AFTER ACTIVITY REPORT

Humboldt Street Bike Lane Alternatives Project Community Meeting #1

Date: Wednesday, June 18, 2025

Time: 6:00-9:00 PM

Location: Martin Luther King, Jr. Community Center

North Central Neighborhood, San Mateo

Prepared by Winter Consulting

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Background

The City of San Mateo Public Works Department convened a community meeting in North Central in December 2024, focused on gathering community input on the impacts of the bicycle lanes since installation on Humboldt Street. During the workshop, the City shared some safety and bike lane usage data and gathered community input on current concerns and benefits of the Humboldt Street bike lanes.

At that meeting, there was mixed support for the bike lanes, with some community members mentioning that the bike lanes provide safe passage for their travel to and through North Central while others commented on some of the challenges the bike lanes created, including inconveniences for many residents who previously relied on the parking spaces that were removed. Community members also emphasized a need for safety improvements such as improved lighting, stricter enforcement of traffic laws, traffic calming measures, and safer infrastructure.

After hearing this feedback, the City Council in February of 2025 directed City staff to explore the feasibility for a bike boulevard on Idaho and Fremont Streets as an alternative to the bike lanes on Humboldt Street from Indian to 2nd Avenues and street lighting improvements. City staff commenced a series of three community meetings, the first one held on Wednesday, June 18, to gather initial input on using Idaho and Fremont as a potential alternative to the Humboldt Street bike lanes. Outreach was conducted by leveraging pre-existing contacts from the engagement conducted for the North Central Complete Streets Plan, particularly the Lived Experience Group. The City also conducted robust outreach via social media, e-newsletter and other physical and digital methods, including flyers on Idaho and Fremont Streets and at all Recreation Centers and libraries and A-frames at key locations in North Central. Outreach materials were developed in English, Spanish, and Simplified Chinese. Spanish and Mandarin Chinese interpretation

were also provided at the workshop. Additionally, childcare services and light refreshments and snacks were offered at the workshop as well.

Goals of Meeting

- **To inform community members** about the process to develop an alternative to the Humboldt Street bike lanes, including topics for the remaining two meetings.
- **To gather input** on potential alternatives to explore whether a bike alternative project on Idaho and Fremont is feasible.
- **Goal:** To slow down speeds, make the street safer, and not take away parking while accommodating bikes on the roadway.

Workshop Agenda

1) Registration (15 min)
2) Welcome, Introductions, and Housekeeping (5 min)
3) Agenda and City of San Mateo Presentation (20 min)
4) General Question and Answer Session (Clarifying Questions) (20 min)
5) Small Group Sessions (English and Spanish) (45 min)
6) Report Out and Closing + Q&A (30 min)
7) Next Steps (15 min)

Key Staff

Key City of San Mateo Staff	Key Consultant Staff
Jay Yu	**Christian Ollano**, Winter
Nicolette Chan	**Frank Ponciano**, Winter
Katherine Sheehan	**Joe Paull**, Sandis
Bethany Lopez	
Mike Kato	

Community Workshop Demographics

A total of **56 people** signed in at the workshop registration table, although there were a handful that elected not to sign in but did fill out the survey. In total, **58 surveys** were submitted. The majority of 58 survey respondents at the Humboldt Street Bike Lane Alternatives Community Meeting #1 were North Central neighborhood residents (88%).

Twenty percent (20%) lived on Humboldt Street, while 17% lived on Fremont and 11% lived on Idaho Street. A smaller number resided in nearby areas (including Sunnybrae, Central, and other San Mateo neighborhoods).

Total Survey Respondent Demographics

In total, 213 people completed the survey: 155 from the online survey and 58 from the in-person workshop participants. In terms of location, a large majority were San Mateo residents, with only nine of the 213 indicating they did not live in San Mateo. Eight people did not provide a location of residence. More than half the respondents (51% (109 participants)) live in North Central with the rest indicating that they lived in other neighborhoods, including Central (29 residents, 13.6%) and North Shoreview (10 residents, 4.7%) and other cities entirely. Additionally, of those that live in North Central, 18 people (8.5%) live on Fremont Street, 31 (15%) people live on Humboldt Street, and 28 people (13%) live on Idaho Street.

Input Mechanisms

Paper Survey: Surveys were disseminated to all community meeting participants present at the meeting. Spanish and Simplified Chinese versions of the survey were provided as well. While none were completed in Chinese, five responses were received in Spanish. Participants were highly encouraged to fill out the surveys during the duration of the meeting and turn them into their small group facilitators before leaving. These responses were then documented into a separate SurveyMonkey survey, and key findings were analyzed in conjunction with insights derived from the small group discussions. A total of **58 paper surveys** were received and logged.

Small Group Discussion Report Backs: Following the City of San Mateo presentation and general clarifying Q&A session, there was a 45-minute small group discussion period. This consisted of a 5-minute introduction for facilitators and scribes to introduce themselves to the group and to gather demographic insights as to where members of the group resided. The 40-minute discussion followed the same questions included in the paper and digital survey. Group facilitators were responsible for guiding the discussion as per the prepared questions and ensuring everyone was given equal opportunity to provide commentary. In turn, the scribe recorded everyone's comments on a flipchart paper for transparency. Following this session, scribes or facilitators had two minutes to summarize their groups'

discussion to everyone — there was also the opportunity for members to fill in anything that had not been stated.

Digital Survey: A digital version of the survey was also advertised to workshop participants at the end of the workshop so they could amplify the survey to reach those who may not have been able to attend the community meeting. QR codes and paper version of the QR codes were offered for those who wanted to share the survey with neighbors, friends, other community members, and the link was also posted to the City of San Mateo website. This survey was left open until July 11, 2025. Data from the survey were incorporated in the analysis of main engagement insights below.

Main Engagement Insights

After careful review of all survey responses and comments given during breakout discussions at the in-person workshop, several key themes emerged that highlight the community's usage of the streets, concerns about the proposed alternatives, and ideas regarding alternatives for consideration. Online survey responses were also incorporated into this analysis. Below are the main highlights that were gathered from the input.

Street Usage:

As gathered from both in-person workshop surveys and online surveys, Humboldt Street was more popular than Idaho Street and Fremont Street for various modes of travel. For those who noted less than frequent usage of Idaho and Fremont streets, the reasoning varied from simply living farther away/having a lack of need to use these streets to deliberate avoidance due to the traffic volume and narrow aspect of the road (regarding Fremont Street in particular). The most popular uses of these three streets popularity were for commuting by vehicle, recreation (bike or walk), and commuting by bike. See below for a breakdown of commute usages per street.

Street Usage Among All Survey Respondents (213)

	Humboldt	**Idaho**	**Fremont**
Commute (Bike)	67 (31%)	22 (10%)	36 (17%)
Commute (Drive)	103 (48%)	66 (31%)	74 (34%)
Walk (to/from School)	15 (7%)	11 (5%)	16 (8%)
Bike (to/from School)	28 (13%)	8 (4%)	17 (8%)
Drive (to/from School)	18 (8%)	9 (4%)	13 (6%)

Walk/Bike Recreationally	96 (45%)	60 (28%)	76 (36%)

Bicycling Confidence:

There was a wide range of comfortability with bicycling amongst meeting participants. Among all survey respondents, the majority reported being *Somewhat Confident* [1]with bicycling — this is reflected in the commentary given during breakout discussions, and additional caveats were given within both input mechanisms. Some participants noted falling between the established levels of comfortability while others expressed that comfortability did not necessarily equate to frequency of bicycling (whether currently or in the past).

Of all survey respondents who provided (213):

- 44 identified as a non-bicyclist (21%)
- 32 identified as interested but concerned in bicycling (15%)
- 88 identified as somewhat confident in bicycling (41%)
- 41 identified as highly confident in bicycling (19%)

Of the Humboldt Street residents (31 respondents):

- 6 identified as a non-bicyclist (19%)
- 5 identified as interested but concerned in bicycling (16%)
- 16 identified as somewhat confident in bicycling (52%)
- 4 identified as highly confident in bicycling (13%)

Of residents who live on Idaho (28 respondents):

- 13 identified as a non-bicyclist (46%)
- 4 identified as interested but concerned in bicycling (14%)
- 9 identified as somewhat confident in bicycling (33%)

[1] Somewhat confident as defined by the project team and indicated in the survey is defined here as: "*I am comfortable riding in the roadway and may go out of my way to be on a bike, but would generally prefer more separated facilities. I may be inclined to take alternative routes, even if less convenient, if those routes provide a less stressful biking experience.*"

- 2 identified as highly confident in bicycling (7%)

Of the Fremont Street residents (18 participants):

- 5 identified as a non-bicyclist (28%)
- 3 identified as interested but concerned in bicycling (17%)
- 4 identified as somewhat confident in bicycling (22%)
- 5 identified as highly confident in bicycling (28%)

Of other North Central residents (38 participants):

- 10 identified as a non-bicyclist (26%)
- 39 identified as interested but concerned in bicycling (17%)
- 13 identified as somewhat confident in bicycling (23%)
- 21 identified as highly confident in bicycling (30%)

Of non-North Central residents (83 participants):

- 8 identified as a non-bicyclist (10%)
- 13 identified as interested but concerned in bicycling (16%)
- 44 identified as somewhat confident in bicycling (53%)
- 18 identified as highly confident in bicycling (22%)

Comments on Idaho Street as an Alternative:

The community had mixed opinions regarding using Idaho Street as an alternative. Safety concerns were highlighted, such as the narrow nature of the road, existing congestion, speeding, and visibility for cars exiting driveways — individuals also noted a lack of connectivity/convenience when accessing necessary destinations. However, some also provided commentary that Idaho Street had less interactions with cars and they would be more inclined to use it as an alternative bike route than Fremont Street following the implementation of key safety measures (such as traffic calming and speeding reduction among others).

Resident Specific Comments:

Residents who live on Humboldt Street: This group of survey respondents was relatively evenly split between positive and negative thoughts regarding Idaho Street as an alternative bicycle route. Those against the idea were concerned about convenience (connections to key destinations such as downtown), the narrow nature of the road, unsafe crossings/intersections, and availability of parking. Those in favor highlighted the decreased amount of traffic on Idaho Street during the day in comparison to other streets. A few respondents held more conditional views—some in this group preferred to maintain and improve the safety on Humboldt Street while others considered this a potentially viable option given parking is maintained.

Residents who live on Idaho Street: A majority of responses were against using Idaho Street as an alternative. The primary concern emphasized by residents was regarding the loss of parking spaces—a couple respondents stated the higher concentration of apartment buildings and multi-family dwellings in this area makes parking a particularly prevalent concern. There were also safety issues highlighted such as vehicle congestion, width of the street, and speed of traffic.

Residents who live on Fremont: Fewer survey respondents belonging to this group of residents filled in their thoughts compared to the other groups. However, of those that responded, the majority held negative viewpoints regarding Idaho Street as an alternative. The most common concern raised involved inconvenience—respondents emphasized that Idaho Street is out of the way and would not be used often. Others brought up concerns such as width of the road, visibility, and traffic density.

Other North Central Residents: A majority of respondents in this group were against Idaho Street as an alternative. They cited reasons such as width of the road, visibility concerns, and lack of connectivity to key destinations. Some respondents were open to this option as long as there is a protected bicycle lane with good visibility, parking is maintained, and safety measures are implemented at crossings (for example, four-way stops and closed to through traffic). Those in favor noted the decreased amount of traffic in comparison to other alternatives.

Non-North Central Residents: The majority of residents in this group were against the idea of moving the bicycle route to Idaho Street. Within this majority, some were concerned about the inconvenience as well as similar safety issues as highlighted above—others were against the idea of moving the bicycle boulevard at all and preferred to keep

the existing lane on Humboldt. A few respondents noted being open to an alternative given that a protected, separated lane is provided.

Comments on Fremont Street as an Alternative:

Similar to Idaho Street, community members did not share a unified opinion for whether Fremont Street would be a better alternative than Humboldt Street or Idaho Street. Some believed it to be more suitable while others disagreed with that assessment. Some of the concerns that were raised included width of the roadNar being too narrow, congestion, poor visibility, greater traffic volume as a through street, and speeding concerns. However, it was also noted that Fremont Street had greater connectivity and accessibility to other areas.

Resident Specific Comments:

Residents who live on Humboldt Street: Among this group of survey respondents, there was a relatively even divide between those strongly against and those in support of implementing an alternative bicycle route on Fremont Street. Positive comments highlighted the street as a better alternative due to less traffic from cars while negative comments emphasized safety concerns with Fremont Street being narrower with unsafe crossings/intersections. There were also a few comments reflecting a preference to keep Humboldt Street as it's more convenient to use directly and goes further north and south.

Residents who live on Idaho Street: Most responses from this group were against using Fremont Street as an alternative bicycle route. One respondent cited safety concerns (narrow street, and poor visibility) while others noted the lack of connectivity to key destinations (downtown, Caltrain station, schools) in comparison to Humboldt Street. The majority of negative comments involved concerns about losing parking and increasing congestion on Fremont Street.

Residents who live on Fremont Street: The majority of this group was against using Fremont Street as an alternative bike route. Primary issues raised included inconvenience, narrowness of the street, and high vehicle density/congestion. The respondents in favor of establishing a bike route on this street indicated necessary improvement measures—such as traffic calming and increased bike connections—to be implemented before this could be a viable option. Another popular recommendation was that this street be made into a one-way street.

Other North Central Residents: While there were some proponents of Fremont Street as an alternative, the majority opinion of this group was against the idea. Concerns raised were the same as in previous groups (congestion, width of street, and inconvenience/lack of connectivity). Others were in favor under the condition that safety measures are implemented (at crossings and between vehicles and bicycles) as well as improved visibility. A few respondents also indicated preferring to keep the bicycle route on Humboldt Street.

Non-North Central Residents: This group echoed similar sentiments as those above. Very few respondents were in favor of having a bicycle route on Fremont Street—the majority were concerned about safety and connectivity. A few who raised concerns were open to the idea of Fremont Street as an alternative given safety improvements were implemented. Others were in favor of keeping a separated bicycle lane on Humboldt Street.

Factors for Consideration:

Concerns regarding safety and connectivity were frequently raised among community members. Specifically, slower roadway speeds, adequate space between vehicles and bicycles/width of the road, connections to key destinations, and safe crossings - visibility between drivers and bicyclists at intersections and driveways were the top factors for consideration.

Resident Specific Comments:

Residents who live on Humboldt Street: The top factors for consideration among this survey group were connections to other bicycle routes, adequate space between vehicles and bicycles, slower roadway speeds, as well as safe crossings and clear visibility between drivers and bicyclists at intersections. As reflected in the responses from all regardless of neighborhood, safety concerns and connectivity were the primary issues raised.

Residents who live on Idaho Street: In comparison to the survey responses from the above group, there was greater emphasis on connections to key destinations rather than connections to other bicycle routes. Other factors for consideration included safe crossings and clear visibility between drivers and bicyclists at intersections, adequate space between vehicles and bicycles, and vehicles coming in and out of driveways. For

factors to consider regarding Fremont Street as an alternative in particular, there was a call for improved roadway lighting.

Residents who live on Fremont Street: Having safe crossings and clear visibility between drivers and bicyclists at intersections, along with speed reduction treatments were common factors highlighted for consideration. Regarding using Idaho Street as an alternative, respondents emphasized connections to key destinations more than when asked about Fremont Street. For Fremont Street, residents noted having adequate space between bicyclists and vehicles as an important factor for consideration.

Other North Central Residents: In addition to highlighting connectivity to key destinations and other bicycle routes, and safety measures (such as adequate space between vehicles and bicyclists, slower roadway speeds, and safe crossings), this group also emphasized smooth pavement conditions and less roadway barriers, which were not commonly reflected in the above groups.

Non-North Central Residents: This group of survey respondents were primarily concerned with safety, noting factors such as safe crossings and adequate space between vehicles and bicyclists, as well as connections to other bicycle routes and key destinations. There was also a focus on congestion reduction as they also highlighted less roadway barriers and less vehicles as factors for consideration.

Alternative Roadways for Consideration Outside of Idaho and Fremont Streets:

The most popular alternative roadways proposed for consideration was Amphlett Boulevard. Community members highlighted the decreased conflict with cars as well as width of roadway that would allow for implementation of greater safety measures. Another common alternative was Claremont Street. A sentiment shared by many participants was the resistance to having a bike boulevard established at all — some individuals felt very strongly about potential safety issues with bike boulevards due to the shared nature of a lane between a vehicle and a bicyclist.

Resident Specific Comments:

Residents who live on Humboldt Street: The majority in this group did not propose an alternative roadway for consideration for a bike boulevard beyond Idaho and Fremont Streets. A few of these individuals stated that Humboldt Street bike lanes should remain but that the City should invest resources to protect and make safer the bike lanes that already exist. Others emphasized that bicycle boulevards in general are not safe. The few alternatives that were proposed include Delaware Street, Palm Avenue, and Amphlett Boulevard.

Residents who live on Idaho Street: Popular alternatives among this group of participants were Delaware Street and Amphlett Boulevard. Many also expressed their desire for parking to be re-established on Humboldt Street.

Residents who live on Fremont Street: This group of survey respondents had mixed opinions regarding a suitable alternative roadway. Streets mentioned repeatedly include Amphlett Boulevard, Claremont Street, Poplar Avenue, and Monte Diablo Avenue. There were also many safety concerns raised about bicycle boulevards.

Other North Central Residents: Protecting the safety of pedestrians and bicyclists was a concern raised by many survey respondents in this group. Claremont Street and Amphlett Boulevard were mentioned most often as preferred alternatives.

Non-North Central Residents: Few alternatives were given in these survey responses, but of those that did provide input, the alternatives they recommended included Amphlett Boulevard, Claremont Street, Delaware Street, and El Camino Real. Rather, most of the feedback involved either keeping the bicycle lane on Humboldt with more protection and denouncing implementation of a bicycle boulevard overall due to safety concerns. Many from this group emphasized the need for greater safety measures to protect pedestrians and bicyclists (such as speed reduction treatments and protected bike lanes).

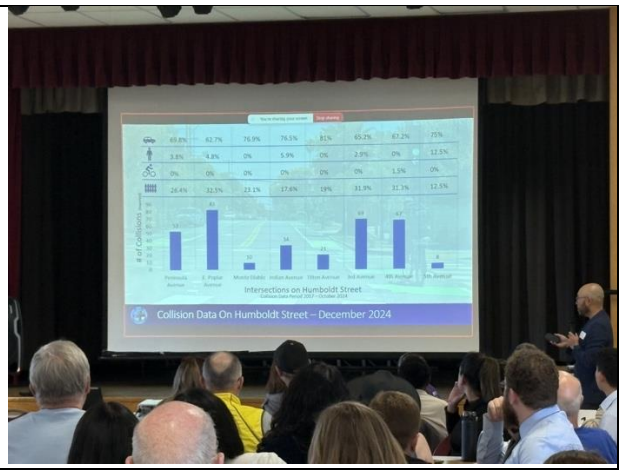
Engagement Improvements

To enhance the quality and effectiveness of future workshops, we have identified key areas for improvement:

- **Distribution of participants across groups:** Ensure that each table has a similar number of participants across all groups for ease of facilitation and to ensure everyone has equal opportunity to provide insights.
- **Training of scribes and facilitators:** Sufficiently train all small group scribes and facilitators in managing time when leading discussions and ensuring everyone has space to provide commentary. Additionally, provide better education on technical terms relevant to the project.
- **Assignment of roles across staff:** Consider reserving scribe positions for City of San Mateo staff and facilitator positions for consultant staff — City staff have greater context and information to internalize community member input while consultant staff receive more in-depth facilitation training and focus on the conversations and logistics of small group facilitation.
- **Venue set-up:** Configure seating arrangements to ensure facilitators and scribes can clearly hear and understand community member comments.
- **Distribution of surveys:** Standardize survey distribution method, either paper or digital, to prevent duplication of entries and incorrect interpretation of written comments.

Photos









Appendix

Appendix A: Print Survey Questions

Appendix B: Survey Results

Appendix C: Small Group Report Back – Raw Transcript

Humboldt Street Bike Lanes Alternative Project

Community Survey Table

Thank you for taking the time to fill out this survey. Your input is very important as we explore potential alternatives to the Humboldt Street bike lanes. For more information about the Humboldt Street Bike Lanes Alternative Project, **please visit:**

https://www.cityofsanmateo.org/4871/Community-Workshop-Humboldt-Street-Bike

1. **How do you currently use Humboldt Street?**
    a) Commuting (bike)
    b) Commuting (vehicle)
    c) To and from school (bike)
    d) To and from school (walk)
    e) To and from school (vehicle)
    f) Recreation (bike or walk)
    g) Other: _____

2. **How do you currently use Idaho Street?**
    a) Commuting (bike)
    b) Commuting (vehicle)
    c) To and from school (bike)
    d) To and from school (walk)
    e) To and from school (vehicle)
    f) Recreation (bike or walk)
    g) Other: _____

3. **How do you currently use Fremont Street?**
    h) Commuting (bike)
    i) Commuting (vehicle)
    j) To and from school (bike)
    k) To and from school (walk)
    l) To and from school (vehicle)
    m) Recreation (bike or walk)
    n) Other: _____

Humboldt Street Bike Lanes Alternative Project

Community Survey Table

4. **Please select the response that best describes your confidence level with bicycle riding on the street:**
    a) **[1] Non-Bicyclist –** *I am uncomfortable, have no interest in bicycling, or are physically unable to ride a bike, regardless of the type of bicycle facilities present.*
    b) **[2] Interested but Concerned –** *I generally enjoy riding a bike and would like to ride more often, but am often not comfortable riding on the road, even if bike lanes are provided. I prefer to ride on the sidewalk, trails, or very quiet residential roads.*
    c) **[3] Somewhat Confident –** *I am comfortable riding in the roadway and may go out of my way to be on a bike, but would generally prefer more separated facilities. I may be inclined to take alternative routes, even if less convenient, if those routes provide a less stressful biking experience.*
    d) **[4] Highly Confident –** *I am comfortable riding with traffic and will use roads without bike facilities, even if there are alternative routes available that would provide bike facilities.*

5. **What are your thoughts on using <u>Idaho Street</u> from 2nd Avenue to Indian Avenue as an alternative bike route to Humboldt Street?**

6. **What are your thoughts on using <u>Fremont Street</u> from 2nd Avenue to Indian Avenue as an alternative bike route to Humboldt Street?**

Humboldt Street Bike Lanes Alternative Project

Community Survey Table

7. **What top 3 factors should the City/engineers/planners be aware of when considering <u>Idaho Street</u> as an alternative bike route to the Humboldt bike lanes?**
   - ☐ Connections to other bicycle routes
   - ☐ Connections to key destinations (parks, recreation centers, school, businesses, etc.)
   - ☐ Adequate space between vehicles and bicycles
   - ☐ Less vehicles on the roadway
   - ☐ Slower roadway speeds
   - ☐ Smooth pavement conditions (No potholes, cracks, or uneven pavement)
   - ☐ Less roadway barriers/obstacles (i.e. double-parked vehicles, trash containers in the roadway)
   - ☐ Improved roadway lighting
   - ☐ Tree canopy for shade
   - ☐ Clear signs and markings to easily follow bike routes
   - ☐ Vehicles coming in and out of driveways
   - ☐ Minimize stop signs at intersections to maintain momentum
   - ☐ Safe crossings and clear visibility between drivers and bicyclists at intersections

8. **What top 3 factors should the City/engineers/planners be aware of when considering <u>Fremont Street</u> as an alternative bike route to the Humboldt bike lanes?**
   - ☐ Connections to other bicycle routes
   - ☐ Connections to key destinations (parks, recreation centers, school, businesses, etc.)
   - ☐ Adequate space between vehicles and bicycles
   - ☐ Less vehicles on the roadway
   - ☐ Slower roadway speeds
   - ☐ Smooth pavement conditions (No potholes, cracks, or uneven pavement)
   - ☐ Less roadway barriers/obstacles (i.e. double-parked vehicles, trash containers in the roadway)
   - ☐ Improved roadway lighting
   - ☐ Tree canopy for shade
   - ☐ Clear signs and markings to easily follow bike routes
   - ☐ Vehicles coming in and out of driveways
   - ☐ Minimize stop signs at intersections to maintain momentum
   - ☐ Safe crossings and clear visibility between drivers and bicyclists at intersections

Humboldt Street Bike Lanes Alternative Project

Community Survey Table

9. **Is there another street in North Central more suitable as an alternative to the Humboldt Street bike lanes in the form of a bike boulevard? Why?**

Definition of a Bike Boulevard: *A bicycle boulevard is a street where bicycles and vehicles share the same travel lane, as opposed to having dedicated vehicle and bike lanes. To create a bike boulevard, in addition to shared lane markings on the roadway, traffic calming devices are installed, including hardscape improvements to slow down vehicle speeds such as raised crosswalks, speed cushions, and curb extensions. This helps to slow down speeds to levels safe enough for vehicles and bicycles to share the same travel lanes (e.g., 20 mph).*

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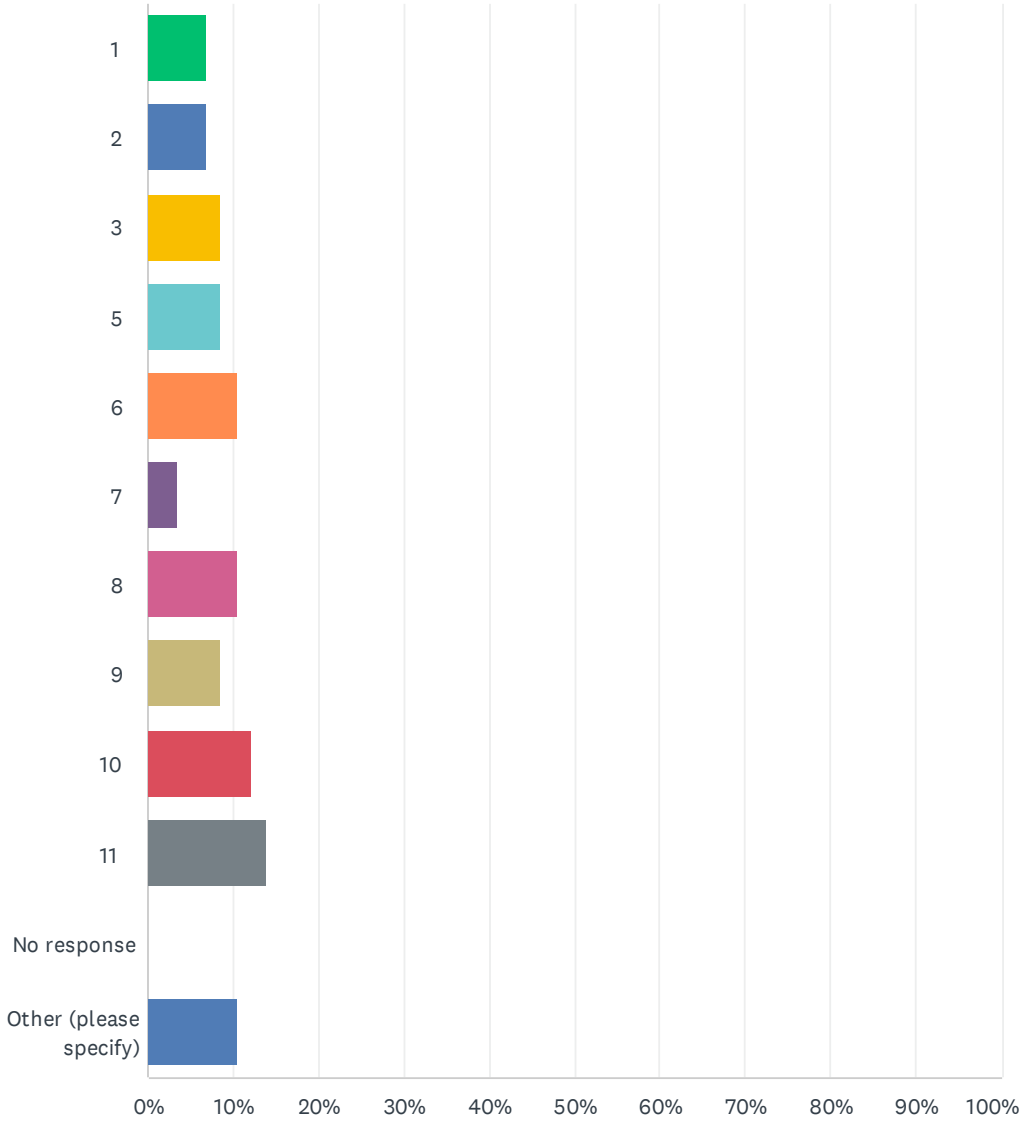
10. **What neighborhood do you live in?**
    a. North Central
    b. Central
    c. North Shoreview
    d. Other San Mateo neighborhood:
    e. If outside of the city, please provide the name of the city you live in:

11. **Do you live on any of the streets discussed today?**
    f. Yes, Fremont Street
    g. Yes, Idaho Street
    h. Yes, Humboldt Street
    i. No, I don't live on these streets

12. **Which age group do you belong in?**
    j. 0-17
    k. 18-34
    l. 35-49
    m. 50 and older

Q1 Table #?

Answered: 58 Skipped: 0

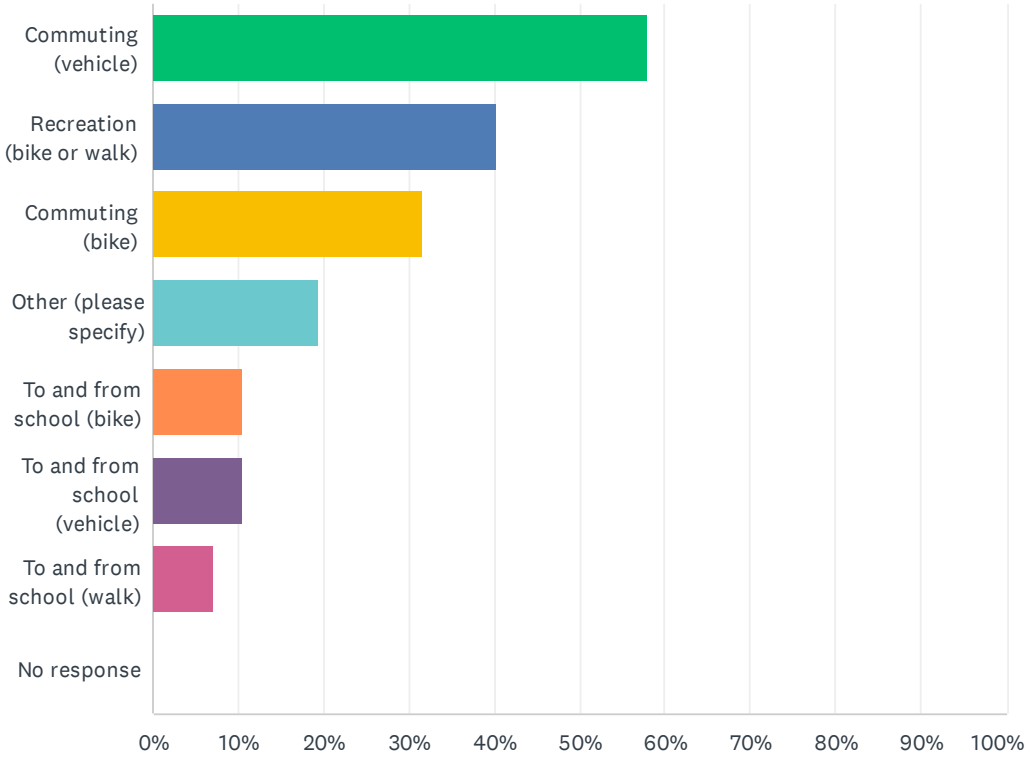


ANSWER CHOICES	RESPONSES	
1	6.90%	4
2	6.90%	4
3	8.62%	5
5	8.62%	5
6	10.34%	6
7	3.45%	2
8	10.34%	6
9	8.62%	5
10	12.07%	7
11	13.79%	8
No response	0.00%	0
Other (please specify)	10.34%	6
TOTAL		58

#	OTHER (PLEASE SPECIFY)	DATE
1	standing	6/25/2025 9:36 AM
2	Standing	6/24/2025 4:46 PM
3	standing	6/24/2025 4:40 PM
4	standing	6/24/2025 4:27 PM
5	standing	6/24/2025 3:57 PM
6	standing	6/24/2025 3:48 PM

Q2 How do you currently use Humboldt Street?

Answered: 57 Skipped: 1



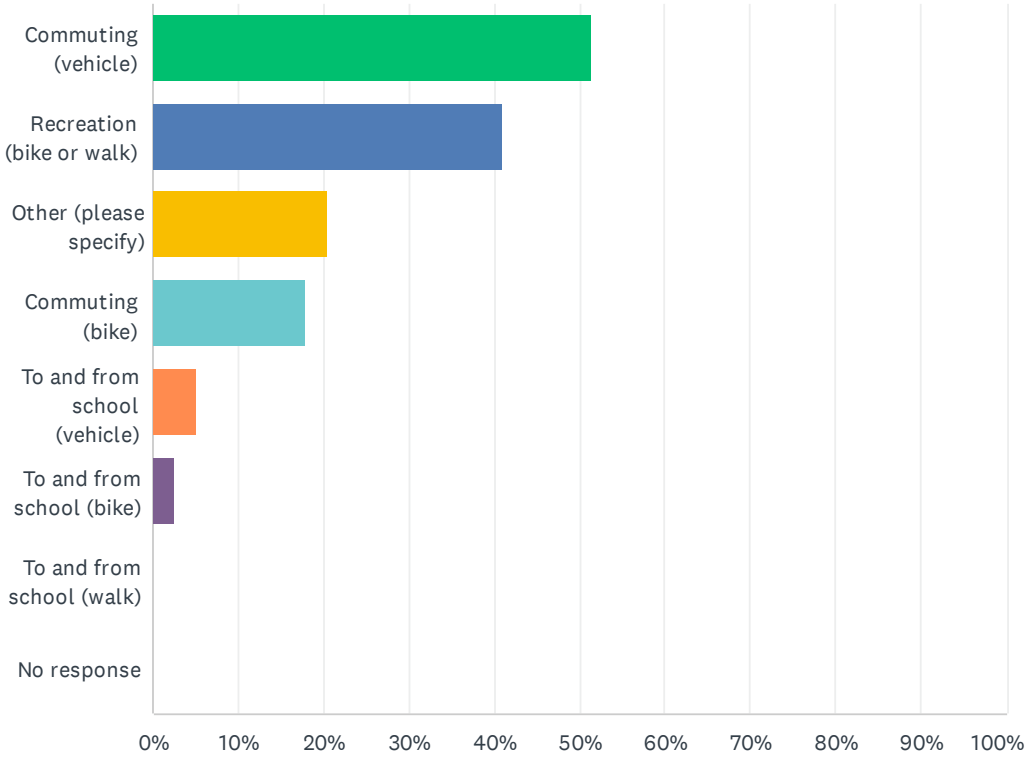
ANSWER CHOICES	RESPONSES	
Commuting (vehicle)	57.89%	33
Recreation (bike or walk)	40.35%	23
Commuting (bike)	31.58%	18
Other (please specify)	19.30%	11
To and from school (bike)	10.53%	6
To and from school (vehicle)	10.53%	6
To and from school (walk)	7.02%	4
No response	0.00%	0
Total Respondents: 57		

#	OTHER (PLEASE SPECIFY)	DATE
1	otro	6/25/2025 4:04 PM
2	To drive downtown	6/25/2025 3:24 PM
3	Live on Humboldt	6/25/2025 3:17 PM
4	vehicle -- running errands, etc	6/25/2025 10:57 AM

5	I reside on Humboldt	6/25/2025 10:38 AM
6	did not specify	6/25/2025 10:35 AM
7	visiting family weekly, would visit more if there was parking	6/25/2025 10:09 AM
8	walk	6/25/2025 9:45 AM
9	1 block away so use it occassionally to get to freeway, downtown, or anywhere out of neighborhood	6/25/2025 9:28 AM
10	did not specify	6/24/2025 4:43 PM
11	Commuting -- walk to Caltrain via Tilton	6/24/2025 4:36 PM

Q3 How do you currently use Idaho Street?

Answered: 39 Skipped: 19



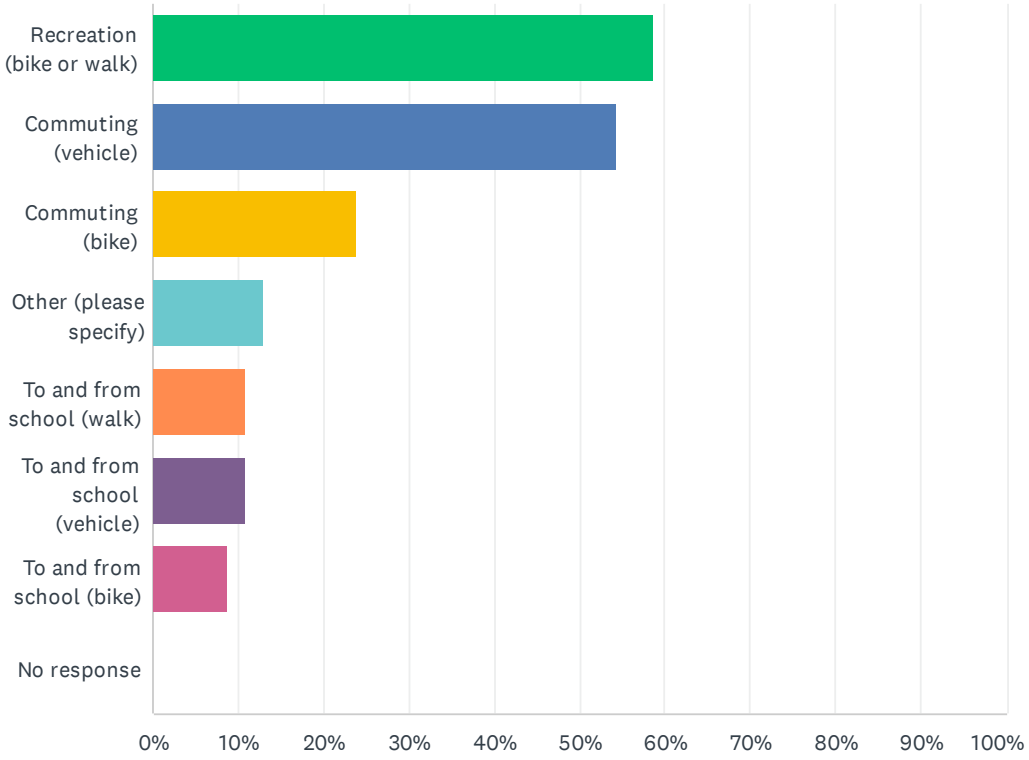
ANSWER CHOICES	RESPONSES	
Commuting (vehicle)	51.28%	20
Recreation (bike or walk)	41.03%	16
Other (please specify)	20.51%	8
Commuting (bike)	17.95%	7
To and from school (vehicle)	5.13%	2
To and from school (bike)	2.56%	1
To and from school (walk)	0.00%	0
No response	0.00%	0
Total Respondents: 39		

#	OTHER (PLEASE SPECIFY)	DATE
1	Live further north between Peninsula + Poplar on 800 block of N. Idaho. Do not usually use Idaho in the study area.	6/25/2025 3:24 PM
2	Live on it. Also use to walk to transit.	6/25/2025 11:14 AM
3	one wheel	6/25/2025 11:02 AM

4	weekly destination / bike	6/25/2025 10:15 AM
5	walk	6/25/2025 9:45 AM
6	I live on Idaho	6/25/2025 9:28 AM
7	did not specify	6/24/2025 4:43 PM
8	n/a	6/24/2025 4:13 PM

Q4 How do you currently use Fremont Street?

Answered: 46 Skipped: 12



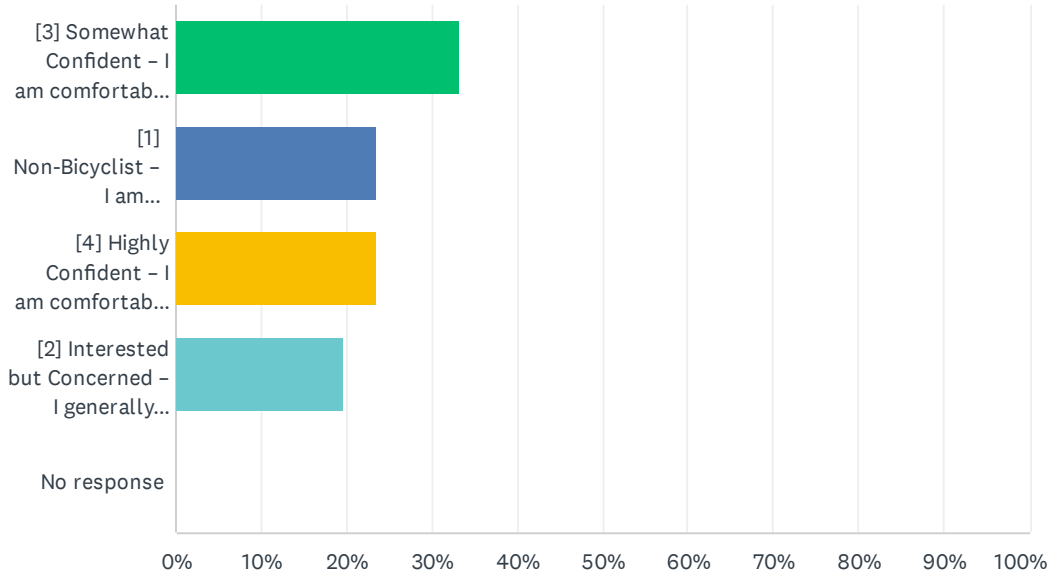
ANSWER CHOICES	RESPONSES	
Recreation (bike or walk)	58.70%	27
Commuting (vehicle)	54.35%	25
Commuting (bike)	23.91%	11
Other (please specify)	13.04%	6
To and from school (walk)	10.87%	5
To and from school (vehicle)	10.87%	5
To and from school (bike)	8.70%	4
No response	0.00%	0
Total Respondents: 46		

#	OTHER (PLEASE SPECIFY)	DATE
1	Caminar por el veerindario	6/25/2025 3:56 PM
2	Into downtown	6/25/2025 3:23 PM
3	Park; I live here so we use it all the time for everything	6/25/2025 10:59 AM
4	walk	6/25/2025 9:45 AM

5	Commute downtown walking	6/24/2025 4:20 PM
6	Go to park	6/24/2025 4:15 PM

Q5 Please select the response that best describes your confidence level with bicyle riding on the street

Answered: 51 Skipped: 7



ANSWER CHOICES	RESPONSES	
[3] Somewhat Confident – I am comfortable riding in the roadway and may go out of my way to be on a bike, but would generally prefer more separated facilities. I may be inclined to take alternative routes, even if less convenient, if those routes provide a less stressful biking experience.	33.33%	17
[1] Non-Bicyclist – I am uncomfortable, have no interest in bicycling, or are physically unable to ride a bike, regardless of the type of bicycle facilities present.	23.53%	12
[4] Highly Confident – I am comfortable riding with traffic and will use roads without bike facilities, even if there are alternative routes available that would provide bike facilities.	23.53%	12
[2] Interested but Concerned – I generally enjoy riding a bike and would like to ride more often, but am often not comfortable riding on the road, even if bike lanes are provided. I prefer to ride on the sidewalk, trails, or very quiet residential roads.	19.61%	10
No response	0.00%	0
TOTAL		51

Q6 What are your thoughts to using Idaho Street from 2nd Avenue to Indian Avenue as an alterative bike route to Humboldt Street?

Answered: 55 Skipped: 3

#	RESPONSES	DATE
1	Spanish Amphlett es mejor	6/25/2025 4:04 PM
2	Spanish No yo no uso Idaho	6/25/2025 4:02 PM
3	Spanish La calle es muy angosta y esta siendo usada como acceso al 101, puede ser peligrosa porque DMV & Market are in the area	6/25/2025 3:56 PM
4	Spanish Seria la misma situacion o peor	6/25/2025 3:49 PM
5	Spanish No necesario lo que seria mi opinion que se deje en Humboldt compartible y nos dejen el parquiadero en Humboldt St	6/25/2025 3:36 PM
6	Not really as I live on N. Humboldt	6/25/2025 3:31 PM
7	Meh	6/25/2025 3:29 PM
8	Idaho is a closer street to Humboldt so I would prefer to ride a bike on this street. Prefer leaving on Humboldt but bring back PARKING	6/25/2025 3:24 PM
9	It's too narrow + busy, too many blind residential driveways. Also requires bicylists to divert off a wider artery.	6/25/2025 3:23 PM
10	Okay, there's less traffic on the street	6/25/2025 3:23 PM
11	I do not use -- would drive not as much as Humboldt	6/25/2025 3:17 PM
12	It's the better alternative than Fremont.	6/25/2025 2:27 PM
13	Idaho is already congested. There isn't enough parking as is. Honestly the so called bike lane on Humboldt is not used frequently. I see more people on bikes + electric scooters in the middle of the street and sidewalks. We need stop signs + speed bumps.	6/25/2025 11:52 AM
14	Those streets are not as wide.	6/25/2025 11:48 AM
15	Doesn't make sense: - too narrow - bad visibility - severe parking issues -- cars blocking roadway will block bikes too - far from destinations (downtown/Caltrain)	6/25/2025 11:14 AM
16	Too many vehicles parked on the street and there's no alternative for the current parking solution that is very packed already. People won't adopt if they still feel unsafe -- this is not a good route since people have to go around and away from downtown / schools area.	6/25/2025 11:10 AM
17	- Longer route -- no one will use it - More turns / intersections increases danger - Door zone narrows safe riding	6/25/2025 11:04 AM
18	Fine as long as slow streets are implemented and no parking is removed. One way traffic.	6/25/2025 11:02 AM
19	We need actual comparison points and data on those points to help form perspective and give thoughtful feedback + ultimately make a good decision. Otherwise, people are going to write down what is best for them rather than what makes sense for the whole community. What is the safety data for the streets on the alternative route? - speed - collision - lighting	6/25/2025 10:59 AM
20	Yes	6/25/2025 10:57 AM
21	No!	6/25/2025 10:55 AM

22	Better alternative	6/25/2025 10:52 AM
23	Idaho is better. Less traffic.	6/25/2025 10:47 AM
24	I would love to see it, as traffic is slower on Idaho and safer for bikers.	6/25/2025 10:38 AM
25	Idaho would be safer due to less speeding traffic. Parking would still be affected.	6/25/2025 10:35 AM
26	Echo safety issues when biking.	6/25/2025 10:22 AM
27	I would use Idaho — but not preferentially to Humboldt. Idaho is narrow, congested, and has poor paving. Seems like it would be a slow bike commute.	6/25/2025 10:15 AM
28	Yes, I think it could be done if the cars drive slow enough, which they should as it is a narrow street.	6/25/2025 10:09 AM
29	I have no objections to making either of these street into bike bridges as long as they don't take out parking areas. Plus do not alter the current two way traffic. No one way streets.	6/25/2025 9:45 AM
30	I love this plan.	6/25/2025 9:42 AM
31	I hardly see bicycle riders on Humboldt. What I noticed is cars park in front of their houses / no gardens where they were before. It looks horrendous for the people that used their front lawns because they're not allowed to park in the street.	6/25/2025 9:36 AM
32	A good possibility as there is less traffic on Idaho vs Humboldt	6/25/2025 9:35 AM
33	Fine with me. Any thought around making them one-way?	6/25/2025 9:28 AM
34	It's too congested and narrow	6/25/2025 9:26 AM
35	Think it is ridiculous	6/25/2025 9:23 AM
36	Narrow street	6/25/2025 9:21 AM
37	I would like to keep bike lane on Humboldt St. We need to improve existing infrastructure and keep things simple.	6/25/2025 9:19 AM
38	Idaho Street is very full of parked cars and pedestrians and feels less safe to bike due to all the parked cars and reduced visibility. I would strongly prefer to keep using Humboldt if possible due to better visibility, connections to cross streets, and less parked cars (since there's a dedicated bike lane there)	6/25/2025 9:14 AM
39	Would be fine, to be honest. I'd need to see the street. It's a short detour that I might just say whatever and ride with the cars on Humboldt.	6/25/2025 9:08 AM
40	I would be nervous to share an already narrow roadway with cars. Also, not all cross streets have stop signs (I think) which makes it stressful to cross them. People drive aggressively trying to pass each other, and visibility is not good at intersections. The current bike lanes on Humboldt are better. I would also worry about the safety of the turns on 2nd and Indian.	6/24/2025 4:51 PM
41	It is stupid. out of the way, high vehicle density, no full path through	6/24/2025 4:46 PM
42	Bad	6/24/2025 4:43 PM
43	I think this route would be better. Too much traffic on Humboldt. As a teacher + resident of N. Central, I worry about the intersection of Indian + Humboldt, especially when school starts. It doesn't feel safe sincere there are no stop signs on Humboldt, only on Indian. We need a 4 way stop at that intersection.	6/24/2025 4:40 PM
44	Bring back parking.	6/24/2025 4:38 PM
45	I live on Humboldt, and would prefer to continue to use it directly. Why go backward to go forward	6/24/2025 4:36 PM

46	Don't like it	6/24/2025 4:33 PM
47	Crossing Humboldt is a real pain and dangerous on a bike. A dedicated lane would be enticing but a boulevard is not a viable alternative. Bike boulevards do not feel safer.	6/24/2025 4:29 PM
48	Better alternative	6/24/2025 4:27 PM
49	Men. I rode my bike on Humbodlt Street before the bike lane was added even though it made me uncomfortable to be near zooming traffic. I'd probably stay on Humboldt. Also, Idaho is freaky narrow! Would it be change to a one-way street?	6/24/2025 4:23 PM
50	Lacks connectivity to Sunnybrae. It seems out of the way. Are there 4-way stop signs at all intersections? Or are there intersections where cross traffic does not have to stop.	6/24/2025 4:20 PM
51	Not enough connectivity	6/24/2025 4:15 PM
52	I live off Idaho, so this will be very convenient for me. Same distance to reach points north. The Monte Diablo 2-way stop intersection is dangerous. Need a 4-way stop there. Need enforcement of laws. 2nd Ave segment dangerous.	6/24/2025 4:05 PM
53	It could be okay if there is a dedicated bike lane which may not be possible since Idaho is narrow	6/24/2025 4:02 PM
54	I think it's a great idea since there's not as much traffic	6/24/2025 3:57 PM
55	Better alternative, less traffic from cars	6/24/2025 3:57 PM

Q7 What are your thoughts on using Fremont Street from 2nd Avenue to Indian Avenue as an alternative bike route to Humbodlt Street

Answered: 53 Skipped: 5

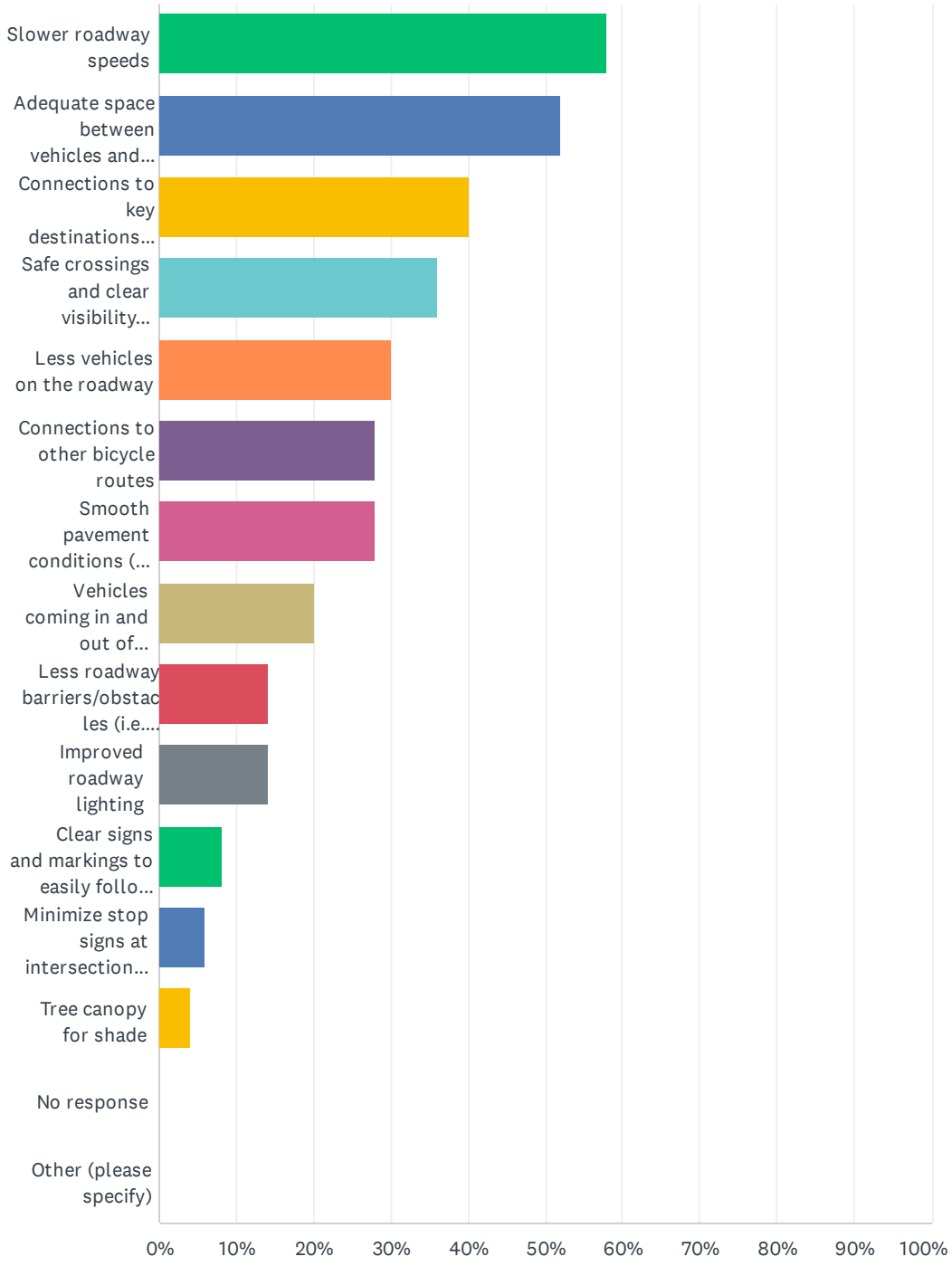
#	RESPONSES	DATE
1	Spanish mas seguro	6/25/2025 4:04 PM
2	Spanish Pues mi opinion es que si ponen la linea de bicicletas por la Fremont sea compartida con los veiculos porque si no lo hacen linea compartida va hacer el mismo problema. Que la Humboldt St.	6/25/2025 4:02 PM
3	Spanish Si se remueven las lineas de bicicleta en HUmboldt, este puede ser la mejor alternative. Aunque la calle es mas angosta, deben temarse en cuenta la seguridad de los ciclistas, automovilitas, & residentes	6/25/2025 3:56 PM
4	Spanish Esta calle es demasiada angosta. Mucho trafico, ojala pudieron mandar a poner topes para la seguridad	6/25/2025 3:49 PM
5	Spanish Mi opinion es que si ponen la linea de bicicleta en Fremont no tiene caso si van a quitar el parque en Humboldt. Dejen parque compartible seria mi opinion poner el bulevar con mas seguridad y poner limite de velocidad	6/25/2025 3:36 PM
6	Not really as I live on N. Humboldt	6/25/2025 3:31 PM
7	I rode down Fremont here.	6/25/2025 3:29 PM
8	Prefer Idaho.	6/25/2025 3:24 PM
9	Even worse than Idaho. Too narrow, too. much vehicle traffic, driveways are very short, no room for error.	6/25/2025 3:23 PM
10	Okay	6/25/2025 3:23 PM
11	I do not use. Very narrow roadway.	6/25/2025 3:17 PM
12	I think it's in the neighborhood not a thoroughfare.	6/25/2025 2:27 PM
13	With streets being so small, I don't know why we need separate bike lanes. It's unfortaunte that even with the bike lane on Humboldt most bikes don't obey the law and stop at stop signs.	6/25/2025 11:52 AM
14	Too busy and narrow.	6/25/2025 11:48 AM
15	Basically same as Idaho, but it's at least slightly closer to downtown. Even worse parking/visibility. Prefer over Idaho if those are the only two ways forward but neither seems good to me.	6/25/2025 11:14 AM
16	Not familiar with the street. But from the map, looks closer to school area / downtown.	6/25/2025 11:10 AM
17	- Longer route - More turns / intersections - Too narrow to safely pass side to side - Door zone narrows safe riding - Indian is bumper to bumper riding during school hours - U turns on Fremont dangerous	6/25/2025 11:04 AM
18	Same as above. One way traffic.	6/25/2025 11:02 AM
19	No	6/25/2025 10:57 AM
20	No!	6/25/2025 10:55 AM
21	Prefer N. Claremont or N. Eldorado to Claremont via Monte Diablo	6/25/2025 10:52 AM
22	2nd/Fremont is always congested. Fremont better for destrict.	6/25/2025 10:47 AM

23	Is having Fremont bike lanes w/ bike lanes on Humboldt or Idaho. The more the merrier, safer more options for safe biking.	6/25/2025 10:38 AM
24	Fremont is also safer than Humboldt but not as good as Idaho.	6/25/2025 10:35 AM
25	Same as Idaho — safety issues when biking.	6/25/2025 10:22 AM
26	I'd use it — and do already. I live on Fremont so am biased.	6/25/2025 10:15 AM
27	Yes. The same as above, also, if it could be done while closing Humboldt St Bike Lane but not both. Can every street be a bike boulevard? What if Humboldt becomes a bike boulevard and traffic was slowed down, and at the same time more bike boulevards increased everywhere	6/25/2025 10:09 AM
28	This is a very busy street, so you must slow down due to the tightness of traffic. This would make a good throughfare for bikes because vehicles have to slow down. All the streets should be considered as bike bridges. Fremont's road condition is poor. No on way streets.	6/25/2025 9:45 AM
29	Also sounds good. One of the most important factors for my family is that the parking is restored. I drive along Humboldt almost daily and I rarely see the bike lane being used.	6/25/2025 9:42 AM
30	Fremont is more of a "through street" than Idaho. This could be problematic in terms of safety and congestion.	6/25/2025 9:35 AM
31	Fine with me. Any thought around making them one-way?	6/25/2025 9:28 AM
32	It's too congested and narrow	6/25/2025 9:26 AM
33	Ridiculous	6/25/2025 9:23 AM
34	Too narrow for a bike	6/25/2025 9:21 AM
35	Keep bike lane on Humboldt St.	6/25/2025 9:19 AM
36	Fremont also has somewhat poorer visibility and a lot of parked cars. Cross-traffic on that street is also less well-controlled, however, it would be better than Idaho Street if we had to find an alternative to Humboldt.	6/25/2025 9:14 AM
37	Too narrow and cumbersome riding with cars. Normally I pick a less busy path even if there's no bike lane.	6/25/2025 9:08 AM
38	Same concerns as Idaho, but even more so — Fremont is very narrow and also has a fair amount of through traffic. I would not feel safe here. If you were willing to make big changes, it might be ok either 1. one way road with separated bike lane or 2. no longer through streets (planter boxes or other barriers every 2-3 blocks so that all traffic is local only and slow). Additionally, I would want all cross-streets to have stop signs so it is safe to bike through them. One last thought: why is there no discussion of managing parking demand (permitting, etc?) If the city is never willing to remove parking spots, meeting growth plans will be challenging. More people mean more cars if we have no alternatives.	6/24/2025 4:51 PM
39	No full path through, too small, lack of safety. Too many cars can't see driveways. Major residential artery off of 3rd Ave off ramp creates too much car traffic	6/24/2025 4:46 PM
40	Bad idea	6/24/2025 4:43 PM
41	Bring back parking.	6/24/2025 4:38 PM
42	See above -- why go forward to go backward	6/24/2025 4:36 PM
43	Ok	6/24/2025 4:33 PM
44	It is really hard without a dedicated lane. Bike boulevards do not change vehicle behavior. We live on Eldorado, the bile boulevard on Indian is dangerous. Especially when school is in session. We have been forced off the road when commuting by bike.	6/24/2025 4:29 PM

45	Better alternative	6/24/2025 4:27 PM
46	Same as above except I live on Fremont and do ride my bike and drive on it. Either way, there are a few potholes here and there that could be filled. Just saying.	6/24/2025 4:23 PM
47	Too many turns. Not 4-way stop signs at all intersections. Too narrow --> cars will aggressively pass bicycles to make conditions unsafe.	6/24/2025 4:20 PM
48	Too narrow	6/24/2025 4:15 PM
49	I would probably never use this. I'd take Delaware to get to PB North (or Humboldt) or Humboldt to get to PB South. One extra turn near MLK Center	6/24/2025 4:05 PM
50	Same comments as Idaho. However, some sections of Fremont could be dangerous esp. towards South 2nd Ave between Humboldt and Fremont is dangerous since the street is just wide enough for 1 car	6/24/2025 4:02 PM
51	Yes, many kids use Fremont St and 2nd Ave	6/24/2025 3:57 PM
52	Good alternative	6/24/2025 3:57 PM
53	There is no room -- cars barely fit	6/24/2025 3:48 PM

Q8 What top 3 factors should the City/engineers/planners be aware of when considering Idaho Street as an alternative to the Humboldt bike lanes?

Answered: 50 Skipped: 8

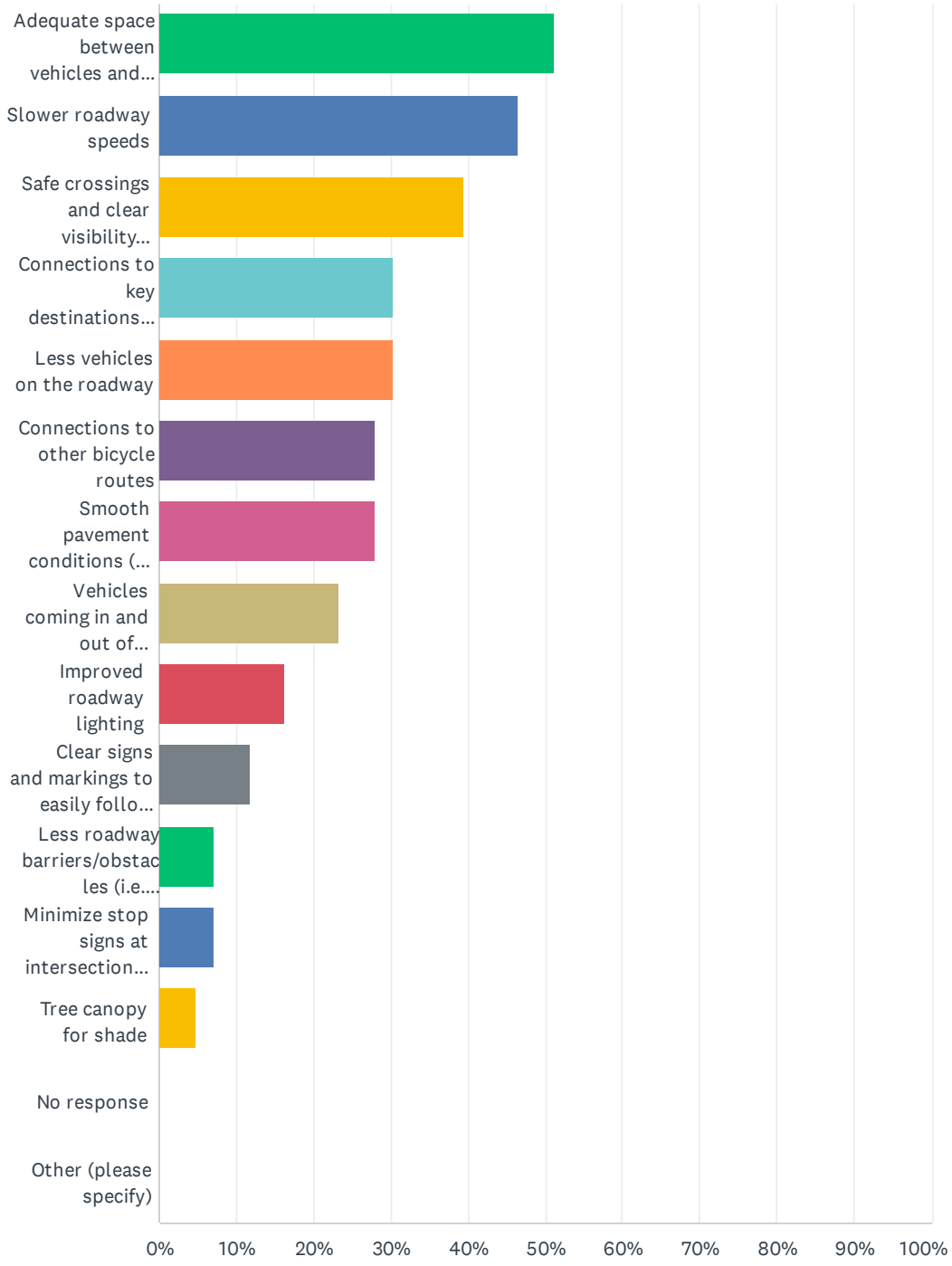


ANSWER CHOICES	RESPONSES	
Slower roadway speeds	58.00%	29
Adequate space between vehicles and bicycles	52.00%	26
Connections to key destinations (parks, recreation centers, school, businesses, etc.)	40.00%	20
Safe crossings and clear visibility between drivers and bicyclists at intersections	36.00%	18
Less vehicles on the roadway	30.00%	15
Connections to other bicycle routes	28.00%	14
Smooth pavement conditions (no potholes, cracks, or uneven pavement)	28.00%	14
Vehicles coming in and out of driveways	20.00%	10
Less roadway barriers/obstacles (i.e. double-parked vehicles, trash containers in the roadway)	14.00%	7
Improved roadway lighting	14.00%	7
Clear signs and markings to easily follow bike routes	8.00%	4
Minimize stop signs at intersections to maintain momentum	6.00%	3
Tree canopy for shade	4.00%	2
No response	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 50		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q9 What top 3 factors should the City/engineers/planners be aware of when considering Fremont Street as an alternative to the Humboldt bike lanes?

Answered: 43 Skipped: 15



ANSWER CHOICES	RESPONSES	
Adequate space between vehicles and bicycles	51.16%	22
Slower roadway speeds	46.51%	20
Safe crossings and clear visibility between drivers and bicyclists at intersections	39.53%	17
Connections to key destinations (parks, recreation centers, school, businesses, etc.)	30.23%	13
Less vehicles on the roadway	30.23%	13
Connections to other bicycle routes	27.91%	12
Smooth pavement conditions (no potholes, cracks, or uneven pavement)	27.91%	12
Vehicles coming in and out of driveways	23.26%	10
Improved roadway lighting	16.28%	7
Clear signs and markings to easily follow bike routes	11.63%	5
Less roadway barriers/obstacles (i.e. double-parked vehicles, trash containers in the roadway)	6.98%	3
Minimize stop signs at intersections to maintain momentum	6.98%	3
Tree canopy for shade	4.65%	2
No response	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 43		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q10 Is there another street in North Central more suitable as an alternative to the Humboldt bike lanes in the form of a bike boulevard? Why?Definition of a Bike Boulevard: A bicycle boulevard is a street where bicycles and vehicles share the same travel lane, as opposed to having dedicated vehicle and bike lanes. To create a bike boulevard, in addition to shared lane markings on the roadway, traffic calming devices are installed, including hardscape improvements to slow down vehicle speeds such as raised crosswalks, speed cushions, and curb extensions. This helps to slow down speeds to levels safe enough for vehicles and bicycles to share the same travel lanes (e.g., 20 mph).

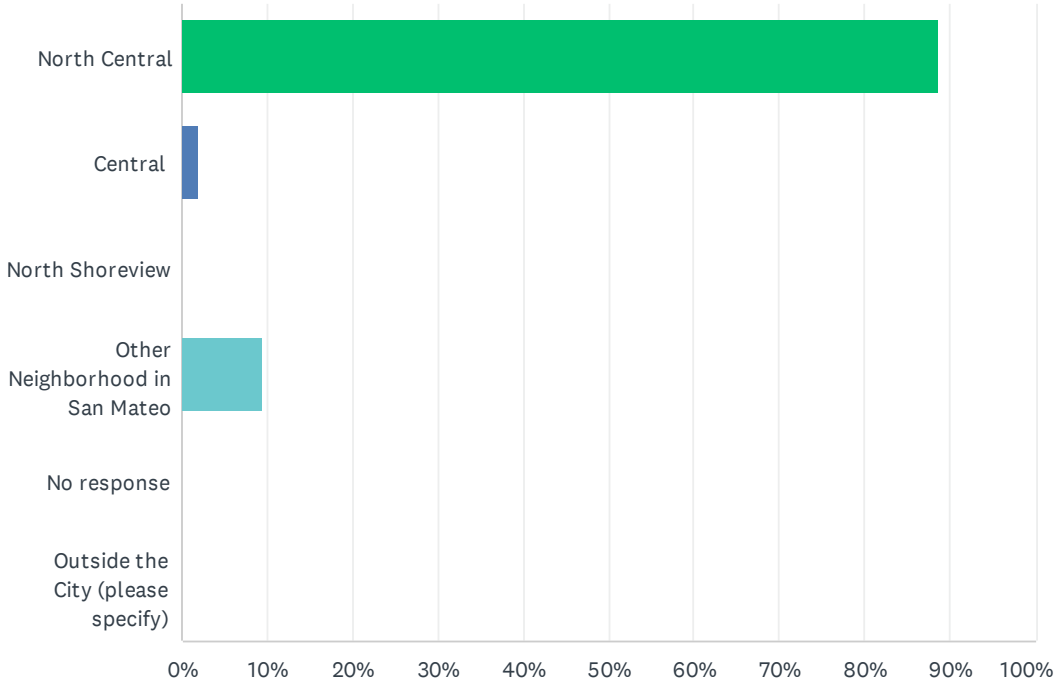
Answered: 34 Skipped: 24

#	RESPONSES	DATE
1	Spanish Amphlett es mejor	6/25/2025 4:04 PM
2	Amphlett	6/25/2025 3:49 PM
3	No, we need the bike lanes on N. Humboldt. Bike boulevards do not feel safe, look at Foster City! Ask bikers.	6/25/2025 3:31 PM
4	Bike boulevards are dumb	6/25/2025 3:29 PM
5	Leave on Humboldt, bring back parking.	6/25/2025 3:24 PM
6	No. Bike boulevards are a joke. They are a step back.	6/25/2025 3:23 PM
7	Not sure	6/25/2025 3:17 PM
8	Idaho	6/25/2025 2:27 PM
9	Keep on Humboldt. Having a one-way street, need more 4 way stops, speed bumps, we need adequate parking.	6/25/2025 11:52 AM
10	I disagree with having a bike boulevard because it is more dangerous for school kids to cycle to school.	6/25/2025 11:48 AM
11	No -- blvd will be ineffective. Need a space that supports physically separated lane. Claremont/Delaware might be wide enough w/out sacrificing parking	6/25/2025 11:14 AM
12	Bike boulevard doesn't work if there's no solve to the parking situation. The city needs to differentiate parking for commercial vehicle and non-active vehicles as well.	6/25/2025 11:10 AM
13	Protected white lanes, please. Bike boulevards are being phased out state wide. SM has 0 protected bike lanes.	6/25/2025 11:04 AM
14	?	6/25/2025 10:57 AM
15	Claremont. Amphlett but far away from Humboldt.	6/25/2025 10:47 AM
16	Amphlett	6/25/2025 10:35 AM
17	(unable to decipher individual's answer to this question --> Dondent? Street; Donplent? Street)	6/25/2025 10:22 AM
18	Possible — depends on concerted effort to make high function bike blvd.	6/25/2025 10:15 AM

19	Amphlett Blvd is a good option because there is only parking on one side of the street, there is reduced commercial traffic now, there is reduced traffic there. Amphlett is a frontage road, almost custom made for bikes.	6/25/2025 10:09 AM
20	Amphlett; Claremont; Humboldt.	6/25/2025 9:45 AM
21	Grant?	6/25/2025 9:35 AM
22	Nothing comes to mind. All streets are narrow and crowded. Make Idaho and Fremont one-way.	6/25/2025 9:28 AM
23	Amphlett (not Grant St). Maintain Humboldt, but return parking.	6/25/2025 9:26 AM
24	Amphlett	6/25/2025 9:21 AM
25	Humboldt St.	6/25/2025 9:19 AM
26	I actually think we should consider some streets to be completely closed to cars (except for residents). That way there's less cars in general.	6/25/2025 9:08 AM
27	I am strongly against reverting to a bike boulevard. As someone who regularly cycles with a child, safety is my top concern and putting bikes in the same travel land is MUCH LESS SAFE. We need safe, separated places for people of all ages and abilities to cycle safely.	6/24/2025 4:51 PM
28	Leave on Humboldt. Save parking/restore	6/24/2025 4:43 PM
29	Not in my opinion	6/24/2025 4:36 PM
30	A couple of painting on the road do nothing to change bad behavior. I cannot let my child use them as drivers are too dangerous to be around. Speed management + volume management were mentioned in meeting. This has not been done to Delaware or Indian Ave.	6/24/2025 4:29 PM
31	Ellsworth? El Dorado to Fremont?	6/24/2025 4:20 PM
32	No.	6/24/2025 4:15 PM
33	Make N. Amphlett the arterial road. Commercial curb with few no crosswalks, no stops, it's super under-utilized driveways	6/24/2025 4:05 PM
34	Idaho St	6/24/2025 3:57 PM

Q11 What neighborhood do you live in?

Answered: 53 Skipped: 5

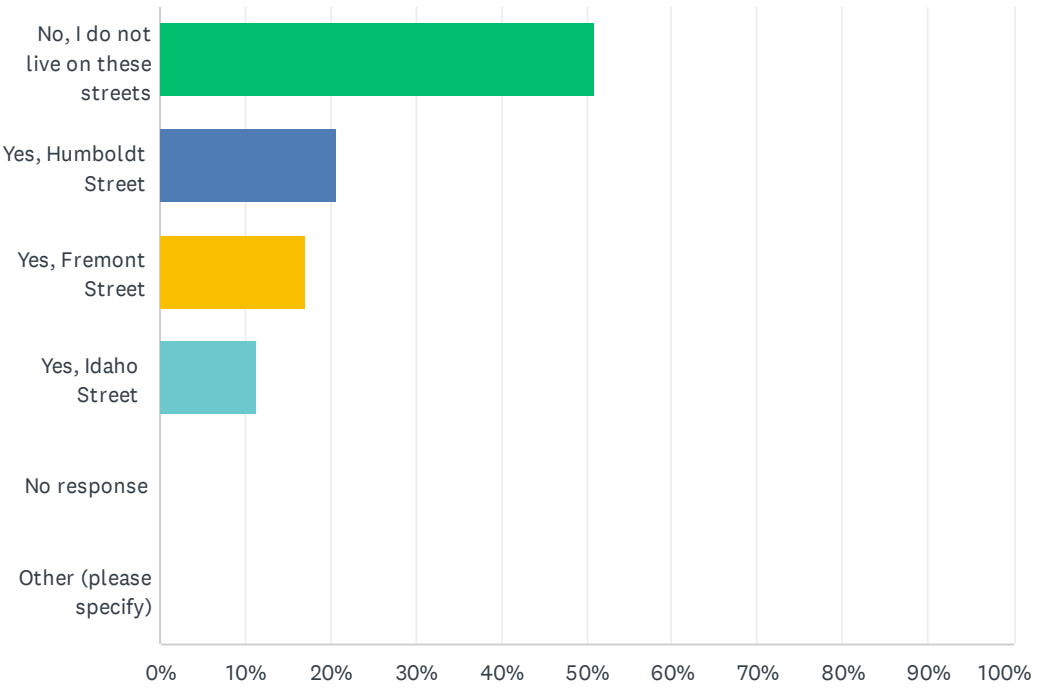


ANSWER CHOICES	RESPONSES	
North Central	88.68%	47
Central	1.89%	1
North Shoreview	0.00%	0
Other Neighborhood in San Mateo	9.43%	5
No response	0.00%	0
Outside the City (please specify)	0.00%	0
TOTAL		53

#	OUTSIDE THE CITY (PLEASE SPECIFY)	DATE
	There are no responses.	

Q12 Do you live on any of the streets we will discuss today?

Answered: 53 Skipped: 5

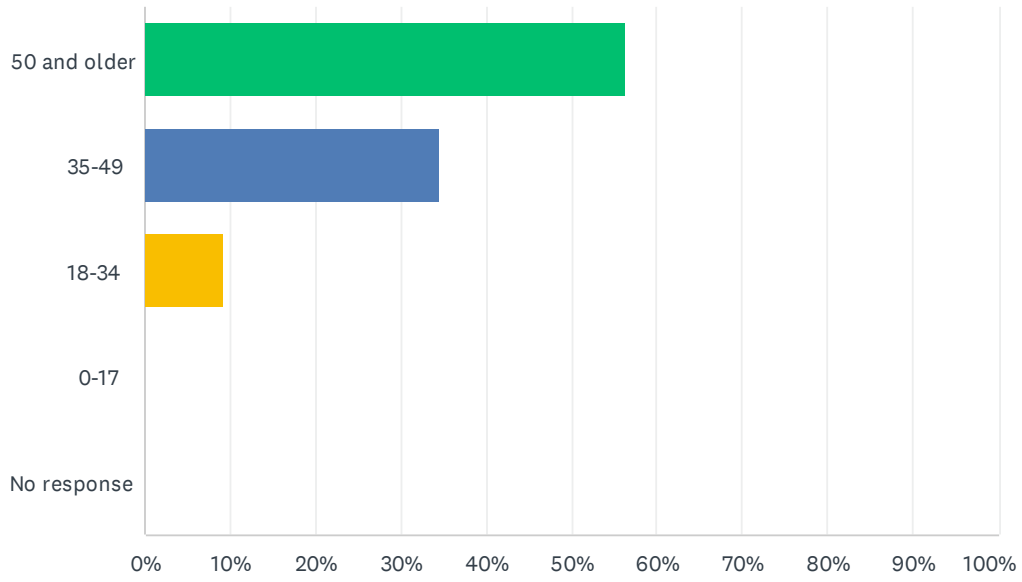


ANSWER CHOICES	RESPONSES	
No, I do not live on these streets	50.94%	27
Yes, Humboldt Street	20.75%	11
Yes, Fremont Street	16.98%	9
Yes, Idaho Street	11.32%	6
No response	0.00%	0
Other (please specify)	0.00%	0
TOTAL		53

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q13 What age group do you belong in?

Answered: 55 Skipped: 3



ANSWER CHOICES	RESPONSES	
50 and older	56.36%	31
35-49	34.55%	19
18-34	9.09%	5
0-17	0.00%	0
No response	0.00%	0
TOTAL		55

Q14 Any additional comments?

Answered: 26 Skipped: 32

#	RESPONSES	DATE
1	No Fremont.	6/25/2025 4:04 PM
2	Spanish No tengo ninguna alternative que sea, Fremont muy angosta la calle mucho trafico	6/25/2025 3:49 PM
3	This individual underscored that their recreation use on Humboldt is biking. They also emphasized that they are somewhat confident in bicycle riding but would generally prefer more separated facilities.	6/25/2025 3:31 PM
4	This individual noted they live on 19th/Sunnybrae	6/25/2025 3:29 PM
5	Individual noted they use Humbolt Street to bike and drive (vehicle) to work and stores. They use Humboldt Street recreationally to get downtown and to parks.	6/25/2025 3:23 PM
6	Individual noted they walk when using Idaho Street recreationally. Also noted that pedestrians should also be considered when looking at safe crossings and clear visibility between drivers and bicyclists at intersections (on Idaho Street) Noted they live off of Idaho on Thomas Court.	6/25/2025 11:52 AM
7	Individual selected both 1. non bicyclist and 4. highly confident -- emphasized they have no interest: "I no longer cycle but have biked thousands of miles on public roads w/ no designated areas, comfortable to do it again" Also noted that Idaho Street is out of the way and Fremont Street is slightly closer.	6/25/2025 11:14 AM
8	Individual noted that their kids go to school in North Central.	6/25/2025 11:04 AM
9	Individual underscored that they prefer to ride on the sidewalk, trails, or very quet residential roads (when noting they are interested but concerned with bicycle riding on the street)	6/25/2025 11:02 AM
10	Individual noted that they live on E. Santa Inez	6/25/2025 10:57 AM
11	Return the parking on Humboldt! Using Idaho Street as an alternative is a bad idea; using Fremont Street as an alternative is a worse idea.	6/25/2025 10:55 AM
12	Individual noted that while they use Fremont Street for recreation, it is used rarely.	6/25/2025 10:52 AM
13	Individual noted they live in the Bay Meadows neighborhood, but their parents live on the streets discussed in the workshop.	6/25/2025 10:09 AM
14	Also selected the 0-17 age group (potentially someone in their household). Noted they live on S. Grant and Monte Diablo.	6/25/2025 9:42 AM
15	Noted that although they don't live on any of the streets discussed at the meeting, it impacts their street / N. Grant St.	6/25/2025 9:36 AM
16	How do you accomplish lowering amount of vehicles on the roadway? Make Humboldt a bike boulevard and forget Idaho/Fremont. It will calm traffic on Humboldt and make it safer for cars, peds, and bikers	6/25/2025 9:28 AM
17	#1 keep or return all parking on Humboldt St. Make bike boulevard. Leave Idaho and Fremont alone. Also noted that Humboldt goes nowhere (in regards to connections to key destinations) and pedestrians should also be considered when looking at making safe crossings and clear visibility between drivers and bicyclists at intersections (on Fremont Street)	6/25/2025 9:23 AM
18	This individual selected that they commute by vehicle on Fremont Street, but also wrote that they don't tend to drive or bike on this street because it's too narrow for both — "as a local, I just pick a different street to use as	6/25/2025 9:08 AM

	a whole" "The problem is that the streets are too narrow to do it all. We can't have 2 way street, parking, biking, and sidewalk, and make it great for all. It because shitty for all instead. I recommend deciding for some streets to be one ways, some to resident-only thorugh streets (and allow bicyclists only). Basically of the 4 things because our streets are too narrow, we have to just optimize for 2 of them. And then optimize for another 2 on other streets. As San Mateo expands, eventually these are the changes we'll need to gentrify the neighborhood. Also not everyone is comfortable parking with their tires on the sidewalk. Eyesore.	
19	I bike everywhere for exercise and commute. Overal: - continual avoidance of installing stop signs - tons of parking taken by vehicle storage - plenty of drunk driving every weekend after events at the field - broken bottles pop tires Humboldt bike lanes that require (undiscernable) and separations constantly are dangerous	6/24/2025 4:46 PM
20	Individual noted their recreation use on Fremont is walking	6/24/2025 4:43 PM
21	Individual noted that their recreation use on Humboldt was biking and that their recreation use on Fremont was walking.	6/24/2025 4:33 PM
22	Individual noted they have a 3 year old.	6/24/2025 4:29 PM
23	Individual noted that their comfortability with bicycle riding falls somewhere between 2 (interested but concerned) and 3 (somewhat confident)	6/24/2025 4:23 PM
24	Huge selection bias (re: confidence level with bicycle riding on street question) -- more confident cyclists will attend this workshop. Low trust for council right now. Speed calming on Humboldt? Connections to key destinations on Idaho St pretty good. Safe crossings and clear visibility on Idaho St needs improvement.	6/24/2025 4:05 PM
25	Individual noted that they NEVER use Idaho Street	6/24/2025 4:02 PM
26	Fremont Street is not a good option for an alternative bike route to Humboldt bike lanes.	6/24/2025 3:49 PM

Humboldt Street — Alternative Bike Lane Workshop #1

Small Group Report Backs - Raw Transcript

Meeting Date: June 18, 2025

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Group 1:

Residency: For Table 1, most of the attendees here at Table 1 are local residents.

Bicycling Confidence: The confidence level for our table ranged between all levels. But, on average, everyone was somewhat confident.

Comments on Idaho and Fremont as Alternatives: As far as thoughts for Idaho Street or Fremont Street as an alternative, Fremont was leaned towards, more so towards connectivity where there were concerns of safety due to both streets being narrow. There was also discussion of Humboldt Street remaining, but also improving the existing infrastructure that's there to make it safer.

Factors for Consideration: And the top three factors were focused around connectivity and addressing the narrow roadways and how dangerous it is for cars passing bicyclists.

Alternative Roadways for Consideration: And then number nine, for another street in North Central, there wasn't really a general consensus of an alternative that would achieve replacing Humboldt Street.

Group 2:

Street Usage: They were using Humboldt for pretty much all purposes and in all modes. They walk, they drive, they bike. Neither of our people use Idaho at all. They do sometimes travel on Fremont, although when it comes to cycling, one of them said they definitely would prefer not to.

Bicycling Confidence: They were confident cyclists, although one of them said that they actually responded as somewhat confident because they frequently ride with a small child.

Comments on Idaho and Fremont as Alternatives: They don't think a bicycle boulevard on Fremont or Idaho would work. At least not when you compare it to the existing facility on Humboldt. It would take a lot for them to feel like it is worth it to do that. And along those lines, one of the things that was brought up a lot was maybe if it became a one-way street, to help address some of the other concerns.

Alternative Roadways for Consideration: In terms of an alternate route, this group did not really identify one.

Group 3 (Spanish Group):

Residency: We have community members that have been living on Humboldt Street for 45 years. We've also, in this group, had community members that have been living on Fremont Street for 22 years.

Street Usage: They utilize these streets every day, parking, driving. This is where they live. They live on Fremont, and they live on Humboldt. A big factor for this group was, safety, parking needs, and child safety as well.

Comments on Idaho and Fremont as Alternatives: They had found that utilizing Idaho would end up leading to traffic on Fremont, and it would just kind of create an infinity sign of continued traffic. They would prefer that by understanding that many of the individuals that live on the street have multi-family households, there's a lot of parking needs. With houses that have many community members, there is going to be more cars per house. What they would love is utilizing more safety measures, and they really enjoyed the idea of using speed bumps along the road of Fremont and also Humboldt Street.

Factors for Consideration: Should consider the resources being utilized on this street. They have concerns from previous projects that have made them feel weary about introducing new bike lanes to Idaho Street. So that was something that was a concern to them. Utilizing resources more effectively and making sure the community gets their parking needs met. They often do not see bicyclists on Idaho and Fremont Street, and they found that parking is a huge factor and huge need for them.

Alternative Roadways for Consideration: They pointed out that utilizing Poplar Street to Amphlett Street and then to 3rd Street could be a potential alternative, as that route, Amphlett Street, is very wide and could potentially allow more safety measures. They also wanted to ensure that the traffic be slowed down, and using this alternative measure on Amphlett Street could also be a good factor for bicyclists and traffic because there's not many stops so that could help the flow of bicyclists. Overall they were they felt very strongly about safety, parking convenience, and child safety.

Group 4:

Note: Due to number of attendees, the second Spanish table was not used (therefore, there was no Group 4)

Group 5:

Street Usage: We use Humboldt, Idaho, and Fremont for both commuting and recreation, and most of us also bike and walk on both of those streets.

Bicycling Confidence: Confidence levels, we were all on the top three confidence levels. So four of us were somewhat confident and we have one highly confident.

Comments on Idaho and Fremont as Alternatives: We would talk a lot about speeding and how we definitely need to use traffic calming measures to help reduce the speed on that street. Overall, the perception was that people do speed more on Humboldt than on Idaho Street. Also, there was a major concern for driveways and vehicles entering and exiting to be able to see them because driveways are shorter on Idaho versus Fremont Street. We are concerned about the connection from Idaho to Humboldt on 2nd Avenue. Moving on to Fremont Street, we talked about speeding again, but most of the speeding occurs on the southern part of Fremont Street and 1st, 2nd, and 3rd Avenues because we think it is wider so people tend to speed faster. Fremont felt wider than Idaho, which is great. But also, it's perception because the houses are further back from the street, so you have more time to see people coming out of their driveways. Fremont could use more trees. Fremont would be more comfortable if it had more trees and less stop signs. Because if you're using Humboldt for commuting, the stop signs that are out there right now slow you down.

Alternative Roadways for Consideration: So for going south, we talked about Amphlett and Grant as other alternative streets. We tended to go more for Grant Street, though, even though it is a dead end at Second. It was similar to Idaho as far as how narrow it is, and that there's less vehicles that use Grant Street because it is a dead end. That would make it more comfortable for bicyclists. And then for East-West connections, we also thought about Cypress and Third as alternatives.

Group 6:

Street Usage: A lot of people use it in a lot of different ways, whether it is biking, walking, or driving. Definitely a lot of people use it daily or weekly even. People in our group are more of drivers on Humboldt, but for Idaho and Fremont, we see more biking and walking especially, and also recreation.

Bicycling Confidence: Our group is a group of very highly confident bike riders here. We only have one non-bicyclist, so everyone here feels… very comfortable in all kinds of situations.

Comments on Idaho and Fremont as Alternatives: One of the things that was very strongly communicated was that Idaho felt like there was less interaction with cars and safer, and for Fremont it was more about what's the closest to destinations, and it's a lot easier to get connections that people would go to more often.

Factors for Consideration: For Idaho, a lot of it had to do with lower speeds, and making sure that the roads were visible, and also making sure that there are safe connections to other routes along that road. For Fremont, it was pretty much very similar.

Alternative Roadways for Consideration: There's certainly opportunity between Claremont and Amphlett. Claremont because it's close to a lot of places that people go to, and Amphlett because it does provide faster routes since there's less conflict with cars, and that is a really high consideration.

Group 7:

Street Usage: Currently for Humboldt Street, they only use it for biking, for commute, or school. They use Idaho Street and Fremont Street for walking to and from places.

Bicycling Confidence: They both agree with somewhat confident. They don't like the idea of bike boulevards. I want to emphasize that. It was mentioned often.

Comments on Idaho and Fremont as Alternatives: Number five, "what are the thoughts on using Idaho Street from 2nd Avenue to Indian Avenue?": they mentioned that it was dangerous, too congested, and/or not convenient. And number six, "what are the thoughts

on Fremont Street from 2nd Avenue to Indian Avenue?": they thought it was a better option than Idaho but they still prefer dedicated bike lanes over a bike boulevard.

Factors for Consideration: They agreed on the three same factors for both Idaho and Fremont Street. And those three factors are adequate space, slower speeds, and connections/convenience.

Alternative Roadways for Consideration: One prefers San Mateo Drive because it is a dedicated bike lane, but the second answers that you can have another suitable option.

Group 8:

Street Usage: We have a mix of drivers and bicyclists in our group.

Bicycling Confidence: Range of comfort levels as well, or confident levels. Only one person said they were highly confident.

Comments on Idaho and Fremont as Alternatives: So there was some concern in general about bicycle boulevards, just not feeling that they're safe enough. And being worried about whether the proposed measures could really make it safe. But for the two, between Idaho and Fremont, it sounded like there was more consensus on Idaho just being more well suited, maybe a more comfortable bicycle boulevard route, and offers some travel or access to areas that is not currently accessible, like the DMV. Versus Fremont, they said if we were going to go with both a bicycle route and more of a corridor route situation, then we'd get a lot more access areas in the city. But Fremont just didn't seem as well suited to the bike boulevard, and alternative routes were provided on Delaware.

Factors for Consideration: So factors to consider were the vehicle volume, as well as considering the impact of lowering speeds and the resulting increase in traffic that could happen on Humboldt after those areas are used as bike boulevards. As well as safety and visibility when people are pulling out of driveways.

Alternative Roadways for Consideration: And then when you were talking about the alternatives, they didn't feel like cycling was a good place to be getting off Humboldt, but really Cypress, like tucking it back, using Cypress as a route to connect to bike boulevard

would be preferable. But there was also the desire to keep some provisions for bike travel on Humboldt so preparing those areas as well.

Group 9:

Street Usage: So there would be walking, there would be biking, there would be people who drove. Everyone utilized Humboldt Street. But there was a mix for Idaho and Fremont. So for Idaho, there were some folks, who did not utilize the street because it was too far out of the way. For Fremont, there were some individuals who actively avoided it due to traffic volumes and the narrow aspect of the corridor.

Bicycling Confidence: In terms of the confidence of the group for bicycling, we also had a mix there. There were some individuals who identified as a non-bicyclist. There was nobody who identified as interested but concerned. There were several folks who were somewhat confident and highly confident as well. But also of note, there were individuals who felt they were somewhere in between a couple of these categories. And there was also note that the confidence level didn't necessarily reflect the regularity of how often they bike.

Comments on Idaho and Fremont as Alternatives: But moving on to question number five, we had similar thoughts to what's already been expressed. Idaho is different or out of the way. It is harder than the alternatives in terms of traffic volumes, but a major concern as an alternative is that it is indirect, inconvenient for bicyclists to redirect off of Humboldt. Similar with Fremont Street, there's also concerns over safety, particularly at the Second Avenue drop-off. There's visibility concerns at that location.

Factors for Consideration: In terms of factors that should be considered for both of the corridors, there were factors that included slowing down speeds, or at least the speed was a concern, and providing connectivity and directness for the right users. There's also concerns expressed for future planning for the incoming changes to the schools, and the future of the neighborhood.

Alternative Roadways for Consideration: When we got to question number nine, the answer was largely no, mostly because we did not feel a bike boulevard was adequate. So there was some consideration of Claremont as an alternative if it was a protected bicycle, but not as a bike boulevard.

Group 10:

Residency: Most of us live in the area.

Street Usage: There is an equal distribution of people who don't really bike, drive and some walk. So for number one, how do people use Humboldt? People bike and drive through the street. For number two, Idaho, people don't use it often from our group. For number three, Fremont, people walk, bike, and drive.

Bicycling Confidence: We had equal distribution of somewhat confident.

Comments on Idaho and Fremont as Alternatives: Thoughts on Idaho Street — the concern here is that it's not direct. Thoughts on Fremont is about traffic.

Factors for Consideration: The concern for both streets is traffic calming and that it's narrow.

Alternative Roadways for Consideration: An alternative to North Central Boulevard is North Fremont and Eldorado. This is in consideration of the middle and high school. I think that's why it's kind of important to think about the destination, not just putting in.

Group 11:

Street Usage: We have some minor bicycle usage and we all walk on all of those streets. Fremont, we don't venture over there too often. Here and there, we drive it, we don't bike it, we don't walk too much.

Bicycling Confidence: So level of confidence riding a bicycle, three of us are highly confident and five of us are non-bicyclists.

Comments on Idaho and Fremont as Alternatives: As for question number five, "your thoughts on Idaho from 2nd to Indian as an alternative", the word cloud that we generated there included ridiculous, narrow, and very congested. And we had the same feedback for Fremont from 2nd to Indian. Again, ridiculous, very narrow, very congested was the feedback that was generated by our table.

Factors for Consideration: And then “what are the three, factors that the city should consider when considering Idaho Street.” We like the idea of traffic calming. We love the idea of stop signs. And we were not so hot on the idea of the rollouts. We thought that they were difficult to maintain and difficult to maneuver around. Now “the top three factors that the city should consider on Fremont” were the same as above. Again, we like the idea of traffic calming. We love the idea of stop signs. We're not so hot on the rollouts. Additional feedback on Fremont was that we felt Fremont was narrower than Idaho.

Alternative Roadways for Consideration: An alternative street in North Central we wanted to consider is a bike boulevard on Humboldt. We thought it would return parking on Humboldt and then whichever solution we move forward with, my table was very clear that we wanted more stop signs and anywhere that we're putting a bike boulevard, we wanted the cars to slow down there and the feedback was to not consider Fremont and Idaho for the bike boulevard.