Humboldt Street
Bike Lane Alternatives Project
Community Meeting and Survey #2

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 Wednesday, June 18, to gather initial input on using Idaho and Fremont 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. This meeting was a hybrid meeting with a simulcast of the presentation proceeding with 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 into Spanish and Mandarin. In total, **38 people** attended the in-person workshop and **9 people** attended the virtual workshop.

Outreach

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-newsletters and other physical and digital methods, including flyers on Idaho and Fremont Streets and all City recreation centers and libraries. 33 A-frames were also set up at key project locations in North Central. Outreach materials were developed in English, Spanish, and simplified Chinese. Spanish and Mandarin interpretation were also provided at the workshop both in-person and virtually. Additionally, childcare services, light refreshments, and snacks were offered at the workshop as well.

Equity and Access

Many efforts were made by the project team to provide opportunities for North Central's culturally rich and diverse population to engage in this effort. Outreach materials, including flyers and surveys, were provided in Spanish and simplified Chinese. Additionally, Spanish and Mandarin interpretation was offered both in-person and virtually for the hybrid workshop. Childcare was provided for those community members who brought children. Refreshments and food, including sandwiches and fruit and vegetable trays were also provided given that the workshop was held during dinner hours.

Webinar Logistics

To achieve equitable access to participate in this workshop for those unable to meet in-person, a simulcast of the presentation at the King Center was broadcast to a Zoom meeting room. After the presentation and Q/A, the online facilitators conducted an online "open house" by offering two, 35-minute sessions dedicated to each alternative: Idaho Street and Fremont Street. These sessions included a brief recap of the potential

transportation treatments followed by time for discussion and opportunities for members of the public to voice their opinions on each of the treatments. In the Webinar format, the public chat function was disabled. However, all participants were able to privately message members of the project team. Each question and comment, whether spoken aloud in the meeting or sent in private chat messages to the project team, was carefully documented onto a 'digital sticky note'. Language interpreters for Spanish and Mandarin were also available, providing live interpretation of the online open house discussions.

Goals of Meeting

- **To update community members** about the process to develop an alternative to the Humboldt Street bike lanes, including topics for the remaining meeting.
- **To seek community feedback** on safe walking and biking design concepts for Idaho and Fremont Streets.
- **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.

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) (90 min)
6) Closing & Next Steps (10 min)

Input Mechanisms

As part of this effort, the City sought to gather input from a variety of perspectives, including dissenting voices, through a transparent and inclusive process. For this effort, the City distributed both paper surveys to workshop attendees and digital surveys to the broader community to gather input, which will help the project team in the development of proposed alternatives.

Paper Survey

Surveys were disseminated to all community meeting participants present at the 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 simplified Chinese at the workshop, two responses were received in Spanish. Participants were highly encouraged to fill out the surveys during the duration of the meeting and turn them into staff before leaving. Physical copies in all three languages were also available at the Martin Luther King Jr. Center while the digital survey was open, and a few were turned in by community members. Of these, one survey in simplified Chinese was turned in. All these responses were then documented and assessed in one singular Excel file alongside the virtual workshop and general public survey response. A total of **31** paper surveys were received and logged from the in-person workshop.

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 website for the project and amplified on social media. QR codes were also generated and included on flyers to direct people to the project website where the live link of the survey would be offered for those who wanted to share the survey with neighbors, friends, and other community members. In addition, posters with the survey QR code were put up on Idaho Street, Fremont Street, Humboldt Street, and other high-traffic community areas. This survey was left open until September 12, 2025. Data from the survey were incorporated in the analysis below. A total of **31** online surveys were submitted.

Survey Results

Below are the results of the survey gathered from the in-person workshop, virtual workshop, and open survey period. 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 **70 people completed the survey**: 31 from the in-person workshop, 8 from the virtual workshop, and 31 from the general public during the survey open period, which was from August 26 through September 12.

A large majority of respondents were North Central residents (55 (79%)) with 15 (21%) indicating they do not live in North Central. Thirteen (13) people indicated they lived on Humboldt Street (19%); nine (9) on Fremont Street (13%); and ten (10) on Idaho Street (14%).

Location of Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Survey
Total Number of Respondents	**13** (18%)	**10** (14%)	**9 (**13%)	**23** (33%)	**55** (79%)	**15** (21%)	**70**

Survey Insights

Generally, there was mixed sentiment among survey participants regarding the Idaho Street, Monte Diablo Avenue intersection, and Fremont Street concept designs. Some appreciated the traffic calming measures while others raised concerns about safety given the narrow width of the streets and lack of visibility for bicyclists and drivers. While some respondents felt that the alternative routes were not as direct, a few shared they liked the connectivity to key destinations and community hubs, such as downtown, schools, and the King Center.

Survey respondents indicated a preference for having speed humps over in-lane rumble strips to slow down vehicles on side streets east and west of Idaho Street. Many respondents also indicated the number of speed humps on Idaho Street, Indian Avenue, and Fremont Street is sufficient. For both the Indian Avenue and Monte Diablo Avenue intersections, an all-way stop with a traffic circle was the more popular choice. Regarding connections from Fremont Street to Humboldt Street, the more direct 2nd Avenue option was the more popular choice among respondents.

Question 3:

The concept design shows in-lane rumble strips on the side streets that are east of Idaho Street to slow down vehicles. The rumble strips could be replaced with speed humps.

On the side streets of Idaho Street, do you prefer in-lane rumble strips or speed humps to slow down vehicle traffic?

Location of Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of responses to question	**7**	**10**	**9**	**23**	**49**	**13**	**62**
In-Lane Rumble Strips	1 (14%)	0 (0%)	2 (22%)	4 (17%)	7 (15%)	0 (0%)	7 (10%)
Speed Humps (one per block)	2 (29%)	4 (40%)	5 (56%)	12 (52%)	23 (50%)	8 (62%)	31 (41%)
No preference between (a) and (b)	2 (29%)	0 (0%)	1 (11%)	4 (17%)	7 (15%)	2 (15%)	9 (13%)
None of the above	2 (29%)	6 (60%)	1 (11%)	3 (13%)	12 (26%)	3 (23%)	15 (21%)

Question 4:

The concept design shows speed humps on the side streets that are west of Idaho Street (highlighted yellow on the map) to slow down vehicles. In-lane rumble strips could also be installed in place of speed humps.

On the side streets west of Idaho Street, do you prefer speed humps or in-lane rumble strips to slow down vehicle traffic?

Location of Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of responses to question	**7**	**10**	**8**	**23**	**48**	**13**	**61**
In Lane Rumble Strips	1 (14%)	1 (10%)	1 (11%)	3 (13%)	6 (10%)	0 (0%)	6 (10%)
Speed Humps (one per block)	3 (43%)	3 (30%)	5 (56%)	15 (65%)	26 (47%)	10 (67%)	36 (59%)
No preference between (a) and (b)	1(14%)	0 (0%)	2 (22%)	3 (13%)	6 (11%)	2 (13%)	8 (13%)
None of the above	2 (29%)	6 (60%)	0 (0%)	2 (9%)	10 (18%)	1 (9%)	11 (18%)

Question 5:

At the Indian Avenue intersection, do you prefer an all-way stop intersection with a traffic circle (as highlighted by the green box above) or a two-way stop intersection with raised crosswalks (as highlighted by the orange box above)? Currently this is a two-way stop intersection.

Location of Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of responses to question	**7**	**9**	**7**	**23**	**46**	**13**	**59**
Two-way stop with raised crosswalks (Orange box)	2 (29%)	3 (33%)	3 (43%)	4 (17%)	12 (26%)	2 (15%)	14 (24%)
All-way stop with a traffic circle (Green box)	3 (43%)	6 (66%)	4 (57%)	16 (70%)	29 (63%)	9 (69%)	38 (64%)
No preference between (a) and (b)	0 (0%)	0 (0%)	0 (0%)	1 (4%)	1 (2%)	1 (8%)	2 (3%)
No change from existing condition (two-way stop)	2 (29%)	0 (0%)	0 (0%)	2 (9%)	4 (9%)	1 (8%)	5 (8%)

Question 6:

At the Monte Diablo Avenue and Idaho Street intersection, do you prefer an all-way stop with painted curb extensions (as highlighted by the green box) or an all-way stop intersection with a traffic circle (as highlighted by the orange box above)? Currently, this is a two-way stop intersection.

Location of Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of responses to question	**7**	**9**	**7**	**23**	**46**	**13**	**59**
All-way stop with painted curb extensions (green box)	4 (57%)	1 (11%)	2 (29%)	10 (43%)	17 (37%)	0 (0%)	17 (29%)
All-way stop with a traffic circle (orange box)	2 (29%)	5 (56%)	4 (57%)	9 (39%)	20 (43%)	7 (54%)	27 (46%)
No preference between (a) and (b)	1 (14%)	1 (11%)	1 (14%)	1 (4%)	4 (9%)	3 (23%)	7 (12%)
No change from existing condition (two-way stop)	0 (0%)	2 (22%)	0 (0%)	3 (13%)	5 (11%)	3 (23%)	8 (14%)

Question 7:

The concept design includes speed humps approximately every 300 feet, which is the standard spacing used to slow traffic. The quantity of speed humps shown is estimated to bring the peak vehicle speed from approximately 24 mph (existing) to approximately 18 mph.

Are there enough speed humps proposed on Idaho Street?

Location of Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of responses to question	**7**	**9**	**7**	**22**	**45**	**13**	**58**
Too few	1 (14%)	0 (0%)	1 (14%)	3 (14%)	5 (11%)	5 (38%)	10 (17%)
Too many	2 (29%)	6 (66%)	0 (0%)	2 (9%)	10 (22%)	2 (15%)	12 (21%)
Seems about right	4 (57%)	3 (33%)	6 (86%)	17 (77%)	30 (67%)	6 (46%)	36 (62%)

Question 8:

Do you have any general comments about the Idaho Street concept design that has not been covered?

See Appendix C for the full list of comments.

Humboldt Street Residents

The majority of respondents residing on Humboldt Street expressed negative feelings towards the Idaho Street concept design due to the indirect route, safety issues, and parking removal concerns.

Idaho Street Residents

Implementing the proposed intersection treatments and adding speed humps were unpopular with Idaho Street residents. Respondents preferred yields over four-way stops and a traffic circle and would rather not have speed humps.

Fremont Street Residents

Respondents highlighted the need for route-finding signage and putting speed humps on Monte Diablo Avenue instead. Additionally, one Fremont Street resident noted that the safety issue at hand is street width and poor visibility from driveways and parked cars.

Other in North Central Residents

The majority of residents in other North Central neighborhoods were against the Idaho Street concept plan due to safety concerns like visibility and street width, as well as the inconvenience of the route and distance from neighborhood hubs.

Outside of North Central Residents

Comments from residents outside of North Central also highlighted issues with the lack of space, visibility, and direct route on Idaho Street.

Question 9:

Overall, how satisfied are you with the proposed Idaho Street concept design that would lower vehicle speed and volumes and improve pedestrian and bicycle connectivity and safety?

Location of Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of responses to question	**7**	**10**	**6**	**23**	**46**	**13**	**59**
Very satisfied	0 (0%)	0 (0%)	1 (17%)	1 (4%)	2 (4%)	2 (15%)	4 (7%)
Satisfied	2 (29%)	2 (20%)	2 (33%)	7 (30%)	13 (28%)	4 (31%)	17 (29%)
Neutral	2 (29%)	1 (10%)	2 (33%)	8 (35%)	13 (28%)	1 (8%)	14 (24%)
Dissatisfied	1 (13%)	1 (10%)	0 (0%)	4 (17%)	6 (13%)	0 (0%)	6 (10%)
Very dissatisfied	2 (29%)	6 (60%)	1 (17%)	3 (13%)	12 (26%)	6 (46%)	18 (31%)

Question 10:

Explain your response to Question 9. (Optional)

See Appendix C for the full list of comments.

Humboldt Street Residents

Safety and parking were the primary concerns raised by Humboldt Street residents in response to the Idaho Street concept design.

Idaho Street Residents

The majority of Idaho Street residents were not in favor of the proposed treatments, noting the already narrow width of the street and minimal visibility for drivers. Some were in favor of efforts to slow down speeds.

Fremont Street Residents

One Fremont Street resident mentioned two-way stops are okay at Tilton Avenue and Santa Inez Avenue. Another noted this route is too much of a detour and does not address poor visibility from driveways.

Other in North Central Residents

A few respondents had favorable opinions about this alternative, noting the proposed concept provides a direct route given their location of residence and that this is the best that could be done. However, others stated needing more safety measures to protect bicyclists and pedestrians.

Outside of North Central Residents

Most respondents expressed that these treatments do not provide the same level of safety as a separated bike lane and that this option should not replace the Humboldt Street bike lane.

Question 11:

There are two potential routes that are being considered to connect Fremont Street to Humboldt Street. These routes are represented by a dashed line in the concept design.

Option 1: 2nd Avenue (Green)

- Pros: Direct connection from Fremont Street to Humboldt Street
- Cons: Due to limited street width, 2nd Avenue between Fremont and Grant Streets will be changed to a one-way street in the westbound direction (towards Fremont Street) to accommodate a contra-flow bike lane in the eastbound direction.

Option 2: Cypress Avenue, Grant Street, 2nd Avenue (Orange)

- Pros: No changes to existing roadway travel lanes
- Cons: The route includes two turns at Cypress and Grant Street and Grant Street & 2nd Avenue. Those intersections will be changed to all-way stops to make it safer for pedestrians and bicyclists to navigate the intersection.

Considering the above information, which route would you prefer to connect Fremont Street to Humboldt Street?

Location of Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of responses to question	**7**	**9**	**7**	**19**	**42**	**10**	**52**
Option 1: 2nd Ave	5 (71%)	3 (33%)	6 (87%)	10 (53%)	24 (57%)	2 (20%)	26 (50%)
Option 2: Cypress Ave, Grant St, 2nd Ave	1 (14%)	3 (33%)	1 (14%)	4 (21%)	9 (21%)	2 (20%)	11 (21%)
No preference between (1) or (2)	0 (0%)	1 (11%)	0 (0%)	2 (11%)	3 (7%)	4 (40%)	7 (13%)
Neither option 1 nor 2	1 (14%)	2 (22%)	0 (0%)	3 (16%)	6 (14%)	2 (20%)	8 (15%)

Question 12:

The concept design includes speed humps spaced about every 300 feet, which is the standard for slowing traffic. The quantity of speed humps shown is estimated to bring the peak speed from 26 mph to approximately 18 mph. **Are there enough speed humps on Indian Avenue between Humboldt Street to Fremont Street?**

Location of Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of respondents to question	**7**	**7**	**7**	**20**	**41**	**11**	**52**
Too few	3 (43%)	0 (0%)	3 (43%)	2 (10%)	8 (20%)	5 (45%)	13 (25%)
Too many	0 (0%)	2 (29%)	0 (0%)	1 (5%)	3 (7%)	1 (9%)	4 (8%)
Seems about right	4 (57%)	5 (71%)	4 (57%)	17 (85%)	30 (73%)	5 (45%)	35 (67%)

Question 13:

At the easternmost intersection on Monte Diablo Avenue, the concept design shows painted curb extensions (shown in red), a new stop sign for westbound vehicles, and high-visibility crosswalks. **What do you think about these improvements?**

Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of Respondents to Question	**7**	**9**	**8**	**21**	**45**	**11**	**56**
Very satisfied	1 (14%)	0 (0%)	2 (25%)	2 (10%)	5 (11%)	2 (18%)	7 (13%)
Satisfied	0 (0%)	3 (33%)	1 (13%)	7 (33%)	11 (24%)	3 (27%)	14 (25%)
Neutral	4 (57%)	1 (11%)	3 (38%)	8 (38%)	16 (36%)	4 (36%)	20 (36%)
Dissatisfied	0 (0%)	2 (22%)	2 (25%)	2 (10%)	6 (13%)	1 (9%)	7 (13%)
Very dissatisfied	2 (29%)	3 (33%)	0 (0%)	2 (10%)	7 (16%)	1 (9%)	8 (14%)

Question 14:

Explain your response to Question 13. (Optional)

Humboldt Street Residents

Some respondents advocated for more stop signs for pedestrian safety and keeping the bike lanes on Humboldt Street. Others were against curb extensions and noted that Fremont Street is too narrow and indirect.

Idaho Street Residents

Respondents were primarily concerned with curb extensions causing difficulties with vehicles turning.

Fremont Street Residents

Respondents advocated for implementing more speed humps and crosswalks in this plan.

Other in North Central Residents

Residents in other North Central neighborhoods had mixed opinions about this option. Some said the safety measures are not enough to address visibility and street width concerns. Others were pleased with the improvements (particularly the stop sign) and noted this is the best that can be done in this particular intersection.

Outside of North Central Residents

Residents outside of North Central also had mixed opinions. Some expressed liking the stop sign and improvements to the intersection outside of the Dr. Martin Luther King Jr. Center. Others highlighted wanting more stop signs and a bike lane, as well as concerns about merging and turning for inexperienced bicyclists.

Question 15:

At the westernmost intersection on Monte Diablo Avenue, the concept design shows painted curb extensions, high visibility crosswalks, and new curb ramps for the new north-south crosswalk.

What do you think about these improvements?

Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of Respondents to Question	**7**	**9**	**8**	**21**	**45**	**11**	**56**
Very satisfied	1 (13%)	0 (0%)	2 (25%)	1 (5%)	4 (9%)	2 (18%)	6 (11%)
Satisfied	2 (29%)	3 (33%)	4 (50%)	8 (38%)	17 (38%)	3 (27%)	20 (36%)
Neutral	2 (29%)	2 (22%)	2 (25%)	8 (38%)	14 (31%)	4 (36%)	18 (32%)
Dissatisfied	0 (0%)	1 (11%)	0 (0%)	1 (5%)	2 (4%)	1 (9%)	3 (5%)
Very dissatisfied	2 (29%)	3 (33%)	0 (0%)	3 (14%)	8 (18%)	1 (9%)	9 (16%)

Question 16:

Explain your response to Question 15. (Optional)

Humboldt Street Residents

Some Humboldt Street residents liked this concept design for the safety and slowing down of traffic. Others wanted more stop signs and no curb extensions. There were also a couple respondents that advocated for more maintenance of the Humboldt Street bike lane.

Idaho Street Residents

One respondent asked about the removal of parking in this plan. Another expressed being mixed on the concept due to traffic speed and visibility concerns at the Fremont Street and Monte Diablo intersection.

Fremont Street Residents

Respondents advocated for speed humps to slow vehicle speeds, particularly on Monte Diablo Avenue.

Other in North Central Residents

Most respondents were concerned with visibility concerns, large commercial vehicles traveling through the narrow streets, and not having enough physical treatments to slow vehicle speeds. A few comments spoke positively about the additional pedestrian safety measures.

Outside of North Central Residents

Some respondents echoed their previous statements that stop signs are needed and the increased number of turns and merges in and out of traffic causes unsafe conditions for inexperienced bicyclists.

Question 17:

The concept design includes speed humps (highlighted in yellow) spaced about every 300 feet from Indian Avenue to Monte Diablo Avenue, which is the standard for slowing traffic. The quantity of speed humps shown is estimated to bring the peak speed from 26 mph to 18 mph. **Are there enough speed humps on Fremont Street between Indian Avenue and Monte Diablo Avenue?**

Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of Respondents to Question	**7**	**7**	**7**	**20**	**41**	**11**	**52**
Too few	3 (38%)	0 (0%)	2 (29%)	1 (5%)	6 (15%)	3 (27%)	9 (17%)
Too many	0 (0%)	5 (71%)	0 (0%)	1 (5%)	6 (15%)	0 (0%)	6 (12%)
Seems about right	4 (62%)	2 (29%)	5 (71%)	18 (90%)	29 (71%)	8 (73%)	37 (71%)

Question 18:

The concept design includes speed humps (highlighted in yellow) spaced about every 300 feet, which is the standard for slowing traffic. The quantity of speed humps shown is estimated to bring the peak speed from approximately 23-26 mph to 15-18 mph. **Are there enough speed humps on Fremont Street between Monte Diablo and 2nd Avenue?**

Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of Respondents to Question	**8**	**6**	**7**	**19**	**40**	**10**	**50**
Too few	3 (38%)	0 (0%)	1 (14%)	3 (16%)	7 (18%)	4 (40%)	11 (22%)
Too many	0 (0%)	3 (50%)	0 (0%)	1 (5%)	4 (10%)	0 (0%)	4 (8%)
Seems about right	5 (62%)	3 (50%)	6 (86%)	15 (79%)	29 (73%)	6 (60%)	35 (70%)

Question 19:

Is there any other feedback you'd like to share about the Fremont Street concept design?

Humboldt Street Residents

A couple comments noted that Fremont Street is too narrow to be a viable alternative. One respondent advocated against removal of parking and another noted more speed humps are needed on longer blocks.

Idaho Street Residents

Respondents had negative opinions regarding this concept design, stating that it is too confusing and Fremont Street already has several areas of concern.

Fremont Street Residents

Respondents were concerned about connectivity, street width and visibility, and needing speed humps on Monte Diablo Avenue in front of the Martin Luther King Jr. Center. One respondent liked this concept given no parking is removed and there are traffic control measures between 2nd Avenue and Cypress Avenue.

Other in North Central Residents

Most respondents were not favorable to this plan due to lack of connectivity to key areas, complicated routes, and safety concerns regarding visibility and street width.

Outside of North Central Residents

Respondents did not believe this option would benefit the safety of pedestrians and bicyclists as Fremont Street is too indirect and narrow.

Question 20:

Overall, how satisfied are you with the proposed Fremont Street concept design that would lower speed and volumes and improve pedestrian and bicycle connectivity and safety in the corridor?

Residence	Humboldt Street	Idaho Street	Fremont Street	Greater North Central	North Central	Outside of North Central	Total Responses to Question
Number of Respondents to Question	**8**	**8**	**8**	**21**	**45**	**8**	**53**
Very satisfied	1 (12%)	0 (0%)	2 (25%)	3 (14%)	6 (13%)	2 (25%)	8 (15%)
Satisfied	2 (25%)	1 (12%)	2 (25%)	4 (19%)	9 (20%)	1 (13%)	10 (19%)
Neutral	2 (25%)	2 (25%)	2 (25%)	8 (38%)	14 (31%)	1 (13%)	15 (28%)
Dissatisfied	0 (0%)	3 (38%)	1 (12%)	3 (14%)	7 (16%)	0 (0%)	7 (13%)
Very dissatisfied	3 (38%)	2 (25%)	1 (12%)	3 (14%)	9 (20%)	4 (50%)	13 (25%)

Question 21:

Explain your response to Question 20. (Optional)

Humboldt Street Residents

There were mixed responses from Humboldt Street residents. Some believe this is a good alternative to ensure pedestrian and bicyclist safety. Others think Fremont Street is too narrow and do not want to see parking removed.

Idaho Street Residents

Respondents were primarily concerned with the indirect nature of the route, parking removal, and visibility at intersections.

Fremont Street Residents

Many respondents were not favorable to this alternative, highlighting safety issues including driveway visibility.

Other in North Central Residents

Respondents were concerned with pedestrian and bicyclist safety. Many noted that this alternative has too many turns, is too narrow, and lacks visibility. Some liked the traffic-calming measures and connectivity to North Central destinations (such as parks and schools).

Outside of North Central Residents

Many respondents preferred to keep the Humboldt Street bike lane due to it being more direct as well as visibility, street width, and other safety concerns on Fremont Street.

General Comments Made on In-Person Surveys:

- *"I have come to the meeting today, the last time, and always, to ask that the parking on Humboldt Street be returned to us. I have lived on Humboldt Street for 40 years, and it is very frustrating that bicycles don't pass much and instead ride on the sidewalk, and cars drive very fast."*
- *"Staff should rely on national safety studies for designing standards, NOT a subset of the 'community' to decide on safety for pedestrians and bikes versus parking."*
- *"Can we extend these improvements to Monte Diablo and N. Grant too? There are lots of pedestrians, bikes, and kids walking to school."*
- *"Please keep Humboldt bike lane! Please don't waste taxpayer money to remove it."*
- Letter from community member re: speed bumps on Monte Diablo Road.

To whom it may concern,

Please have speed humps on Monte Diablo Ave that front of Dr. Martin Luther king community center.

Since I moved in to this neighbor couple year ago, I saw there are many cars accidents on this area. My car has been hit 3 times. The neighbors and polices have been asking my security camera many times too. Especially in the morning around 7am to 8:30am, there are some cars run faster without stopping.

Moreover, at the westernmost intersection on Monte Diablo Ave and N Fremont, sometimes around 1 or 2 am cars drive donuts. Or some drivers are speeding up and making noise at night or earlier morning. It's kind of dangerous for street cats and animals too. One of cats' feeders told me that he has had to pick up several cats run over by car. And one neighbor's dog is disabling by car accident, and another neighbor's cat run over and died several months ago too. Also, there are many kids or people walk around or cross the street in the summer because of swimming pool, center activities and church on the corner.

Furthermore, this area has more and more food vendors and food trucks doing business in afternoon and at night. It's not only making lots of trash on the ground but also causing car accidents. The road is really narrow but cars just stop by red curb or double parking to buy the food. Polices already come frequently to give tickets but it's still the same. I think its City's job to prevent the trash everywhere and car accidents again and again. I have a suggestion why not give these business owners a space inside of the king park. Don't let them stay on the street and make the road narrower and more dangerous. The park has big space for them to do business there.

One more, the gangsters have been doing graffiti, and broken my and neighbor cars' windows couple times on Monte Diablo Street. They did it and run away faster. If there is speed humps on the street, it should reduce this crime rate too because they won't run fast.

All in all, hope city can install the speed humps on the Monte Diablo. It's not only reducing noise but also car accidents. I attach some pictures of hit and run. Also, please try to solve the problems of food vendors and food trucks that bring lots of trash and cause car accidents too.

In the end, thanks for trying to improve the quality of life in our neighborhood. Look forward to seeing something better and better.

All the best,

House Owner form Monte Diablo Ave.



Next Steps

After careful review and analysis of the survey results above, the project team will utilize insights gathered to help develop proposed alternatives for community review at the third community meeting scheduled for later this year. At that meeting, final design concept alternatives will be shared for community input. From there, the alternatives will be presented to the Sustainability and Infrastructure Commission for review, then to City Council in early 2026 for a formal vote.

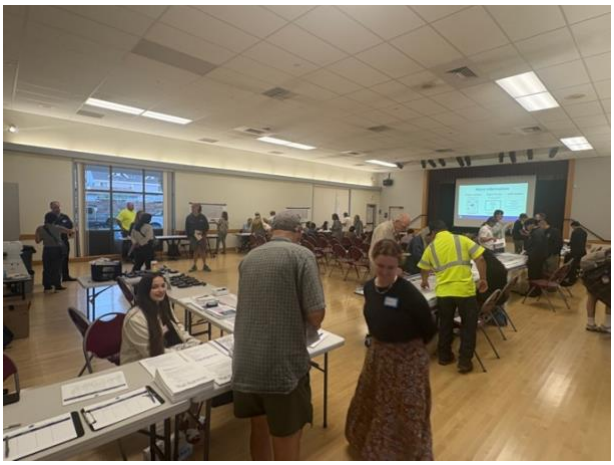
Workshop Improvements

After a thorough review and debrief of this hybrid workshop, the project team shares the following lessons learned and recommendations to implement for future engagement:

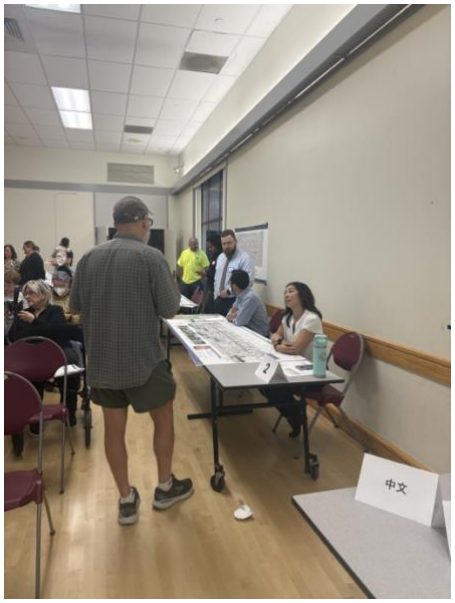
- **Establish channel of communication:** Ensure that all members of the project team can communicate effectively with one another throughout the duration of the workshop. This will help with navigating issues regarding pacing, audio issues, internet connectivity, etc.
- **Allow for sufficient preparation time:** Allocate enough time for all online facilitators and interpreters to set up and get comfortable with the Zoom interpretation function. Consider having a separate training specifically dedicated to navigating this function for interpreters.
- **Coordinate with venue to book separate rooms for interpreters and other online facilitators:** To mitigate audio feedback/overlapping audio issues, set all facilitators up in separate rooms (if all are onsite).
- **Test internet connection between in-person and virtual rooms:** Allocate time during preparation to test the internet connection. Sometimes, poor connectivity led to audio cuts and delays between the in-person and virtual rooms.

Photos






STOP


中文


EXIT



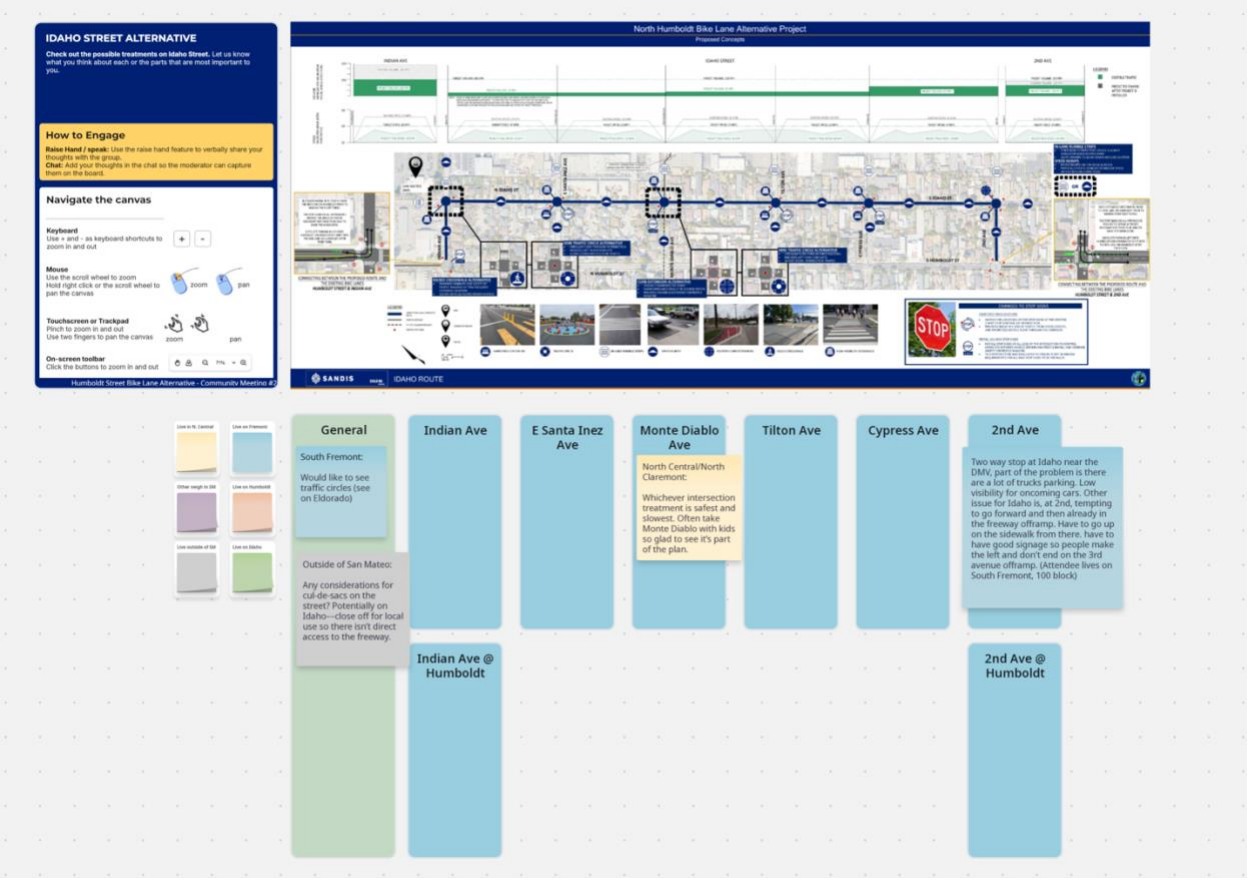
Appendix A: Zoom Chat/Questions

Zoom questions and comments were taken in verbally and via the chat feature. The comments and questions are indicated below:

- *"Two-way stop at Idaho near the DMV, part of the problem is there are a lot of trucks parking. Low visibility for oncoming cars. Other issue for Idaho is, at 2nd, tempting to go forward and then already in the freeway offramp. Have to go up on the sidewalk from there. have to have good signage so people make the left and don't end on the 3rd Avenue offramp."* (Attendee lives on South Fremont, 100 block)
- *"Cul-de-sacs? Potentially on Idaho?"* (No location of residence was provided)
- *"Can you record for the city, we should have both Fremont AND Idaho for bike and pedestrian improvements."* (Attendee lives in North Central on Santa Inez Avenue)
- *"I have to leave soon and wanted to leave a comment for Fremont: I HATE the thought of having to bike that. The street is so narrow, I cannot even fathom how they'd add a bike lane there and it scares me to think of how unsafe that would be. Thanks so much and have a great night."* (Attendee lives in North Central on North Claremont Avenue)
- *"In my perspective, city is going backwards with these alternatives. It's a real mistake to take away what we have. Bike boulevards don't do anything to protect bicyclists. Bike lanes do. City is making mistake prioritizing people who want parking over those that use the bike lanes. Future of San Mateo is to have more people biking; spending money on these alternatives when there is funding lacking for bike lanes and other such measures."* (Attendee lives in the Beresford Area in San Mateo)
- *"Are cars supposed to stay behind the bicyclists and not overtake them? If they are allowed to overtake bicyclists it's not safe for bicyclists. Taking away existing bike lanes is unsafe."* (No location of residence was provided)
- *"There will still be people that go around the slow streets and will go over speed bumps at high speeds — measures to keep traffic local and restrict where you can go as a driver would help."* (No location of residence was provided)
- *"Can we have access to the data collected the last community meeting? Can we see the racial or language demographics of participants of the survey so that we know whether the whole community is actually represented in the feedback or if it is only certain groups? Because it is really important that all voices are heard."* (No location of residence was provided)
- *"City Staff are incredible. Thank you to all of them for listening and trying to address each person's questions and concerns."* (No location of residence was provided)

- *"What would be the total cost of the original bike lane construction plus removing the proposed portion, plus rebuilding it elsewhere?"* (No location of residence was provided)
- *Just wanted to add that I am a North Central resident, I am a minority, and I want the bike lane to stay.*
- *Can we go over the Slow Streets treatment?* (No location of residence was provided)

Appendix B: Whiteboard Responses



Appendix C: Survey - Free Response Comments

The following in italicized texts lists the direct comments respondents wrote for open-ended response questions in the survey. They are categorized per question based on where the survey respondent lives.

Question 8:

Do you have any general comments about the Idaho Street concept design that has not been covered?

Humboldt Street Residents

- *"If there are long blocks, put in two speed humps. I would put four-way stop signs on Idaho Street at each intersection. Also, speed humps from Indian Avenue to 3rd Avenue on Idaho Street. Suggestion: Indian Avenue/S. Humboldt Street intersection, small traffic circle and four-way stop signs. At the Indian Avenue intersection, four-way stop signs to reduce confusion. Safer for pedestrians."*
- *"Traffic circles with four-way stops are kind of dumb. Should be yields."*
- *"Don't remove any curbside parking."*
- *"It's a bad idea to route bikes on narrow indirect routes. Removing the Humboldt Street bike lanes is a complete waste of money."*
- *"Idaho Street is too narrow for a bike lane."*

Idaho Street Residents

- *"As an Idaho Street resident, I dislike basically everything about this proposal, with the exception of traffic circles (but they should be yields, not four-way stops). This will further lower quality of life for the residents."*
- *"Please stop moving issues from one street to another. The proposal is just benefiting a small subset of people who want bike lane (boulevard)."*
- *"I don't hear or see that many speeding cars. Maybe a few speed humps/rumble strips is fine but every 300 feet?? How would you like that in your neighborhood?"*
- *"Area of Humboldt Street between Poplar Avenue and Peninsula Avenue, what reason are we NOT getting our parking back? We have some very large apt buildings nearby such as Woodlake, Lakeview, and Bay View on Amphlett Boulevard."*
- *"Instead of using Idaho Street, consider Amphlett Boulevard and make one-way going south for cars and have bike lanes connecting with 2nd Avenue."*
- *"Most of the stop sign switches will change the direction of existing problems, not solve them. Four-way or roundabouts might actually improve safety. Traffic speed*

on Idaho Street is already limited by narrow roads and illegally/double-parked vehicles. Speeds bumps just add insult to injury."

- *"Prefer traffic circle without stops. Yields instead if needed. [Speed humps] are a high-expense change with negligible safety improvement and huge decrease to quality of life to residents."*
- *"[Would be confusing] to people new to neighborhood only coming to DMV (in regard to Indian Street intersection traffic circle)."*
- *"How about just four-way stop — no traffic circle, no curb extension (in regard to the Monte Diablo Avenue and Idaho Street intersection)?"*

Fremont Street Residents

- *"Speed humps on Monte Diablo Avenue — Fremont Street to Grant Street. Cars going to church and King Center."*
- *"Needs route-finding signage."*
- *"This does not help safety. The safety issue is that narrow streets with driveways and dense parking means drivers don't see bicyclists when pulling out of driveways. These improvements miss the point. I like the investment in traffic calming and intersections, but it leaves a very dangerous route for cyclists."*

Other in North Central Residents

- *"People park all the way into the intersection in this neighborhood. Painted curb extensions need bollards to block people doing this. Visibility is the biggest risk on Idaho because it's narrow."*
- *"Streets are narrow. Solution that doesn't take up more space from passing cars makes the most sense."*
- *"Weight limit, huge commercial trucks go through the streets with kids crossing."*
- *"Thank you for the thoughtful efforts to make our community safer."*
- *"Prefer Fremont Street instead."*
- *"Are protected bike boulevards proven to be safer than a protected bike lane? If not, we must install a protected bike lane."*
- *"Plan does not address the lack of visibility for vehicles entering/exiting resident driveways. The plan aims to balance priorities, but should prioritize safety. Keep the bike lanes on Humboldt Street."*
- *"It is really inconvenient to break the straight through bike lane in lieu of parking."*
- *"These changes should be made in addition to keeping the bike lanes on Humboldt Street. Bikes should be more prevalent in our urban planning."*
- *"The path on Idaho Street is optimized for North/South movement. The tradeoff is for cyclist traveling East/ West for example to King Center will need to cross Humboldt Street."*

- *"Why both a traffic circle and an all-way stop? If you have a traffic circle you should only need yield signage. I would most prefer raised crosswalks on all crosswalks (regarding the Indian Avenue intersection). Monte Diablo Avenue is where Google Maps tells you to turn when traveling northwest. I worry about improvements to this intersection redirecting traffic to Santa Inez Avenue and making it even worse — it would be best to do all intersections, if possible. Painted curb extensions are pointless — cars will never pay attention to them (regarding the Monte Diablo Avenue and Idaho Street intersection)."*

Outside of North Central Residents

- *"Need to be careful for bikes going south when the get to 2nd Avenue, they should not go south to the Highway 101 off-ramp, since you need to ride up on the sidewalk there if you do."*
- *"I am extremely disappointed that bike lanes won't be existing. The city of San Mateo is losing a lot of money on giving back the street while the bikers are in great danger, due to reckless drivers we witness everyday. Don't respect the bikers, stop signs, kids riding bikes."*
- *"The issue of Idaho Street is not speed, the issue is the amount of space. There is not room for two cars to pass each other, therefore there is not enough space for a bike to ride in the same street as the cars, regardless of how fast the cars are moving."*
- *"This seems like great additions for the community and non-vehicle users of Idaho Street regardless of bikes. This is by no means an adequate replacement for a bike lane."*
- *"Many pedestrians/bikers, including myself, use the Monte Diablo foot bridge to cross, then turn onto Humboldt Street. Are there any improvements that will be made to the connection there? Taking Idaho Street is not as direct as Humboldt Street and is really crowded. There is barely enough room for two cars to pass let alone a bike. Speed is not the issue, space is."*
- *"I hope you do not remove parking."*
- *"Don't agree with Idaho Street—prefer to keep Humboldt Street. Even with rumble strips/other treatment, visibility is poor."*
- *"Kids on bikes won't detour."*

Question 10:

Explain your response to Question 9: "Overall, how satisfied are you with the proposed Idaho Street concept design that would lower vehicle speed and volumes and improve pedestrian and bicycle connectivity and safety?

Humboldt Street Residents

- *"I hope you don't remove parking. Suggestion: At S. Humboldt Street intersection, I would put a small traffic circle and four-way stop sign."*
- *"This seems like a very thought-out alternative although I still think Amphlett Boulevard would be the street to make the least amount of impact to the neighborhood as far as parking."*
- *"Your question does not address my primary concern about guaranteeing that the city will not remove any curbside parking. I am all for reducing traffic speeds and improving safety as long as you don't remove any curbside parking."*
- *"Safety for pedestrians, cyclists and motorists."*
- *"Idaho Street is only slightly better than the Fremont Street diversion. I can't believe the city is wasting so much money to appease a handful of Humboldt Street residents who almost all of which have long driveways."*
- *"Humboldt Street is much safer."*

Idaho Street Residents

- *"This will not lower vehicle volume, but will increase annoyance to the residents. The streets are already so narrow and full of double-parked vehicles that speed isn't and can't be an issue (Humboldt Street, maybe, but it's never been a concern of mine on foot and I cross it as a pedestrian multiple times daily). The actual problems we have (both as drivers and pedestrians, can't speak to cyclists but I assume similar) is that visibility at intersections is horrendous and trying to cross them basically requires a leap of faith. Four-way stops would help, but I'd prefer yielded roundabouts (four-way and roundabout is redundant and dumb, roundabouts help keep traffic moving and adding stops defeats the purpose). If you put in speed bumps I'll be out at 2am with a crowbar and angle grinder to remove them. Absolutely hate the idea. Driving is already treacherous enough around here, and the issue is not speed, but visibility. People already drive very unpredictably around here due to, again, overcrowding and illegally parked vehicles, and adding speed bumps will just cause people to take even weirder routes to avoid them, increasing the number of turns and overall raising, not lowering, the risk to people and property as a result."*
- *"Received notice of meeting late and signs are on street…where was the prior mailings. Next meeting in SMALL print. Just terrible. Again this neighborhood is*

taken advantage of. I'm against bike lane proposal on Idaho Street. Lived here all my life and we don't see many bikers. Was a waste of grant money to put in Humboldt Street. Could've been put to better use to better the neighborhood! It's appalling!!"

- *"Slows down speeds and brings back much needed parking. Again, I am concerned why our area of Humboldt Street (between Poplar Avenue and Peninsula Avenue) is not being considered for any safety improvements."*
- *"Cars already drive slowly on/across Idaho Street, it's so narrow that many drivers treat it as a one-car wide when there's parked cars. If it were just a bike route rather than a bike lane, it might be doable, but we can't give up parking."*
- *"I like the idea of the speed humps to slow traffic. I like idea of stop sign on Tilton Avenue and Monte Diablo Avenue turning into Idaho Street."*
- *"It seems to shift the existing bike lane over to a narrower street. Sight lines and parting are always an issue. The street is already narrow that people take turns going each way. Adding bikes would make it dangerous."*
- *"Most proposals will not improve safety and will decrease quality of life for residents. This will be worse for cyclists, pedestrians, and drivers alike."*
- *"Waste of money to prepare plan. No trust in city to execute false public engagement — two undesirable choices."*

Fremont Street Residents

- *"Two-way stops are okay at Tilton Avenue, Santa Inez Avenue."*
- *"This does NOT improve bicycle safety. The danger to bicyclists is from poor sight lines from driveways. The route is also too much of a detour for cyclists anyway."*

Other in North Central Residents

- *"I live at Cypress Avenue and Idaho Street, so this would be an ideal route for me. It's still reasonably direct and is well placed to support the measure Y upzoning that happened last year."*
- *"Only other improvement would be auto traffic diversion infrastructure, to encourage traffic onto other/higher volume streets, to avoid higher-volume pedestrian/bicycle and auto interface."*
- *"See question 21. You've done the best you can with the constraint that there can never be any less parking ever but in my experience as a bike commuter in various parts of San Mateo, you really should be picking a wider street and deploying physical protection for bikes e.g. road/parking/bollard/bike/sidewalk or road/bollard/bike/sidewalk. Otherwise cars will just ignore you or nudge you off the road."*

- *"I realize you're not allowed to remove parking, but I believe it would be a significant improvement. Removing one or both lanes of parking would leave room for separate bike lanes and vastly improve visibility for cars backing out of driveways."*
- *"Idaho Street is not as convenient compared to Humboldt Street."*
- *"Prefer Fremont Street instead."*
- *"This hurts connectivity and adds two extra blocks (almost 50% more than before!) which adds more risk."*
- *"I don't think that the street is able to accommodate both bike and car traffic safely."*
- *"1) Excess cost vs. maintaining Humboldt Street bike lane 2) Design should prioritize safety over other factors."*
- *"The residents of Idaho Street should have more input."*
- *"I am in favor of anything that decreases car usage and increases car usage. This seems like a step in the right direction."*
- *"Raised crosswalks AND an all-way stop (regarding the Indian Avenue intersection)."*
- *"Whichever is proven to be safer for pedestrians (regarding the Monte Diablo Avenue and Idaho Street intersection)."*

Outside of North Central Residents

- *"I just rode my bike on Idaho Street and it was very quiet. Only issue was the lack of four-way stops and obstructed visibility at intersections due to many parked trucks (issue at streets without four-way stop)."*
- *"I highly believe that we need to protect bikers and pedestrians. So many kids, moms with babies on bikes, we need to keep our bikers lives safe. I have faith that the city of San Mateo will listen to this."*
- *"I will continue to use Humbolt Street for bike commute if this design is implemented given Humbolt Street is wider and has the direct route that I need."*
- *"In general, it looks very good. As a replacement for a bike lane, no good. The treatments look great but it is not a bike lane. If you were proposing a bike lane on that street it would be a reasonable alternative."*
- *"Making Idaho Street slower for bikes is not equivalent to bike lanes and should not replace the bike lanes on Humboldt Street. It is absolutely ridiculous that 100 parking spots are being prioritized over the safety of bikers and pedestrians. These bike lanes are future investments for the commutability of our entire city and should not be sacrificed for the small percentage of houses that are affected. Lack of parking and best bike lane placements are separate issues and should be addressed with separate solutions."*

- *"It is a huge mistake to remove bike lanes for alternative bike boulevards. Bike lanes encourage bikers and keep them safe. Bike boulevards do neither. The city needs to spend its limited resources on the many other neighborhoods that need bike lanes. I'm furious that we may be spending money on this alternative project."*
- *"I think traffic calming should go in even if you decide not to use Idaho Street for a bike lane."*
- *"Prefer to keep Humboldt Street and use funds to alleviate parking concerns for Humboldt Street residents e.g. senior rides, permit program, etc."*
- *"Too long — good safety, but not as alternative to Humboldt Street. Leave Humboldt Street alone and do this stuff too."*
- *"If you remove parking, this may impact the feasibility of Idaho Street."*

Question 14:

Explain your response to Question 13: "At the easternmost intersection on Monte Diablo Avenue, the concept design shows painted curb extensions (shown in red), a new stop sign for westbound vehicles, and high-visibility crosswalks. What do you think about these improvements?"

Humboldt Street Residents

- *"You need stop signs for pedestrian safety. You might need more because of schools."*
- *"I think it's going to slow traffic flow on Humboldt Street."*
- *"I do not want to see curb extensions."*
- *"Not good enough."*
- *"I believe Fremont Street is too narrow and indirect to be a viable alternative."*
- *"Keep Humboldt Street lanes."*

Idaho Street Residents

- *"These are awful as a driver on the neighboring Monte Diablo Avenue and Humboldt Street intersection and have caused many near-miss interactions. No modern vehicle has a turning radius tight enough to deal with them. If the high-vis crosswalks you're referring to are the ones with the pedestrian flashing light button like at Humboldt Street and Cypress Avenue, those are great when on foot (cars reliably stop for me) and I do like that. But the curb extensions, no."*
- *"Street is too narrow."*
- *"If curb extensions are installed, are they raised? If raised, [they] will make turns much more difficult with cars."*

- *"These bump-out solutions for vehicles make turning more difficult and stressful. I've witnessed vehicle damage as a direct result of them nearby."*
- *"Near the schools, [speed humps] makes sense."*

Fremont Street Residents

- *"It's good but please install speed humps to really reduce the speed. Otherwise, when it's raining the white crosswalks will be wet and slippery. It'll cause more accidents when drivers don't really stop and speed up to turn. There are many accidents [that] happen in this intersection. Please see attachment of pictures [that] show that cars didn't stop and then hit and run."*
- *"Needs another crosswalk."*
- *"Needs a crosswalk."*
- *"This is kind of an awkward intersection…not sure how much this really changes things?"*
- *"Need more speed humps between 2nd Avenue and Cypress Avenue."*

Other in North Central Residents

- *"People are going to be pissed at the loss of parking from painted curb extensions and marked crosswalks."*
- *"Heavy commercial trucks using our narrow streets. Unsafe for pedestrians, children, and cars side swiped."*
- *"I approve of the new stop sign but cars will just ignore non-self enforcing measures, even if it endangers pedestrians and bicyclists. Physical protections are pretty important."*
- *"I guess all the options are suboptimal — this is a really confusing intersection and the proposal is probably the best you can do without changing traffic flow lanes. Might be worth considering adding one-ways, though."*
- *"Moves car away from corners."*
- *"Can we get hardware here too [in addition to painted curb extensions] to make it safer?"*
- *"Plan does not address the lack of visibility for turning vehicles/bikes/pedestrians."*
- *"I am happy to see any improvements that increase pedestrian safety and makes cars less dominant."*
- *"Paint the floor green to show car drivers that cyclist will turn left or turn right through way."*

Outside of North Central Residents

- *"This improves this busy intersection next to the MLK Center."*
- *"Not protecting lives of pedestrians and bikers."*

- *"Added stop is good, a bike lane would be far better."*
- *"Need stop signs at NW, and NE corners."*
- *"Having bicyclists navigate merging into and out of traffic excludes young riders and other riders who are not as confident."*
- *"More turns creates danger for kids on bikes, even with treatments."*

Question 16:

Explain your response to Question 15: "At the westernmost intersection on Monte Diablo Avenue, the concept design shows painted curb extensions, high visibility crosswalks, and new curb ramps for the new north south crosswalk. What do you think about these improvements?"

Humboldt Street Residents

- *"Need stop signs for pedestrian safety."*
- *"That's another tight area where these markers will really help to slow traffic."*
- *"No curb extensions."*
- *"Safe."*
- *"Keep the Humboldt Street bike lanes as they are. Do not spend millions to remove a great bike lane. Spend the money to improve the safety of the current Humboldt Street bike lane."*
- *"Keep Humboldt Street."*

Idaho Street Residents

- *"Will parking be removed for this?"*
- *"I'm mixed on the concept. Fremont Street to Monte Diablo Avenue is a difficult intersection and needs help with visibility and slowing traffic."*

Fremont Street Residents

- *"Curb extensions will slow cars down, but please install speed humps on Monte Diablo Avenue too."*
- *"Reduce traffic accidents but please install speed humps so car can really slow down and stop. Otherwise, white crosswalk will be slippery after rain and wet."*

Other in North Central Residents

- *"Big commercial trucks driving through narrow streets; unsafe for students and difficult drivers to maneuver."*
- *"Same as question 14—cars will just do whatever unless you physically slow them down or direct them."*

- *"See question 14 — I guess all the options are suboptimal — this is a really confusing intersection and the proposal is probably the best you can do without changing traffic flow lanes. Might be worth considering adding one-ways, though."*
- *"None of these options provide safer biking route than the current Humboldt Street bike lane!"*
- *"More hardware would be helpful!"*
- *"I think this is just too busy. How are we meant to encourage bike ridership & sustainable transportation when we have these convoluted busy, dangerous bike lanes. Parking is an issue, it will be more an issue if we continue down this road of treating cyclists as secondhand citizens and prioritize car ownership."*
- *"Plan does not adequately address lack of visibility. However, I do like the additional safety measures for pedestrian accessing MLK park and center."*
- *"I am happy to see any improvements that increase pedestrian safety and makes cars less dominant."*

Outside of North Central Residents

- *"Also needed at this intersection."*
- *"Need stop signs for pedestrian safety."*
- *"See #14 — need stop signs at NW, and NE corners."*
- *"See answer to #14 — Having bicyclists navigate merging into and out of traffic excludes young riders and other riders who are not as confident."*
- *"Too many turns — unsafe."*

Question 19:

Is there any other feedback you'd like to share about the Fremont Street concept design?

Humboldt Street Residents

- *"If there are long blocks, you need more speed humps."*
- *"Don't remove any curb parking."*
- *"Fremont Street is too narrow and too far away to be a viable alternative to the current Humboldt Street bike lane."*
- *"Ridiculous. Fremont Street is too narrow."*

Idaho Street Residents

- *"Fremont Street is already a pain to drive on (especially that intersection with 2nd Avenue is AWFUL, worse than a Costco parking lot) and this seems like it would make it even worse. The only thing here that seems sensible is the speed bumps on*

the major road just outside the school (since it's, you know, a school), and that's not even on Fremont Street."

- *"One way road on Option 1 is just going to make it confusing."*
- *"Fremont Street seems like an awful place to bike unless all cars disappeared and the road is repaved."*
- *"[Speed humps] are not impactful enough to merit the expense."*

Fremont Street Residents

- *"Food trucks on Monte Diablo Avenue between Fremont Street and Grant Avenue — cars double park on Monte Diablo Avenue, lots of trash. Gangs graffiti on Monte Diablo Avenue, police catch them using neighbor's camera."*
- *"Install speed humps on Monte Diablo Avenue in front of King Center because many people and pets around."*
- *"It really needs to connect."*
- *"This misses the point. [Lowers] vehicle speeds but the problem is narrow streets with bad driveway sight lines."*
- *"Love this idea as long as no parking is removed. If the Grant Street option is implemented, I would still like to see slow street/traffic control between 2nd Avenue and Cypress Avenue on Fremont Street."*

Other in North Central Residents

- *"I think the Idaho Street plan is better than the Fremont Street plan, are you proposing both or one over the other?"*
- *"People are going to be pissed at the loss of parking from painted curb extensions and marked crosswalks."*
- *"Speed bumps will help slow down speeders. I live on Indian Street in front of Turnbull and I see speeding cars all the time. More speed bumps on Indian Avenue helps too."*
- *"Big commercial trucks driving through narrow streets unsafe for students and difficult drivers to maneuver."*
- *"Would prefer this option of using Fremont Street (over Idaho Street), as it better captures our community bike needs, to downtown or bay trails."*
- *"The visibility concerns are very real of bikes versus cars coming out of driveways: I live on another narrow avenue in North Central and pulling out even in my car is perilous, let alone biking."*
- *"Pavement of the Fremont Street is poor for bikers' safety."*
- *"There is currently no pedestrian access on Indian Avenue. With new school, this should be addressed. Bad sightlines on Fremont Street (parked cars cannot see bikes) no room for bikes to avoid cars opening doors or exiting driveways as street is*

too narrow. Fremont Street should connect to 5th Avenue (2nd Avenue to 5th Avenue) this will make a complete network."

- *"Visibility is always a concern. Too many big cars parked making it hard for drivers backing out or turning corners to see bikers or walkers. Indian Avenue is very crowded, no sidewalk and too many cars. Bike path on Fremont Street should really connect between 2nd Avenue and 5th Avenue."*
- *"Would love for it to connect to downtown corridors too!"*
- *"Appears that safety is not the top priority. Keep Humboldt Street bike lanes."*
- *"Why don't continue the lane to 3rd Avenue. Because Fremont Street widens after 2nd Avenue."*
- *"These changes should be made in addition to keeping the bike lanes on Humboldt Street, not as a replacement."*
- *"Drivers sometime speed on Indian Avenue during off school hours."*
- *"Bikes aren't actually going to follow this route; it's too complicated (in regard to Cypress Avenue, Grant Street, and 2nd Avenue option). Consider two speed bumps here (one on either side of the rightmost speed bump on the image, closer to Indian Avenue) (in regard to the speed humps on Fremont Street between Monte Diablo Avenue and 2nd Avenue)."*

Outside of North Central Residents

- *"Fremont Street is narrow with a lot of parked cars. Bike riders need to be careful. Speed humps will help."*
- *"Please prioritize bikers' and pedestrians' lives."*
- *"I will continue to use Humbolt Street for my bike commute even if these improvements are made. This is because Humboldt Street is wider, whereas on Fremont Street two cars can barely get by on the street, let alone cars and bikes at the same time. This issue is not speed, the issue is width of the street. Also Humboldt Street is a more direct path."*
- *"Seems like a crazy amount of inconvenience for bikers and volume of changes for a bad alternative to a straight bike lane to add parking that hasn't been proved to be needed (no property study to understand actual need and no parking permit program tried which requires no infrastructure changes!)."*
- *"More speed humps."*
- *"Prefer Humboldt for visibility."*
- *"Eight turns to get off and on Humboldt Street decreases safety. Indian Avenue is a traffic jam during school."*

Question 21:

Explain your response to Question 20: "Overall, how satisfied are you with the proposed Fremont Street concept design that would lower speed and volumes and improve pedestrian and bicycle connectivity and safety in the corridor?"

Humboldt Street Residents

- *"Bikers may continue to use Fremont Street, since Grant Street has a dead end. Parking removal may be a problem on Fremont Street."*
- *"Great alternatives."*
- *"I do not see any guarantees on not removing sub parking -- I do not want any curb parking removed."*
- *"Glad something is being done to make pedestrians and cyclists safe, and restore parking in neighborhood."*
- *"Fremont Street is too narrow to be a safe bike alternative."*
- *"Keep Humboldt Street."*

Idaho Street Residents

- *"I don't feel as strongly about Fremont Street as Idaho Street since I don't live on it and can mostly avoid it, but this seems like it would also be a net-negative for absolutely everyone involved. If you want to fix some of the local issues (and restore some of our stolen parking, which went from terrible to insane with the bike lane), focus on VISIBILITY at intersections and maybe tow some of the seemingly-abandoned vehicles. Going after the people that dump mattresses on the sidewalks or park on top of them (yes, I've seen both of these multiples times) would help. I biked literally thousands of miles as a kid along much busier roads than what we have here without dedicated bike lanes and it was just fine. I'm extremely sympathetic to having bike-friendly infrastructure, but I've heard from many cyclists at the meetings about the bike lanes that they don't feel safe in the bike lanes that were added, so all we accomplished was to spend a bunch of money and remove a bunch of parking. If you want cyclists to feel safer, they either need a dedicated physically-separated lane (obviously no space for this) or to reduce the erratic driving, and the latter is good for everyone. The removal of parking was a serious hit to quality of life (if I want to have friends over, they have to spend just as long finding a place to park here as they would in SF!). And that's speaking as someone able-bodied (i.e. can physically manage being forced to park far from home) and not dependent on a car for my livelihood. North Central is full of people where that's not the case for them. So this whole proposal — both streets — feels like adding insult to injury. Lighted crosswalks: helpful. Parking enforcement: helpful. Ticketing people that park in the middle of the road: helpful. Moving a huge school bus pickup*

site (the church near Cypress Avenue) off a major road: helpful. Roundabouts: probably helpful. 6mph reduction in speed: not helpful. Conversions to one-way roads: actively worse. Speed bumps and putting curbs in the intersections: actively worse."

- *"Not a direct bike route, too many turns. Idaho Street more direct and closer to Humboldt Street. Just bring back parking! On ALL of Humboldt Street!"*
- *"It seems too zig-zaggy and too far out of the way."*
- *"I'm more inclined to vote for Amphlett Boulevard as alternative route."*
- *"Seems like a big detour."*
- *"Basically the same feedback as for Idaho Street. Amphlett Boulevard may be a good option to explore since one side has no turning traffic, and the other changes to support that would make vehicle traffic safer as well."*

Fremont Street Residents

- *"Please have speed humps on Monte Diablo Avenue too [in front of Dr. Martin Luther King community center]. Front of community center there are many kids and cats. People walk around because the swimming pool, activities in center. It's kind of dangerous the cars are running fast without stopping."*
- *"Hope it can really reduce car speed, noise, and [lead to] more safety for people."*
- *"Please note… Fremont Street is unsafe for cyclists. All members of the community (including kids) should be safe to cycle."*
- *"The traffic calming and intersections are okay, but the route is bad. It should connect through on Fremont Street to the bike lanes from 5th Avenue to 9th Avenue."*
- *"Someone is going to get killed if we route bikers down Fremont Street with the current driveway sight lines. And that can't be fixed without taking out all the parking. Vehicle speed is not a big problem on Fremont Street. It's all about the driveways. This is a dangerous proposal. Please put improvements like these on Delaware Street. It badly needs traffic calming and pedestrian safety. Very dangerous now!"*
- *"Very excited about the idea of slow streets."*

Other in North Central Residents

- *"I would rarely use this route as a cyclist. There're too many turns, so you can't go fast, and every turn is an opportunity to get hit by someone running a sign."*
- *"Although speed bumps will help, parking permits are needed to control total number of allowed cars parked by residences and give priority to street parking for neighborhood vehicles."*

- *"Big commercial trucks driving through narrow streets unsafe for students and difficult drivers to maneuver. Do something with streets — kids walking to school, make one way, limit size of commercial trucks."*
- *"Would prefer this option of using Fremont Street (over Idaho Street), as it better captures our community bike needs, to downtown or bay trails."*
- *"I'm pro traffic calming and I think having access by bike to various destinations in North Central by bike is nice, but it really seems like prioritizing parking at all costs and never removing any street parking reduces visibility and takes away space for pedestrian and bike protection measures, which are sorely needed. You are going to have to compromise somewhere — maybe keep kids and seniors safe with all the traffic fatalities lately. Cars only respect physical boundaries — bollards, parking protected bike lanes, etc. Also can we get some bike crossings? Merging into car traffic at intersections is really scary by bike."*
- *"These are very scary and narrow roads (for biking or driving) as it is. With cars parked on both sides of the street, roads like Monte Diablo Avenue are 1.5 lanes wide. Visibility is terrible because of all the parked cars; traffic calming can't help that."*
- *"Better for bike connectivity to parks and school."*
- *"Waste of money for a half-baked mediocre solution to a bike lane that's perfectly fine and doesn't need changes."*
- *"I am happy to see any improvements that increase pedestrian / bike safety and makes cars less dominant."*
- *"I ride Fremont Street by bike so more improvements are welcome."*
- *"Pavement of the N. Fremont Street is in poor condition which is dangerous for bikers. Please keep Humboldt Street bike lane! Please don't waste taxpayer money to remove it. No stop sign currently at Indian Avenue and N. Grant Street. It is unsafe for walkers and bikers."*
- *"Fewer turns can be safer (in regard to two potential routes connecting Fremont to Humboldt). Can we extend these improvements to Monte Diablo Avenue and Grant Street too? There are lots of pedestrians, bikes, and kids walking to school."*

Outside of North Central Residents

- *"I ride on both Fremont Street and Idaho Street regularly, and both are okay for me."*
- *"Even if the Fremont Street improvements are made, I will use Humbolt Street because Humbolt Street is wider and a more direct route for my bike."*
- *"See #19 — seems like a crazy amount of inconvenience for bikers and volume of changes for a bad alternative to a straight bike lane to add parking that hasn't been proved to be needed (no property study to understand actual need and no parking permit program tried which requires no infrastructure changes!)."*

- *"Same comments as before. Making Fremont Street safer is great, but it should not replace the bike lanes on Humboldt Street."*
- *"The current bike lane does not need fixing. We need more bike lanes not less."*
- *"For more safety, add speed hump on Monte Diablo Avenue. Between Delaware Street and Humboldt Street even have crosswalk signal. There are still people who speed."*
- *"Bikers may continue to use Fremont Street, since Grant Street has a dead end. Parking removal may be a problem on Fremont Street."*
- *"If parking is removed on Fremont Street, that would affect feasibility. Fremont Street needs traffic calming."*
- *"These are not built for young/beginning riders."*
- *"Like the design but keep Humboldt Street too. Keep Humboldt Street, install safety measures, too. Kids won't follow detours. Wasting tax dollars on this process."*
- *"Prefer Humboldt Street. Visibility very poor on Fremont Street."*