

From: Mike Browne >

Sent: Tuesday, February 22, 2022 3:26 PM

To: Clerk <clerk@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Subject: Please support the San Mateo High/North Central Bike Lane Project

Hi,

I am unable to attend the virtual city council meeting tonight, but I wanted to voice my request for the City Council to support the San Mateo High/North Central Bike Lane Project. I realize that there is a concern about losing parking spaces, but that should not be a reason to not implement this plan, which will increase bike safety for bike commuters, students and recreational bicyclists. As a long time San Mateo resident, I ride my bike all over the city for exercise. During the early days of COVID, there was no issue as there were almost no cars on the road, but now, as things return back to "normal", I have seen a troubling increase in the number of near misses in North Central. The streets are narrow, bike visibility is low due to the number of parked cars, there is a low density of bike lanes and bike-appropriate roads, and there are many more cars present on the roads now, a recipe for accidents to occur. Students going to/coming from San Mateo High do not have many good options for commuting with the way things are now. I realize that making decisions like this requires the balancing of a number of different objectives and interests, but I ask that you choose safety, both for the students of San Mateo High and the many commuters/recreational cyclists who ride in North Central.

Regards,

Mike Browne

From: CNA San Mateo <>

Sent: Tuesday, February 22, 2022 3:31 PM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Cc: Patrice Olds <polds@cityofsanmateo.org>

Subject: 2/22/22 Council Meeting Agenda Item #13 - Please APPROVE Bike Lanes on Humboldt

Members of the Council - The Central Neighborhood Association supports the implementation of bike lanes on Humboldt. Implementing the Bicycle Master Plan is critical to reducing traffic and fighting climate change, and we strongly support that.

We would like to see the enforcement of city [Ordinance 11.32.100](#) which prohibits the parking of commercial trucks from a home occupation business on residential streets. SMPD is not enforcing this, and as a result we have excessive numbers of work trucks parking in our neighborhoods. We also support an expanded RPPP for the same reason - to deter commercial trucks from overflowing from North Central into Central. This will facilitate implementation of the Bicycle Master Plan.

Thank you for your consideration. Please approve the bike lanes.

Sincerely - Central Neighborhood Association

Michael Weinbauer

Laurie Watanuki

Ben Portusach

James Wang

Maureen Killough

From: Alexander Csajko <
Sent: Monday, February 21, 2022 11:24 AM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: North Central Bike Lanes Project (CDBG)

To whom it may concern,

I want to write you in favor of the proposed bike lanes in san mateo. I am a avid believer for bike infrastructure as an alternative to car transportation and making communities more accessible for this. The infrastructure must be in place in order for the roads to be more safe for cyclists and decreasing the potential for harm. Thank you for your time!

Best,
Alex

From: Alexander Csajko < >

Sent: Tuesday, February 22, 2022 11:46 AM

To: Sustainability & Infrastructure Commission <SandlCommission@cityofsanmateo.org>

Subject: public comment for north central bike lanes project

To whom it may concern,

I am writing to you for my public comment for the meeting tonight 02/22/22 with regards to the north central bike lanes project. I live in the north shoreview neighborhood and have friends that live on poplar that would be directly affected by this ...

"I am in support of the bike lanes project. Increasing accessibility for all (including cyclists) in an integrative way improves our community. Bikes lanes increase safety and facilitate mobility within the community for all. I understand the desire for street parking but I believe the demand for cyclist safety and mobility is more pressing within our community. Thank you for your time."

Thank you!

Peace,
Alex

From: Andy Curtis < >

Sent: Tuesday, February 22, 2022 12:33 PM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Subject: bike lanes in North Central

Hi City Council Members,

I am writing to ask for your support for the North Central Bike lanes. San Mateo devotes a huge amount of space and budget to cars -- the pendulum has swung entirely too far away from pedestrians, and we've seen this manifest as traffic congestion and pedestrian deaths. The City agrees with this and developed a bike master plan over a decade ago, but this plan has not been executed on. We spent the money doing studies and developing the plan and then did almost nothing to actually make things happen.

Traffic reductions during the pandemic showed how a small reduction in overall car traffic makes San Mateo better for everyone. Even getting a few percent of cars off the road during peak hours makes a huge difference in reducing congestion and this is a well built bike network will achieve permanently.

Removing parking spots will always be opposed by the noisiest crowd. I urge you all to have the courage to vote for what is right for the long-term, not what is politically expedient today. This is a major issue for me and I will vote against any council member who puts a small amount of parking over the literal lives of children just trying to get to school.

Thank you,
Andy Curtis

From: Kristie Eglsaer < >

Sent: Monday, February 21, 2022 1:09 PM

To: Clerk <clerk@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Subject: Public comments re bike lanes

Dear City Council,

I am writing to provide comments regarding the creation of bike lanes in the city.

Parked Cars as Barrier for 5th Ave Bike Lane

Thank you for working to create bike lanes as part of the repaving of 5th Ave. I see that the chalk outlines are already drawn, but I am hoping it's not too late to make some modifications before painting.

A best practice when creating bike lanes is to **use parked cars as a barrier between traffic and the bike lane to create a protected bike lane**. The parked cars would be closest to traffic and the bike lanes would be closest to the sidewalk, as opposed to how it is now.

Creating protected bike lanes was not always allowed under Caltrans rules, which is why this might not be part of Public Works standard practice. But that changed under AB 1193 a few years ago.

https://www.calbike.org/history-archive/governor_signs_protected_bikeways_act/

"AB 1193 changes the rules about bikeway design to free local governments from the outdated Caltrans guide that controlled bikeway design even on locally owned streets and roads. It gives communities a bigger toolbox, relying on nationally-recognized safety standards..."

Creating a protected bike lane is much safer and more effective at getting the "interested but concerned" folks on their bikes, which is what is the desired outcome when creating bike lanes.

I hope the city can make this change to create a protected bike lane using parked cars for the 5th Ave repaving project.

Please also put this in the planning to used parked cars as a barrier for the bike lanes in North Central and other plans going forward.

Support NC Bike Lanes and Parking Compromise

Thank you for working to find a compromise within the community to create bike lanes along Humboldt Ave. and in North Central while addressing the parking concerns of low income and elderly residents.

Expand and Fund Senior Rides Program for NC Bike Lane Project

And in that vain, please consider increasing funding for the Senior Rides Program, and perhaps expanding the eligibility to beyond seniors to those with disabilities and/or certain income thresholds.

<https://www.cityofsanmateo.org/3795/Get-Around-Senior-Rides-Program>

Thanks very much for your thoughtful consideration in moving our community forward to a safe multimodal future!

Sincerely,

Kristie Eglsaer

From: Eliza Frankel <>

Sent: Friday, February 18, 2022 5:56 PM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>; Mike Swire <>

Subject: Implementing More Safe & Accessible Bike Lanes Around San Mateo High School

Dear Mayor Bonilla and Honorable Members of the Council,

Greetings! My name is Eliza Frankel, and I am currently a sophomore attending San Mateo High School. I am also one of the board members of the school's Green Team, where we work on projects and events to promote sustainable thinking and actions within the community. I live relatively close enough to the SMHS campus so that I am able to ride my bike, yet I still currently get to school by car.

Living in close proximity to the campus, I am able to witness firsthand just how unsafe and inaccessible riding one's bike to school can be. Surrounding San Mateo High, there are many road difficulties that make it tough for students on bikes to navigate, one of the main dangers being unsafe driving. Especially during the start and end of school days when most people are entering and exiting cars, much chaos is created with traffic, making it especially dangerous for those outside of the vehicles and on the streets. With that being said, it is much harder for students to ride their bikes safely to and from school, leading to more car use and worsening the issue. On behalf of the student body, kids would be much more apt to ride bikes (and walk) to school if there were a higher number of accessible and safe bike lanes.

The increase in protected and available bike lanes brings a variety and multitude of benefits, both environmentally and health-wise. With such a high amount of car usage around campus, there is an abundance of smoke and exhaust coming from the vehicles, emitting many chemicals and harmful substances into the air for students and faculty to breathe. By making biking more accessible to students (and staff), there is less of a need to get around by car, eventually decreasing the amount of unnecessary air pollution. Not only does this benefit our planet, but also the long-term health of individuals on campus. With climate change growing into a bigger issue, it is important to implement sustainable and healthy habits to influence our future generations into protecting the planet, and a great way to start is shifting the mode of transportation to reduce our part in pollution.

Additionally, with fewer cars being used, there is less congestion and tightness around campus before, during, and after school; more mobility makes it safer for those outside of cars to get around, and gives more parking access to people who aren't able to get to school on bikes (or foot). Often times I notice that the school parking lot is almost always at full capacity, with more cars spilling out into the neighborhoods and streets surrounding the campus. With more people on bikes and less in cars, there is much more available parking space for those who live in communities farther away, where biking to school is not available. This also allows for more room on the streets, a safer benefit for those biking and getting alternative transportation.

Finally, giving students more of a chance to bike (or walk) to school promotes healthy and flexible exercise each day, having a positive influence over one's physical and mental health. Personally, one of the best ways for me to relax and stay healthy is by going for a walk or a bike ride. In the mornings, getting light physical activity like biking starts me off on a good note for the school day, and after school, biking (and walking) is a great way to clear my mindset and stress from a long day's work of learning. With an influx of students biking to school and receiving more activity outside, there would be a positive change within the community and how we all connect with each other.

Noticing how accessible bike lanes are in other parts of the city, introducing more around the San Mateo High School campus would be influential to the well-being of the community as a whole. There are immense benefits with implementing more bike lanes around SMHS, widening the opportunities for students (and staff) to get to school in bikes and other methods from cars. More secured bike lanes lessen traffic, congestion, danger, and pollution, all while promoting environmental & individual health, more exercise, and a generally safe community. By taking steps towards a

safer and more sustainable environment, students are much more likely to be motivated into being a part of the change and helping our community grow.

Students like me are in full support of implementing more convenient bike lanes and look forward to being able to bike to school safely and confidently for our future years at San Mateo High School. As the mentors for our future generations, we hope to continue to encourage plans like these to carry on the work of building a healthy community and environment to live in. I will try to make this week's upcoming Council Meeting and would love to know whether the Council is in support of the plan to implement more safe and accessible bike lanes. Thank you all so much for your time.

Sincerely,

Eliza Frankel

(10th grader, San Mateo High School)

From: Dave Fribush <
Sent: Tuesday, February 22, 2022 9:35 AM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: North Central Bike Lanes

City Councilmembers,

I urge you to support the North Central bike lanes. Making our streets more bike safe and friendly is a win for health and environment - we should be aggressively expanding our support for bike lanes here and elsewhere in the city.

Thank you.

Dave Fribush

From: Luisa Giulianetti < >
Sent: Monday, February 21, 2022 8:08 AM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: Proposed Bike Lane Project

Dear San Mateo City Council,

I believe that we are in much need of a compromise to or revision of this poorly planned Bike Lane Project. While the Public Works Department says that they did extensive neighborhood outreach, that is simply not the case. They are making decisions based on limited data that does not account for residents who did not take the "poll" and who do not agree with having this bike lane project. Their voices should be heard.

For years, residents have been asking for street improvements, general maintenance, and stop signs--with no success. Compare the area around the King Center and neighboring streets to other neighborhoods in San Mateo. The area South of 3rd Avenue and North of Poplar Avenue has been neglected and crammed for many years, and, if this proposed project is approved, things will get worse.

This Bike Lane Project reveals deeper structural issues that disadvantage working class people in the neighborhood where the project is planned. I urge you to allocate funds for the CDBG (that is actually meant to benefit working class residents, not wealthy/able bodied cyclists that just happen to commute through the neighborhood) towards much needed street improvements, stop signs, and reducing the speed limit on Humboldt. This will help make our streets safer and allow bike lanes in the future.

This is the time to hit "pause." It is not the time to create upheaval and reduce the already limited number of parking spaces for residents in the area. I urge you to take time to consider more fully the effects of this project on residents in the area, people whose community you are negatively impacting.

Sincerely,
Luisa Giulianetti

From: Michelle Hudson < >

Sent: Tuesday, February 22, 2022 11:12 AM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Subject: From a San Mateo Resident - Letter in Support of North Central Bike Lanes Project

Dear Mayor Bonilla, Deputy Mayor Papan, Council Member Goethals, Council Member Lee, and Council Member Rodriguez,

Thank you for all of your wonderful service to our City on sustainability and climate issues. 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 Baywood neighborhood, San Mateo

From: Amy Lee <
Sent: Sunday, February 20, 2022 12:08 AM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: In favor of bike lanes in North Central San Mateo

Hello Distinguished Council Members,

I have been a resident of San Mateo since 2009 and a homeowner since 2014. I understand that there is a project that could add bike lanes along Humboldt and Poplar. I am strongly in favor of those two streets especially since I have walked and driven those neighborhoods for years. The speed of vehicles is of great concern to me, and as a cyclist I would be afraid to bike those streets. The addition of bike lanes would be a great, inexpensive way to improve the safety of the mixed use of those streets, slow down speeding traffic, and reduce the unfortunate fatalities. Please consider proceeding with the bike lanes project.

Thank you,
Amy Lee

From: Circe McDonald < >

Sent: Sunday, February 20, 2022 5:14 PM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Subject: Support for the North Central Bike lanes

Dear San Mateo City Council,

I'm writing to express my strong support for the North Central Bike project.

I have been a resident of San Mateo for over five years. I do not own a car and live in a household with two other car-free adults. Our primary means of transportation is cycling including commutes to work, grocery shopping, medical care, and recreation. One of the reasons I moved to San Mateo was my ability to live a car-free here.

Infrastructure enabling more people, especially those with lower incomes and students, to safely bike would be a huge win. Biking is inexpensive, healthful, quiet, and environmentally friendly. Further, it allows individuals who are unable or uncomfortable driving such as young students to get around independently, especially to schools. Therefore, bike lanes should be given a high priority when considering transportation infrastructure for the well being of the citizens of San Mateo.

Let us keep in a mind that a city is made in the service of people, not cars.

Thank you for your time,

Circe McDonald

From: Peggy McLaughlin
Sent: Monday, February 21, 2022 9:48 AM
To: Patrice Olds <polds@cityofsanmateo.org>
Subject: Bike lanes around SMHS

Patricia,

We are Hillsborough residents and writing in support of planned installation of bike lanes around SMHS. I know this has been in process for some time and hope that the final vote on Tuesday will be a favorable one.

We all need safer paths for biking throughout the city and, in particular, around our schools.

Thank you for passing this 'vote of support' to the Board.

Best regards,

Richard & Peggy McLaughlin

'For there is always light if only we're brave enough to see it. If only we're brave enough to be it.' Amanda Gorman

From: Adrienne Mesnard < >

Sent: Tuesday, February 22, 2022 3:58 PM

To: Clerk <clerk@cityofsanmateo.org>

Subject: Public comment: North Central bike lanes project

Dear City Council Members,

I want to once again voice my concern regarding the installation of bike lanes in the North Central neighborhood, specifically on Humboldt Street. I realize that we need to make the roads safer for bikers but I hope you will also consider the safety of those who live here. I urge you to find and implement additional parking solutions prior to installing the bike lanes. To put this off until after the parking is removed creates the risk of it being pushed aside, it forces folks to park far from their homes and have to walk home alone late at night or while carrying small children. Trying to cross the street after dark is very dangerous along this road and the already crowded side streets.

This is a working class neighborhood, with small lot sizes and very small garages and homes. The unfortunate reality of this means parking is already difficult to find and as much as it would be great if we could all go down to a single car per household, that just isn't feasible for many folks in the neighborhood.

Thank you for your consideration.

Adrienne Mesnard, North Central resident

From: Bryanne <
Sent: Saturday, February 19, 2022 9:23 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: Support for North Central Bike Lanes

Dear City Council Members,

I am writing to ask for your support for the North Central Bike lanes to be implemented as recommended by city staff. Back in the Fall of 2021 several council members spoke in support of the bike lanes. I am asking that you again vote in support of the bike lanes at the February 22nd council meeting.

San Mateo is a car centric city, we lag vastly behind other sister cities in our bike lanes/pedestrian pathways. We have had a Bike Master Plan (BMP) for over a decade now with less than 10% of the plan built out. Not having a network of safe routes for cyclists/active transport creates unsafe conditions for our citizens and further pushes them to continue to choose to drive for most trips, creating traffic and further exacerbating parking problems.

The North Central Bike lanes are a major artery of the bike master plan; creating a North/South Corridor through the North Central neighborhood connecting Burlingame to downtown San Mateo. North Central is the most dense neighborhood, located adjacent to downtown, a half mile from the Caltrain Station, and has four major schools with over >2200 students commuting to the neighborhood daily. North Central also has the largest concentration of cyclists, and the largest percentage of bike/pedestrian/car collisions averaging 2-3 a year, around 11% of all of San Mateo. The Humboldt St bike lanes were selected as the 2nd biggest project in the BMP as North Central has the most to gain from bike lanes, not lose.

The school district is also planning to build another elementary school in North Central in the next 10 years (E. Poplar & Humboldt), bringing the number of students in the area closer to >2600. The Humboldt Bike lanes would take those future North Central students right to the front door of their new school. The school district annually spends \$20k to provide bike rodeos for the 4th grade students. Our city and community should show our students that we are committed to helping them bike safely in our community by providing space on roads for bikers/scooters/active transport by building these bike lanes.

If implementing these bike lanes results in a 5% transportation mode shift from cars to active transport (bike/scooter) at each school, that will result in 220 fewer car trips through the neighborhood daily [2200 x 2 (there and back) x 0.05]. That significant reduction in car traffic will make our streets less congested, safer, and healthier.

The acute problem of losing 214 spaces in one neighborhood is significant, and will take several new parking policies to alleviate that loss. As the BMP is built, more room on the roads will be given to cyclists/active transport. More parking spots will be lost in other neighborhoods, not just North Central. The greater, long term problem is not loss of parking for cars, but is to not build for the future. To not create that bicycle network throughout our entire city. Climate change is our #1 threat to our community. The fires, flooding, sea level rising, increased pollution, increased rates of asthma from pollution, all have detrimental effects on our community costing us millions annually. We need to take action now. We can't wait another decade for this opportunity to come back around.

I ask that you support the bike lanes, and also direct city staff to pursue the new parking policies to help offset the loss of those 214 spaces. No one parking policy will alleviate the loss of 214 spaces, but several concurrent policies will help.

Speaking just numbers, I'm not sure how many parking spots equal a pedestrian's safety? Currently it appears that 214 spaces are more valuable than 3 injured citizens a year. At least that's the case until it's one of our own children's lives that are forever changed by a speeding car, inattentive driver, or lack of space on the road for cyclists.

Please vote in support of the bike lanes and make our roads safer for everyone, not just cars.

Thank you for time and commitment to the community,

Bry Myers
Sunnybrae Elementary Parent, SRTS Parent & PTA President
SVBC San Mateo Co-lead

From: Angelica Ninera < >

Sent: Monday, February 21, 2022 10:31 AM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Subject: Please build our bike lane!

Dear council members,

Please build our North Central bike lanes. I live in the neighborhood and even though it is not safe, I bike to work and everywhere every day because I don't own a car. I make an honest living and work so much as a nanny because I can take my baby with me to my families, but I cannot afford a car, insurance, or gas. Many of my neighbors are what you call day laborers and do the same as me. Thank God me or my baby never got hurt but my neighbor has and that makes me scared all the time. This bike lane is not even that long and we need much more than that, but it is a beginning, so please do it soon. I am afraid if you don't build it now, you never will. Don't they say the future is no cars? This is my present and I need your help.

Thank you!

A.S.

From: Justin Alley < >

Sent: Monday, February 21, 2022 1:09 PM

To: Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>; Amourance Lee <alee@cityofsanmateo.org>; Patrice Olds <polds@cityofsanmateo.org>; Drew Corbett <dcorbett@cityofsanmateo.org>

Subject: Support for North Central Bike Lanes Project

Dear Mayor Bonilla and Members of the San Mateo City Council,

On behalf of One San Mateo, I am writing to express our support of the Bike Lanes Project proposed for the North Central neighborhood of San Mateo.

As the council is aware, One San Mateo focuses its attention on upholding the interests of the more vulnerable members of the San Mateo community, those whose limited incomes often cause them to face additional challenges. A large number of our residents of limited income live in the North Central neighborhood, and for many of them, bicycles are an essential means of transport. One San Mateo is concerned with ensuring that these residents enjoy an adequate level of safety as they move about town, and we believe that the proposed bike plan will improve conditions in this regard. Members of One San Mateo who have lived in North Central will attest to the fact that currently the potential for collision between motorists and cyclists is high.

We are aware of the loss of parking that the plan requires, and while One San Mateo does support the proposed plan, we are sensitive to the stresses this loss of parking places on other residents of the North Central neighborhood. Thus, we encourage the promoters of the plan to continue exploring ways to compensate for the parking that is to be lost as the safety and well-being of cyclists is improved.

Sincerely,

Justin Alley
Secretary of Communications of One San Mateo



From: Trina M Pierce < >

Sent: Monday, February 21, 2022 11:19:45 AM

To: Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>

Cc: Claire Stephens <; Gloria Brown <; Anita Webb <; K. T. <; Sharon Fuentes < >

Subject: Please Consider the 62% of Residents & Adopting a 6 - 12 Month Trial

February 19, 2022

Mayor Rick Bonilla
Deputy Mayor Diane Papan
Council Members: Amourence Lee
Joe Goethals
Eric Rodriguez

We as a small Focus Group represent the voices of many of the residents of North Central. We understand that you, as San Mateo Council Members have a very difficult, but important decision to consider on Tuesday, Feb 22nd.

Safety, Safety, Safety we continue to hear about safety for the bike riders. We would like people to understand and consider the safety of the residents who live here and will be subjected to these unsafe conditions on a daily bases. Two to four times per day. Walking a great distance to get to their homes, carrying bags and some will have the burden of keeping up with their small children safe.

We also continue to hear about the funding, that will be lost, if the project is not voted in. There are many unsafe sidewalks and streets, in this neighborhood. Why can't this money be used to upgrade North Central and bring this area up to comparable standards as the other areas in San Mateo. The only conclusion that the residents can come to is marginalization is still in effect. This would be more beneficial to everyone. Many residents in North Central have been requesting these upgrades and also stop signs on Santa Inez and Humboldt, also Indian and Humboldt. Many years have gone by and still the residents have not been heard. The only conclusion that the residents in North Central, can come to is marginalization is still in effect.

The results showed 62% of the residents in North Central are opposed to the removal of parking spaces. We do not understand, why our voices are not being considered. 62% is a very strong percentage, considering the number was very low of residents who completed the survey.

The poll that was taken was due to several of us writing emails to the City Planning Dept, requesting meetings to address the people in North Central about the bike lane and the removal of parking spaces. Several people during this meeting between the Focus group and the Planning Dept, several had mentioned how unfortunate it was that I (Trina) as a citizen of North Central had to reserve and pay for a room at the King Center to inform the North Central residents of what would be happening with the removal of parking spaces for a bike lane. Under pressure the Planning Dept finally agreed they would pay the cost for the meeting and attend to address and explain the plans of the bike lane.

Many of us were under the impression, there would be a bike lane added to these streets. We were not aware parking would be removed. When the Master Plan for the bike lane was established, there was no mention of the removal of any parking spaces. The removal of parking spaces was an afterthought.

The study was completed by an outside company twice. Why was the study including Central Area, which is from the railroad tracks to El Camino? This area is **not** part of North Central. Of course there is parking in the Central area, which should have not been included in the study. In the meeting after asking, the name of the company who would be conducting the new study. We were informed, the same company would do the study again. That is an insult to the residents of North Central. For example if someone receives a very serious/terminal diagnosis. Many would search for a 2nd or even 3rd opinion. Why would they return to the same doctor. This is still an issue that needs to be examined.

Not sure of how many people know about the racism that has been going strong in the San Mateo Union High District, which is in the Courts now. Because of all this negativeness students and the young adults do not want their parents or grandparents getting involved, for fear of retaliation.

Yes, the residents here are low income, the value of homes are lower than the other areas in San Mateo, but these residents work very hard. It is not fair to punish them, because Covid has hit communities hard and people have lost jobs. A lot of people must live together. We in North Central are very concerned about the many cars parked on the streets, which are not being moved. But, to remove parking is a drastic measure to promote a bike lane, which will affect every one in this neighborhood, no matter what age.

The City of San Mateo, won an Age Friendly Award for seniors, we do not feel like seniors are being treated fairly. After all a lot of these citizens still live in the North Central area and have built this area up. Considering a lot of redlining was in place. As of now, the seniors can't leave their homes if after 11am or 12pm, for fear there will be no parking when they return or just having to look for a parking space, blocks away. Please consider these seniors. Census has shown, San Mateo has a high number of seniors over the age of 85 living in San Mateo, on their own.

Please consider having a shared bike lane on Humboldt St for at least 6 months to 1 year. This time will appease the problem, while giving residents and the City Planning Dept time develop and implement plans together. The residents feel this is a big step and we should not have to bear the entire project on our shoulders. When you run a marathon, you build yourself up to that big day, you just do not jump into the final stage. We understand, because of the environment everyone needs to consider the future. However, to pick the lowest income area to implement this is not fair to North Central. North Central can not afford to purchase eclectic cars, which require electrical to be installed. This is not the area, that can make changes that require additional money, to implement many of these services/changes.

Many of us park on streets to save a place for the youth who come home late from working or just out having fun with their friends.

What is the analogy of having a shared bike lane, no removal of cars going northbound, with a bike lane? But, removing cars going southbound to install a bike lane only.

Please hear the 62% of residents and over 600 signed petitions (which is still growing) of mostly residents in the North Central area.

Thank you

Trina Pierce
Resident of San Mateo for over 60 years

From: Adam Samaniego <
Sent: Sunday, February 20, 2022 9:11 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: Comments in Favor of North Central Bike Lanes

Dear City Council Members,

My name is Adam Samaniego. I live in the bay area with my wife, Emily, and two children, Cecilia and Evelyn (5 and 7 years old). I moved here a few years ago for a job, coming from Houston, Texas, where cars were mandatory. However, after living for a year here, I sold my car. Doing so raised some eyebrows, but it was the best decision I made for my health and wellbeing, because it forced me to think about alternate forms of transportation; and I feel good about it because of the positive impact of having 1 less car out there, and 1 more pedestrian / cyclist out there. I walk or use my bicycle for local trips, and have a bike trailer I attach for longer trips with my children to go to soccer practice, art class, you name it. When I need to go into the office, I walk to a nearby Caltrain station, and then use a kick scooter to get from the other station to my office building.

However, whenever I leave the front door, I make sure to tell my family I love them. I make sure to leave my phone constantly sharing my location with my wife. Why? Because there is a very real chance that when I go out to commute not-by-car I will get hit by a car and not make it back home. I want my kids to know I love them, and I want my wife to know where to look for me. My brother knows what I mean - or at least he would, seeing as he **died** last year in a traffic collision - and he was IN a car (which was hit by another car). The reality is that most people aren't willing to put their neck out like me and the other brave souls out biking our roads. Most people do what is convenient and (relatively) safe. They drive their cars.

To move "most people" out of cars and into alternative modes of transport, we have to make driving cars less convenient, and we have to make alternative forms of transportation safer. I realize this might seem scary politically, but when a person checks their phone for directions, the fastest route should not be by car. If we can do that, then that person is likely not to use their car. This is what was done in the Netherlands, where governments use all sorts of mechanisms to make bike trips faster than car trips (one way roads for cars, two way roads for bikes; textured road ways; roads with no lane markers; barriers / slow down features in the middle of the road that cyclists can breeze past; local only car traffic on certain roads; etc.). The North Central Bike Lanes project is one small (very well planned and well researched) step towards that, and as such, **I am in support of it.**

I urge the city council members to use their power to prioritize alternative modes of transportation like walking, cycling, scooting, and mass transit over driving, in order to make such alternative modes of transportation safer, and more convenient, than driving. Let me reiterate this: driving should be MADE inconvenient. Please have courage to make the right decisions, so that our cities can be models for a better way of life. They'll thank us later.

P.S. Most of the bike trips I make have me in the middle of vehicular traffic. It's rare that I find myself in a painted bike lane, even rarer to find a separated bike lane, and pure bliss to find a fully segregated paved bike path (at least until I run into walkers, joggers, and people stopped taking bird photos). But those bike symbols on the pavement? And cute little "share the road" signs? They might make folks feel good, but on their own they don't seem to change how drivers interact with cyclists, and can make for very high stress bike rides. Don't believe me? Go for a few miles down Old Country Road during rush hour. Even when riding in such a road, I'm constantly checking my mirror to see if I'm going to get run down by someone, and often seek out quieter streets and residential neighborhoods to commute through to avoid car traffic entirely (I'd rather take longer to get somewhere, than die). We should strive for bike infrastructure you'd want your kid and your grandma to bike on (and the same goes for pedestrian infrastructure). This almost always means more segregation wherever possible between cars and the rest of us.

Thank you for your time and consideration, and safe travels.

Adam Samaniego

From: Elliot Schwartz < >

Sent: Sunday, February 20, 2022 2:00 PM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Subject: In support of bike lanes - North Central Project (agenda item 13)

I am writing in support of bike lanes - North Central Project (agenda item 13).

Bike lanes help keep your friends & neighbors safe and encourage more people to use green transportation.

Regards,

Elliot Schwartz

From: Dashiell Leeds < >

Sent: Tuesday, February 22, 2022 1:39 PM

To: Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Clerk <clerk@cityofsanmateo.org>

Cc: James Eggers < >; Gladwyn D'Souza < >; Mike Ferreira < >; Gita Dev < >; Barbara Kelsey < >

Subject: SCLP comments on North San Mateo Bike Lanes

Dear Mayor Bonilla and Honorable Members of the City Council,

We are writing on behalf of the Sierra Club of Loma Prieta and its 100,000 local supporters. We encourage the San Mateo City Council to approve the North Central Bike Lanes Project. Any settlement should have a clear timeline on implementation. We consider this vote of the highest priority given its impact on public health, active transportation, air pollution, greenhouse gas emissions, environmental equity, and increased housing density.

Please see the attached letter for our full comments.

Sincerely,

Gladwyn d'Souza
Chair, Conservation Committee
Sierra Club Loma Prieta Chapter

Gita Dev
Co-Chair, Sustainable Land Use Committee
Sierra Club Loma Prieta Chapter

email sent by:
Dashiell Leeds
Conservation Assistant
Sierra Club, Loma Prieta Chapter



SIERRA CLUB

LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

February 22, 2022

San Mateo City Hall
330 W 20th Ave
San Mateo, CA 94403

RE: North Central Bike Lanes Project

Dear Mayor Bonilla and Honorable Members of the City Council,

We are writing on behalf of the Sierra Club of Loma Prieta and its 100,000 local supporters. We encourage the San Mateo City Council to approve the North Central Bike Lanes Project. Any settlement should have a clear timeline on implementation. We consider this vote of the highest priority given its impact on public health, active transportation, air pollution, greenhouse gas emissions, environmental equity, and increased housing density.

We understand that there is a chance Council could postpone the project based primarily on opposition from residents who are concerned about parking supply in their neighborhood and that outreach was an element of the project that failed at various levels. The findings of the two professional traffic studies suggest that all residents would be able to find parking within a block or two of their houses, even after the parking spots are repurposed. Furthermore, this analysis doesn't reflect the plan for new parking spaces the City is willing to facilitate through new parking programs. The convenience of free parking in front of one house will become less assured, on the Peninsula, as we increase housing density overall, encourage active transportation, and attempt to slow climate change.

There are no easy options to improve bicycle infrastructure without impacting those who have come to expect fast roadways and abundant parking. As this process now approaches four years and the project has received unanimous recommendation to move forward from the Council and Sustainability and Infrastructure Commission Committees, on several occasions, we see few reasons why the project should be rejected, amended, or delayed at this point. There are no perfect or easy solutions to these problems and inaction now could result in lost lives tomorrow.

We expect our elected officials to be leaders and make the difficult decisions that aren't always the most popular. Please reach out to us if you have any questions or we can help in any way. We hope that you will continue to do the right thing and follow through on the City's plan to implement bicycle lanes on Poplar and Humboldt as quickly as possible.

Sincerely,

Gladwyn d'Souza
Chair, Conservation Committee
Sierra Club Loma Prieta Chapter

Gita Dev
Co-Chair, Sustainable Land Use Committee
Sierra Club Loma Prieta Chapter

We append these important issues for your consideration:

Public health - According to City staff, the bicycle crash rate in North Central is extremely high, with thirty collisions since 2017. This includes several serious crashes, such as that of a 68-year-old cyclist left in a long-term coma. The specific streets that would see improvements are responsible for 11% of all bicycle-related collisions in the city in the last 5 years. Vision zero and safe streets are necessary components of reducing emissions from transportation.

- Active transportation - Numerous academic studies and the anecdotal evidence of other cities demonstrate that improvements in bicycle infrastructure lead to increases in local ridership. In addition, Strava heat maps suggest that cyclists already prefer Humboldt and Poplar over adjacent streets, suggesting a high potential for growth with additional safety infrastructure. Narrower traffic lanes or one way streets can attain the same results without impacting parking including allowing for moving parking to the left of the lane to create safer separated bicycling. [Slow and green streets](#) as recommended by the Loma Prieta Chapter are key components of increasing active transportation and could be an option here.

- Air pollution - As cycling infrastructure improves, we expect to see an increase in residents shifting trips from auto to bicycle. This will be attractive for eating and shopping downtown, commuting to San Mateo High and other schools, and recreating on the Bay Trail. Air pollution will be an increasing concern in North Central with the widening of Highway 101, which should increase vehicle miles traveled, increasing particulate emissions and the frequency of asthma, heart, and lung disease in North Central and other neighborhoods adjacent to the highway. Air pollution can be reducing by pricing and unbundling parking and providing Residential Permit Parking so that alternatives, such no parking, can be considered for new developments. IPCC6 titled Code Red for Humanity suggested eliminating air pollution and methane use as key strategies for the next two decades.

- Greenhouse gas emissions - The transportation sector is the #1 source of greenhouse gas emissions in the Bay Area. Electric vehicle penetration in the area remains low. We need projects such as this one to offset the incremental vehicle miles traveled with the widening of the 101. San Mateo's own climate action plan calls for increased bicycle mode share to reduce vehicle miles traveled and greenhouse gas emissions. The city also explicitly cited the North Central Bike Lanes project as a primary example of how it was making progress on this climate action goal in a recent progress report to the city council. Unfortunately, the city will not be able to accomplish this mode shift goal without following through on its pledge to implement bicycle infrastructure. Not realizing such goals can be questioned when mitigated or supplemental Environmental Impact Reports are prepared thus delaying future projects.

- Environmental equity - As usual, low income and people of color bear the burden of our environmental and health failures. These underserved groups currently bear the brunt of the worsening pollution from the 101 and our car culture. Making bike travel less challenging will make life easier for those unable to afford a car as we saw most recently with essential worker safe access during the pandemic. In addition, low income and people of color are more likely to be victims of pedestrian and bicycle crashes due to poor traffic safety in their neighborhoods. Improved bike infrastructure will make the streets safer and ease this burden.

- Increased housing density - The City has a large challenge ahead in increasing housing density and access to public transportation. We cannot achieve these lofty goals if we continue to perpetuate the historic expectation of free public parking in front of every single family house. This project would be a small shift in public subsidies from auto drivers to bicycle users. Residential Permit Parking is an essential component of success in providing transportation alternatives for increased housing density and for eliminating parking minimums.

From: Erin Leydig Stallings <

Sent: Tuesday, February 22, 2022 12:39 PM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Subject: Please think of our kids' safety when it comes to biking in San Mateo

Dear Council Members,

First, thank you for all the time you put into hearing opinions from your constituents. I know you have already heard a lot about the proposed bike lanes but I wanted to add my two cents before tonight's vote.

My name is Erin Stallings and I have two boys (ages 8 and 10) that attend Parkside Elementary School. **We started a bike bus that safely gets kids biking to school every Wednesday.** Different families join in along the way and by the time we arrive at school we are a nice sized group of parents and kids starting their day on bikes and not in cars (see pictures below).

Parts of our route has bike lanes (yay!), and other parts (Humbolt St) do not. The only reason I feel safe having my kids bike on those sections is because we are traveling in a group. If you truly want to prioritize safe routes to school, and zero-carbon commute options, you will need to invest in additional bike lanes. It isn't fair to make us trade our safety for what should be a right in a city as progressive as ours: the right to safely bike around town.

I can understand the concerns of the people worried about parking. But my understanding is that studies have shown viable parking alternatives/programs that would maintain the necessary parking, albeit at the cost of the inconvenience of parking a little further from home. For our kids, for our planet, for our city...please...**put safety over convenience.**

Thank you for considering.

Here's a picture of our Parkside Bike Bus a few weeks ago - **this is the future.** Will San Mateo join our team?

Best,
Erin Stallings

Approve San Mateo High School/North Central bike lanes

Councilors:

I am a 12-year San Mateo resident (9 of those years in North Central until the landlord sold the house; 8 years parking on the street until the landlord created another parking space to raise the rent).

Please do not create a precedent for protecting free private parking in public rights of way—at the cost of safety projects that protect and benefit a wider vulnerable population. This precedent will affect bike and development projects citywide.

Please approve the San Mateo High School/North Central bike lanes in their complete form. The preferences of maybe 50 households (realistically) or their landlords should not trump the safety of hundreds of residents.

As a former North Central resident in a 2-adult household that shares one car, I know the parking situation can be managed by residents, and there is room for households themselves to remove cars from the street—in addition to the city programs' parking alternatives.

This project **can save lives** and promote car-free transportation. Cars are expensive to own.

Do not promote unsustainable precedents: The habit of parking cars on the road despite those vehicle owners' empty driveways and garages full of dead storage has become an entitlement that affects both drivers and bicyclists daily, forcing vehicles and bicyclists into the middle of the road. We see this in low-density up-market neighborhoods here, too—despite thefts of cars and car parts.

Bicyclists also run the risk of getting “doored” by drivers exiting their cars.

Let's set an expectation around parking before more residents claim entitlements and easements. Please do not backtrack on your earlier bike plan approval. That, too, will set a precedent.

Thank you.

Carol Steinfeld

PS: Let's create an annual Great Garage Cleanout Day by providing toxics pickup by Recology. Garages are for cars.



Memorial to bike-car collision victims—past, present, and future—on Humboldt Avenue

From: kavin stewart < >

Sent: Monday, February 21, 2022 1:03 PM

To: Amourence Lee <alee@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Rick Bonilla <RBonilla@cityofsanmateo.org>

Subject: Please support North Central bike lanes

Dear Councilmembers,

I am a North Central resident who strongly supports the North Central bike lanes project.

My family and I would 100% bike more if it were safer. Before moving to San Mateo, I biked to work every day, and as much as possible for errands. But since moving here (I live on Delaware St.), I rarely bike. I want to bike with my 2-year-old daughter to the park and to school, but I don't feel safe doing so. Better bike infrastructure will help me feel better about biking.

I understand that parking is a problem. However, we don't really know how much of a problem it is, because right now there is no disincentive to parking on the street. The parking analysis found that all existing parking demand can be accommodated within 1-2 blocks of the project corridor. With further measures that encourage people to use their existing off-street spaces, it's hard for me to believe that more than a handful of households would still be adversely impacted.

Are we really going to pass up an opportunity to create a better bicycle network for the entire community—which will reduce traffic, reduce parking demand, lower carbon emissions, encourage healthier habits, and save lives—just to preserve private vehicle storage for a few people?

I very much hope you vote in favor of the project.

Kavin Stewart

From: Megan Strain <>
Sent: Tuesday, February 22, 2022 11:31 AM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: North Central Bike Lanes Project

Dear City Council,

I am proud to live in San Mateo, where our city is committed to working on sustainability and climate issues, and I thank you for your service on these important topics! I am writing to you today to request that our city implement the North Central Bike Lanes Project without delay. I partially commute by bike to work, and even just this past week, I was almost hit by two cars as I tried to bike down a street without bike lanes. Bike lanes, like those in Millbrae on the way to BART, have been instrumental in my safe commuting.

The North Central Bike Lanes Project would be a great step forward in ensuring the safety of everyone who rides bikes on our city's roads. Perhaps even more importantly, this project will also encourage residents to use climate-friendly bikes more often instead of greenhouse gas-emitting vehicles. I know that we need to use every tool in our toolkits to fight climate change in our city and beyond to mitigate the worst impacts that can occur in my lifetime.

Thank you for your consideration and for your hard work on these efforts!

Kind regards,

Megan Strain
Citizen of San Mateo

From: Mike Swire < >

Sent: Tuesday, February 22, 2022 11:22 AM

To: Diane Papan <dpapan@cityofsanmateo.org>

Subject: final email on San Mateo High Bike Lanes

Hi Councilmember Papan,

I promise this is my final email on the bike lanes. :) Thank you for your patience and commitment to serving the community.

Again, I urge you to vote in favor of immediate approval (again) of the current plan as is. I know that you are committed to the health of our kids and making the community as family friendly as possible.

A friend forwarded me [this Streetsblog article from 2015](#) when the City adopted Vision Zero and a Sustainable Streets Plan. I echo Councilman Goethals' comment on how long the cycling and parenting community have waited patiently for the City streets to become family friendly:

"No loss of life is acceptable," said City Council Member Joe Goethals. "We can do better, and this plan is the road to doing better... My biggest criticism is the talk about this taking decades and decades. It can happen faster than that."

That was 2015. I question whether the City has done everything possible to make the streets safer since that time. The 15 mph around schools project was a good step, but a small one and has yet to be implemented. The elimination of the City's red light crash cameras was a step backward, as the City does not have the staffing resources to issue the thousands of red light running tickets that the cameras facilitated. I am sure that there are other projects, positive and negative, that I am forgetting. Regardless, I think we have failed to make a good enough dent in the problem.

If the City is unwilling to ask residents who park on public property (instead of driveways and garages) to walk a bit farther to access free parking, then please be clear on that and let's move on to other issues. The worst thing to do, however, would be to instead argue that this project is not perfect and kick the can down the road again. We have been talking about this project for several years. The City has solicited public feedback through thousands of mailings, posters on impacted streets, a dozen or so public meetings, and several Council and SIC meetings. The City has listened to residents' parking concerns and identified 300+ new spots that can be created in the neighborhood. The City surveyed the community and found that most SM residents want the bike lane, most stakeholders (including SMHS parents) want the bike lane, and most new N. Central residents want the bike lane. The City spent \$36,000 on parking studies that say there is enough parking for everyone, although perhaps not right in front of their homes. I walked the entire length of the project last week and [took pictures of 183 vacant parking spots](#) on Humboldt and Poplar - is this a good use of public resources when kids are afraid to bike to school or cross the street? The plan isn't perfect but we have had plenty of time to improve it. We aren't going to find a better option that results in less parking impact or impacts residents who are happy to see parking removed on our streets. If we kick the can down the road in the name of making the project 10% better, are we willing to risk another [resident getting hit and being put in a coma](#)?

I hope that my kids will be able to bike to school before they age out of San Mateo High. I don't think it is unreasonable, in the name of safety, to ask those who have benefited for decades from free, taxpayer paid parking to walk *up to* a block or two to find parking, assuming they don't use their driveway or garage for parking.

Thanks again for listening,

Mike Swire

From: Mike Swire <
Sent: Tuesday, February 22, 2022 1:27 PM
To: Clerk <clerk@cityofsanmateo.org>
Subject: For the record tonight

Dear SM Clerk,

I am writing to ask that the following photos be included in materials for consideration at the City Council's meeting tonight to discuss the bike lanes around San Mateo High School. This link points to 183 pictures that I took last week while walking along Poplar and Humboldt, the two streets where bike lanes are planned. The pictures show 183 open parking spaces during Thursday morning. This public space could be used for bike lanes that could save someone's life and encourage more kids to bike (and walk) to school.

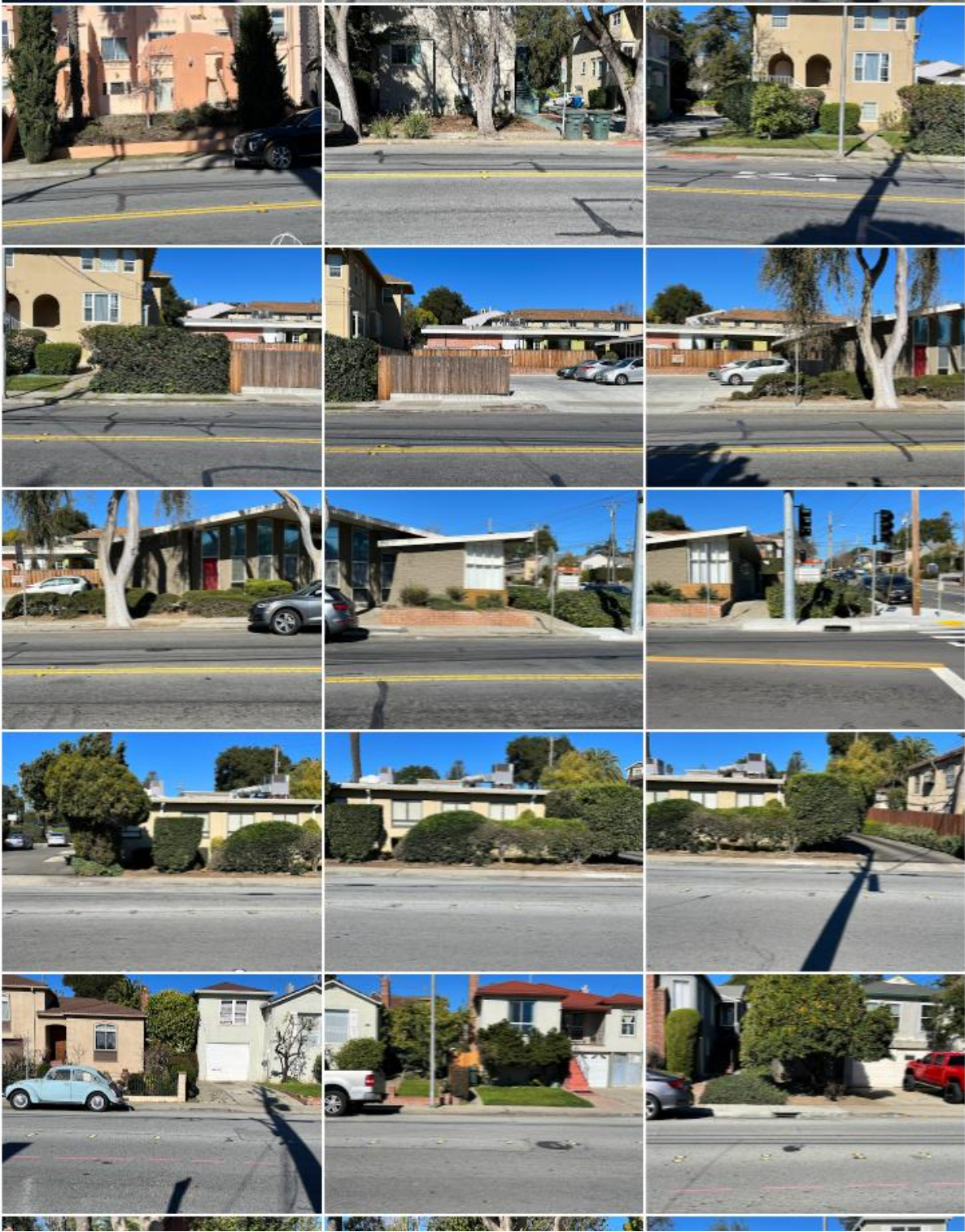
<https://photos.app.goo.gl/1bAGxLtY56ruBzjn9>

I could send over the actual images but this would be pretty unwieldy.

Thanks for helping put things together for Council tonight,

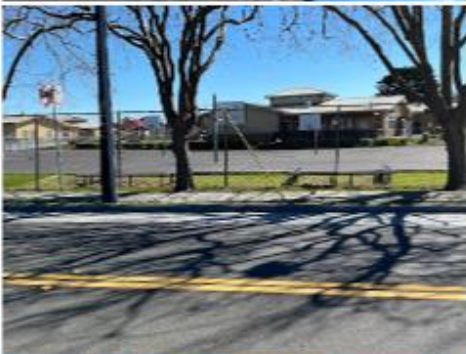
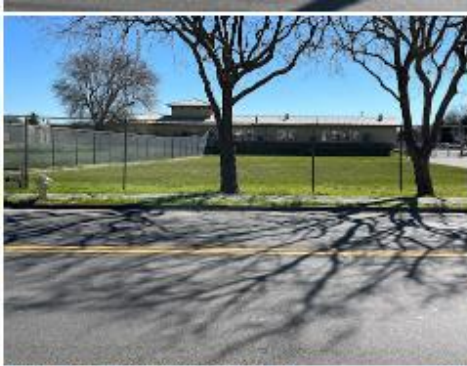
Mike Swire
San Mateo High School Dad
183 vacant parking spots on Humboldt & Poplar the morning of Thursday, 2/17/21

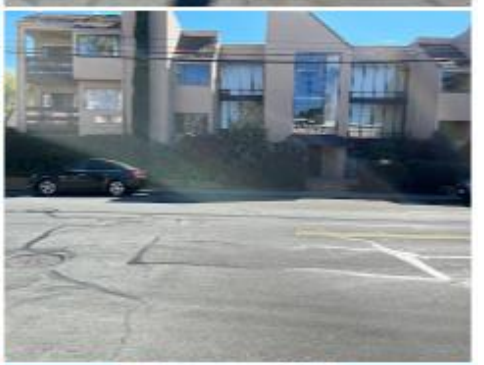


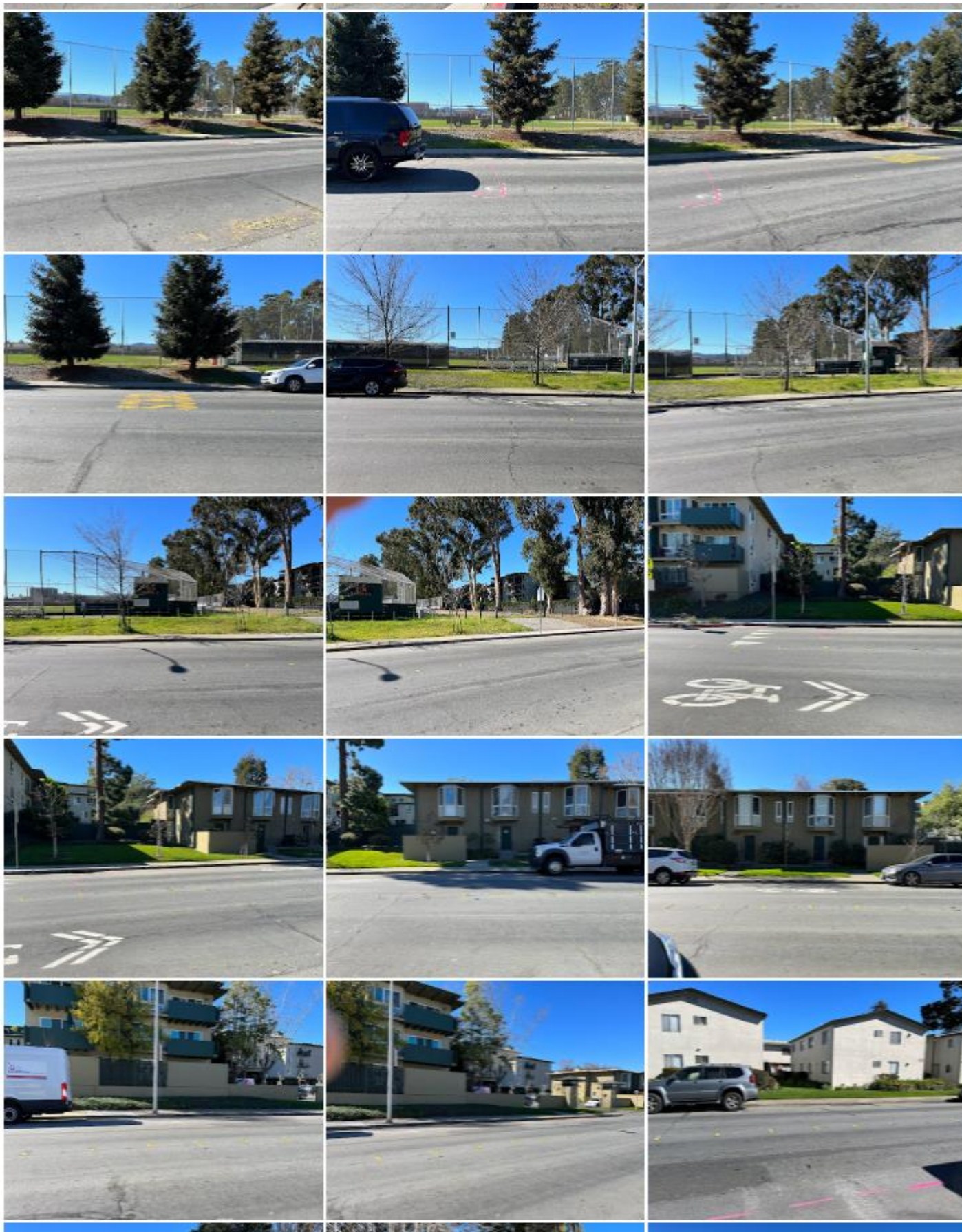






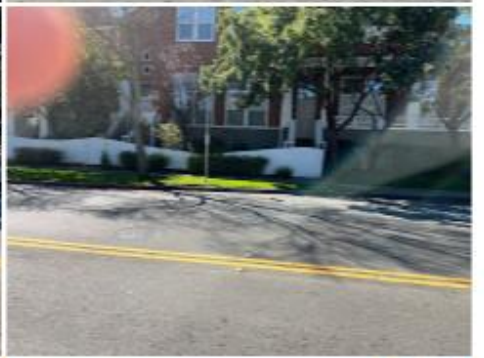


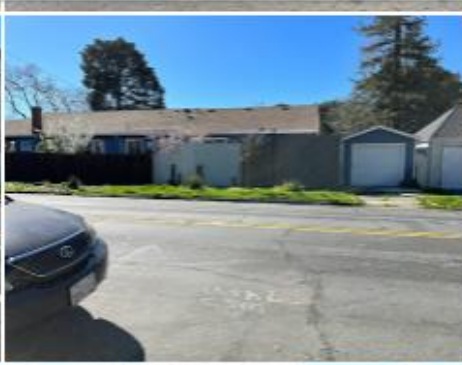


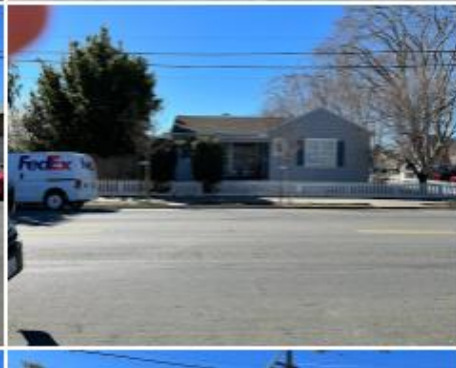
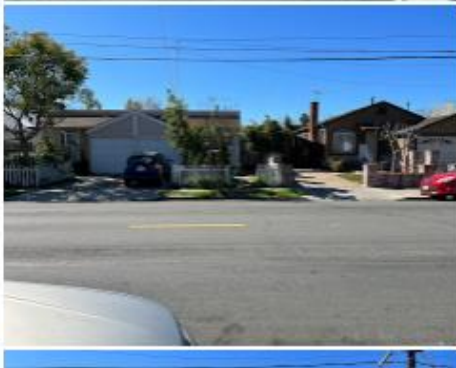
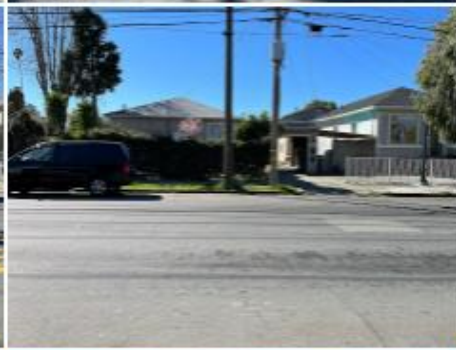














From: Gary Trott 2 <t>

Sent: Tuesday, February 22, 2022 1:55 PM

To: Clerk <clerk@cityofsanmateo.org>

Subject: RE: 22-Feb. 2022 SMCouncil meeting item #13

Dear San Mateo City Council,

Thank you for all of your wonderful service to our City on sustainability and climate issues. I am writing to respectfully request that you implement the North Central Bike Lanes Project without delay. Bicycles, and emerging electric bikes, are two of the fastest growing and most easily assessable transportation modes available to people in high density housing.

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. We need every tool in the toolkit to encourage climate friendly changes while there is still time to avert the worst impacts of climate change.

Thank you for your consideration.

In Partnership,
Dr. Gary Trott

From: Robert Whitehair < >

Sent: Tuesday, February 22, 2022 8:40 AM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>

Subject: Support of North Central Bicycle Bike Lane

Dear Mayor and Council Members

I support the North Central Bicycle Lane project, item 13 on your agenda tonight.

Implementation of the City's Bicycle Master Plan is just one of the many many actions that are necessary in order to adapt to the climate change. I support not only this project, but implementation of the entire city wide Bicycle Master Plan. I live near Borel Middle School and also support the Master Plan for my street, hoping that it will be implemented soon.

Robert Whitehair, San Mateo

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.

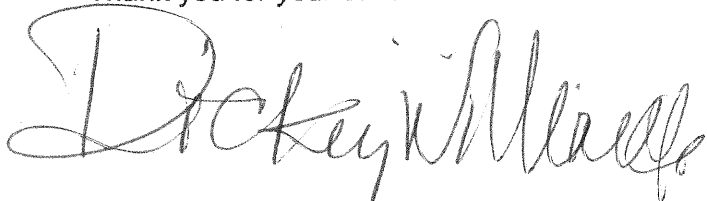
Not, understanding why Humboldt St, can't be shared. Or why the Bike Lane going Northbound will be shared with parked cars. But, as the bike riders return, going Southbound there will be a dedicated Bike Lane.

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 dark ink, appearing to read "D. Key Williams". The signature is fluid and cursive, with the first name "D." and last name "Williams" clearly distinguishable.

Picky n' Mink
101 Old County Rd.
Belmont Ca, 94022

SAN FRANCISCO CA 940

5 FEB 2022 PM 4 L



22 FEB 23 8:13AM

City Council
230 West 10th Ave
SM On, 94103