

December 22, 2021

To City Council Members

I am a caregiver for a husband and wife, who reside in San Mateo, by Martin Luther King Center and a block away from College Park school.

I come in the morning to take of them, then I return about 6pm to put him to bed. There are times at 6pm, when there is no parking. Sometimes, I have to walk blocks, which can effect the times, they receive their medications..

Please re-consider Removing 214 Parking Spaces.

This will have a major affect on so many residents on a daily basis.

I am, like so many of the residents in North Central, in agreement to share the bike lane.

Humboldt is a very busy street and cars do speed. What will help the neighborhood, is to install a STOP Sign, on Santa Inez & Humboldt Streets, then on Indian & Humboldt Streets. This will help slow the speeding cars traveling on Humboldt St. I am not asking for a Stop Light, just a Stop Sign, which does not require electrical power to be installed. I feel, the loss of a life should justify a STOP Sign.

Thank you

A handwritten signature in cursive script, appearing to read "Carol Houser".

To The Mayor of San Mateo  
& the City Council Members

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We ask you to remember how your High School days were as teenagers. These teenagers are not thinking about riding bikes to school, but having a job and purchasing a car. Which is what, I think a lot of you were trying to accomplish, as Juniors and Seniors in High School. But, it is hard for the parents to allow these students to purchase cars, if there is no where to park them

Should you be able to speak with some of the seniors in the neighborhood, some of the comments you will hear from them are:

They do not leave their homes after 12pm or 1pm, due to the fact they will not be able to find parking when they return.

Because some of them live alone, and they can not get out of their driveways, they will stay home. Because, they are to afraid to call the police on people who park in their driveways or block their driveways.

These are just some of the issues, the seniors are having.

Not fair to the younger adults, whose parents will not allow them to purchase a car, due to no where to park.

Parents are afraid for their children, who work at restaurants or food establishments and get off from work at 11pm or 12am. They will have to ride around looking for a place to park, then park 4, 5 or even 6 blocks away. Besides, the raccoons out at night, they worry about what could happen to them, if they have to walk so far away from home. So, parents do not have cars or one parent is working, so no one can pick them up at that time of the morning.

Please have another meeting and speak with some of the seniors.

I am asking you think about how your vote could affect so many.

Thank you

it would Be really Nice to see  
North IDAHO AND S. IDAHO streets fix  
to MANY Pot Holes AND CRACKS in the streets.  
MARVIN HENDRIX Monahan 1/8/22

To the San Mateo City Council Members

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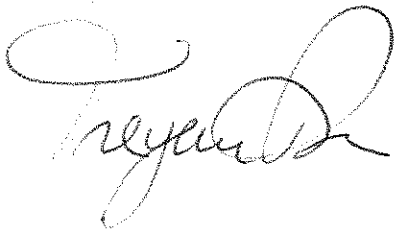
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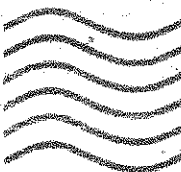
Thank you for your consideration.



Treyma Berie

SAN FRANCISCO CA 940

10 JAN 2022 PM 4 L



City Council Office  
330 West 20th Avenue  
San Mateo, Ca 94403

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The residents are in Favor of a Shared Bike Lane.

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Gudy Hendrix  
1-9-22

Judy HENDRIX

SAN FRANCISCO CA 940

10 JAN 2022 PM 4 L



FOREVER



City Center  
330 West 20th  
SAN MATEO, CA 94

Share  
a bike  
lane



To The Mayor of San Mateo  
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I am asking you think about how your vote could affect so many.

Thank you

*Cathy Robinson*

R

Ms. Cathy Robinson

SAN FRANCISCO CA 940

10 JAN 2022 PM 2 L



Para los miembros del consejo municipal.

Por favor reconsiderar el remover 214 espacios de estacionamiento en el central norte. Es un impacto fuerte para los residentes. Actualmente se batalla mucho con el estacionamiento. Esos 214 espacios sera un efecto domino, ya que se irán a poner en lugares ya saturados de vehiculos.

El valor de nuestras casas serán depreciado. Compradores de viviendas ven casas de 1,000,000 para arriba, pero no hay estacionamiento enfrente de sus casas. Esto afectaría el valor de nuestras casas.

Son varios motivos negativos en la aprobación de remover los espacios de estacionamiento.

No entender porque Humboldt st no puede ser compartida. No entender porque el carril de las bicicletas al sea el norte sera compartida, pero a sea el sur es un carril dedicado solamente para las bicicletas. Ya esta un carril compartido en la calle Delaware sin tener que quitar estacionamiento.

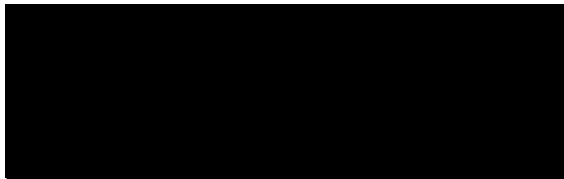
San Mateo dr ya tiene un carril compartido, sin remover estacionamientos. El carril de las bicicletas empieza cuando la calle se ancha.

En la calle Norfolk es una calle compartida, y no se removieron espacios de estacionamiento.

Muchas gracias por su consideration.

*Maria Juir Mariscal*

Maria Mariscal

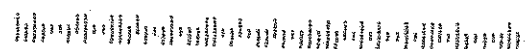


SAN FRANCISCO CA 940

10 JAN 2022 PM 4 L



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330 West 20th Ave.  
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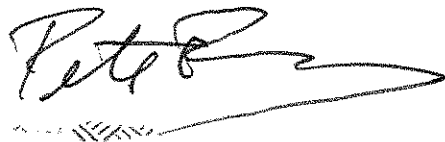
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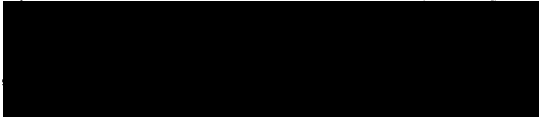
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PETER FRANK



SAN FRANCISCO CA 940

10 JAN 2022 PM 3 L



CITY Council  
330 West 20<sup>th</sup> Ave  
SAN MATEO, CA 94403

**From:** James Sherman <[REDACTED]>  
**Sent:** Monday, January 17, 2022 1:32 PM  
**To:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>; Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Cc:** Charlene Prisk <[REDACTED]>; Bonnie Brose <[REDACTED]>; Kevin Allen <[REDACTED]>  
**Subject:** Bike Lane Project

Dear Council & Commission,

I am the President of the Woodlake Condo HOA, and I have copied Woodlake's SMUHA representative, Charlene Prisk, here as well. As much as I would like to support this project, the proposed bike lanes on N. Humboldt St. in the North Central area are extremely problematic.

Many of the residents on this street are low income with a high density of occupants, and therefore many vehicles per household. Many of these occupants work in service industries, rideshare/delivery, child/elder care, construction and landscaping, and rely heavily on their vehicles for their livelihoods. The elimination of parking for these vehicles will be highly disruptive for the neighborhoods.

For Woodlake, this will manifest in neighbors parking in our lots, which is already an issue and will surely get worse. Please strongly consider not eliminating any parking on N. Humboldt St.

Respectfully,

James Sherman  
Woodlake HOA President

To The Mayor of San Mateo  
& the City Council Members

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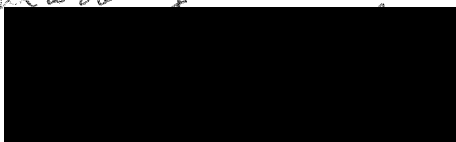
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*Carolyn Bator*



To the San Mateo City Council Members

'22 JAN 19 1:17 PM

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San Mateo Drive has a shared Bike Lane, without removal of cars. As, San Mateo Drive widens, then a dedicated Bike Lane starts.

Norfolk St is a shared bike lane, no parking spaces removed.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Michaela M. Wall". The signature is fluid and cursive, with a long horizontal line extending to the right.

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*Janet Flynn*



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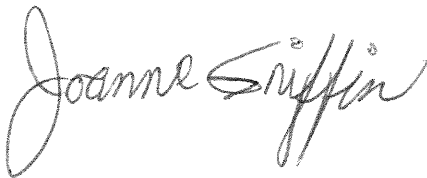
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Mr. & Mrs. F. Lemon

**From:** BARBARA CONWAY [REDACTED] >  
**Sent:** Monday, January 24, 2022 3:14 PM  
**To:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>  
**Subject:** Bike Lane Issue Before the Council

Dear Members,

At the Council's February 22nd Meeting, the issue of removing parking spaces will be heard. As you decide on this issue, please consider how the residents of North Central will be impacted. Presently parking is a major concern and removal of more parking spaces will only add to a horrific neighbor problem.

Not only will adults be unable to park but our working teenagers will suffer from your decision as well. I ask that you give a great deal of thought to your vote before casting it.

Thank you.

Barbara Conway

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Seniors, will be affected. The City of San Mateo won an award for being senior friendly. Removal of parking spaces will limit who can come to visit them, at particular times. Friends or family, that would like to stop by during their break from work. Now, this will be impossible to find a parking space if after 4pm. As you speak with seniors, they will not leave their homes after certain times, for fear, when they return, their will be no parking available.

There are many negative issues, should the removal be approved.

Not, understanding why Humboldt St, can't be shared. Or why the Bike Lane going Northbound will be shared with parked cars. But, as the bike riders return, going Southbound there will be a dedicated Bike Lane.

San Mateo Drive has a shared Bike Lane, without removal of cars. As, San Mateo Drive widens, then a dedicated Bike Lane starts.

Norfolk St is a shared bike lane, no parking spaces removed.

Thank you for your consideration.

*Granita Wheeler*





To the San Mateo City Council Members

Please re-consider removing the 214 parking spaces in the North Central area. This removal will have a great impact on all the residents. As pf today, the parking situation is already unbearable. Those 214 parking spaces will have a domin effect, as the cars try to find parking in an already overcrowded area.

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*Michael P. Pineda*



To The Mayor of San Mateo  
& the City Council Members

As February 22nd, 2022 approaches, please think about the vote in regards to the Removal of Parking Spaces. How it will affect the residents of North Central on an everyday basis. The parking is very stressful to everyone who lives in this area now.

We ask you to remember how your High School days were as teenagers. These teenagers are not thinking about riding bikes to school, but having a job and purchasing a car. Which is what, I think a lot of you were trying to accomplish, as Juniors and Seniors in High School. But, it is hard for the parents to allow these students to purchase cars, if there is no where to park them

Should you be able to speak with some of the seniors in the neighborhood, some of the comments you will hear from them are:

They do not leave their homes after 12pm or 1pm, due to the fact they will not be able to find parking when they return.

Because some of them live alone, and they can not get out of their driveways, they will stay home. Because, they are to afraid to call the police on people who park in their driveways or block their driveways.

These are just some of the issues, the seniors are having.

Not fair to the younger adults, whose parents will not allow them to purchase a car, due to no where to park.

Parents are afraid for their children, who work at restaurants or food establishments and get off from work at 11pm or 12am. They will have to ride around looking for a place to park, then park 4, 5 or even 6 blocks away. Besides, the raccoons out at night, they worry about what could happen to them, if they have to walk so far away from home. So, parents do not have cars or one parent is working, so no one can pick them up at that time of the morning.

Please have another meeting and speak with some of the seniors.

I am asking you think about how your vote could affect so many.

Thank you

A handwritten signature in black ink, appearing to be "Randy R. D.", written in a cursive style.

'22 JAN 24 2:10PM

To the San Mateo City Council Members

Please re-consider removing the 214 parking spaces in the North Central area. This removal will have a great impact on all the residents. As pf today, the parking situation is already unbearable. Those 214 parking spaces will have a domin effect, as the cars try to find parking in an already overcrowded area.

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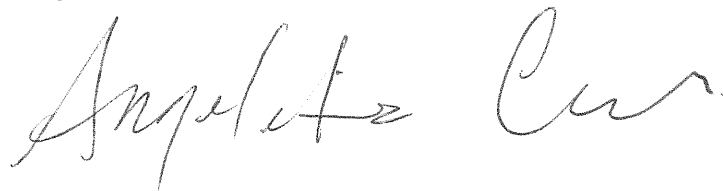
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Thank you for your consideration.

A handwritten signature in cursive script, reading "Angelita Cruz". The signature is written in dark ink and is positioned below the typed text of the letter.

[REDACTED]

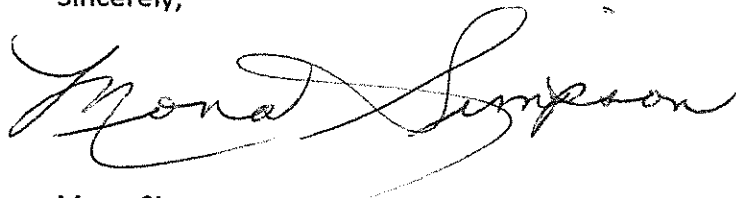
January 25, 2022

Deputy Mayor Diane Papan  
Office of City Council, City of San Mateo  
330 West 20<sup>th</sup> Avenue  
San Mateo, CA 94403

Dear Deputy Mayor Papan:

Please stop the removal of from 172 to 214 parking spaces to accommodate a new bicycle lane on Humboldt Street and surrounding areas in the North Central San Mateo neighborhood. As a resident of San Mateo, I am not in favor of this bike lane. Even now -- without a bike lane - - parking is tight and difficult for everyone who lives there. By removing the 172 to 214 parking spaces, residents will be severely inconvenienced as they spend significant amounts of time driving around, trying to find a space. It is not fair. First consideration should go to the residents who live in North Central San Mateo. Please vote NO to create this bicycle lane. By voting NO, you will permit residents to continue to park near their residences which already -- without a bike lane -- is difficult. Thank you.

Sincerely,

A handwritten signature in black ink, reading "Mona Simpson". The signature is fluid and cursive, with the first name "Mona" and last name "Simpson" clearly legible.

Mona Simpson

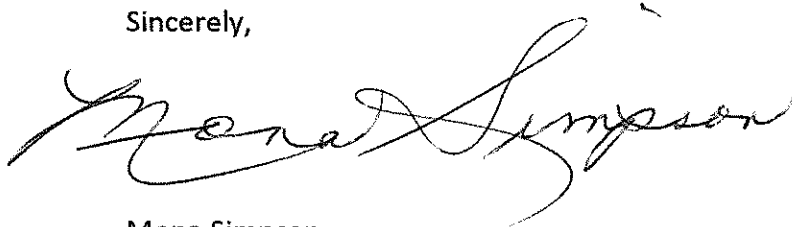
[REDACTED]  
January 25, 2022

Mayor Rick Bonilla  
Office of City Council, City of San Mateo  
330 West 20<sup>th</sup> Avenue  
San Mateo, CA 94403

Dear Mayor Bonilla


Please stop the removal of from 172 to 214 parking spaces to accommodate a new bicycle lane on Humboldt Street and surrounding areas in the North Central San Mateo neighborhood. As a resident of San Mateo, I am not in favor of this bike lane. Even now -- without a bike lane - parking is tight and difficult for everyone who lives there. By removing the 172 to 214 parking spaces, residents will be severely inconvenienced as they spend significant amounts of time driving around, trying to find a space. It is not fair. First consideration should go to the residents who live in North Central San Mateo. Please vote NO to create this bicycle lane. By voting NO, you will permit residents to continue to park near their residences which already -- without a bike lane -- is difficult. Thank you.

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Mona Simpson





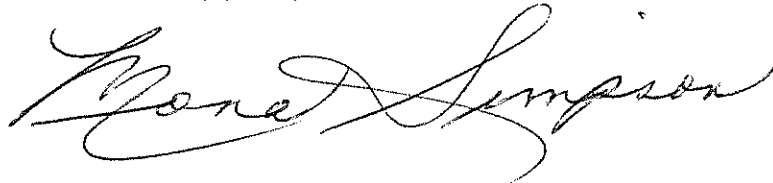
January 25, 2022

Council Member Amourence Lee  
Office of City Council, City of San Mateo  
330 West 20<sup>th</sup> Avenue  
San Mateo, CA 94403

Dear Council Member Lee:

Please stop the removal of from 172 to 214 parking spaces to accommodate a new bicycle lane on Humboldt Street and surrounding areas in the North Central San Mateo neighborhood. As a resident of San Mateo, I am not in favor of this bike lane. Even now -- without a bike lane - parking is tight and difficult for everyone who lives there. By removing the 172 to 214 parking spaces, residents will be severely inconvenienced as they spend significant amounts of time driving around, trying to find a space. It is not fair. First consideration should go to the residents who live in North Central San Mateo. Please vote NO to create this bicycle lane. By voting NO, you will permit residents to continue to park near their residences which already -- without a bike lane -- is difficult. Thank you.

Sincerely yours,



Mona Simpson

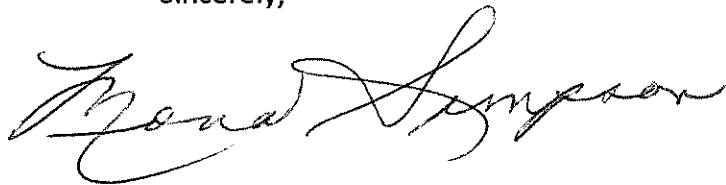
[REDACTED]  
January 25, 2022

Council Member Eric Rodriguez  
Office of City Council, City of San Mateo  
330 West 20<sup>th</sup> Avenue  
San Mateo, CA 94403

Dear Council Member Rodriguez:

Please stop the removal of from 172 to 214 parking spaces to accommodate a new bicycle lane on Humboldt Street and surrounding areas in the North Central San Mateo neighborhood. As a resident of San Mateo, I am not in favor of this bike lane. Even now -- without a bike lane - parking is tight and difficult for everyone who lives there. By removing the 172 to 214 parking spaces, residents will be severely inconvenienced as they spend significant amounts of time driving around, trying to find a space. It is not fair. First consideration should go to the residents who live in North Central San Mateo. Please vote NO to create this bicycle lane. By voting NO, you will permit residents to continue to park near their residences which already -- without a bike lane -- is difficult. Thank you.

Sincerely,

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Mona Simpson

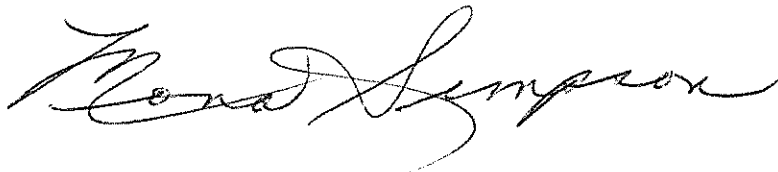
[REDACTED]  
January 25, 2022

Council Member Joe Geothals  
Office of City Council, City of San Mateo  
330 West 20<sup>th</sup> Avenue  
San Mateo, CA 94403

Dear Council Member Geothals:

Please stop the removal of from 172 to 214 parking spaces to accommodate a new bicycle lane on Humboldt Street and surrounding areas in the North Central San Mateo neighborhood. As a resident of San Mateo, I am not in favor of this bike lane. Even now -- without a bike lane - - parking is tight and difficult for everyone who lives there. By removing the 172 to 214 parking spaces, residents will be severely inconvenienced as they spend significant amounts of time driving around, trying to find a space. It is not fair. First consideration should go to the residents who live in North Central San Mateo. Please vote NO to create this bicycle lane. By voting NO, you will permit residents to continue to park near their residences which already -- without a bike lane -- is difficult. Thank you.

Sincerely,

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Mona Simpson

**From:** [REDACTED]  
**Sent:** Tuesday, January 25, 2022 4:54 PM  
**To:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>  
**Subject:** Stop Bike Lane on Humboldt Street

To Eric Rodriguez, Rick Bonilla, Amourence Lee, Diane Papan, and Joe Goethals,

Please stop the removal of from 172 to 214 parking spaces to accommodate a new bicycle lane on Humboldt Street and surrounding areas in the North Central San Mateo neighborhood. As a resident of San Mateo, I am not in favor of this bike lane. Even now -- without a bike lane -- parking is tight and difficult for everyone who lives there. By removing the 172 to 214 parking spaces, residents will be severely inconvenienced as they spend significant amounts of time driving around, trying to find a space. It is not fair. First consideration should go to the residents who live in North Central San Mateo. Please vote NO to create this bicycle lane. By voting NO, you will permit residents to continue to park near their residences which already -- without a bike lane -- is difficult. Thank you.

Sincerely, Mona Simpson, [REDACTED]

**From:** Jay Patel <[REDACTED]>  
**Sent:** Tuesday, January 25, 2022 7:30 PM  
**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Cc:** Azalea Mitch <[amitch@cityofsanmateo.org](mailto:amitch@cityofsanmateo.org)>; City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>  
**Subject:** SIC Agenda Item #2

Hi,

I just moved to the neighborhood and missed out on the survey related to North Central biking lanes. I live right next to S. Humboldt Street and totally support constructing bike lanes along the street. S. Humboldt street is a very busy street considering it connects to downtown, 101, and several other important landmarks. I see several bikers riding on the sidewalk at night considering how dangerous & narrow the traffic on the street is. There are some cars late at night which drive really fast and make me concerned about non motorists on the street. I don't bike nor do I have kids walking on the street, but this the least we can do to make our communities safer and sustainable.

Thank you for considering my opinion.

Best,  
Jay Patel

'22 JAN 27 9:21 AM

To The Mayor of San Mateo  
& the City Council Members

As February 22nd, 2022 approaches, please think about the vote in regards to the Removal of Parking Spaces. How it will affect the residents of North Central on an everyday basis. The parking is very stressful to everyone who lives in this area now.

We ask you to remember how your High School days were as teenagers. These teenagers are not thinking about riding bikes to school, but having a job and purchasing a car. Which is what, I think a lot of you were trying to accomplish, as Juniors and Seniors in High School. But, it is hard for the parents to allow these students to purchase cars, if there is no where to park them

Should you be able to speak with some of the seniors in the neighborhood, some of the comments you will hear from them are:

They do not leave their homes after 12pm or 1pm, due to the fact they will not be able to find parking when they return.

Because some of them live alone, and they can not get out of their driveways, they will stay home. Because, they are to afraid to call the police on people who park in their driveways or block their driveways.

These are just some of the issues, the seniors are having.

Not fair to the younger adults, whose parents will not allow them to purchase a car, due to no where to park.

Parents are afraid for their children, who work at restaurants or food establishments and get off from work at 11pm or 12am. They will have to ride around looking for a place to park, then park 4, 5 or even 6 blocks away. Besides, the raccoons out at night, they worry about what could happen to them, if they have to walk so far away from home. So, parents do not have cars or one parent is working, so no one can pick them up at that time of the morning.

Please have another meeting and speak with some of the seniors.

I am asking you think about how your vote could affect so many.

Thank you ,

Ms Patricia A. McCowan

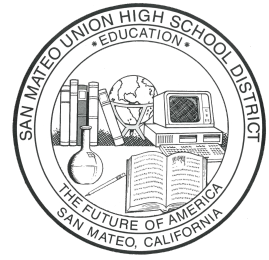
# San Mateo Union High School District

Kevin Skelly, Ph.D., Superintendent

Kirk Black, Ed.D., Deputy Superintendent, Human Resources and Student Services

Yancy Hawkins, CPA, Associate Superintendent and Chief Business Officer

Julia Kempkey, Ed.D., Assistant Superintendent of Curriculum and Instruction



January 27, 2022

San Mateo City Council

San Mateo Sustainability & Infrastructure Committee

Dear Mayor Bonilla and Members of the City Council and Sustainability & Infrastructure Committees,

The Sustainability Committee of the San Mateo Unified High School District (SMUHSD) recommends that the City of San Mateo approve and implement the North Central Bike Lane Project that is up for vote in the coming weeks. Tasked by the SMUHSD Board of Trustees and led by District Superintendent Kevin Skelly, the Committee facilitates and leads projects that improve the sustainability of SMUHSD's operations and its surrounding communities. The Committee includes students, parents, teachers, and administrators from San Mateo, Hillsdale, Aragon, and other schools in the District.

As you are aware, the District, City, County, and County Board of Education have made [Safe Routes to School](#) a major priority in the past few years. There are a variety of health, safety, education, and financial reasons to convince more students to bike (and walk) to school instead of coming via car. Benefits of bike lanes and more kids biking to schools include:

- **Healthier kids** - Kids who bike to school are [healthier](#) ([16%](#) of kids in CA are obese)
- **Smarter kids** - Kids who bike to school [concentrate better in class](#)
- **Reduced greenhouse gas emissions** - Traveling by car generates [17x as many GHG emissions](#) vs. biking
- **Less air pollution around schools and adjacent neighborhoods** - Traveling by bike [greatly reduces toxic air pollution](#) associated with car travel
- **Safer for cyclists** - [Bike lanes reduce fatalities](#)
- **Safer for pedestrians** - [Fewer kids will cycle on the sidewalk](#) if they have a safe option on the street.
- **Lower costs for communities** - [Bike lanes save communities money](#) through lower health care costs and reduced road maintenance
- **Low cost transportation** - Cycling presents a low cost option for transportation for low income students. The [annual cost of operating a motor vehicle](#) is roughly \$11,000 and the [average price of a new car](#) is \$46,000.
- **Financial benefit to community** - Bike lanes [help local businesses](#) and [increase neighborhood property values](#)

The North Central Bike Lane Project should increase the number of students biking to school, especially at San Mateo High School (1,700+ students), which is bordered by both E. Poplar Ave. and N. Humboldt St. Studies have shown that [bike ridership increases with the installation of bike infrastructure](#). This is certainly preferable to the currently unsafe design of Humboldt and Poplar. According to City staff, the neighborhood has had an excessively [high cyclist crash rate](#) in the past few years.

Thank you for your help in keeping our kids safe and improving the sustainability of our community.



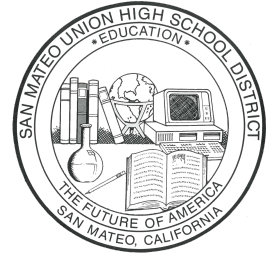
# San Mateo Union High School District

**Kevin Skelly, Ph.D., Superintendent**

**Kirk Black, Ed.D., Deputy Superintendent, Human Resources and Student Services**

**Yancy Hawkins, CPA, Associate Superintendent and Chief Business Officer**

**Julia Kempkey, Ed.D., Assistant Superintendent of Curriculum and Instruction**



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Sincerely, San Mateo Union High School District Sustainability Committee

From: **Bike/Walk San Mateo** <[bikewalksanmateo@gmail.com](mailto:bikewalksanmateo@gmail.com)>

Date: Tue, Feb 1, 2022 at 3:04 PM

Subject: North Central Bike Lanes

To: [SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org) <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>

Cc: Sandhya Laddha <[sandhya@bikesiliconvalley.org](mailto:sandhya@bikesiliconvalley.org)>, [seatkinson@cityofsanmateo.org](mailto:seatkinson@cityofsanmateo.org) <[seatkinson@cityofsanmateo.org](mailto:seatkinson@cityofsanmateo.org)>, Azalea Mitch <[amitch@cityofsanmateo.org](mailto:amitch@cityofsanmateo.org)>

Dear Sustainability and Infrastructure Commission,

Attached is Move San Mateo's (local team of Silicon Valley Bicycle Coalition) letter of support for implementing the bike lanes in the North Central Bike Lanes project, and parking policy options, without delay.

Here is a summary of the letter -

**We urge this Commission to recommend that all the proposed bike facilities in the North Central Bike Lanes Project (CDGB) be implemented as designed and without delay. The principles of safety, equity, climate action, and public health support it.**

- The bike lanes will enhance safety and connectivity, equity, and climate action.
- There is a high rate of collisions within the project area, specifically on Humboldt and poplar. Many of these crashes have been serious or even fatal.
- Due to the lower relative cost of biking vs driving, low income cyclists are a larger proportion of the biking population. They, along with young people, are also less likely to have their concerns and needs represented in the political process of deciding capital improvements.
- These improvements have been called for for over a decade, originating with the low income neighborhood targeted North Central Community Based Transportation plan.

Thank you for your time and consideration, and we urge you to support the implementation of the bike lanes without delay, as well as the parking policy options considered by city staff.

Move San Mateo/SVBC



Sustainability & Infrastructure Commission, City of San Mateo  
CC: San Mateo City Council, City Manager Drew Corbett

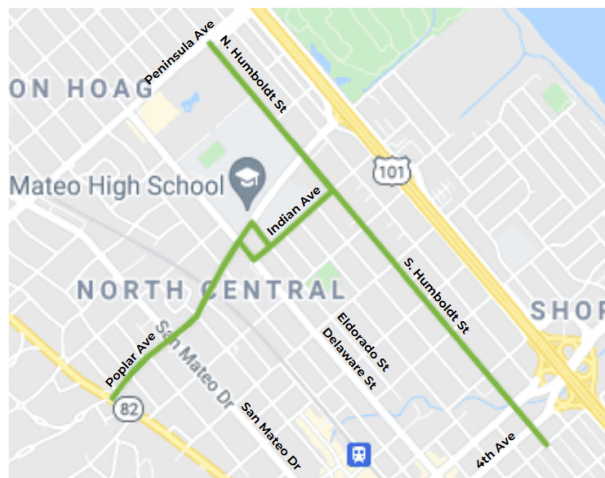
Re: Move forward with the North Central Bike Lanes and Parking Policy Options!

Dear Commissioners:

Move San Mateo is a Silicon Valley Bicycle Coalition local team advocating for better active transportation infrastructure and policies in the city of San Mateo. The group includes community members who live, work, and play in North Central and throughout San Mateo and its sphere of influence.

**We urge this Commission to recommend that all the proposed bike facilities in the North Central Bike Lanes Project (CDGB) be implemented as designed and without delay. The principles of safety, equity, climate action, and public health support it.**

This project provides major connections in the City's already-approved Bike Master Plan, and it is imperative that we put the safety of many people and the connectivity of our City-wide active transportation network before the convenience of curb-side parking spaces. In this letter, we will express our safety and health concerns with delaying the bike lanes, as well as our support for all of the parking solutions addressed in the City's recent survey, with one more included.



Planned bike facilities in the North Central Bike Lanes Project (CDGB)

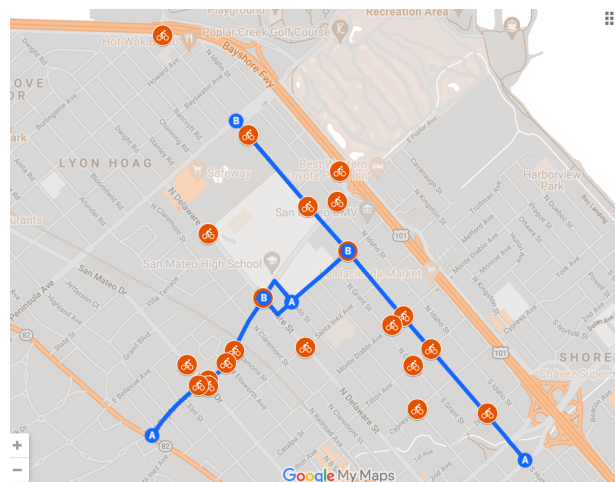
## **Safety & Connectivity -**

Our main concern is safety for all modes of transportation currently existing in the North Central neighborhood and around San Mateo. We have no time to waste in addressing the conditions that endanger the lives of predominantly low income cyclists and pedestrians.

People biking are using these roads already because they offer north-south and east-west connections that are not present on other streets. The roads connect destinations like La Hacienda Market, the King Community Center, Downtown San Mateo, the Monte Diablo-101 bike/ped overpass, the 3rd Avenue bike/ped over-crossings, and the Peninsula-101 overpass to Coyote Point. Each of these overpasses already sees significant foot and bike traffic, especially the 3rd Avenue overpass connecting Norfolk Street to downtown San Mateo. This 3rd Avenue overpass empties out directly onto Humboldt Street within the project area.

We as a community are failing to keep the people walking and biking safe as they travel between these destinations. We are missing critical walking and biking connections. We are also failing to provide opportunities to be active to those people who currently don't feel safe to walk or bike on these busy roads.

The map below shows collisions reported between cyclists and drivers on or near streets affected by the North Central Bike Lanes Project Since 2017:



The high concentration of serious and fatal collisions seen in the map show Humboldt and Poplar streets to be legitimately unsafe for people walking and biking, and the planned bike facilities of the Project are long overdue to improve safety for both pedestrians and bicyclists. In September, a woman was killed in a terrible [fatal](#) crash on Humboldt Street and West Santa Inez, within the project area. Earlier in 2021, a 68-year-old man biking on Humboldt Street was seriously injured in a [hit-and-run](#) crash. We continue to hear stories of unreported crashes involving San Mateo

High School students crossing Poplar Avenue. College Park Elementary School is also within the project boundaries. Each time a tragedy like these occurs, our first instinct is to blame the driver. Of course, in some crashes that may be true, but we can and need to look closer at the conditions we, as a city, continue to allow that can cause these crashes.

By dedicating space for more people biking to feel safe on the road, we can reduce sidewalk riding, thereby reducing conflicts with people walking. The bike lanes will also improve sight distances between drivers and pedestrians, again making them safer. Also, remember this project is adjacent to multiple schools, including College Park Elementary, Turnbull Preschool, San Mateo High School, and the San Mateo Adult School. The bike lanes will provide sorely needed safer routes for the over 2,000 children/students who go to school in the area. Improving street design around schools helps reinforce the council-directed strategy of reducing speed limits around schools. If we want to reduce speeds, we must redesign our roads. These bike lanes help us get there.

### **Equity & Climate Action -**

The City received funding from the Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) for this project. Staff included this information in its 2021 Climate Action Plan [Progress Report](#) ( Page 7) to the City Council. Staff said, “The City received funding to design and construct Class II bike lanes and a bicycle boulevard on Poplar Avenue, Delaware Street, Indian Avenue, and Humboldt Street.”

The fact that this project is included in the Climate Action Plan progress report highlights its importance as a sustainable street project. The decision to further delay implementing the bike lanes this year, even for such an admirable purpose as more public outreach, threatens San Mateo’s commitment to reducing greenhouse gas emissions and making streets safer for all, especially the most vulnerable road users.

There is ample evidence that supporting bike infrastructure greatly benefits lower income individuals who have historically been left out of planning processes. Take the results of the [North Central Community-Based Transportation Plan](#) completed in 2011. That planning process specifically targeted transportation planning efforts in low-income communities and included resident surveys in English and Spanish, one-on-one interviews with community groups and local agencies, presentations at local groups, and more.

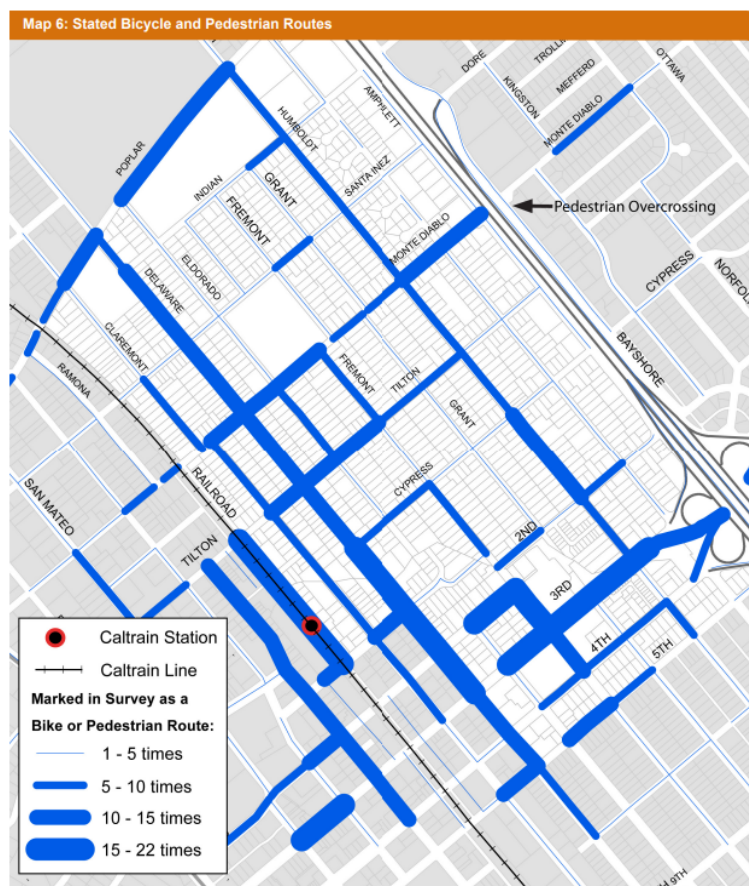
The survey results show a desire and need for more biking infrastructure in the neighborhood. Requests for bike facility improvements were second only to more bus frequency (page 76). The lack of bike facilities in North Central, as well as the benefit for the community that bike lanes would bring, are noted (83). Stakeholder interviews with the Adult School, revealed that “The San Mateo Adult School would also like to see more bike lanes throughout the North Central neighborhood. A lot of the residents who live in the North Central San Mateo neighborhood

commute by riding their bikes to school, safety for the residents as well as shared road access are a big concern” (page 86). Other specific concerns with transportation in the area include (page 49):

- “East-West travel without an automobile is difficult
- “Travel without an automobile at night, on weekends, and to school during non-school service is difficult”
- “Bicycling is common on sidewalks but is perceived as dangerous on the streets”
- “...bicycle access will improve residents’ access to major transit stations and overall mobility. The bicycle mode also is a good alternative for low-income residents due to the **high cost of automobile ownership.**”

Above, we’ve highlighted the concern that automobile ownership is expensive. Bikes are a more affordable mode of transportation, and many low income individuals are dependent on biking.

Below is a map that shows many routes in the neighborhood that the community members marked as biking and walking routes they used. Note the intensity of trips on Poplar Avenue and Humboldt Street.



We know that improving bicyclist and pedestrian safety helps the most vulnerable road users, who tend to track heavily low income, nonwhite, and young people. Can we say that we are doing enough to ensure safety and help low income citizens when we are considering leaving out necessary bike lanes because we are concerned about keeping more cars stored on the street? We see, time after time, extensive neighborhood outreach illustrates a desire to get around safely by bike, not increase car use. When street space is dedicated to parking everywhere, and when no street space is dedicated to bicyclists, we are abdicating our duty to accommodate the needs of all modes. Recall that there are no bike lanes east of the Caltrain alignment and west of highway 101 in North Central, and that bike lanes on any other north–south or east–west routes would require a similar amount of parking removal, according to city staff.

### **Parking -**

There is no doubt that parking is a problem in North Central. However, our current policies and infrastructure are only making the parking situation worse. We can't keep out-dated parking policies that encourage higher rates of driving, in turn contributing to higher parking demand in the neighborhood. In general, we can all agree more cars are bad for our air quality, our environment, and our stress levels as we try to navigate the traffic in our community.

Due to historical development patterns and high housing costs, the North Central neighborhood is over-crowded compared to the rest of the city. This overcrowding, combined with the neighborhood's lower average income rates, flat topography, proximity to transit, and proximity to downtown San Mateo and other shops/small businesses, is part of what drives the high active transportation rate in the neighborhood. At the same time, the overcrowding causes high rates of on-street parking. There is simply no way to escape high parking demand and neighborhood congestion without making alternative modes of transportation safe and feasible for more residents. Making cycling more accessible will allow for more reliable parking access for those who are truly car dependent.

Since the City Council directed staff to do further outreach to the community about the parking issues and the bike lane project, our members have actively spoken with San Mateans throughout the neighborhood and city, school groups, city staff, and we also participated in a city-led neighborhood outreach focus group regarding the project and parking policy solutions for the North Central neighborhood.

We believe there are viable mitigation solutions, including those identified in the City's latest project survey. Another option includes adding more ADA-accessible spaces near curb ramps.

Although removal of ~214 parking spaces to implement the bike lanes may seem large, the project area itself is quite large too. The project area is spread throughout roughly 25 blocks, with approximately 20 of those blocks seeing parking removal at roughly 8-10 spots per block. While the parking removal is non-negligible, 8-10 spaces per block does give a more accurate



and less sensationalistic sense of the localized impacts that the parking removal would have on any given block within the large project area.

We truly appreciate the additional night-time data collection the City engaged in. However, we note that it did not assess additional capacity of unused off-street parking in the neighborhood, such as unused paved areas or driveways on individual parcels. It solely looked at street parking. Thus, we must assume that the results of the parking availability assessment will underestimate actual parking supply.

Please recommend the bike lanes and parking policy options are implemented on an immediate basis!!

Sincerely,

[Move San Mateo](#) - A local team of the Silicon Valley Bicycle Coalition

Attachment:

Link to online petition on Change.org supporting the North Central Bike Lanes

Scan of in-person petition supporting the North Central Bike Lanes.

## **PETITION SUPPORTING NORTH CENTRAL BIKE LANES**

We conducted an online [petition](#) through change.org, and to date have collected XX signatures.

We have also scanned and attached our paper petition below. We are a group of primarily parents and students, making it hard to gather signatures in person due to lack of free time and trying to be careful with in-person outreach during covid. Nevertheless, the importance of this project and its beneficial impacts weighs heavily on our minds.

\*Note: Contact information not included for privacy purposes

Petition Language:

We, the undersigned, do support the city of San Mateo's proposal to install bike lanes along the entirety of the length of Humboldt Street from 5<sup>th</sup> Avenue to Peninsula Avenue, as well as bike lanes along Poplar Avenue from El Camino Real to Delaware Street, and a bicycle boulevard on Indian Avenue. We ask that the bike lanes include as high a level of protection as possible, including vertical barriers on portions without parking. We recognize the importance of providing safe and sustainable transportation options so that more people will choose not to drive, reducing traffic congestion and pollution, and improving quality of life. We call on the city to implement parking policies that help reduce street parking demand, so that parking remains available to the persons who most need it.

Nosotros, los abajofirmantes, apoyamos la propuesta de la ciudad de San Mateo de implementar carriles de bici a lo largo de la totalidad de la calle Humboldt desde la Avenida 5ta hasta la Avenida Peninsula, al igual de carriles de bici a lo largo de la Avenida Poplar desde El Camino Real hasta la calle Delaware, y también el bulevar de bicicletas en la Avenida Indian. Exigimos que las carriles tengan el nivel más alto de seguridad y protección, incluso barreras verticales en secciones sin estacionamiento de vehículos. Reconocemos la importancia de proponer acceso seguro a transporte sostenible para que más personal elijan no manejar, disminuyendo tráfico y contaminación, y mejorando la calidad de la vida. Llamamos a la ciudad que implementen políticas de estacionamiento que ayudan a reducir demanda para estacionamiento en la calle, para que las personas que más lo necesitan puedan buscar estacionamiento confiable.

	Name/Nombre
1	David Hunt
2	Juan Latino
3	Georgia Gilari
4	Leather Wolni-k
5	Carol Sternfeld
6	SEEMA PATEL
7	Colin Madere
8	Jonah Lee
9	<del>Adam</del> Adam Lorraine
10	Steve Miller
11	Marlin Wiggins
12	Marlene Santoyo
13	Andrew Lutomirski

	Name/nombre
14	Andrea Hawkey
15	Christine Yang
16	SERIN LEE
17	Xi Chen
18	Anne Rong
19	Bryanne Myers
20	Gloria Salazar
21	Raayan Mohtashemi
22	Philip M Green
23	Megan Enves
24	Ryan Darrin
25	Alex Kim
26	NSI SHAN/SHAN
27	Indrajit Singh
28	Femi Kim
29	Peter Kwas
30	Richard Wiecki
31	Fahimeh Vafaei
32	JAMIEDEH ZACARDIAN
33	Ann Marie Pettigrew
34	Alan Mattridge
35	Anne Vandenbroecke
36	Thomas Morgan

	Name/Nombre
37	Sundance Friedrich
38	Dev Linag
39	ANA MAR CONEJO
40	Azel Orunbaeva
41	Desiree LaBeaud
42	Nicholas Saline
43	Jocelyn Tang
44	Linda Hsiao
45	Erin Bedicko
46	Geoffrey Matsuyama
47	Eleane Eborhart
48	Kristin Hensch
49	NICHOLAS XU
50	Vanesa Scarlate
51	Alex Middleh
52	Quintina Baker
53	Will Smith
54	Mariaue Tiwari
55	CONRAD
56	Allison MacQueen
57	Courtney Rodgers
58	

**From:** Bryanne <[REDACTED]>  
**Sent:** Tuesday, February 1, 2022 9:41 AM  
**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Subject:** Support for Bike Lanes on Humboldt St

Dear Commissioners,

I'm a resident of San Mateo and am writing to ask you to support the proposed bike facilities/bike lanes and the recommended changes by staff to the parking policy options in the North Central Neighborhood.

I've led two community rides from downtown SM through the proposed bike lanes on Humboldt st. in the last 4 months. Fortunately we had a group of 5+ other bikes both times to make it safer (we had many lights/safety vests). This last ride 1/28/22 was scary on the turn around as cars were tailgating us, riding close, passing us, forcing us closer to the parked cars. We were taking the lane, but cars were impatient. It was dark, so imperative that we ride in the street as sidewalks have too many unknowns especially at night.

This last ride experience made me want to double down on our efforts to get these bike lanes built. Active transportation needs its own section of road to safely ride. Our city needs to prioritize its citizens safety and building these bike lanes is a great 1st step.

If you are on there fence about this project, I recommend you bike down Humboldt St during rush hour either in the morning or evening. You will leave the ride possibly a bit shaken but in 100% support of the bike lane implementation.

Below are my arguments for building the bike lanes. Thank you for taking the time to read my letter.

Bry Myers  
SVBC San Mateo Co-lead  
Safe Routes to School Parent for Sunnybrae Elementary

Our city needs these bike lanes for the following reasons:

1. North/South Corridor for bikes/scooters/active transit through NC neighborhood
2. Improve safety for active transport through the NC neighborhood-which has the highest pedestrian accident rate in our city
3. Encourage a transportation mode shift away from cars and to more active transportation
4. Give students a safer/independent means of getting to school (>2200 students attend the 4 major schools in the NC neighborhood)
5. Plan for city's growth and improve active transportation routes

## Sustainability and Infrastructure Commission

City of San Mateo

*Tuesday, February 1st, 2022*

### **RE: North Central Bike Lanes Project**

Dear Sustainability and Infrastructure Commissioners,

On behalf of Peninsula for Everyone, I am writing to express our strong support for the North Central Bike Lanes Project. We urge you to vote to recommend implementing the bike lanes as soon as possible. Peninsula for Everyone is a grassroots pro-housing organization advocating for inclusive neighborhoods with abundant, stable homes for people of all incomes.

As a housing advocacy group, we understand the impact that high housing costs have on overcrowding and street parking demand. We also understand the quality of life impacts that car-centric neighborhoods have on health and safety, and on the increased cost of housing. Reducing vehicle demand is imperative for public safety and climate goals. Furthermore, providing safe bike infrastructure is an imperative for helping lower-income residents, who ride bikes at higher rates. Bike lanes will make our transportation system more equitable, and address safety on streets with a high rate of collisions and little investment in bicycle infrastructure.

In addition to helping lower-income riders who have been victims of serious collisions in the past several years, we also support the parking policy improvements that will help drivers in North Central. Such options include a residential parking permit program, making underutilized private and public parking lots open to residents for nighttime parking, increasing the number of ADA-accessible spaces available on-street, and allowing residents of single-detached houses and duplexes to park in front of their driveways. We hope that city will move forward with all of these policies, including implementing all of the planned bike lanes, without delay.

Thank you for your service to the community and your careful consideration of this important issue.

Best regards,



Kelsey Banes, Ph.D.

Peninsula for Everyone, Executive Director

**From:** Mike Swire <[REDACTED]>  
**Sent:** Tuesday, February 1, 2022 11:00 AM  
**To:** Sustainability & Infrastructure Commission <[SandICommission@cityofsanmateo.org](mailto:SandICommission@cityofsanmateo.org)>  
**Subject:** Please support the N. Central Bike Lanes Project

Dear S&I Commission,

I am writing to urge the Commission to support the N. Central Bike Lanes Project and recommend that the City Council approve the project and move forward with implementation.

I am the father of two children at San Mateo High School (SMHS), which sits at the intersection of Humboldt and Poplar, the two primary streets which will benefit from the project. While I wholeheartedly endorse cycling to school, I do not feel comfortable letting my kids bike to SMHS, given the lack of bike safety infrastructure around campus. As you may be aware, Poplar and Humboldt are a nightmare during the times that kids arrive at and leave school. Only a small number of brave students currently arrive via bike. A large number, including my own, drive to campus or are dropped off on or near campus. This results in enormous congestion around the school during rush hour. Road rage is frequent given the number of commuters heading to and from 101 (which has exits at Poplar and Peninsula). Last month, one of my daughter's friends was hit by a driver in the crosswalk. She was not hurt so she didn't report the incident (how often does this occur?). Two years ago, a student was badly hurt while walking in the crosswalk on Poplar. More kids biking to school would decrease congestion and reduce driver frustration/aggression.

It isn't just students that suffer because of the lack of bicycle infrastructure. On [1/1/21](#) a cyclist was seriously injured after being struck by a driver on Humboldt at Tilton. Almost a year later the victim was [still in a coma](#). (I have been unsuccessful in obtaining his current status.) Crashes involving cyclists are frequent [in the area](#).

According to a City-financed parking study, sufficient parking exists in the area to accommodate those cars that usually park in the impacted spots. This will result in an inconvenience to impacted residents, but it won't prevent them from finding parking in their neighborhood. Thus, the decision on the project seems to be whether an inconvenience for a few is worth improving the safety of the many who travel through the corridor via bike. Don't forget that the number who benefit from the bike lanes will increase as more get out of their roads when riding becomes safer.

Thank you for your support of safety for those who bike.

Mike Swire  
San Mateo High Dad

Dear Commissioners,

My name is Raayan, and I am a long-time resident of the area. I implore you to recommend that we move forward and implement the bike lane projects.

Every day, I think about the potential for another person to die on Humboldt Street or Poplar Avenue, where the bike lanes are planned. And every day, the knot in my stomach gets tighter and tighter. It is bad enough that a 68-year-old-man was critically injured in a car crash while on his bike on Humboldt, but there have been recent fatal car crashes on the road. It's just unsafe. If we were to add bike lanes on Humboldt and Poplar, we would finally be providing a safe space for the primarily low income people of color who ride bikes in the neighborhood, who are currently forced onto the sidewalk or into dangerous conditions on the street, to ride.

Currently, there are no bike lanes east of the railroad tracks and west of 101. That is a major issue for connectivity of the bike network and for serving important destinations in the area.

Safe bike lanes are an equity issue, because riders track lower income than drivers. This project is about connecting people to where they need to go, and chipping away at the issue of parking demand by getting more people out of cars, freeing up space for those who need easy access to a car the most.

Parking is definitely an issue in this neighborhood. I wholeheartedly support and am happy to have helped with brainstorming and gathering feedback on parking policy options. North Central deserves to see investment through bike lanes and a residential parking permit program, as well as making use of the large number of empty overnight parking spaces in underutilized parking lots throughout the neighborhood. All of these investments would help reduce parking demand and free up spots in the area.

In implementing a residential parking permit program, I would encourage you to encourage staff to find ways to automate the permit-checking process, perhaps by setting up a more efficient online portal, to make it easier for staff to manage the program.

I also support allowing residents to park in front of their own driveways in single family and duplex lots, and painting red curbs around driveways.

Thank you for your time, and please support a future with reduced vehicle miles traveled, reduced greenhouse gas emissions, reduced congestion, and improved street safety for all.

Sincerely,

Raayan Mohtashemi

I would also add that I was riding my bike with a group on Humboldt Street and 5th Avenue on Friday evening, and witnessed a car crash right in front of my eyes at the intersection. Had we been 100 feet ahead, we could have been seriously injured by the car crash at that intersection. We would have been just another statistic. I understand now why my mom is always worried whenever I leave the house on my bike. She doesn't want to see me die. Please help.



**From:** Eric Wohlford <[REDACTED]>  
**Sent:** Tuesday, February 1, 2022 9:21 AM  
**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Subject:** Sensible North Central Bike Lanes

Dear Commissioners,

I am writing to lend my support to the North Central Bike Lanes project and encourage its sensible modification. It is critical to build bike infrastructure in our communities, which has far-reaching benefits for the citizens of San Mateo. I am a physician and live in North Central. North Central is one of our most economically disadvantaged neighborhoods with high rates of obesity and other medical issues related to sedentary lifestyles. North Central is also poorly served by bike infrastructure relative to our other neighborhoods, which is a sad reflection of our City's previous prioritization of bike infrastructure in wealthier neighborhoods. Introduction of bike lanes is associated with increased active transportation in communities they serve, which is critical in North Central for the reasons above among others such as increasing connections to economic hubs like downtown San Mateo for residents.

Our North Central Community has voiced significant opposition to this project related to parking concerns. I believe that parking extra cars in the neighborhood is most important for those residents who choose to live closest to the 101 highway. Many of these residents choose to live on the streets immediately beside the highway due to ease of accessing the highway by car, and for many biking is a lower priority.

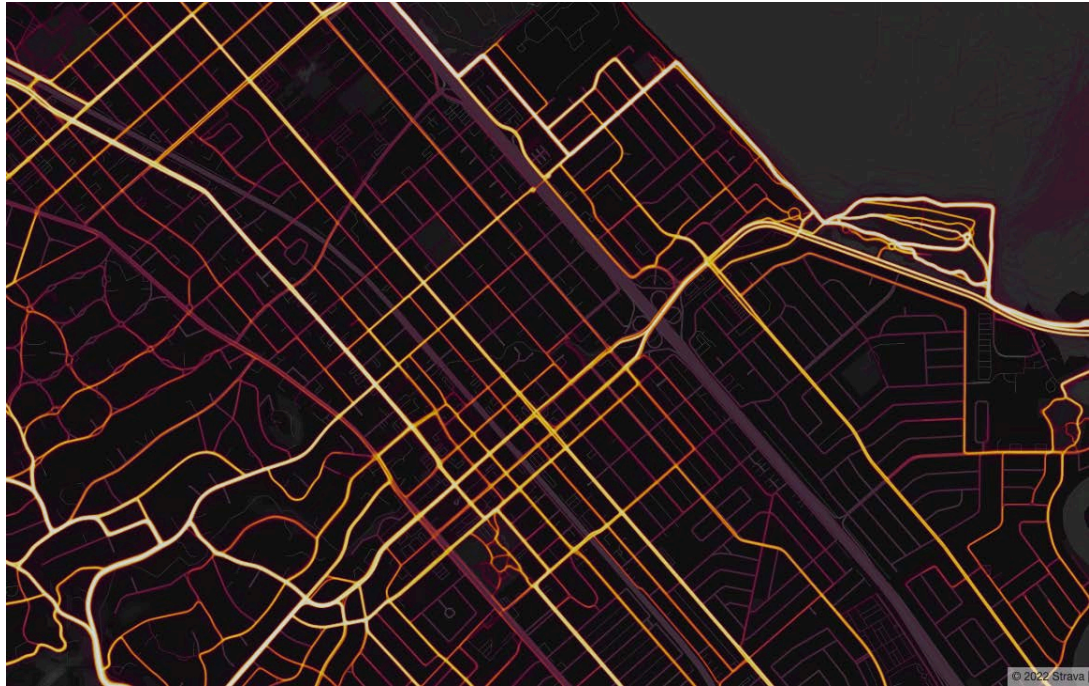
Our citizens within North Central as well as the broader Peninsula community require a connected bike network where we can ride on long stretches of protected lanes rather than a fragmented network that does not lead to important destinations. Our City has already invested significant resources in bike Infrastructure along South Delaware street which leads to important connections such as downtown and Caltrain. North Delaware is also the most heavily used street for bikes in North Central east of San Mateo Drive. Please see the below screenshot of the Strava global heatmap for bikes that supports this, as does other cell phone-based data. We see here that Humboldt Street is much less commonly used by bikes than North Delaware. This is no surprise as Humboldt street does not connect with other bike infrastructure already in place, and we should not expect that by building bike lanes here residents will use it without meaningful connections to our other north/south bike infrastructure in place on the south end of the project. Given all of these issues as well as community blowback against the Humboldt version of the project, I encourage you to implement the North Central Bike Lanes project running north/south on N Delaware rather than Humboldt street. Doing so will better connect our residents to destinations of interest, connect to our broader bike infrastructure in place, still encourage active transit for North Central residents, and may avoid some of the community blowback against the project given that parking concerns may be of greatest concern to those who choose to live nearest to the 101 freeway.

Thank you for advancing sensible bike lanes in North Central.

Best,

Eric Wohlford

Strava global heatmap for bike use on North Central streets:



**From:** Jon New [REDACTED]  
**Sent:** Tuesday, February 1, 2022 12:44 PM  
**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Subject:** In favor of Humboldt Bike lanes

Hi, I'm Jonathan New and a homeowner in North Central San Mateo. I am strongly in favor of the proposed Humboldt bike lanes. If we want to encourage bicycle use, reduce traffic, and reduce our carbon footprint, we must continue making a safe, well-connected network of bicycle lanes. Having the occasional disconnected bike lane or painted "sharrows" on busy streets is simply not enough.

We are in the midst of seeing San Mateo continue to embrace alternatives to car transportation. The closure of B St to cars has been wildly popular, and [early feedback on General Plan alternatives have indicated strong enthusiasm for prioritizing biking and pedestrians](#). It's also worth noting that [the most sold electric vehicle in the US is actually the e-bike](#).

Let's make the bike lanes happen!

Jonathan New

**From:** Maggie Trinh [REDACTED]  
**Sent:** Tuesday, February 1, 2022 2:45 PM  
**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Subject:** Supporting North Central Bike Lanes

Hi, I strongly support the North Central bike lanes project on Humboldt. We need to improve the bike infrastructure in San Mateo generally and that is a good place to continue making San Mateo a safer place to bike. There is a lot of bike use in that area and we bike through there daily with our kids. I understand the concerns around lost parking and would consider supporting a permitting process to alleviate these concerns while ensuring that the spots that are needed are really being used and not just taken up with inactive or long-term car storage. I have heard that such a program worked well in a neighboring city.

Thank you.

Maggie Trinh  
San Mateo resident

**From:** Max Mautner [REDACTED]  
**Sent:** Tuesday, February 1, 2022 7:14 PM  
**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Cc:** Jessica Fleeman <[REDACTED]>  
**Subject:** Bike Lanes

[I've heard](#) that you are tasked with sharing a recommendation to the city council regarding going forward with the North Central bike lanes project.

I'm a homeowner off of Poplar Avenue and am directly impacted by this change.

And I am wholeheartedly in support of increasing our bike safety infrastructure through this project and all means available.

If anything, the proposed bike lane coverage is **too small!**

Please recommend to the city council that the project should proceed.

We should be introducing residential parking permits like my household had to pay for in our previous neighborhood of Bay Meadows. Public street parking is an entitlement and subsidizes car owners.

We can build a San Mateo that respects the life & liberties of those who do not drive Ford F-150s.

-Max Mautner  
[REDACTED]

From: Sylvia Bamba [REDACTED]  
Sent: Wednesday, February 2, 2022 8:47 AM  
To: Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
Cc: [sanmateocity@bikesiliconvalley.org](mailto:sanmateocity@bikesiliconvalley.org)  
Subject: North Central Bike Lanes Project ...

Greetings,

I am writing in support of the above noted project.

In order to allow safe cycling for individuals, families, and community groups while protecting the environment, it is important to move this project forward while trying to improve the parking options.

Best,

Sylvia Bamba  
Managing Partner  
Silicon Valley Property Ventures  
[REDACTED]

**From:** David Hunt [REDACTED]  
**Sent:** Tuesday, February 1, 2022 10:45 AM  
**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Subject:** Support for North Central Bike Lane Project

Hello Sustainability and Infrastructure Commission,

I'm a resident of Hayward Park and I'm writing today in support of the North Central Bike Lane project on Humboldt St. My family (two kids, my wife, and I) bike for transportation throughout San Mateo whenever possible and getting North/South through North Central is currently difficult to do with limited bike infrastructure in the area. Additionally, as a city we need to take climate change seriously and supporting this project is a small step in the right direction for our cities support of real climate change solutions. Far too often throughout San Mateo we prioritize cars over bikes and pedestrians without even thinking about the consequences. Taking the threat of climate change seriously and thinking intentionally about whether we want to prioritize cars or not is an important and critical step in the right direction. Thanks for considering my comments and I hope your commission can voice your support for the North Central Bike Lanes to council.

Thanks,  
- Dave

**From:** [REDACTED]

**Date:** February 2, 2022 at 11:06:03 PM PST

**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>

**Cc:** Azalea Mitch <[amitch@cityofsanmateo.org](mailto:amitch@cityofsanmateo.org)>

**Subject:** Support for North Central Bike Lanes project

Hello Sustainability and Infrastructure Committee,

Knowing you are soon considering the North Central Bike Lanes project, and as a resident who drives and bikes through our fair San Mateo, I write to you to express my support for the North Central Bike Lanes project. I've lived in the vicinity since 2014 and eagerly await the sensation of feeling safe while riding, and now, while riding with my kids. I fervently hope that car parking considerations do not dilute the opportunity to provide a safer biking experience and urge you to stand strong in the face of loud voices of the status quo. You may know as do I, the joy of biking here and I perhaps also the sense of danger cyclists must endure. This is an important opportunity to change that. For me, biking my kids to my in-laws along Humboldt and Poplar really shouldn't be a frightening experience as it occasionally is. Please move this project along, unchanged by compromises for automobile storage, as quickly as possible.

Thanks so much,  
Martin Wiggins



**From:** Chris Takimoto <[REDACTED]>

**Sent:** Friday, February 4, 2022 8:29 AM

**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>

**Subject:** Strong support for North Central Bike Lanes projecct

As a local, law-abiding bicyclist in the SF Bay Area who frequently rides through the city of San Mateo, I wanted to express my strong support for the North Central Bike Lanes Project. Thank you for hearing my perspective.

Sincerely,

Chris H. Takimoto, MD, PhD

[REDACTED]

**From:** Kia Holsey <[REDACTED]>  
**Sent:** Saturday, February 5, 2022 5:02:15 PM  
**To:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>; Amourence Lee  
<[alee@cityofsanmateo.org](mailto:alee@cityofsanmateo.org)>  
**Subject:** North Central Bike Lane Project

Dear Council,

I write to oppose the bike lane project that would remove parking spaces in the North Central neighborhood. My parents live on the [REDACTED] Block of North Fremont Street. North Central is a densely populated neighborhood. Many residences have multiple cars associated with them, which already makes parking difficult at times. Additionally events at the King Center, San Mateo High School, and College Park Elementary School, also have a significant impact on parking in the neighborhood at times.

Decreasing the parking spaces in the area would have a significant impact on the ability to visit the area and see my disabled parents. There have been times when I visit my parents and have to park on another street to do so. I can only image how much harder it would be if there was less parking. I am quite certain there are many families in the area that would also suffer due to the decrease of parking spaces. It would be difficult to have family events or even one to two guests. It is also difficult to do that.

I urge you to reconsider this plan as it would have more a negative impact on the neighborhood than positive. Many more people would suffer than would benefit from the bike lane.

Thank you.

To The Mayor of San Mateo  
& the City Council Members

60C 1 B3127  
22FEB 7 3:09

As February 22nd, 2022 approaches, please think about the vote in regards to the Removal of Parking Spaces. How it will affect the residents of North Central on an everyday basis. The parking is very stressful to everyone who lives in this area now.

We ask you to remember how your High School days were as teenagers. These teenagers are not thinking about riding bikes to school, but having a job and purchasing a car. Which is what, I think a lot of you were trying to accomplish, as Juniors and Seniors in High School. But, it is hard for the parents to allow these students to purchase cars, if there is no where to park them

Should you be able to speak with some of the seniors in the neighborhood, some of the comments you will hear from them are:

They do not leave their homes after 12pm or 1pm, due to the fact they will not be able to find parking when they return.

Because some of them live alone, and they can not get out of their driveways, they will stay home. Because, they are to afraid to call the police on people who park in their driveways or block their driveways.

These are just some of the issues, the seniors are having.

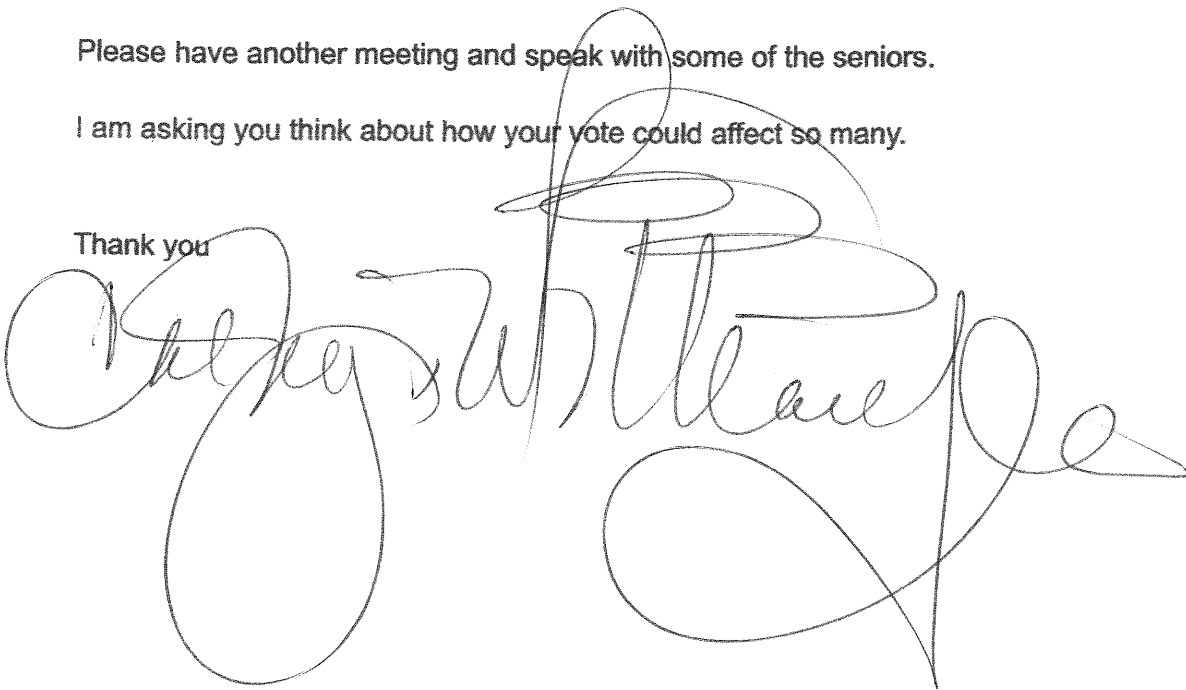
Not fair to the younger adults, whose parents will not allow them to purchase a car, due to no where to park.

Parents are afraid for their children, who work at restaurants or food establishments and get off from work at 11pm or 12am. They will have to ride around looking for a place to park, then park 4, 5 or even 6 blocks away. Besides, the raccoons out at night, they worry about what could happen to them, if they have to walk so far away from home. So, parents do not have cars or one parent is working, so no one can pick them up at that time of the morning.

Please have another meeting and speak with some of the seniors.

I am asking you think about how your vote could affect so many.

Thank you

A large, stylized handwritten signature in black ink, appearing to read "Robert J. Thompson". The signature is written over the "Thank you" text and extends across the bottom of the page.

**From:** Dan Provence <[REDACTED]>

**Sent:** Tuesday, February 8, 2022 10:30 AM

**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>; Azalea Mitch <[amitch@cityofsanmateo.org](mailto:amitch@cityofsanmateo.org)>; City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>

**Subject:** Please approve Humboldt Bike Lanes

Hi All,

I organize a group of four families to ride bikes to school with our elementary school aged children on Wednesdays. We're a pretty visible group, with 8 children and 4 adults. Other parents at our school have come up to talk with me about our biking school bus but unfortunately a lot of the conversation has been negative because San Mateo is not a comfortable place to ride a bike.

Many other parents won't ride bikes because they say that traffic is terrifying, freeway crossings are intimidating and drivers are impatient and aggressive. I've heard that they're comfortable riding in other cities like Palo Alto, where the city has addressed busy crossings and had created continuous bike routes and complete networks for people on bikes. The feelings about San Mateo's bike infrastructure are that our city is way behind.

I thought we were finally making progress as many of the projects in the Bike Plan have a lot of potential but this drawn out process is very frustrating. We need to see the actual changes put on the ground and the dragging of feet on this Humboldt project and others is very discouraging. We have plans (Bike Plan, Sustainable Streets Plan). We have policy (Vision Zero). What we don't have is action. Now is the time to do the following:

- Approve the Humboldt bike lanes and many others very soon
- Use quick and inexpensive materials like paint and plastic posts to get things in quickly
- Prioritize getting a complete bike network on the ground over doing a fancy project with expensive and time consuming concrete changes like bulb-outs and storm water treatment (that can come later).
- Don't leave people on bikes to fend for themselves in busy spots, even if it means someone with a car might get delayed a little bit.

Hopefully we'll get a lot of great changes in soon and we'll be able to add to the size of our bike school bus.

Dan Provence

**From:** Michelle Hudson [REDACTED]  
**Sent:** Tuesday, February 8, 2022 9:52 PM  
**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Subject:** Letter from San Mateo Resident - North Central Bike Lanes Project

Dear Commissioners Narita, Loraine, Reyes, Robbins and Rowinsky,

Thank you for all of your wonderful service to our City on the Sustainability and Infrastructure Commission. I am writing to respectfully request that you implement the North Central bike lanes project without delay. As a mother of two school-aged kids who ride their bikes in our city, I worry about their safety on the roads. This project would be a great step forward in ensuring the safety of our children, and all residents, who ride bikes on our city's roads. In addition, the implementation of the project will encourage residents to abandon their greenhouse gas emitting vehicles in favor of climate friendly bikes, and we need every tool in the toolkit to fight climate change while there is still time to avert the worst impacts of climate change.

Thank you for your consideration.

In Partnership,  
Michelle Hudson  
Resident of San Mateo

**From:** Douglas Handerson <[REDACTED]>  
**Sent:** Wednesday, February 9, 2022 11:08 AM  
**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Subject:** My Published Letter to the Daily Journal and a Request for Clarification

February 9, 2022  
City Commissioners and Staff,

1) Below is my Letter to the Editor of the Daily Journal published yesterday (2.9.22) regarding tonight's meeting agenda item on the North Central Bike Lanes Project.

To maximize nearby parking capacity, my preferred solutions are striping parking stalls on nearby streets, a residential parking permit program, and funding for parking improvements and of monitoring by City staff of parking enforcement.

2) Please also clarify at tonight's meeting how the left turn pockets will be retained on Humboldt at Poplar when the bike lanes are added.

[By accepting federal funds, San Mateo incurs related local costs](#)



[https://www.smdailyjournal.com/opinion/letters\\_to\\_editor/by-accepting-federal-funds-san-mateo-incurs-related-local-costs/article\\_677f1fde-888b-11ec-b229-4fa457fb116d.html](https://www.smdailyjournal.com/opinion/letters_to_editor/by-accepting-federal-funds-san-mateo-incurs-related-local-costs/article_677f1fde-888b-11ec-b229-4fa457fb116d.html)

Thank you,  
Doug Handerson  
[REDACTED]

**From:** Raayan Zarandian Mohtashemi <[REDACTED]>  
**Sent:** Wednesday, February 9, 2022 4:00 PM  
**To:** Sustainability & Infrastructure Commission <[SandlCommission@cityofsanmateo.org](mailto:SandlCommission@cityofsanmateo.org)>  
**Cc:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>  
**Subject:** Comment regarding North Central Bike Lanes

Dear Sustainability and Infrastructure Commission,  
These comments are those that I wish to add after reviewing the posted packet on the North Central bike lanes. Thank you for your consideration of this item.

1. Last night at around midnight, I walked Humboldt Street in the project area with a few friends and we counted off-street private parking residential parking spaces on Humboldt Street that were open. The reason we did this is because the staff parking analysis/data collection was focused on on-street parking, and we wanted to get an idea of how much tandem/off-street parking visible from the public right-of way was happening. Our estimate is that on Humboldt Street, between 5th Ave and Peninsula Ave, there were 164 open off-street parking spaces visible from the street at around 12-1 am (the time of highest parking demand according to the community). I raise this point to illustrate that it seems like there is capacity to tandem park on driveways in the neighborhood, that is currently not being utilized. We also found 25 open on-street parking spaces on Humboldt Street last night.
2. I want to draw to your attention the part of the staff report that indicates that the removed parking spaces can be accommodated within 600 feet (1-2 blocks) of Humboldt and Poplar. This staff estimate does *not* consider improvements to parking supply and demand made by the proposed parking policy options. That means that the potential impact of the parking removal can be further mitigated. As an example, driveway apron parking would add up to 1300 estimated parking spaces in the neighborhood. Please listen to the science/math on this when considering potential impact.
3. The redesigned roadway geometry with the bike lanes would improve sight distances and potentially reduce vehicle travel lane widths, both things that help improve pedestrian safety. This project also improves pedestrian safety, another longstanding concern in the community.

Thank you once again for your consideration. In closing, I would like to speak about a friend of mine who lives in the neighborhood and cannot drive due to a medical condition. He must bike and walk places, and often tells me how worried he is about biking in the neighborhood. He works all day and night, and does not have time to attend meetings like this. I ask, when we only dedicate curb space to cars, who are we planning for? And how can we help people like my friend, and the countless other low income riders who have no choice but to bike in this neighborhood?

Thank you for your consideration and deliberation,  
Raayan

**From:** Mari <[REDACTED]>  
**Sent:** Tuesday, February 15, 2022 11:19 AM  
**To:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>  
**Subject:** Support for North Central Bike Lanes

Good morning,

I am a homeowner in North Central and would like to express my support for the bike lane project in our neighborhood. A few key points I would like to share:

- **Garage use can increase:** I have noticed many homeowners don't use their garages for parking but rather for storage. Many others park on the street during the day so they don't have to bother with opening and closing gates. Some residents own multiple vehicles for their businesses or for resale transactions. If all residents parked in their garages and driveways I believe the parking scarcity would be gone. Many may change their behavior with a simple communication from the city, though a means to enforce it would be ideal.
- **Current (lack of) safety & connectivity discourages bike lane demand:** It is not fair to expect the bike lane demand to be proven by current bikers numbers because right now there is not enough safety or connectivity, which keeps many people, like myself, from biking as much and as far as they would like. I bike my kids to school and on weekends to run errands and on leisure. I have tried biking during the week when the traffic is more intense and did not feel safe, having had a few too close for comfort encounters with cars. When the bike lanes are implemented, I can assure you my family and many others will increase our biking and the city biking culture will gradually change. My family would gladly downsize to one car should we be able to safely bike everywhere around San Mateo.
- **Property values:** I have heard an argument that property values decrease though I am sure it is the opposite. In fact, real estate apps and websites highlight walkability and biking scores as an appealing metric to home buyers.
- **Preparing for the future:** population density will only increase. We need to invest now in alternative transportation modalities to reduce as much as possible the car influx on our streets. We need to be ahead of the curve and not only enable but encourage residents to change their transportation habits. A biking city is healthier, friendlier, safer, and greener.

Thank you!

--

Mariana d' Abreu Tiwari



To the San Mateo City Council Members

Please re-consider removing the 214 parking spaces in the North Central area. This removal will have a great impact on all the residents. As of today, the parking situation is already unbearable. Those 214 parking spaces will have a domino effect, as the cars try to find parking in an already overcrowded area.

The value of our homes will depreciate. Potential buyers will look at a \$1,000,000.00 home, but can not park in front of their homes. The buyer will think twice about purchasing a home, in this area.

Seniors, will be affected. The City of San Mateo won an award for being senior friendly. Removal of parking spaces will limit who can come to visit them, at particular times. Friends or family, that would like to stop by during their break from work. Now, this will be impossible to find a parking space if after 4pm. As you speak with seniors, they will not leave their homes after certain times, for fear, when they return, there will be no parking available.

There are many negative issues, should the removal be approved.

Not, understanding why Humboldt St, can't be shared. Or why the Bike Lane going Northbound will be shared with parked cars. But, as the bike riders return, going Southbound there will be a dedicated Bike Lane.

San Mateo Drive has a shared Bike Lane, without removal of cars. As, San Mateo Drive widens, then a dedicated Bike Lane starts.

Norfolk St is a shared bike lane, no parking spaces removed.

The residents are in Favor of a Shared Bike Lane.

Thank you for your consideration.

A handwritten signature in cursive script, appearing to read "Carol Lewis".

To the San Mateo City Council Members

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A handwritten signature in cursive script, reading "Russell Myers". The signature is written in dark ink and is positioned below the typed text "Thank you for your consideration."

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Thank you for your consideration.



DAN MCQUIGG

RESIDENT SINCE 1997

To the San Mateo City Council Members

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Thank you for your consideration.

  
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Para los miembros del consejo municipal.

Por favor reconsiderar el remover 214 espacios de estacionamiento en el central norte. Es un impacto fuerte para los residentes. Actualmente se batalla mucho con el estacionamiento. Esos 214 espacios sera un efecto domino, ya que se irán a poner en lugares ya saturados de vehiculos.

El valor de nuestras casas serán depreciado. Compradores de viviendas ven casas de 1,000,000 para arriba, ~~pero~~ no hay estacionamiento enfrente de sus casas. Esto afectaría el valor de nuestras casas.

Son varios motivos negativos en la aprobación de remover los espacios de estacionamiento.

No entender porque Humboldt st no puede ser compartida. No entender porque el carril de las bicicletas al sea el norte sera compartida, ~~pero~~ a sea el sur es un carril dedicado solamente para las bicicletas. Ya esta un carril compartido en la calle Delaware sin tener que quitar estacionamiento.

San Mateo dr ya tiene un carril compartido, sin remover estacionamientos. El carril de las bicicletas empieza cuando la calle se ancha.

En la calle Norfolk es una calle compartida, y no se removieron espacios de estacionamiento.

Muchas gracias por su consideration.

*Mary Morales*

