



North Central Bike Lanes Post Installation Review

City Council
2/3/2025

Public Works Department

Jay Yu P.E., Engineering Manager

A faded background image of a city street scene. A cyclist is riding a bicycle across a crosswalk. A traffic light is visible on the right, showing a green arrow pointing left. There are trees and buildings in the background.

I. Background

II. Community Feedback

III. Bike Usage & Collision Data

IV. Evaluation of Alternatives

V. Cost and Schedule Implications

VI. Next Steps





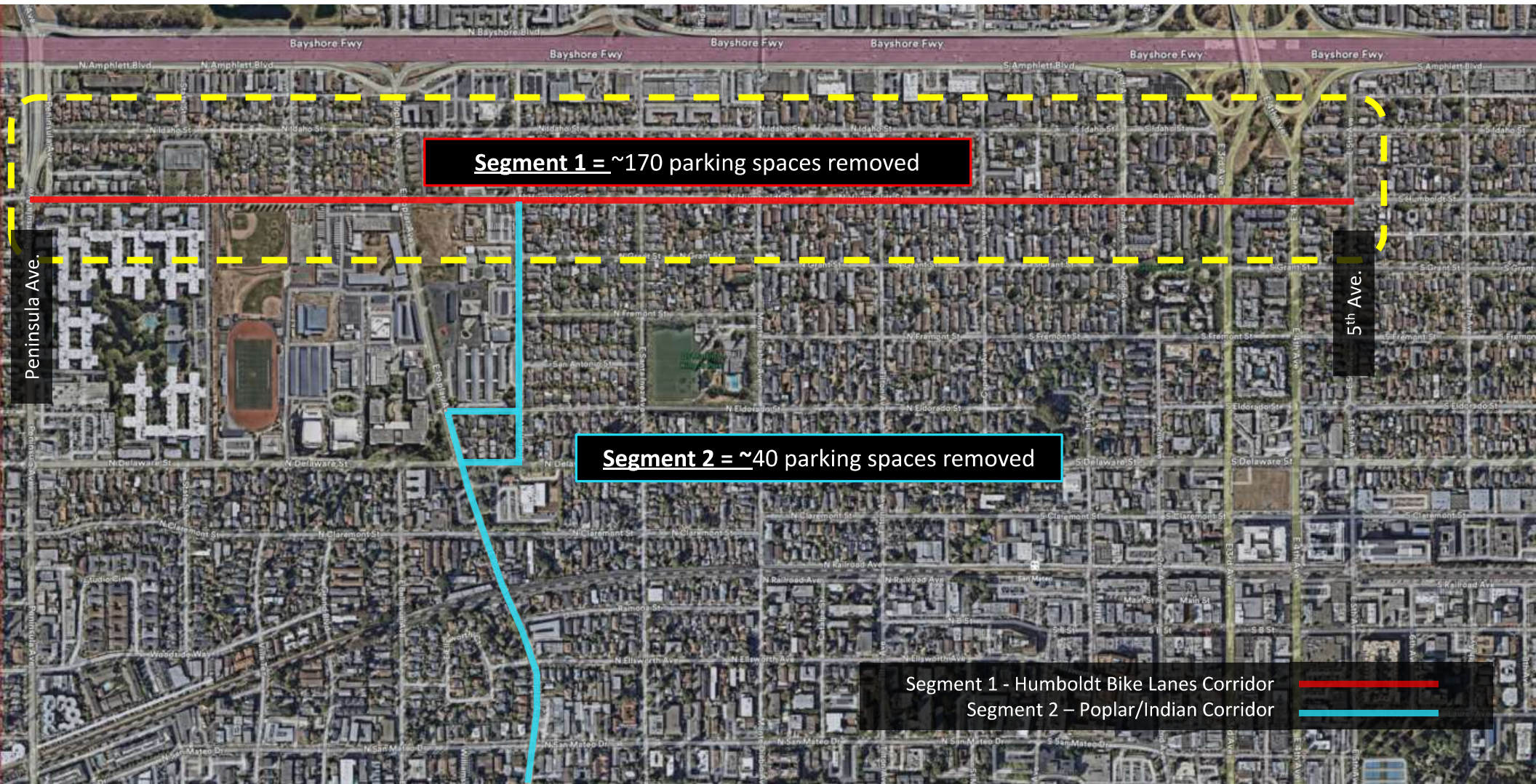
Council to provide direction on addressing community impacts of the North Central Bike Lanes Project.

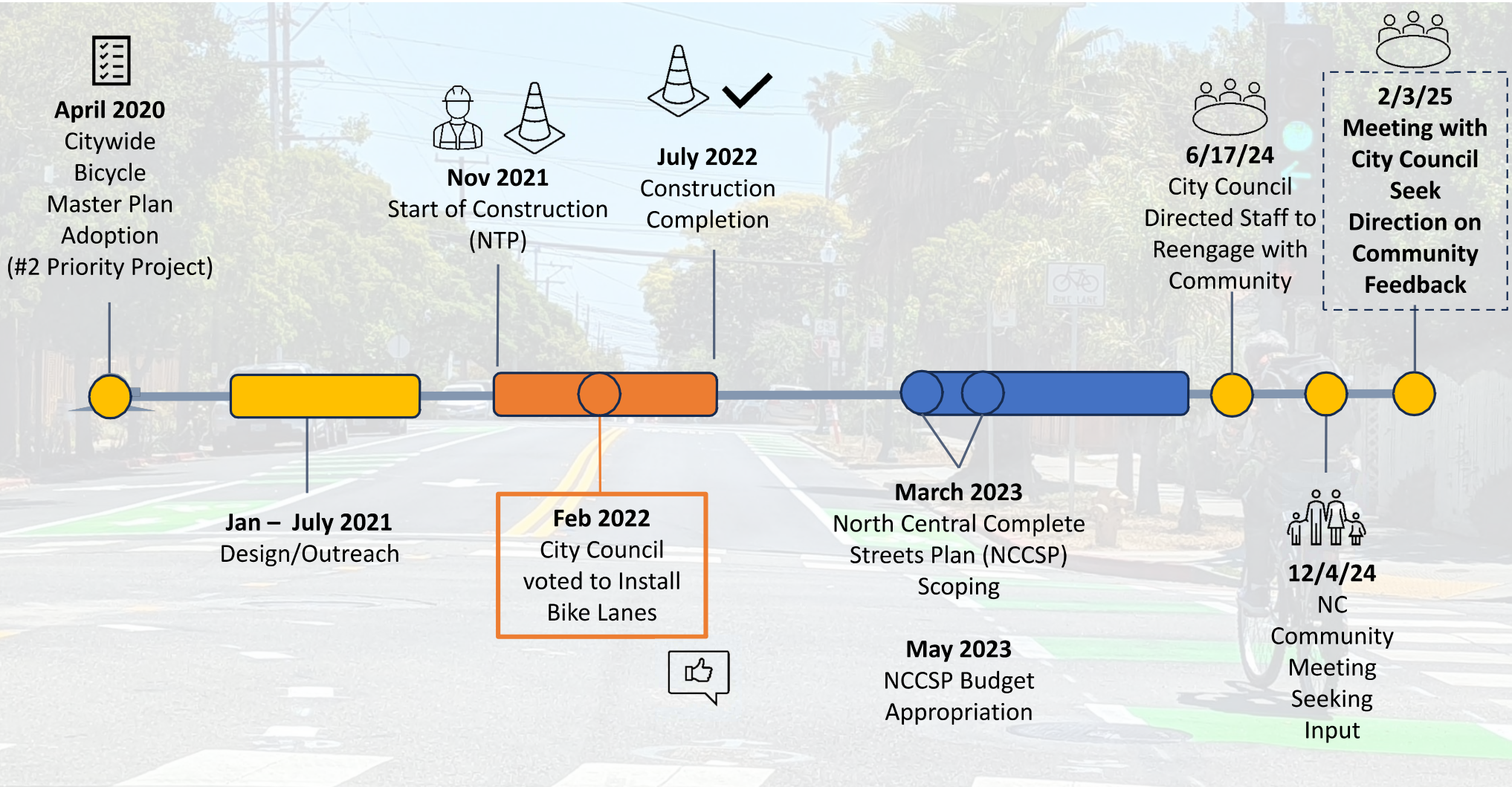


Council Direction Requested

A photograph of a city street with a green-painted bike lane. A cyclist is riding in the bike lane on the right side of the frame. A traffic light is visible on the right, showing a green arrow pointing left. The street has white crosswalks and yellow double lines in the center. Trees and utility poles line the street.

I. BACKGROUND





Project History

Increase Parking Supply

- ✓ Implement King Center overnight parking program
- ✓ Allow driveway entrance parking
- 🔍 Explore leasing options in nearby parking lots
 - DMV, Army Nation Guard, San Mateo Superior Court
- 🔍 Explore a Residential Parking Permit Program (RPPP)

Driveway Red Tipping

- ✓ Prioritize requests in the North Central community; waived fee

Curb Management

- ✓ Prioritize ADA blue curb on a requests for the North Central community; waived fee



A background image of a city street scene. In the foreground, a cyclist is riding a bicycle across a crosswalk. A car is visible in the distance on the left. The street has green-painted crosswalks and a yellow double line in the center. There are trees and utility poles along the sides of the street. A traffic light on the right shows a green arrow pointing left. A sign with a bicycle symbol and the word 'BIKE' is visible on the right side of the street.

II. COMMUNITY FEEDBACK



Lack of Parking



Speeding



Low bicycle usage





Speed Calming

- \$ Speed Humps
- \$\$ Raised Crosswalks
- \$\$\$\$ Mini Traffic Circles



Other Infrastructure Improvements

- \$ Improved Streetlighting
- \$\$\$ Pavement Resurfacing



Circulation

- \$\$ All-Way Stops
- >\$\$\$\$ One-Way Streets



Mobility and Parking

- \$ Residential Permit Parking Program (RPPP)
- \$\$ Driver Education Program
- \$\$\$\$ Shuttle/Micro-transit
- SamTrans Bus Stop Improvements





12/4/24 Community Meeting: Post-Installation Feedback

Attendance



110 Signed-In

20 Standing
Room Only
(est.)

Demographic



28% / 31
Live on Humboldt

75% / 83
Live in NC

25% / 28
Did not live in NC

Survey Response



66 Filled Survey Response

21 Residents on Humboldt St.

29 NC Residents

16 Residents from other
neighborhoods or Cities



Q1 How have the Humboldt Bike Lanes impacted you, positively or negatively?

Q2 What improvements would make you feel safer walking, biking, or driving on Humboldt Street?

Q3 What are your thoughts on the bicycle boulevard alternative presented to lower speeds, accommodate cyclists, and restore parking on Humboldt Street?

Residents Living on Humboldt

Pos. | Neg. | Mix
19% | **76%** | 5%

1. Speed Calming Measure
2. Lighting
3. Bicycles off the sidewalk

Pos. | Neg. | Mix | NR
19% | **33%** | 19% | 29%

North Central Residents

Pos. | Neg. | Mix
41% | 38% | 21%

1. Speed Calming Measure
2. Lighting
3. Improved Bike Protection

Pos. | Neg. | Mix | NR
28% | **34%** | 24% | 14%

Residents from other neighborhoods

Pos. | Neg. | Mix
69% | 25% | 6%

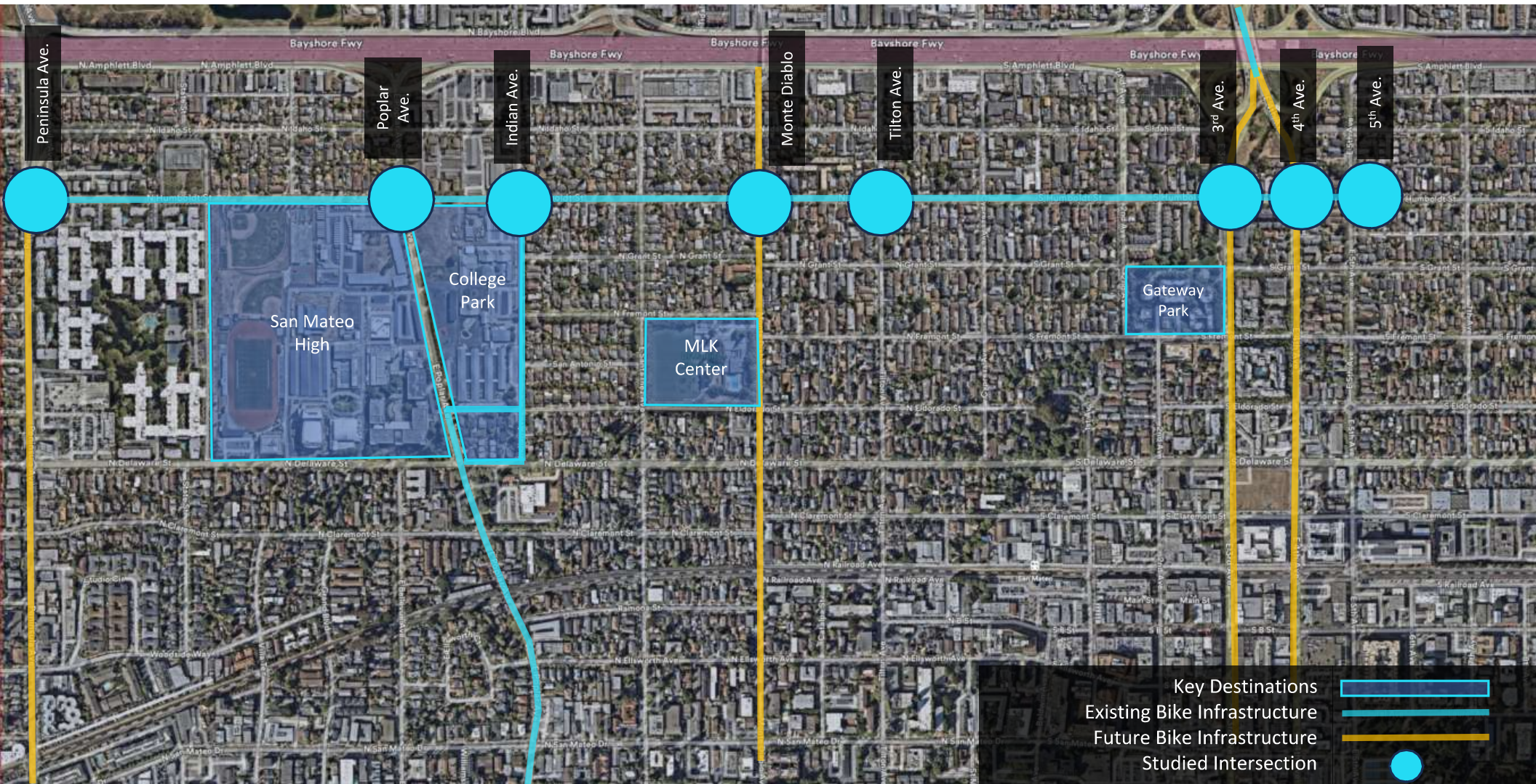
1. Speed Calming Measure
2. Lighting
3. Improved Bike Protection

Pos. | Neg. | Mix | NR
31% | **38%** | 19% | 13%



III. BIKE USAGE AND COLLISION DATA





Intersection Overview

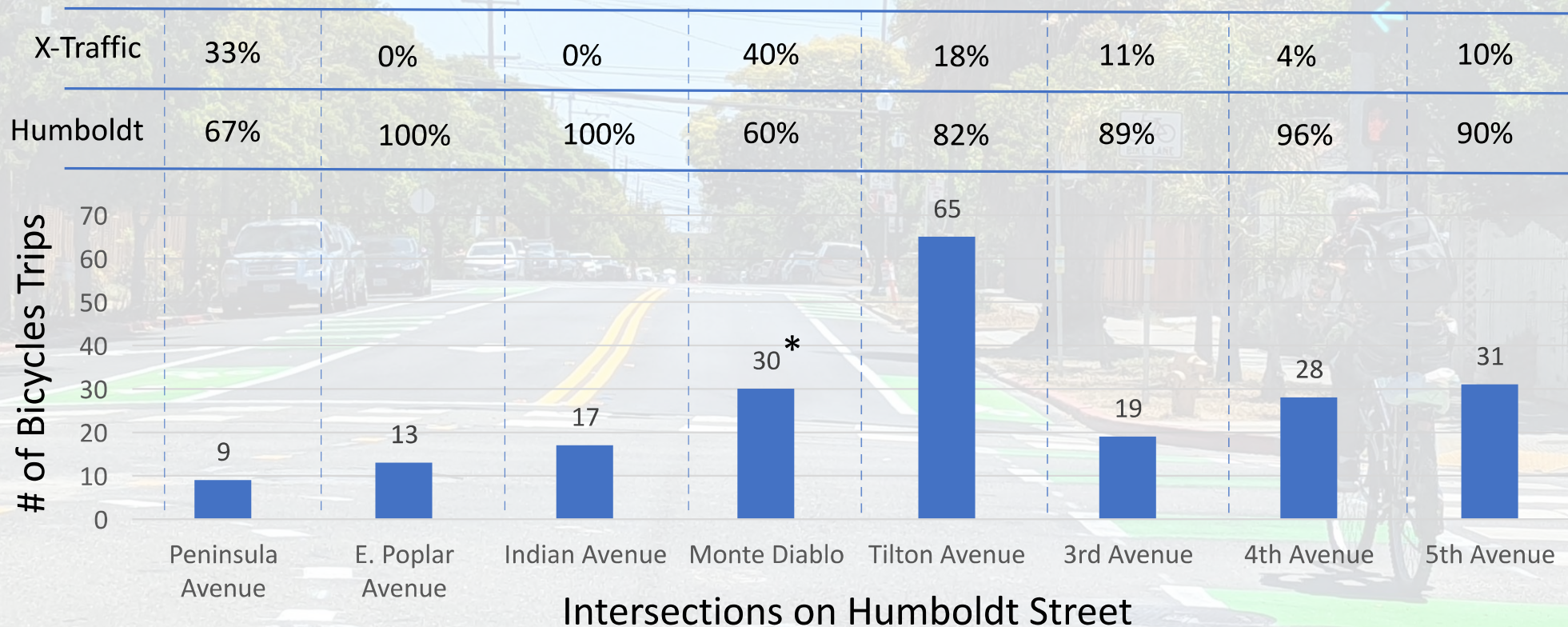
Corridor Total: 84% Humboldt / 16% X-Traffic

AM PEAK: 7:00AM – 9:00AM

PM PEAK: 4:00PM – 6:00PM

WEEKDAY ONLY

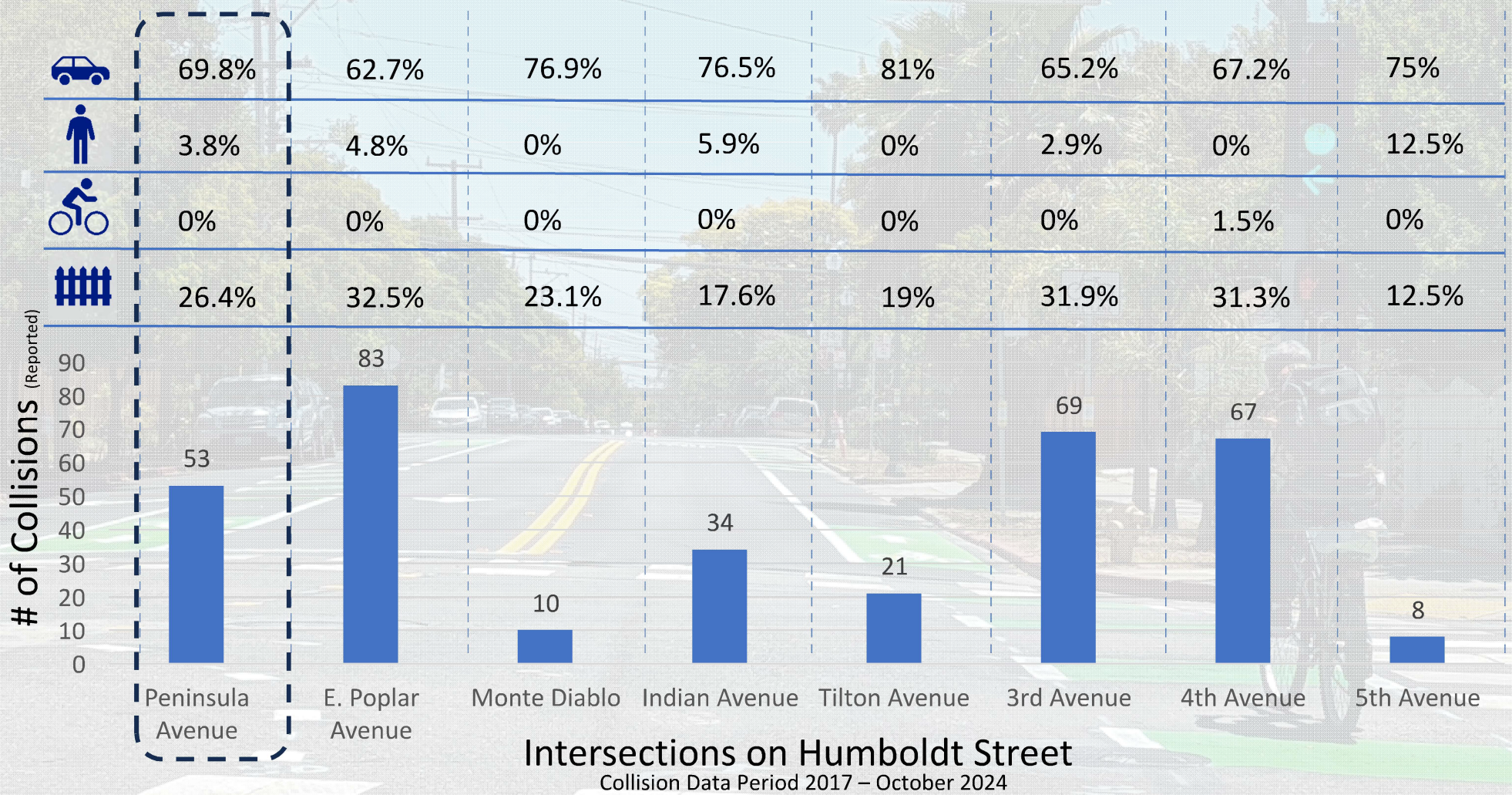
DOES NOT INCLUDE SIDEWALK BICYCLIST



*PM peak only

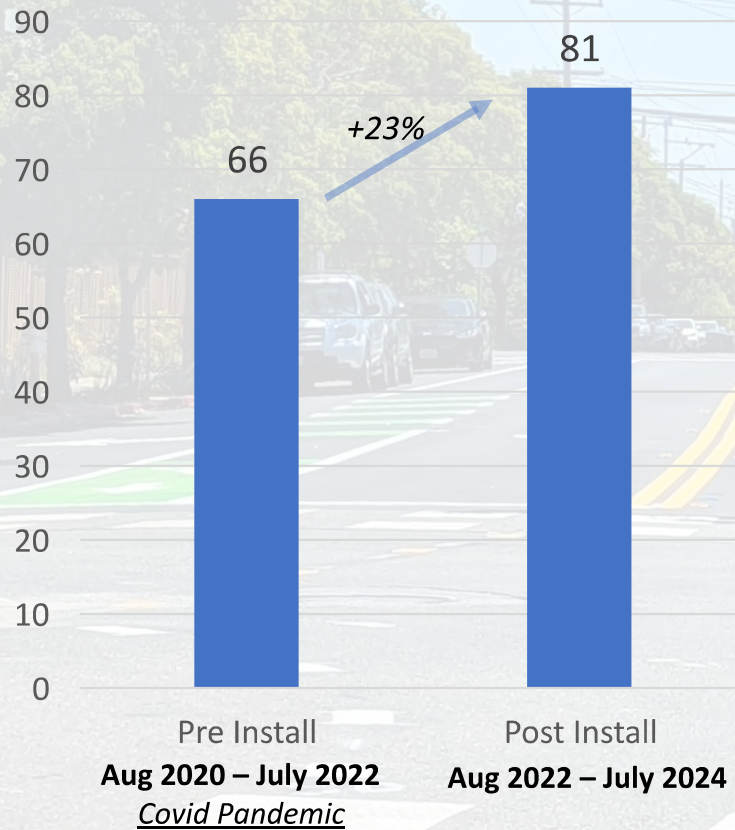


Peak Bike Usage – Trips On N. Humboldt Corridor







Collision Data On Humboldt Street

Pre-Post Total Collisions Humboldt Street



MODE SPLITS

	PRE INSTALL	POST INSTALL	
	52	68	+31%
	4	0	-100%
	0	0	0%
	10	13	+30%





IV. EVALUATION OF ALTERNATIVES

Range of Potential Alternatives for Humboldt Ave

Alternative 1

Keep As-Is

- Retain existing bike lane
- No restoration of parking

Alternative 2

Bicycle Boulevard on Humboldt Street

- Parking is restored
- Bike lane will convert from dedicated to shared
- Significant capital investment to reduce speed
- Possible for increased traffic on local streets

Alternative 3

Partial Removal of Bike Lanes, Pilot Bike Boulevard

- Restores 60% (100 spaces) of parking
- Maintains some bike connectivity on Humboldt
- Expands bike infrastructure to key amenities

Alternative 4

Remove bike lane

- Parking is restored
- Loss of bike connectivity in North Central and beyond

Alternative 5 Streetlighting Upgrade

- Increase streetlighting to a higher intensity model.



Raised crosswalk



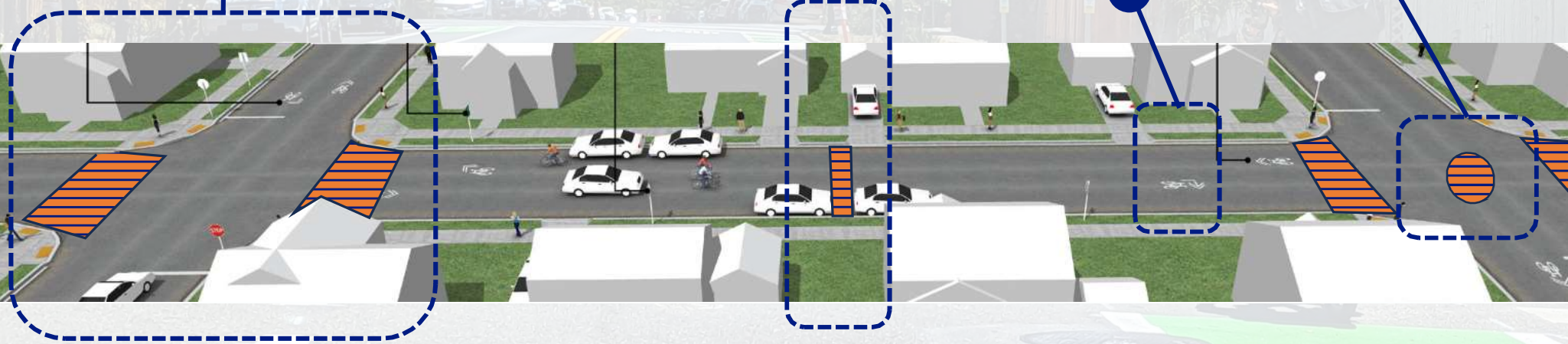
Speed Cushion



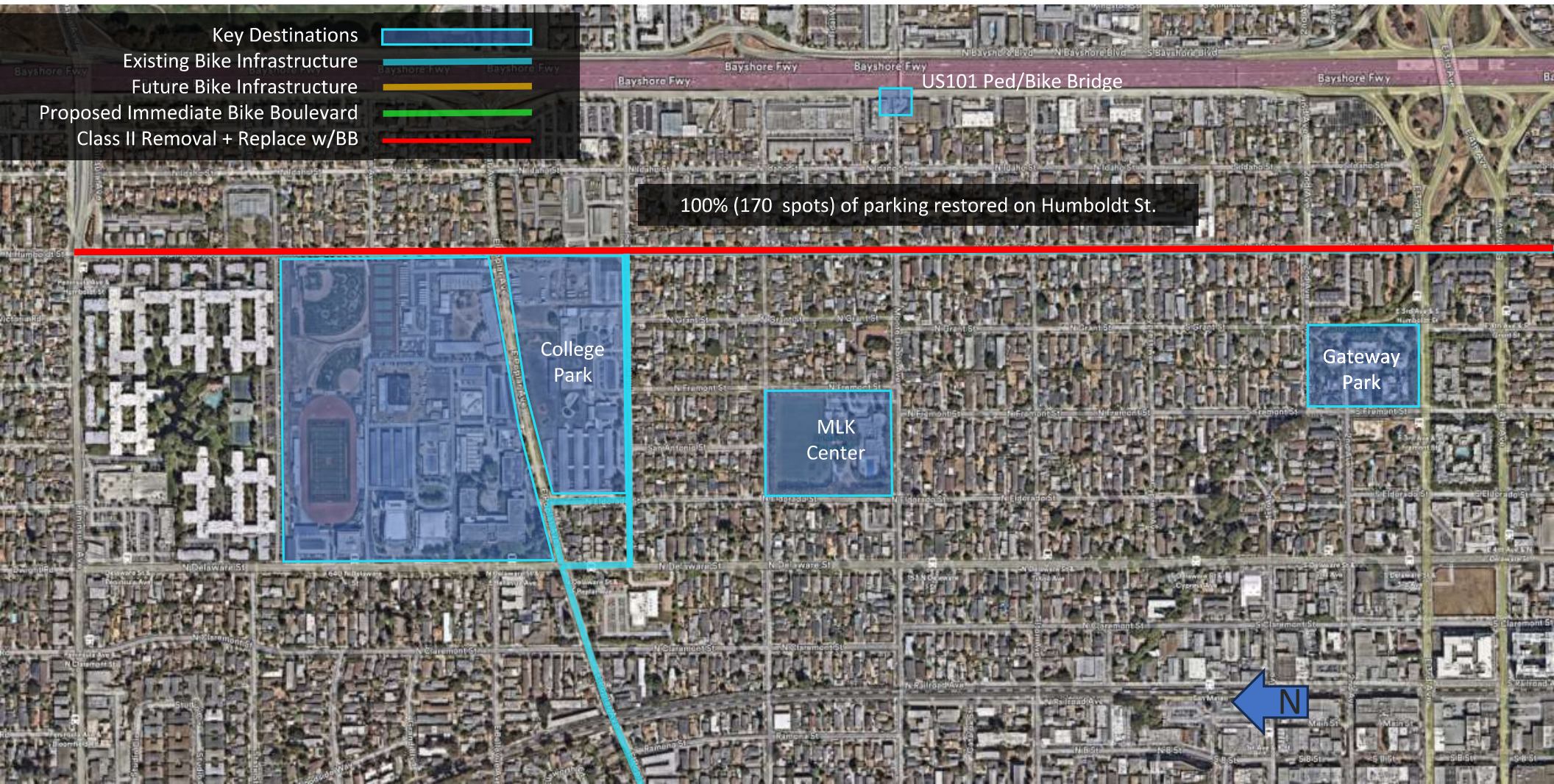
Pavement Marking



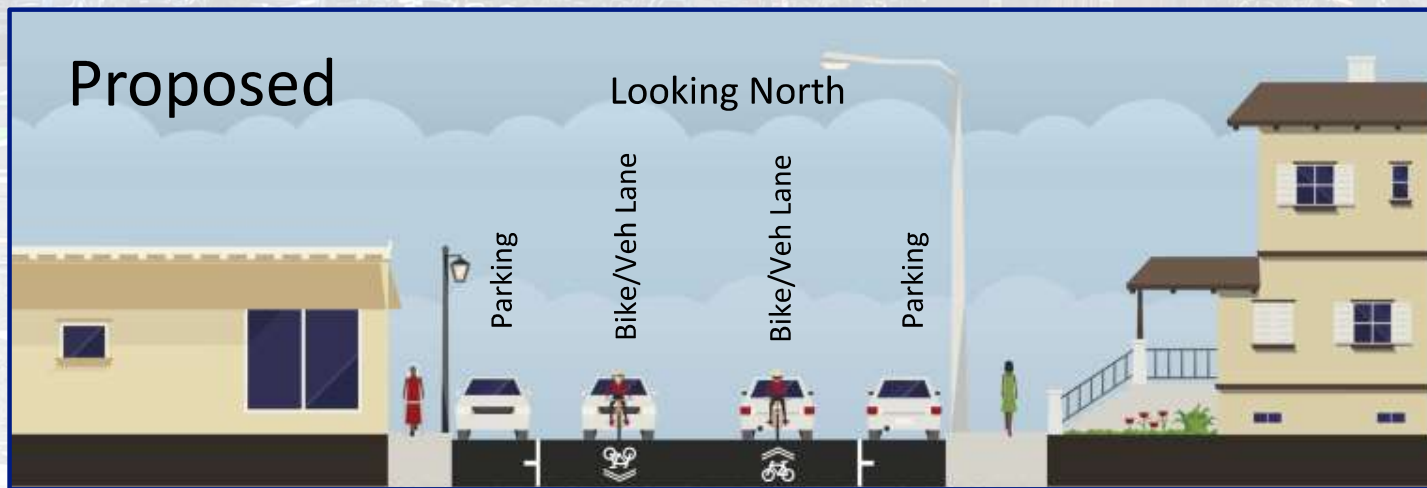
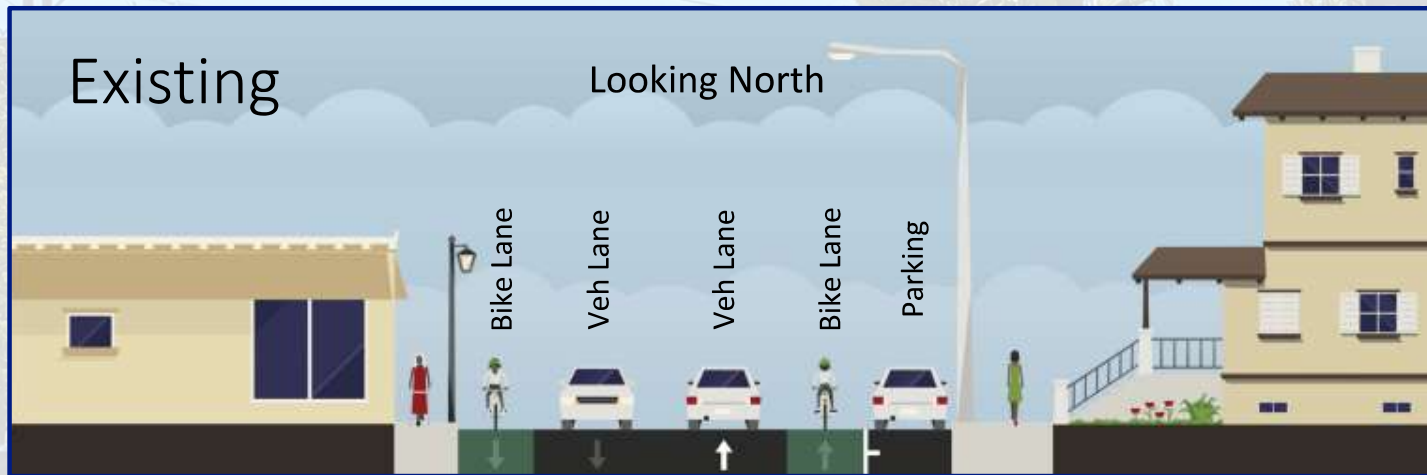
Traffic Circle



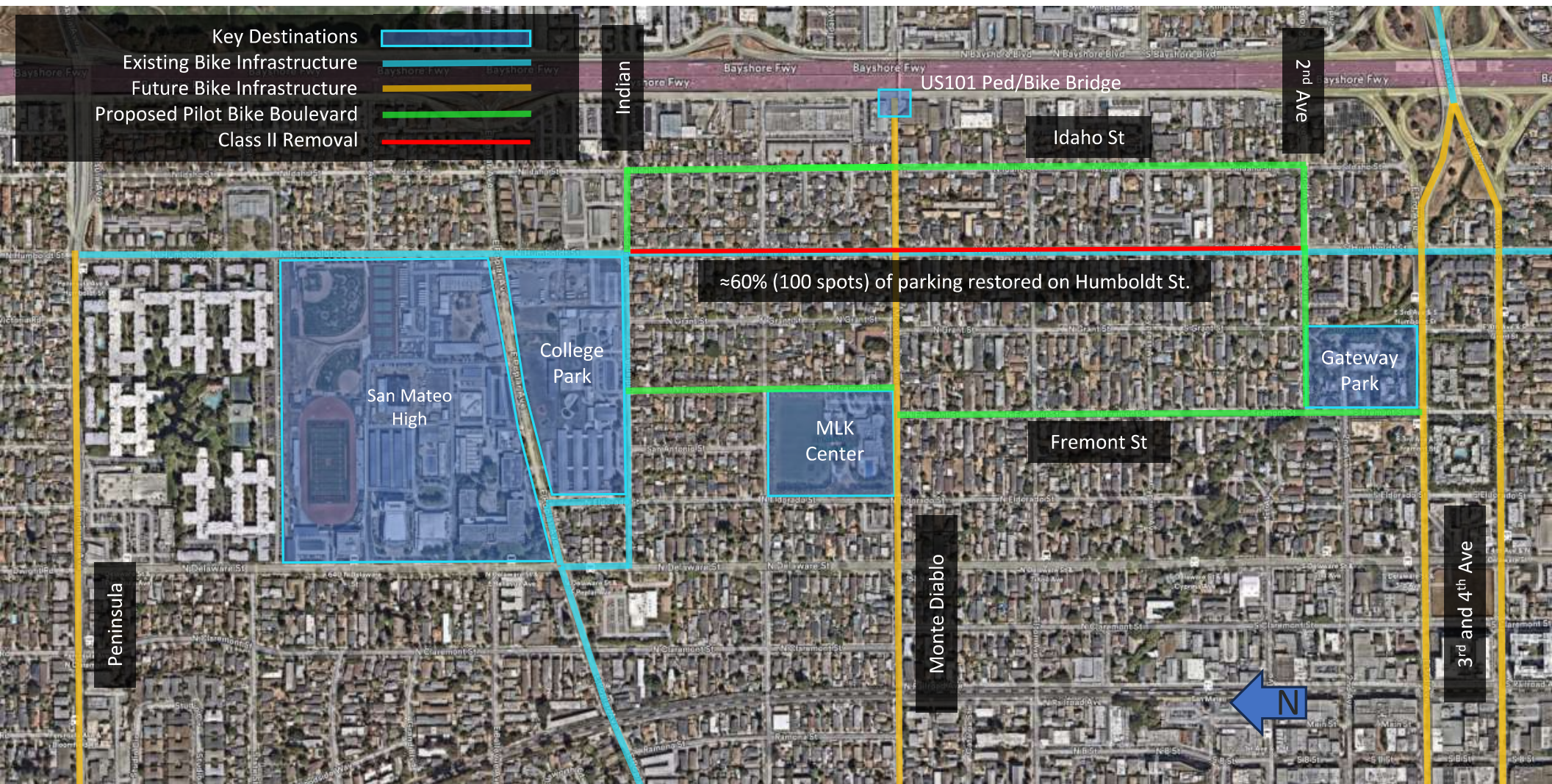
Bicycle Boulevard – Potential Types of Speed Calming Treatments



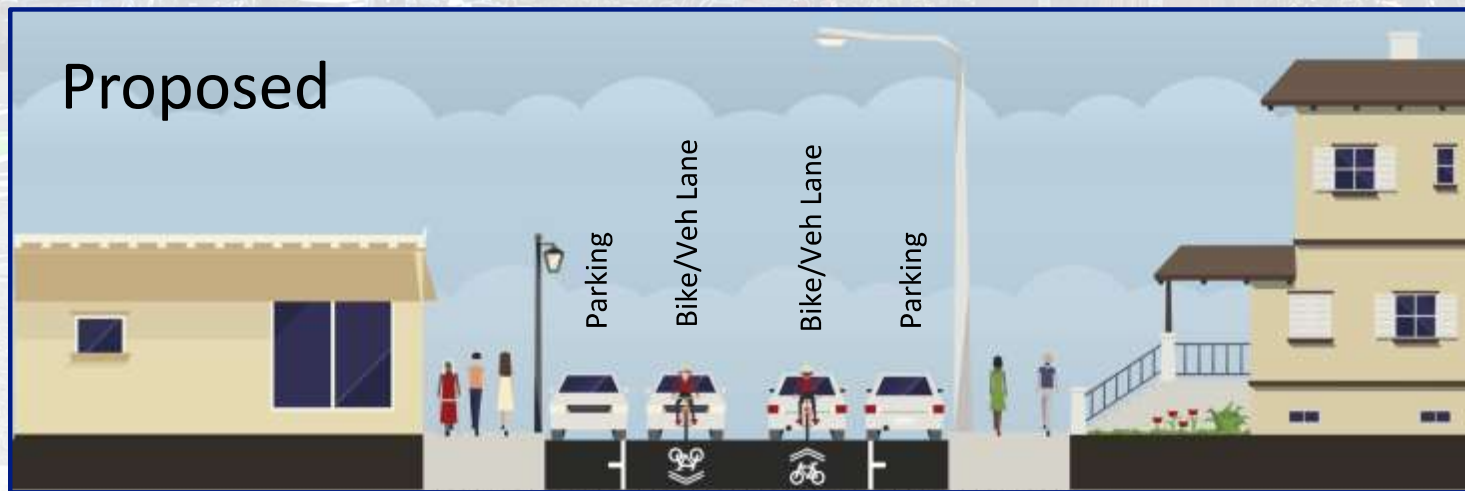
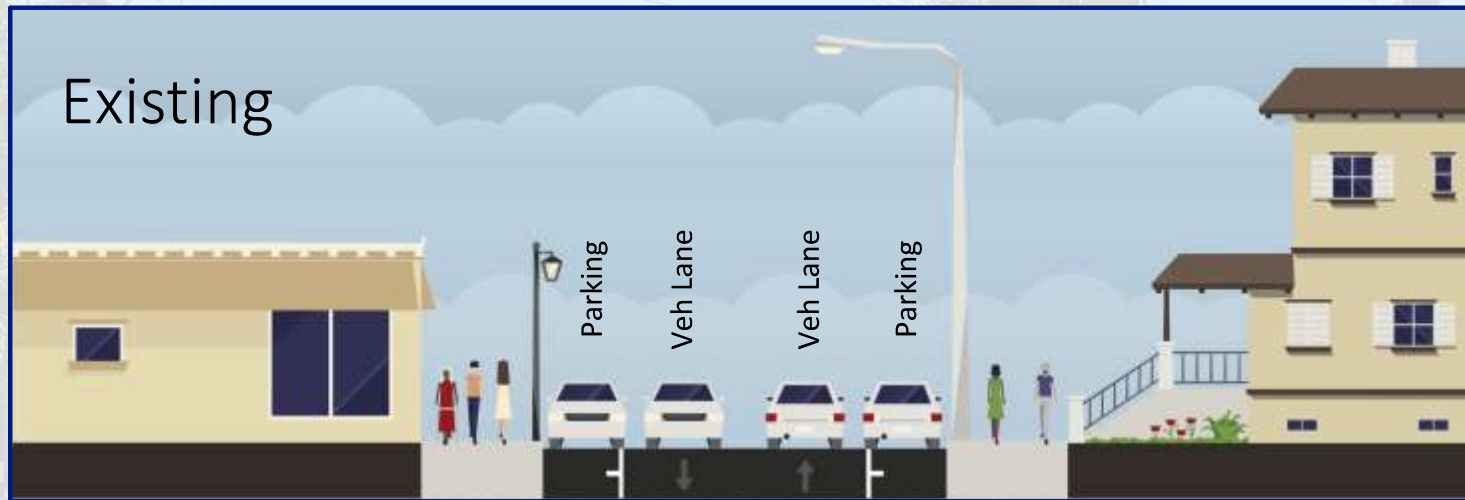
Alternative 2: Bike Boulevard on Humboldt Street



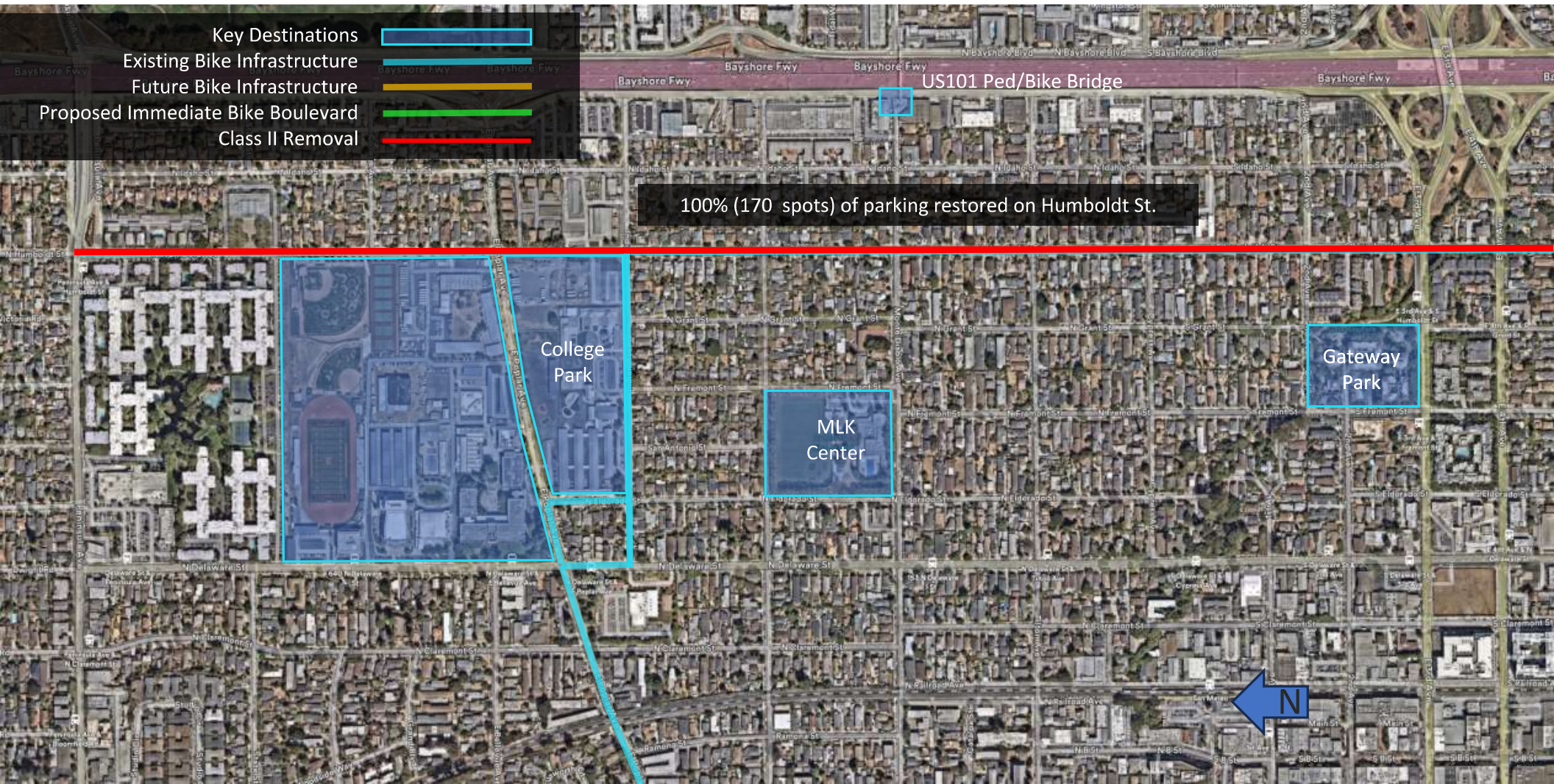
Alternative 2: Humboldt Street BB X-Section View



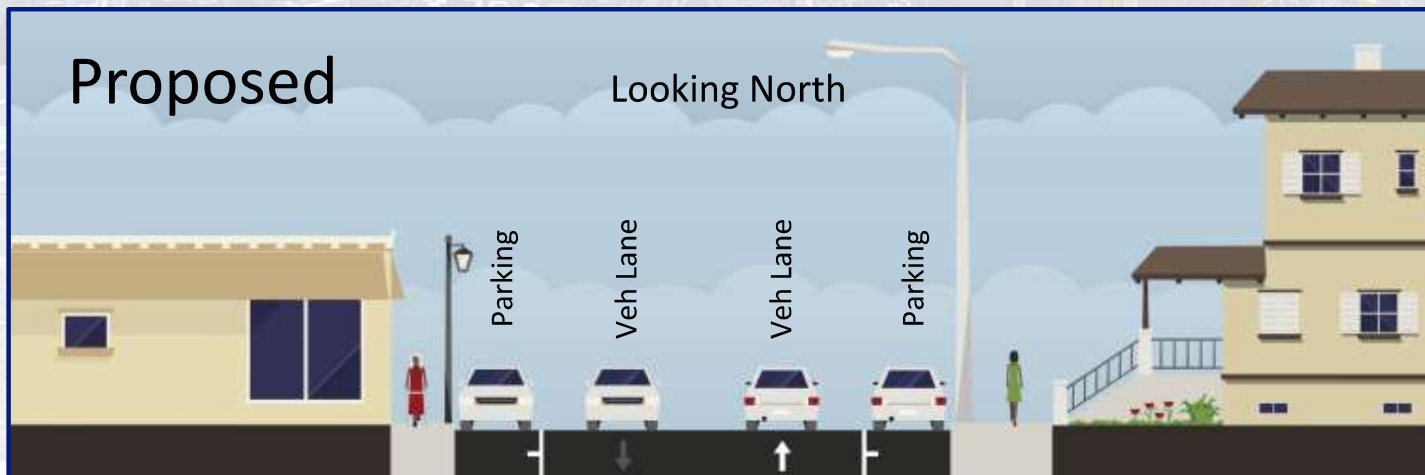
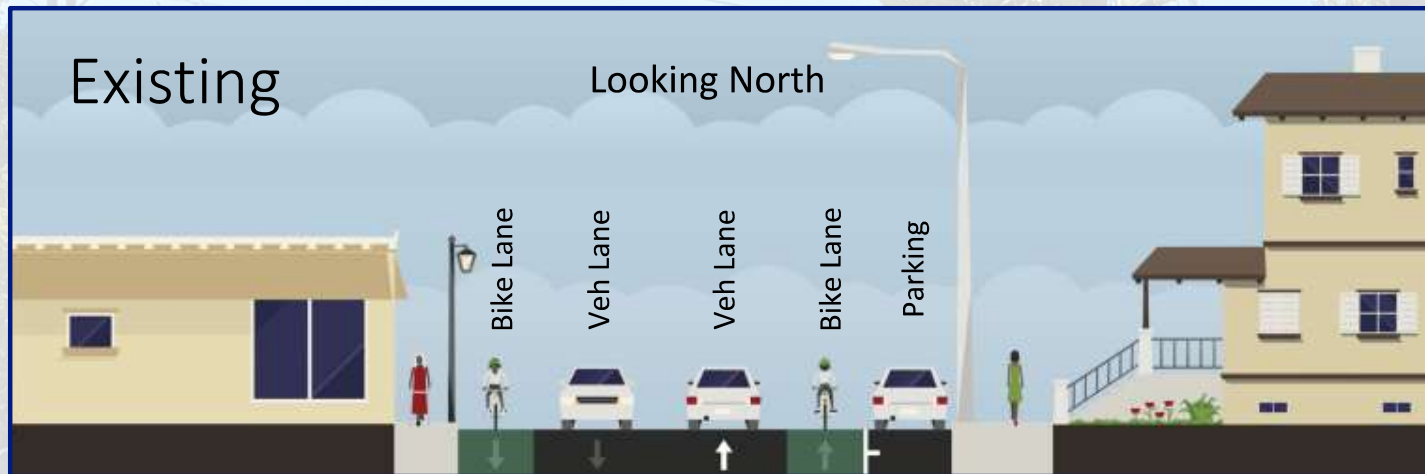
Alternative 3: Partial Removal of Bike Lanes + Bike Boulevard

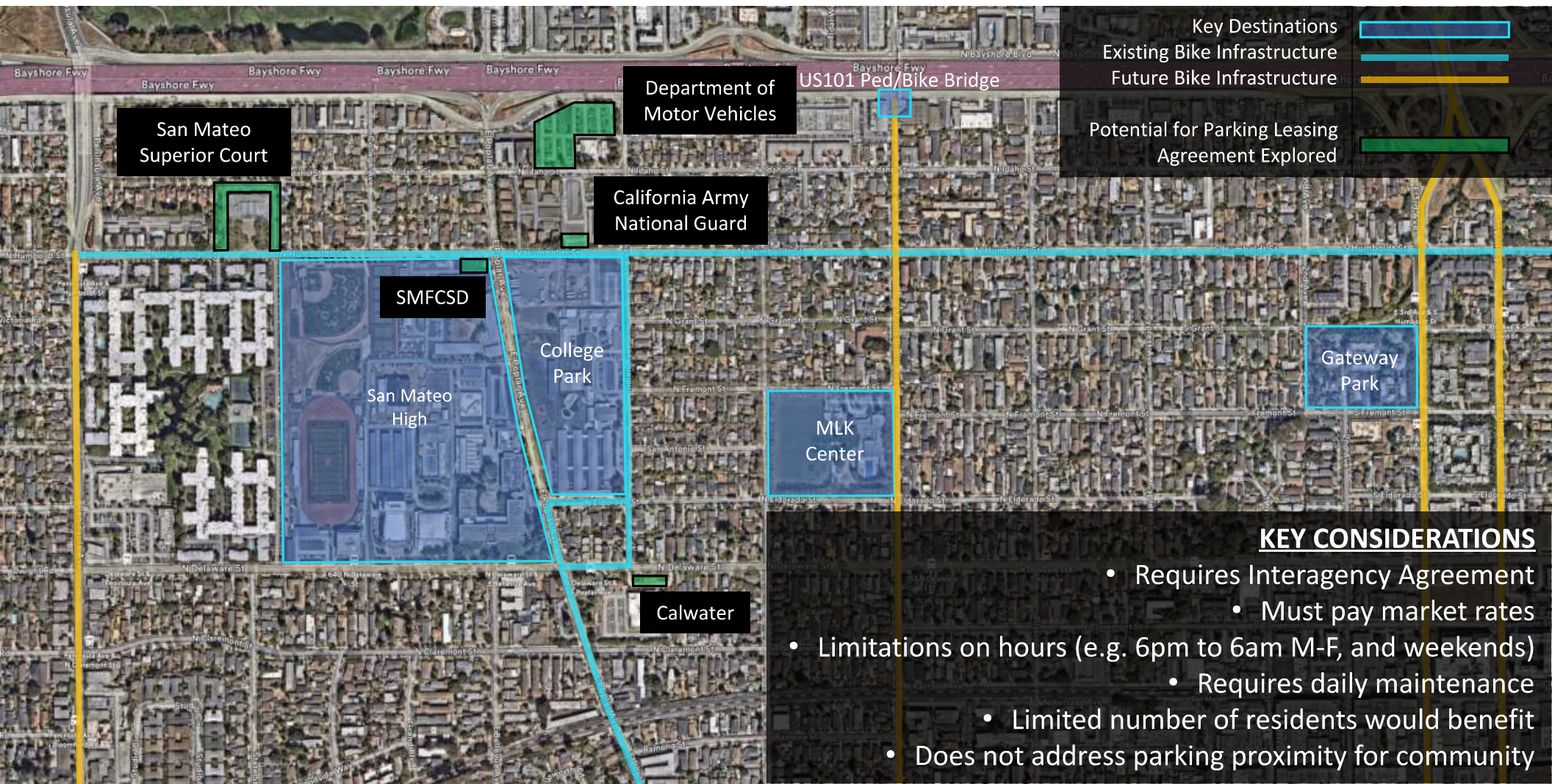


Alternative 3: Idaho or Fremont BB Street X-Section View



Alternative 4: Humboldt Street Remove Bike Lanes





Parking Leasing Options Explored

Policy Limitations



- ☐ RPPP is allowed in areas within residential neighborhoods where on-street parking is impacted by parked cars from non-residents
- ☐ Parking Generators (Schools, Business, Commercial Districts, Commercial use)

Limited On-Street Supply



- ☐ Limited Supply
- ☐ 2 – 3+ Vehicles Per Household
- ☐ Where is the limit?
- ☐ Commercial Vehicles in right-of-way

Capital, Maintenance and Upkeep

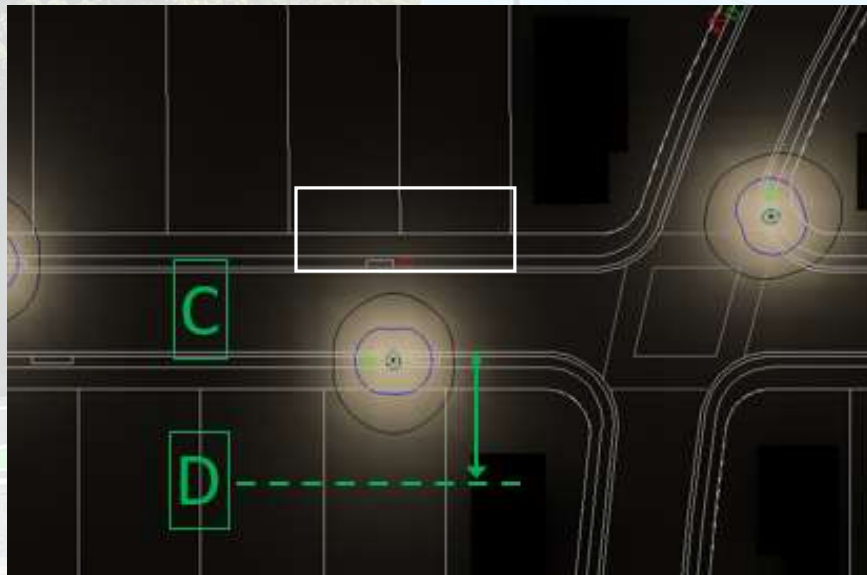


- ☐ Humboldt Street RPPP would be largest in the City
- ☐ Capital Cost (signage and permits)
- ☐ Permit issuances and renewal
- ☐ Enforcement



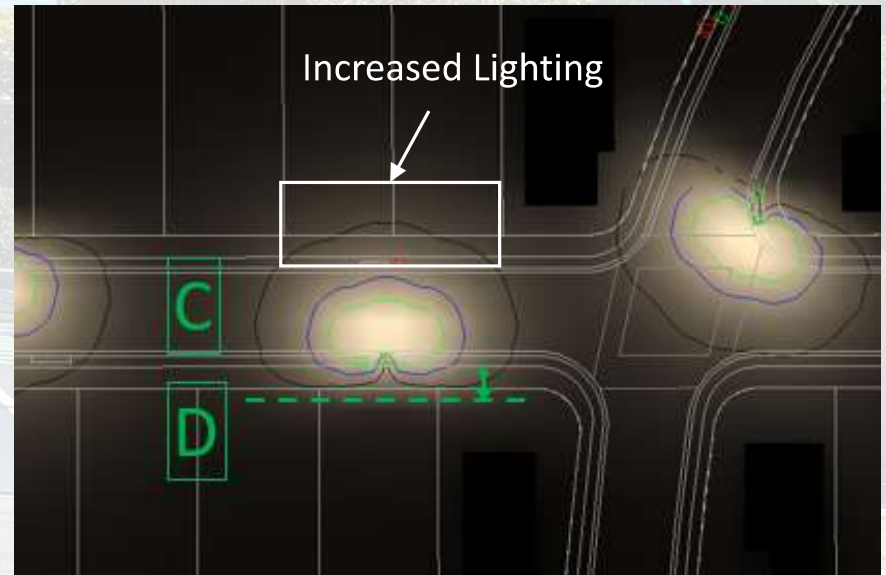
Lighting Simulation: Top-down View

Existing Streetlighting



- Less light directed into front yard/window

Proposed Streetlighting



- More light directed into front yard/window



V. Cost and Schedule Implications

Keep As-Is

Alt 1

- ☐ Cost: \$0
- ☐ Schedule: N/A

Est. Total: ~\$0

Humboldt Bike Blvd.

Alt 2

Restoration of Parking and Bike Lane Removal

- ☐ Cost: ~\$850,000
- ☐ Schedule: 6m– 1yr

Bike Boulevard (Design & CON)

- ☐ Cost: ~2.2M
- ☐ Schedule: 1 – 3yr

Est. Total: ~\$3M

Partial Removal, Pilot Bike Blvd.

Alt 3

Restoration of Parking & Bike Lane Removal

- ☐ Cost: ~\$620,000
- ☐ Schedule: 6m – 1yr

Parallel Pilot Bike Boulevard

- ☐ Cost: ~\$150K – \$300K
- ☐ Schedule: 6m – 1yr
(inc. community engagement)

Est. Total: ~\$920K

Long-Term Plan (Include in NCCSP)

- ☐ Connectivity Study: ~\$60K
- ☐ Greater NC Bike Boulevards: ~\$1M
- ☐ Schedule 1-3yr

Est. Total: ~\$1M

Full Bike Lane Removal

Alt 4

Restoration of Parking and Bike Lane Removal

- ☐ Cost: ~\$850,000
- ☐ Schedule: 6m– 1yr

Est. Total: ~\$850k

Streetlighting Upgrade

Alt 5

Streetlight Cost

- ☐ Humboldt Street:
~\$45,000
- ☐ Fremont Street:
~\$25,000
- ☐ Idaho Street:
~\$20,000

Est. Total: ~\$70k

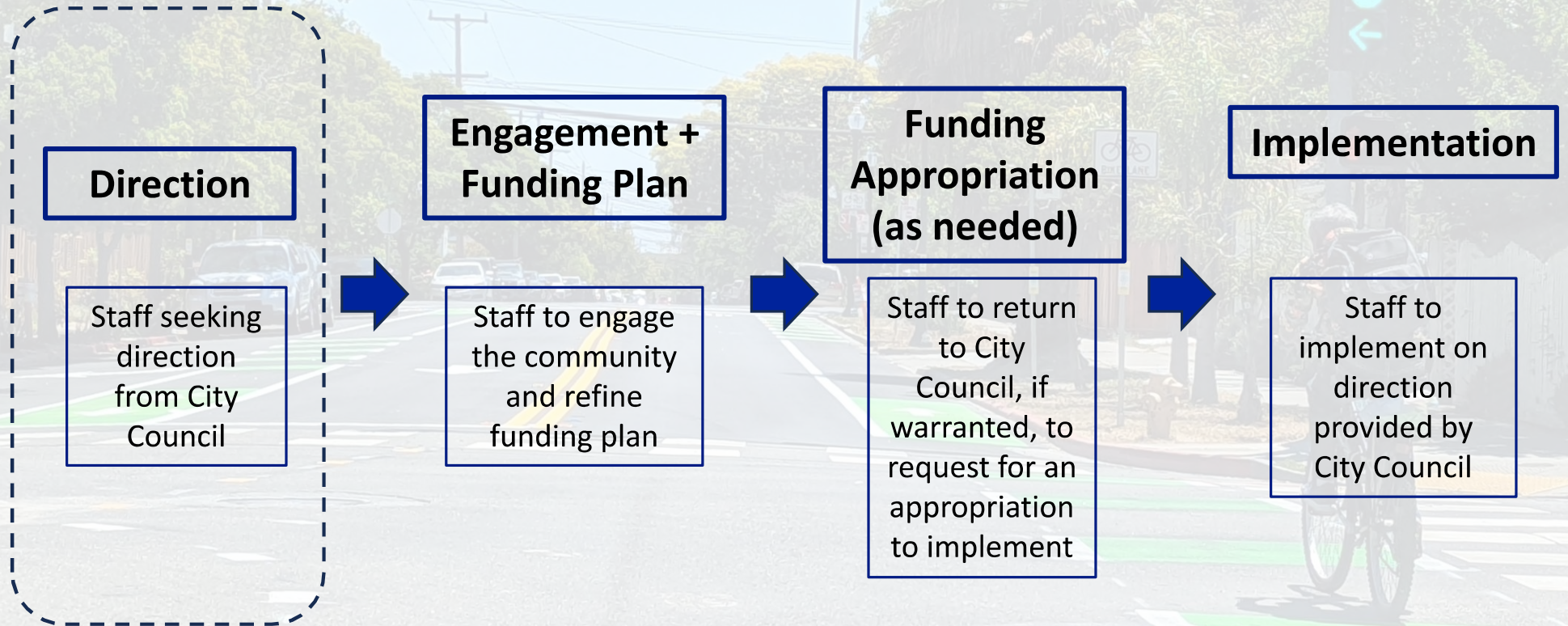


Cost and Schedule Implications for Alternatives

V. NEXT STEPS



We are here





Council to provide direction on addressing community impacts of the North Central Bike Lanes Project.



Council Direction Requested

Thank You

Jay Yu P.E., Engineering Manager

Public Works

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