



North Central Bike Lanes Project - Community Poll

January 25, 2022, 2:22 PM

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Topic Registration Type: Registration required

North Central Bike Lanes Project - Community Poll

The North Central Bike Lanes project seeks to improve bicycle safety in the neighborhood, but will result in the loss of 214 parking spaces. Do you support the project if parking options could address lost parking? Does this project meet your vision for the neighborhood now and into the future?

Summary Of Registered Responses

Topic Registration Type: Registration required

| As of January 25, 2022, 2:22 PM, this forum had: | | Topic Start | Topic End |
|--|------|----------------------------|---------------------------|
| Attendees: | 535 | November 29, 2021, 1:04 PM | January 8, 2022, 12:00 AM |
| Registered Responses: | 266 | | |
| Hours of Public Comment: | 14.6 | | |

QUESTION 1

Where do you live?

| | | % | Count |
|---|-------------|-------|-------|
| I live in North Central neighborhood of San Mateo | <div></div> | 51.1% | 136 |
| I live in a San Mateo neighborhood adjacent to North Central in San Mateo | <div></div> | 22.9% | 61 |
| I live in San Mateo, but not adjacent to or in the North Central neighborhood | <div></div> | 13.9% | 37 |
| I live outside of San Mateo | <div></div> | 12.0% | 32 |

QUESTION 2

What is the name of the street that you live on?

| | |
|----------|-----|
| Answered | 196 |
| Skipped | 70 |

5th antonio ave avenue bellevue claremont dartmouth delaware diablo dr e eldorado eleanor elm fremont grant highland humboldt idaho indian inez magnolia mateo monte n norfolk north peninsula place poplar s san santa south st street tilton w way williams

North Central Bike Lanes Project - Community Poll

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QUESTION 3

Please consider the parking options below and tell us if you feel it would benefit the neighborhood, possibly benefit the neighborhood, or will not benefit the neighborhood.

Extended Red Curbs: New red curbs painted on both sides of North Central driveways to stop vehicles from blocking driveways. City would provide curb painting service to residents at no cost.



Driveway Parking: North Central residents who live in single-family homes or duplexes could park their vehicles in front of their own driveway entrance.



QUESTION 4

Please tell us more about your thoughts on these options.

| | |
|----------|-----|
| Answered | 130 |
| Skipped | 136 |

all also bike block car cars curbs do don driveway driveways from front help humboldt lane lanes live more need neighborhood one options out own park parking people popular red residents s so space spaces street streets t they who

QUESTION 5

North Central Bike Lanes Project - Community Poll

The North Central Bike Lanes project seeks to improve bicycle safety in the neighborhood, but will result in the loss of 214 parking spaces. Do you support the project if parking options could address lost parking? Does this project meet your vision for the neighborhood now and into the future?

Staff is also proposing options that would require further input from the neighborhood and would take time and additional resources to implement. Tell us if you feel they would benefit the neighborhood, possibly benefit the neighborhood, or will not benefit the neighborhood.

Parking Lot Sharing: City would work with North Central schools, businesses, and developers to allow for the overnight use of existing private parking lots by North Central residents. The Parking Lot Sharing program would be free and may or may not require proof of residency.

| | | % | Count |
|------------------|-------------|-------|-------|
| Would Benefit | <div></div> | 41.8% | 82 |
| Possible Benefit | <div></div> | 36.2% | 71 |
| No Benefit | <div></div> | 21.9% | 43 |

North Central Residential Permit Parking Program: Create a parking permit program where only North Central residents could park in the neighborhood for extended periods (e.g., more than 2 hours). The parking permit program could be effective either in the daytime only (e.g., 8 a.m. to 6 p.m.) or all day (including overnight), and the details would be determined based on neighborhood input. Parking on the street would require a permit and registration with the City, including proof of residency (e.g., utility bill). Each licensed driver would be eligible for one permit. At this time, there is no cost for residential parking permits in the City.

| | | % | Count |
|------------------|-------------|-------|-------|
| Would Benefit | <div></div> | 43.4% | 85 |
| Possible Benefit | <div></div> | 30.1% | 59 |
| No Benefit | <div></div> | 26.5% | 52 |

QUESTION 6

Please tell us more about your thoughts on these options.

| | |
|----------|-----|
| Answered | 133 |
| Skipped | 133 |

all also bike car cars central do don free from help home like lot lots may more need neighborhood north one only park parking people permit permits program residential residents s sharing so spaces street t they use

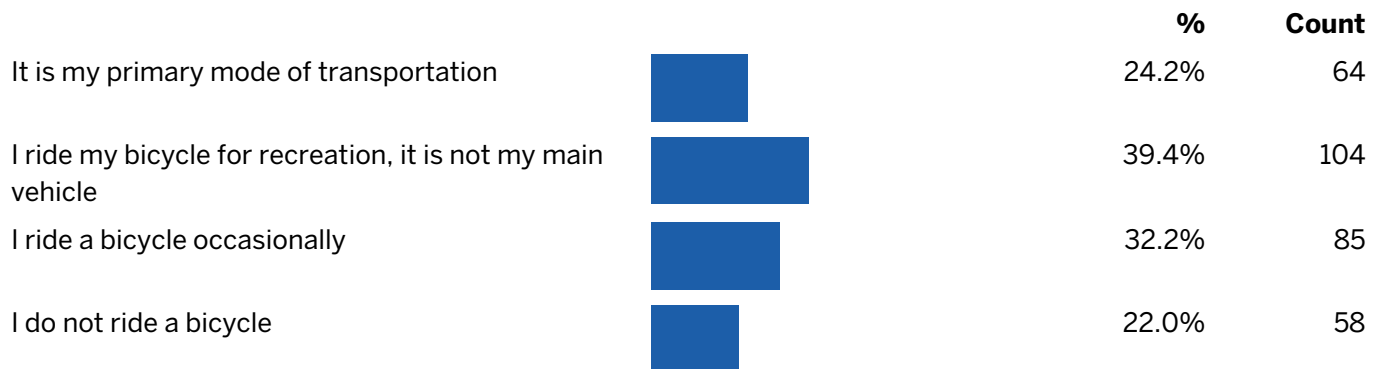
North Central Bike Lanes Project - Community Poll

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vehicles who

QUESTION 7

What type of bicycle rider are you?



QUESTION 8

Please rate the following statements on a scale from 1 – 7, with 1 being strongly disagree, 4 being neutral, and 7 being strongly agree.

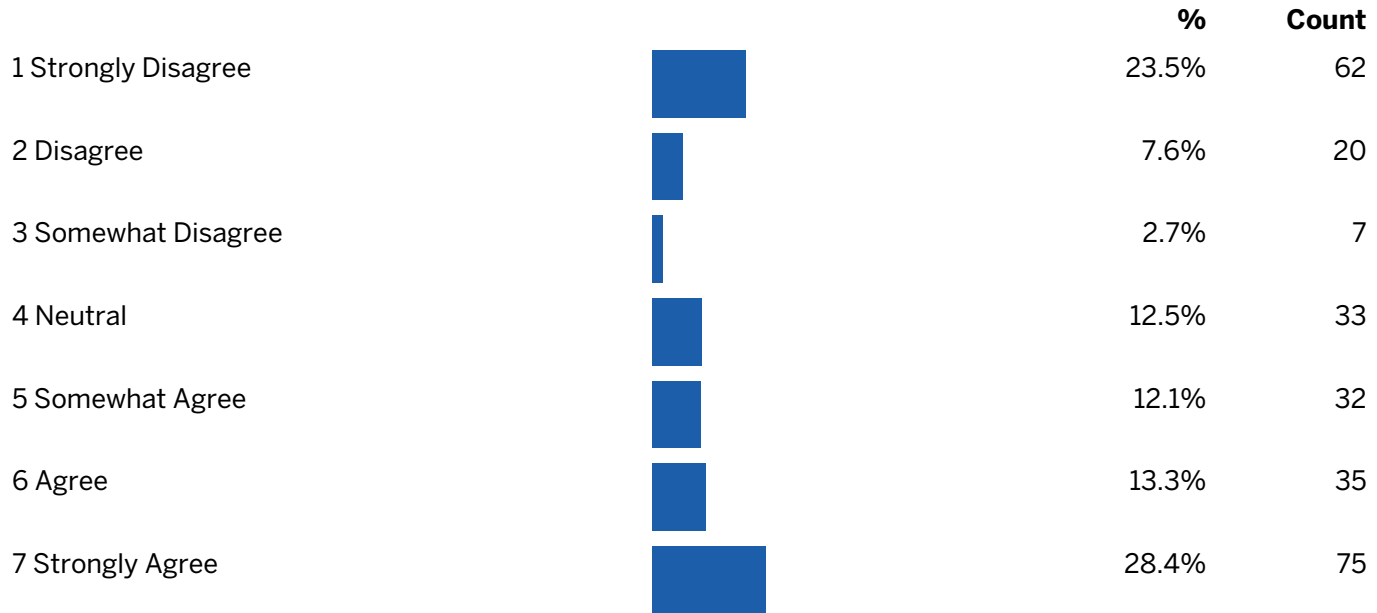
I support the North Central Bike Lanes project and the removal of parking to build it.



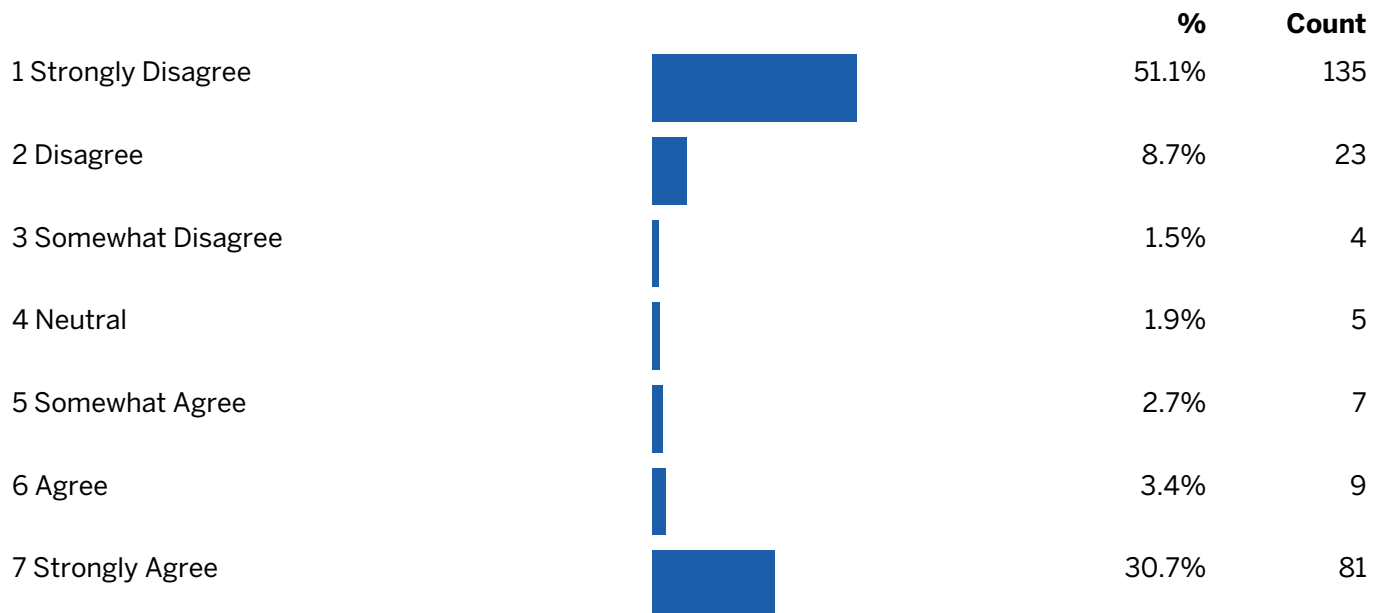
I support the North Central Bike Lanes project if additional parking options are implemented.

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I don't support the North Central Bike Lanes project because it takes away parking.

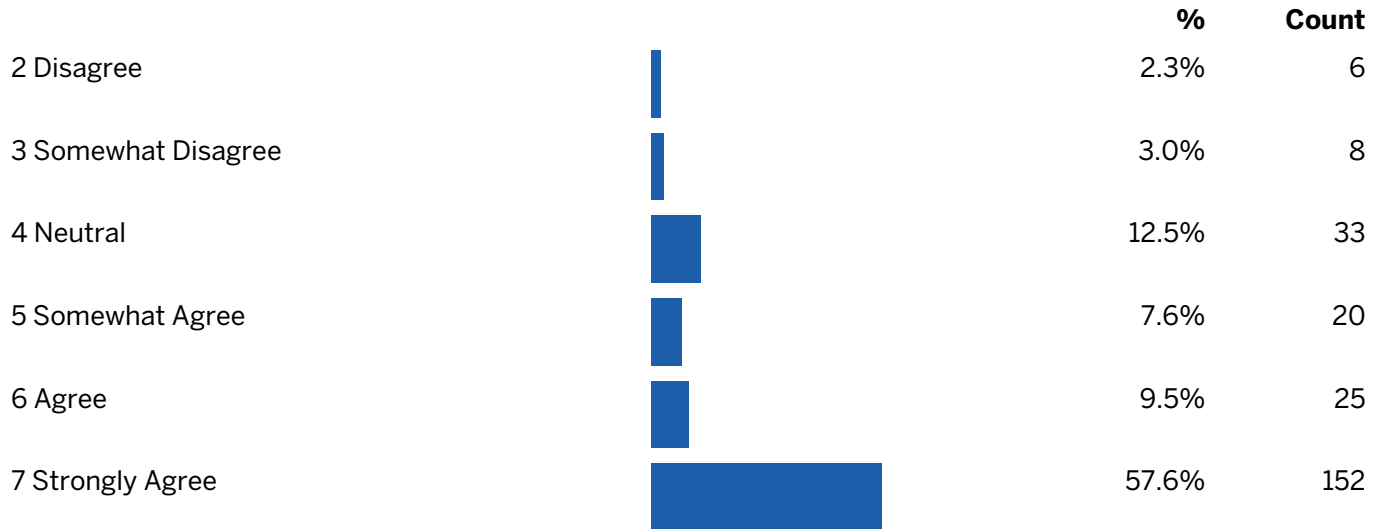


I feel San Mateo should prioritize biking and walking safety for school-age children.



North Central Bike Lanes Project - Community Poll

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I feel San Mateo should prioritize biking and walking safety for everyone.



I am pleased to know that San Mateo adopted a Bicycle Master Plan in 2020.



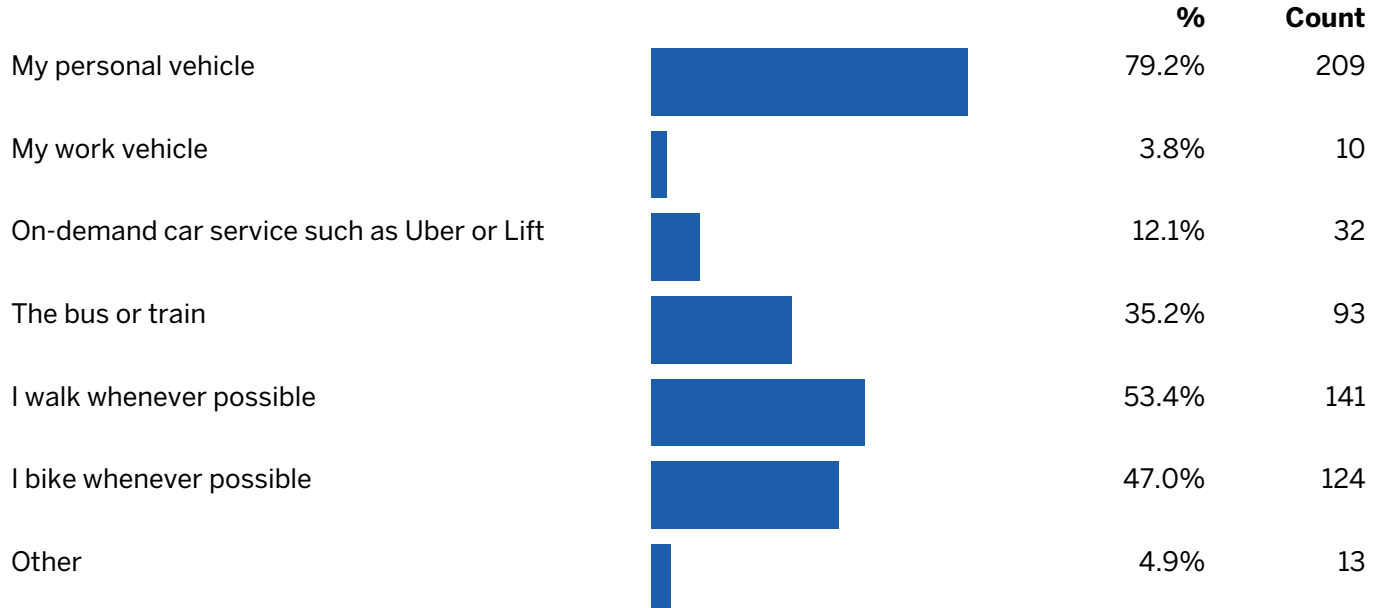
North Central Bike Lanes Project - Community Poll

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QUESTION 9

How do you typically get to your destinations? Please select all that apply.

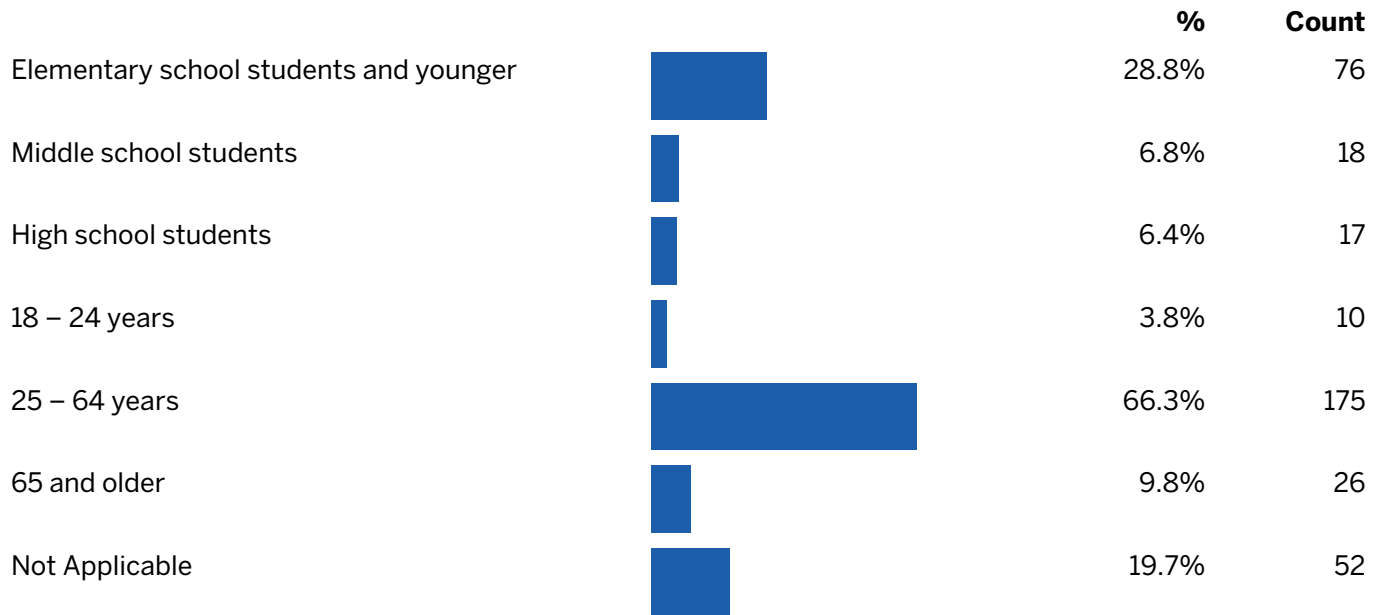


QUESTION 10

What are the ages of the people in your household who regularly ride bikes or walk/run or scoot/skateboard? Please select all that apply.

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QUESTION 11

Is there anything else you would like to tell us about the North Central Bike Lanes project?

| | |
|----------|-----|
| Answered | 162 |
| Skipped | 104 |

all also **bike** car cars central do from **humboldt** lane **lanes** make mateo more need neighborhood north
only other out parking people popular project residents s safe **safety san** school so spaces street streets t than they traffic was who

QUESTION 12

The following questions are optional and will only be used to ensure we have a representative sample and help us improve our surveys and outreach in the future.

How long have you lived in San Mateo?

North Central Bike Lanes Project - Community Poll

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QUESTION 13

Do you, or someone in your household, have a disability?



QUESTION 14

Are you a parent or a student attending a school in North Central?



QUESTION 15

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If you translated this survey into a different language other than English or Spanish, what language did you select?

| | |
|----------|-----|
| Answered | 15 |
| Skipped | 251 |

chinese mandarin 11 na

QUESTION 16

Which of the following best describes your racial or ethnic background? Please select all that apply.

| | | % | Count |
|--|---|-------|-------|
| Asian or Asian American |  | 22.5% | 53 |
| Black or African American |  | 0.8% | 2 |
| Hispanic or Latino/Latina/Latinx |  | 5.9% | 14 |
| Indigenous or American Indian or Native American or Alaskan Native |  | 0.8% | 2 |
| Native Hawaiian or Pacific Islander |  | 0.8% | 2 |
| Caucasian |  | 57.2% | 135 |
| Other |  | 11.9% | 28 |

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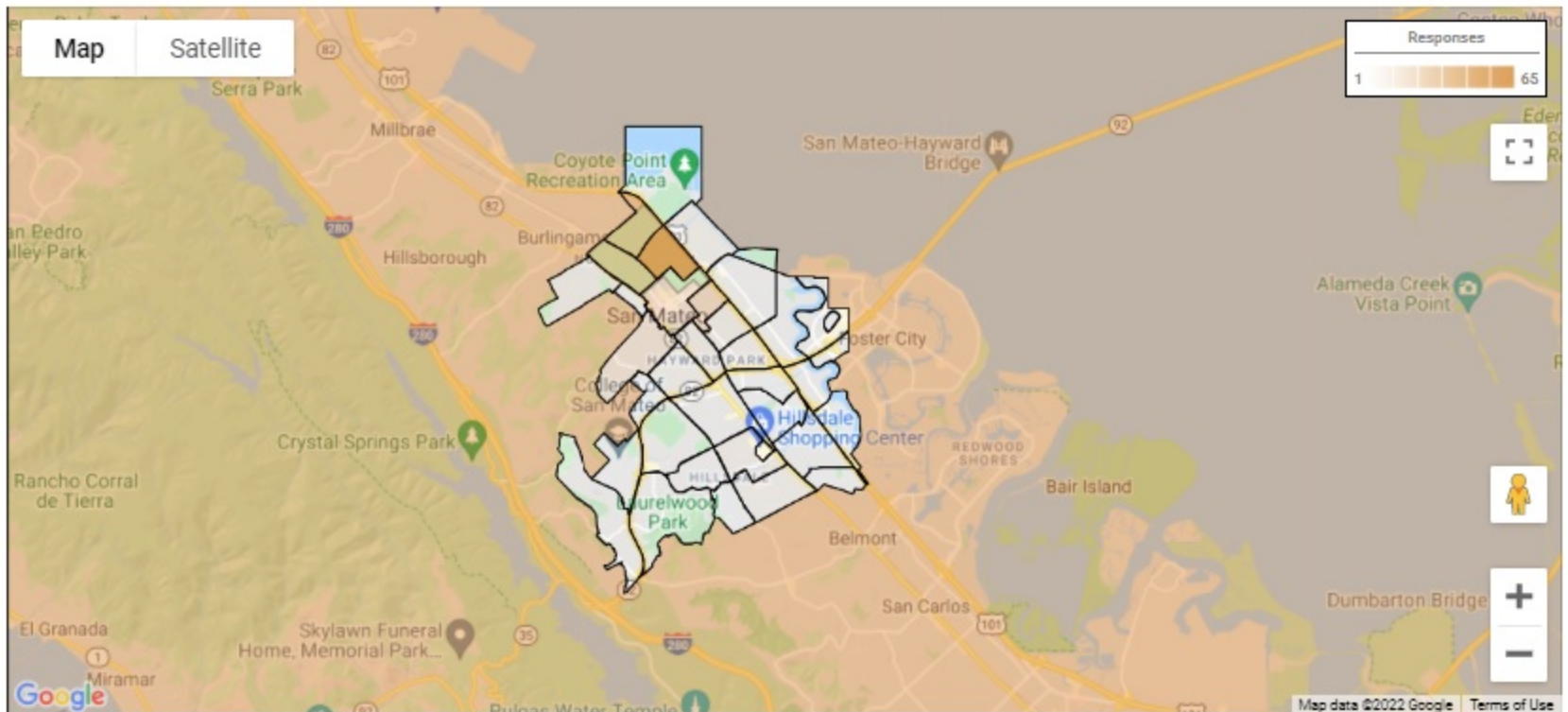
This topic is closed

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266 registered responses



NC Bike Lanes Project - Community Poll - Online Spanish Responses Only

January 25, 2022, 2:55 PM

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NC Bike Lanes Project - Community Poll - Online Spanish Responses Only

El proyecto de carriles para bicicletas en North Central busca mejorar la seguridad de los ciclistas y peatones, pero habrá 214 espacios de estacionamiento menos. ¿Este proyecto representa su visión del vecindario North Central?

Summary Of Responses

As of January 25, 2022, 2:55 PM, this forum had:

Attendees: 22
Responses: 3
Minutes of Public Comment: 9

Topic Start

November 29, 2021, 1:05 PM

Topic End

January 8, 2022, 12:00 AM

QUESTION 1

¿Dónde vive?

| | | % | Count |
|---|--|--------|-------|
| Vivo en el vecindario North Central de San Mateo. |  | 100.0% | 3 |

QUESTION 2

¿Cuál es el nombre de la calle en la que vive?

Answered 3
Skipped 0

humboldt n st

QUESTION 3

Por favor, evalúe las opciones de estacionamiento a continuación y díganos si piensa que beneficiarían al vecindario, que posiblemente lo beneficiarían o que no lo beneficiarían.

Bordillos rojos extendidos: Nuevos bordillos rojos pintados a ambos lados de las calzadas de North Central para evitar que los vehículos bloqueen la calzada. La ciudad brindaría el servicio de pintura de bordillos a los residentes, sin costo.

| | | % | Count |
|------------------|--|--------|-------|
| No beneficiarían |  | 100.0% | 3 |

NC Bike Lanes Project - Community Poll - Online Spanish Responses Only

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Estacionamiento sobre la calzada: Los residentes de North Central que viven en viviendas unifamiliares o en dúplex podrían estacionar sus vehículos frente a su propia entrada a la calzada.

| | | % | Count |
|----------------------------|--|-------|-------|
| Posiblemente beneficiarían | | 33.3% | 1 |
| No beneficiarían | | 66.7% | 2 |

QUESTION 4

Por favor, cuéntenos más sobre sus puntos de vista con respecto a estas opciones.

| | |
|----------|---|
| Answered | 1 |
| Skipped | 2 |

los

QUESTION 5

El personal también está proponiendo opciones que requerirían más comentarios del vecindario y que necesitarían tiempo y recursos adicionales, para su implementación. Por favor, evalúe las opciones de estacionamiento

Estacionamiento compartido: La ciudad trabajaría con las escuelas, las empresas y los desarrolladores de North Central para permitir que los residentes de North Central usen estacionamientos privados existentes durante la noche. El programa de estacionamiento compartido no tendría ningún cargo y podría o no requerir prueba de residencia.

| | | % | Count |
|------------------|--|--------|-------|
| No beneficiarían | | 100.0% | 3 |

Programa de permiso de estacionamiento residencial en North Central: Crear un programa de permiso de estacionamiento, según el cual solo los residentes de North Central podrían estacionar en el vecindario durante períodos prolongados (por ejemplo, más de dos horas). El programa de permiso de estacionamiento podría tener vigor durante el día únicamente (por ejemplo, de 8 a. m. a 6 p. m.) o durante las 24 horas (incluso durante toda la noche); los detalles se determinarían según los comentarios del vecindario. El estacionamiento en la calle requeriría un permiso y el registro en la ciudad, incluso una prueba de residencia (por ejemplo, una factura de servicio). Cada conductor con licencia sería elegible para obtener un permiso. En este momento, los permisos de estacionamiento residencial en la ciudad no tienen costo.

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| | | % | Count |
|------------------|--|--------|-------|
| No beneficiarían |  | 100.0% | 3 |

QUESTION 6

Por favor, cuéntenos más sobre sus puntos de vista con respecto a estas opciones.

| | |
|----------|---|
| Answered | 2 |
| Skipped | 1 |

las se si una

QUESTION 7

¿Qué tipo de ciclista es usted?

| | | % | Count |
|--|---|-------|-------|
| Uso la bicicleta como actividad recreativa, no es mi vehículo principal. |  | 33.3% | 1 |
| No uso bicicleta. |  | 66.7% | 2 |

QUESTION 8

Por favor, califique las siguientes afirmaciones en una escala del 1 al 7, en la que 1 sea con la que más está en desacuerdo, 4, neutral, y 7, con la que más está de acuerdo:

Estoy de acuerdo con el proyecto de carriles para bicicletas en North Central y la remoción de espacios de estacionamiento para construirlos.

| | | % | Count |
|---------------------|--|--------|-------|
| 1 Muy en desacuerdo |  | 100.0% | 3 |

Estoy de acuerdo con el proyecto de carriles para bicicletas en North Central si se implementan las opciones de estacionamiento adicional.

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| | | % | Count |
|---------------------|---|-------|-------|
| 1 Muy en desacuerdo |  | 66.7% | 2 |
| 2 En desacuerdo |  | 33.3% | 1 |

No estoy de acuerdo con el proyecto de carriles para bicicletas en North Central porque se sacan espacios de estacionamiento.

| | | % | Count |
|---------------------|---|-------|-------|
| 1 Muy en desacuerdo |  | 66.7% | 2 |
| 7 Muy de acuerdo |  | 33.3% | 1 |

Considero que San Mateo debería priorizar la seguridad de los ciclistas y los peatones en edad escolar.

| | | % | Count |
|--------------|---|-------|-------|
| 4 Neutral |  | 66.7% | 2 |
| 6 De acuerdo |  | 33.3% | 1 |

Considero que San Mateo debería priorizar la seguridad de todos los ciclistas y peatones.

| | | % | Count |
|-----------|--|--------|-------|
| 4 Neutral |  | 100.0% | 3 |

Me alegra saber que San Mateo haya adoptado un Plan Integral para Bicicletas en 2020.

| | | % | Count |
|---------------------|---|-------|-------|
| 1 Muy en desacuerdo |  | 66.7% | 2 |
| 4 Neutral |  | 33.3% | 1 |

QUESTION 9

¿Cómo llega a sus lugares de destino normalmente? Por favor, seleccione todas las respuestas que correspondan.

NC Bike Lanes Project - Community Poll - Online Spanish Responses Only

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| | | % | Count |
|--------------------------|--|--------|-------|
| En mi vehículo personal. |  | 100.0% | 3 |

QUESTION 10

¿Qué edad tienen las personas en su hogar que suelen usar bicicleta, caminar o correr, o usar monopatín o patineta? Por favor, seleccione todas las respuestas que correspondan.

| | | % | Count |
|--|---|-------|-------|
| Estudiantes de escuela primaria o menores. |  | 33.3% | 1 |
| Estudiantes de escuela media. |  | 33.3% | 1 |
| No aplica |  | 66.7% | 2 |

QUESTION 11

¿Tiene algo más para contarnos sobre el proyecto de carriles para bicicletas en North Central?

| | |
|----------|---|
| Answered | 2 |
| Skipped | 1 |

acuerdo ciclistas con de estoy los para

QUESTION 12

Las siguientes preguntas solo se usarán para asegurarnos de que contemos con una muestra representativa y para ayudarnos a mejorar las encuestas y el alcance, en el futuro. No tiene la obligación de responderlas.

¿Hace cuánto vive en San Mateo?

| | | % | Count |
|------------------------|---|-------|-------|
| De cinco a veinte años |  | 33.3% | 1 |

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| | | % | Count |
|--------------------|---|-------|-------|
| Más de veinte años |  | 66.7% | 2 |

QUESTION 13

¿Tiene usted o alguien de su grupo familiar una discapacidad?

| | | % | Count |
|----|--|--------|-------|
| No |  | 100.0% | 3 |

QUESTION 14

¿Es usted estudiante o es padre o madre de un estudiante que asiste a una escuela en North Central?

| | | % | Count |
|--------------------------------|--|--------|-------|
| Padre o madre de un estudiante |  | 100.0% | 3 |

QUESTION 15

Si usted tradujo esta encuesta a un idioma distinto al inglés o el español, ¿qué idioma eligió?

No response

QUESTION 16

¿Cuál de las siguientes opciones describe mejor su raza o etnia? Por favor, seleccione todas las respuestas que correspondan.

| | | % | Count |
|------------------|--|--------|-------|
| Hispano o latino |  | 100.0% | 3 |

CDBG North Central Survey Written Responses

Please tell us more about your thoughts on these options [extended red curbs and driveway parking].

Los residentes que vivimos en north central San Mateo nos afectarÃ¡ si remueven los estacionamientos!!

I have a kid and we ride bikes so it need to be safe so we definitely need a bike lane

We need bike lanes. It is a hazard to ride on the street. Without changes like this we won't be able to realize benefits of alternate transportation that better air quality.

There seems to be absolutely no plan for replacement or alternatives for more than 200 parking spaces. This is a facet of this plan that should be completed and approved before moving ahead with any changes. We saw the bicycle coalitions push through lane reductions in So. Cal only to have millions spent to reverse the process after lawsuits were filed as the appropriate solutions were not constructed, I fear the same might happen here.

Driveway parking would help more than red curbs.

But in a broader sense this project should run down Delaware Street and not Humboldt. For one it would remove slightly less parking. There are long term data showing that Delaware street is as dangerous for cyclists as Humboldt. And also cyclists want to continue to ride on consistent bike paths throughout the city and beyond, not a fragmented system that does not connect to anything. Delaware Street has extensive cycling infrastructure in place and connects with many locations in San Mateo that are desirable including SamTrans and Caltrain, downtown, San Mateo High (entrance, not two blocks away as in Humboldt), Hayward Park developments, Bay Meadows/Hillsdale, and points south. Running down Humboldt is isolated and achieves none of these.

Parking is challenging on E Bellevue because apartment complexes do NOT provide spaces and/or charge high fees for a space. I can not park in front of my house now. Everyone near poplar (gardening business who parks their trucks on Poplar) will now use up our spaces and the apartments as well.

The second one is inconvenient. The first one will be helpful.

My driveway is regularly partially blocked (I live across the street from the King Center field), and it makes it difficult for me to safely enter and exit. I would definitely appreciate the red curbs to help with that. I also don't see a con to allowing residents to park in front of their own driveways. I only see a reduction in parking congestion which is definitely helpful.

I think that bike and pedestrian safety should be a priority over parking. It seems like we are valuing a place to put a car over people's lives.

One driver selfishly takes up entire space so nobody else can park. Maybe paint for two cars?

I live one block north of Poplar and am totally against any new bike lanes in the area for two reasons. First, the recently completed bike lane(s) along North San Mateo drive have already caused the loss of some parking spaces causing more parking on Bellevue by people who don't live on Bellevue. We already have what I call "Incursion Parking" on Bellevue and Ellsworth Court by people who live on Poplar and Ellsworth south of Poplar. They park on our street and in the court causing those of us living there to seek parking elsewhere, sometimes as far as two blocks from our houses.

Second, I am on North San Mateo Drive every day while driving or walking and I don't think the City is getting it's "monies worth"! The bike lanes are not exactly filled with bikes. How may millions did the city spend creating that project. You are spending our money, not yours. There are many more new projects worth investing in that will benefit your citizens.

One last thought. Why don't you consider neighborhood parking permits. I would be more than happy to pay for that permit every year up to \$100 to guarantee parking in front of my house. I would benefit and so would the city by providing additional revenue to the city.

The red curb makes it even harder to find a parking spot.

We already park in front of our driveways if necessary. The problem is the 300 block of Highland is all apartments with inadequate parking for all of the residents. Many of those people park on Poplar and if you take that away then they will be forced to take up our parking on the 400 block of Highland which is all single family housing. If you take away Poplar parking, then you should institute permit parking only. Better yet, and this comes from a long-long time cyclist, DO NOT REMOVE PARKING ON POPLAR FOR BIKE LANES THAT ARE NOT NEEDED NOR WANTED.

I live on the North side of Highland at Poplar. We already have major parking issues with people living on Poplar Ave as well as people living on the south side of Poplar Ave parking on our block. Although a good idea, painting red curbs will take away even more valuable and limited parking space.

Here's the problem with Poplar near El Camino. We've lived here for almost 25 years. Traffic on Poplar has gotten more busy and crowded, especially during "rush hour". People flying up Poplar like it's a speedway makes it very dangerous to pull out from the side streets onto Poplar. It's even more dangerous for pedestrians trying to cross Poplar from Highland (an unprotected "intersection" that is a disaster waiting to happen). For some reason, Highland Ave has become a thoroughfare for both speed racers and pedestrians. Now the city wants to bring bikes into the mix and crowd up our parking even more. Making it harder to see pulling out of our driveways and side streets. Also - there are no public parking lots near Poplar between San Mateo Drive and El Camino. Our neighborhoods would prefer more stops signs/pedestrian crossings (especially at Poplar/Highland) and speed humps for the safety of our pets, children and elderly than a freeway for bikes which will add to traffic and parking congestion.

Plus - why would any sane person encourage bike riders to cross El Camino at Poplar? That intersection is insane with the angle that West Poplar exits onto El Camino confusing Poplar cross traffic. We have enough accidents there without adding bikes to the mix.

We only have one vehicle and a short driveway that will not accommodate our car. We often times have to block our driveway in order to park on our block. With that said, it is the multi-family dwellings on Poplar and Bellevue that are already sharing our block and you will now be removing the spaces on Poplar where there is already a pre-existing problem.

We can already park in front of our own driveway. This is not a change or new.

Parking in front of ones own driveway is already taking place in my neighborhood due to lack of parking. These options are not going to ease the impact of losing 219 parking spaces.

We need safe routes to school- Yes

Protected bike lanes on North Humboldt - Yes

Speed bumps and speed enforcement on Humboldt -Yes

I think there are plenty of parking options already enough such that if you did remove that parking everyone would still have a place to park, but some ppl might have to walk 3 mins to the building rather than ~1 min. So I think that trade off for good bike lanes is totally worth it

I park in front of my driveway now when I can't find parking like most of us so I don't see how supposedly "allowing" us to do something we are doing now because there is no parking now.

Red curbs could make a bigger problem by taking away more parking spaces but of people could legally block their driveway then it would cause less stress.

This is already the norm everywhere. I don't see why this a question. It is the residents right to block their own driveway (but they are not entitled to the space to do it if extends beyond the curb cut).

Painting red would be very helpful, but there is already virtually zero enforcement of any parking regulations already except for street cleaning

i never have problems parking near my house. if you paint the curbs next to driveways red, that would make it difficult for many people to park in front of their driveway.

The property in from of your drive way should be open to parking as long as it's your vehicle or approved by you.

People already do not pay attention to the red zones so it is unclear whether extending the red zones would help at all.

We don't need paint on our curbs, we need our sidewalks maintained and overall street improvement.

Driveway parking and parking in front of driveway are already being used. Currently, street parking is very difficult to find due to all the apartments and multiple unit buildings in the neighborhood.

Neither of these parking options will help add parking because people already park/block their own driveways and adding red paint will take away more parking!! These are horrible ideas thought up by people who do not live in our neighborhood.

a) This survey fails to address existing parking violations and issues never enforced. Examples include no red-striping at intersections with limited visibility such as North Grant and Monte Diablo. When standard street corner red-striping is done, that will further reduce existing parking spaces (until the basic parking control measures are implemented and enforced, no 'parking study' should be completed. Only then, can parking analyses reflect real world situations. The residents have received no summary of prior studies. b) The City has not yet striped individual parking stalls, even adjacent to MLK park. If done, enforcement must follow, including for oversized, overweight commercial vehicles stored on public streets (see bracket comments in section (a)). c) Without proven City parking enforcement, any parking control measures would be worthless. Current City parking 'enforcement' on street cleaning days is a farce/worthless. A contracted company allows vehicles never moved to remain, even with license plates expired more than two years. No towing occurs. One owner of multiple unmoved vehicles just speaks to the 'enforcer' and no ticket is issued, possible graft? (see

bracket comments in section (a)) d) Driveway blocking parking is just going to encourage violators to block other's driveways.

I am a resident of Woodlake. I purchased the condo I reside in. Parking in and around Woodlake is very difficult. Each owner is only allowed one designated parking spot. The Apartments East of Woodlake have very limited parking spaces for their rental units. Many of the residents who can't find parking, go into the Woodlake property to park their vehicles. By removing street parking, this will only exacerbate the parking problems that already exist.

Fine. But also allow a widening of the driveway/curb cut for the home owners to get their car off the street entirely. Currently there is red tap on extending an existing curb. 10' min for single car garage is only for new construction but should allow for existing curb cuts to be altered.

What's the point of red curbs if I can't park on my side of Humboldt anyway? We already must ask guests to park across our driveway under the present conditions. Removing more parking spaces would only make things worse. Should we do what the neighbor across Humboldt has done: pave or brick over the front lawn? Poor carbon management!

I do not want to have to park in front of my driveway, nor do I want red paint, or any other color in front of my house.

Streets seem wide enough to install protected bike lane on the inside next to the curb, leaving parking in the street.

We bike to our children's school everyday and it is hard to cross street when you can't see. Supposedly you aren't able to park commercial vehicles on the street but there are many vehicles over 7' tall on street daily.

Driveway parking: This would be unsightly (ugly) and not an appropriate use of a driveway. People would also take this as a pass to just randomly park wherever or pull up on the curb or planting strip (which already, unfortunately, happens). We want to continue to beautify the neighborhood and make it a pleasant place to live, and this would be a step in the wrong direction.

Allowing residents to block driveways would be unattractive, block visibility into driveways, and create issues with ingress / egress for multi-family households. If this rule is changed, it should be implemented citywide and should not single out North Central.

We have no parking already and my husband with his bad hip has to walk 2 blocks to our house sometimes. Downtown nonresident, day labor, contractor vehicle parking, and park and ride issues take up most of the parking on our street. Cyclists actually represent a very tiny portion of the work and commute happening on our streets. Cyclists are about 1 percent of the traffic here. It would be a better option to put up signage that the cyclists have a right to the entire lane.

First, if accurate surveys were actually compiled, which I know they were not, you would know cyclists generally are not traveling east to west (or vice-versa). They generally travel north to south (vice versa).

Extending redzones to stop people from parking in front of driveways will not stop... I recommend hanging around the neighborhood and paying closer attention.. people do whatever they want to do and don't care if they block someone's driveway.

Furthermore, blocking driveways is a safety issue... what if there is an emergency? There is a reason parking in someone's driveway is illegal. Look it up.

Please tell us more about your thoughts on these options [Parking lot sharing and North Central Residential Parking Permit Program].

Muchas personas que trabajamos por las noches donde estacionar. ¿Años los carro si supuestamente se le pide permiso a las escuelas para estacionarse, Yo no vivo cercas de una escuela!!!

We need a lane to safely ride our bikes

Again, no actual solution to the loss of 200+ parking spots. This is a serious deficit of this plan and i would not be surprised if these non-solutions don't result in a lawsuit and reversal of the lane changes. Where are the EIR's and other requisite studies? Please study the Playa del Rey situation in Los Angeles on the streets Vista del Mar, Culver, and Pershing - all reversed owing to poor planning as we see here.

Strongly support both these options.

We could use a parking permit program anyway as the baseline case without removal of parking there are people who store multiple cars on the street and prevent others from being able to park there.

How would permit parking work if we are all residents in the neighborhood now and struggle with parking. 2 hour will not work because I work from home and my car is outside for extended periods of time. How does it work if we have guests over. Seems like so much trouble for a bike lane on such a busy street. Bike accidents are bound to happen.

I think it is very reasonable.

I am 100% in favor of both of these! Construction vehicles often park in front of my home for multiple days in a row. I would prefer them to be registered, utilize the free parking garage opportunities, etc. I also think it is completely fair to limit parking by issuing permits. It works well in other urban areas.

I think the permit system is a great option. I also would be a proponent of completely removing parking from all of poplar ave on both sides.

Too scared to leave my car away from my house. Some cars don't move much.

Didn't read all the options before I commented above. Parking permits - sign me up. Then all the city has to do is enforce the permits and collect fines. WIN-WIN for all.

There has been lot sharing with King Center sometimes people abuse the situation. Permits make it difficult for day workers who parking in North Central to work for gardeners and cleaning services, and school workers at various day schools belonging to churches, why add another layer of bureaucracy?

Parking permits would help.

As far as shared parking areas, this more than shows you don't know the neighborhood well. Except on San Mateo drive, there are almost no parking lots to share. However, if this were implemented, you should also force commercial vehicles to use these few parking spaces. These would include the many gardener trucks that fill out streets. As a

Far as permit parking, ok, but you also need to account for holiday family gatherings.

I'm not sure how I feel about permit parking as although it may sound good on paper I have very little faith how this will be monitored on a daily basis by the city.

I've done the residential parking permits at a previous residence. It did t help create parking spaces. It's also a nuisance to maintain. It doesn't create spaces taken away by a bike lane.

We desperately need permit program. Many households abuse street parking by long term storing many vehicles that are rarely used and only move on street sweeping days. My block of south Humboldt has at least 12 such vehicles.

We need safe routes to school. We need traffic enforcement and infrastructure calming measures. We should encourage ppl to ride and walk safely in our neighborhood. The quality of life here is terrible because of the traffic volume and the dangerous speeds. Yes to residential parking permits.

Parking lot sharing is not feasible as it would require someone to enforce the rules of parking at these spaces. The trash created at shared parking spaces, the liability issues of break ins and crimes being committed makes this option unrealistic. We can't expect churches and schools to carry the burden of providing safe parking for residents!! This passes the buck down the line and will create problems for school and church patrons who will now have less available parking spaces to conduct their matters safely and reasonably.

Both options sound good to me

It seems there are residents who maintain several vehicles on the street and some who don't use their driveways/garages. I believe this program could be beneficial but beyond the street permit there should be a way to require residents to primarily use their own homes parking spaces before using the street.

A parking lot should be only for the residents in that area,, otherwise there will still be a parking issue. A parking permit would benefit but only if it is free

Would love to see the parking permit program implemented in North Central and across San Mateo. Also, they should cost money!

First, this is already happening with or without a plan. Any official sanctioning of the process will make people feel entitled to it. People already parking in this manner already make it difficult for sanctioned activities to find parking.

There are a fair number of commercial vehicles "abandoned" until street cleaning day in the neighborhood regularly. Report does not seem to deter it and if they miss street cleaning \$35 is cheaper than paying for a spot anywhere.

permits make parking too difficult for people visiting me.

Parking lot sharing could possibly help however only for public property. The idea of parking permits is absurd. We pay some of the highest taxes in the country and still we have multiple shootings in the same block as the school, terrible roads and the city just wastes money. People should be free to go wherever they want creating parking permits is just another income attempt by the city. We have an inept city council and a major spending problem. I think that's much more important than bike lanes.

People who park in this area likely live here so I don't know if it would be a benefit or not.

Our North Central neighborhood, including my household, have residents of different abilities. Parking in lots, then walking to your home is not a safe alternative to implementing permits.

Parking lot sharing would be helpful, but would need to be centrally located in the neighborhood to make it convenient. Parking permits for street parking for residents for a particular street would make parking easier to find and eliminate non resident parking.

Parking lot sharing is a bad idea because we will still need parking during the day and these businesses will not want extra cars in their lots while they are open. None of the residents will want to approve permit parking unless you guarantee we will never be charged for it, which you are not currently guaranteeing. These ideas are a waste of taxpayer dollars and will only hurt our neighborhood.

Cal Water and the DMV have huge parking lots, they should be on the list to allow overnight parking if that's something the city wants to do. Parking permits seem like a waste of time, our neighborhood fills up at night with residents' cars.

RPPP has been previously promised but not implemented. Re: Parking lot Sharing - who would enforce on private property? How would the City guarantee permanence of those alternative spaces? Purchase properties in close proximity to Humboldt and then lease land to developers, contingent on guaranteed number of reserved neighborhood spaces and continuous towing contract for violators? Funding from where?

I oppose the removal of any available parking spots along North Humboldt Street. Parking is already at a premium between the residents at Woodlake the other apartments rental units.

Bike lanes would be great. Also many intersections are extremely dangerous as you can't see cars coming because cars are parked right up to the corner. So extended red paint on corners (especially when there is not a 4 way stop) would be extremely beneficial!

There is no such shareable lot near enough to be useful to us or our guests. We should already have such a program to limit the number of business-use pickups that infest our residential street parking. This would be no help to households on Humboldt and would limit us to having guests, babysitters, etc. who live in the neighborhood.

How much would this cost to implement? You would need too many people metering it for it to be realistic. Horrible option. This is lipstick for us residence. This could not be implemented to benefit residents at a realistic cost to taxpayers.

Many cars park on our street who don't live on our block, a permit would greatly help with this issue.

I think residential permit parking could work well. I think (but don't know) that there are many people who park in the neighborhood who don't live here. More importantly, however, many people in North Central own more than one car, so the residential parking permit program may force people to consider getting rid of an additional car (which would be a good thing) if they don't have a place to park it. This program would only work if the city were to enforce it (illegal parking -- fire hydrant, parking on the sidewalk or front yard -- is not enforced much in North Central...).

Both options would potentially help. Parking in the neighborhood is impacted only at night when residents are home from work, so any permit program would need to be effective at nighttime, there is no particular need for daytime permits. The city could start with a free program, and if parking is still impacted fees could be introduced, or a more strict household limit could be implemented. This would also reduce outside parties parking in North Central at night to go out downtown, Uber to the airport, etc. Any permit program would need to be paired with code enforcement to prevent parking on lawns, paving over front yards, etc.

We have an issue here with parking during the day and the night. Removing parking at this current time would hurt the residents and there is not enough cyclists on our streets to warrant this change.

Parking lot sharing could help a bit, but maybe looking at the suffering infrastructure first and addressing those problems first might be smarter than just continuously applying band-aids hoping it will make a difference... perhaps there needs to be a stop to the continuous building of these incredibly ugly developments and bring in more and more people with the false belief that people will use the piss poor public transit, which they won't... most families that move in will have 2 cars... let's not forget when their kids grow up...

As for parking permits... I will park in front of my residence and follow the current parking ordinance (72 hours, then the vehicle must be moved.)

It seems like a parking permit program it would be good solution

The bike lane on Poplar would not benefit the neighborhood or cyclists. By the way; I am a weekend cyclist; riding to downtown Burlingame and downtown San Mateo. I rarely ride a bike on Poplar.

Is there anything else you would like to tell us about the North Central Bike Lanes project?

Estoy de acuerdo con la ciudad sobre implementar proyectos para proteger a los ciclistas.pero existes calles con carriles para ciclistas y sin remover los estacionamientos!!!

I lived through a project like this in Playa Vista/Playa del Rey. Vision Zero is a fantastic program, unfortunately, there are bicycle coalitions and other groups who hijacked that program for an anti-car (anti-cagers as they like to say) for their their "road diet" programs. Bike paths and lanes are wonderful as are more pedestrian/mixed-use paths. But the goal of hastily satisfying the political goals of bicycle coalitions has a negative impact on the community and results in wasted money in lawsuits and reversed lane changes. Please be careful as that seems to be the path of this proposal. Also, the question that follows this is irrelevant - someone who moved here yesterday has exactly the same voice and rights as someone who lived here their entire life, I'm offended you are even asking this question.

As above, Delaware is a much better location for North Central bike lanes relative to Humboldt Street for multiple reasons including slightly less parking impact, better connectivity, better integration, equal safety need, and that Delaware is the most used street for biking in North Central (much more so than Humboldt).

I understand installing bike lanes but Poplar is not the street. With apartments, businesses, single family homes with apartments attached to them increases the cars in our neighborhood vs neighborhoods with just single family dwellings. I do not feel the City is taking this into consideration. Parking is at a premium now. We pay so much for our home and then to find out you may not be able to park in front of your house? Ludicrous! Enough is enough.

I strongly support the bike lanes.

Thank you! I would love for bicycle safety to increase! I feel afraid to ride my bike with my daughter, and I'm pro all environmentally friendly steps in the right direction.

This plan makes life harder

Iâ€™ve lived in San Mateo for 4 years and felt extremely blessed to never have had to own a car. Iâ€™m able to shop, dine, commute, and exercise all by biking around San Mateo year round, and itâ€™s amazing.

I think it's a great idea but please listen to residents who live in areas with legitimate, existing problems and address their concerns since adding bike lanes and reducing parking only amplifies those existing issues.

Is it possible to do what is currently being done on Norfolk? No cars have been removed, there are bike lanes. I have wondered all my adult life as a resident of this City, why is it always attractive to make the neighborhood where people of color and low income people live, more congested and a less desirable place to live! Issues such as removing parking spaces, real estate variances, etc. There was a time in San Mateo where a resident would get a ticket for parking a car on the street overnight! Laws and rulings that have different consequences for people who are not white and wealthy.

More important than bike lanes on Poplar would be stricter enforcement of the traffic laws. Also a stop sign at Poplar and Highland would stop people from racing to get to the lights between El Camino and San Mateo Dr.

Addressing safe biking/walking/boarding, etc is only part of the big transportation picture in our community. What should have come first is our safety amongst all the speeding cars! I realize you'd like to put this off and say it is not your problem, but a SMPD problem. But slowing these drivers down is yours! I would 100% support speed bumps, roundabouts, etc. that will in turn keep our families and pets safe. Please prioritize!

Parking on Highland Ave is already tight and we fight for spaces in front of our own homes. Our garages were built in 1912 and are too small to fit our cars. A bike lane will only make the problem worse.

Please build it!

Painting arrows on the road does nothing. We need protected bike lanes for cyclists and pedestrians.

The cross walk on Peninsula by CVS is a death trap. Hopefully we will not lose and more lives before the city takes action.

This project would be better served in a neighborhood that doesn't have the parking issues as North Central has, such as Sunnybrae. You do not need a survey to see that parking has been a major issue!! Causing many residents to park illegally in front of fire hydrants, in red zones, handicapped spaces, businesses and on corners blocking handicap accessible ramps. To avoid parking blocks away from their own homes they have to risk the chance of a hefty fine, but sometimes it's worth the risk if it's late at night and you're worried about your safety or you have groceries or things to bring in the house. The huge amounts of tickets issued for parking violations in North Central is unmatched by any other neighborhood in San Mateo and will only get worse if they plan to take away an additional 219 spaces. In my opinion Amphlett Blvd from Second Ave to Poplar is the only reasonable place to put a bike lane in North Central. Quality of life would be significantly impacted if Bike Lanes were to occupy over 219 spaces in an area already struggling with availability of parking.

I'm super excited about it!

I sometimes do not use my bike for fear of busy streets. With this bike lane I would use my bike more often for practical rides beyond leisure, it would allow me to get to the YMCA, the doctor's office and more. I really hope this passes. I have been trying to use my bike but get scared of traffic.

We don't have many bicyclists in this area to begin with so there is no point for bike lanes

I would like to see more bike lanes added to North Central and to the rest of San Mateo. I take my child on my bike to preschool regularly and would like to have access to separated bike lanes for the path from my home at N Eldorado and East Poplar to S Delaware and E Fifth. Also more bike lanes that go to San Mateo Caltrain station would be great. I've almost been doored by drivers previously: along B St, and along N Ellsworth

It's long overdue. Thank you!

I bike literally everywhere. I bike to work, bike for exercise and recreation. I am not pro-car and i believe the streets need to be safer for children and cyclists. I am not sure what survey was done that says this neighborhood has space to displace 214 parking spots. Cars already block sidewalks by not fitting in their driveway or to be less in streets that are too narrow already. They block corners by parking over them and park in red zones, public property, and blocking curb cuts on corners. When the street is full of cars, most driveways are not wide enough and streets too narrow to actually pull out of them. Commercial vehicles leave their vehicles week long stretches without moving. The plan to removing parking will compound many problems without any solution. Actual proactive enforcement of existing parking rules may help, a parking permit program may help. I 100% support more bike lanes, bike safety and more bike infrastructure, but whatever planning or study was done for this project clearly doesn't seem to have any grounding in the reality of the neighborhood. At best this plan needs other efforts to mitigate effects.

i support making streets safer for bikes and pedestrians. why do cities always prioritize cars? i think the green paint on bike lanes helps with safety. los gatos put green cones between the bike and cars lanes. maybe that's a good idea?

I feel these questions are worded in a way to sway public opinion. Everyone feels bicycle and walking safety but creating bike lanes doesn't insure that. The amount of people who would lose parking would greatly outweigh the number of bikes using it. The roads here are large enough that bikes can use the shoulder.

It currently feels very unsafe to bike in San Mateo especially on Humboldt so I support the proposed bike lanes.

I understand the importance of bike and pedestrian safety, especially on my street where I have seen many accidents occur. However, our NC neighborhood has been neglected for far too long. Take a drive or walk through our neighborhood, please look at the sidewalk conditions, narrow streets, unmaintained trees, and much more. Before implementing this Lane project, we need to raise the standards and conditions of the neighborhood first! NONE of the other SM neighborhoods look like ours except for east SM, our community is full of a diverse population (mainly Latino, Black, and Asian). I implore you all to take a hard look at the conditions of North Central before you decide to impact our already dire living conditions in comparison to all other SM neighborhood communities, enough is enough. Thank you

I'm in favor of bicycle lanes but not in a neighborhood where parking on the street is such a scarce commodity to find. I think the benefit of the bike lane on Humboldt won't benefit the neighborhood very much but more of a benefit for people outside of the neighborhood. North Central has been a favorite of the City to use as a dumping ground for controversial issues. The City needs to have more consideration for the North Central neighborhood.

Please do not move forward with this proposal. This will do more harm then good.

I ride my bike to take my kids to school near 9th Ave and I also drive to work. Delaware St. is extremely unsafe for bikers because it is too narrow and it is very busy, especially near the 3rd Ave freeway entrance. Other side streets are hard to use on a bike because they encounter two way stops with busy traffic (eg crossing Poplar). Putting in bike lanes on Humboldt seems like a fantastic way to let people bike in the neighborhood.

The supporters of bike lanes are probably far higher in number than an online poll would suggest. The people that bike are not the type to notice or do these kinds of things.

See all prior comments, plus ... has the City evaluated the North Central schools to see how many students (or staff) actually bike to school? Eyeball bike racks at San Mateo highschool? We live on North Grabnt and see a lot of kids walking to school and minimal bicycle riding by kids. It's not a thing

that kids want to do it seems. Perhaps partially because of drime and bikes being stolen. Many kids do not walk solo, in order to protect their own safety, so solo bik riding may also be precluded. When will Public Works prior 'studies' be provided for residents to review, demonstrating there is sufficient on-street parking for 214 parking spaces in close proximity to Humboldt? How does the City evaluate the multiple North Central homes that have multiple employees arriving each morning, parking on street and being dispatched?

I run and ride my bike regularly and I feel the lanes are safe enough currently

Use speed mitigation and other speed bumps. Nice street lights. Make sure to CLEAN THE BIKE LANES otherwise debris that will pop tires. This happens every i ride. Take note.

This survey is poorly designed. (Types of bike rider are mutually exclusive in wording, but "Choose 1-3 options") makes them ridiculous. "If ADEQUATE parking options are implemented" is missing an important word (adequate) and a cogent description of the option and commitment to it. Questions about prioritizing safety suggest we should simply trust the planners about how to do it; the apparent biases in this survey's design suggest we should not.

A fully committed cyclist, I am unlikely to use a Humboldt St. bike lane that is not fully separated from traffic on one of our busiest streets—a frequent alternative when 101 is impacted. Grant St. is a much safer route that reaches further south than Humboldt, if less far to the north.

I think the location is a terrible choice, move it one street east or one street west (or more) and put a turnstile at each end so it's not a causeway, but to choose a street that has nothing but multiple family homes and duplexes is almost inexplicable. All of those cars are going to the surrounding neighborhoods causing conflict between neighbors and lowering property values.

Bike lanes would increase safety for runners as well.

If you can bike safely more people would bike!

Removal of parking on Humbolt would make the street safer for EVERYONE (cars, peds and bikers). Right now, visibility on Humbolt and turning on and off of Hulmbolt by car is VERY limited due to all the cars parked up to the edge. This contributes to dangerous driving situations and puts cars and peds in dangerous situations.

Secondly, adding bike lanes moves the city in the right direction to be more bike, ped friendly and greener - we should be encouraging people to bike and walk more, esp in North Central which is so centrally located. The only way to encourage more people to bike and walk is to make the infrastructure more friendly, so the bike lanes have to precede the uptick in bike use. It is the right thing to do, even at a cost.

Another thing - there are MANY bikers in North Central, and many people bike on the sidewalk, which is dangerous. Adding bike lanes will encourage people to bike more safely. You may not hear much from the many bikers in North Central, but if we sit on the front porch and count, there are tons.

There is already a tremendous amount of pedestrian and bicycle traffic in the neighborhood, and there are almost no bicycle facilities in North Central, thus we are currently allocating 100% of street space to the mode of transport that generates maximum pollution, traffic, and public safety impacts. This project would be a big step towards fixing this and making street use equitable for all! In addition to bicycle safety, improved sight lines on Humboldt would be a huge benefit to pedestrians and drivers negotiating congested intersections, including many children on their way to and from local schools and bus stops. Ideally these new lanes could be paired with other traffic calming measures to improve safety for all (bulb outs, stop signs, cross walks, etc).

Regarding parking, there are a tremendous number of vehicles essentially stored on the streets of North Central, including a huge number of work trucks which should really be stored in business lots instead of crowded residential streets. While many residents do indeed rely on street parking by necessity, a well designed permit program could eliminate airport parkers, downtown parkers, business vehicles, second cars, broken down vehicles, etc, and thereby more than offset any parking lost to bike lanes.

Most children are driven to school by their parents. I have not seen school kids on bikes for 30 years.

Its a bad idea, but more importantly, it is an egregious waste of valuable resources and I feel our tax dollars are not being used properly... figure it out.

And... it might be nice if people who work at City Hall whom do not live here do a little homework and actually learn a thing or two about the city they "run".

I strongly support this project
