

THE FOLLOWING PUBLIC  
COMMENTS WERE SUBMITTED  
FOLLOWING THE PUBLICATION  
OF THE AGENDA PACKET

## Martin McTaggart

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**From:** Patrice Olds  
**Sent:** Monday, March 20, 2023 1:56 PM  
**To:** Martin McTaggart; Andrea Chow; Sue-Ellen Atkinson  
**Subject:** Fwd: Comments for 3/20 meeting

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**From:** Lisa Rayle [REDACTED]  
**Sent:** Monday, March 20, 2023 1:22:16 PM  
**To:** City Council (San Mateo) <CityCouncil@cityofsanmateo.org>  
**Subject:** Comments for 3/20 meeting

Dear Councilmembers,

As a resident of San Mateo, I am writing to comment on three items on tonight's agenda:

### 1. City Council Priority List - Draft Review, item #32

On item #32, I urge council to be more specific.

- "Refine programmatic timeline for future bike improvements" --> we should create a timeline to build all priority projects in the Bike Master Plan
- "Create a pedestrian master plan implementation plan" --> Does it really take all year to make a plan to implement a plan? Can we also identify quick-build projects that can be implemented this year?

### 2. Complete Streets Plan - Introduction & Community Engagement

I strongly support the design of streets that are truly complete, which means making streets safe and welcoming for people on foot and on bike. San Mateo roads are too often designed for cars with pedestrians and bicycles as an afterthought. It's past time to correct that imbalance by prioritizing design for people over design for cars.

### 3. Leaf blowers

Gas leaf blowers create air pollution hazardous to health, with few benefits. When I lived in Palo Alto, where gas leaf blowers are banned, the landscapers were fine using an electric blower and the cost was basically the same. Why continue to subject residents and workers to hazardous fumes when there are perfectly good alternatives available?

Thank you,  
Lisa Rayle

## Martin McTaggart

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**From:** Kristie Eglsaer [REDACTED]  
**Sent:** Sunday, March 19, 2023 4:18 PM  
**To:** City Council (San Mateo); Clerk  
**Cc:** Stephanie Gindlesperger; Sang Hee Cho; Bethany Lopez; Sue-Ellen Atkinson; Azalea Mitch; Amourence Lee; Lisa Diaz Nash; Rob Newsom; Adam Loraine; Richard Hedges; Andrea Chow  
**Subject:** Comments for Mon 3/20 CC meetings

Dear City Council,

Here are my public comments for the meetings on Monday, March 20.

### **Slow Speed School Zone (Item #16)**

Thank you so much for starting the slow streets around schools project!

### **Ped/Bike Priority List Action (Item #19)**

I look forward to the City making changes to our streets this year, and I am wondering if that is what is meant by "Create a pedestrian master plan implementation plan" because a [2012 Ped Plan Implementation Plan already exists](#) ✓ - Ch 7 titled Implementation, with things like pedestrian scale lighting, curb extensions, and signal timing with specific locations and cost estimates. Many near term actions, like those also mentioned in the [2022 TOD Ped Access Plan](#), can't happen soon enough, like minimizing vehicle conflicts with pedestrians at signalized intersections via turn restrictions at El Camino Downtown (p.63). My neighbor was just telling me yesterday about a really scary near miss there due to the ped-vehicle signal conflict.

### **Add Pilot Installations as part of Complete Streets Community Engagement Plan (Item #22)**

Pilot Installations are designed to be temporary, allowing for modifications based on real-world and real-time feedback from users, allowing the community and City to engage in a cycle of action and feedback. The city has had some real success with pilot installations and community engagement recently. Now it's about folding that practice into the Complete Streets Community Engagement Process.

### **Leaf Blowers and #LeaveTheLeaves (Special Session)**

Does the City of San Mateo Parks Dept have a policy similar to what is laid out by the NYC Parks Dept to [leave fallen leaves on the ground](#), like keeping leaves around tree bases or mulch mowing lawns? Thank you for [the City listing alternatives to leaf blowing](#) on the leaf blower webpage, like letting the leaves lie, and thank you for the electric leaf blower rebate program (and [great flyer with QR code](#)!).

Thanks very much!

Best, Kristie

<https://www.cityofsanmateo.org/4566/TOD-Pedestrian-Access-Plan>

<https://www.cityofsanmateo.org/2218/Pedestrian-Master-Plan>

<https://www.cityofsanmateo.org/DocumentCenter/View/10061/10---Implementation?bidId=>

<https://www.nycgovparks.org/learn/trees-and-plants/leave-the-leaves-why-our-parks-gardeners-may-leave-fallen-autumn-leaves-on-the-ground>

<https://www.cityofsanmateo.org/4544/Electric-Leaf-Blower-Rebate>

<https://www.cityofsanmateo.org/DocumentCenter/View/85710/Electric-Leaf-Blower-Rebate-Flyer?bidId=>

## Martin McTaggart

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**From:** Patrice Olds  
**Sent:** Monday, March 20, 2023 2:58 PM  
**To:** Sue-Ellen Atkinson; Martin McTaggart  
**Subject:** Fwd: Item #22--Complete Streets

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**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 2:51:41 PM  
**To:** City Council (San Mateo) <CityCouncil@cityofsanmateo.org>  
**Subject:** Item #22--Complete Streets

Before starting this project, please review the process and adverse results of “community input’ on the Humbolt bicycle lane parking removal project. You face negative and somewhat resistant reaction from the communities it was supposed to help. There was little “engagement with underrepresented and marginalized communities” on that project, (I know you tried). The community assessment of that prior engagement experience is seen as rebuffed disregard.

In spite of loud and multiple pleas to do a shared bike lane and retain existing parking, it was executed. Then to “help”, the city painted extended red curbs, causing loss of even more flexible spots for smaller vehicles.

Now residents, struggling with rain, poor lighting and crowded streets, dragging their equipment home to protect it from car theft, are ticketed for a tire on the curb. There is strong feeling that these underserved neighborhoods are being used for outsiders’ agendas, and that they are targeted and penalized as a result of those agendas, (e.g., remove their parking, then increase repetitive parking tickets monitoring) There is distrust and frustration with ongoing “help” that punished them severely.

Other examples—asking for stop signs and traffic slowing help—told those “don’t qualify” under rules. Can’t we find a way to help? If the 4-way stop rules are too strict, do a special Area Consideration action. Please try to accommodate these reasonable requests.

And give serious consideration to returning parking to those blocks with former parking with share the road. Retain full bike lanes in areas there was no former parking. Bike riders are intelligent enough to adjust as needed.

Respectfully (and hopefully helpfully) submitted, Carol Gillett

## Martin McTaggart

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**From:** Michelle Hudson [REDACTED]  
**Sent:** Saturday, March 18, 2023 10:29 AM  
**To:** City Council (San Mateo); Clerk  
**Cc:** Robert Whitehair  
**Subject:** San Mateo Climate Action Team Comments on Complete Streets Plan (Agenda Item 22)

Dear Mayor Lee and Members of City Council,

These comments are submitted on behalf of the 180+ members of the San Mateo Climate Action Team ("SMCAT") regarding Item 22 on the March 20, 2023 City Council meeting agenda: Complete Streets Plan.

SMCAT appreciates all the City is doing to prioritize complete and sustainable streets. Passenger vehicles are responsible for 28% of California's greenhouse gas emissions. Projects that result in implementation of complete and sustainable streets to get people out of single occupancy vehicles are an important local tool for combatting the climate crisis, in addition to yielding other important health and safety benefits.

Accordingly, please advance proposals that rebalance the budget to match the City's vision so that the City can **implement** the plans through infrastructure changes, with special emphasis on quick build and pilot installations. Such projects should be widespread throughout the City.

Pilot installations save money, expedite action, and are designed to be temporary, allowing for modifications based on real-time feedback from users. Pilot installations are one of the best tools for the community engagement process for the Complete Streets Plan, allowing the community and city to engage in an iterative process and a cycle of action and feedback.

Sincerely,  
Michelle Hudson and Robert Whitehair, on behalf of  
The San Mateo Climate Action Team

## Redesign of North Central Bike Lane (Under the Complete Streets)

March 18, 2023

Dear Members of the City of San Mateo City Council:

Climate change is real. The need to transition away from fossil fueled vehicles is real. The need to give people ways to enjoy the outdoors and be healthy is real. But the needs of neighborhoods also are real and aren't being met. The impact of bike lanes on N. Humboldt St. in North Central has seen people parking their cars and trucks on their front lawns; increased risk to drivers, pedestrians and cyclists from traffic hazards and unprotected bike lanes; very low usage of the bike lanes; and one more attack on the vibrancy of the neighborhood we know and love. We can promote the use of bicycles and the creation of safe bike lanes throughout San Mateo while also ensuring that the rights of neighbors who use their vehicles to live and work are protected. But we need to revisit the current bike lanes with a "do over" and then "do it right."

Based on a recent City survey showing strong overall support for bike lanes (without exploring how actual impacted neighborhoods would feel), and a Bike and Pedestrian Master Plan endorsed by the Sustainability & Infrastructure Commission, the previous City Council approved City staff's recommendation to implement the first bike lane along N. Humboldt Avenue. There has been much written about the lack of early and effective outreach to the North Central neighborhood, as well as the "last minute" communication laying out the bike lane implementation plan shortly before the work began. There also has been much written about the angry reaction of the North Central neighborhood and the City's attempts after the bike lanes were created to acknowledge the issues created and mitigate them. It has been over one year and the issues have not been resolved. As the residents now have to walk many blocks to find a parking space, not to mention how do they unload groceries or other packages that they have just purchased. The rains have been massive and on going. Many families have been getting sick from the long walks to their homes.

The Community Development Block Grant has the specific purpose of providing services that will directly benefit underserved communities in San Mateo (North Central). After parking was removed, we rallied around residents to keep them uplifted as North Central would look towards the future, which would include street improvements, such as the replacement of failed streets and sidewalks, streetlights and crosswalks.

What has not been written about are the very real negative changes in our North Central neighborhood since the bike lanes. You only need to walk down the blocks of N. Humboldt and surrounding streets around 5pm when people are returning from work to see cars parked on the lawn or deep marks where cars were either parked on the front lawns or there were marks on the front lawns that indicated cars had been parked there that morning. One community member observed that in a 1.5 hrs during this same time period, only 1 cyclist used the bike lanes when there was supposed to have been many more commuters riding home from work. So, the question one can ask...where is the demand? Humboldt St does not lead to downtown San Mateo or to the train station or any other major destinations in San Mateo.

The bike lane forces people to find other parking by using their front lawns. Not only does this create blight for our neighbors to look out on, they also are safety hazards that would make it difficult for people to escape from their homes in an emergency.

Even if lawn parking is against City regulations, what choice do people have? When the bike lanes eliminated 200 parking spots almost overnight, were these residents supposed to immediately get rid of their vehicles? Until we revisit the bike lane dilemma and make needed changes, people will need their cars to shop, take their kids to school, run errands and just live life. People who use their trucks for their livelihoods can't just stop using them because there is no place to park.

In addition to parking on their front lawns, people are parking their cars more on the side streets and the sidewalks there, creating the same problems for people who live there. And the northbound bike lane on N. Humboldt is next to the vehicle lane, instead of next to the sidewalk curb, with the adjacent line of parking spots acting as a shield from moving vehicles. All these overcrowded parking and sub-optimal bike lanes create traffic hazards and near accidents all the time. This is not what we want for our neighborhood...or yours!

One of the Community Feedback and consultation with internal departments identified several needs for the community included:



- Accessibility improvements
- Traffic calming
- Street Lighting improvements
- Clean streets and dumping
- Martin Luther King Jr. Park improvements
- Pothole repairs
- Street reconstruction
- Sidewalk and curb ramp improvements
- Fair housing services
- Minor home repair

We ask that you include the bike lanes and parking concerns as a part of the Complete Streets Community Engagement Plan. The community would also appreciate an update on other concerns from last year: permit parking, lack of adequate lighting and a continued promise that parking will be supplied. The Courthouse property was a contingency for parking, but that was not a solution, because the plans for the Courthouse was for the property to be restored for the use of the court sessions again. The DMV was suggested by Planning Dept. as a possible parking solution after hours. The permit parking at the King Center would not benefit over 95% of the residents.

Please consider the effect this has already had on the seniors and the disabled.

The North Central residents are ready to roll-up their sleeves and work with you to find solutions.

Thank you for taking the time to consider our requests.

Best regards,

Gloria R. Brown

Trina Pierce

The names below are in support of this letter:

Joanne Bennett  
Claire Stephens  
Ernest Davis  
Edith Monday  
Alvin Monday  
Tiersa Aldridge  
Treyana Pierce  
Donna Roduta  
Ann Edgar  
Christopher Gawson  
Yuxi Liu  
Juanita Wheeler  
James Wheeler  
Erik Nielsen  
Sang Phan  
Howard Ashford  
Sakiko Matsumoto  
Ken Matsumoto  
Stephen Ngan  
Winnie Ngan  
Grace Ma  
Jose Torres  
Jian Ho  
Joan Smith  
Marvin  
Anita Webb  
Arnold Webb  
Aurora Torres  
Jesus Torres  
Leticia Valerio  
Claire Mack  
Carolyn Collins  
Annabelle Emery  
Roedell Myers

## Martin McTaggart

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**From:** Trina Pierce <[REDACTED]>  
**Sent:** Sunday, March 19, 2023 9:21 PM  
**To:** City Council (San Mateo)  
**Cc:** [REDACTED] Gloria Brown; Claire Stephens  
**Subject:** Letter From North Central Residents Requesting a Redesign of Bike Lanes Under the Complete Streets Plan  
**Attachments:** 2nd Draft 3-19-23 - Copy.docx

Good Evening to the Mayor and San Mateo City Council Members

The attached letter is being sent regarding the North Central Bike Lane under the Complete Streets

There are many residents in agreement with the letter. Some have agreed to list their names.

Please read and consider the issues which have been presented.

Thank you

Sent from my iPad

Begin forwarded message:

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