Humboldt Street
Bike Lane Alternatives Project
Community Meeting and Survey #3
AFTER ACTIVITY REPORT

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Workshop Overview

In February of 2025, the San Mateo City Council directed City staff to explore the feasibility of a bike boulevard on Idaho and Fremont Streets as an alternative to the bike lanes on Humboldt Street from Indian to 2nd Avenues in addition to street lighting improvements. City staff commenced a series of three community meetings, the first one held on June 18, to gather initial input on using Idaho and Fremont Streets as a potential alternative to the Humboldt Street bike lanes. The second was held on Monday, August 25, to gather community input on preliminary concept designs on alternatives. The final meeting occurred on Monday, October 27, at the Fiesta Gardens International School (715 Indian Avenue), with the goal of gathering input on the proposed alternative bike boulevards on Idaho and Fremont Streets. This meeting was a hybrid meeting involving a simulcast of the presentation followed by an open house for the in-person workshop and a discussion of potential treatments with online attendees. Both the online and in-person components of the workshop offered live interpretation in Mandarin and Spanish. In total, **41 people** attended the in-person workshop, and **10 people** attended virtually.

Project and Workshop Goals

- The goals of the workshop were to provide community members with a final update on the project, including results of the previous survey, a review of final alternatives, and an introduction to the final survey before presentation to City Council.
- **Project Goal:** To slow down vehicle speeds, make the street safer for pedestrians and bike users, not take away parking, and accommodate bikes on the roadway.

Outreach and Access

The City of San Mateo conducted robust outreach via social media, an e-newsletter and other physical and digital outreach methods, including flyer posting at all City recreation centers and libraries. A-frames were also set up at 11 key project locations in North Central including Fremont Street, Humboldt Street, and Idaho Street. A-frames at all 11 locations were available in English, Spanish, and Simplified Chinese. Postcards were sent to 4,587 households that were located on and near the streets in question. The project team also reached out to members of the Lived Experience Group that was created from the Complete Streets North Central Plan in addition to prior meeting attendees who provided their email addresses. Outreach materials were developed in English, Spanish, and simplified Chinese. Spanish and Mandarin-speaking staff were also present at the in-person and virtual workshop to support community members who needed language access. Additionally, childcare services and light refreshments were offered for in-person attendees.

Webinar Logistics

To provide equitable access for those unable to meet in-person, a simulcast of the presentation at Fiesta Gardens International School was broadcast to a virtual Zoom meeting room. After the presentation and Q&A, the online facilitators conducted an online "open house" and provided a recap of the final design and treatments for both the Idaho Street and Fremont Street proposed alternatives. Due to Internet connectivity and audio issues during the presentation, time in the Zoom room was also dedicated to answering general questions and going over portions of the presentations as requested by attendees. There was also space for discussion and opportunities for members of the public to voice their opinions on each of the treatments. The chat function was also enabled for participants who preferred to send in their feedback via chat. Each comment and question, whether spoken aloud in the meeting or sent in the chat, was documented by a member of the project team. While Spanish interpreters were available, there were no monolingual Spanish speakers among the group of online participants.

Workshop Agenda

1) Registration (10 min)
2) Welcome, Introductions, and Housekeeping (5 min)
3) City of San Mateo Presentation (15 min)
4) General Question and Answer Session (Clarifying Questions) (20 min)
5) Open House (In-Person and Virtual) (80 min)
6) Closing & Next Steps (10 min)

Input Mechanisms

The main platform for the collection of input for this phase of engagement was a short survey, which asked questions regarding community members' preferences on Idaho Street and Fremont Street in addition to their thoughts on keeping the bike lanes on Humboldt Street. The questions included in the physical survey distributed at the in-person workshop were the same as those asked in the online survey and postcard mailers. Questions were also asked regarding participants' street of residence and neighborhood so that the City could identify how different groups of people responded to certain questions. A breakdown of the survey results can be found in the following pages.

Paper Survey

Surveys were disseminated to all participants present at the in-person meeting to gather input on the various improvements and alternatives. Spanish and simplified Chinese versions of the survey were made available as well for those who requested it. While none were completed in Chinese at the workshop, two (2) were completed in Spanish. Participants were highly encouraged to fill out the surveys during the duration of the meeting and turn them into staff before leaving. All these responses were then documented and analyzed in a single tracking document along with the responses to the online and postcard survey. A total of **40** paper surveys were received and logged from the in-person community meeting where a total of **41** people had signed in.

Digital Survey

A digital version of the survey was developed to provide members of the public with an opportunity to share their input if they could not attend the in-person workshop. The online survey was posted on the City's project website and amplified on social media. This survey was left open until November 10, 2025. There were **284** surveys submitted online: **279** in English, **4** in Spanish, and **1** in Chinese.

To mitigate multiple responses from a single individual, responses from duplicate IP addresses were reviewed and removed from the total data set; however, they were still tallied and reviewed separately by the project team. For responses under the same IP address that had the same answers across all questions, one response was kept as a representative of the group. Responses from the same IP address that showed variation in answers across questions were also removed. Removed responses were still reviewed by the project team but were kept separate from the formal analysis. After completing this process, the total number of remaining survey responses was **219** (**215** in English and **4** in Spanish). Results from both duplicate IP addresses and other scrubbed data were tallied and reviewed separately from the other survey responses.

Postcard Survey

Pre-paid postcard mailers were sent out to approximately **4,587** residences that were located on or near Fremont, Humboldt, and Idaho Streets in North Central to provide another opportunity for community members to provide feedback on the final concept design alternatives. These pre-paid postcards were sent separately in English, Spanish, and simplified Chinese to each household for equity and access. In total, **150** postcards were returned from North Central, eight (**8**) of which were Spanish and four (**4**) in simplified Chinese. Like the survey, there was also the option to rank all three alternatives from most

to least preferred. However, unlike the survey, there was no free response question for further input. Some respondents included written comments in the margins of the postcard, and those insights are included in this report in the Appendix although they were not included in the formal analysis. See below to view maps of where the postcards were distributed.



Key Findings

A review of all survey responses found that across all input mechanisms, there was a preference for keeping the bike lanes on Humboldt Street with 62% of respondents indicating they support keeping the bike lanes and 38% indicating they did not support keeping them. Just over a third of participants indicating support for the Idaho Street (35%) and Fremont Street (37%) bike boulevard alternatives. Generally, residents who lived on Idaho, Fremont, or Humboldt Streets were not in support of a bike boulevard or keeping a bike lane on their streets. When taking into consideration weighted ranking preferences, keeping bike lanes on Humboldt Street was still preferred among survey respondents. Support for keeping the bike lanes on Humboldt Street was lower among North Central residents, particularly those who submitted survey responses via postcards, however, weighted ranking results still yielded a slight preference to keep the bike lanes.

Survey Results

Below are the results of the survey gathered from the in-person workshop, virtual workshop, and open survey period (collected via the physical, digital, and postcard surveys). Do note that some participants indicated living on these streets but outside of the North Central neighborhood. To maintain consistency, these responses were included under their respective street of residence. A total of **409** survey submissions were reviewed for formal analysis: **40** from the in-person workshop, **219** from the public via the online survey during the survey period (October 27 to November 10), and **150** from the postcard mailers that were sent to North Central residents. **Sixty-five (65)** responses from the online survey were removed during the review process as outlined in the scrubbing process described on page 5 as they were derived from duplicate IP addresses. The remaining **219** online survey responses were incorporated in the analysis below. Do note that the total respondents differ per question as not everyone who completed the survey answered every question.

Questions 1 and 2 asked about demographic information regarding location of residence. A large majority of total respondents were from North Central **(283 (69%))** with **126 (31%)** indicating they do not live in North Central. **Eighty-three (83) respondents (20%)** indicated they live on Humboldt Street with **47 (11%)** living on Fremont Street and **25 (6%)** on Idaho Street.

Survey Respondents by Location of Residence and Survey Input Source

Location of Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central (NC)	North Central (NC)	Outside of North Central (NC)	Total Respondents to Survey
In Person Workshop	2 (5%)	3 (8%)	15 (38%)	14 (35%)	34 (85%)	6 (15%)	40 (10%)
Online	39 (18%)	9 (4%)	13 (6%)	38 (17%)	99 (45%)	120 (55%)	219 (54%)
Post-Cards	42 (28%)	13 (9%)	19 (13%)	76 (51%)	150 (100%)	0 (0%)	150 (37%)
Total	83 (20%)	25 (6%)	47 (11%)	128 (31%)	283 (69%)	126 (31%)	409 (100%)

**Note that 65 online submissions were not included in the general analysis and data above as they were derived from duplicate IP addresses.*
**Note some participants indicated living outside of the North Central neighborhood but on these streets. To maintain consistency, these responses were included under their respective street of residence.*

Question 3: **Do you support a bike boulevard on Idaho Street between 2nd Avenue to Indian Avenue?**

**Percentages are of total respondents who answered question per input source*

Question 3: Idaho Preference

		Humboldt		Idaho		Fremont		Greater NC		NC		Outside NC		Total	
TOTALS	In Person	2	5%	3	8%	14	38%	13	35%	31	84%	6	16%	37	9%
	Online	41	19%	11	5%	13	6%	38	17%	99	45%	120	55%	219	55%
	Postcard	40	28%	12	8%	18	13%	74	51%	144	100%	0	0%	144	36%
	Total	83	21%	26	7%	45	11%	125	31%	274	69%	126	32%	400	100%
Yes	In Person	0	0%	2	67%	3	21%	6	46%	11	35%	2	33%	13	35%
	Online	9	22%	5	45%	3	23%	13	34%	27	27%	36	30%	63	29%
	Postcard	17	43%	1	8%	9	50%	37	50%	64	44%	0	0%	64	44%
	Total	26	31%	8	31%	15	33%	56	45%	102	37%	38	30%	140	35%
No	In Person	2	100%	1	33%	11	79%	7	54%	20	65%	4	67%	24	65%
	Online	32	78%	6	55%	10	77%	25	66%	72	73%	84	70%	156	71%
	Postcard	23	58%	11	92%	9	50%	37	50%	79	55%	0	0%	79	55%
	Total	57	69%	18	69%	30	67%	69	55%	171	62%	88	70%	260	65%

Question 4: **Do you support a bike boulevard on Fremont Street from 2nd Avenue to Indian Avenue?**

**Percentages are of total respondents who answered question per input source*

Question 4: Fremont Preference

		Humboldt		Idaho		Fremont		Greater NC		NC		Outside NC		Total	
TOTALS	**In Person**	**2**	*6%*	**2**	*6%*	**13**	*36%*	**14**	*39%*	**30**	*83%*	**6**	*17%*	**36**	*9%*
	Online	**41**	*19%*	**11**	*5%*	**13**	*6%*	**38**	*17%*	**99**	*45%*	**120**	*55%*	**219**	*55%*
	Postcard	**40**	*27%*	**12**	*8%*	**19**	*13%*	**75**	*51%*	**146**	*100%*	**0**	*0%*	**146**	*36%*
	Total	**83**	*21%*	**25**	*6%*	**45**	*11%*	**127**	*32%*	**275**	*69%*	**126**	*31%*	**401**	*100%*
Yes	**In Person**	**0**	*0%*	**0**	*0%*	**1**	*8%*	**8**	*57%*	**9**	*30%*	**2**	*33%*	**11**	*31%*
	Online	**7**	*17%*	**6**	*55%*	**6**	*46%*	**17**	*45%*	**33**	*33%*	**35**	*29%*	**68**	*31%*
	Postcard	**23**	*58%*	**6**	*50%*	**4**	*21%*	**35**	*47%*	**68**	*47%*	**0**	*0%*	**68**	*47%*
	Total	**30**	*36%*	**12**	*48%*	**11**	*24%*	**60**	*47%*	**110**	*40%*	**37**	*29%*	**147**	*37%*
No	**In Person**	**2**	*100%*	**2**	*100%*	**12**	*92%*	**8**	*57%*	**21**	*70%*	**4**	*67%*	**25**	*69%*
	Online	**34**	*83%*	**5**	*45%*	**7**	*54%*	**21**	*55%*	**66**	*67%*	**85**	*71%*	**151**	*69%*
	Postcard	**17**	*43%*	**6**	*50%*	**15**	*79%*	**40**	*53%*	**78**	*53%*	**0**	*0%*	**78**	*53%*
	Total	**53**	*64%*	**13**	*52%*	**34**	*76%*	**69**	*54%*	**165**	*60%*	**89**	*71%*	**254**	*63%*

Question 5: **Do you support keeping the bike lanes on Humboldt Street between 2nd Avenue and Indian Avenue, as is, knowing approximately 100 parking spaces won't be restored?**

**Percentages are of total respondents who answered question per input source*

Question 5: Humboldt Preference

		Humboldt		Idaho		Fremont		Greater NC		NC		Outside NC		Total	
TOTALS	In Person	2	5%	3	8%	13	35%	14	38%	31	84%	6	16%	37	9%
	Online	39	18%	9	4%	13	6%	38	17%	99	45%	120	55%	219	55%
	Postcard	41	28%	12	8%	17	12%	75	52%	145	100%	0	0%	145	36%
	Total	82	20%	24	6%	43	11%	127	32%	275	69%	126	31%	401	100%
Yes	In Person	2	100%	1	33%	10	77%	8	57%	20	65%	4	67%	24	65%
	Online	29	74%	5	56%	10	77%	28	74%	72	73%	102	85%	174	79%
	Postcard	14	34%	4	33%	7	41%	24	32%	49	34%	0	0%	49	34%
	Total	45	55%	10	42%	27	63%	60	47%	141	51%	106	84%	247	62%
No	In Person	0	0%	2	67%	3	23%	6	43%	11	35%	2	33%	13	35%
	Online	10	26%	4	44%	3	23%	10	26%	27	27%	18	15%	45	21%
	Postcard	27	66%	8	67%	10	59%	51	68%	96	66%	0	0%	96	66%
	Total	37	45%	14	58%	16	37%	67	53%	134	49%	20	16%	154	38%

Question 6: **Please click on the arrows to rank the alternatives below from most preferred (1) to least preferred (3).**

Question 6 – Alternative Preferences Rank: In-Person Workshop Survey Responses

		Humboldt		Idaho		Fremont		Greater NC		NC		Outside NC		Total	
Idaho Bike Blvd	**1st Choice**	**0**	*0%*	**0**	*0%*	**0**	*0%*	**2**	*20%*	**2**	*8%*	**1**	*20%*	**3**	*10%*
	2nd Choice	**2**	*100%*	**1**	*50%*	**10**	*100%*	**2**	*20%*	**15**	*63%*	**2**	*40%*	**17**	*59%*
	3rd Choice	**0**	*0%*	**1**	*50%*	**0**	*0%*	**6**	*60%*	**7**	*29%*	**2**	*40%*	**9**	*31%*
	Total	**2**	*100%*	**2**	*100%*	**10**	*100%*	**10**	*100%*	**24**	*100%*	**5**	*100%*	**29**	*100%*
Fremont Bike Blvd	**1st Choice**	**0**	*0%*	**1**	*50%*	**0**	*0%*	**1**	*10%*	**3**	*13%*	**0**	*0%*	**3**	*10%*
	2nd Choice	**0**	*0%*	**0**	*0%*	**10**	*100%*	**6**	*60%*	**6**	*25%*	**3**	*60%*	**9**	*31%*
	3rd Choice	**2**	*100%*	**1**	*50%*	**0**	*0%*	**3**	*30%*	**15**	*63%*	**2**	*40%*	**17**	*59%*
	Total	**2**	*100%*	**2**	*100%*	**10**	*100%*	**10**	*100%*	**24**	*100%*	**5**	*100%*	**29**	*100%*
Humboldt Bike Blvd	**1st Choice**	**2**	*100%*	**1**	*50%*	**9**	*90%*	**7**	*70%*	**19**	*79%*	**4**	*80%*	**23**	*79%*
	2nd Choice	**0**	*0%*	**1**	*50%*	**0**	*0%*	**2**	*20%*	**3**	*13%*	**0**	*0%*	**3**	*10%*
	3rd Choice	**0**	*0%*	**0**	*0%*	**1**	*10%*	**1**	*10%*	**2**	*8%*	**1**	*20%*	**3**	*10%*
	Total	**2**	*100%*	**2**	*100%*	**10**	*100%*	**10**	*100%*	**24**	*100%*	**5**	*100%*	**29**	*100%*

Question 6 – Alternative Preferences Rank: Scrubbed Online Survey Responses

		Humboldt		Idaho		Fremont		Greater NC		NC		Outside NC		Total	
Idaho Bike Blvd	**1st Choice**	**3**	*8%*	**2**	*22%*	**0**	*0%*	**7**	*18%*	**12**	*12%*	**22**	*18%*	**34**	*16%*
	2nd Choice	**30**	*77%*	**5**	*56%*	**9**	*69%*	**16**	*42%*	**60**	*61%*	**68**	*57%*	**128**	*58%*
	3rd Choice	**6**	*15%*	**2**	*22%*	**4**	*31%*	**15**	*39%*	**27**	*27%*	**30**	*25%*	**57**	*26%*
	Total	**39**	*100%*	**9**	*100%*	**13**	*100%*	**38**	*100%*	**99**	*100%*	**120**	*100%*	**219**	*100%*
Fremont Bike Blvd	**1st Choice**	**5**	*13%*	**3**	*33%*	**5**	*38%*	**7**	*18%*	**20**	*20%*	**7**	*6%*	**27**	*12%*
	2nd Choice	**8**	*21%*	**2**	*22%*	**3**	*23%*	**17**	*45%*	**30**	*30%*	**44**	*37%*	**74**	*34%*
	3rd Choice	**26**	*67%*	**4**	*44%*	**5**	*38%*	**14**	*37%*	**49**	*49%*	**69**	*58%*	**118**	*54%*
	Total	**39**	*100%*	**9**	*100%*	**13**	*100%*	**38**	*100%*	**99**	*100%*	**120**	*100%*	**219**	*100%*
Humboldt Bike Blvd	**1st Choice**	**31**	*79%*	**4**	*44%*	**8**	*62%*	**24**	*63%*	**67**	*68%*	**91**	*76%*	**158**	*72%*
	2ndChoice	**1**	*3%*	**2**	*22%*	**1**	*8%*	**5**	*13%*	**9**	*9%*	**8**	*7%*	**17**	*8%*
	3rd Choice	**7**	*18%*	**3**	*33%*	**4**	*31%*	**9**	*24%*	**23**	*23%*	**21**	*18%*	**44**	*20%*
	Total	**39**	*100%*	**9**	*100%*	**13**	*100%*	**38**	*100%*	**99**	*100%*	**120**	*100%*	**219**	*100%*

Q6: Rank: Online - Duplicate IP Addresses Included

		Humboldt		Idaho		Fremont		Greater NC		NC		Outside NC		Total	
Idaho Bike Blvd	**1st Choice**	**0**	*0%*	**0**	*0%*	**0**	*0%*	**2**	*11%*	**2**	*5%*	**2**	*9%*	**4**	*6%*
	2nd Choice	**10**	*77%*	**0**	*0%*	**7**	*64%*	**7**	*39%*	**22**	*52%*	**11**	*48%*	**33**	*51%*
	3rd Choice	**3**	*23%*	**2**	*100%*	**4**	*36%*	**9**	*50%*	**18**	*43%*	**10**	*43%*	**28**	*43%*
	Total	**13**	*100%*	**2**	*100%*	**11**	*100%*	**18**	*100%*	**42**	*100%*	**23**	*100%*	**65**	*100%*
Fremont Bike Blvd	**1st Choice**	**0**	*0%*	**0**	*0%*	**0**	*0%*	**0**	*0%*	**0**	*0%*	**1**	*4%*	**1**	*2%*
	2nd Choice	**3**	*23%*	**2**	*100%*	**4**	*36%*	**9**	*50%*	**18**	*43%*	**11**	*48%*	**29**	*45%*
	3rd Choice	**10**	*77%*	**0**	*0%*	**7**	*64%*	**9**	*50%*	**24**	*57%*	**11**	*48%*	**35**	*54%*
	Total	**13**	*100%*	**2**	*100%*	**11**	*100%*	**18**	*100%*	**42**	*100%*	**23**	*100%*	**65**	*100%*
Humboldt Bike Blvd	**1st Choice**	**13**	*100%*	**2**	*100%*	**11**	*100%*	**16**	*89%*	**40**	*95%*	**20**	*87%*	**60**	*92%*
	2ndChoice	**0**	*0%*	**0**	*0%*	**0**	*0%*	**2**	*11%*	**2**	*5%*	**1**	*4%*	**3**	*5%*
	3rd Choice	**0**	*0%*	**0**	*0%*	**0**	*0%*	**0**	*0%*	**0**	*0%*	**2**	*9%*	**2**	*3%*
	Total	**13**	*100%*	**2**	*100%*	**11**	*100%*	**18**	*100%*	**42**	*100%*	**23**	*100%*	**65**	*100%*

Question 6 – Alternative Preferences Rank: Postcard Survey Responses

		Humboldt		Idaho		Fremont		Greater NC		NC		Outside NC		Total	
Idaho Bike Blvd	**1st Choice**	**0**	*0%*	**0**	*0%*	**3**	*21%*	**8**	*21%*	**11**	*12%*	**0**	*0%*	**11**	*12%*
	2nd Choice	**23**	*82%*	**3**	*27%*	**10**	*71%*	**26**	*67%*	**62**	*67%*	**0**	*0%*	**62**	*67%*
	3rd Choice	**5**	*18%*	**8**	*73%*	**1**	*7%*	**5**	*13%*	**19**	*21%*	**0**	*0%*	**19**	*21%*
	Total	**28**	*100%*	**11**	*100%*	**14**	*100%*	**39**	*100%*	**92**	*100%*	**0**	*0%*	**92**	*100%*
Fremont Bike Blvd	**1st Choice**	**13**	*46%*	**7**	*64%*	**2**	*14%*	**16**	*41%*	**38**	*41%*	**0**	*0%*	**38**	*41%*
	2nd Choice	**5**	*18%*	**2**	*18%*	**1**	*7%*	**3**	*8%*	**11**	*12%*	**0**	*0%*	**11**	*12%*
	3rd Choice	**10**	*36%*	**2**	*18%*	**11**	*79%*	**20**	*51%*	**43**	*47%*	**0**	*0%*	**43**	*47%*
	Total	**28**	*100%*	**11**	*100%*	**14**	*100%*	**39**	*100%*	**92**	*100%*	**0**	*0%*	**92**	*100%*
Humboldt Bike Blvd	**1st Choice**	**15**	*54%*	**4**	*36%*	**9**	*64%*	**15**	*38%*	**43**	*47%*	**0**	*0%*	**43**	*47%*
	2ndChoice	**0**	*0%*	**6**	*55%*	**3**	*21%*	**10**	*26%*	**19**	*21%*	**0**	*0%*	**19**	*21%*
	3rd Choice	**13**	*46%*	**1**	*9%*	**2**	*14%*	**14**	*36%*	**30**	*33%*	**0**	*0%*	**30**	*33%*
	Total	**28**	*100%*	**11**	*100%*	**14**	*100%*	**39**	*100%*	**92**		**0**	*0%*	**92**	*100%*

Weighted Ranking Results

In-Person Survey Results – Weighted Alternative Rankings

In addition to results displayed above, the project team developed weighted rankings to account for second and third choice ranked preferences. The rankings can be found below, including online results both inclusive and exclusive of responses from duplicate IP addresses.

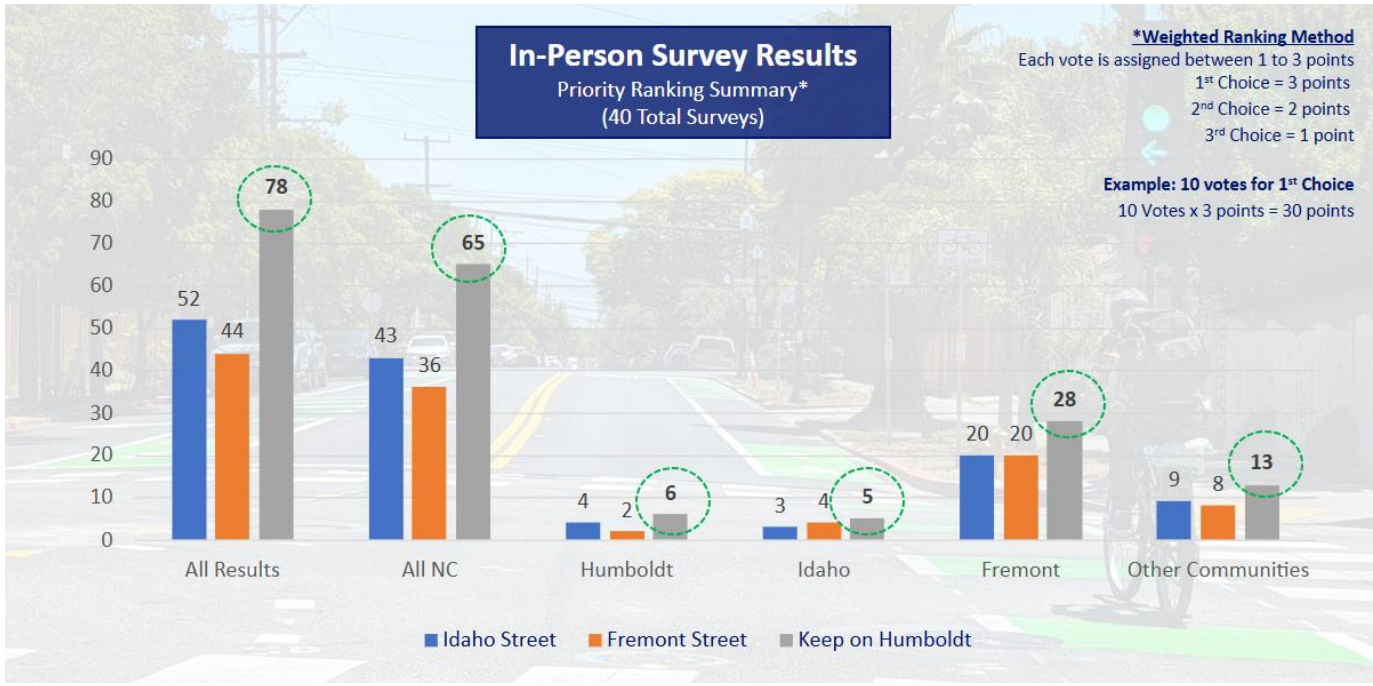


Figure 1: In-person survey results - weighted alternative rankings.

Online Survey Results – Weighted Alternative Rankings

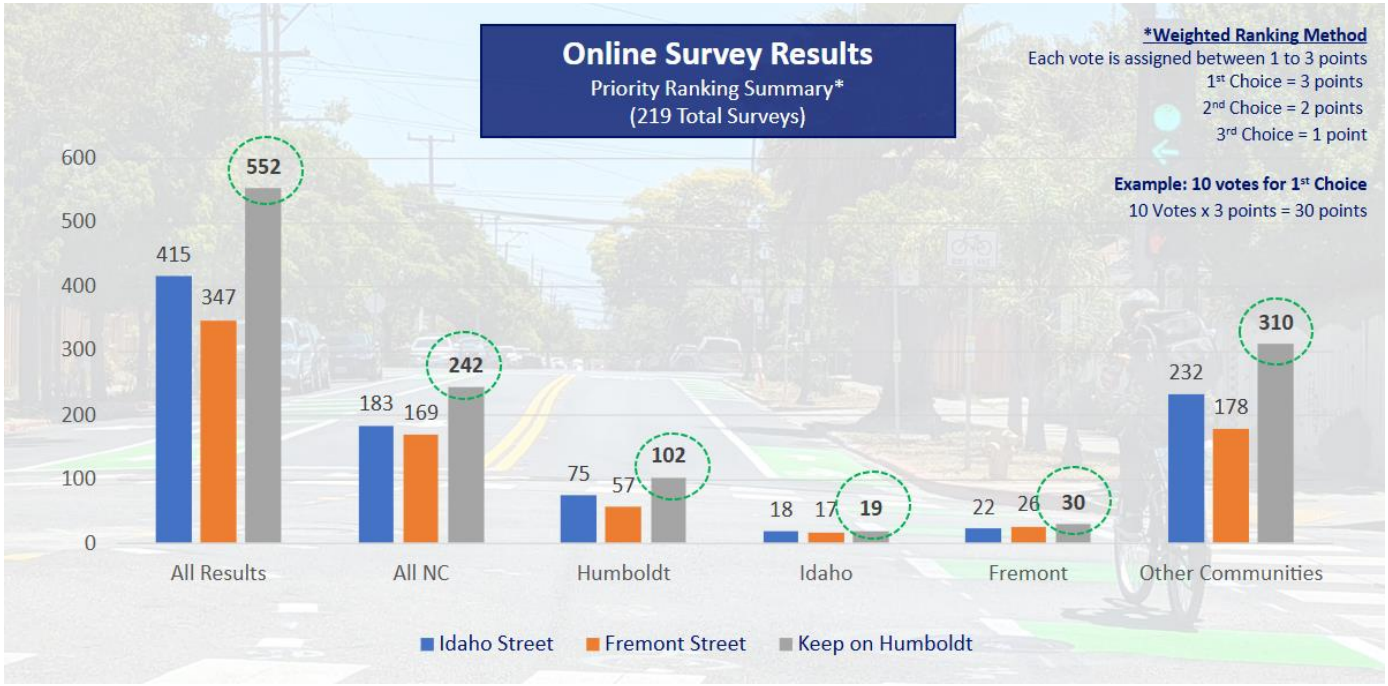


Figure 2: Online survey results - weighted alternative rankings.

Online Survey Results – Weighted Alternative Rankings (Inclusive of Duplicate IP Addresses)

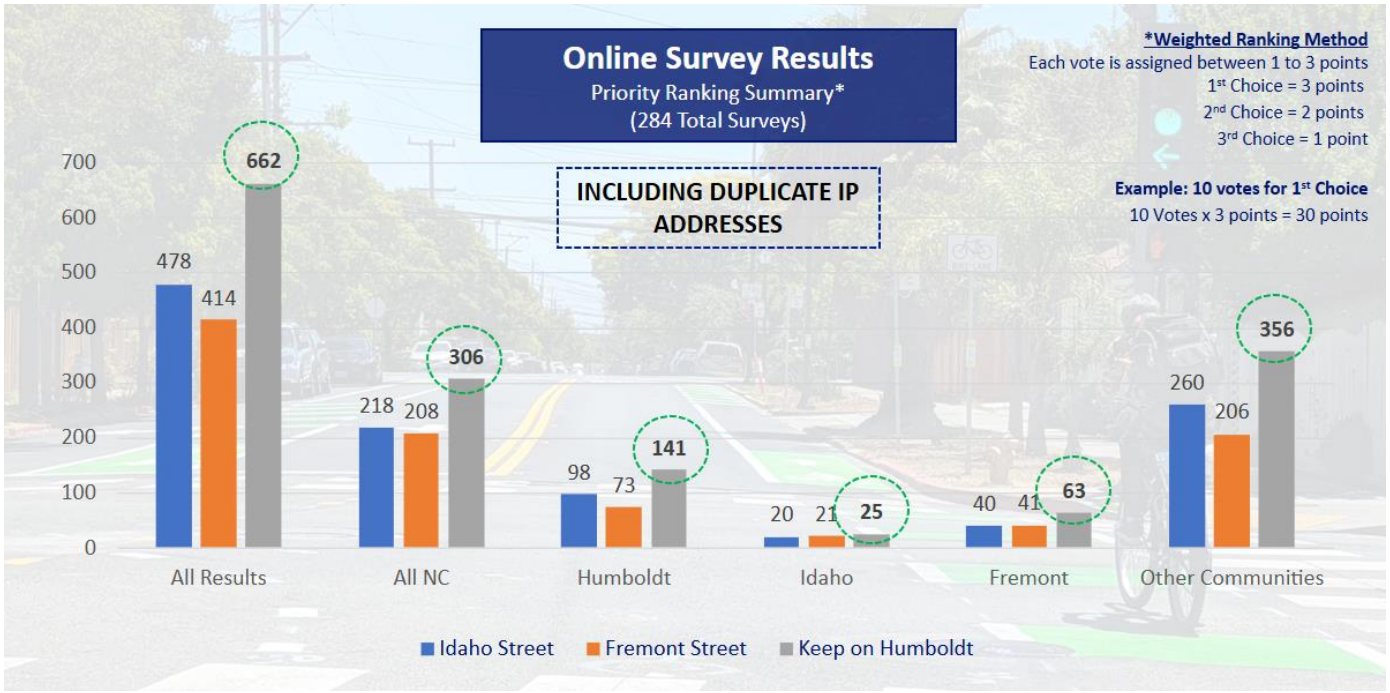


Figure 3: Online survey results with duplicate IP addresses - weighted alternative rankings.

Mailed Survey Results – Weighted Alternative Rankings

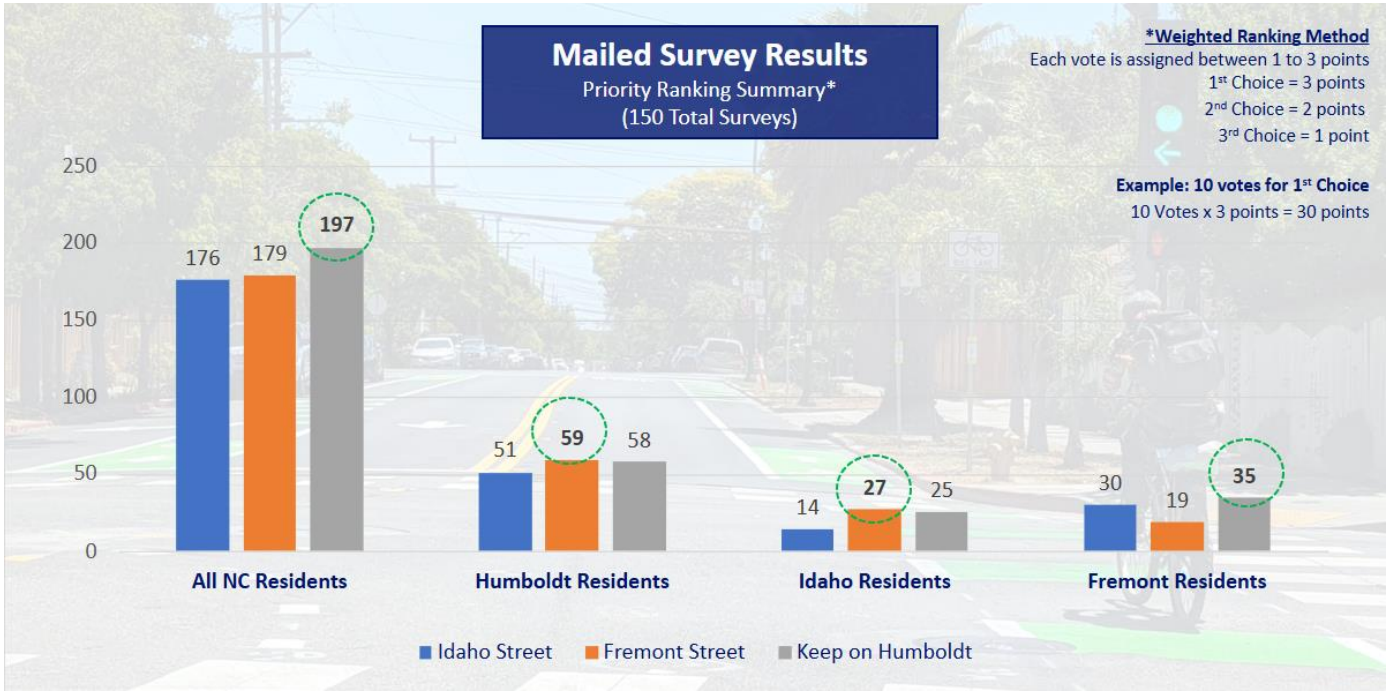


Figure 4: Mailed survey results - weighted alternative rankings.

Question 7: **Please share any other comments you have below.**

In-Person Survey Open-Ended Response Insights

Most respondents to this question indicated they were not in favor of the bike boulevard alternatives on Idaho and Fremont Streets, citing low visibility and high vehicle volumes, with some indicating that keeping the bike lanes on Humboldt Street was not favorable as well. Many indicated that other solutions should be considered such as one-way streets and the implementation of more robust parking permit programs to relieve the limited right-of-way and parking concerns. The proposal to implement speed humps was not popular among many respondents. Some advocated for traffic circles and/or four-way stops at intersections instead or having gaps in the speed humps to allow for bicyclists to pass through.

Humboldt Street residents

- Only one survey respondent from the workshop living on Humboldt Street shared a written comment. They stated that **Idaho Street and Fremont Street are too narrow** and that **bike boulevards in general are ineffective and unsafe.**

Idaho Street residents

- Only one survey respondent from the workshop living on Idaho Street shared a written comment. They were **not in favor of the Idaho Street alternative**, especially the speed humps. They advocated for **safety measures such as traffic circles instead**.

Fremont Street residents

- Most respondents from this group were **not in favor of the alternatives on Idaho Street and Fremont Street** due to **safety concerns** with bicycle boulevards, especially given the width of the streets, **sightline issues** when drivers are backing out of their driveways, and traffic congestion.
- A few respondents noted **one-way streets** could be a safer option.

Other in North Central

- **The Idaho Street and Fremont Street alternatives were generally viewed unfavorably** among these respondents. Some respondents also **disliked keeping the bike lane on Humboldt Street.** They were concerned with **lack of safety** for

pedestrians and bicyclists given visibility issues, the narrowness of the streets, and vehicle speeds and volumes. Some also voiced their **dislike for speed humps and rumble strips**, and others **advocated for one-way streets instead.**
- A few respondents expressed the need for a **parking permit program.**

Residents outside of North Central

- Respondents in this group advocated for the safety of pedestrians and bicyclists, noting that **bike boulevards are not safe** in comparison to the separated bike lane on Humboldt Street. A couple respondents explicitly called for **maintaining the Humboldt Street bike lane.** Implementing **traffic circles and 4-way stops** at intersections were also recommended by respondents.
- One respondent called for **one-way bike boulevards** on side streets, **maintaining parking**, and **preventing biking on arterial streets.**

Online Survey Open-Ended Response Insights

Most respondents of the online survey advocated to keep the bike lane on Humboldt Street, with many indicating they did not favor bike boulevard alternatives on Fremont and Idaho Streets, citing the narrow width of the streets, as well as low visibility, high vehicle volumes, and fast vehicle speeds. Many highlighted being frequent users of the bike lane and noted it was the only route that would allow them to safely travel by bike in the area. Many also mentioned that financial resources had already been put into the bike lane and that resources would be better spent if directed toward initiatives that would improve maintenance, connectivity, and safety in the neighborhood, like speed reduction measures and a better parking permit program. Some respondents called for a return of parking on Humboldt Street to provide parking relief, citing high inconvenience, especially those living in apartment buildings.

Humboldt Street residents

- Most respondents in this group indicated they wanted to **keep the bike lane on Humboldt Street** due to the safety it provides when biking. Many responses highlighted the number of children who **utilize the bike lanes to go to school and other community spaces.**

Idaho Street residents

- **Loss of parking** was a large concern among this group with a few respondents calling for parking to be returned to Humboldt Street and maintained on Idaho Street.

Fremont Street residents

- A couple respondents wanted to **maintain the bike lane on Humboldt Street** while others called for **general safety measures** (including traffic-calming measures) regardless of where the bike lane would be located.
- Some respondents were **against Fremont Street** being considered as an alternative due to **safety concerns**, such as the narrow width of the road, vehicle congestion during commute hours, and vehicles traveling at high speeds.

Other in North Central

- The majority of respondents from this category either are frequent users or see **frequent users of the bike lane** on Humboldt Street and advocated to keep and maintain the bike lane.

- **Visibility**, **vehicle speeds and volumes**, **aggressive driver behavior**, and other safety concerns were raised. Some respondents called for **safety measures** to be implemented to address these.
- A small number of respondents **called for parking to be returned**.

Residents outside of North Central

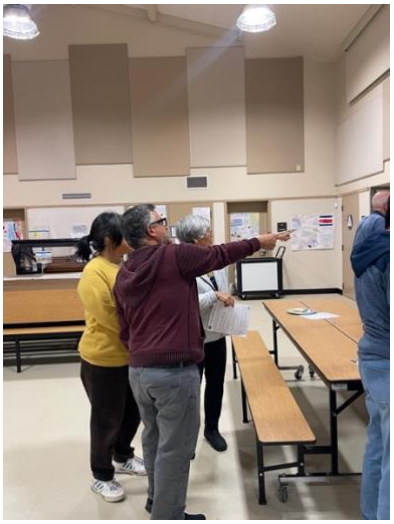
- Similar to North Central resident respondents, the **majority wanted to keep the bike lane on Humboldt Street** due to the **safety** it provides bicyclists, as well as the **accessibility** to schools and other key destinations. Some respondents also highlighted the bike lane's role in **promoting green, sustainable transportation options** and **reducing vehicle congestion.**
- Many residents in this group were **against implementing a bike boulevard**, raising concerns over safety for bicyclists.
- A small number of respondents advocated for **parking spaces to be returned**.

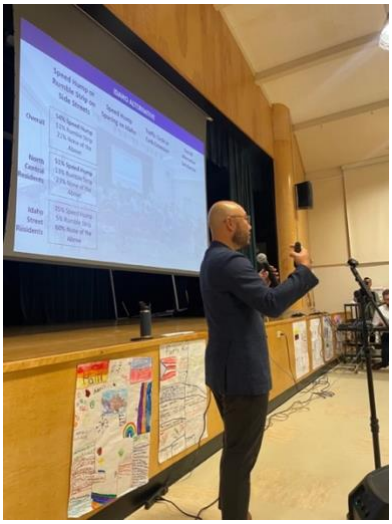
Workshop Improvements

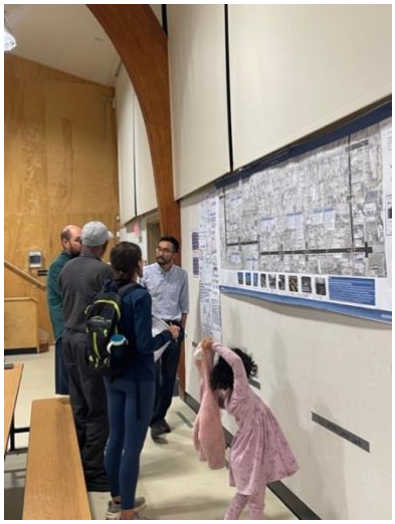
The project team identified a few lessons learned to implement in future engagement, particularly in coordination of a hybrid in-person and virtual community workshop:

- **Establish a channel of communication among project team on the day of the event:** Ensure that all members of the project team can communicate effectively with one another throughout the duration of the workshop. This will help with troubleshooting issues regarding pacing, audio, internet connectivity, etc.
- **Test internet and audio connection between in-person and virtual rooms:** Allocate time during preparation on the day of the workshop to test the internet connection. Sometimes, poor connectivity led to audio interruptions and delays between the in-person and virtual rooms.
- **Recommend in outreach messaging that virtual participants use a computer when joining the workshop**: The viewing experience of detailed concept designs as well as slides is best when on a larger screen. Participants joining from a phone or tablet had a difficult time seeing all the details of the maps, so it would be helpful in the future to make this recommendation ahead of time.

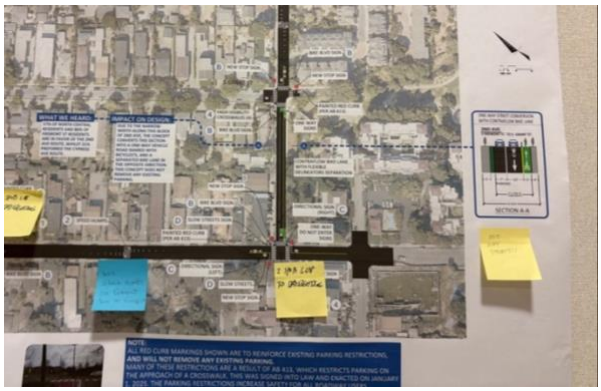
Appendix A: Photos

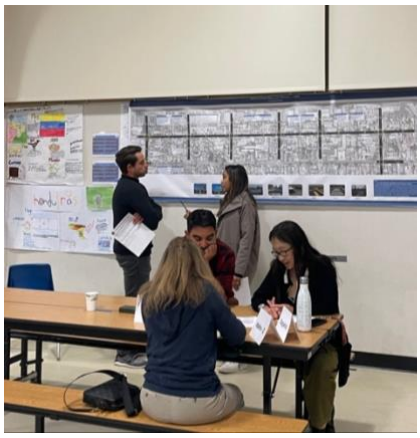














Appendix B: Postcard Survey – Open-Ended Responses

Although there was no free response question on the postcard, some respondents wrote in the margins. Their insights are documented below.

General insights

- Respondents raised concerns regarding the bike boulevard alternatives on Idaho Street and Fremont Street, including **concerns about safety, frequent turns, and width of the roads**. Making these streets **one-way** was proposed to address this.
- Some respondents noted wanting to **remove the bike lane** on Humboldt Street and bring back parking spaces.
- Some respondents mentioned alternatives like Grant Street and Delaware Street.

Humboldt Street residents

- Many respondents advocated for the **return of parking** spaces to Humboldt Street.

Idaho Street residents

- Residents in this group were concerned with **safety issues**, stating that the streets are **too narrow** to have bicyclists sharing the road with cars.
- One respondent noted that Fremont Street **has too many turns** and **not enough wayfinding signage.**

Fremont Street residents

- One respondent proposed Delaware Street as an alternative.
- Another respondent stated that none of these alternatives are sufficient since the streets are **narrow**. They proposed making **Grant Street a one-way street** as an alternative as it has **fewer turns** than Fremont Street.

Other in North Central

- Respondents in this group had **mixed opinions regarding the alternatives but indicated wanting to remove the bike lane on Humboldt Street**.
- One resident stated that **none of these alternatives would work** in San Mateo as there is a large population and there are issues with driver behavior. Even with bike lanes, they noted there would be **safety issues**.
- One respondent mentioned **support of improved lighting on all the streets**.
- One respondent noted **Fremont Street is a dangerous option** for a bike boulevard.

Appendix C: Zoom Chat/Questions and Responses

Comments and Questions from Online Participants

Comment	Response
How many people participated in the lighting survey?	Unsure but will include in the project summary.
Is the lighting just on Idaho and Fremont? Or all around North Central? Why are we just focusing on these two streets? Want to make sure the focus isn't on a region that is already lit up and neglecting other areas of the neighborhood that could use lighting.	Can take this back to City Council that community members are interested in lighting other areas of the neighborhood.
Was at the last meeting — biggest question is that with streets like Fremont, the biggest concern isn't the traffic speed but the visibility issues with all the driveways. Spend a lot of time riding a bike down Fremont — feels like a dangerous route even with all the safety improvements because none of them really address the sightline issues. That feedback was received well last time so wondering what changed?	Have not been able to determine a solution that doesn't take away parking. This is great feedback and something we continue to hear so it can continue to weigh in when filling out the survey. Red tipping programs and with speed reduction measures we are hoping there is increased diligence from all community members to have additional awareness of other roadway users. Concern is something we continue to hear and will take on with Council (let council know that community members are concerned). Other colleagues have said that they have heard about this danger but no mitigation has been found.
Is the intention that Idaho and Fremont will be one-way for bikes?	No, they can go either way.
Sad to see that the bike lane will be moving from Humboldt but also understand the parking issues as a resident. As a resident of Fremont, prefer the safety measures for Fremont Street.	*No formal response provided.*
Re: one-way on 2nd street, the sidewalk is narrow and a tree fell and crushed the fencing. Now the tree and fencing are blocking the sidewalk so people have to step off the sidewalk into the street (on the creek side).	*No formal response provided.*
Restoring the parking is a big deal here and safety too. Fremont and Idaho Streets are pretty narrow — I don't know if it's required that there is a bike lane. Safety measures and speed reduction measures are a good idea.	Two options from Council instructed to explore as goal is to find an alternative so parking can be restored. Neither alternative would remove parking.
I used to work in Fiesta Gardens and also a nearby resident. If there are two lanes with cars, it's hard to see the cross streets. Creates hazards when crossing the	*No formal response provided.*

Comment	Response
roads. Because of parked cars, it's hard to see the cars when turning on Humboldt. Humboldt doesn't have stop signs unlike Cypress Avenue (where I live) Good idea to keep the bike lanes so there aren't as many parked cars, making it easier to see oncoming vehicles. Also see a lot of students coming and going so it's better for their safety.	

Appendix D: In-Person Workshop Questions/Comments and Responses

Comment/Question	Response
Parent riding with kids, still concerned about drivers backing out of driveways.	Bike boulevard symbols moved more central in the road, and gaps in speed humps centered in the road to give bicyclists better view angle of exiting vehicles, and vice versa.
Can you share the data numbers? Showing the percentage votes is appreciated, but they would like to see the number of votes/participation in the survey.	Survey numbers to be shown on the website.
What intersection improvements are improving pedestrian safety on Humboldt.	Separate from this project effort, there are safety corridor improvements along Humboldt, a few of them farther north. But that is not the scope of this bike lane alternative project.
How many stalls were removed due to daylighting (red curb)?	State law already states that no vehicles can be parked within 20 feet of an intersection to allow for visibility of other drivers and pedestrians. This daylighting law resulted in the removal of 12 parking spots on Fremont Street; There exists red curb at a majority of these intersections, but some curbs may be repainted as a result of the law to reinforce the mandate. Some of these intersections have existing crosswalks and must comply with the daylighting laws regardless of the red curb being shown, but red curb will be added to help clarify this.
Are scooters expected to go over the speed humps, and will there be issues with how low to the ground they are?	Scooter riders can utilize speed hump gap to avoid bottoming out.
Are there any improvements on Humboldt as part of these designs?	At the intersections, all-way stops and high visibility crosswalks are being added to help facilitate turning movements from Humboldt to the bike boulevards.
Has there been discussion with the schools in the area?	Yes, there have been two meetings with the schools and school districts; they have expressed some sympathy about lack of parking for their staff but also expressed safety concerns and preference to keeping the Humboldt Bike lanes per letters from students and other school representatives.