



North Central Bike Lanes Project – Update

February 9, 2022

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Principal Transportation Planner

Overview

- Project Description and Background
- Project Objectives
- Outreach and Community Survey Findings
- Parking Data Collection and Analysis
- Parking Supply Options
- Commission Feedback



PROJECT DESCRIPTION AND BACKGROUND



Project Description and Background



- Funded through Community Development Block Grant (CDBG)
- Project Extents
 - Humboldt St. (#2 High-Priority Project)
 - Peninsula Ave. to 5th Ave.
 - Class II Bike Lanes
 - Poplar Ave/Indian Ave. (#4 High-Priority Project)
 - San Mateo Drive to Humboldt St.
 - Class II Bike Lanes and Bicycle Boulevard
- Scope includes pavement rehab, curb ramps, traffic signal video detection, and bike improvements

Project Description and Background

Current Project Status

- Construction agreement awarded October 2021
- Pavement and concrete work completed for new curb ramps
- City Council direction
 - Expanded community engagement
 - Additional parking data collection
 - Parking supply options



PROJECT OBJECTIVES



Project Objectives

General Plan 2030

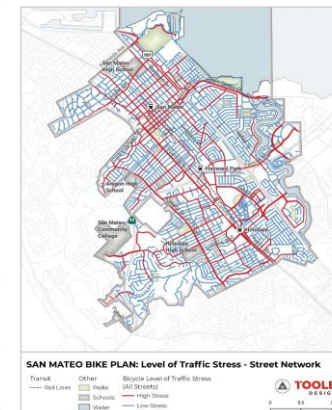
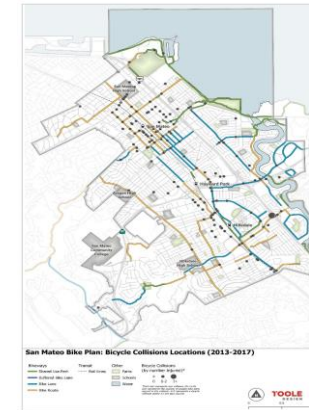
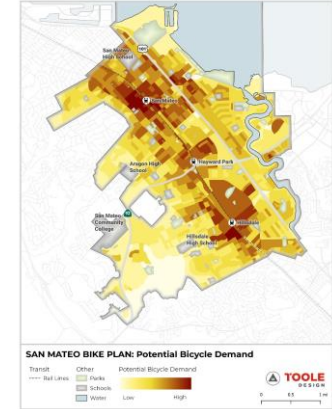
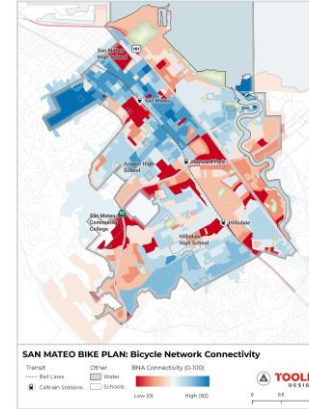
- Circulation Goal 4: “Maintain a comprehensive bicycle and pedestrian circulation network which provides safe recreation opportunities and an alternative to automobile travel.”
- Policy C4.1: “Implement the Bicycle Master Plan’s recommended programs and projects to create and maintain a fully-connected safe and logical bikeways system...”

Climate Action Plan

- Specific GHG targets for 2030 and 2050. On-road transportation is the top cause of emissions.
- Recommended Action “Secure funding for design and construction of the infrastructure improvements identified in the updated Bicycle Master Plan...”

Project Objectives

Bicycle Master Plan



Citizen Advisory Group

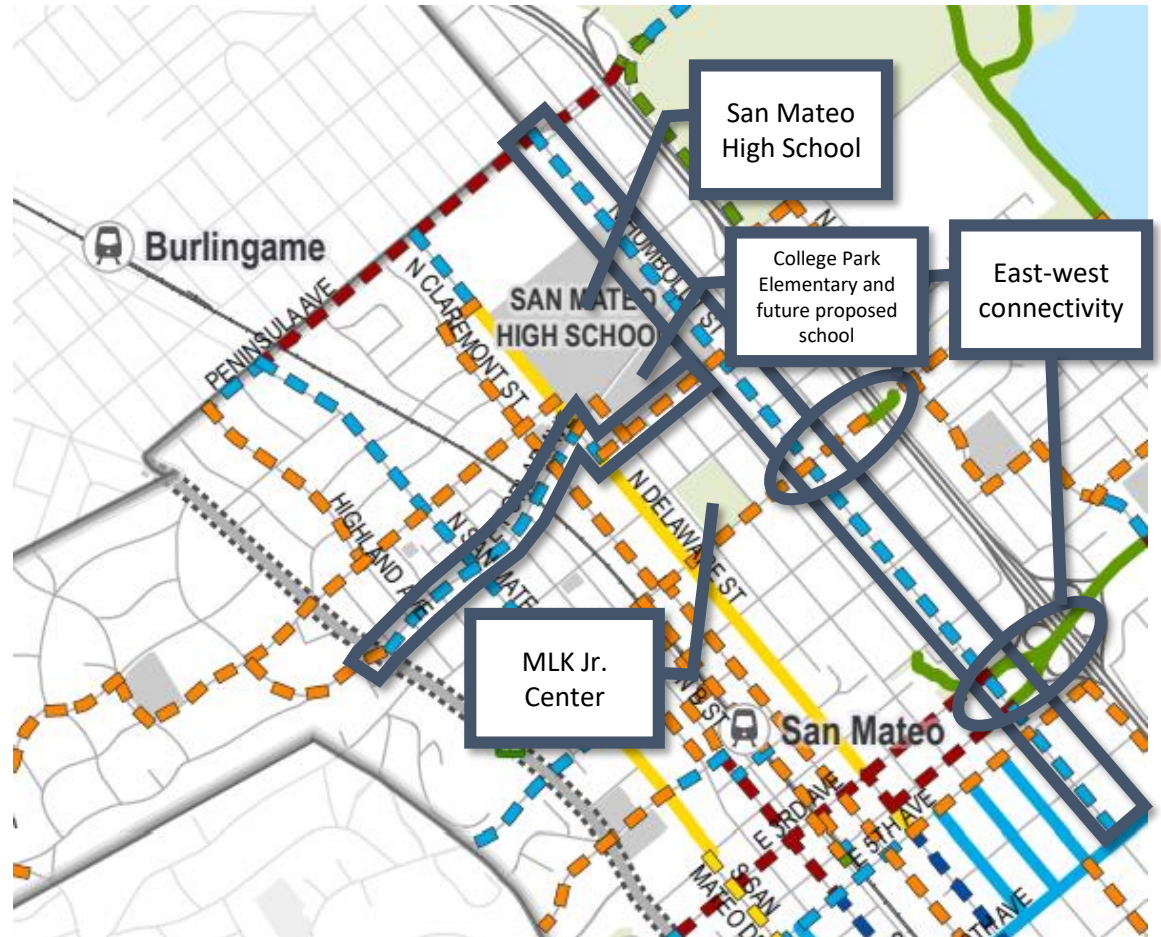
Sustainability and
Infrastructure
Commission

Technical Advisory
Group

Community Input

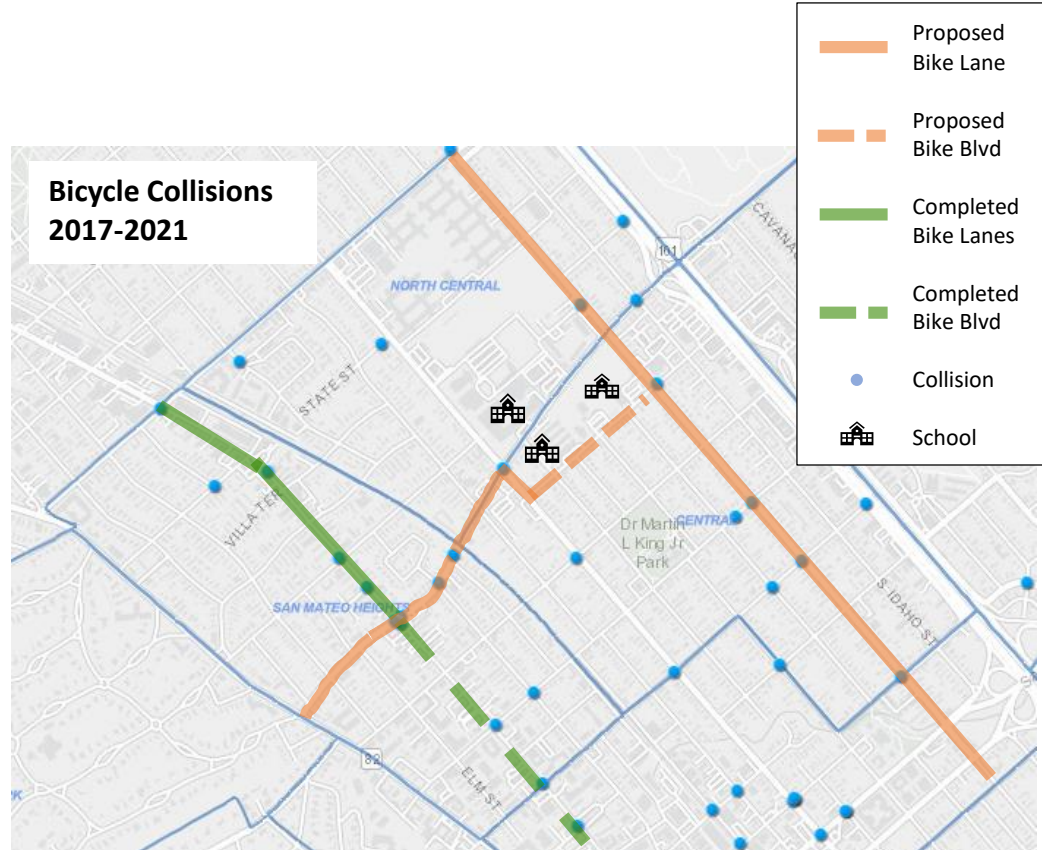
Data Analysis

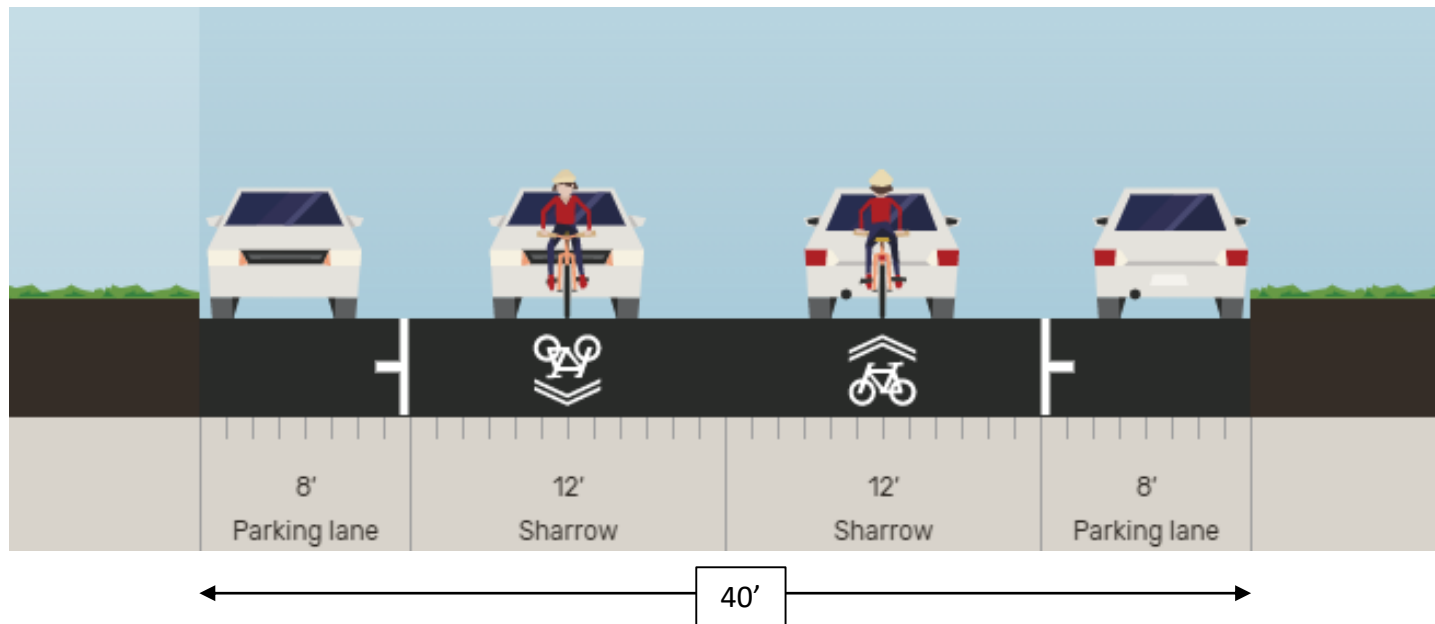
Connectivity to Existing and Proposed



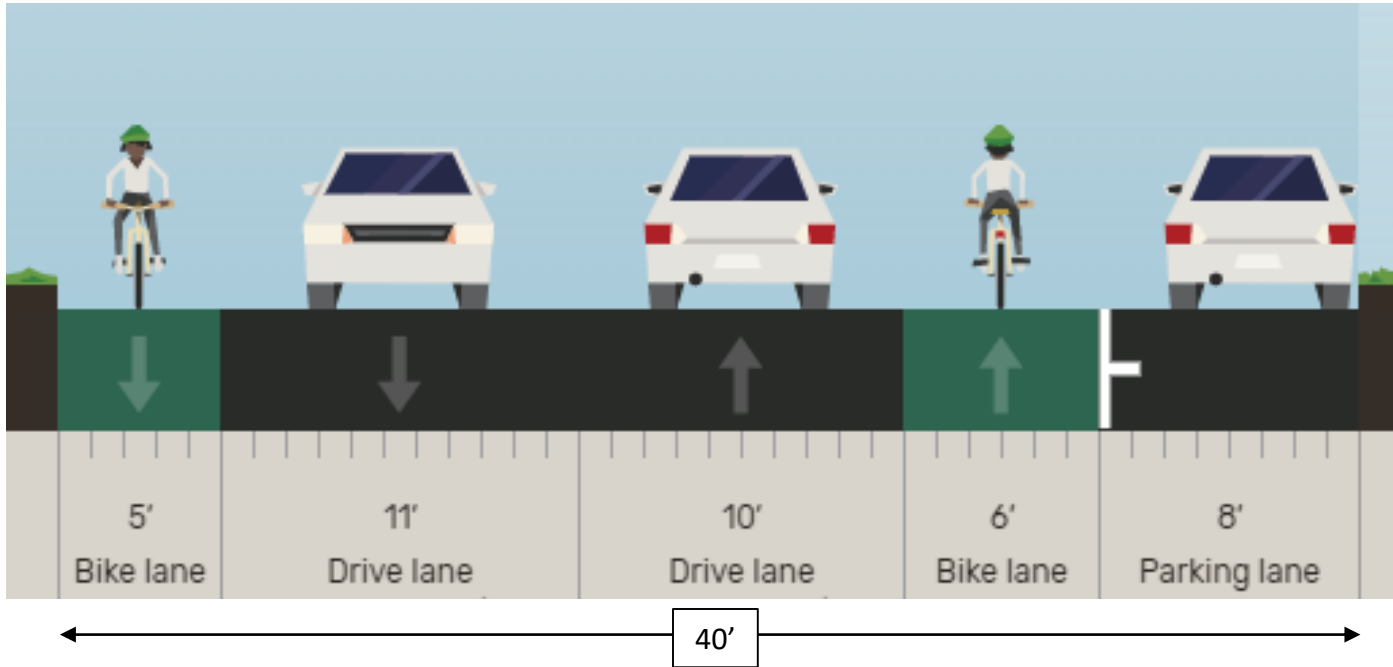
Project Objectives

- Poplar and Humboldt have a high number of bicycle collisions in the past
- 11 bicycle-involved collisions on project corridors
- 30 bicycle-involved collisions in neighborhood
- Reduce risk and severity of future incidents






Existing Roadway



Proposed Roadway



OUTREACH AND SURVEY FEEDBACK



COMMUNITY ENGAGEMENT



Key Findings

285 responses to online and written poll

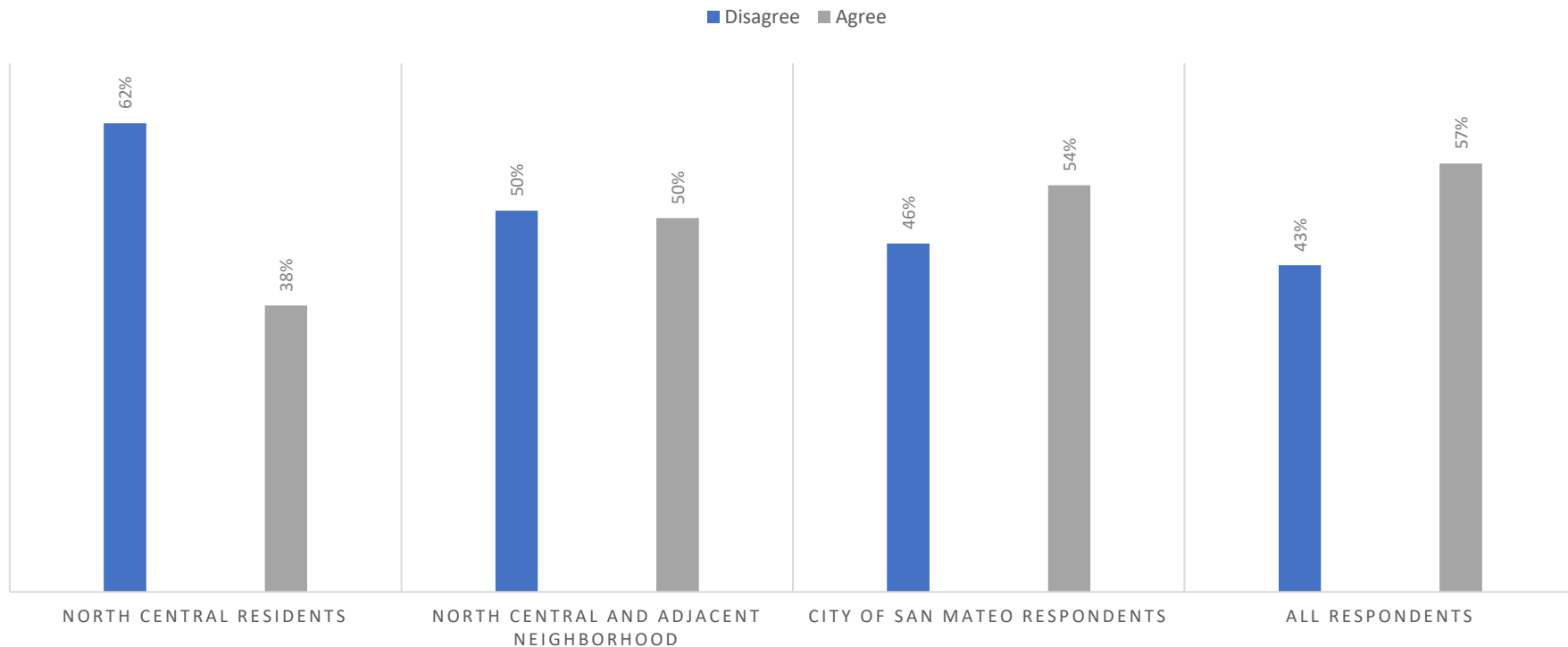
- 52% North Central residents
- 22% adjacent neighborhoods
- 14% San Mateo residents
- 13% outside of San Mateo

Nearly $\frac{1}{4}$ of respondents live on Humboldt Street

Half of respondents ride a bicycle as their primary mode of transportation or recreationally

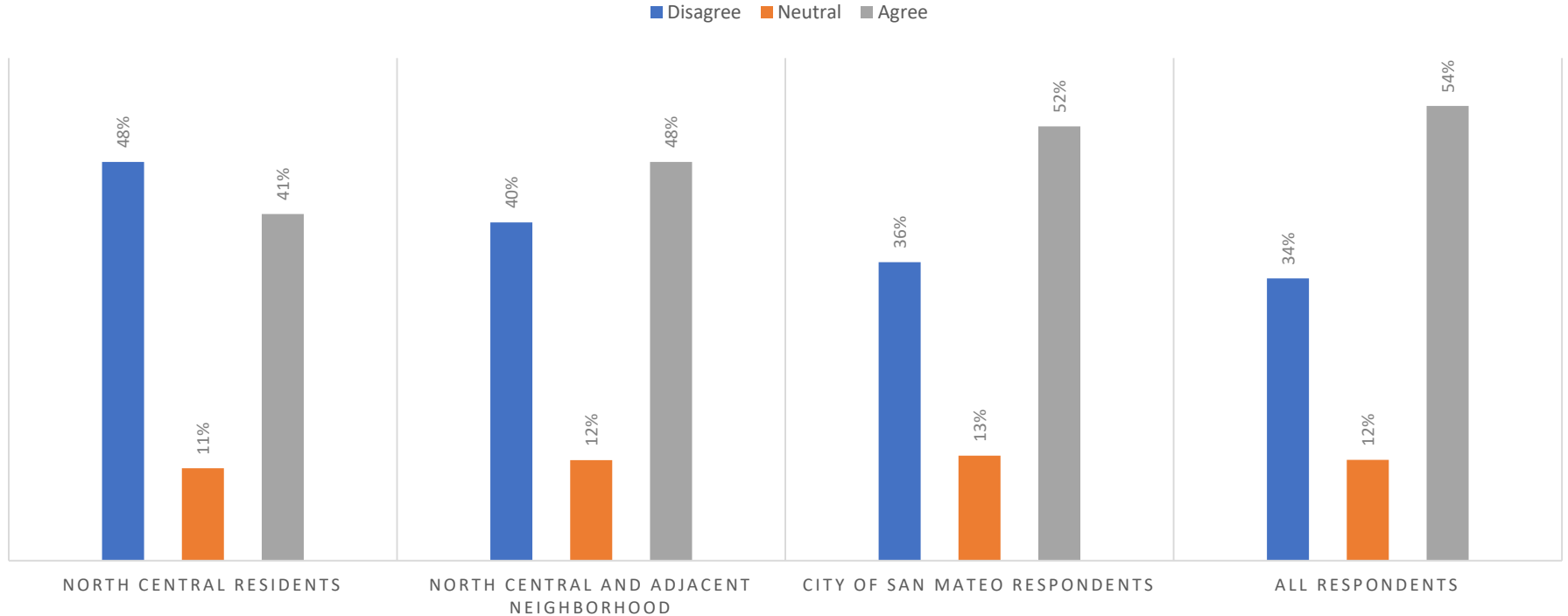
Key Findings

Support the Project and the parking removal



Key Findings

Support the Project if additional parking options are implemented



Key Findings

- North Central residents who do not ride bikes disagree with the project (82%, 37 respondents)
- North Central residents who ride a bike as their primary transportation mode or for recreation agree with the project (57%, 33 respondents)
- North Central residents with household members ages 25-64 who bike/scoot/walk regularly are split on project support
- Long-term North Central residents do not support project implementation (90%, 45 respondents)
- Residents newer to the neighborhood tended to support the project (62%, 23 respondents)



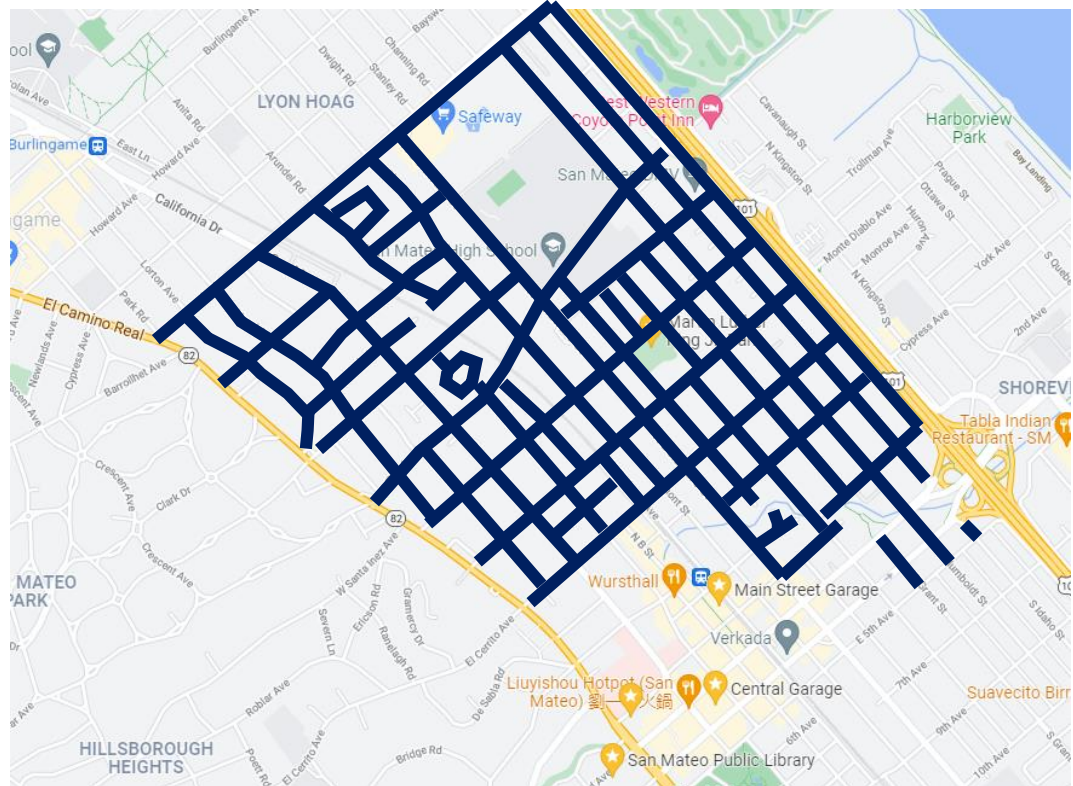
PARKING DATA COLLECTION AND ANALYSIS



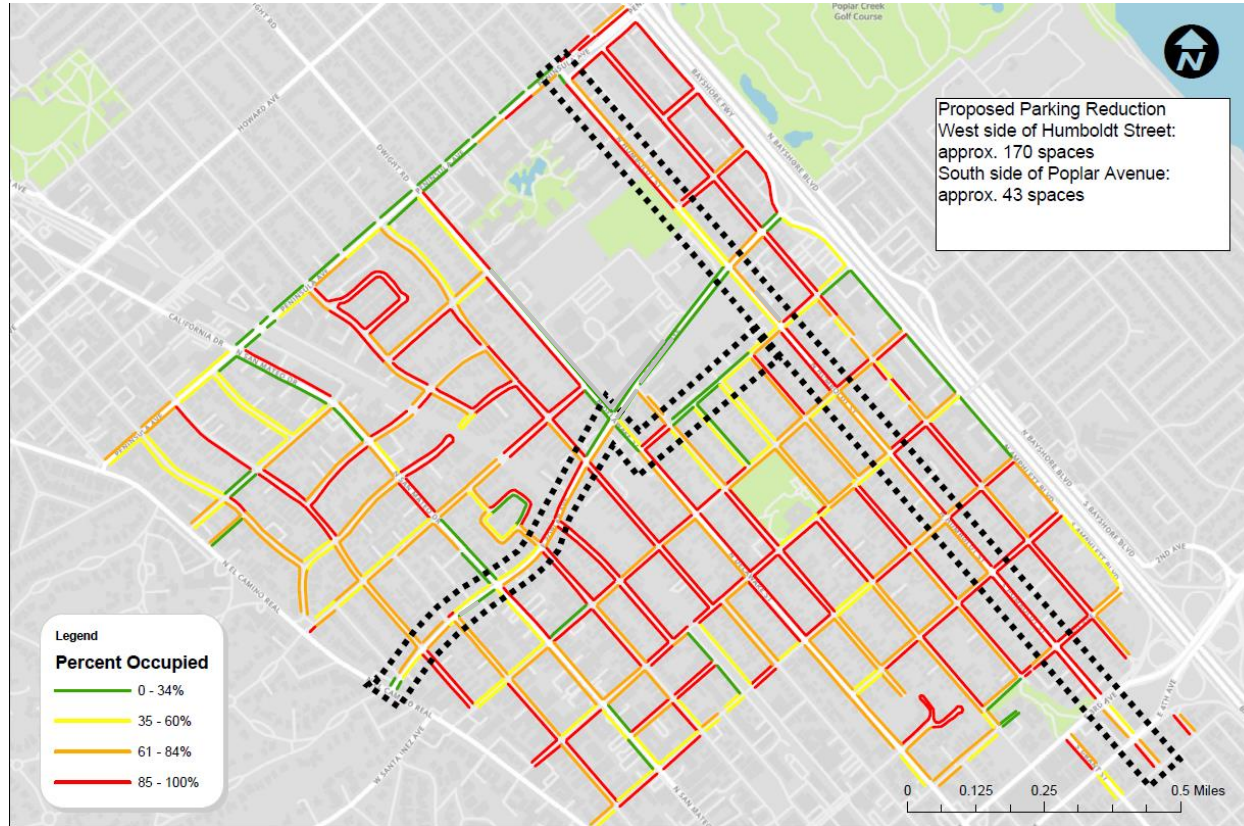
Parking Data Collection

Methodology

- Larger geographic scope
- Expanded hours
 - Two weekdays
 - Two Saturdays
 - 7a-7p
 - Peak midnight
- Parking Supply
 - Calculation based on legal 22' length parking spaces
 - Not determined by number of vehicles parked



Overnight Peak Parking



Parking Data Key Findings

- Peak midnight parking demand averages 73%
- Poplar Avenue peak occupancy 55-60%
- Humboldt Street peak occupancy 80%
- Peak overnight occupancy on Poplar Avenue (33 vehicles) able to be accommodated within 1 block (~600 feet) based on current availability
- Peak overnight occupancy on Humboldt Street (149 vehicles) able to be accommodated within two blocks (~600 feet) of project corridor

Proposed Parking Reduction

**Existing Conditions – Poplar Ave.
Peak Occupancy**

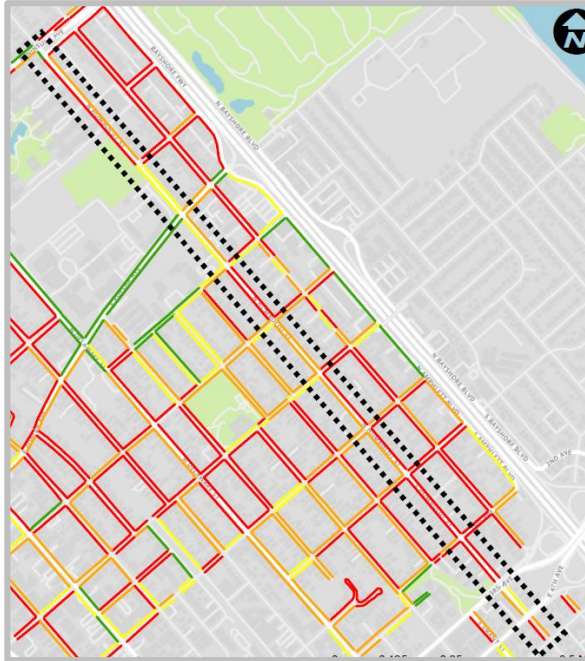


**Proposed Parking Reduction –
Peak Occupancy**

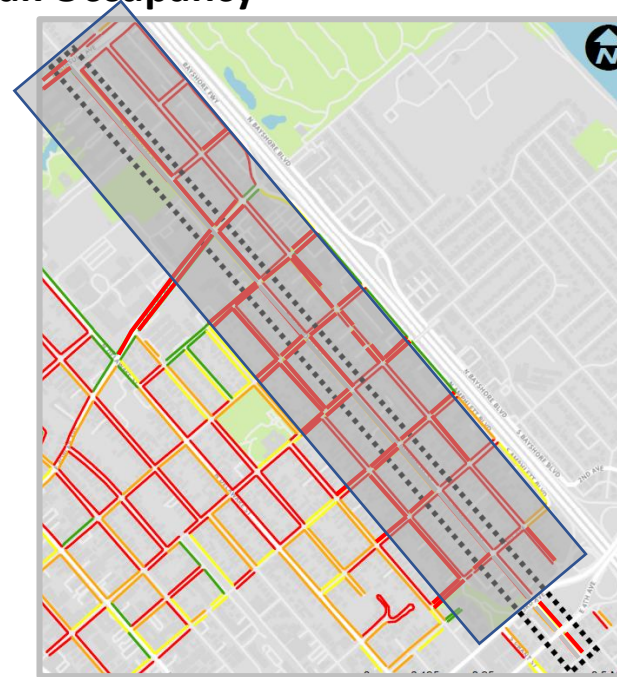


Proposed Parking Reduction

**Existing Conditions – Humboldt St.
Peak Occupancy**



**Proposed Parking Reduction –
Peak Occupancy**





PARKING SUPPLY OPTIONS



Parking Supply Options



Driveway/Corner Red Curb

- Red curb marking at driveways and corner curb ramps to deter illegal parking and enhance access



Driveway Apron Parking

- Allow residents to block their own driveway and park parallel to curb



Shared Parking Lots

- Leverage existing parking available in the neighborhood for peak overnight use

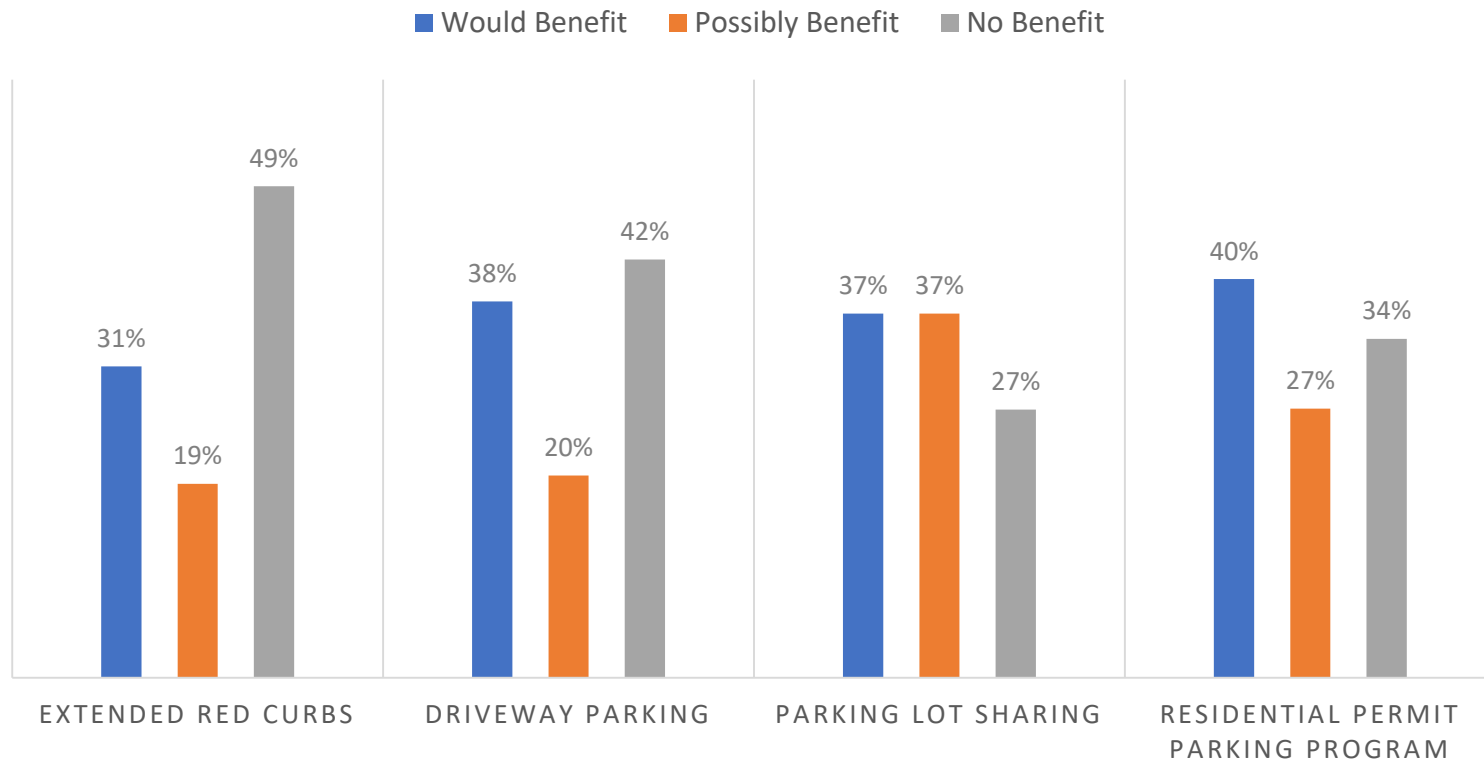


Residential Parking Permit Program

- Issue permits to residents to prioritize on-street parking during the daytime and/or overnight for resident use

Parking Supply Options

Survey Findings – North Central respondents



n=145



SUPPLEMENTAL PARKING SUPPLY OPTIONS



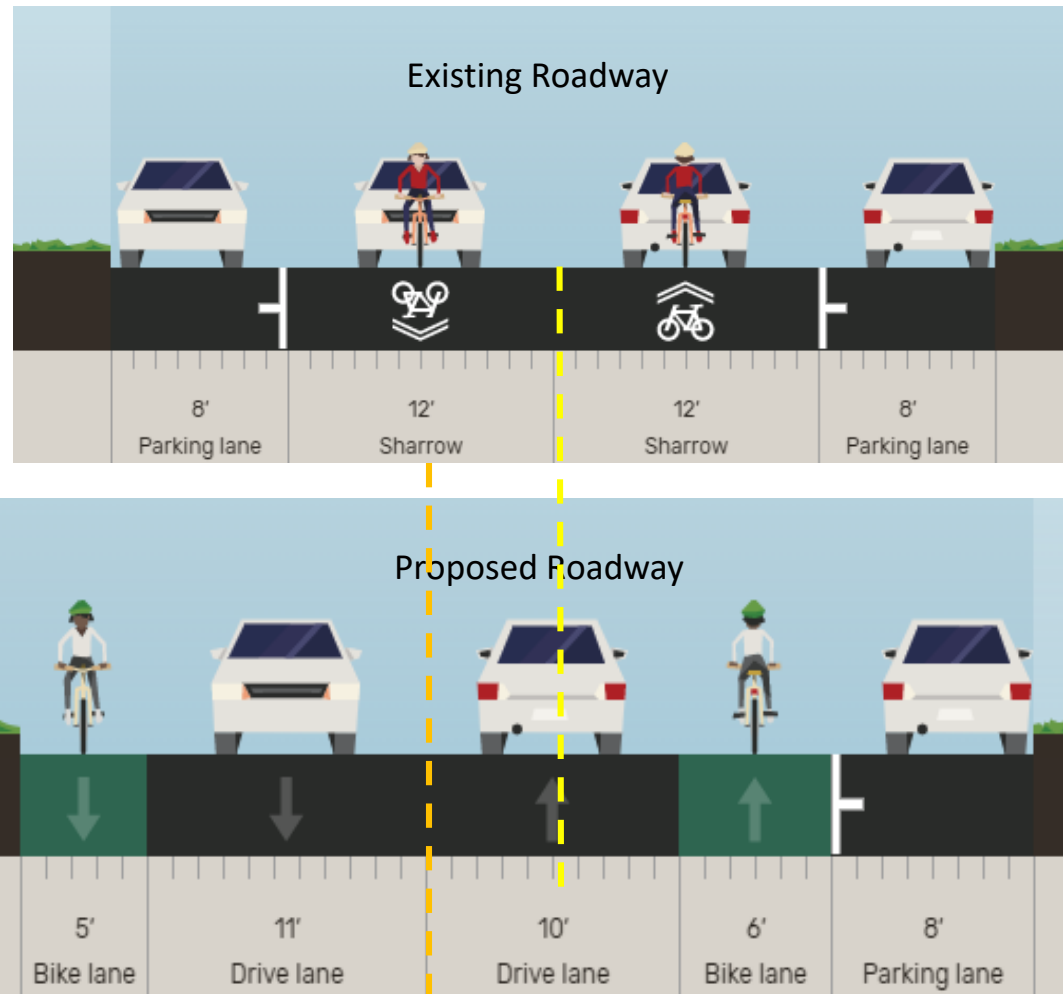


Alternative Parking Supply Options

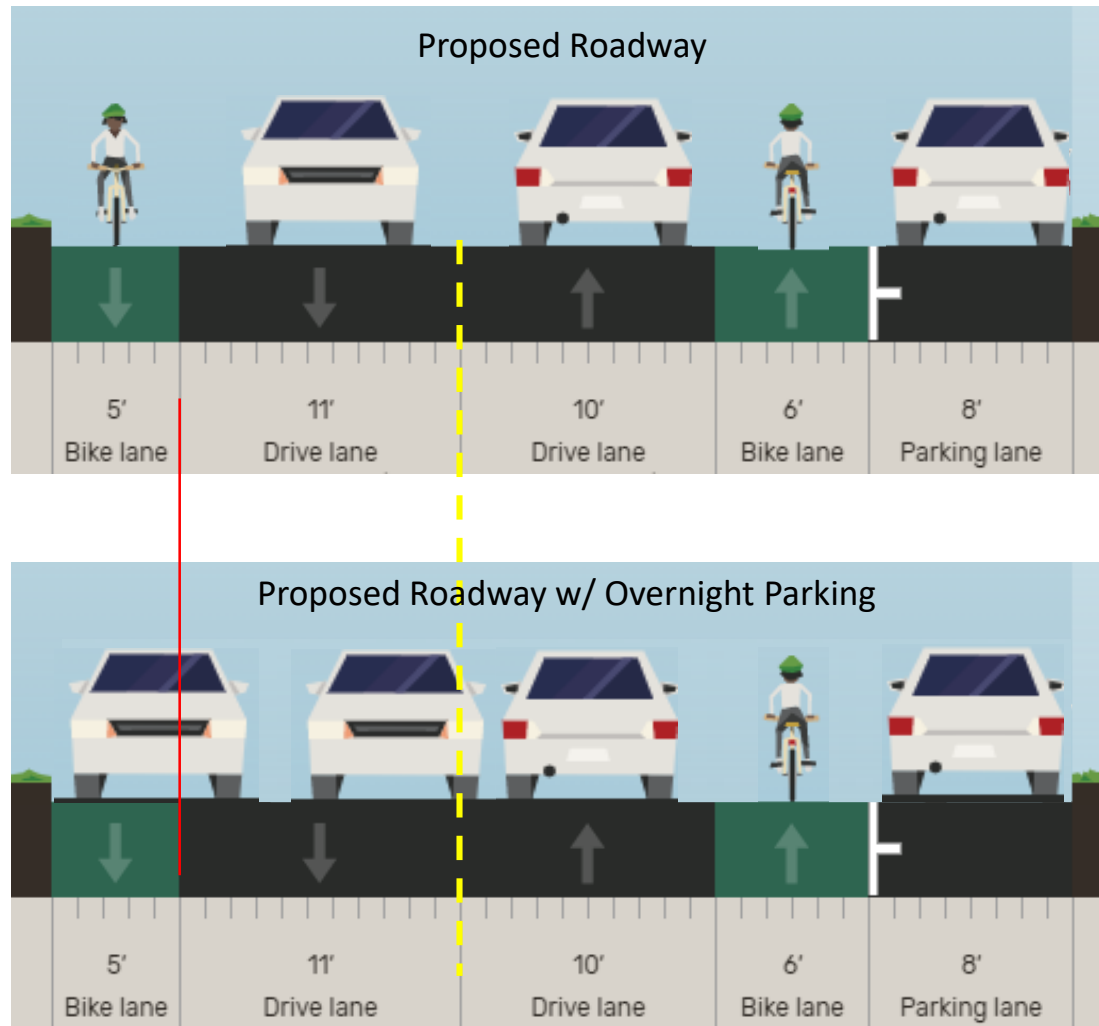
Shared Overnight Parking in Bike Lane

- What is it?
 - Parking permitted in bike lane for overnight hours only.
- Pros
 - Provides on-street parking during peak overnight demand
- Challenges
 - Roadway centerline will be moved; travel lane will be narrow with vehicle parked in bike lane
 - Vehicle code generally restricts parking on bike lane
 - Issues from other cities with parked cars not moving during bike lane hours; safety hazard for bicyclists and motorists during daytime hours
 - Enforcement/towing required to ensure bike lanes available

Alternative Parking Supply Options Shared Overnight Parking in Bike Lane



Alternative Parking Supply Options Shared Overnight Parking in Bike Lane



Alternative Parking Supply Options

Get Around! Program Outreach

- Work with Parks and Recreation department for enhanced program outreach in neighborhood
- Provides affordable transportation option for adults 60 and older

On-Street Accessible Parking Spaces

- Installs accessible parking spaces on-street adjacent to ADA compliant ramps
- Propose to offer the option free of charge

Neighborhood Circulation Study

- Broader study to assess circulation options for the neighborhood
- Consider one-way street options and evaluate other needs/barriers



COMMISSION DISCUSSION AND FEEDBACK



Commission Discussion

- Which parking supply options should be considered for implementation to address on-going parking concerns?
- What feedback does the Commission have regarding alternate parking options (accessible parking spaces, Get Around! program outreach, overnight shared parking in bike lane)?
- What feedback does the Commission have on a future comprehensive circulation assessment of the North Central neighborhood?
- As proposed, should the implementation of the bicycle improvements move forward?

Next Steps

- Take feedback from Commission and public comment
- Formulate staff recommendation for February 22 City Council meeting
- Staff will take direction from Council to move forward
 - Additional construction work planned in the neighborhood for roadway paving
 - Neighborhood will see construction activity and have some interim impacts
 - Neighbors can expect a notice ahead of upcoming construction work





Thank You

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