [REDACTED]  
Ashley Garcia [REDACTED]  
Wendy O Connors [REDACTED]

38



# Petition

We the undersigned residents of San Mateo are NOT in favor of the removal of 172-214 parking spaces to accommodate the New Bike Lane to be established primarily on Humboldt Street & surrounding streets in North Central

Please use 2 lines to list your email & phone number

Name (printed)	Address (printed)	Signature
Lawrence Andrews		
CATHERINE McFILLION		
MAY GONZALEZ		
JESUS GREGORIO		
Edwin Gaspar		
Cloris San Cristobal		
Maria Pineda		
Richelle Conner		
Leif Key/Broder		
Robert to Zuma		
Andrea Howard-Washington		
Richard Washington		
Diana Chasler		

SECRET

We the undersigned residents of San Mateo County are NOT in favor of the removal of 172-214 parking spaces to accommodate the New Bike Lane to be established primarily on Humboldt Street & surrounding streets in North Central

Please use 2 lines to list your email and phone number

Name (Printed) \_\_\_\_\_

Address (Printed)

## Signature

TIM LUCAS  
 JORGE FRANCO  
 CROON, LARRY  
 PETER FRANK



# Peticion

**Nosotros, los residentes abajo firmantes de of San Mateo, no estamos a favor de la eliminacion de 172-214 espacios de estacionamiento para acomodar el nuevo carril de bicicletas que se propone establecer principalmente por la Humboldt Street y otras calles en el area de North Central**

[illegible]

# Petition

We the undersigned residents of San Mateo are NOT in favor of the removal of 172-214 parking spaces to accommodate the New Bike Lane to be established primarily on Humboldt Street & surrounding streets in North Central

Please use 2 lines to list your email & phone number

Name (printed)	Address (printed)	Signature
HARISH CHANDRA		
ALAN CHAN		
ANDY CHAN	✓ ✓ ✓	
Thang Thang	✓ ✓ ✓	
Luis Fernandez		
Tony Sengco	✓ ✓	
Nelson Chan		

12

Red Umbrella

BRENNAN WOOD









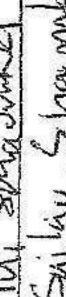


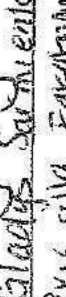

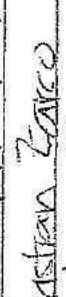
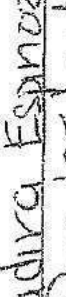






Wynette Bartel

SUFI TAIWAN

9

Los abajo firmantes residentes de la ciudad de San Mateo estamos protestando y no a favor de la remocion de espacios de estacionamiento para acomodar la instalacion de carriles para bicicletas en Humboldt Street, en North Central San Mateo.

We the undersigned, residents of the City of San Mateo are protesting and not in favor of removal of parking spaces to accomodate installation of bike lanes on Humboldt Street, in North Central San Mateo.

Name/ Nombre	Signature/ Firma	Address/ Direccion	Phone/ Telefono	Email/ Correo
Michael Bucher		[Redacted]	[Redacted]	[Redacted]
GLENN LEE		[Redacted]	[Redacted]	[Redacted]
Franka Kohn		[Redacted]	[Redacted]	[Redacted]
Popavili Kipani		[Redacted]	[Redacted]	[Redacted]
Luysinetti		[Redacted]	[Redacted]	[Redacted]
Romney Hingavaka		[Redacted]	[Redacted]	[Redacted]
Opale Hingavaka		[Redacted]	[Redacted]	[Redacted]
Enane. Schumka		[Redacted]	[Redacted]	[Redacted]
Olivia Schumka		[Redacted]	[Redacted]	[Redacted]
Tui Schumka		[Redacted]	[Redacted]	[Redacted]
Sulau Schumka		[Redacted]	[Redacted]	[Redacted]
Ala Ningalan		[Redacted]	[Redacted]	[Redacted]
Daisy Uga		[Redacted]	[Redacted]	[Redacted]
Glades Sachuelo		[Redacted]	[Redacted]	[Redacted]
Priscilla Fakatamarii		[Redacted]	[Redacted]	[Redacted]
Ylisa Fakatamarii		[Redacted]	[Redacted]	[Redacted]
Cristian Zarco		[Redacted]	[Redacted]	[Redacted]
Yadira Espinoza		[Redacted]	[Redacted]	[Redacted]
Douglas Leano		[Redacted]	[Redacted]	[Redacted]
Lilliane Schumka		[Redacted]	[Redacted]	[Redacted]
Meresa Schumka		[Redacted]	[Redacted]	[Redacted]
Jessica Fahuu		[Redacted]	[Redacted]	[Redacted]

the undersigned, residents of the City of San Mateo are protesting and requesting that the City of San Mateo take the following actions to address the issues as on Humboldt Street, in North Central San Mateo.

abajo firmantes residentes de la ciudad de San Mateo estamos protestando y no a favor de la remocion de espacios de estacionamiento para acomodar instalacion de carriles para bicicletas en Humboldt Street, en North Central San Mateo.

ne/ Nombre	Signature/ Firma	Address/ Direccion	Phone/ Telefono	Email/ El correo electronico
------------	------------------	--------------------	-----------------	------------------------------

Juanita Rodriguez

Alexander Johnson

John Johnson

VICTOR TANG

IRINA BOGDAN

RYAN MILLER

Juanita Rodriguez

Alexander Johnson

Kessenia Lopez

OSCAR J CABALLERO

JOSEPH T. CABALLERO

JOSE BARRA

JOSE + MARIA JERONIMO

JOSE TORRES

JOSE RAMIRO

JENNIFER RODRIGUEZ

JENNIFER BARRA

JENNIFER BARRA

JOSE VILLOTA

JOSE VILLOTA

JOSE VILLOTA

JOSE VILLOTA

JOSE VILLOTA

JENNIFER PLANTENBERG

Lilia Vega

Wend Vega

Joanne Bennett

Charles Fano

Jan Schumpke

Shane Schumpke

Ruperto Vago

Yuri Vago VAIUNGA

Robert Vago

Laura Kida

Steve Unga

DOSQUO QUINT-

Manuel Herichu

Elva-Reguel-

Rauldo-Copel-

Ana Escobar

RJ PINE

Hugo Velazco

Manny Romier

Oscar Velazco

JESUS BURELO

Isacota

Philip Tan

Kenneth Rodriguez

Tom Schmidt

SEAN MIER

Alex DePalma



Jan. 17, 2025

To: San Mateo City Council  
Subject: Humboldt Bike Lane

I know you, the council, have to make a big decision about the Bike Lane.

There are a few new council members that may not have heard the residents of North Central. Who spoke before the council last year. Or had a chance to read the letters sent to the council last year. I think it is important that the new members understand the affects the Bike Lane has on the entire group of North Central.

For example last year, one resident of North Central got up to speak to the council one night. He was nervous, sly and spoke softly, but he was only 10 or 11 years old. Basically he said he no longer played outside in the yard. Because they were parking cars there now. You might say go to the park, 6 blocks away. But what parent comes home from work and has 2 hours to walk the children to park to play. Verse the children playing in their yard and knowing they are safe. So this is not just about parking spaces. This affects kids too. If you think the children have a Bike Lane to ride in. Here is a question, for the council members, would you allow your children (12 years old or younger) to ride in the Bike Lane on Humboldt St.. As cars drive by at 20 mph and within 3 feet of the bicyclist. Be honest with yourself.

Advocates of the Bike Lane say it's a way for the bicyclists to get fresh air and exercise. But some children are losing that privilege, because of the Bike Lane.

One day, I counted the houses on one block of Humboldt St. on both sides of the street. And I just counted houses, not Condos or apartments. There are 10 houses, since installing the Bike Lane there are 4 houses

now parking cars in the front yard. That is 40%. I don't know about the other blocks, but it's probably happening on other blocks.

As you decide this issue, are you going to give non-San Mateo residents the same consideration? Like the person who said the Bike Lane looks good, but never said if they used the Bike Lane and they are from Burlingame. Verse San Mateo resident, who says they have to walk a block from where they parked their car to their home.

I attended last week's council meeting. A gentleman spoke to the council, he stated that accidents were down and we should keep the Bike Lane. Implying that the Bike Lane is the reason for less accidents. He didn't offer any facts, like how many accidents happened on Humboldt St. before the Bike Lane and after installing the Bike Lane. And I believe he was a non-San Mateo resident. This would be, like me saying Hillsdale Mall reported a 10% increase in shoppers to the mall last year. So we should keep the Bike Lane, because it helped the mall.

So I hope the council base their decision on facts and not on opinion.

Here's a fact you know, the residents of North Central have complained about losing parking spaces for years. By writing letters to the council, signing petitions and attending council meetings.

You may think that only the residents of Humboldt St. are affected by the Bike Lane, since they lost parking space in front of their homes. But the cars that park on the west side of Humboldt St., have to find a new place to park. Some are parking in their yards, but the rest are parking on the streets in the neighborhood. This is how it affects the whole neighborhood, say a Humboldt resident parks his car on a side street, like Tilton Ave., now a resident of Tilton can't find parking in front of his home, so they park on Grant St. and it goes on and on. This is just one car, think about the number of parking spaces lost on Humboldt St.. It's like playing Musical Chairs, but instead of chairs it is parking spaces and instead of playing in a yard, it is played in the North Central neighborhood.



Why didn't Humboldt St. get a Share Bike Lane, like Delaware St? If Humboldt St. got a Share Bike Lane, that probably would have been the better choice. The residents would not lose parking spaces. Children would have yards to play in. Bicyclists and drivers would have to learn to share the street. And it would have spared the council and the North Central residents all this stress.

So as you decide the future of the Bike Lane, think about 75 bicyclists who may use the Bike Lane and the hundreds of residents.

Finally, do you think if the Bike Lane is removed, bicyclists are going to stop riding their bicycles. Or the bicyclists who use the Bike Lane to get to and from work, are going to quit their jobs.

North Central Resident

## Katherine Sheehan

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**From:** Max Mautner <[REDACTED]>  
**Sent:** Tuesday, January 21, 2025 11:08 PM  
**To:** Katherine Sheehan; Jay Yu  
**Cc:** Mike Swire; Mike Swire  
**Subject:** Re: Invitation: Humboldt Ave Bike Lanes - Q&A with Mike @ Fri Jan 17, 2025 10am - 10:30am (PST) (null)

Hi Katherine & Jay (CCing Mike),

I took your suggestion and [made a video](#) revisiting what it is like riding with bike lanes now, versus [2.5 years ago](#).

I also tried out riding my bike on Idaho Street last night, and I want to share my thoughts:

I immediately noticed that Idaho has a 2-way stop at every single intersection. This would require bicyclists traveling north-south who utilize a hypothetical "bike boulevard" on Idaho to stop and yield for east-west traffic at every block of travel.

I can't think of an existing bike boulevard with such a bicyclist-hostile design. It seems contradictory to the point of a "boulevard" to be stopping every block, waiting and yielding to motorist cross-traffic. Is this a misunderstanding on my part?

This every-block-stop on Idaho also diminishes the value of any traffic-calming installations on the intervening blocks, in my mind.

Realistically, I don't expect that bicyclists will observe signage to detour off of Humboldt for a segment where parking is restored and bike lanes are removed--measurably increasing the likelihood of a bicyclist injury or fatality on Humboldt and increasing riding on the sidewalks.

I thought I should share this feedback directly with you both, if it's not already on your radar.

Thank you again for meeting with Mike & I this past week. We really appreciate your willingness to engage with us as you study options.

I regrettably believe that you are tasked with chasing design alternatives that would measurably reduce bicyclist safety on this corridor & in the neighborhood at large.

Staff & the community (in the Bike Master Plan) prioritized Humboldt over possible alternatives as it had the most merit above all other choices.

The measurable traffic safety impacts of installing bike lanes on Humboldt seems to have been lost in communications about the North Central Complete Streets survey, unless I have missed it.

I'd urge you to share with the council and the public at the Feb. 3rd meeting what safety effects the bike lanes installation have had--hopefully you have this data collected and shareable. If not, then I think it

would be incumbent upon you to share that this data has not been collected/measured/analyzed, as this data should be a critical input to decision making on what to do next.

Thanks again and see you soon,

Max Mautner

10/31/24

To whom it may concern,

I live in the north central neighborhood on Humboldt st. We have been at our home for 40 years. The bike lanes on Humboldt st have caused challenges for us and our neighbors. We lost too many parking spaces, that its difficult to find open space parking nearby. We sometimes have to park 3 4 blocks away. Mail carriers and delivery trucks have no where to park and sometimes block driveways and fire hydrants. Hosting my children's birthday parties, is inconvenient for guest since there is no parking for them. We spend lots of time in the front yard, and have seen very little use of the bike lanes. The bike lanes are dangerous, drivers on Humboldt st are constantly speeding. Many of my neighbors with children have said " I would not let my kids ride their bikes on the dangerous bike lanes". Many bikers use the sidewalk, as they too say its dangerous. There was one day when we had a plumbing issue. The plumbers work truck with a trailer needed to park on the bike lane to have access to the sewer clean out. Within 5 minutes of being parked they gave them a parking ticket. Please consider in giving the north central neighborhood there parking spaces back.

Sincerely,  
Maria Mariscal



**From:** [REDACTED] >  
**Sent:** Monday, December 9, 2024 12:25 PM  
**To:** Public Works [REDACTED] >  
**Subject:** Attn: Jay Yu

Regarding Humboldt Bike Lane

I attended the meeting at MLK center where you represented information on the bike lane.

I am particularly interested in learning more about the Preliminary Bike Usage slide you showed. If I recall correctly you said that based on the data it indicates 250 bikes a day are using this bike lane. I may have misheard but I would like to verify that that statement was made. Can you please verify what you said and how you reached that conclusion?.

I did have an opportunity to talk with a different person after the meeting (you referred me to him when I came up to you to discuss this). I'm sorry I don't remember his name. He did say this data was gathered on one day, using video cameras, and the data represents the number of bikes crossing particular intersections, so it could be that one biker was counted several times as he/she traveled the corridor. That makes sense.

What doesn't make sense is this data shows 65 bikes passed through the Tilton Ave intersection but all the rest of the intersections had much less. This indicates an unusual amount for one intersection and makes me wonder where did these 65 riders come from and where did they go after the passed through the intersection? It just doesn't make sense to me.

I live one block off Humboldt on Idaho Street and I rarely see any bikers using the bike lanes so its hard to me to accept that on this particular day there were at least 65 bikes crossing through Tilton. If that statistic is accurate, that indicates that almost 2,000 bikes a month use the bike lanes (65 bikes x 30 days in month). How could I not be seeing them? Another slide presented during your presentation (Slide II Community Feedback) indicated that the community has advised the City that there is Low Bicycle Usage, so I'm not the only one who is not seeing 2000 bikes a month. If, in fact, that bike lane is so heavily used, why is the City taking another look at the bike lanes? Wouldn't you be touting its huge success?

Something is not right. I would appreciate any feedback from you regarding this.

Claire Stephens

From: Eric Stern [REDACTED]

Sent: Monday, January 13, 2025 7:02 PM

To: City Council (San Mateo) [REDACTED] >; Jay Yu [REDACTED]

Subject: Humboldt St. Bike Lane Feedback

Hello,

I'm writing in regarding the Humboldt St bike lane and parking situation. I've lived in San Mateo for about ten years, and in North Central for the last five years. Since moving in, the roads have always been problematically full due to the parking situation - a large number of residents are forced to rely on street parking. Not only does this make driving on the narrow streets in the area challenging and risky, I'll often encounter unsafe situations as a pedestrian from drivers navigating the situation. My own driveway gets regularly blocked, and visibility at intersections - both as a pedestrian and driver - is terrible, making crossing risky. It's also generally a quality of life issue day to day (hosting anything when friends can't park is quite a challenge), and a pretty serious concern for e.g. seniors who have to park a great distance from where they live. While the visibility-related issues should be improved by the new daylighting laws, the parking shortage and impact of same will be magnified since the law removes a lot of previously-legal parking areas. During my time here, the installation of the bike lanes on Humboldt St made the situation even worse, since it removed a lot of street parking causing it to overflow to the surrounding streets (I live on [REDACTED] one street down from Humboldt). Any safety issues that may have been resolved on Humboldt itself have simply been shifted to surrounding streets - and often magnified since they're generally much narrower. While I support cyclists in general and would love to see more people using transportation other than cars, it's just not a realistic option for a lot of residents in my area. I very rarely see cyclists during my typically twice-daily walks downtown, and on the occasion I do see one, it's quite rare they're actually using the bike lanes where they do exist. As such, I want to voice my support for removal of the bike lane and restoration of the previous parking spaces along Humboldt.

Thanks for reading. Happy to discuss further if you would like any clarification or additional context.

Best,

Eric Stern

North Central San Mateo resident

**From:** Seema Patel [REDACTED]  
**Sent:** Wednesday, December 4, 2024 3:37 PM  
**To:** City Council (San Mateo) <[REDACTED]>  
**Cc:** Jay Yu [REDACTED] >  
**Subject:** Residential Parking Permit Program & Bike Lanes

Hello City Council!

Although I currently serve as the Chair of the Planning Commission, I write to you today in my personal capacity as a resident of San Mateo who lives within a block of the Humboldt St Bike Lanes and uses them often.

I am unable to attend tonight's community meeting on the Humboldt Bike Lanes. The addition of painted bike lanes on Humboldt Street was a significant safety improvement for our community. (Neighborhood residents have long raised concerns about vehicle speeds on Humboldt St - a [recent study](#) showed that bike lanes reduced the top speed of vehicles by 28%!) My family uses these bike lanes to/from school, Coyote Point, Burlingame, and many other destinations given that Humboldt St is a significant connector in San Mateo's transit network.

In the previous outreach for this project, many community members expressed frustration at the amount of commercial vehicles and inoperable vehicles parked on the streets in the neighborhood. Some residents felt it was unfair that some of their neighbors had high numbers of cars per household. Many residents expressed support for a residential parking permit program (RPPP) and it seemed like the City was going to explore implementing one in North Central as part of the proposed parking mitigation strategy.

My understanding is that implementation of a RPPP did not get very far because the City's current [Residential Parking Permit Program Policy and Procedures](#) require the City to identify a non-residential "Parking Generator" to create a new Residential Parking Permit Program Zone:

1. Parking Generator Identification – A non-residential parking generator must be identified that creates a parking overflow into the proposed residential parking permit area. The parking generator may be a school, business, commercial district or commercial use. The program is not intended for use in areas or on streets where there is a mix of commercial and residential use.

I believe this requirement is overly restrictive and should be eliminated. The city should be able to implement a RPPP Zone for any reason that the Council deems sufficient. If explicit requirements must be included, the removal of parking spaces seems like a valid justification for creation of a RPPP Zone. It may be better to condition a RPPP Zone on parking availability - for example, more than 90% of street parking spaces being occupied during peak times. Furthermore, as more of our land use transitions to mixed-use development, RPPP Zones may help alleviate residents' concerns about the impact of new development on parking availability, so the exclusion of mixed-use areas from the program and the requirement for a non-residential generator seem problematic. I believe a

Residential Parking Permit Program Zone could help alleviate parking availability in North Central and encourage the City to change the requirements to make it possible to implement one in the neighborhood.

Thank you so much for your consideration!

Regards,  
Seema Patel

From: Katrina Castillo [REDACTED]

Sent: Monday, January 20, 2025 2:18 PM

To: City Council (San Mateo) <[REDACTED]>; Clerk  
<[REDACTED]>

Subject: Support for bike lanes

Hello City Council,

I am a San Mateo resident and constituent. I would like to voice my support for bike lanes and urge the city council to not remove bike lanes on Humboldt Street.

As we move forward into the future with our changed climate, we should be encouraging more people to use bikes, not discourage them by making it unsafe to use a bicycle.

We should not be prioritizing cars over people.

Thank you,

Katrina Castillo

**From:** Mike Swire [REDACTED]

**Sent:** Sunday, December 8, 2024 9:23 PM

**To:** Sustainability & Infrastructure Commission <[REDACTED]>

**Subject:** Fwd: Sustainability & Infrastructure Commission Meeting

[REDACTED]  
Dear S&I Commission,

Thank you for your work on sustainability in the City of SM.

I want to alert you to the attached [San Mateo Daily Journal article](#) from your recent meeting discussing SMCTA's programs. I laud Chair Narita for advocating for clear metrics, especially around GHG reduction and congestion relief, in SMCTA's work and analysis of its performance.

Furthermore, I wanted to ask that the SIC review the proposal to rip out the newly installed bike lanes around San Mateo High School in North Central, an equity priority neighborhood with the highest rate of traffic violence in the City. The City held a large community meeting last week that was well attended by residents of the neighborhood and all of the City of San Mateo. Residents provided their input on the project and their preferences for the future. There was no consensus to rip out the bike lanes in favor of more free on-street parking. There was also no consensus on the Bike Boulevard proposal, which would require small children to share the lane with auto traffic and could divert traffic to adjacent streets. There was consensus, however, that the City should improve lighting, install traffic calming, and enforce vehicle speeds in the neighborhood. The City presented data on usage of the bike lanes. The figures were encouraging, especially since the City has refused to promote use of the bike lanes to residents and neighboring communities. In addition, many discussed other long discussed opportunities for improving parking supply in the area - a permit program to curb abuse of free parking (those with 5+ cars in the street), enforcement of the ban on commercial vehicles, increased use of the MLK Center lot overnight, identification of other public lots that are not shared overnight. It seems as if the SIC, charged with sustainability in the City, should have a say in this process prior to the planned 1/21 Council meeting. If you recall, the SIC voted unanimously two years ago in support of the bike lanes and the parking supply programs that were identified at that time.

Thank you for providing a sustainability lens to this important decision that will impact the future of the environment and the safety of our kids into the future.

Sincerely,



Mike Swire

[REDACTED]

[REDACTED]

**From:** [Clerk](#)  
**To:** [Matt Fabry](#); [Katherine Sheehan](#); [Jay Yu](#)  
**Cc:** [Christina Horrisberger](#); [Alex Khojikian](#); [Chantal Eaton](#)  
**Subject:** FW: Humboldt Bike Lanes December Meeting Concerns  
**Date:** Thursday, January 30, 2025 8:26:47 AM

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**From:** Kevin Simpson <[REDACTED]>  
**Sent:** Wednesday, January 29, 2025 5:54 PM  
**To:** Rob Newsom <[rnewsom@cityofsanmateo.org](mailto:rnewsom@cityofsanmateo.org)>; Adam Loraine <[aloraine@cityofsanmateo.org](mailto:aloraine@cityofsanmateo.org)>; Danielle Cwirko-Godycki <[dcwirkogodycki@cityofsanmateo.org](mailto:dcwirkogodycki@cityofsanmateo.org)>; Nicole Fernandez <[nfernandez@cityofsanmateo.org](mailto:nfernandez@cityofsanmateo.org)>; Lisa Diaz Nash <[ldiaznash@cityofsanmateo.org](mailto:ldiaznash@cityofsanmateo.org)>  
**Subject:** Re: Humboldt Bike Lanes December Meeting Concerns

Just an update, at least one A-frame sign appeared this afternoon at Second and Humboldt. Unfortunately it's a wordy sign with the key headline in white text on yellow. Hopefully bike lanes users will see it; with just five days to go this feels like skintight should have been done at least a week ago.





**CITY OF SAN MATEO**

**HUMBOLDT STREET BIKE LANE POST-INSTALLATION REVIEW  
AND DISCUSSION OF ALTERNATIVES**

Join us at the February 3, 2025, City Council meeting at 7:00 p.m. to share your thoughts on the Humboldt Street bike lanes. City staff will provide a brief presentation on the bike lanes post-installation, the community feedback received, and proposed alternatives for consideration. No final decision will be made at this meeting. Instead, staff will be seeking City Council's direction on which alternatives to explore with the community.

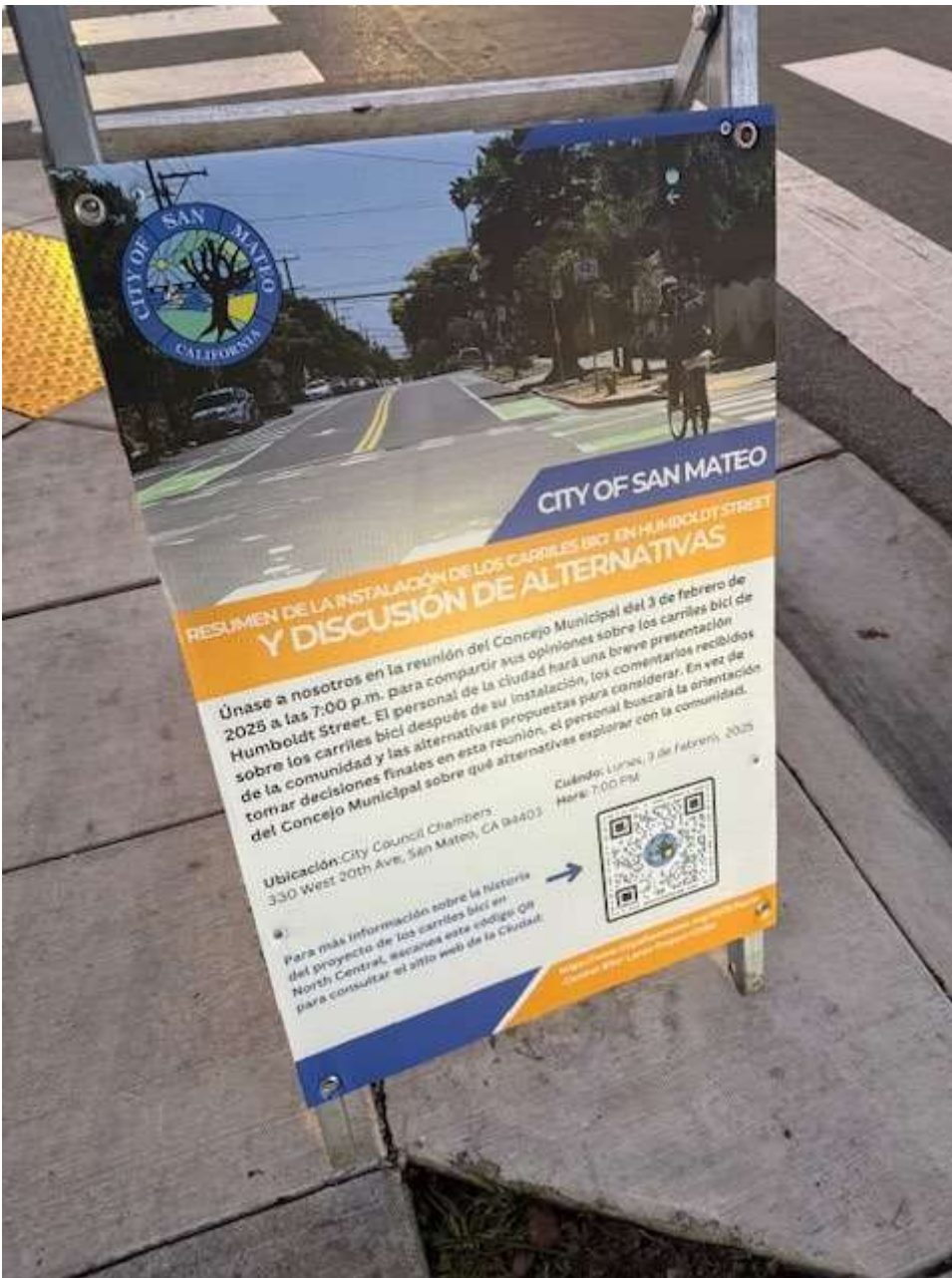
**Location:** City Council Chambers  
310 West 30th Ave, San Mateo, CA 94403

**When:** Monday, February 3, 2025  
**Time:** 7:00 PM

For more information about the history of the North Canyon Bike Lanes project, scan this QR to refer to the City's website.



FOR MORE INFORMATION ABOUT THE HISTORY OF THE NORTH CANYON BIKE LANES PROJECT, SCAN THIS QR TO REFER TO THE CITY'S WEBSITE.



On Jan 29, 2025, at 5:21 PM, Kevin Simpson <[REDACTED]> wrote:

**Dear Mayor Newsom, Deputy Mayor Lorraine, and Council Members Diaz Nash, Cwirko-Godycki, and Fernandez,**

Next Monday your agenda contains a discussion about the Humboldt Street Bike Lanes. At the December community meeting about these lanes, I was concerned by a number of issues with the content and conduct of that meeting. I shared these concerns with

City Manager Khojikian and also wanted to bring these to your attention.

I appreciate that you delayed the original date for this meeting, in part I suppose from my request at open public comment a couple of weeks ago. However, I think that we need to allow more time for significant public discussion before a rush to make some significant decision occurs with what I consider inadequate understanding of data, potential impacts, and even the method we are using to foster community debate.

Below are the concerns; this is a long email, so let me bullet out the specific areas then dive in:

- 1) **Unreliable data** presented to the community (and presumably to you). I can personally point out significant incidents that aren't covered in the data shown to the community.
- 2) **Lack of discussion** about previous parking loss mitigation; and no record of the city having done its level best to mitigate those impacts for this important piece of a strong city commitment to bicycle and pedestrian data.
- 3) Complex data and complex options presented **without any opportunity for the public to ask questions**.
- 4) What frankly appears to have been an **effort by the city to steer people to a particular viewpoint**, which to me is the most disappointing aspect of this entire topic.

The details are below, but I strongly urge you to ensure that adequate time for data gathering, community discussion, more outreach and clear debate needs to happen.

These are not my only concerns with the removal or downgrade of the current bike lanes in favor of parking, but they are central to my concern about the way the entire subject is being handled.

We got into this unfortunate situation by rushing; we aren't going to get out of it by doing the same thing.

These are my specific concerns about that meeting. I apologize that this is a long email so perhaps grab the restorative beverage of your choice.

## **Data Concerns**

The city presented safety data that was either incomplete or inaccurate or both. This in turn calls into question data methodology, transparency, and reliability across all the other data presented including usage data.

For example, the crash data presented seemed to show less than a handful of bicycle crashes on the corridor since 2017, when I personally know of two just on the two blocks closest to my house in

the past four years, both with injuries—neither of which seem to be included in the stats.

- 1) The data showed no bicycle incidents at **Tilton and Humboldt**. In fact a person in his 60's was struck by a hit-and-run driver and put in a coma; the driver turned himself in later that day and I believe plead guilty to hit and run. The crash happened about 9:30am on New Year's day 2021, and received wide press coverage. No bicycle involved incident was listed in the data at the Humboldt and Tilton intersection.
- 2) Just within the past year, at [REDACTED] **S. Humboldt**, a bicyclist went onto the sidewalk southbound on Humboldt to avoid cars blocking both bike lanes; the car parkers were patronizing an unregistered front yard restaurant. He hit a car exiting that driveway and was injured. This doesn't seem to be included anywhere in the city's data presented. When I spoke with PD who were on-scene at the time, they blamed the bicyclist for hitting the car but didn't cite or take issue with the cars blocking both bike lanes, even when I pointed them out. They told me they were too busy to worry about bike lane blockages.

If I personally saw the aftermath of two bike crashes within two blocks of my house that don't seem to be covered by the data presented, what else is missing? How accurate is any of the data used, whether it's crash data or usage data? How can this data be relied upon to drive a major public discussion and a potentially expensive decision that also potentially exposes people to more risk?

Another data example concerns the 4-way stop at Second and Humboldt. Data about this intersection was omitted.

Second may seem like small potatoes compared to larger cross streets like Tilton or Monte Diablo, but it's a key connector for cars, bikes, scooters, and pedestrians (including parents with strollers) between Amphlett, Humboldt and downtown, as well as a key route for neighborhood users to Gateway Park, one of only two parks in North Central. It's a very narrow street. It's the last place southbound Humboldt drivers can head into the northern section of downtown.

There have been two major crashes involving totaled vehicles at that intersection in just the last 18 months. In one case a car crashed there at high speed just before midnight, took out a city sign, demolished fences on two properties and knocked a neighbor's car 30 feet up into his yard. The driver nearly impaled himself on what was left of the sign which came over his hood—that's how fast he was going. There was a similar accident just a few months prior, again with totaled vehicles, some months earlier.

The stop at Second is routinely blasted through at high speed or



used as a drag-style takeoff point for impatient drivers going both directions to or from the freeway.

Why wasn't car, bicycle and pedestrian safety data at that intersection included? Where did those two major crashes involving totaled vehicles wind up in the city's data? Much bike, scooter and pedestrian traffic funnels down Humboldt to Second and then heads downtown or the reverse pattern. In my opinion this intersection is a tragedy waiting to happen.

Another data gap seems to be parking availability. Before the bike lanes were installed, the city conducted an extensive parking survey. Has any such survey been done to assess the actual state of parking availability after bike lane install? Why not?

Example: The house across from me used to park about 8 vehicles in the street and didn't use their driveway. They have three adults living in the house. Since the installation of bike lanes, they have reduced by at least 3 cars and also use their driveway

### **Time for Questions**

The city did not manage the meeting to ensure questions could be asked in front of the whole group--and answered to the whole group--about the complex data and options presented, leading to inadequate transparency and level-setting. A lot of this was time management.

The city asked each breakout table to report out in 1 to 1.5 minutes, but many of the city designated facilitators took far longer, and what was sacrificed was the ability to ask questions at this, the first occasion residents heard about a switch to a Bike Boulevard.

As an example, the four data questions I mentioned above should have been something everybody knows about and hears about in developing opinions about safety.

Likewise, residents at my table didn't know what a bike boulevard is and said they'd never seen one. I showed them pictures and told them where they could find them. This is an active option being considered (and appears to be the solution city staff favors). Why no opportunity to ask questions about it?

When the city puts such important and complex information up for all to see, and offers complex solutions, then asks people to weigh in, it should be **sacred** that there is time for questions.

### **Incomplete Reportback of Remediation to Date**

In the deck presented, minimal information about parking loss remediation efforts was given. Bullet points about seeking parking options at the County Courthouse, school sites and other locations were glossed over, so we didn't really hear what was actually worked on or how that work was conducted.

No mention was made about a permit program, which was listed as a potential mitigator early on in this saga, but seems to have been dropped. I'll mention this again in another topic below.

We have a dedicated parking enforcement service. We typically only see them just before street sweeping every two weeks. They do nothing about the epidemic (which many residents will tell you about) of parking spots being blocked by cans, cones, and other devices; people being threatened or harassed, or two viable spots being blocked by one car. Residents pitted against one another. The city could have flooded the district with parking enforcement, proactively enforcing commercial vehicle codes, abandoned vehicles, improper blocking of parking spots.

The city could have creatively looked for ways to go beyond old formulas about parking spot size, and started marking stalls and enforcing improper parking. Every little bit helps. Especially given our historic under-valuing of this neighborhood.

All of these remediation efforts were discussed when the bike lane decision was made; and precious little has come out of it.

**When the city doesn't even report back on these remediation efforts to the broader community, how can we feel that the city did its level best to aggressively look for ways to alleviate the parking impact while maintaining safe bicycle lanes as part of the city's master plan? This has the effect of pitting two compelling interests, and two constituencies, against one another in an unhealthy and unnecessary manor. And it may lead to a regression in safety when we have an official city goal to reduce pedestrian and traffic injuries and deaths to zero.**

Collectively, many of these potential mitigations could be lower cost and safety neutral. The improvements being spoken about, plus the cost to the city of undoing the work that was done, plus the potential impact to grant eligibility for the master bike plan, should make this an important avenue of consideration.

## **Tipping the Scales**

People from at least two breakout tables have told me that city staff attempted to influence the discussion and the report-out. At one table a city staff member acting as the facilitator brusquely derided a question about a parking permit program rather than fostering open discussion. At a different table the city-designated facilitator at first refused to list any mention of people favoring keeping the bike lanes. ***This is simply unacceptable.***

What's more, the meeting seems to have been arranged by the city with assistance from a very vocal bike lane opponent—a friend of mine who I happen to disagree with-- who was circulating the flyer content for the meeting among that group before it was circulated officially by the city. Is this a transparent and equitable process?

## **Outreach**

What has the city done to directly contact bike lane users? At Norfolk and Third, the city placed large signage out for pedestrians and bike users to learn about the meetings. That's not being done on this much larger scale project and impact area.

I'm happy to meet by phone or in person to talk further if that would be helpful to any of you. At the very least I hope that before any final recommendation or decision is made to City Council, we get better data and we spend more time looking for ways to meet the commitment to biking safety and infrastructure in the master bike plan and mitigating parking impacts. We need to offer all constituencies the level best outreach we can muster after the issues with the original project.

We can do better as a city than to pit constituencies against one another.

North Central has been grossly underinvested for decades. A rush job on infrastructure projects based on questionable data, as well as less than level-best outreach and ideation of solutions, is not the way to remediate this historic lack of investment.

**Thanks for your time in reading this lengthy email.**

**Best regards as ever,**

**Kevin Simpson**

