

6:00 PM – 6:10 PM

Registration

6:10PM – 6:30 PM

Staff Presentation

6:30 PM – 6:50 PM

Q&A

6:50 PM – 8:20 PM

Open House

8:20 PM – 8:30 PM

Next Steps



## AGENDA FOR THE NIGHT



Restrooms



Childcare



Refreshments



Emergency Exits



# Community Workshop #2

## Humboldt Bike Lanes Alternative (Draft Concept Design)

August 25, 2025

Public Works Department  
Jay Yu P.E., Engineering Manager

Sandis Engineering  
Joe Paull, Project Manager

Winters Consultants  
Christian Ollano, Outreach Director

I. Background


II. June Community Meeting

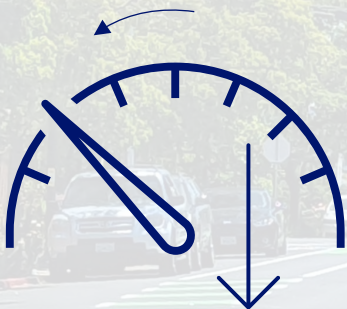
III. Draft Concept Design

IV. Next Steps

V. Q&A

VI. Open House Instructions

→  Paper Survey  
(Online 8/26 – 9/12)



**Reduce Speed**



**Safer Streets**



**No Parking Removal**



Project Goals



- Design Focused
- Appropriate Level of Treatments
- Existing Speed and Volumes
- Proposed Speed and Volumes
- Understand Community Context

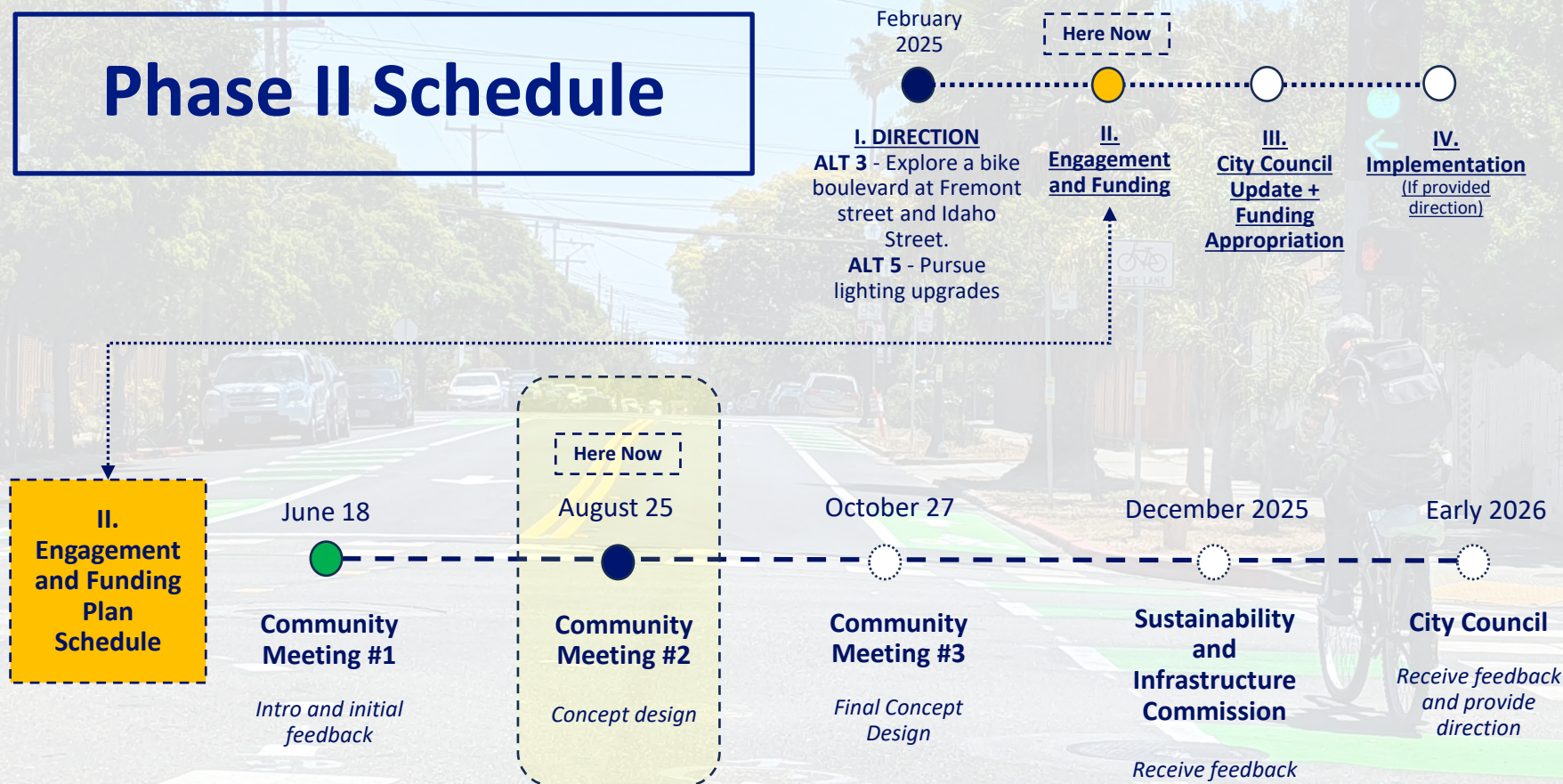


Feedback Needed

A background image of a city street scene. In the foreground, a cyclist is riding a bicycle on the right side of the road, moving away from the camera. The road has green-painted crosswalks and a yellow double line in the center. Several cars are visible in the distance on the left side of the road. The street is lined with trees and utility poles. A traffic light on the right side of the road shows a green arrow pointing left. A sign for a bicycle lane is also visible on the right.

# I. BACKGROUND

# Phase II Schedule







## II. June 2025 Community #1 Feedback

## Survey Response

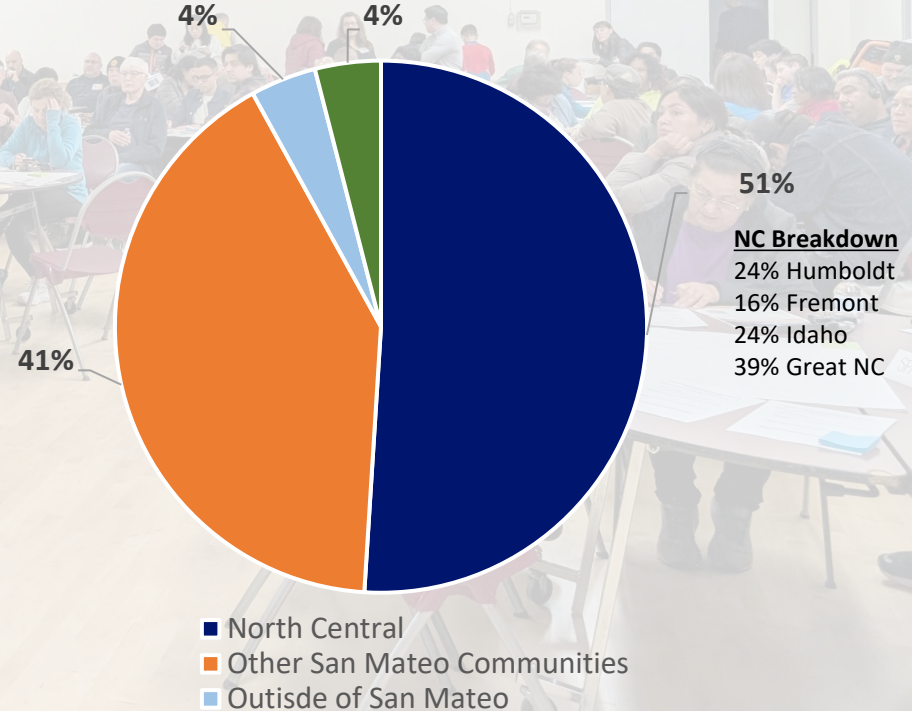


213 Total Survey Responses

58  
Workshop

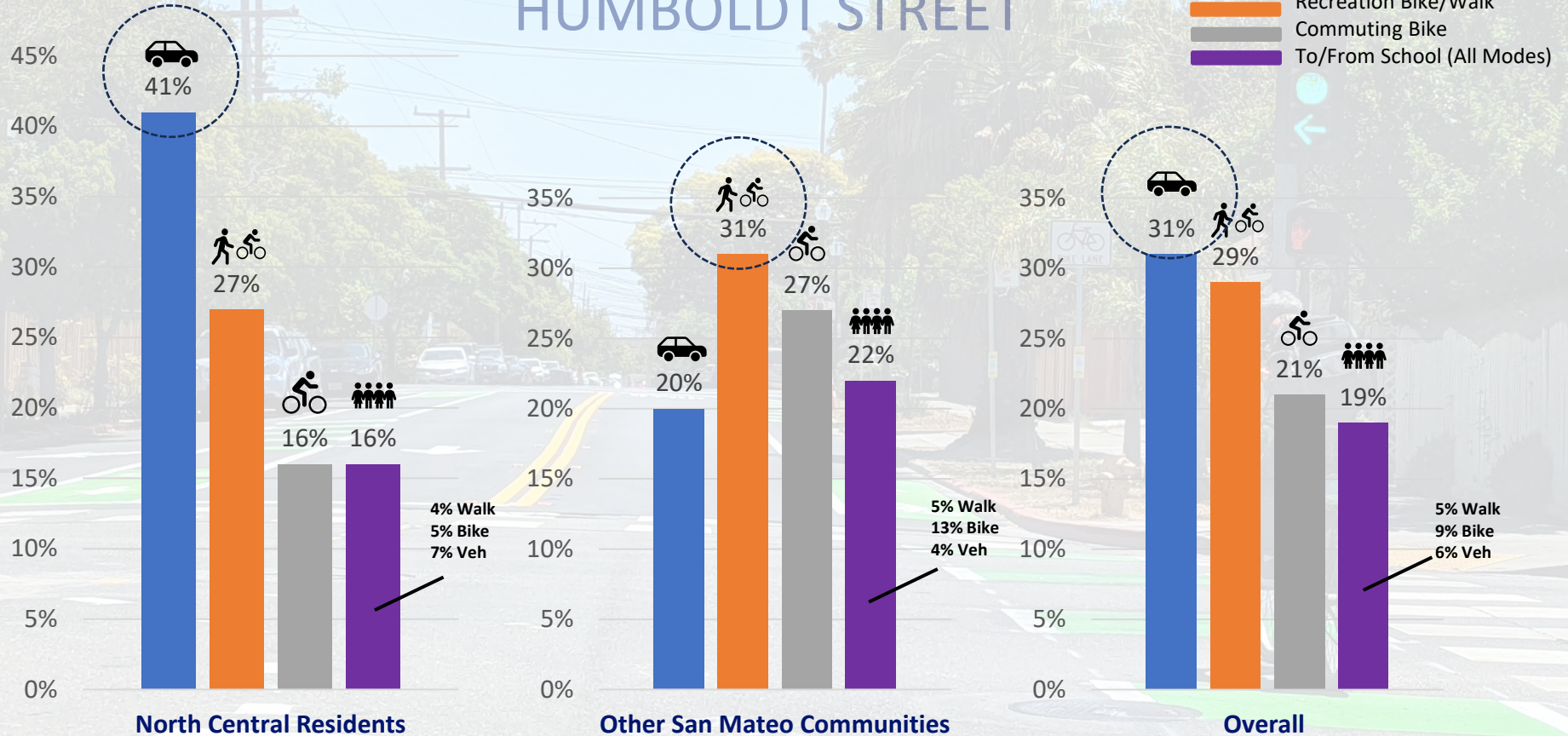
155  
Online

## Demographic



# HUMBOLDT STREET

- Commuting Vehicle
- Recreation Bike/Walk
- Commuting Bike
- To/From School (All Modes)



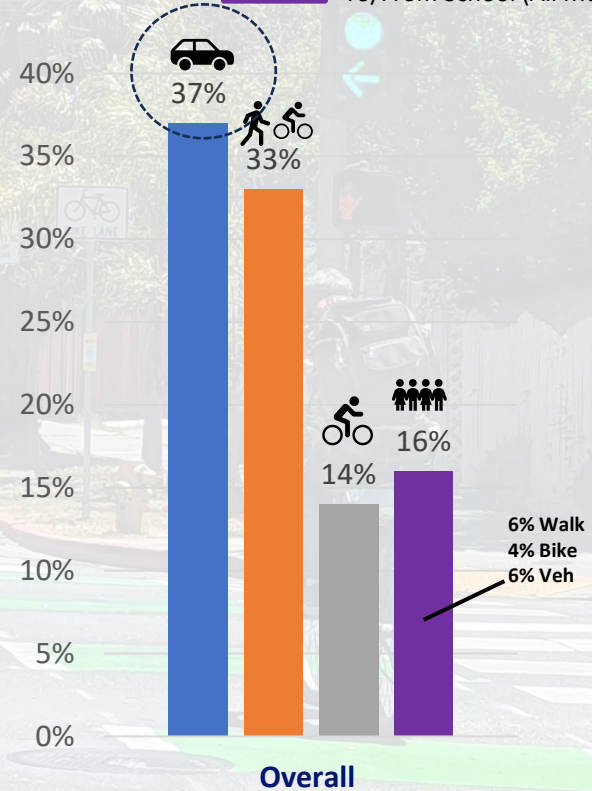
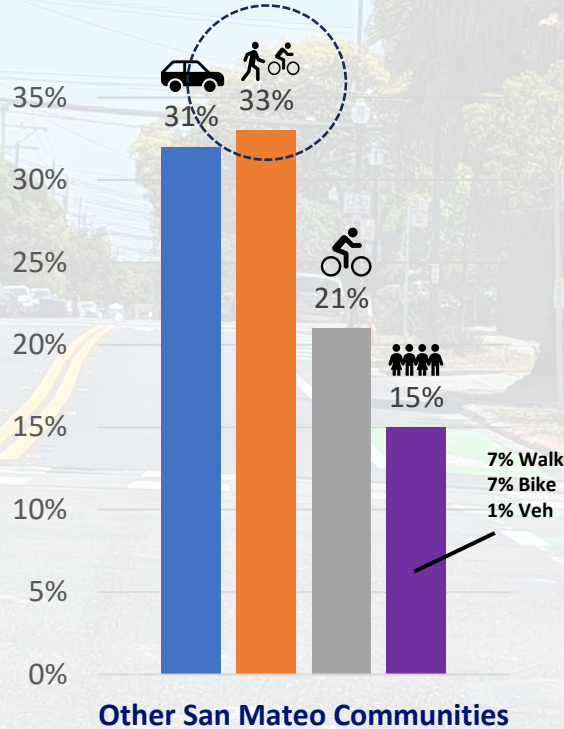
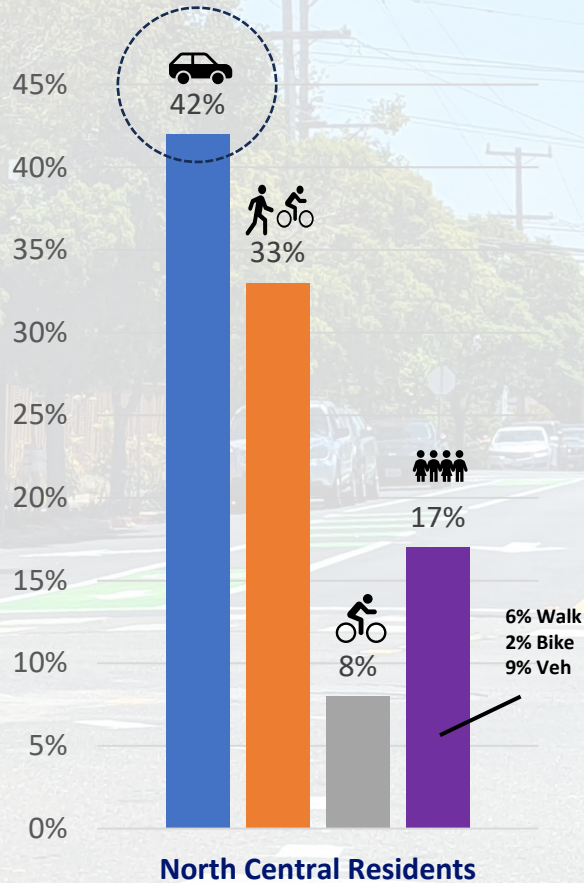
\*Data shown does not include answers from surveys that did not fill out demographic questions



## HUMBOLDT STREET - STREET USAGE

# IDAHO STREET

- Commuting Vehicle
- Recreation Bike/Walk
- Commuting Bike
- To/From School (All Modes)

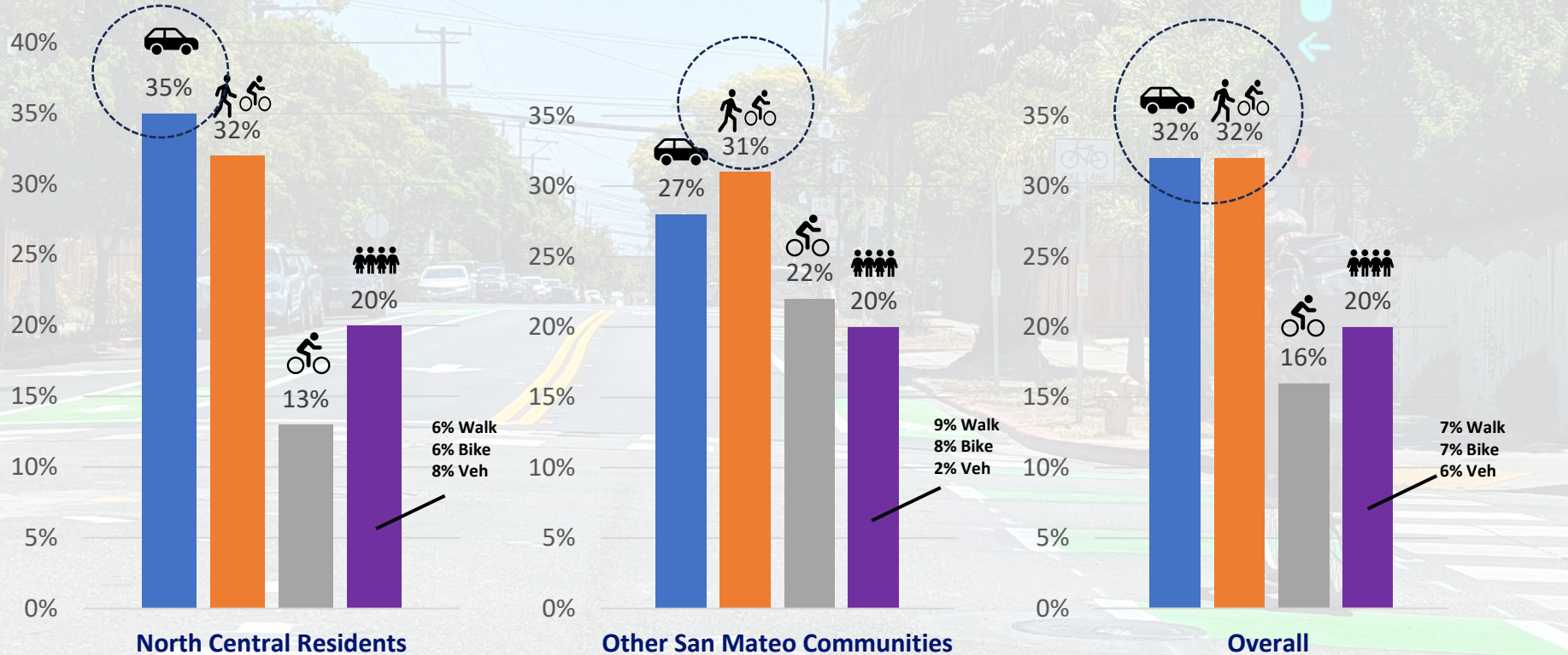
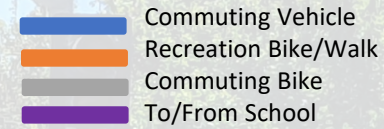


\*Data shown does not include answers from surveys that did not fill out demographic questions



## IDAHO STREET - STREET USAGE

# FREMONT STREET



\*Data shown does not include answers from surveys that did not fill out demographic questions



## FREMONT STREET - STREET USAGE

## FREMONT STREET

Distance to Humboldt Street

Narrow street

Existing vehicle volume and speeds

Lack of confidence in potential measures

Parking loss

Congestion

## IDAHO STREET

Intersection crossings

Narrow street

Existing vehicle volume and speeds

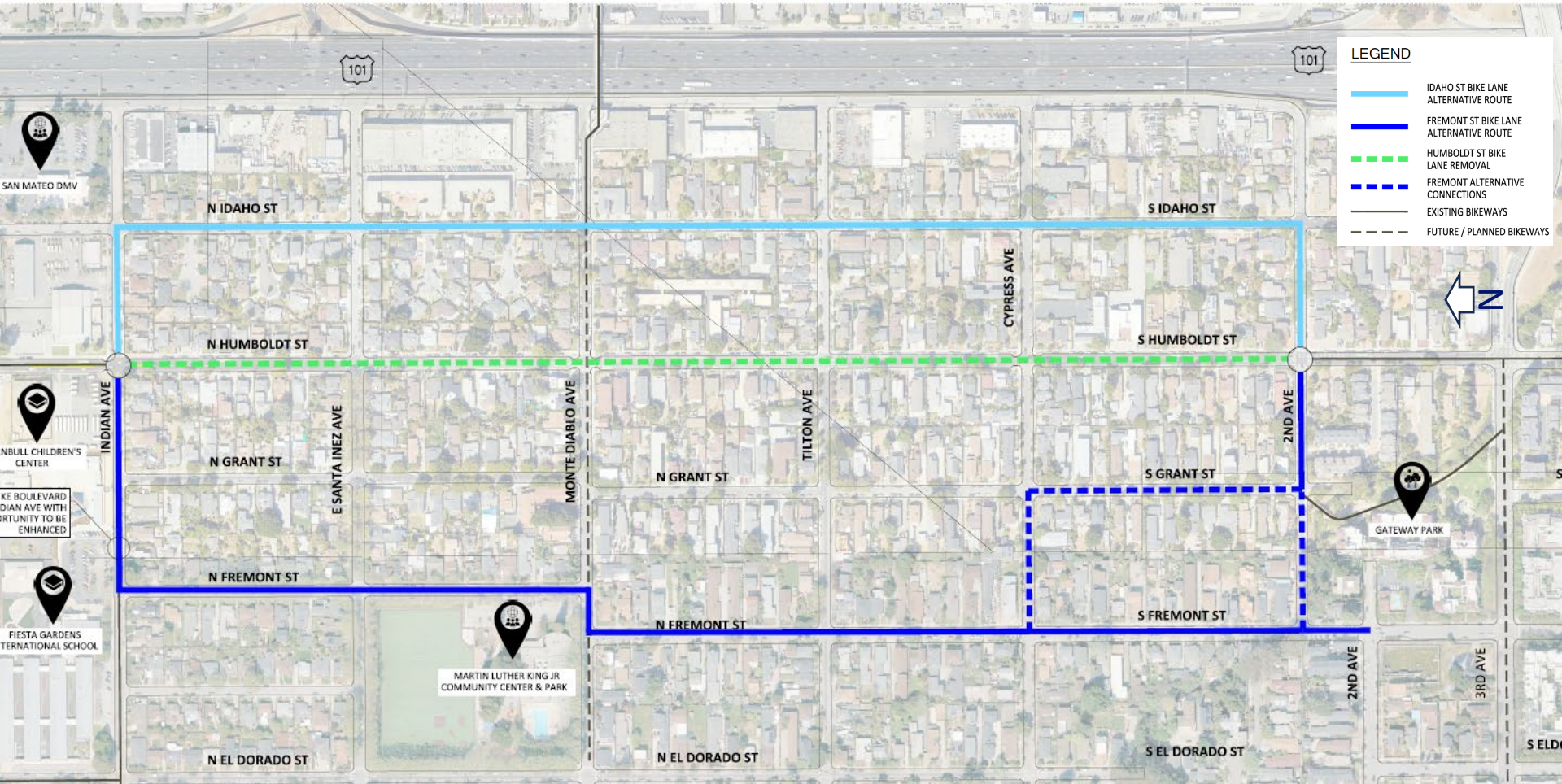
Parking loss

Congestion



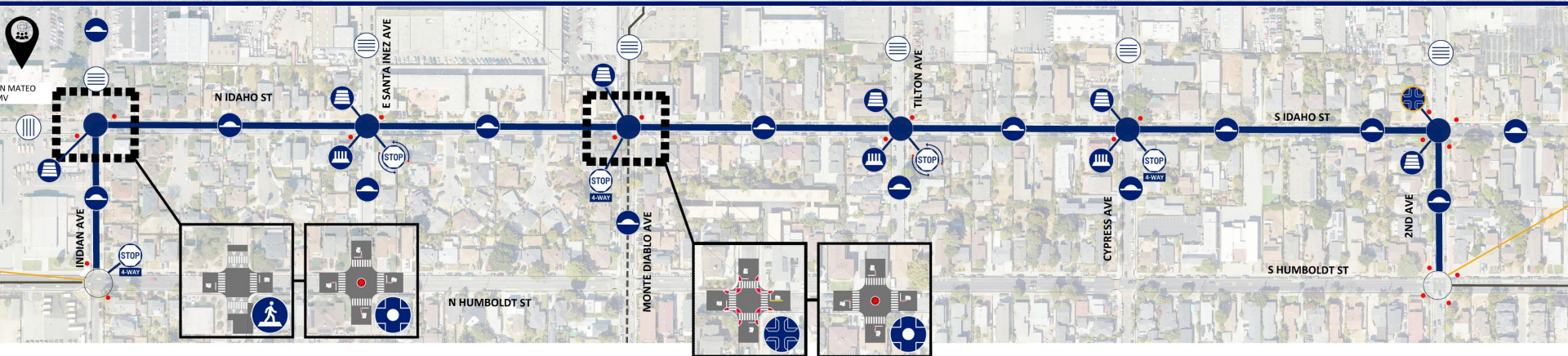


### III. Draft Concept Design



# Overview of Both Alternatives (Idaho and Fremont)

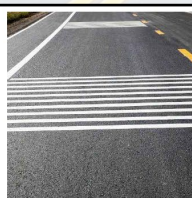
# IDAHO ALTERNATIVE



HARDENED CENTERLINE



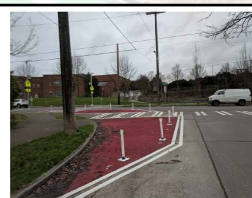
TRAFFIC CIRCLE



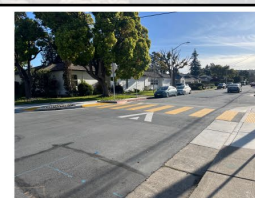
IN-LANE RUMBLE STRIPS



SPEED HUMPS



PAINTED CURB EXTENSIONS



RAISED CROSSWALK



HIGH-VISIBILITY CROSSWALK



Draft Concept Idaho Alternative

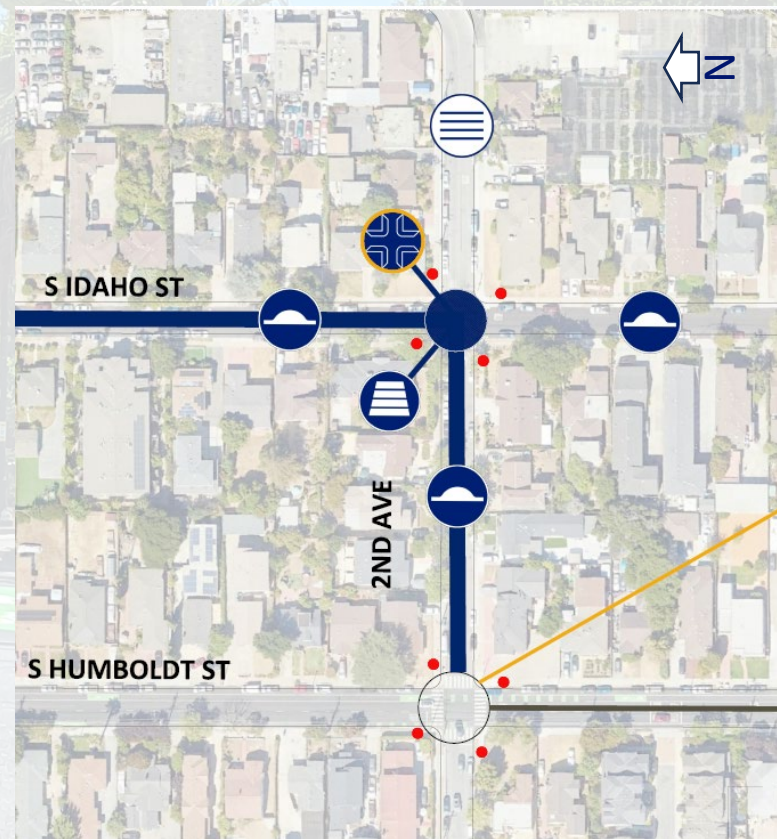
# Key Design Features



- Speed cushions or rumble strips before approaching the Idaho intersection
- Curb extensions at Idaho/2<sup>nd</sup> Ave.
- High-Visibility crosswalks all legs on Idaho/2<sup>nd</sup> Avenue
- All-Way stop at Indian/Humboldt

## Speed and Volume

	Existing	Target	Proposed
Speed (mph)	23-24mph	20mph	18mph
Volume (vph)	130vph	150vph	100vph



● Existing Stop Control



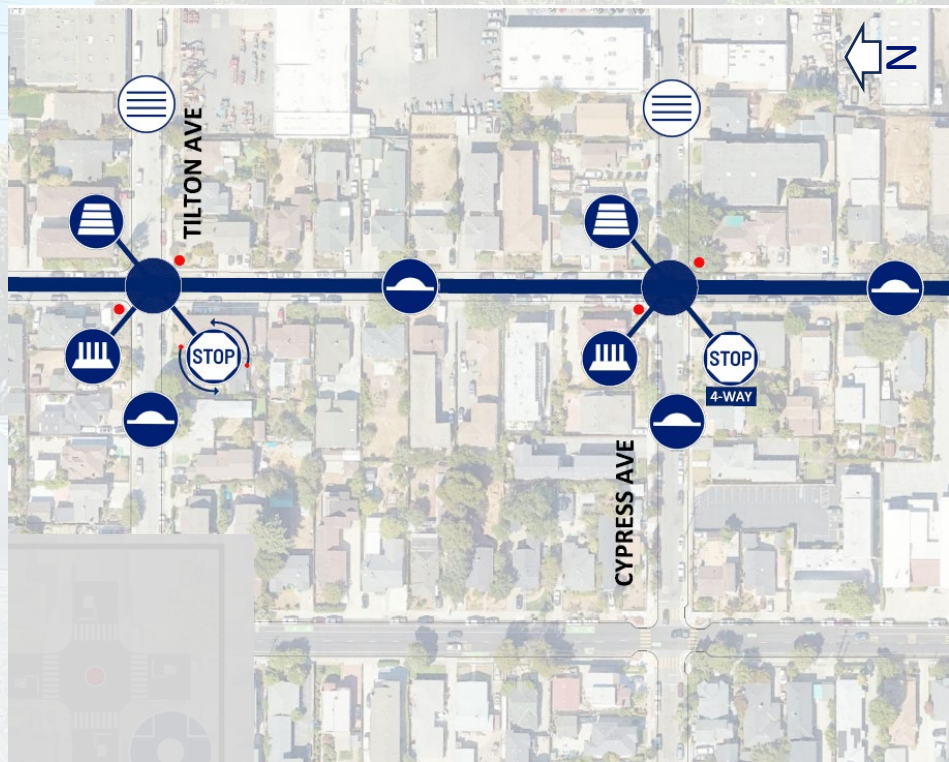
# Key Design Features



- Speed cushions or rumble strips before approaching each intersection
- Centerline hardening
- High-Visibility crosswalks on all legs at every intersection
- All-Way stop or Stop assignment switch

## Speed and Volume

	Existing	Target	Proposed
Speed (mph)	24mph	20mph	18mph
Volume (vph)	130vph	150vph	42 – 80vph



• Existing Stop Control



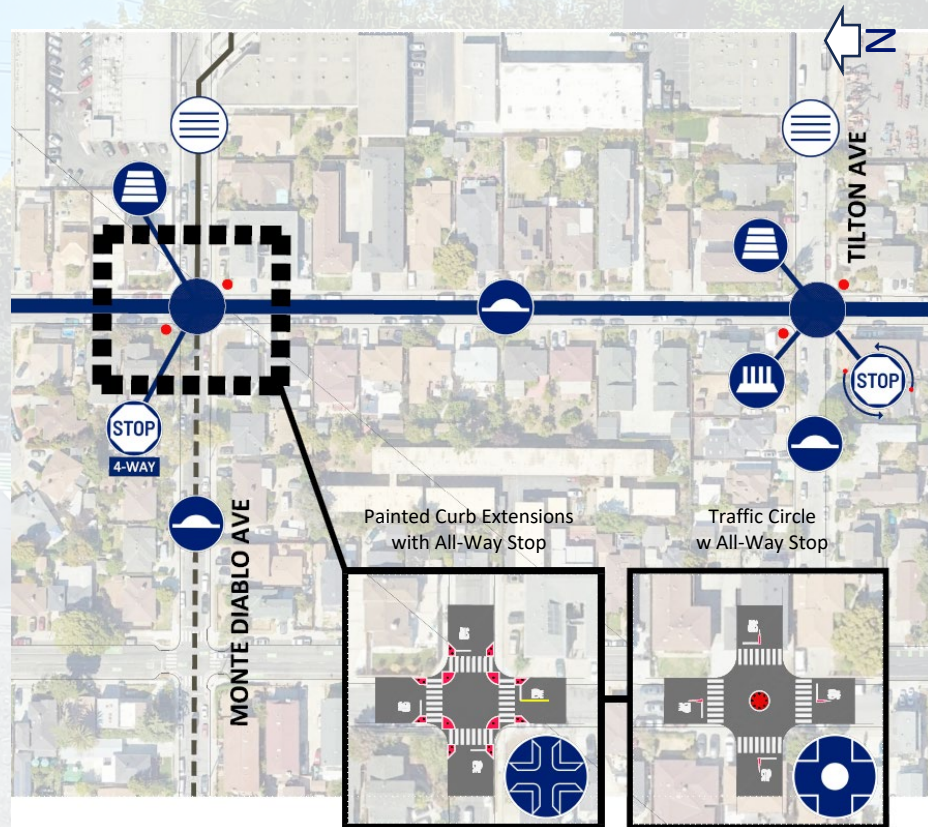
# Key Design Features



- Speed cushions or rumble strips before approaching each intersection
- Option of traffic circle or curb extensions
- High-Visibility crosswalks on all legs at every intersection
- All-Way stop

## Speed and Volume

	Existing	Target	Proposed
Speed (mph)	23-24mph	20mph	18mph
Volume (vph)	130vph	150vph	31-42vph



● Existing Stop Control



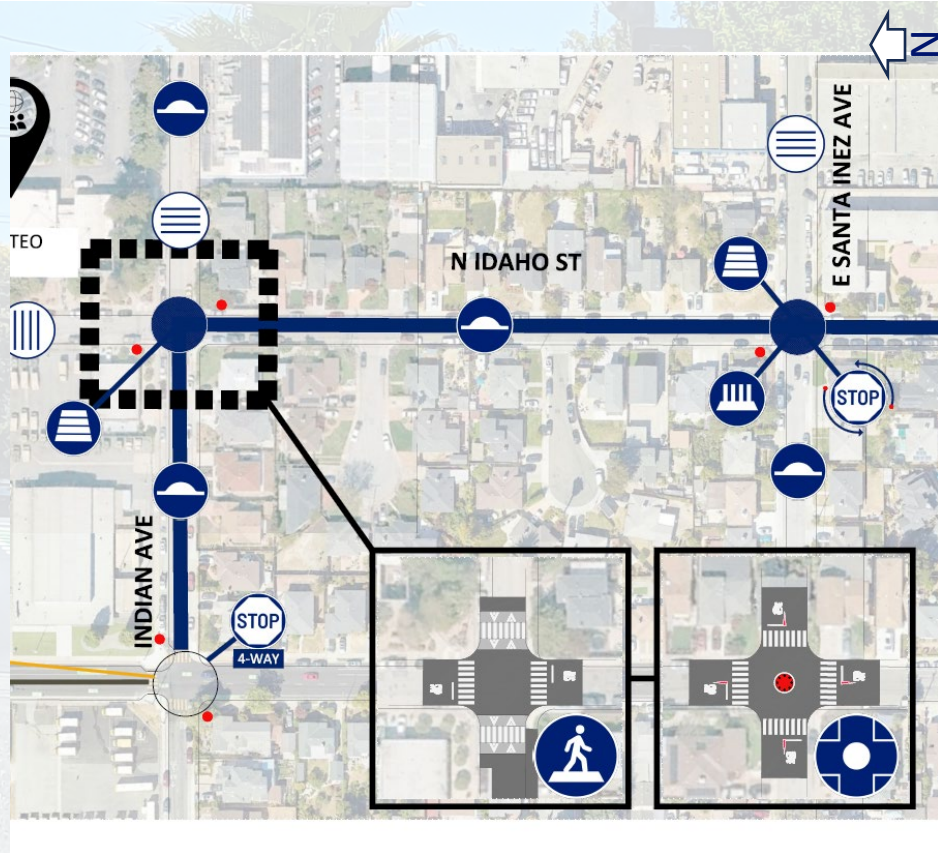
# Key Design Features



- Speed cushions or rumble strips before approaching each intersection
- High-Visibility crosswalks on all legs at every intersection
- Option raised crosswalk or traffic circle
- All-Way stop or Stop assignment switch

## Speed and Volume

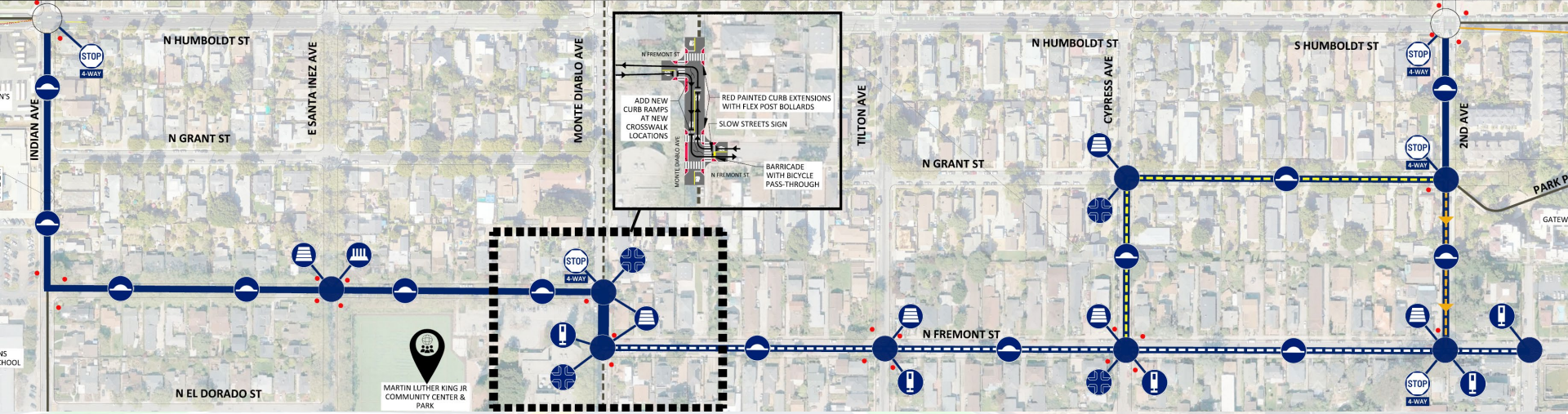
	Existing	Target	Proposed
Speed (mph)	23-25mph	20mph	18mph
Volume (vph)	289vph	150vph	150vph



● Existing Stop Control



# FREMONT ALTERNATIVE



HARDENED CENTERLINE



PAINTED CURB EXTENSIONS



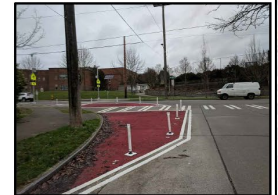
SLOW STREETS



HIGH-VISIBILITY CROSSWALK



SPEED HUMPS



PAINTED CURB EXTENSIONS



Draft Concept - Fremont Alternative

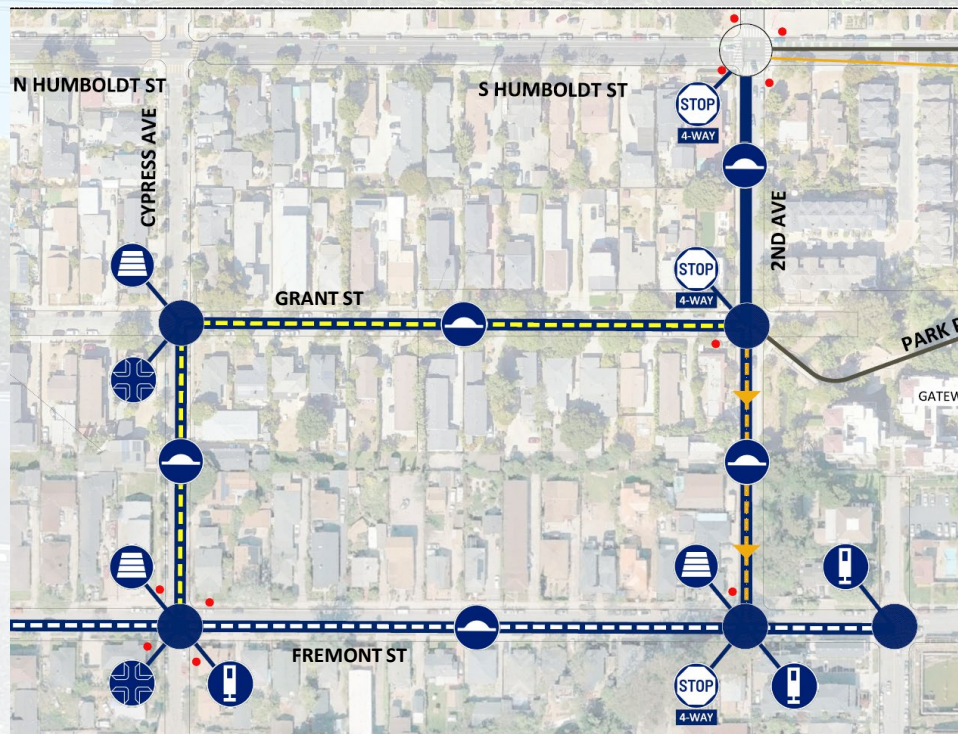
# Key Design Features



- Speed cushions or rumble strips before approaching each intersection
- High-Visibility crosswalks on all legs at every intersection
- Option raised crosswalk or traffic circle
- Slow Street on Fremont Street with local traffic only

## Speed and Volume

	Existing	Target	Proposed
Speed (mph)	26mph	20mph	15-18mph
Volume (vph)	100-201vph	150vph	90-120vph



• Existing Stop Control



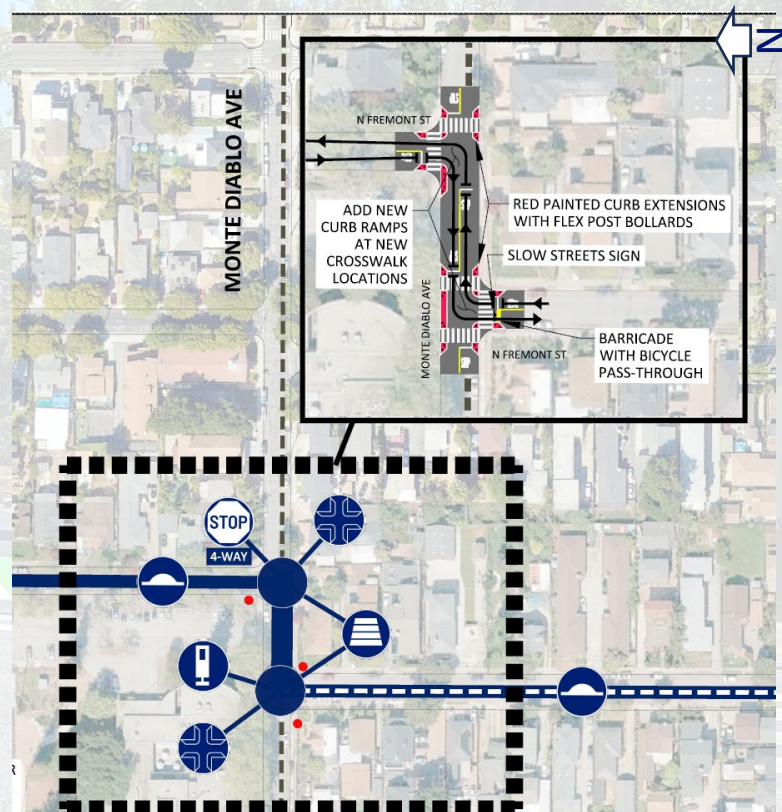
# Key Design Features



- Speed cushions or rumble strips before approaching each intersection
- High-Visibility crosswalks on all legs at every intersection
- Curb extensions at both intersections
- Slow Street ends on Monte Diablo

## Speed and Volume

	Existing	Target	Proposed
Speed (mph)	23-25mph	20mph	15-18mph
Volume (vph)	111-140vph	150vph	50-100vph



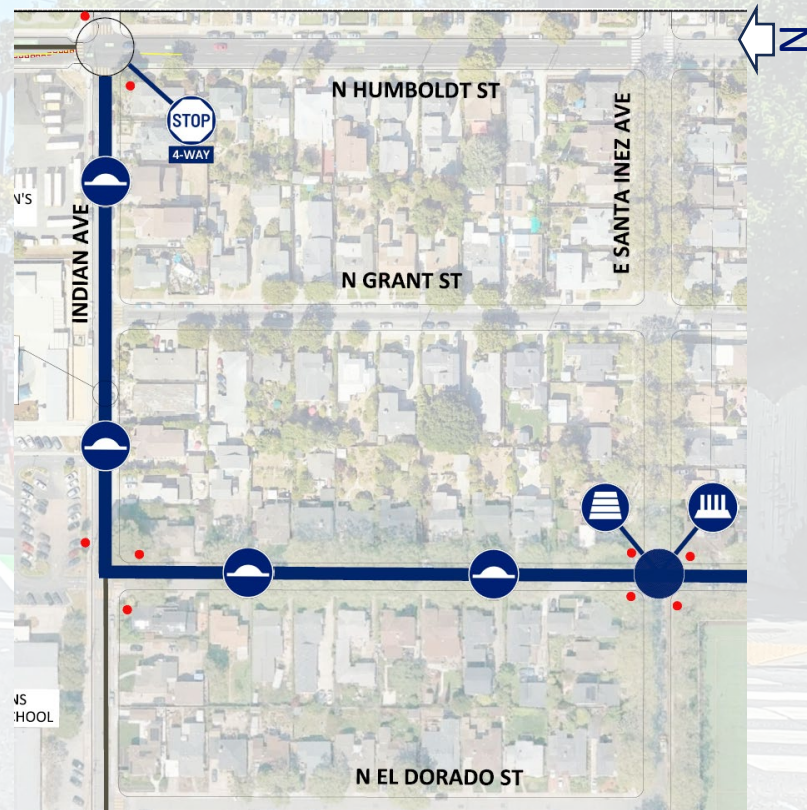
# Key Design Features



- Speed cushions or rumble strips before approaching each intersection
- High-Visibility crosswalks on all legs at every intersection
- All-way stop at Humboldt/Indian Ave

## Speed and Volume

	Existing	Target	Proposed
Speed (mph)	23-25mph	20mph	15-18mph
Volume (vph)	111-140vph	150vph	50-100vph





Design is aimed to  
reduce speeds and  
volumes



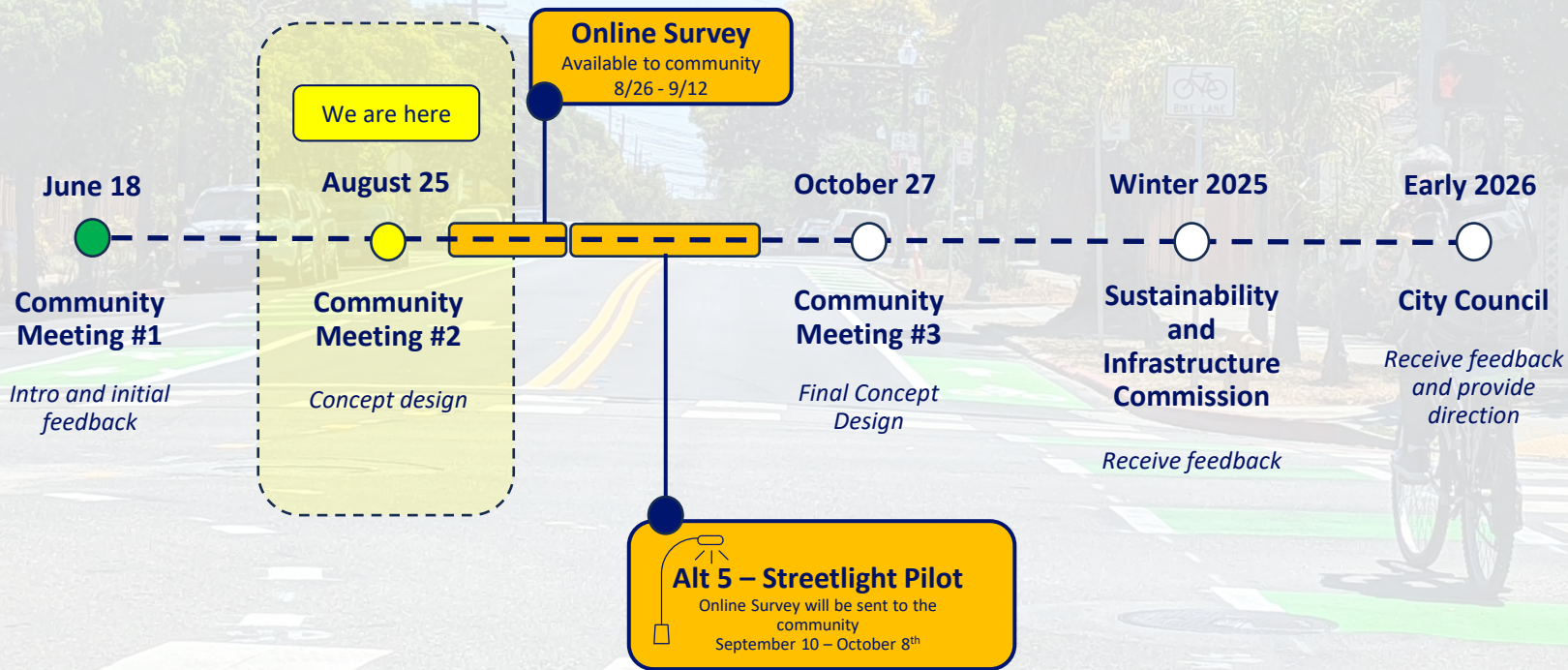
Data shows a high  
amount of pedestrian  
activity on Fremont  
Street and Idaho  
Street

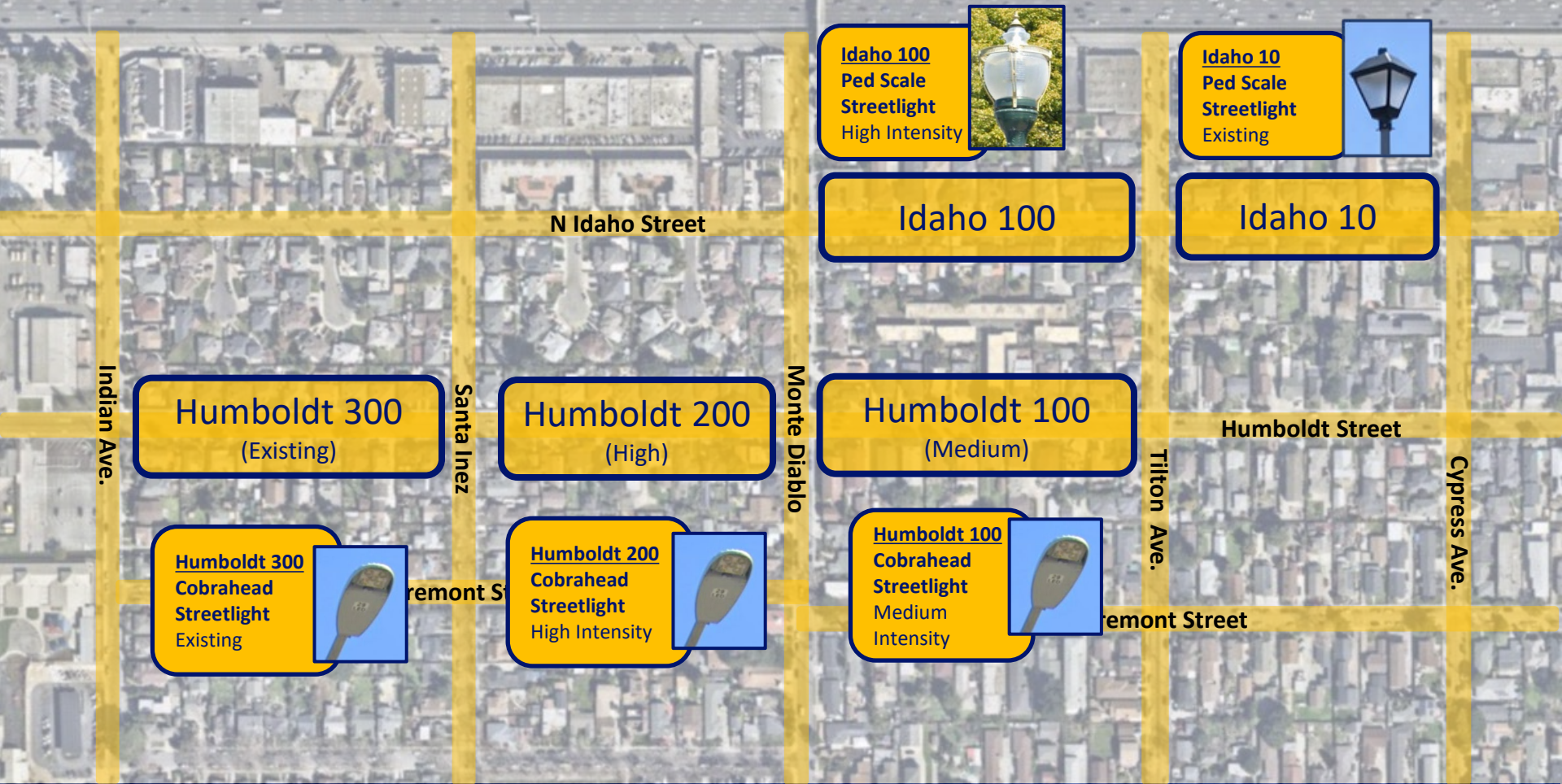


Existing usage  
shows that  
Fremont Street is  
more of a local  
serving route than  
Idaho Street

## IV. Next Steps

## II. Engagement and Funding Plan Schedule



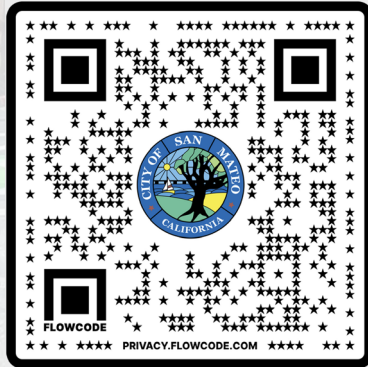


# Humboldt Streetlight Demonstration

# More information

## Project Website

To learn more, scan the QR code  
to see the project page on the  
City's website



[www.cityofsanmateo.org/  
humboldtbiikelane](http://www.cityofsanmateo.org/humboldtbiikelane)

## Online Survey

Will be  
available  
on the Project  
Website on 9/26

## Staff Contact

Jay Yu

Engineering Manager

Public Works

[jyu@cityofsanmateo.org](mailto:jyu@cityofsanmateo.org)

650-522-7300





## V. Questions and Answers

## VI. Open House Instructions

## **Step 1 – Fremont and Idaho Alternative Stations**

1. There are three (3) Idaho and three (3) Fremont alternative stations
2. Please visit any station you want to provide feedback on. We encourage you to visit both stations

## **Step 2 - Please fill out hard copy survey**

1. You will be handed a hard copy survey. Please fill this out
2. It is very important you fill out the survey, so we know community context

## **Step 3 – Please return hard copy survey to the Registration Table**

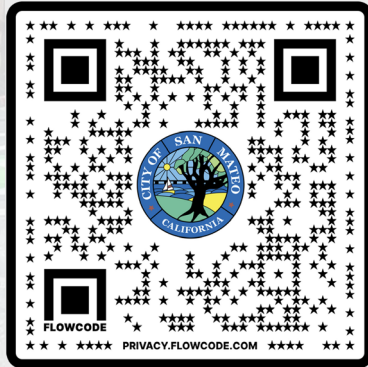
1. There is no requirement to stay for the whole duration
2. After you're done with the survey you can leave whenever you want



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