

To: City of Menlo Park, County of San Mateo

From: Toole Design

Date: February 1, 2024

Study: Coleman and Ringwood Avenues Transportation Study

Subject: Community Engagement Summary

This memo provides a summary of all community engagement undertaken as part of the Coleman and Ringwood Avenues Transportation Study ("the Study"). Engagement was conducted over four phases:

- Phase 1, May 2022 – September 2023
 - Purpose: Build awareness of the study and solicit feedback on existing conditions and potential solutions
- Phase 2, May 2023 – June 2023
 - Purpose: Present preliminary design alternatives for both corridors and collect feedback
- Phase 3, September 2023 – October 2023
 - Purpose: Provide community with more time to review full concept plans, including slightly revised draft alternatives, and an opportunity to discuss the plans with City, County, and consultant team staff
- Phase 4, November 2023 – December 2023
 - Purpose: Assess public interest for potential Coleman Avenue Pilot Programs in addition to longer-term alternative options

PHASE 1 ENGAGEMENT

The summary below outlines the Phase 1 engagement activities, in rough chronological order, which occurred between May 2022 and September 2022. During this phase of engagement, the Study team encouraged stakeholder participation to build awareness of the study and solicit feedback on existing conditions and potential solutions for both avenues. Activities included:

- Pop-up Events (5 total)
- Community Survey #1
- Outreach Community Events (2 total)
- Walking Tours (2 total)

POP-UP EVENTS

The purpose of the Phase 1 pop-ups was to build Study awareness, generate feedback on existing conditions, and define values to inform future work. A summary of event dates, times, and locations for the Phase 1 pop-up events are provided below. Each of the pop-up events was managed and staffed on-site by a combination of two Toole Design staff and at least two County and City staff. Each event was held outdoors during an existing event

and/or during a time in which pedestrian and bike activity would be high (school free/lunch period and from immediately after school dismissal to commuting hours).

1: Menlo-Atherton High School (MAHS), Feel Good Friday Event

- Date: Friday, May 20, 2022
- Time: 12:40-1:25pm
- Location: Menlo-Atherton High School Campus

2: Ringwood Avenue

- Date: Friday, May 20, 2022
- Time: 2:30-5:30pm
- Location: Directly outside MAHS Soccer Field at the bike lockers along Ringwood Avenue

3: Coleman Avenue

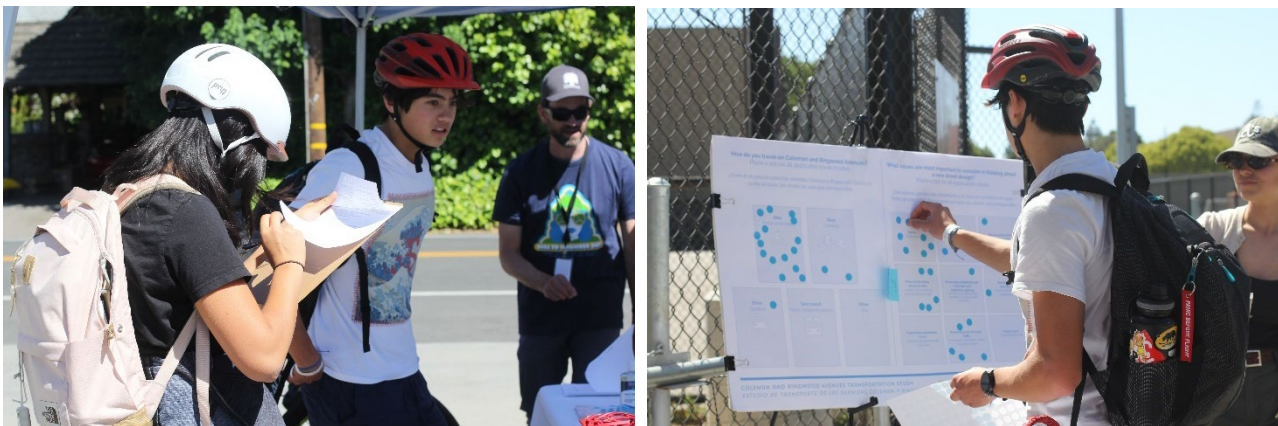
- Date: Wednesday, May 25, 2022
- Time: 2:30-5:30pm
- Location: 868 Coleman Pl, Menlo Park, 94025

4: Laurel School Lower Campus (LSLC)

- Date: Monday, June 6, 2022
- Time: 2:30-2:30pm
- Location: On-campus next to library in courtyard used for child pick-up

5: Youth Day / Back to School

- Date: Saturday, August 13, 2022
- Time: 1:00-4:00pm
- Location: Bell Street Park, 550 Bell St, East Palo Alto, CA 94303



Ringwood Avenue Pop-Up

Activities and Materials

The following activities and materials were provided in both English and Spanish at each pop-up event:

- **Activity Board 1 – Map Activity**
 - Participants were asked to place stickers on a map to identify*:

- Places the participant frequently visits
- Places that participant feels need improvements for people walking, biking, or taking transit
- **Activity Board 2 – Mode and Values Activity**
 - Participants were asked to place stickers in the squares that best describe how they travel on Coleman / Ringwood Avenues (walk, bicycle, drive, take transit)*
 - Participants were asked to place stickers by the values that should guide the Study.* Values included but were not limited to safety, comfortable places to walk and bike, neighborhood character, and parking.

*More than one selection could be made

Post-its were provided so pop-up attendees could elaborate on their selections and add comments directly to the boards. Bottled water and granola bars were provided as incentives for completion of one or both activity boards.

- **Comment Card:** Simplified version of the online survey with comment field
- **Demographic Slip:** Elective information on participant demographics
- **Email Sign-up Sheet:** Name and email
- **Study Flyer:** Included a Study description and QR code to Study website/online survey

In addition to the activities and materials above, facilitators solicited informal feedback through one-on-one conversations with participants.

In-Person Input Collected

Menlo-Atherton High School (MAHS), Feel Good Friday Event

Activity	Total Responses
Activity Board 1 (stickers)	15**
Activity Board 2 (stickers)	96**
Comment Card	39*
Demographic Slip	14*

Ringwood Avenue

Activity	Total Responses
Activity Board 1 (stickers)	16**
Activity Board 2 (stickers)	56**
Comment Card	39*
Demographic Slip	14*

Coleman Avenue

Activity	Total Responses
Activity Board 1 (stickers)	58**
Activity Board 2 (stickers)	105**
Comment Card	18
Demographic Slip	13

Laurel School Lower Campus (LSLC)

Activity	Total Responses
Activity Board 1 (stickers)	27**
Activity Board 2 (stickers)	63**
Comment Card	3
Demographic Slip	1

Kids Day / Back to School Event

Activity	Total Responses
Activity Board 1 (stickers)	18**
Activity Board 2 (stickers)	33**
Comment Card	0
Demographic Slip	0

TOTAL

Activity	Total Responses
Activity Board 1 (stickers)	134**
Activity Board 2 (stickers)	353**
Comment Card	60
Demographic Slip	28

*Total responses from both MAHS and Ringwood Avenue pop-up events

**Total responses are not representative of total participants, as multiple responses/selections were allowed per participant.

Demographic Summary

Though pop-ups 1, 2 and 4 engaged primarily MAHS and LSLC students and parents, facilitators were able to speak with pass-through travelers and people of various ages, abilities, and demographics at each pop-up event. Pop-up 5 was particularly diverse with facilitators observing that most participants were Latino or Hispanic, and African American or Black.

Approximately half of the participants who completed demographic slips identified as white (45%), followed by Latino/a/e/x or Hispanic (25%), Asian or Asian American (17%), African American or Black (7%), and Multiracial (6%). This demographic breakdown is comparable to the greater Menlo Park area. The racial makeup of East Palo Alto and Belle Haven residents, however, who represent a significant Study stakeholder group, have a much higher percentage of African American or Black and Latino/a/e/x residents as compared to that of greater Menlo Park. This suggests remaining CBO-led Phase 1 activities and future Study engagement efforts target East Palo Alto and Belle Haven residents to capture more representative feedback from key stakeholders.

Key Takeaways

Key takeaways integrate the feedback received via the activity boards, comment cards, and individual conversations recorded between facilitators and participants.

Topic	Needs and Values
General (applies to both Coleman and Ringwood Avenues)	<ul style="list-style-type: none"> Overwhelming support for improved bike and pedestrian infrastructure. Safety, comfortable places to walk and bike, and preserving trees and greenery were frequently identified as the most important Study values. On-street parking was consistently ranked as a low-priority/value. Speeding is an issue and there is a need for traffic calming measures. Where there are sidewalks available, there is congestion, as many cyclists ride on the sidewalk due to a lack of on-street bike facilities.

Topic	Needs and Values
	<ul style="list-style-type: none"> Side-by-side and social group bicycle riding is common in the area. “Dooring” along both avenues was a noted safety issue for cyclists. Desire for consistent and continuous bike and sidewalk facilities as well as streetscape amenities along both avenues. Safe Routes to Schools efforts are underway to promote biking between Laurel School Upper and Lower Campuses at pick-up/drop-off times (for parents who have children who attend both schools). Need for safety improvements at the intersections of Ringwood and Coleman. <ul style="list-style-type: none"> Road and shoulder narrow at far west end of Coleman which reduces the amount of travel room available for pedestrians and cyclists. Making a right turn from Coleman onto Ringwood, when biking, feels unsafe due to vegetation and parked cars which both reduce visibility and exacerbate the lack of area available for cyclists. Belle Haven and East Palo Alto (EPA) residents sometimes feel unwelcome when traveling west of 101 and along the study corridors, particularly with law enforcement and unwelcoming neighbors. This was confirmed by the CBO Live in Peace, who added that police often harass Belle Haven/EPA residents in the study area/adjacent neighborhoods
Coleman Avenue	<ul style="list-style-type: none"> Mid-block crossing opportunities along Coleman. Speeding and poor visibility when coming out of east-end Coleman apartment complexes is an issue. Interest in either adding red curb to increase sight distance or putting up mirrors across from driveways to help exiting residents see past parked cars. Sidewalk and roadway width vary along street, which makes the road unpredictable and more dangerous for those traveling on bikes who are suddenly forced further into traffic. Coleman had more areas identified for improvement than Ringwood likely due to lack and inconsistency of sidewalks, bike lanes, and other streetscape amenities.
Ringwood Avenue	<ul style="list-style-type: none"> There are serious safety concerns during MAHS and LSLC pickup/drop-off (the words <i>congestion</i> and <i>chaos</i> were used frequently). Illegally parked cars (in shoulder and bike lane) impact cyclist safety. This is a particular issue during school pick-up and drop-off times as there are insufficient passenger pickup and drop off locations. Cyclists cross Ringwood without crosswalks or crossing guards and this can be dangerous.

ONLINE SURVEY

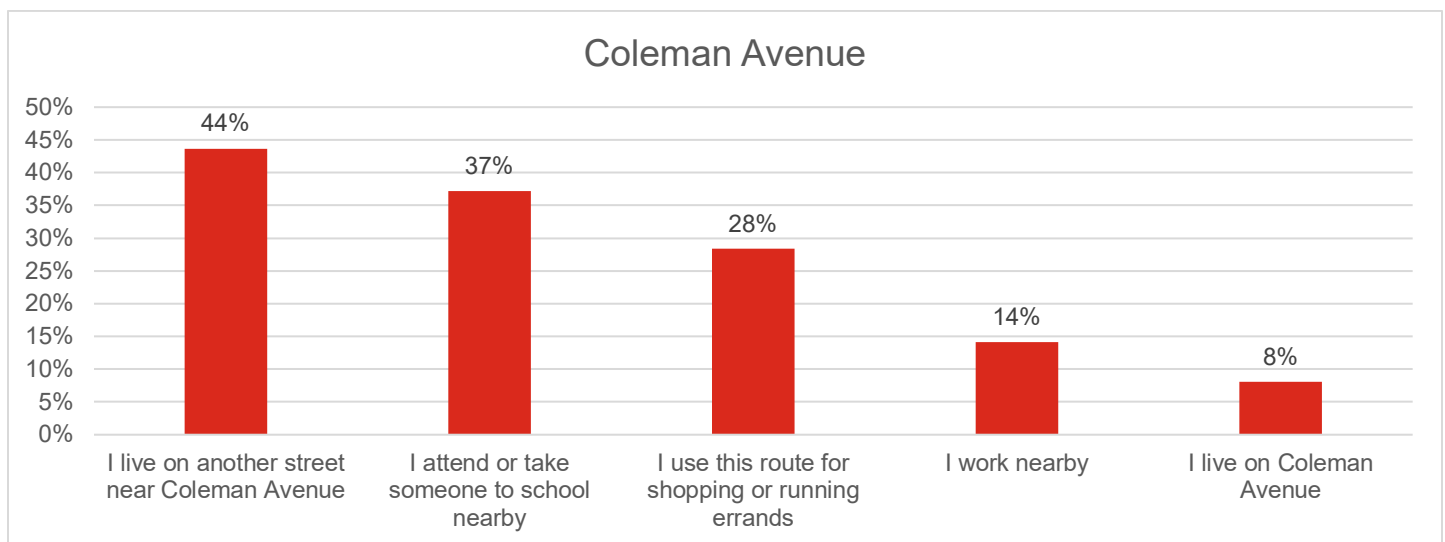
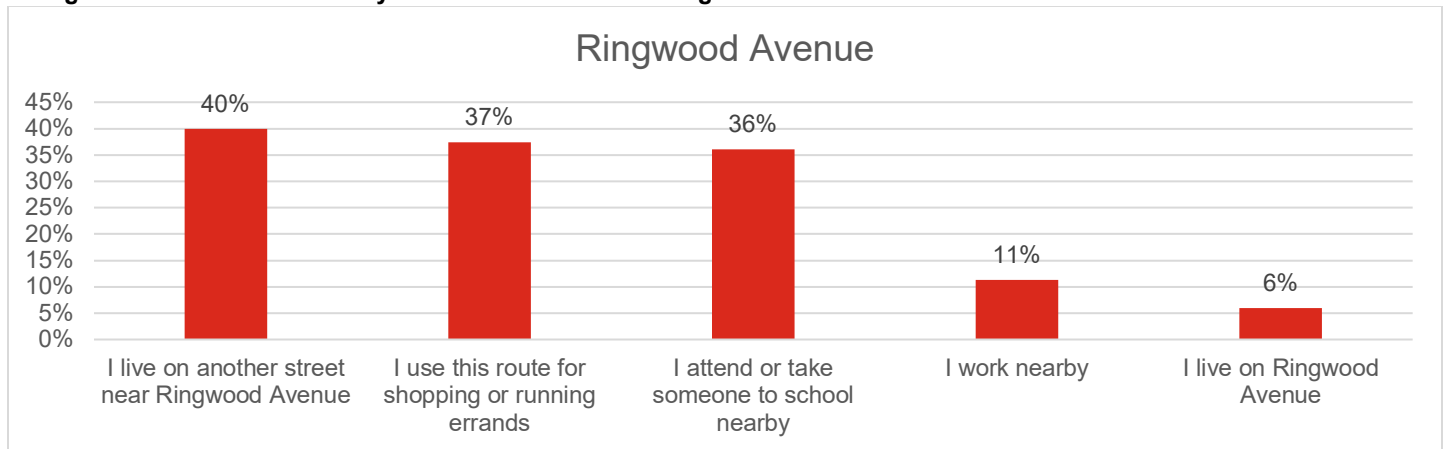
The first of two Study surveys were launched in Phase 1 and gathered feedback on community members’ perceptions, priorities, and use of the corridors. The survey paired multiple choice questions on both avenues with an interactive map; where users could drop “points” at locations where they currently have issues or concerns. The questionnaire was open from May 20, 2022 – August 19, 2022, during which time the Study team received 238 submitted surveys, 197 of which came from unique IP addresses. The results below also include the multiple choice and demographic question results from 25 paper/physical surveys that were distributed and collected at Live in Peace Family Night.

Multiple Choice Questions

In this portion of the survey, questions were focused on understanding participants’ reason for travel on both avenues, as well as priority Study values, and key safety concerns. In most instances, response breakdowns for key questions are provided as percentages. Percentages were calculated by dividing the number of total selections by the total number of submitted surveys, as such percentages do not always add up to 100% as respondents were allowed multiple selections in response to a question.

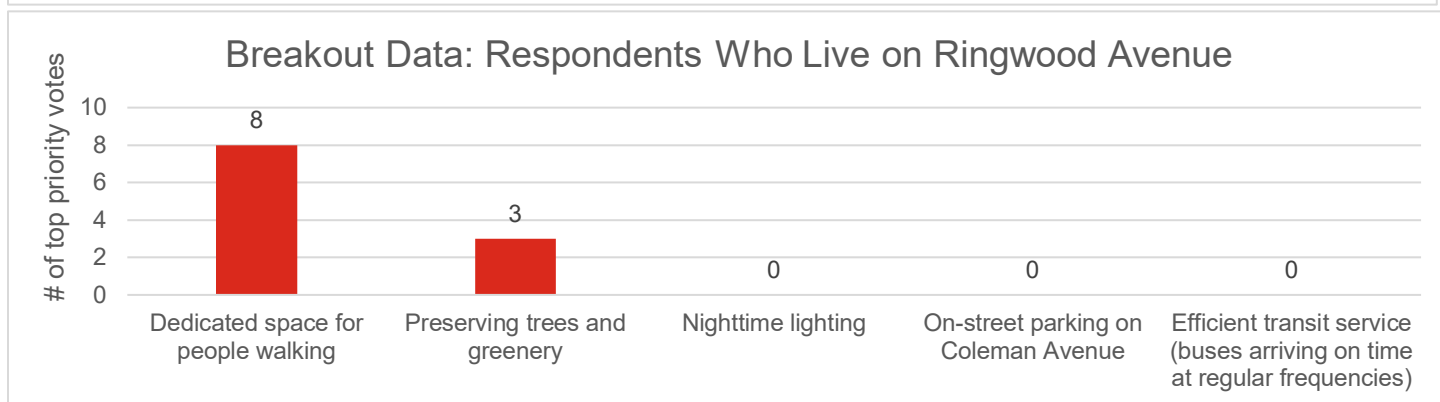
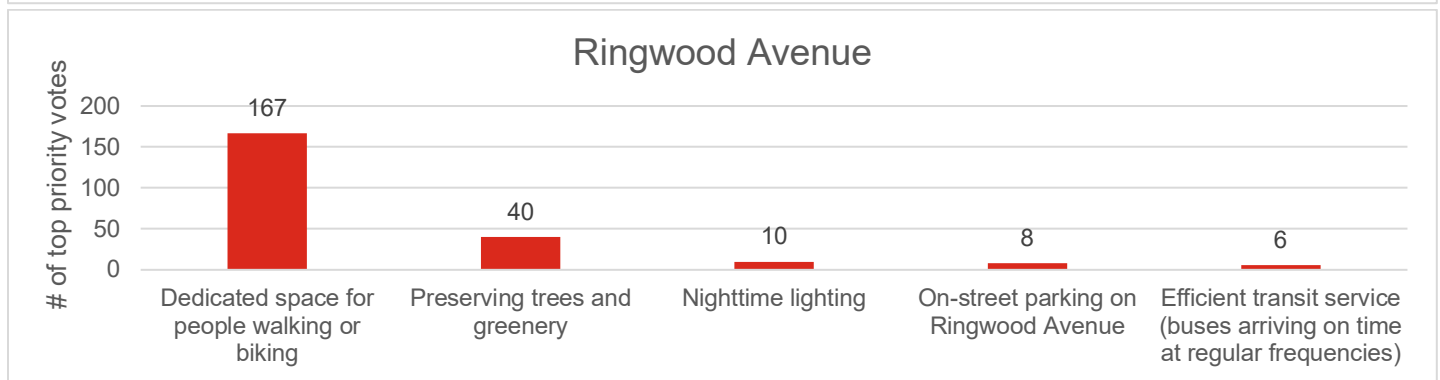
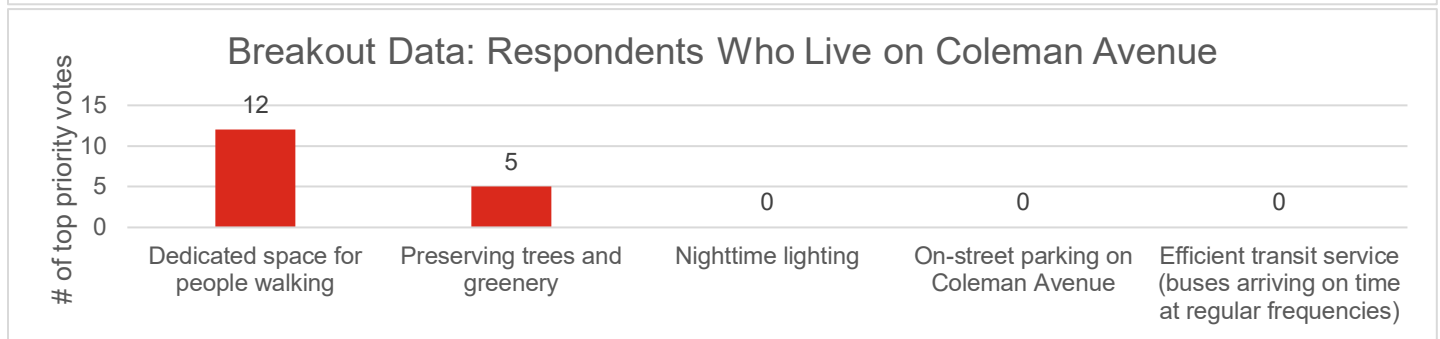
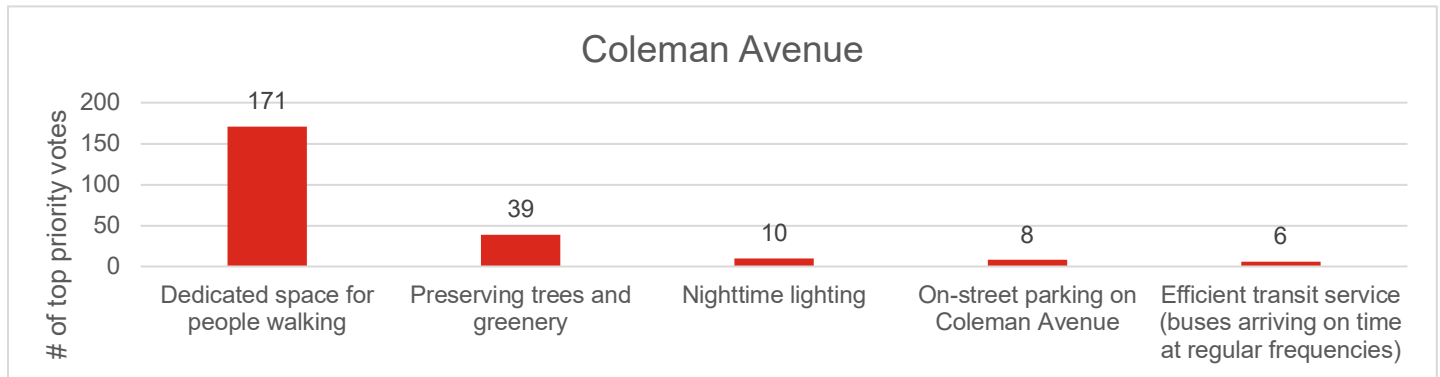
Why do you travel on Coleman and Ringwood Avenues? (Select all that apply)

Most respondents selected that they live near Ringwood and Coleman, followed by shopping or running errands and taking someone to school nearby as their reason for traveling on the avenues.



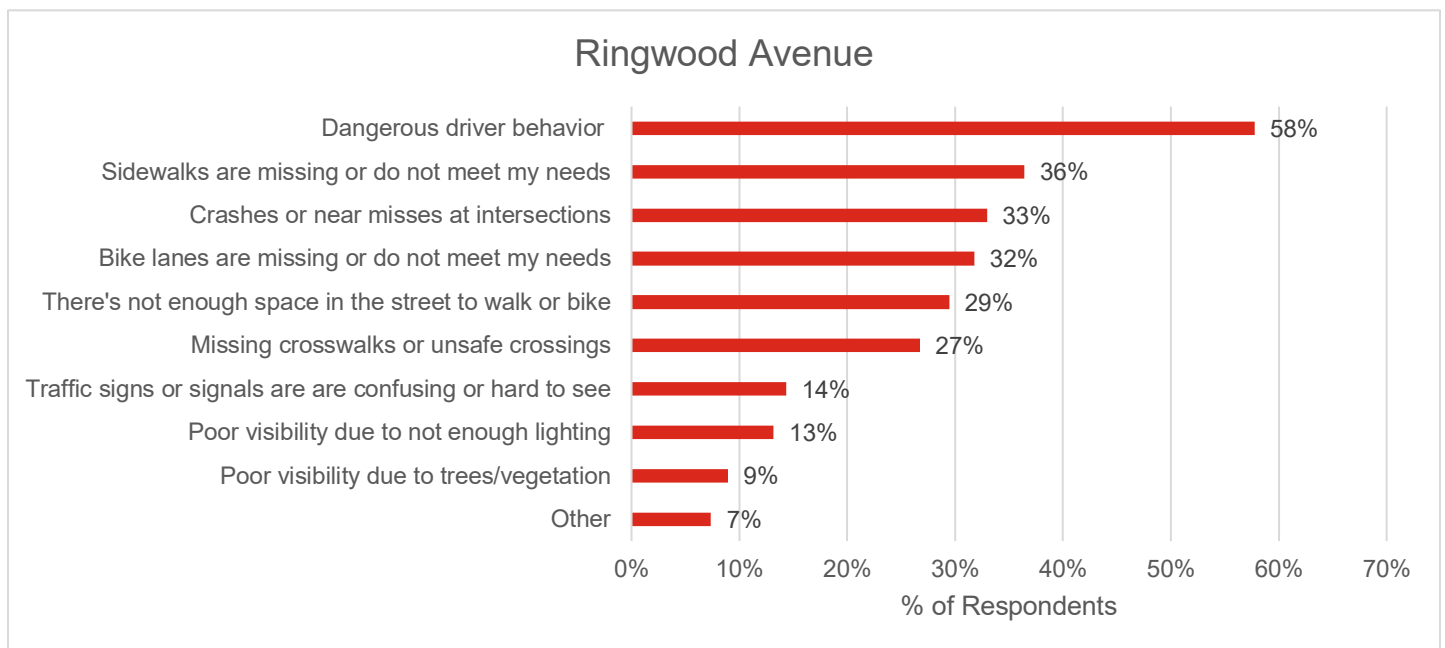
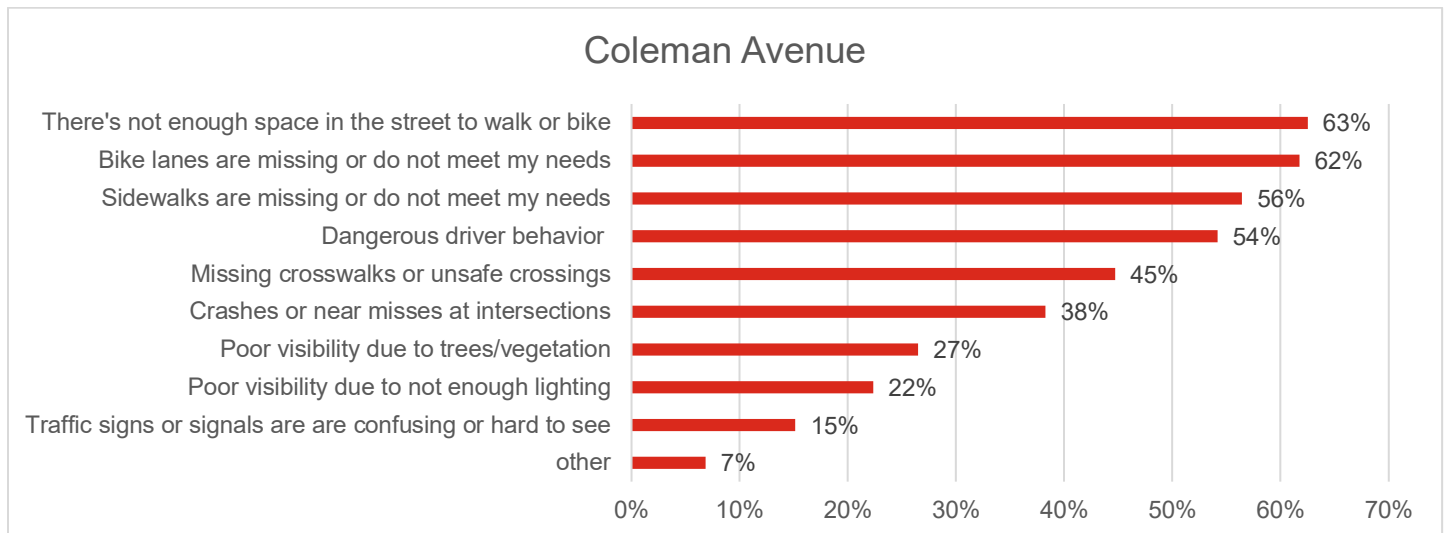
Rank the following priorities in order of importance to you for Ringwood and Coleman Avenue

Participants overwhelmingly selected dedicated space for people walking or biking, followed by preserving trees and greenery as their number one priority for both Coleman and Ringwood Avenues. On street parking and efficient transit service received the fewest top priority votes.



What traffic safety concerns exist? (Select all that apply)

Not enough space on the street to walk or bike and missing bike lanes and sidewalks were reported as the most common safety concerns on Coleman Avenue. Dangerous driving was the most selected safety concern on Ringwood Avenue.



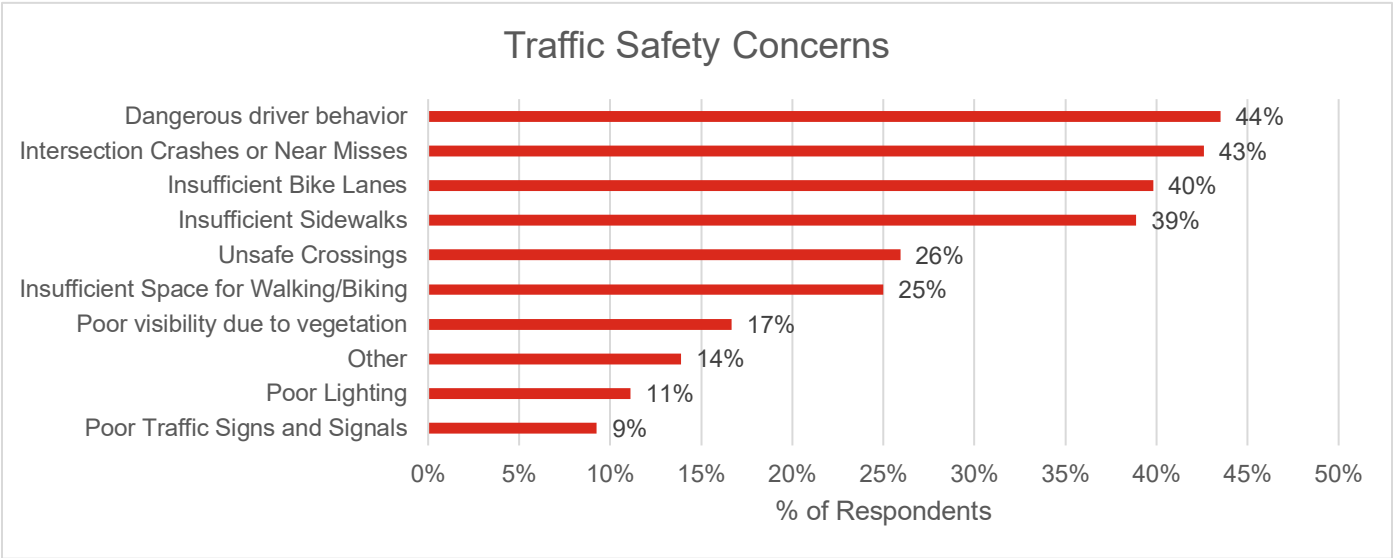
Interactive Map

The survey included an interactive map on which participants were asked to “add a point” to the Study map to give feedback on a specific location in the Study area. Participants were then able to select the kinds of traffic safety concerns and category of improvements needed at the selected location from a multiple-choice list. Results indicate key safety concerns, community priorities for improvements, as well as revealing specific problem areas to prioritize for redesign. A total of 114 unique “points” were placed on the map.

Traffic Safety Concerns

At each identified “point” participants were asked to select traffic safety concerns associated with the location from a multiple-choice list (more than one selection could be made). For clarity, safety concern data has been generated as a table (not a graphic map) due to the number of selections made at one location.

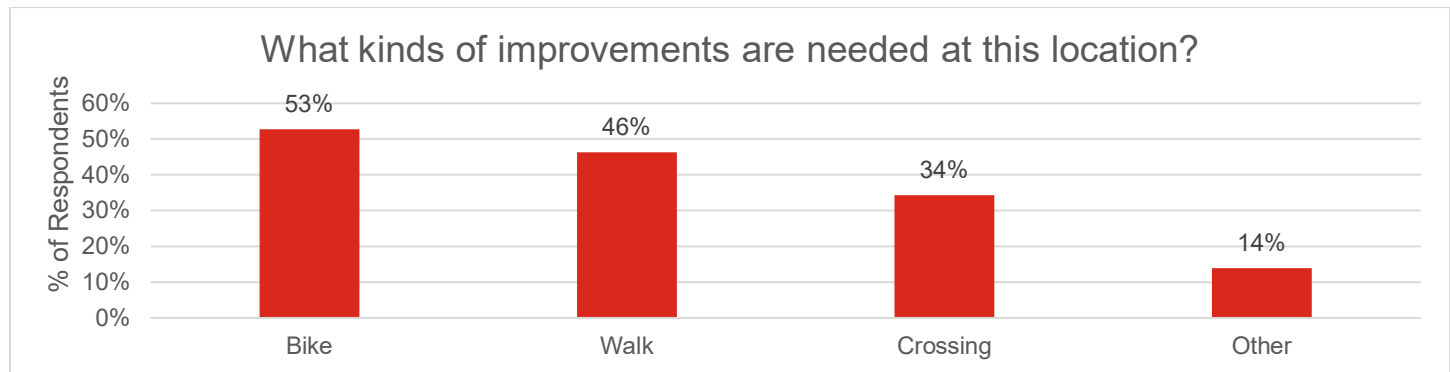
Respondents most commonly reported dangerous driving and crashes followed by insufficient bike lanes and sidewalks as their primary safety concerns at pinned locations.



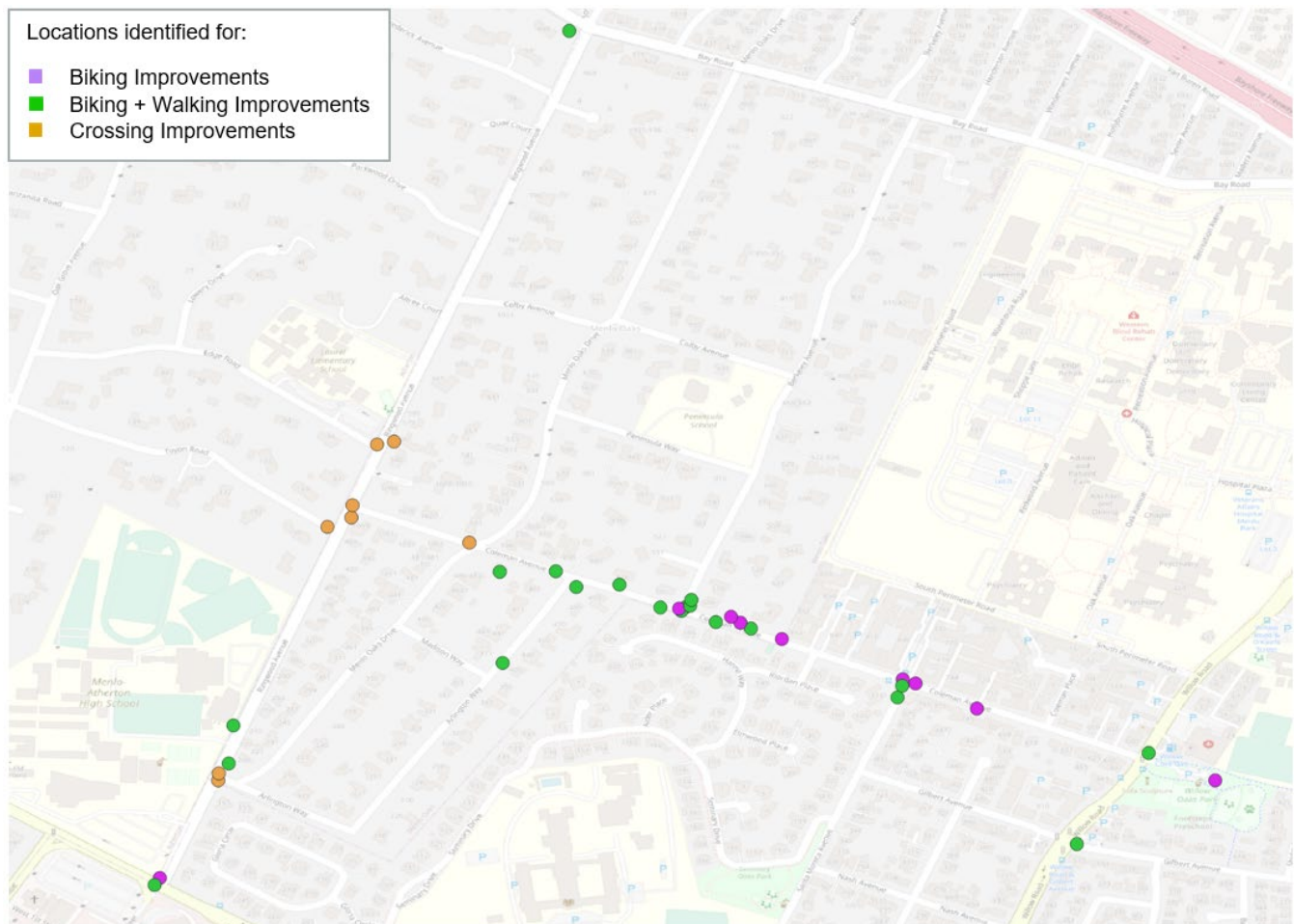
Locations for Biking, Walking, and Crossing Improvements

After selecting traffic safety concerns, participants were asked to select the category of improvements needed at the selected “point.” Selections included walking improvements, biking improvements, and crossing improvements (more than one selection could be made).

Biking improvements were most frequently selected as being needed at identified locations.



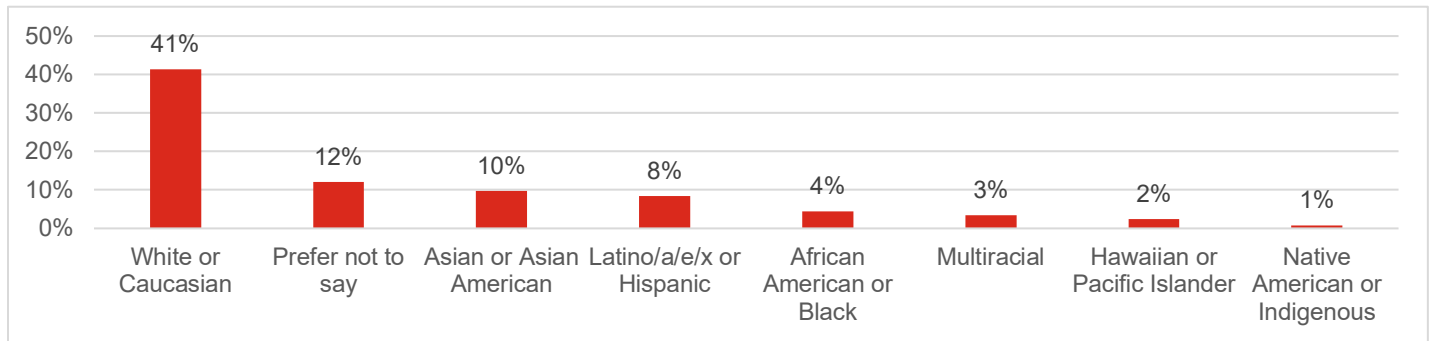
Locations identified for biking and walking improvements are primarily scattered along Coleman Avenue and clustered around the intersections of Coleman at Berkeley Avenue and Coleman at Santa Monica Avenue. Crossing improvements are identified at Arlington Way at Ringwood, Coleman at Ringwood, Edge Road at Ringwood, and Bay Road at Ringwood.



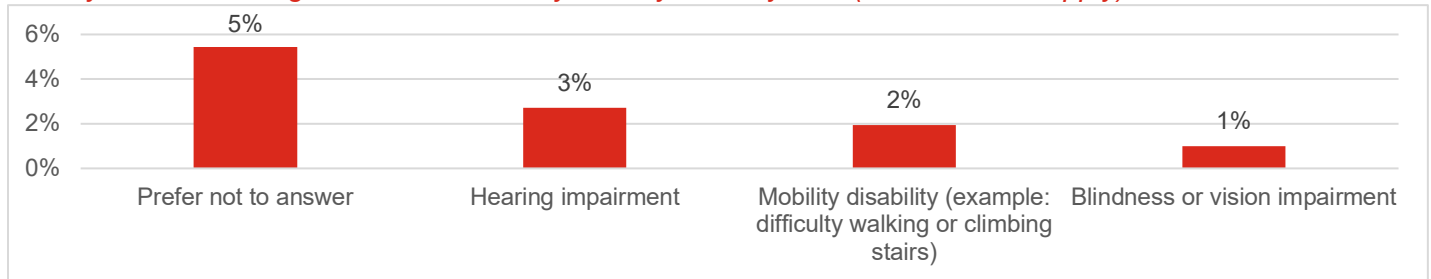
Demographic Summary

Similar to demographic data received at the pop-up events, under half of the survey respondents identified as white (41%). Survey respondents who provided racial and ethnic demographic information were overall less diverse than pop-up participants, with 10% identifying as Asian/Asian American and just over 25% identifying with any of the other race or ethnicity categories. Approximately 5% described themselves as having hearing impairment, mobility disabilities and/or blindness or vision impairment. Lastly, two survey responses were completed using the Spanish version of the survey. This again suggests that remaining Phase 1 and future Study engagement efforts target East Palo Alto and Belle Haven residents to capture more representative and diverse feedback from key stakeholders. It also suggests that in-person events may be more effective than surveys at reaching a diverse range of Study area stakeholders.

How do you identify your race and ethnicity? (Select all that apply):



Do any of the following disabilities currently affect your daily life? (Select all that apply):



OUTREACH AT COMMUNITY EVENTS

1: National Night Out with Belle Haven Action (8/2/22)

Study flyers with a QR code to the website and online survey were made available (for take-away) at the general resource table with Belle Haven Action.

2: Belle Haven Community Climate Change Team (CCCT) Meeting (8/4/22)

The CCCT is comprised of a group of community stakeholders, many of whom have an interest in active transportation. As part of the CCCT's meeting agenda, Two County staff members presented a PowerPoint overviewing the goals, timeline, and engagement efforts of the Coleman and Ringwood Avenues Study. The presentation was followed by a question-and-answer session.

WALKING TOURS

The purpose of the walking tours was to allow attendees to hear first-hand about each other's experiences, ideas, and concerns. The tours also provided an opportunity to solicit targeted feedback and share more detailed design strategies on-the-ground/in-situ while participants actively experienced what it was like to travel along the corridors.

Two, 90-minute walking tours took place on September 13th and 20th, respectively. The tours were held during school pick-up and commute hours, times in which vehicular, pedestrian, and bike activity would be high. Each 90-minute tour was split into two groups of approximately 10-15 attendees and facilitators. One group walked along Coleman Avenue and the other on Ringwood Avenue making stops at key locations for in-depth discussion. Both tours were facilitated and led by a combination of County, City, W-Trans, Toole Design, and Live in Peace staff.

Walking Tour 1: September 13, 2022 - 3:30-5:00pm

- 4 Attendees:
 - 3 Local Residents
 - 1 County BPAC rep

Walking Tour 2: September 20, 2022 - 5:30-7:00pm

- 9 Attendees:
 - 2 Local Residents
 - 3 Menlo Park School District Parents/Safe Routes to School Representatives
 - 1 San Mateo County Office of Education Representative
 - 1 SamTrans Representative
 - 1 Menlo Park Complete Streets Commission Representative
 - 1 Menlo Park Fire Department Representative



Walking Tour 1

Activities and Materials

A route map with corresponding question and comment sheet were distributed in both English and Spanish at each walking tour and are available in Attachment E.

Key Takeaways

Key takeaways integrate the feedback received via the route map and comment cards, and individual conversations recorded between facilitators and participants. While Walking Tour participants confirmed and validated the feedback collated from the Pop-ups and Survey, more nuanced observations and specific ideas were generated as a result of the smaller group size and conversational structure of the tours. This finer-grained feedback is summarized in the table below.

Topic	Needs and Values
General (applies to both Coleman and Ringwood Avenues)	<ul style="list-style-type: none"> • Prioritize <i>children's</i> safety as a key value • Speeding and its impact on <i>perceived</i> safety is a key issue • Drainage issues, particularly at intersections, should be addressed • General desire for more and improved crossing areas (proposed crossing improvements included more signage and pavement markings) • Residents voiced concerns over preserving existing character of neighborhood and would like to maintain trees/greenery. Some residents see the addition of sidewalks as impacting the rural feel of the neighborhood. Attendees, however, were open to the removal of existing trees that are dead or dying and/or interfering with power lines.
Coleman Avenue	<ul style="list-style-type: none"> • One-way road suggested multiple times as solution for speeding and accommodating ped/bike infrastructure without sacrificing trees • Reconfigure traffic circles to function better (ideas ranged from making the traffic circles larger and adding vegetation to removing them completely) • Improve/install street lighting, particularly at Coleman and Ringwood intersection • Removing on-street parking on east end of Coleman (adjacent to Coleman apartment complexes) may not be ideal, as many residents rely on street parking • Trashcans on trash day block walking / biking area and visibility, potential to consolidate trashcans into singular location for pick-up • Several attendees suggested a two-way bike lane on the north side of Coleman • Suggestion to reconfigure Coleman as a slow or shared/woonerf street
Ringwood Avenue	<ul style="list-style-type: none"> • Lack of parking enforcement contributes to the number of illegally parked cars in the area • Bollards along the road were suggested to separate pedestrians and bike from the road and prevent parking in the bike lane • Crosswalks needed in the MAHS entrance/drop-off area and at Bay Road and Ringwood intersection • Speed tables (particularly in front of MAHS) frequently suggested as a tool to slow down vehicles • Suggestion to narrow travel lanes to accommodate a sidewalk and/or protected bike lane • Potential for all-way stop at Edge Road and Ringwood

RECOMMENDATIONS FOR STUDY CONCEPTS AND FUTURE ENGAGEMENT PHASES

The following is a summary of key themes, based on Phase 1 engagement and community feedback, which are suggested to be incorporated in the development of Study concepts and designs moving forward:

- Priority values:
 - Dedicated space for people to safely and comfortably walk and bike
 - Preservation of trees and greenery
- Greatest needs to address/most desired improvements:
 - Speeding issues and dangerous driving behavior along Ringwood and Coleman Avenue
 - Lack of sidewalk and bicycle facilities along the entire stretch of Coleman
 - Illegal parking and lack of crossing facilities on Ringwood Avenue
- Key locations in need of solutions:
 - Intersection of Coleman and Ringwood
 - Pick-up and drop-off areas at MAHS and LSLC
 - Coleman Avenue mid-corridor north and south of Berkeley Avenue
 - Driveways at east end of Coleman (858–690 Coleman Avenue Apartment Buildings)

It is suggested that future engagement efforts include smaller, more targeted, in-person events which may be more effective than site specific pop-ups and online surveys at reaching a diverse range of Study area constituents including:

- East Palo Alto and Belle Haven Communities
- Non-white populations
- People with different mobility limitations
- People who may not speak English as their primary language

PHASE 2 ENGAGEMENT

The summary below outlines the Phase 2 engagement activities, in rough chronological order, for the Coleman and Ringwood Avenues Transportation Study that occurred in May and June 2023. During this phase of engagement, the Study team solicited input on the preliminary design alternatives for the corridors. Activities included:

- Interactive Community Workshop
- Community Survey #2

The preliminary design alternatives aimed to address the priority values, needs/desired improvements, and key locations in need of solutions outlined in the *Phase 1 Recommendations* section above. To better reach the East Palo Alto and Belle Haven Communities, non-white populations, and people who may not speak English as their primary language, the Study's CBO partners were involved in the planning of the Phase 2 engagement activities, including the workshop and survey, and helped spread the word about these events to their communities.

INTERACTIVE COMMUNITY WORKSHOP

The interactive community workshop was held at MAHS in the Makerspace Studio on May 4, 2023 from 6-8 p.m. Workshop goals included narrowing down the list of preliminary design alternatives and reaching greater consensus for corridor designs. This workshop was designed so that the public could design their own alternatives for the Study corridors and recognize that tradeoffs were necessary within the limited road right-of-way.

Publicity

To advertise the event to as many people as possible, a comprehensive outreach strategy was taken, including:

- Postcards mailed to all residences along the Study corridor
- County of San Mateo social media posts
- City of Menlo Park social media posts
- The Study website
- Menlo-Atherton Parent-Teacher Association Facebook page
- Menlo Park City School District website
- Flyer provided in school newsletters
- Outreach via CBO partners
- Targeted outreach to the apartment complexes on Coleman Avenue

All communications developed by the Study team (postcards and social media graphics) were in English and Spanish.

Activities and Materials

A set of wood blocks were cut to scale, painted, and labeled (e.g., travel lane, bike lane, painted buffer, etc.) in advance of the event. The wood blocks were to be arranged on satellite imagery of the Study corridors so that alternatives could be built to scale. Eight different tables (two per each of the four Study focus areas) were set up so that the public could get into groups to design their alternatives.

The W-Trans consultant team discussed the Study's preliminary design alternatives with participants and posted images of the alternatives for reference; the participants were then encouraged to build their own. County, City and Toole Design staff assisted with the activities and note-taking. Results were photographed and each group filled out a comment card to discuss their final designs. Fifty to sixty people attended, and 53 comment cards (which in most cases represent a group of people) were completed. Both students and CBO partners were among the attendees. To compensate participants for their time, snacks were provided as well as a raffle with a chance to win one of two Target gift cards.

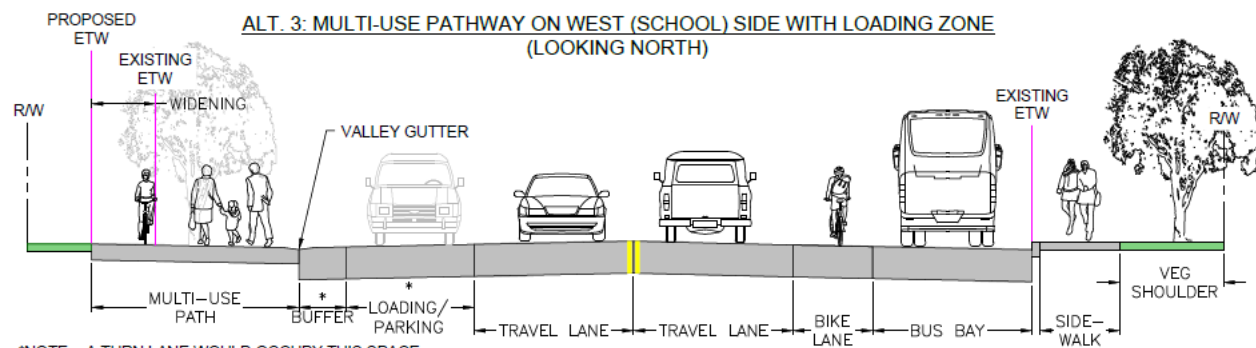
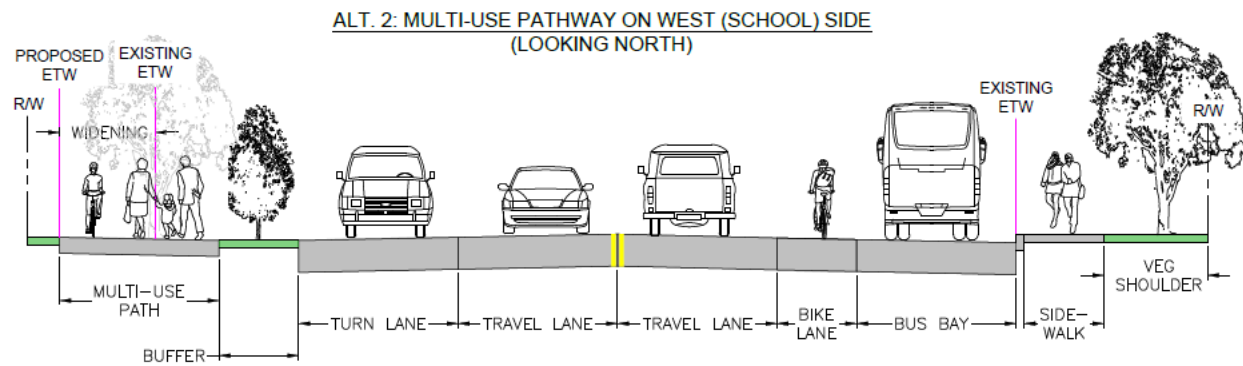
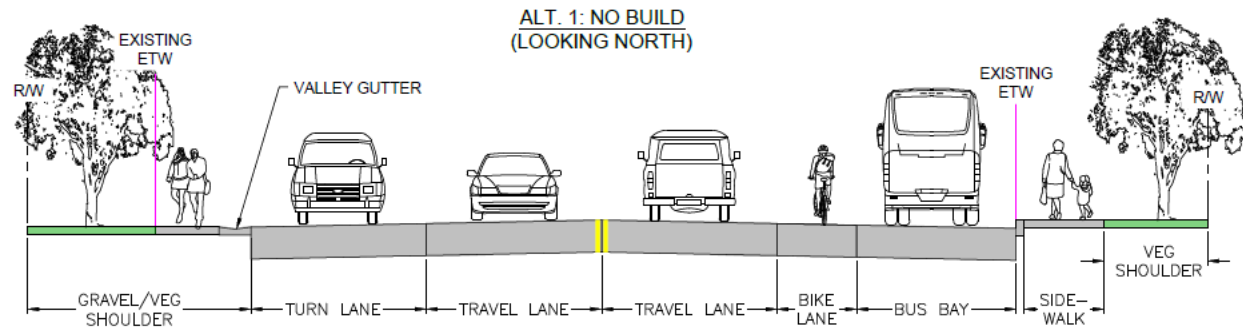
As the Study corridors were broken down into four focus areas during Phase 2 of the Study, the findings from this workshop are summarized by focus area.



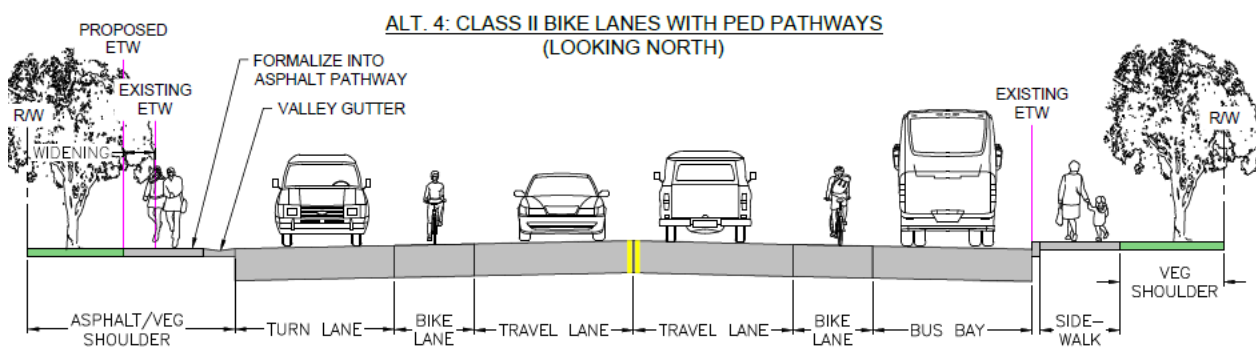
Interactive Community Workshop

Key Themes and Takeaways

Focus Area 1: Menlo-Atherton High School (MAHS), Ringwood Ave Preliminary design alternatives



*NOTE: A TURN LANE WOULD OCCUPY THIS SPACE IN THE IMMEDIATE VICINITY OF THE SCHOOL DRIVEWAY. CROSS SECTION AT THE SCHOOL WOULD LOOK SIMILAR TO ALT. 2.



Concepts generated by public

- Center multi-use path with traffic lane on either side, plus a turn lane
- Bike lanes (with vertical separation from traffic) and sidewalks on both sides
- Vertically separated, two-way cycle track on one side with sidewalk; turn lane on other side
- Vertically separated multi-use path in center; travel lane on either side (one travel lane shared with bus); one-way bike lane and sidewalk on one side

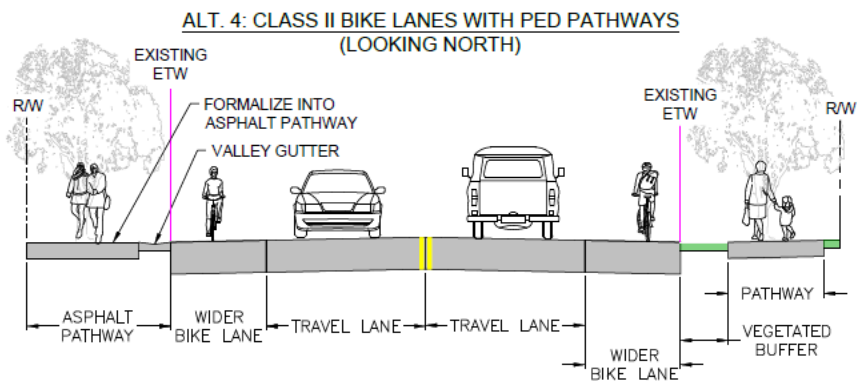
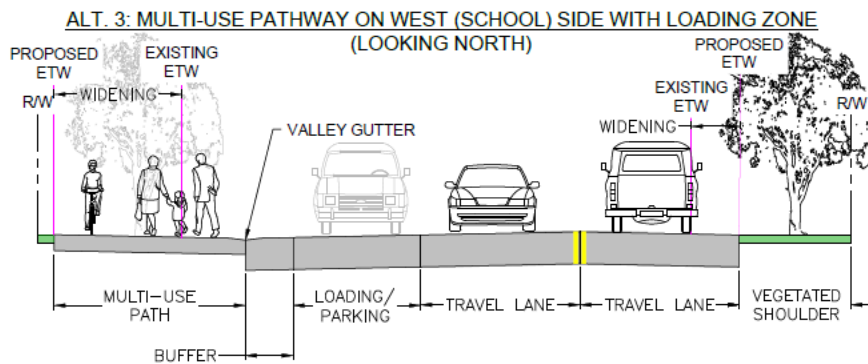
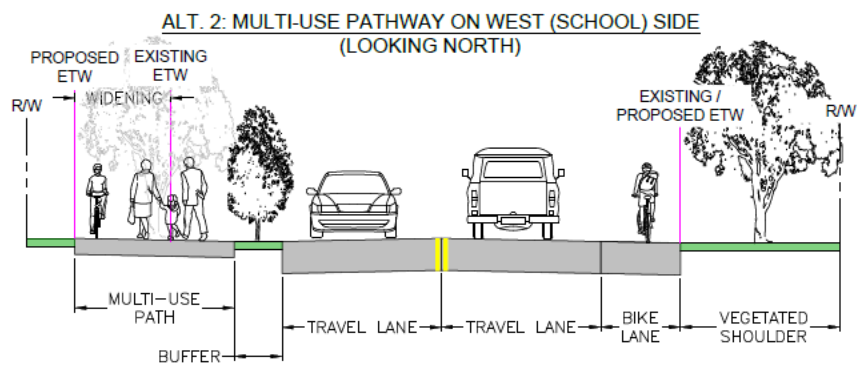
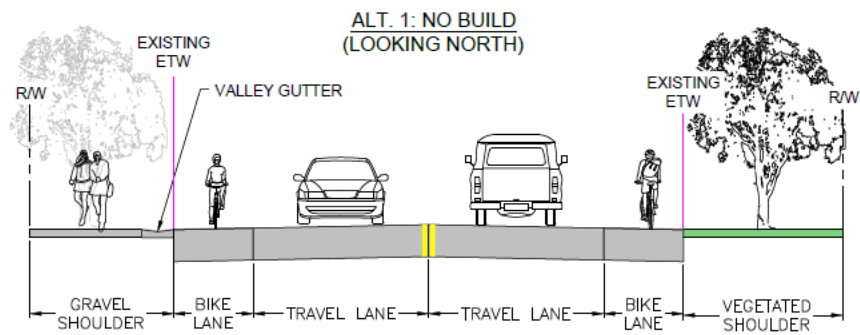
General comments

- Dedicated bike lanes are desired on both sides of street – many kids bike to school on this road
- Safer crossing desired at MAHS bus stop
- More traffic control at Ringwood/Arlington (restricted left turn, all-way stop, etc.) for safer crossing of bicyclists and pedestrians
- Vertical separation to keep cars from parking in bike lane and between cars/bikes
- Try to keep parking/drop-off on separate side of street from kids traveling by bike

Takeaways

- Vertical separation is desired between traffic lanes and bike lanes
- Concepts proposed by the public did not directly align to the team's preliminary design alternatives

Focus Area 2: Laurel School Lower Campus, Ringwood Ave
Preliminary design alternatives



Concepts generated by public

- Vertically separated bike lanes and sidewalks on both sides of street (proposed by two groups); a third group proposed this design with the addition of a protected intersection
- Vertically separated bike lanes and sidewalks on both sides of street plus center turn lane
- Center two-way cycle track with vertical separation; parking and sidewalk on one side of street
- Bike lanes on both sides of street; sidewalk on one side (proposed by two groups)
- Bike lanes on both sides of street (one buffered); sidewalk on one side
- Vertically separated two-way cycle track on one side; parking and sidewalk on the other

General comments

- Raised buffer to keep cars from driving/parking in bike lane and parking in pedestrian pathway
- More speed control needed
- Safer intersections needed
- Partial support for Alternative 3; also comments against Alternative 3 (concerns about losing landscaping and comments to not widen bike lane)
- Add protection to bike lanes – students use them

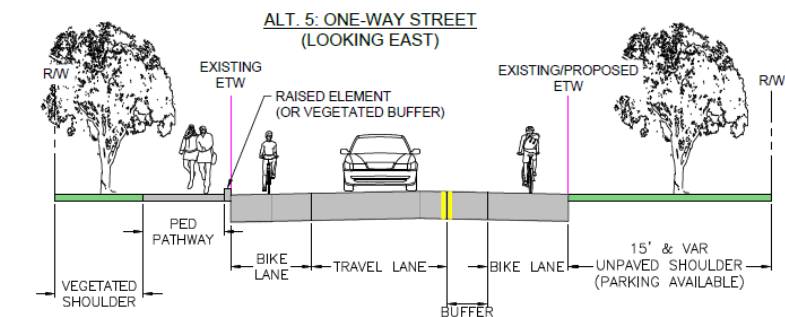
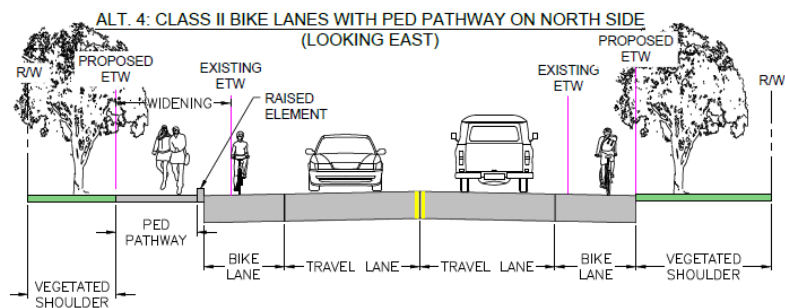
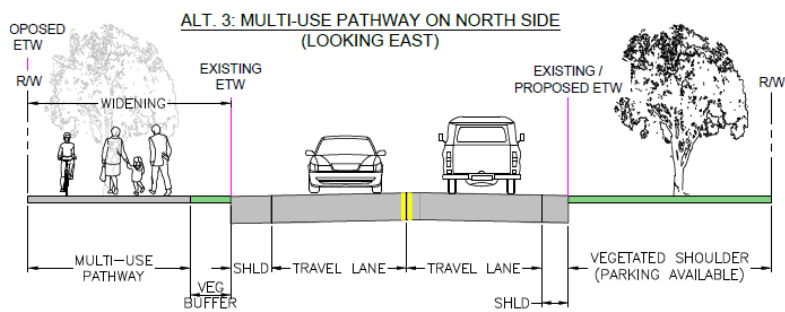
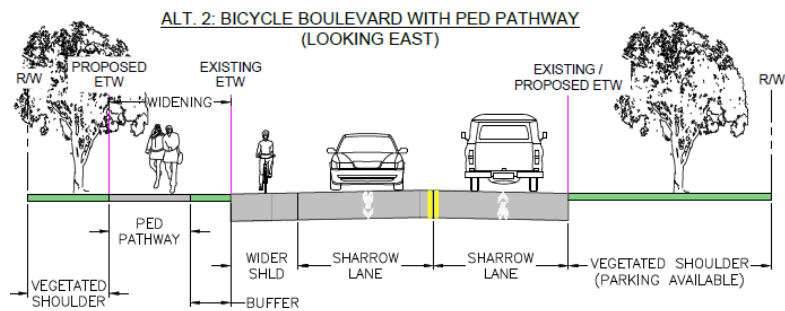
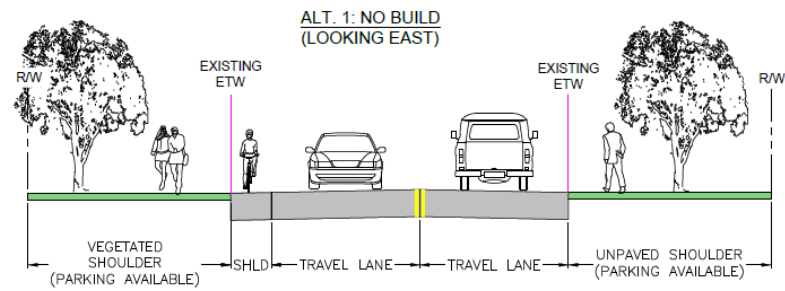
Takeaways

- Modifying Alternative 3 by adding vertical separation between traffic and bike lanes would support public feedback



A participant builds an alternative

Focus Area 3: Coleman Ave, County of San Mateo
Preliminary design alternatives



Concepts generated by public (Note: Multi-use path/cycle track/pedestrian pathway is presumed to be on north side of Coleman in all cases for Focus Area 3, unless noted)

- Two-way street with vertically separated, two-way cycle track
- Two-way shared street with multi-use path protected by buffer
- Two-way street with landscaped median and multi-use path
- Two-way street with multi-use path (separated between bike/ped) on both sides
- Two-way shared street with sidewalk and landscaped buffer (sidewalk on south side)
- Two-way street with bike lane on each side protected by 2" paved buffer plus sidewalk on north side
- Alternatives 3 and 4
- Two-way shared street with speed humps and multi-use path on one side, parking on other
- One-way with speed humps from Santa Monica to Ringwood, protected bike lanes on both sides, and sidewalk on north side
- Two-way street with speed humps and vertically separated multi-use path on north side and bike lane headed east on south side
- Two-way street with bike lanes and sidewalks on both sides
- Two-way shared street with sidewalk separated by landscaped buffer on south side (south side proposed due to assumption that there are fewer trees)
- Two-way street with speed humps and sidewalk on one side; landscaping on both sides
- One-way street with bike lanes on both sides (buffered bike lane on one side) and sidewalk on other side

Other Alternatives explored (built/discussed but not chosen as final submissions)

- Two-way street with speed humps and buffered bike lanes and sidewalks on both sides
- Two-way street with speed tables and bike lanes and sidewalks on both sides
- Two-way street featuring median with tree canopy; bike lanes and sidewalks on each side
 - Concerns about turning out of driveways
- Bike lane and sidewalk on both sides with one reversible lane in center
 - Concerns about changing neighborhood character
 - SamTrans concern about rerouting buses

General comments

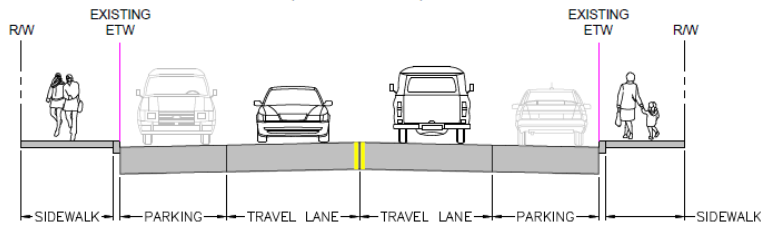
- Some support for changing traffic/bikeway flow at certain times of day
 - But concerns about having to redirect traffic onto side streets
- Speed mitigation is extremely important to many
- Most people would sacrifice trees for safe, dedicated bike/ped facilities
- Add stops signs at Berkeley
- Remove hedges at Berkeley/Coleman intersection to improve visibility
- Remove tree in middle of Coleman
- Considerable support for Alternatives 3 and 4

Takeaways

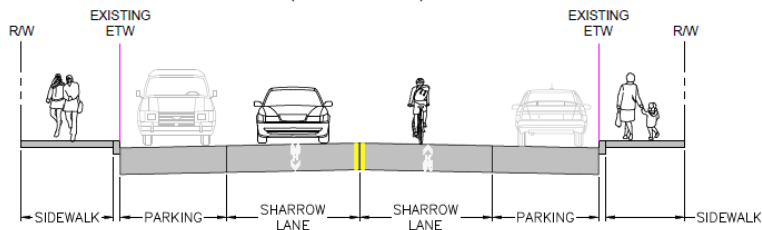
- Two-way street typically preferred but some public support for one-way or reversible one-way
 - However, after the impacts of the one-way street were discussed, some participants who supported the one-way better understood how a two-way street might be preferable
- Many want more separation between bicyclists and pedestrians which could result in a multi-use path with bike/ped separation or a shared street in addition to a multi-use path
- Protect bicyclists and (especially) pedestrians from vehicles
- Speed reduction and traffic calming through stop signs, speed humps, etc.
- Alternative 3 best aligns with feedback; Alternative 4 was also popular with some

Focus Area 4: Coleman Ave, City of Menlo Park
Preliminary design alternatives

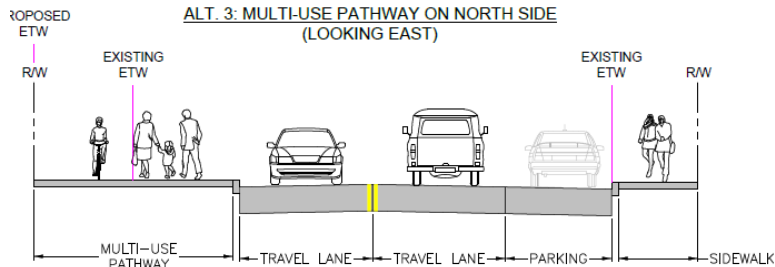
ALT. 1: NO BUILD
(LOOKING EAST)



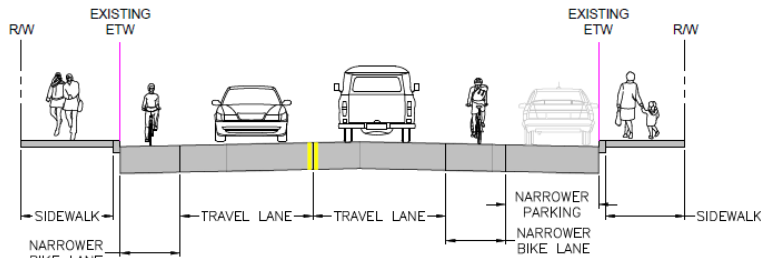
ALT. 2: BICYCLE BOULEVARD
(LOOKING EAST)



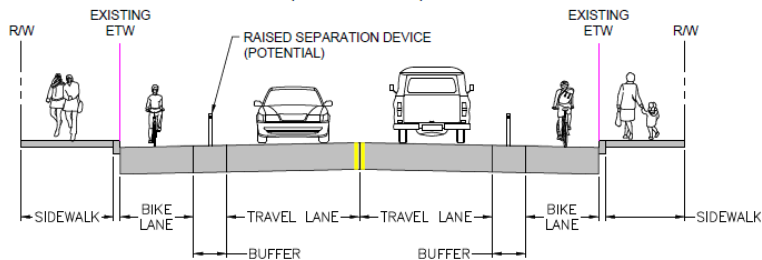
ALT. 3: MULTI-USE PATHWAY ON NORTH SIDE
(LOOKING EAST)



ALT. 4: CLASS II BIKE LANES WITH PARKING ON ONE SIDE (SIDE TBD)
(LOOKING EAST)



ALT. 5: PROTECTED OR BUFFERED BIKE LANES WITH NO PARKING
(LOOKING EAST)



Concepts generated by public

- Three groups: Multi-use pathway on north side (two proposed it with buffer and one proposed it without buffer); parking on south side
- Raised multi-use pathway with landscaped buffer on north side; parking on south side
- Two-way cycle track plus sidewalk on north side with landscaped buffer between cycle track and traffic lanes; parking on south side
- Shared street with speed humps with time-restricted parking on both sides that functions as a bike lane when parking is disallowed plus sidewalks on both sides
- Vertically separated multi-use path on north side with parking on north side; bike lane and sidewalk on south side
- Shared street with speed humps with landscaped buffer-separated multi-use pathway on north and parking/sidewalk on south

General Comments

- Retain parking on one side for apartment residents
 - But some want to keep it on both sides
- Increase visibility for people exiting parking lot of apartment building
- More lighting needed
- Consider stop sign, raised crossing, or rectangular rapid flashing beacon at Santa Monica
- Cars try to overtake cyclists; cars need to slow down
- Obstacles: trash pickup, delivery vehicles
- Add speed bumps or tables (Willow to Santa Monica)
- Support for replacing sidewalk with multi-use path
- Concerns about transition between Coleman-City and Coleman-County design
- Traffic circle is not effectively slowing down cars
- Visibility issues for those driving/biking down Coleman

Takeaways

- A lot of support for multi-use path and retaining parking on one side
- Alternative 2 best represents public feedback
- Alternative 2 as a shared street (with speed humps) might be another option

COMMUNITY SURVEY #2

Survey #2 was guided by feedback gathered throughout Phases 1 and 2 of the Study. The Interactive Community Workshop that preceded the survey helped narrow down and refine the design alternatives proposed for all focus areas. Like the workshop, the survey was advertised through:

- Postcards mailed to all residences along the Study corridor
- County of San Mateo social media posts
- City of Menlo Park social media posts
- The Study website
- Outreach via CBO partners

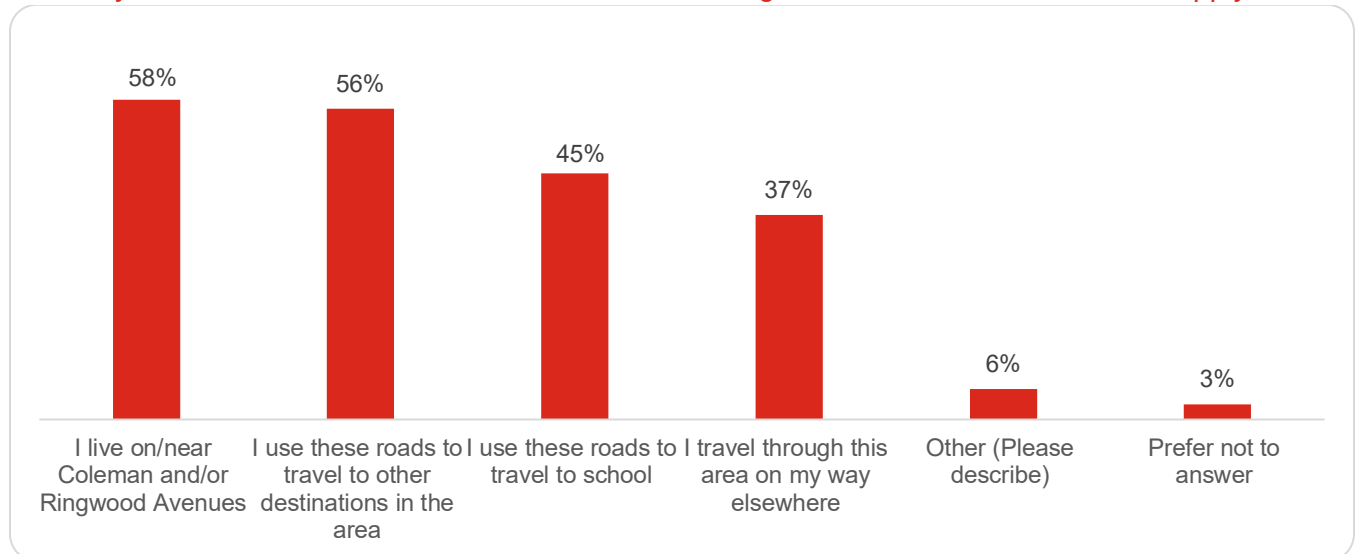
Survey #2 focused on understanding whether the public felt the proposed alternatives for the corridors addressed the needs identified by the community and if they had suggestions for ways to improve the proposed alternatives. The survey included multiple choice questions and open-ended questions. Two potential alternatives were proposed for each of the four focus areas. The survey was available in English and Spanish and open for approximately four weeks, from May 26, 2023 – June 22, 2023, during which time the Study team received 454

responses. Respondents were informed that they need not answer questions for focus areas that did not apply to them. The survey results include paper/physical surveys that were distributed and collected by the Study's CBO partners. Seven surveys were taken using the Spanish version of the digital survey and some of the paper surveys were also taken in Spanish and translated into English by bilingual staff.

Respondent Information

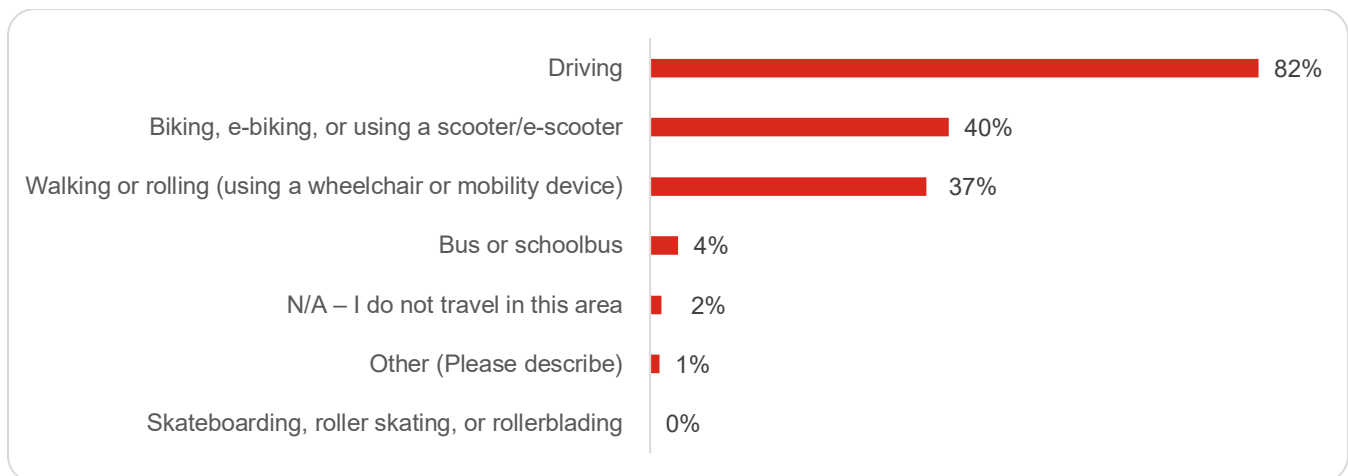
Respondents were asked about their connection to or interest in Coleman and/or Ringwood Avenues. Over half of survey respondents said they live on/near Coleman or Ringwood Avenues and over half travel on these roads to reach their destinations. Forty-five percent use these roads to travel to school. Most people who selected "Other (Please describe)" indicated that they use these roads recreationally for walking, biking, or dog walking. The sum of percentages exceeds 100 as respondents could select more than one answer.

What is your connection to/interest in Coleman and/or Ringwood Avenues? Check all that apply.



Next, respondents were asked how they usually travel in the study area; they could select up to two options. Most respondents drive (82 percent), followed by biking, e-biking or using a scooter/e-scooter (40 percent), then walking or rolling (37 percent). Most of the four people who selected "Other (Please describe)" wrote in that they drove or biked. Those who said they do not travel in the study area received a follow-up question asking if there was a reason why they didn't travel on Coleman or Ringwood (during Phase 1, some residents of East Palo Alto or Belle Haven said that they felt unwelcome in the Study area.) Five people answered this, saying that they had no reason to travel through the area or their commute did not pass through the area while one person said they were unsure.

How do you usually travel on Coleman and/or Ringwood Avenues? Select up to two.

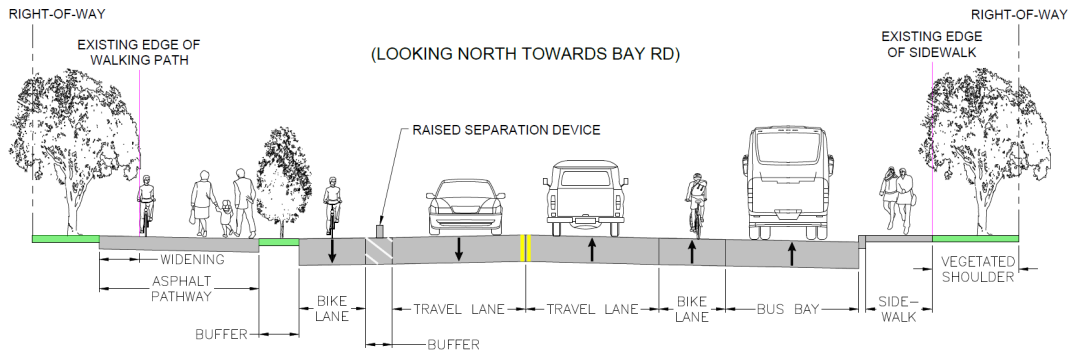


Focus Area 1: Menlo-Atherton High School (MAHS), Ringwood Ave

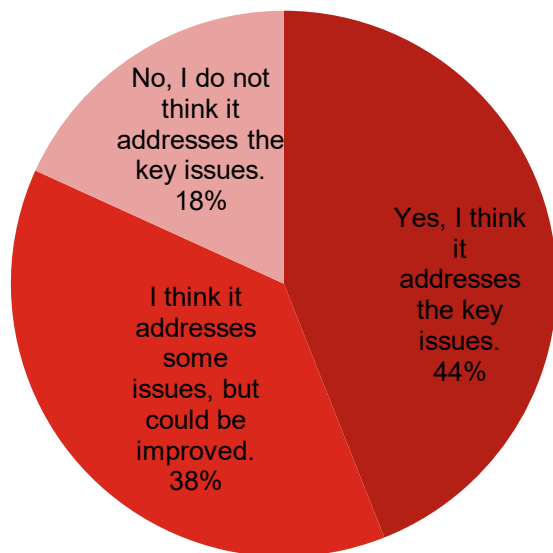
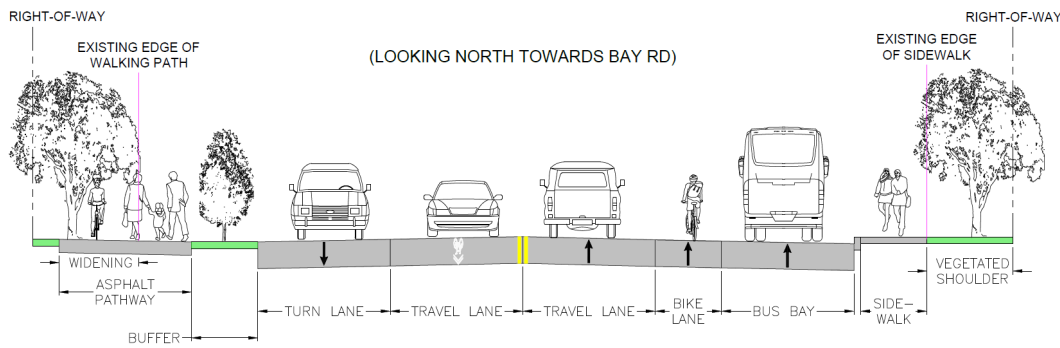
Respondents were next asked about the proposed alternatives for Focus Area 1. The alternatives presented were based on feedback received throughout Phases 1 and 2 of the Study. Respondents were presented with the key corridor issues and how the alternatives would address the key issues and impact existing conditions. Then respondents were asked whether each alternative would address the key issues. If the respondent did not select “Yes...” to either alternative, then a question asking how the alternatives might be better addressed followed.

There was no clear alternative preference, with 1-A receiving a 44 percent “Yes” response and 18 percent “No” response and 1-B receiving a 46 percent “Yes” response and 21 percent “No” response.

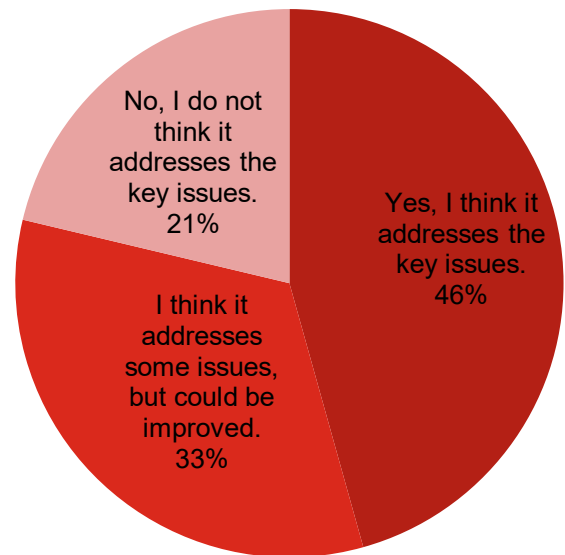
Alternative 1-A: Bike Lanes with Asphalt Pathway on West (School) Side



Alternative 1-B: Shared Southbound Lane with Asphalt Pathway on West (School) Side



Alternative 1-A Results (n=352)



Alternative 1-B Results (n=357)

Seventy-five respondents who did not answer “Yes” to either alternative described how the key issues could be better addressed. Top comment themes (in order of most to least common) included:

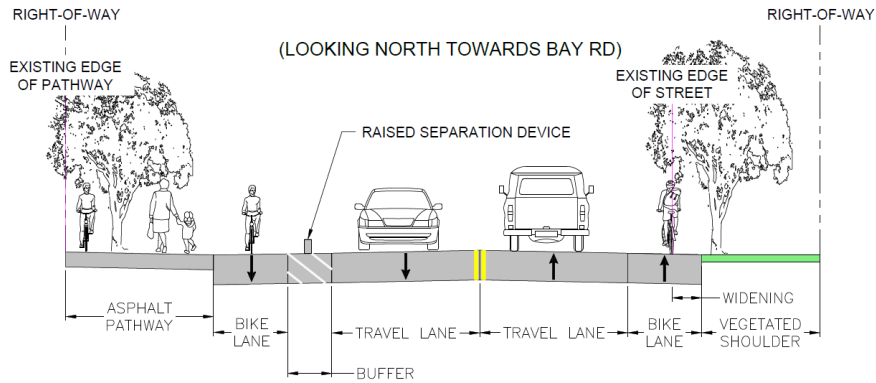
- **Keep the right turn lane into the MAHS parking lot**
Survey respondents felt that removing the right turn lane would increase congestion/cause major bottlenecks and force people to queue up in the travel lane. Many comments indicated a preference for keeping the right turn lane and travel lane while adding a dedicated bike lane. Generally, survey respondents were torn between wanting the dedicated bike lane and keeping the turn lane.
- **Bike lanes should be physically separated from cars and pedestrians**
Respondents generally preferred a dedicated bicycle lane, like in Alternative 1-A. Most would also like the bike lane to be fully protected by physical separation, such as concrete barriers. Many respondents would also like the walking path to be fully separate from the bicycling path with grade separation, stating that walking on the multi-use pathway would be stressful/uncomfortable with bicycle traffic.
- **There should be protected bike lanes in both directions**
Most respondents would like to see a protected bike lane on both sides of the street, which would help address students biking to school and turning left into the high school parking lot. Bicyclists also frequently make left turns onto Middlefield Rd, which should be considered.
- **Consider moving the drop-off/pick-up area for MAHS Students**
Congestion that builds up at the entry/exit point of the school for drop off/pick up is an issue. Vehicles sometimes stop at various points along Ringwood Ave to drop off and pick up students which presents a barrier to those walking, biking, and taking the bus to and from the area. Some people would like a different area to be used for drop-off/pick-up, which may support the proposed alternatives and alleviate congestion (suggestion for SRI parking lot to be used).
- **Address illegally parked cars**
There are parking concerns in the neighborhood. Alternatives should address parking enforcement and restrictions. Illegally parked vehicles pose a problem for children walking or biking home.
- **Poor visibility needs to be addressed**
Visibility in the area is a concern amongst respondents. Right now, drivers queue up in the bike lanes and along the pathway, making visibility worse for left-hand turns and increasing instances of left-hook crashes. Parked cars, vegetation, and the bus cause visibility issues for all modes currently. Some survey participants wonder if the landscaped buffers are unnecessary due to maintenance and visibility concerns.
- **Consider moving the bus stop**
There were many concerns about the use of the bus bay. Currently people use the bus bay to drop off/pick up students. Some survey participants are concerned the alternatives proposed, with the bike lane on the outside of the bus bay, will cause more bicyclists to opt for riding in the pedestrian path. Comments suggest the bus stop be moved to Middlefield Rd or onto the school property, and for traffic flow/circulation of the area to be reassessed.
- **Address left turns onto Ringwood Ave from Arlington Way**
Respondents were concerned about left turns onto Ringwood Ave from Arlington Way when the school traffic is backed up, citing that it is already very difficult to make that turn. Respondents wondered if the "keep clear" space on Ringwood Ave at Arlington Way would still be available.

Focus Area 2: Laurel School Lower Campus (Ringwood Ave)

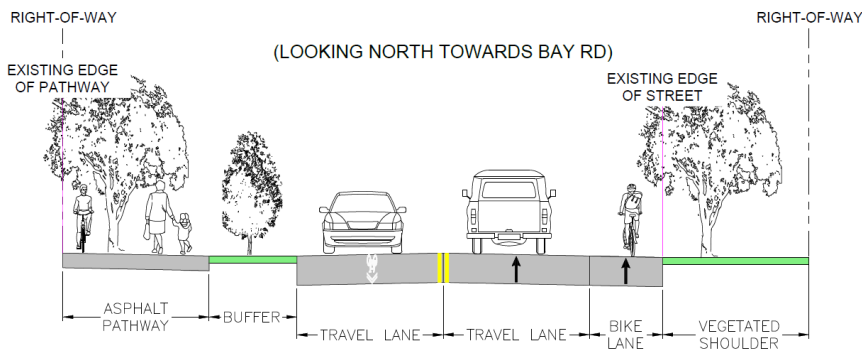
Respondents were next asked about the proposed alternatives for Focus Area 2. The alternatives presented were based on feedback received throughout Phases 1 and 2 of the Study. Respondents were presented with the key corridor issues and how the alternatives would address the key issues and impact existing conditions. Then respondents were asked whether each alternative would address the key issues. If the respondent did not select

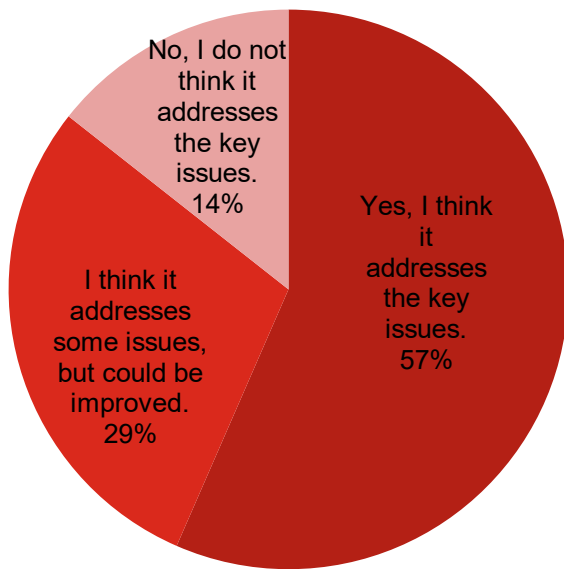
“Yes...” to either alternative, then a question asking how the alternatives might be better addressed followed. There was a preference for Alternative 2-A, receiving a 57 percent “Yes” response and 14 percent “No” response.

Alternative 2-A: Bike Lanes with Asphalt Pathway on West (School) Side

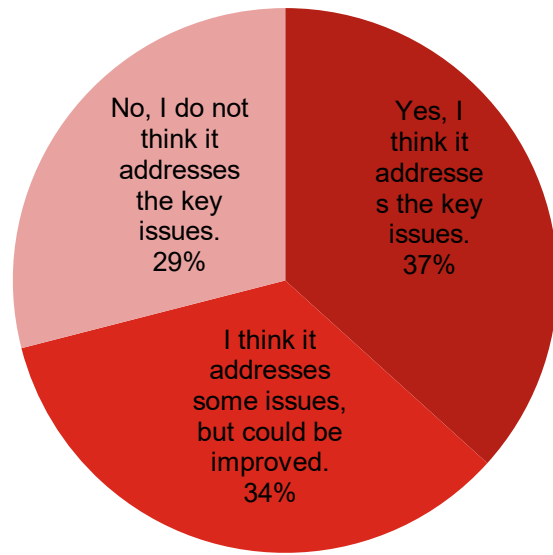


Alternative 2-B: Shared Southbound Lane with Asphalt Pathway on West (School) Side





Alternative 2-A Results (n=320)



Alternative 2-B Results (n=335)

Seventy-six respondents who did not answer “Yes” to either alternative described how the key issues could be better addressed. The top comment themes (in order of most to least common) included:

- Drop-off/Pick-up challenges at Laurel**
 Cars queuing for drop off/pick up at Laurel on Ringwood Ave is a big issue that respondents felt alternatives didn’t address or would exacerbate. Respondents were additionally concerned space would be removed for people dropping off and picking up students from school, causing a traffic backup. Respondents were concerned cars will park in the bike lane in the morning and afternoon and cyclists would need to navigate the drop off/pick up line. They suggested better crossing options, a dedicated drop-off/pick-up lane, or more parking to avoid danger for cyclists.
- Turning movements are hazardous**
 Cyclists who need to take a left turn into Laurel or turn onto Ringwood from Edge Rd. feel the alternatives do not help make that turning movement safer. Respondents also were concerned that there are no plans for a vehicle turn lane into Laurel/onto Edge Rd.
- Preference for protected bike lanes**
 The overwhelming consensus is that shared lanes are not desired. People would prefer separate bike lanes, ideally with vertical separation.
- Cyclists need dedicated space**
 The second design removes a bike lane, forcing cyclists onto the pedestrian facility where small children walk to and from school.
- Bike lane/pathway versus landscaped buffer**
 Respondents would prefer a smaller landscaped buffer in favor of a larger pathway. Also, respondents generally noted they do not want any existing trees to be removed.
- Wider bike lane desired**
 Respondents want to widen the bike lane, and are worried that without widening, it will become too narrow when trash cans are placed out, thereby forcing cyclists into the traffic lane.
- Speeding and parking enforcement**

Respondents were concerned that neither of the alternatives address the problem of speeding or illegal parking/stopping on Ringwood Ave near the school. Several comments noted that they would prefer existing traffic regulations be enforced rather than implement large scale engineering changes.

- **Where will water go after it rains?**

Respondents were concerned that the alternatives do not address flooding or stormwater runoff and want to understand if the pathway and landscaped buffer will be able to handle that without flooding. One comment suggested incorporating a narrow trench on the east side in the buffer.

- **Conflicts with e-bikes**

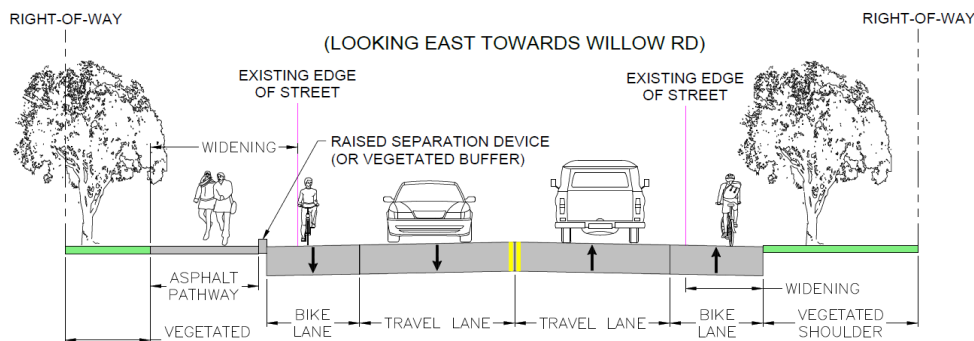
Some respondents noted the challenges of sharing a lane or path with electric bicycles and wonder how conflicts could be mitigated.

Focus Area 3: Coleman Ave (County Side)

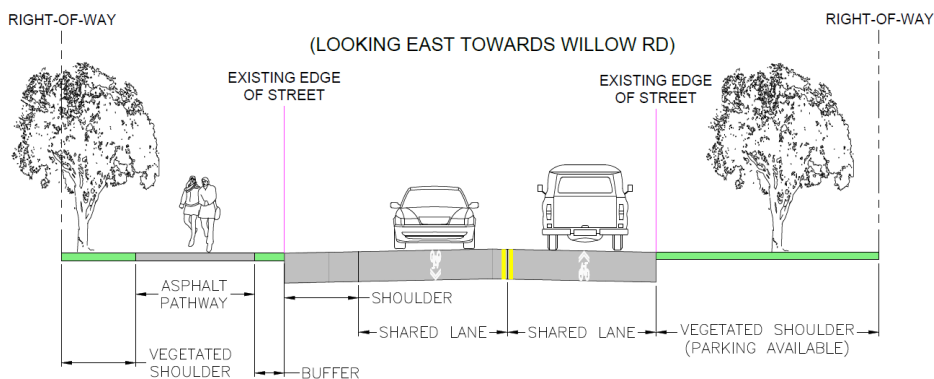
Respondents were next asked about the proposed alternatives for Focus Area 3. The alternatives presented were based on feedback received throughout Phases 1 and 2 of the Study. Respondents were presented with the key corridor issues and how the alternatives would address the key issues and impact existing conditions. Then respondents were asked whether each alternative would address the key issues. If the respondent did not select “Yes...” to either alternative, then a question asking how the alternatives might be better addressed followed.

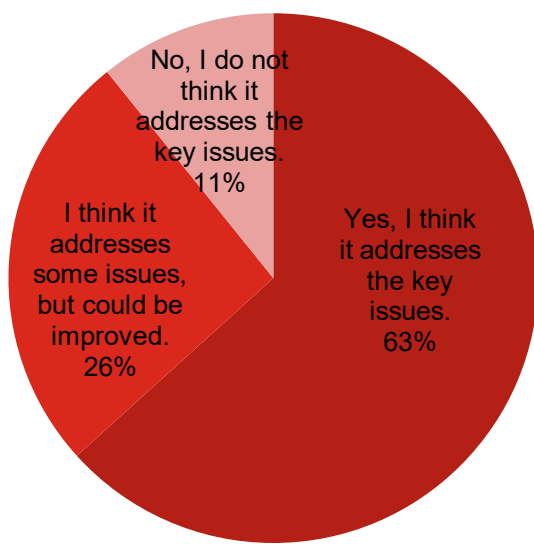
There was a preference for Alternative 3-A, receiving a 63 percent “Yes” response and an 11 percent “No” response.

Alternative 3-A: Bike Lanes with Asphalt Pathway on North Side

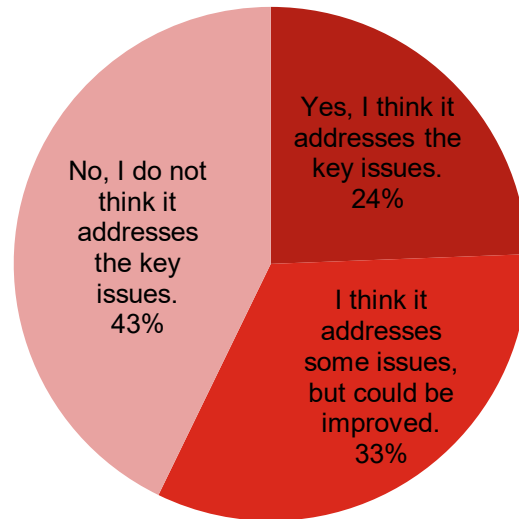


Alternative 3-B: Bicycle Boulevard with Asphalt Pathway on North Side





Alternative 3-A Results (n=316)



Alternative 3-B Results (n=320)

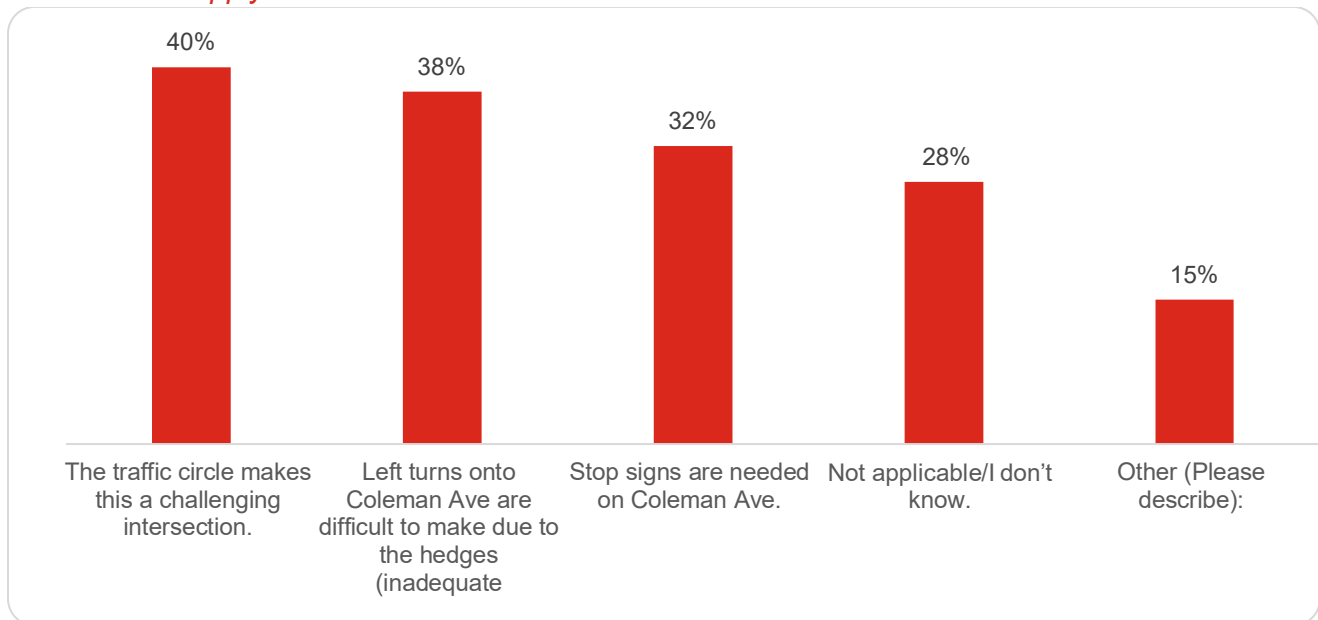
Sixty-six respondents who did not answer “Yes” to either alternative described how the key issues could be better addressed. Aside from calls to ensure dedicated bike lanes (which is proposed in 3-A), top comment themes (in order of most to least common) included:

- **Make Coleman Ave one-way**
Make Coleman Ave a one-way street (permanently or at certain times of the day) to discourage motorists from using it as a “cut-through” street. Alternatively, restrict turns on Coleman during peak congestion hours was suggested.
- **Address speeding**
Respondents thought alternatives should better address speeding and include more measures to slow down traffic, such as speed humps and stop signs. Santa Monica Ave and Berkeley Ave were both called out as intersections along Coleman Ave where more traffic calming is needed.
- **Split opinions on parking**
There was no consensus on parking, with half of the respondents feeling strongly about banning parking on Coleman, and the other half feeling strongly about preserving parking.
- **Include lighting**
Respondents want to incorporate more lighting into the design to improve visibility.
- **Too much asphalt**
Respondents were concerned that increasing asphalt will reduce the amount of permeable surface to absorb stormwater run-off. Respondents hope the design can avoid using asphalt outside of the bike lanes.

Respondents were also asked about what kind of challenges, if any, they experience at the intersection of Berkeley Ave and Coleman Ave. **Of the 454 total survey responses, 367 indicated they encounter at least one issue at the intersection of Berkeley and Coleman**, with the traffic circle and hedges obstructing sightlines when making a left turn onto Coleman cited as the top issues. Of the respondents who encounter issues, 45 selected “Other” and provided a description. The most common responses included:

- Right turns from Coleman onto Berkeley are difficult due to the hedges and service/commercial vehicles parking on the Willow side of Berkeley at that intersection.
- The tree in the center of the traffic circle blocks visibility, especially for vehicles being able to see pedestrians and bicyclists.
- Speeding and dangerous driving are major issues on Coleman with little speed limit enforcement.
- People like the traffic circle and do not want to see it replaced with a stop sign.

Do you encounter any of the following issues at the intersection of Berkeley Ave and Coleman Ave? Check all that apply.

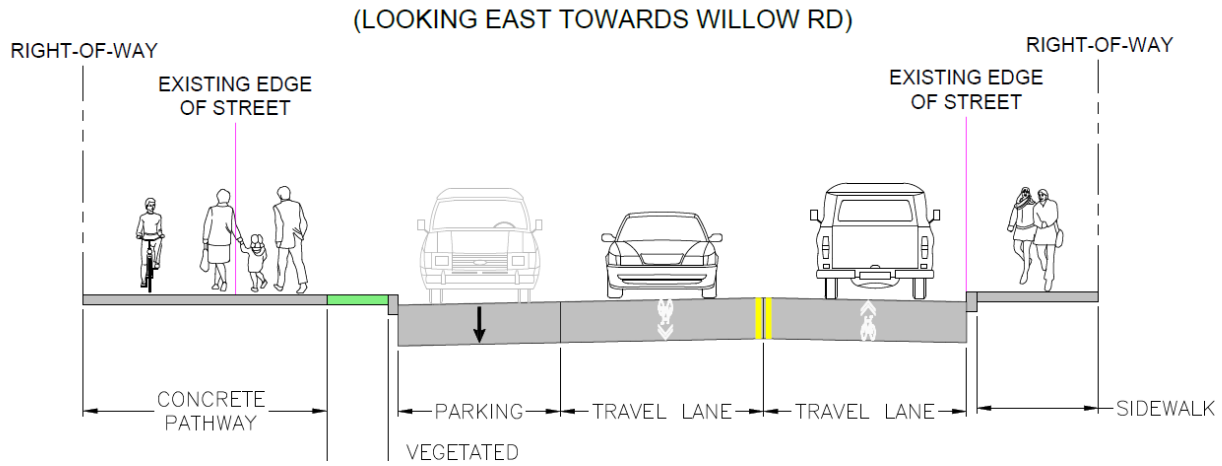


Focus Area 4: Coleman Ave (City Side)

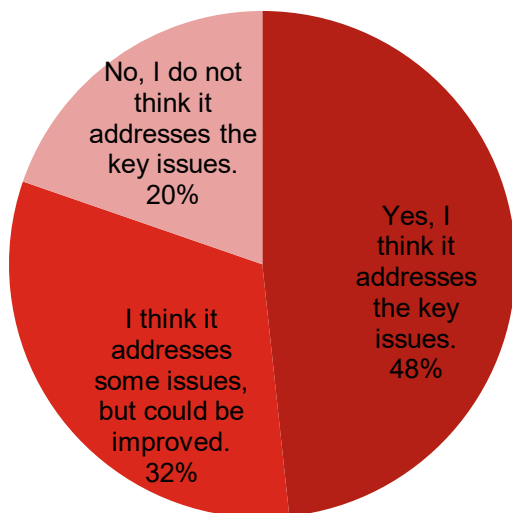
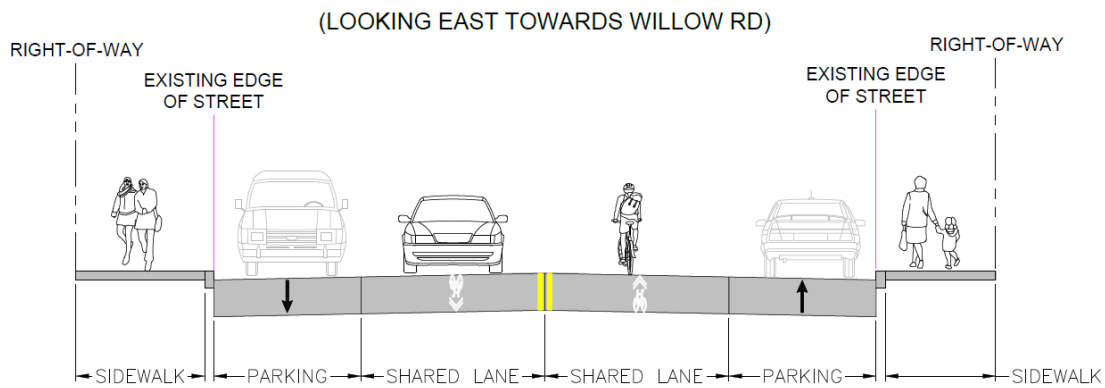
Respondents were next asked about the proposed alternatives for Focus Area 4. The alternatives presented were based on feedback received throughout Phases 1 and 2 of the Study. Respondents were presented with the key corridor issues and how the alternatives would address the key issues and impact existing conditions. Then respondents were asked whether each alternative would address the key issues. If the respondent did not select “Yes...” to either alternative, then a question asking how the alternatives might be better addressed followed.

There was a preference for Alternative 4-A, receiving a 48 percent “Yes” response and 20 percent “No” response.

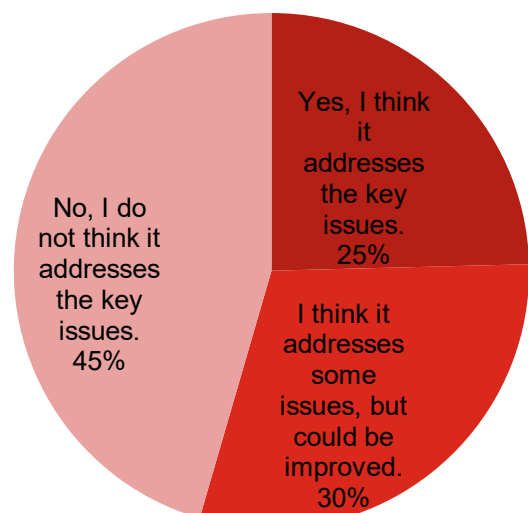
Alternative 4-A: Bicycle Boulevard with Shared Use Pathway and Parking on North Side



Alternative 4-B: Bicycle Boulevard with Parking on Both Sides



Alternative 4-A Results (n=300)



Alternative 4-B Results (n=301)

Ninety-eight respondents who did not answer “Yes” to either alternative described how the key issues could be better addressed. The most common responses (in order of most to least common) were:

- **Split opinions on dedicated bike lanes over parking**

Most write-in comments for this focus area were about parking, with many respondents noting that they would like parking to be removed on at least one side of the street to incorporate a dedicated bicycle lane. However, some residents on Coleman, especially those who live at the apartment building, are concerned that limiting parking on Coleman would remove parking options, as parking would be consumed by overnight and long-term parking. Apartment residents also noted there is not currently enough parking provided to them. Additionally, respondents felt that short-term parking during peak hours is necessary for drop-off/pick-up at the daycare/preschool.

- **Dedicated bike lane**

Respondents would like to see at least one dedicated, protected bike lane that is separate from pedestrian traffic. Sharrows were largely opposed and a bike lane in both directions was suggested. Additionally, safer bicycle and pedestrian crossing opportunities are desired.

- **Address speeding**

Respondents would like alternatives to include more traffic calming measures such as stop signs, speed humps and other speed controls for slowing traffic and making Coleman Ave less attractive to cut-through traffic.

- **Make Coleman one-way**

Making Coleman a one-way street was reiterated by those who mentioned this in the open-ended response for Focus Area 3.

Focus Area 4 Spotlight: Respondents concerned about parking loss on Coleman Avenue

Of 300 people who responded to this section of the survey about Focus Area 4 (Coleman - City), 11 respondents (3.6 percent) expressed concerns about **losing** parking. Of these 11, 54 percent felt that Alternative 4-A, which removes one lane of parking to accommodate a shared-use path, "addresses some issues but could be improved", while 46 percent felt it did not address key issues. When asked about Alternative 4-B, which retains parking on both sides but does not provide off-road space for cycling, the same breakdown resulted: 54 percent felt that the proposed alternative that retains parking "addresses some issues but could be improved", while 46 percent felt it did not address key issues. This underscores that those concerned about parking loss on Coleman Ave are undecided about the right approach to addressing focus area issues. Also, considering the small number of respondents who showed concern about parking loss, this may suggest limited survey participation from residents of multi-family dwellings on Coleman Avenue.

Breakout Group: MAHS Students

On June 2, County staff visited MAHS to talk to students about the Study and administer the survey (for students to take on their phones). Students were compensated with free lunch. While it is difficult to draw conclusions from this 27-response data set as it appears many students may have rushed through the survey (selecting the first choice for all focus area questions or selecting choices at random) and very few students provided write-in responses, there were some commonalities to the open-ended responses that those few students took the time to provide. For Focus Area 1, students who were not satisfied with the alternatives wrote in that they were unsure how to better address key corridor issues. For Focus Areas 2, 3 and 4, students wrote in that dedicated space to ride a bike was necessary, and for Focus Areas 3 and 4, safer crossings were suggested.

Final Thoughts

The final question of the survey asked participants, “Would you like to share anything else related to this survey?” Of the 454 total survey responses, 195 (43 percent) provided a short answer to the question. The most common responses included:

- Dedicated, protected, and marked lanes for pedestrians, bicycles, and cars in both directions are important. The main priority should be safety for school-aged youth.
- More street lighting is greatly desired.
- No shared lanes.
- Focus on mode conflicts at intersections or where people need to turn into school parking lots during peak congestion hours.
- More solutions are needed for vehicles queuing to drop off/pick up at schools, especially cars turning onto Edge Rd from Ringwood Ave.
- Trees should be preserved as much as possible, but vegetation that blocks visibility needs to be maintained and possibly removed.
- Consider changing the traffic and parking patterns on Coleman Ave by working with the schools, apartment complexes, etc. for a coordinated effort that considers peak hours (before and after school).
- Cut-through traffic should be mitigated by reducing or restricting access in order to encourage bikes or pedestrians.
- Disappointment that making Coleman a one-way street and restricting traffic on Coleman during peak congestion hours was not reflected in the alternative options.

Key Takeaways

The results of this survey reinforced the feedback themes heard throughout the Study. Balancing the various needs and issues in Focus Area 1 is a challenge, underscored by a lack of consensus in this survey. Figuring out how to address vehicle traffic while providing safe, dedicated space for walking and bicycling is paramount. The alternative preferences indicated for the other Focus Areas, along with the concerns raised for each area, such as the issue of removing parking from one side of Coleman Ave to make room for a shared-use path, also aligns with the feedback heard to date. Ensuring that all communities impacted by this Study are involved and able to share their opinions will continue to be essential as the Study moves forward.

PHASE 3 ENGAGEMENT

The summary below outlines the Phase 3 engagement activities that occurred in September and October 2023. During this phase of engagement, the Study team solicited input on slightly revised draft alternatives for the corridors. Additionally, this phase fulfilled a community request for more time to review the full concept plans rather than individual cross sections and provided the community with an opportunity to discuss the plans with City, County, and consultant team staff. Activities included:

- Coleman Avenue Pop-Up Demonstration
- Community Open House

In this phase of the Study, the draft alternatives (plus existing conditions) were presented for **three** Study areas:

- Ringwood Avenue;
- Coleman Avenue (County); and
- Coleman Avenue (City).

One of the main goals of this phase of engagement was to address questions and concerns surrounding the draft alternatives.

In addition to these engagement events, emails with concerns about this Study were sent to the San Mateo County Office of Sustainability. The emails received can generally be separated into two themes:

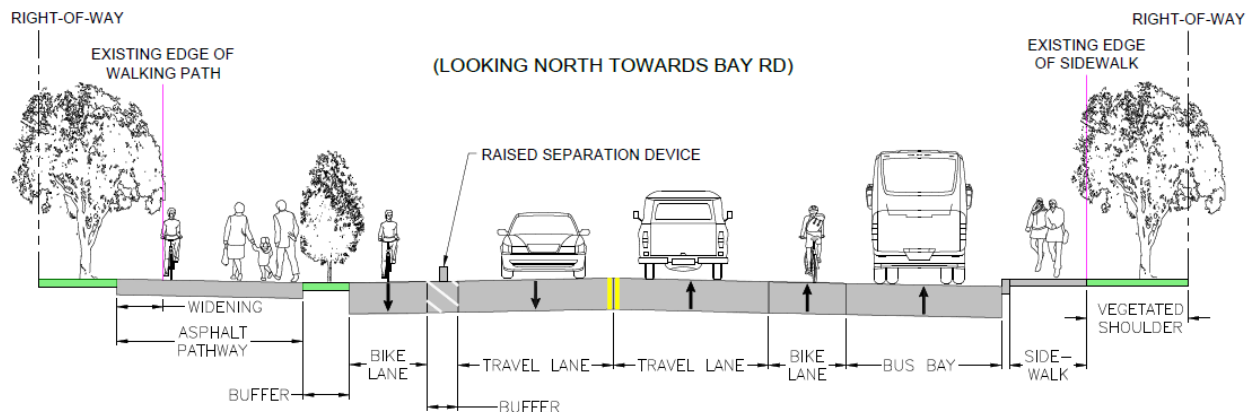
1. Some community members feel that their input is not being considered, and that there is support for one-way and/or turn restriction options that have been previously discussed and would like for these options to be considered as official alternatives. At a minimum, they want to be provided concrete data showing why these options were removed from the proposed alternatives.
2. Coleman Avenue is unique and its character should be preserved in the alternatives. Some community members feel a “cookie cutter” approach is being taken through the two draft alternatives proposed for the County section that would negatively impact the neighborhood character. They feel that the roadway should not be widened, and that the Study team should propose dedicated bicycle facilities rather than bicycle boulevards to address bicyclists’ needs.

Overview of Phase Three Alternatives for the Three Study Areas

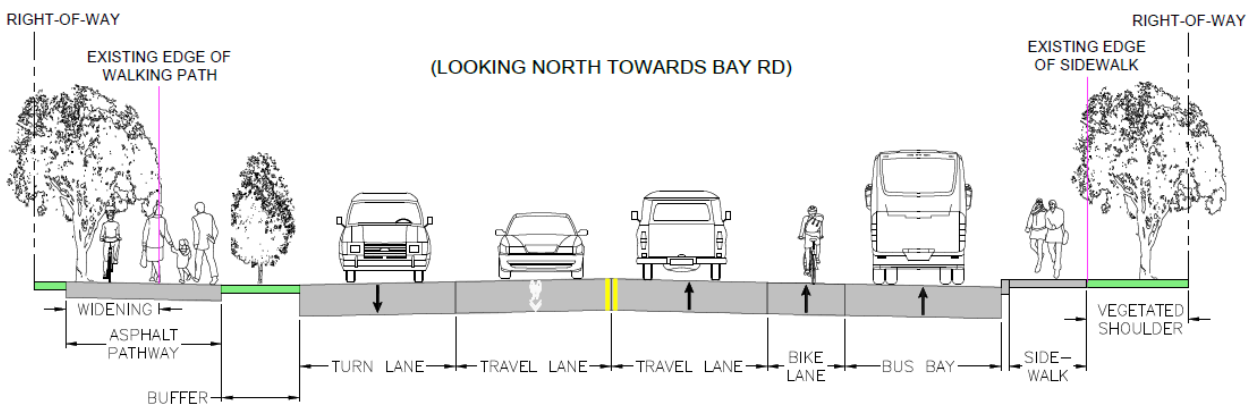
Each set of alternatives for the three Study areas are shown below, followed by a summary of key features of each alternative. These alternatives were updated slightly based on input from Phase 2 engagement. In addition, the two Ringwood focus areas were consolidated into one. **All alternatives proposed traffic calming measures, such as speed tables, throughout the corridors.**

Ringwood Avenue

Alternative 1: Bike Lanes with Raised Separation Device and Asphalt Pathway



Alternative 2: Bike Lanes (Shared Near Middlefield) with Asphalt Pathway



Alternative 1 Key Features

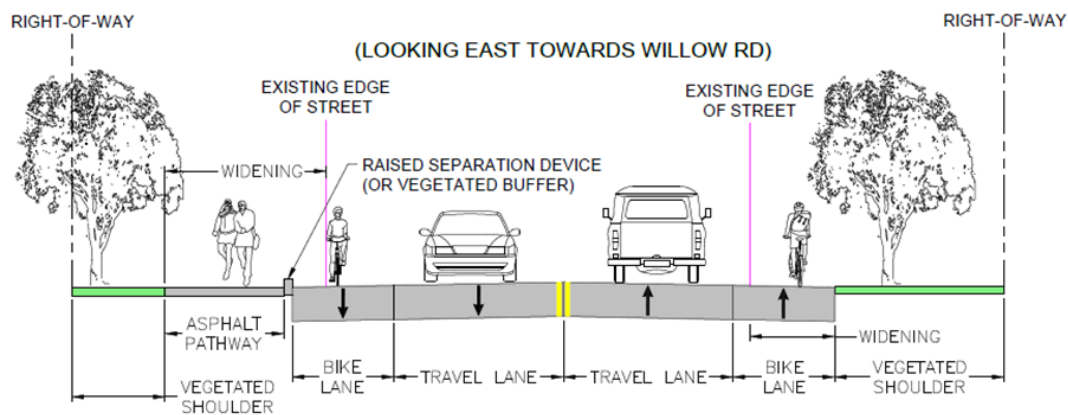
- Continuous dedicated southbound bike lane
- Striped buffer with raised element
- Wider asphalt pathway

Alternative 2 Key Features

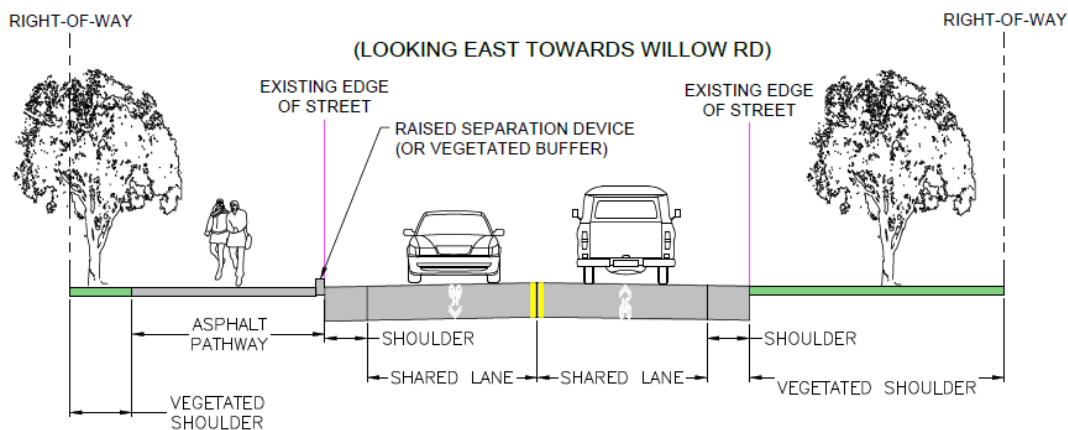
- Retains right turn lane into MAHS
- Shared southbound bike/travel lane near Middlefield
- Narrower asphalt pathway

Coleman Avenue – County

Alternative 1: Bike Lanes with Narrower Asphalt Pathway



Alternative 2: Bicycle Boulevard with Wider Asphalt Pathway



Alternative 1 Key Features

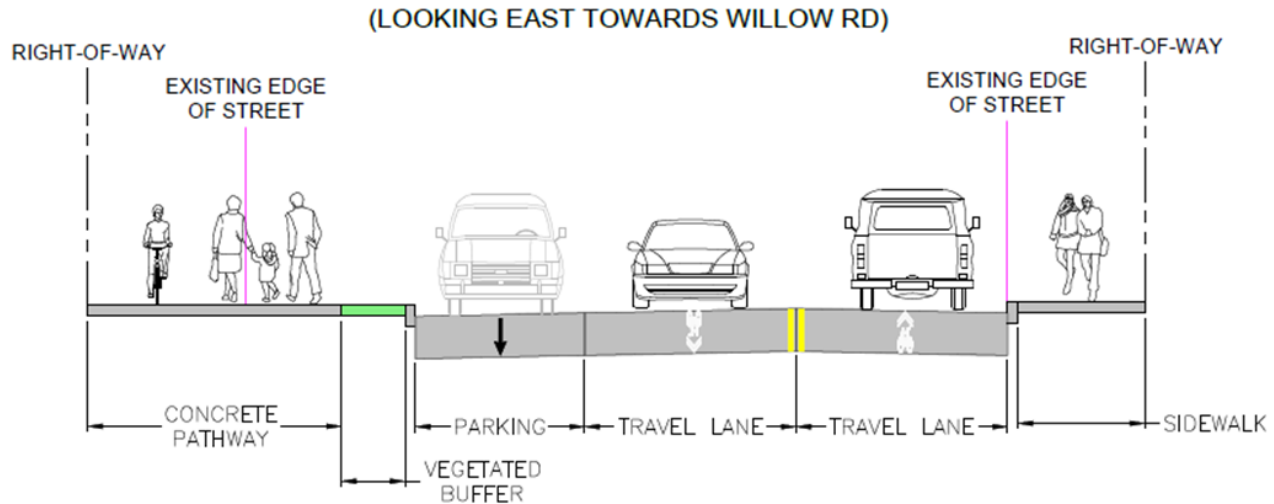
- Dedicated bike lanes
- Narrower asphalt pathway
- An estimated 3-13 trees would be impacted out of 130 total existing trees on the corridor.
- Parking removal on both sides

Alternative 2 Key Features

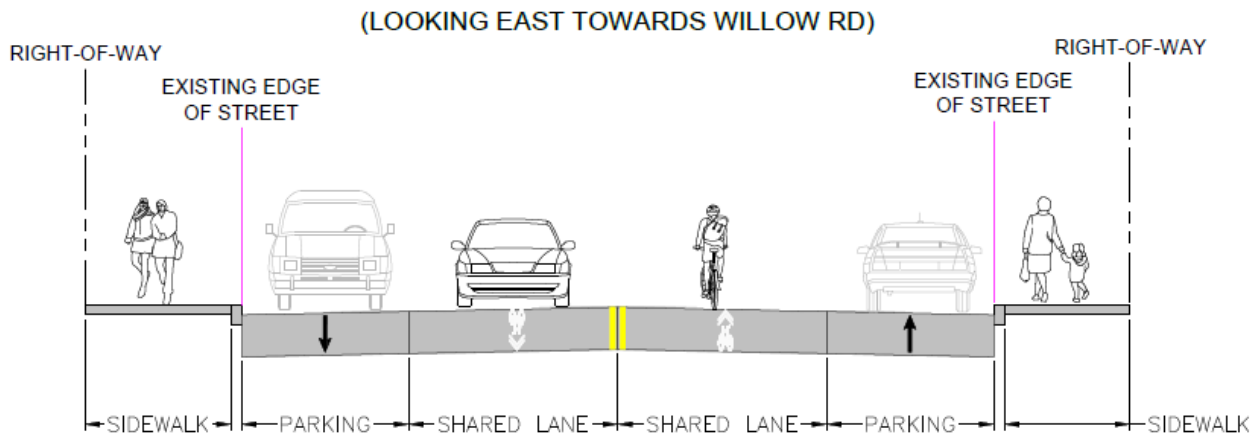
- Bike boulevard (shared bike/travel lanes)
- Wider asphalt pathway
- An estimated 19-37 trees would be impacted out of 130 total trees.
- Parking removal on pathway side only

Coleman Avenue – City

Alternative 1: Bicycle Boulevard with Concrete Pathway and Parking on One Side



Alternative 2: Bicycle Boulevard with Parking on Both Sides



Alternative 1 Key Features

- Parking removal on south side
- Shared use raised concrete pathway on north (apartments) side

Alternative 2 Key Features

- Parking retained on both sides
- Sidewalks remain as is

COLEMAN AVE POP-UP DEMONSTRATION

On Saturday, September 30th, 2023 the Study team traveled to Coleman Avenue to conduct a Pop-Up demonstration on the County side of the street. The goal of the Pop-Up was to physically showcase the concept designs for the entire Ringwood and Coleman Avenue corridors and to show how the two draft alternatives compare to existing conditions. Temporary materials, such as white gorilla tape, cones, and flags were used to demonstrate where the centerlines and curb lines would shift to accommodate the bicycle and pedestrian infrastructure proposed in each alternative. Pink ribbon was tied around any trees that might need to be removed to accommodate facility installation. Additionally, some members of the Study team went door to door to spread the word about the Pop-Up and upcoming Open House.



Study team members talk with attendees; guerilla tape and flags indicate how the alternatives would shift the roadway

The Pop-Up was advertised on the Study website, through the CBO partners, and via an email blast (using email addresses from people who had signed up throughout the Study to receive updates.) More than 35 residents of the area attended this event and provided input verbally and in written form on the plan sheets. Themes echoed throughout the event included:

Common Infrastructure Concerns/Comments

- No removal of trees; if anything, shift facilities around trees
- General support for traffic calming to reduce vehicle speeds and volumes
- Consider turn restrictions during peak hours or partial closure of Coleman (County section) instead of either alternative
- Consider turning Coleman (County section) into a one-way street
- Support for dedicated bicycle and pedestrian facilities
- Ask residents at Coleman Avenue/Berkeley Avenue to cut back their hedges to improve visibility
- Concerns about traffic being diverted to other streets
- Requests for permeable (such as decomposed granite) pedestrian walkways due to drainage concerns
- No additional pavement
 - Concerns were expressed that widening the road will encourage drivers to speed

- Make all intersections on Coleman Avenue all-way stop-controlled

Common Behavior Concerns/Comments

- Unsafe driving behaviors/speeding on Coleman Avenue
- Unsafe bicyclist behavior (bicyclists riding the wrong way and through stop signs)
- Use enforcement as a strategy instead

Concept plan sheets were available at the Pop-Up for the public to markup, such as places where additional crossings should be considered due to bus stops or places where additional speed tables should go. The Study team will refer to these sheets as the Study progresses. Attachment H provides the plan sets marked up with public comments.



The Study team discusses the concept plans with attendees

COMMUNITY OPEN HOUSE

On Monday, October 2nd, the Study team hosted an open house at Menlo-Atherton High School from 6-8 PM. It was advertised on the Study website, through the CBO partners, at the Coleman Avenue Pop-Up Demonstration, and via an email blast (using email addresses from people who had signed up throughout the Study to receive updates.) This was an additional opportunity for the public to review the full corridor concept plan sets, with existing conditions and two alternatives fully laid out. The Study team began the event with a presentation to explain where in the process the Study is and how to read the concept plans. Two full sets of concept plans were laid out on tables for the public to provide direct feedback, and staff were on hand to answer questions and receive comments. The meeting concluded with a brief interactive poll (using the Slido platform) to assess preferences for alternatives to the corridors.

More than 45 people attended the open house and provided input verbally and in written form on the plan sheets. Participants were encouraged to mark what they liked (with green dot stickers) and disliked (with red dot stickers) about the proposed alternatives directly on the plan sheets. The public also wrote comments directly on the plans and on sticky notes, which the consultant team will refer to as the Study progresses.

The same concerns and comments expressed during the Coleman Avenue Pop-Up were reiterated, with more voices expressing the need for safe bicycle and pedestrian facilities above all else. Common concerns/comments that were not already expressed at the Pop-Up are listed below. Attachment I provides images of the plan sets with public comments.



Staff and participants discuss concept plans at the Open House

Common Concerns/Comments

- Safety of bicyclists and pedestrians should be prioritized above all else, including tree preservation
 - Concern that not enough parents with children were able to come to the event
- Suggestion for hiring crossing guards during peak travel hours in lieu of infrastructure changes
- Dislike of bulb-outs
- Frustration over these corridors being studied in the past and no changes made
- Community consensus will not be reached and nothing will be done

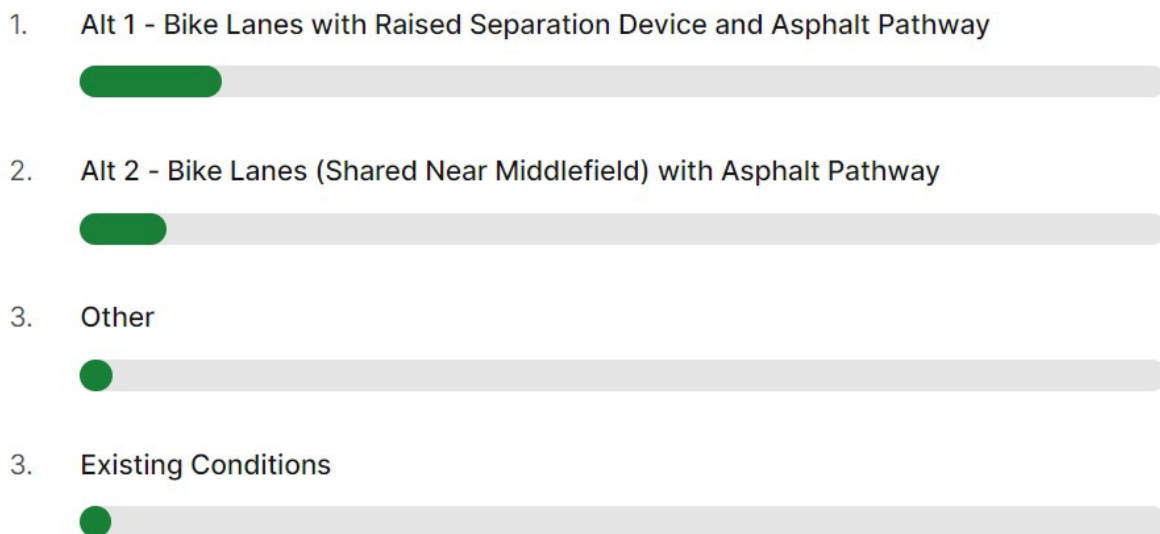
- Bike boulevards are not safe enough; need barriers between bicyclists and vehicles
- Install all-way stop control at Coleman Avenue and Berkeley Avenue
- Present this Study to school leaders/school board
- General support for Ringwood Avenue alternatives, particularly Alternative 1, which features vertical separation to protect bicyclists from vehicles and prevent parking in the bike lanes
- Support for new crossings with high-visibility crosswalks along both Ringwood and Coleman Avenues
 - Make sure crosswalks exist at all bus stops
- Provide a plan to replace each tree being removed

Slido Poll Results

A closing poll using Slido was conducted at the end of the Open House. However, only 19-20 people (slightly less than half of the total open house participants) participated, so it is difficult to draw any significant conclusions from the poll results.

For Ringwood Ave Do You Prefer

Ranking Poll 19 votes 19 participants



A slight preference for Ringwood Avenue Alternative 1 was shown.

For Coleman Ave (County Section), Do You Prefer

Ranking Poll  20 votes  20 participants

1. Alt 2 - Bicycle Boulevard with Wider Pathway



2. Alt 1 - Separate Bike Lanes with Narrower Pathway



2. Other



4. Only Traffic Calming Measures (No Enhanced Bike or Pedestrian Facilities)



5. Existing Condition



A slight preference for Coleman Avenue (County) Alternative 2 was shown.

For Coleman Ave (City Section) Do You Prefer

Ranking Poll  19 votes  19 participants

1. Alt 1 - Bicycle Boulevard with Concrete Pathway and Parking on One Side



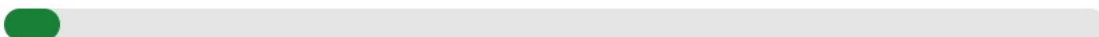
2. Other



3. Existing Conditions



3. Alt 2 - Bicycle Boulevard with Parking on Both Sides



A strong preference for Coleman Avenue (City) – Alternative 1 was shown.

Key Takeaways of Phase Three Engagement and Next Steps

Coleman Avenue

Both the Coleman Avenue Pop-Up and the Community Open House underscored that there are mixed opinions on how to best address the County section of Coleman Avenue. There is agreement on the need for traffic calming to reduce vehicle speed and volume. Moving forward, measuring interest in other approaches to the county section of Coleman Avenue, aside from the two Alternatives, would be a likely final phase of public engagement for this study.

The approach to the city section of Coleman Avenue will be influenced by the option pursued for the County section. There was general support for removing parking from one side of Coleman Avenue in the city section, but also questions and concerns about whether residents of apartment buildings on Coleman Avenue would support this. While many efforts were made to engage apartment building residents, only two were in attendance for Phase Three engagement events.

Ringwood Avenue

There is general support to advance Alternative 1 for Ringwood Avenue.

PHASE 4 ENGAGEMENT

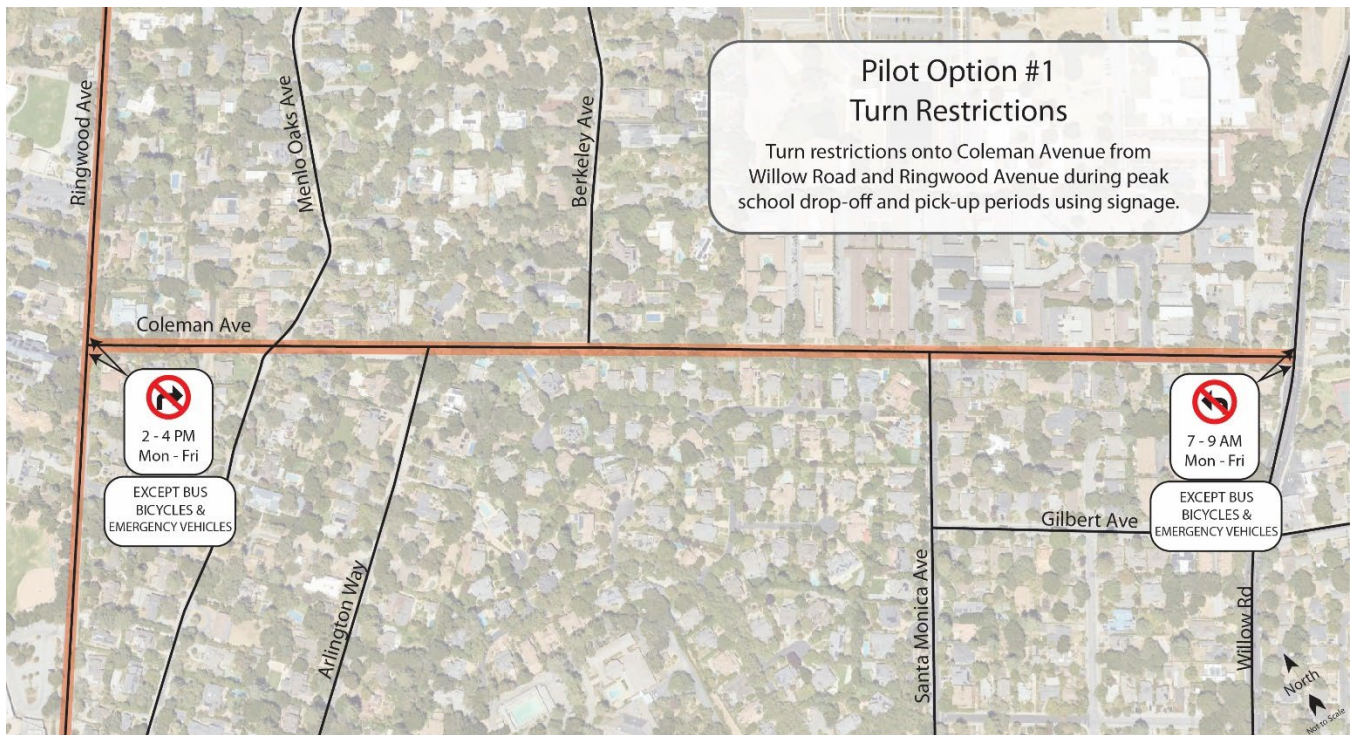
The summary below outlines the final phase of engagement activities that occurred in November and December 2023. Phase 4 engagement activities were a direct response to the feedback received during Phase 3. During this phase of engagement, the Study team gauged public interest for potential Coleman Avenue Pilot Programs in addition to longer-term alternative options. Activities included:

- Coleman Avenue Community Meeting
- Coleman Avenue Survey

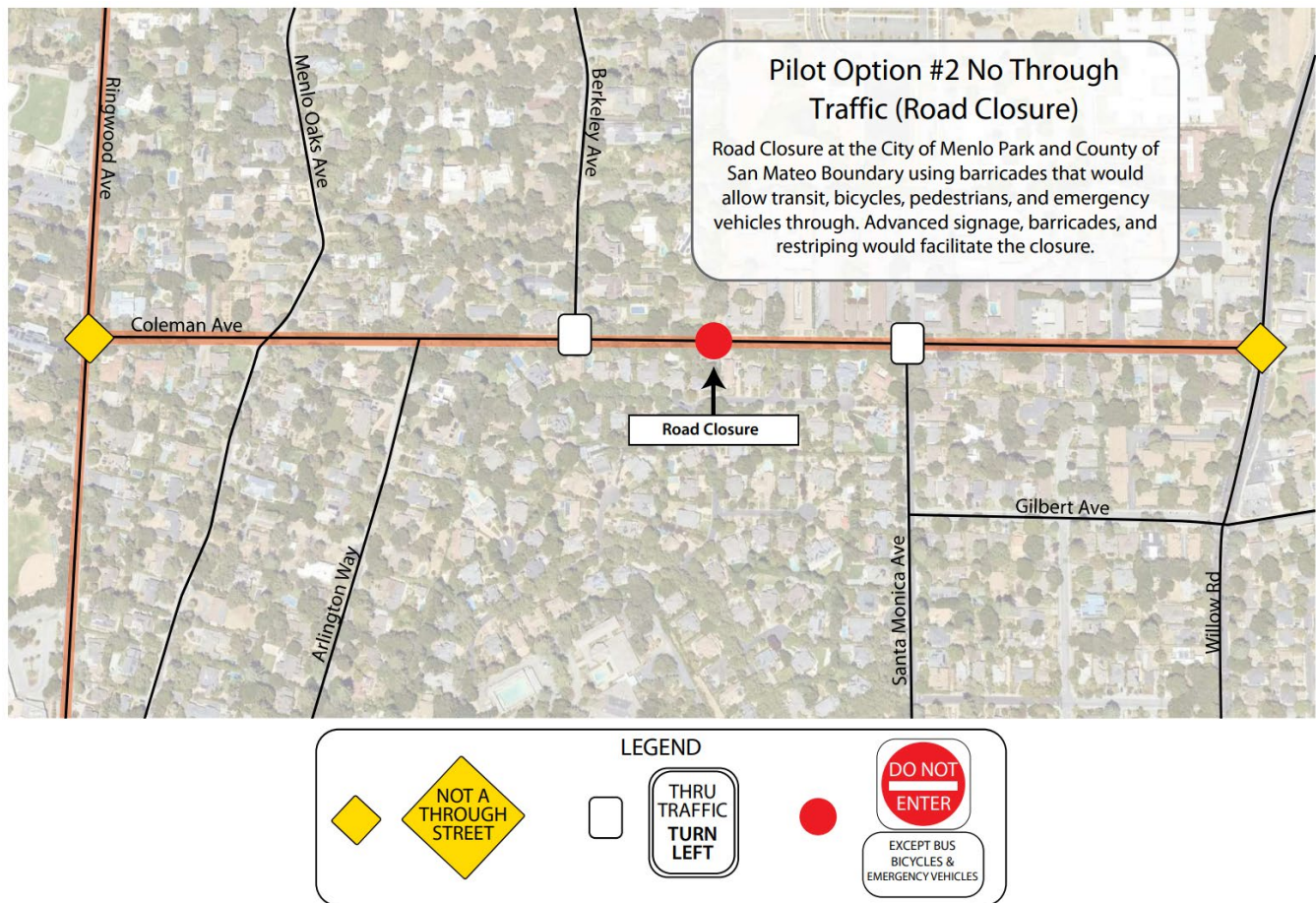
Pilot Programs

During Phase 3 of engagement, the Study team heard that stakeholders would like to see slower vehicular speeds on Coleman Avenue with fewer cars overall. The San Mateo County Office of Sustainability received a petition from residents (the majority of whom live on Coleman Avenue) encouraging the consideration of additional concept designs that could reduce traffic volume on Coleman Avenue and not require the removal of any trees. In response, the County and City identified four potential **pilot programs** to be considered alongside the alternatives presented during Phase 3. A pilot program would implement low-cost features on a short-term basis to allow the County, City, and community to experience changes and see if they meet the Study objectives. If Study objectives are met by the pilot, then the program may be considered as a longer-term solution. (Alternatively, a pilot program may be recommended as a temporary solution before an alternative is pursued.) The four pilot programs are described and illustrated below.

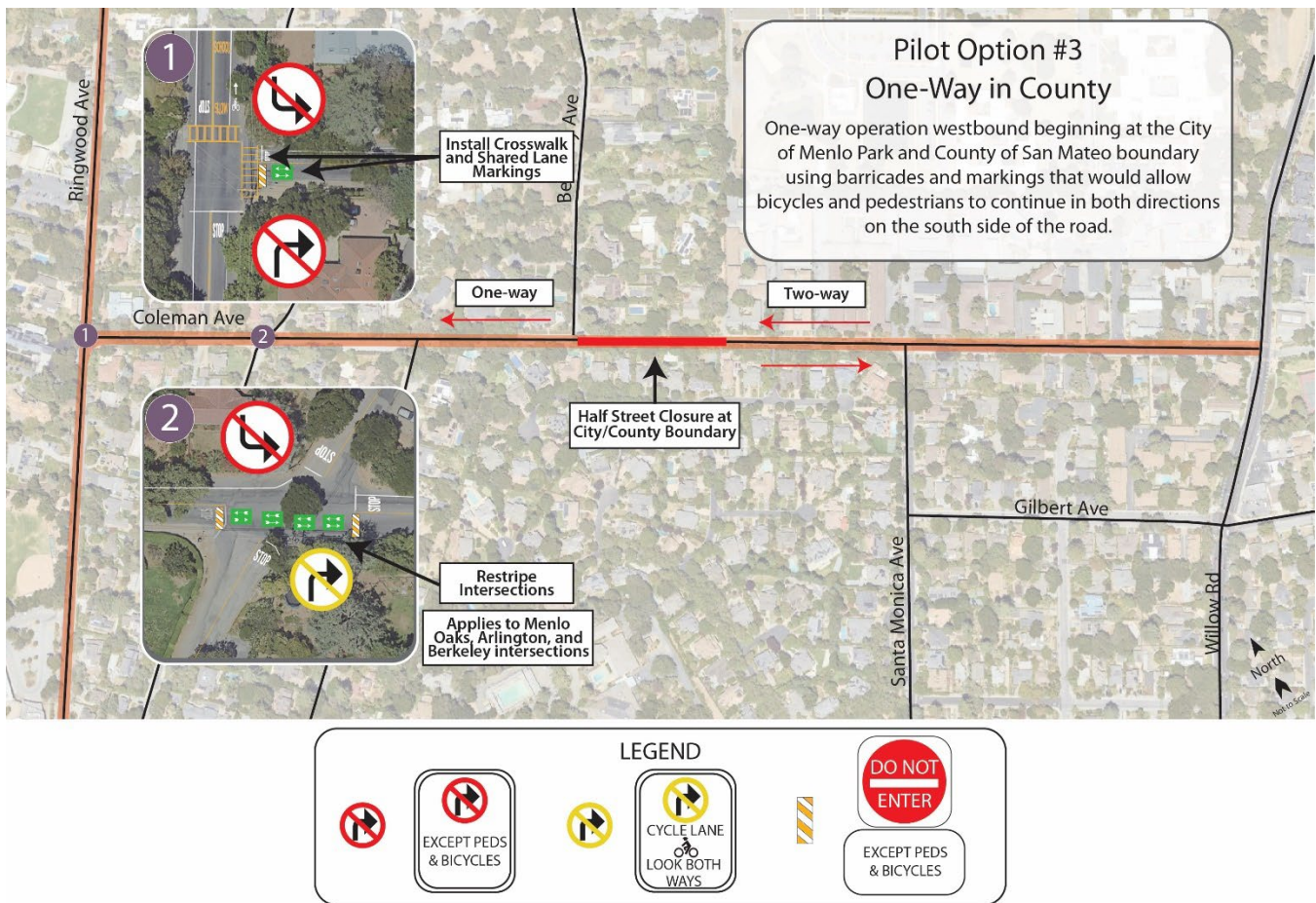
- » **Turn Restrictions:** This temporary pilot program would implement new signage to restrict turns onto Coleman Avenue during school hours.



- » **No Through Traffic on Coleman (Road Closure):** Coleman Avenue would be closed at the City/County boundary to all traffic except for buses, bicycles, pedestrians, and emergency vehicles. Advanced signage, barricades, and striping would facilitate the closure.



- » **One-way in County:** Coleman Avenue would be one-way for vehicles traveling towards Ringwood Ave on the County side of Coleman Ave only (roughly northwest of the Coleman Arms Apartments to Ringwood Ave, indicated on the map below.) Vehicle traffic would remain two-way on the city side of Coleman Avenue. Barricades would restrict access to the southbound side of Coleman Avenue, and signs would communicate access restrictions and two-way bike use. Since only one lane for vehicle travel will be needed in the one-way portion of the street, the lane on the south side of the road would be dedicated space for bikes and pedestrians, noted with pavement markings. In the two-way portion of the street, bikes will share lanes with vehicles.



- » **Traffic Calming ONLY:** Rubber speed humps would be installed at several locations on Coleman Avenue to reduce vehicle speeds.



COLEMAN AVENUE COMMUNITY MEETING

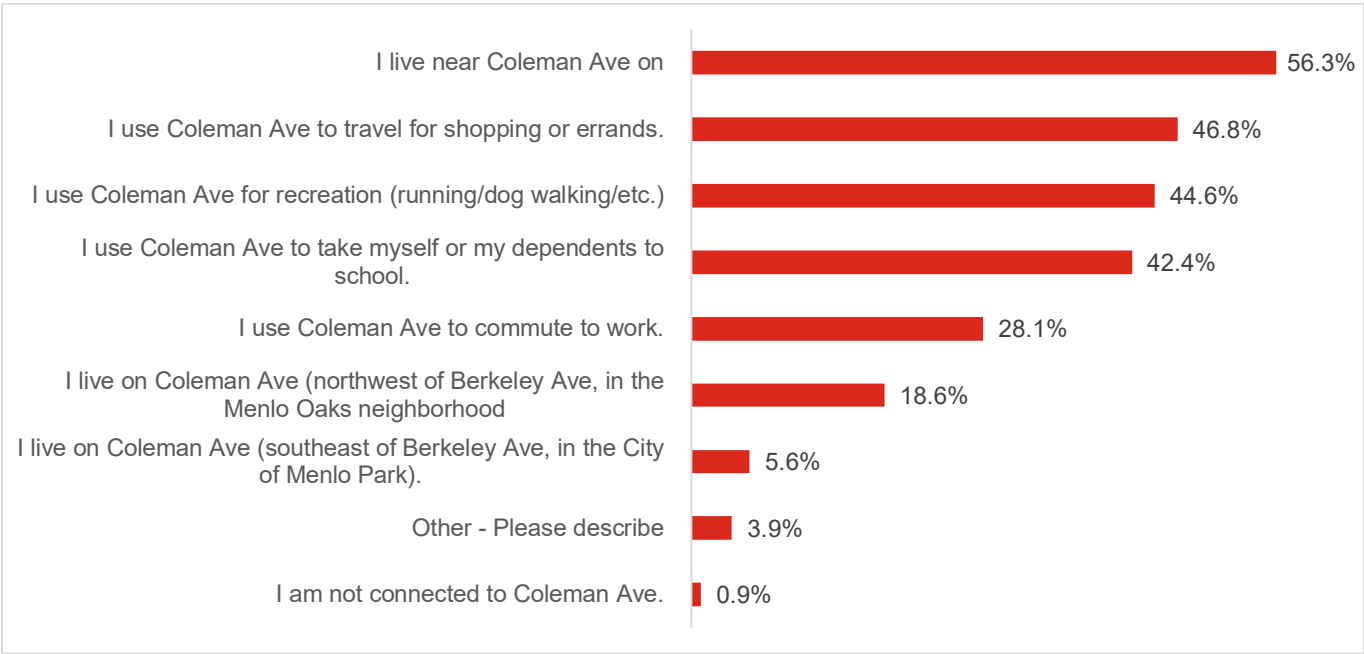
The Coleman Avenue Community Meeting took place virtually on Thursday, December 7th, 2023, from 6-8 PM using the Zoom platform. It was advertised on the Study website, through the CBO partners, and via an email blast (using email addresses from people who had signed up throughout the Study to receive updates.) Approximately 45 people participated. The meeting began with an overview of the four potential pilot programs, followed by a breakout room session featuring a small group activity that asked participants to weigh the impacts of the various pilot programs on different potential outcomes of the study (e.g., improved bicyclist/pedestrian safety and reduced traffic volumes). After this breakout session, everyone came back together to report out what was discussed in each group as well as discuss the pilot programs overall. Closing out the meeting was a brief poll and a Q&A session. The poll showed a preference for *Pilot Option #2: No Through Traffic on Coleman*.

COLEMAN AVENUE SURVEY

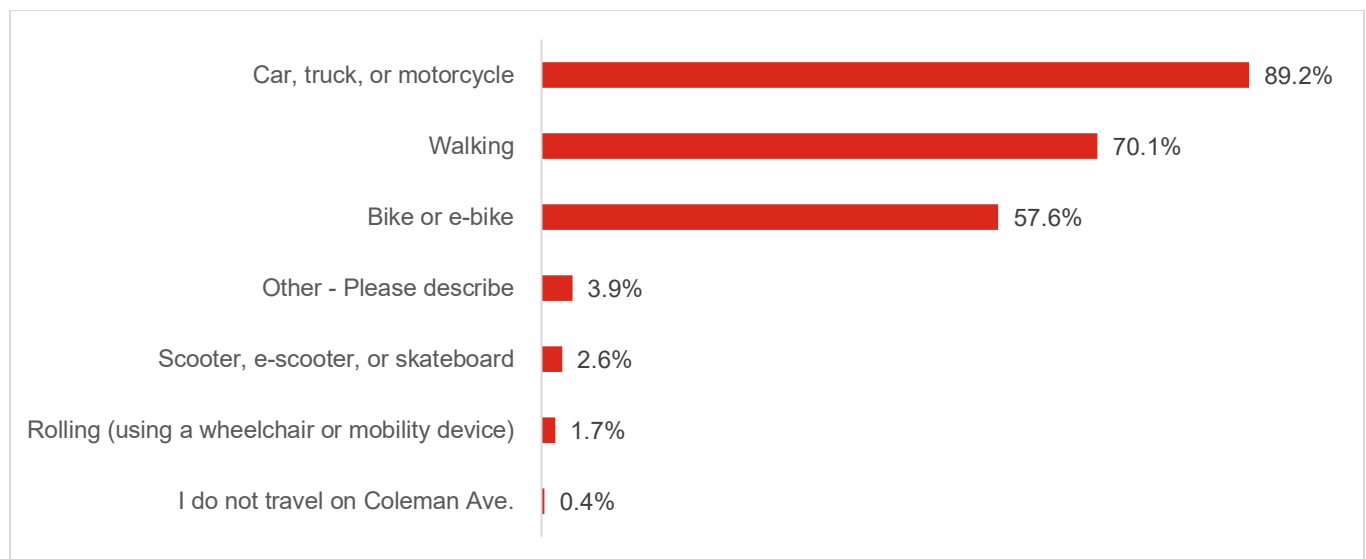
The Coleman Avenue Survey was open from December 7, 2023 through December 25, 2023. It was advertised at the Coleman Avenue Community Meeting, on the Study website, through the CBO partners, and via an email blast (using email addresses from people who had signed up throughout the Study to receive updates). The survey was designed to get a sense of how respondents were connected to Coleman Avenue, how well they thought each pilot project would address Study goals, overall pilot project preference, and how a potential pilot project might compare to the Study alternatives. One-hundred ninety-five (195) fully completed surveys and 70 partially completed surveys were received, for a total of 265 survey responses.

Respondent Information

Respondents were first asked about their connection to Coleman Avenue and could check all that apply (therefore the sum of percentages exceeds 100). Over half of survey respondents said they live near Coleman Avenue and were encouraged to fill in the blank to indicate which street they live on. The top responses were Menlo Oaks Drive (27 respondents) and Berkeley Avenue (24 respondents). Further review of the streets respondents live on revealed that about half of all survey respondents live in the Menlo Oaks neighborhood; this should be kept in mind as survey results are brought to decision-makers.

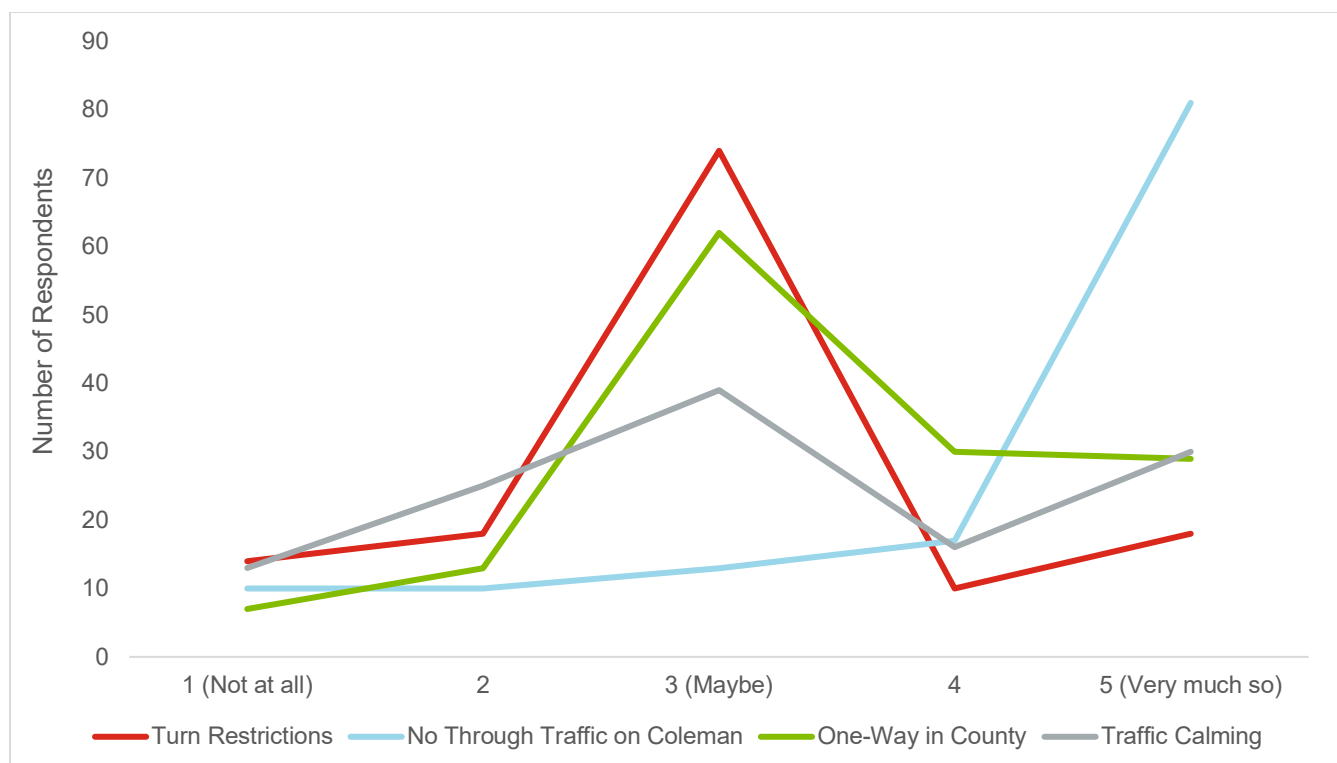


Next, respondents were asked about how they usually travel on Coleman Ave and could check all that apply (therefore the sum of percentages exceeds 100). Most (89.2%) of the respondents indicated that they get around in a vehicle, yet 70 percent said they walk, and nearly 58 percent bike or e-bike.

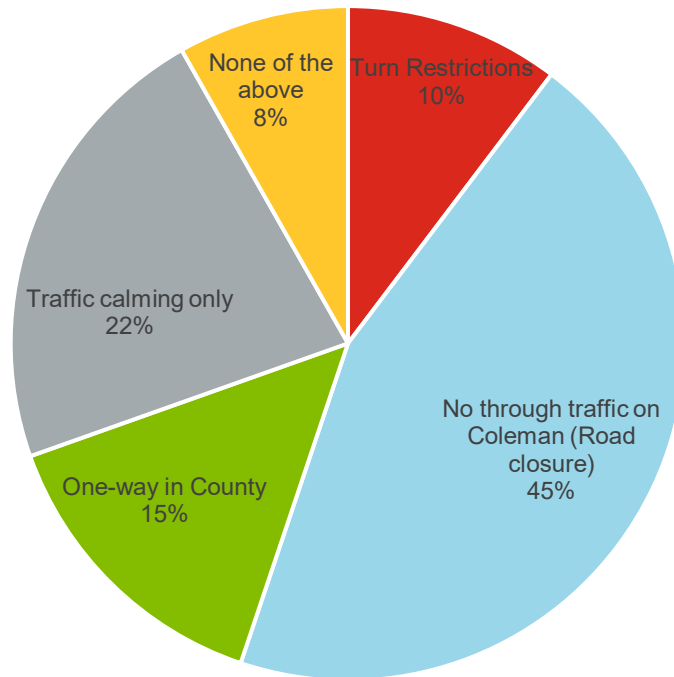


Pilot Options

The next set of questions reviewed the potential pilot programs then asked respondents to rate on a scale of 1 (Not at all) to 5 (Very much so) how well they felt each pilot would meet the Study objectives to improve mobility for active modes of transportation and safety for all users. Three of the four pilot options' top response was "Maybe" except for *Option #2: No Through Traffic on Coleman (Road Closure)*, for which the majority of respondents voted "Very much so".



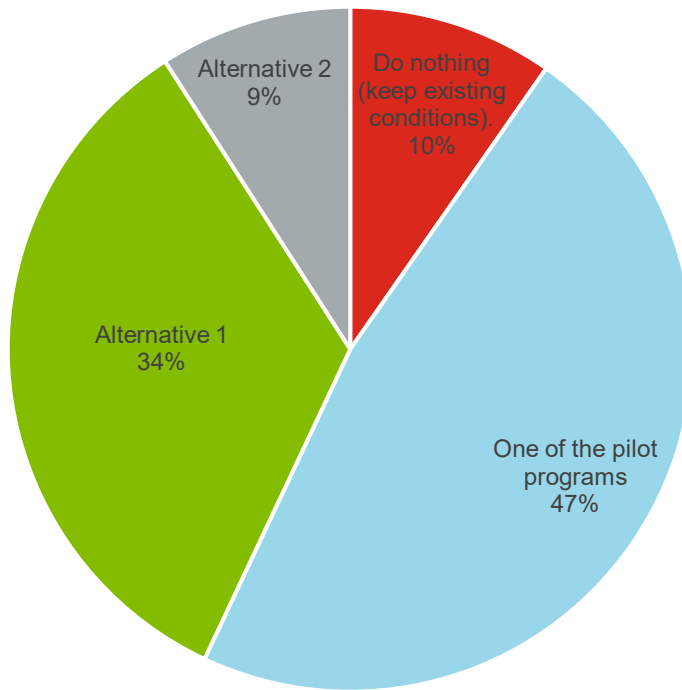
Following this, respondents were asked which, if any, of the pilot options would best achieve the objectives of the study. Consistent with the ranking question that preceded it, *Option #2: No Through Traffic on Coleman (Road Closure)* received the most support (45% of respondents). Overall, 92 percent of respondents were open to the idea of a pilot in general.



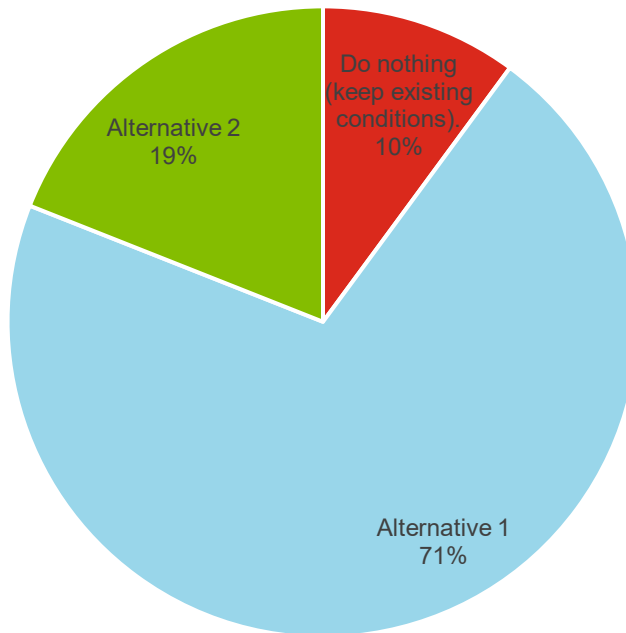
For those who selected “Turn Restrictions”, a follow-up question assessed what time of day respondents thought turn restrictions should be in place; 95 percent of respondents selected “school commute hours only” (while 5% selected “rush hour commutes”).

Pilots Versus Alternatives

Next, respondents were presented with a review of the two alternatives for the County portion of Coleman Avenue then asked for their preferred approach between the two alternatives, a pilot program, and existing conditions. Nearly half of respondents (47%) selected “one of the pilot programs”, followed by Alternative 1 at 34 percent.



Those who selected one of the alternatives were presented with a follow-up question asking their preferred alternative for the city section of Coleman Ave. Seventy-one (71) percent selected Alternative 1.



Preferences based on Residence

Additional analysis was done to determine if preferences might be associated with where people live. However, limited conclusions can be drawn as there were vastly different numbers of respondents across the three residential areas that could be selected on the survey: 116 responded that they live near Coleman Avenue, 33 live on Coleman Avenue in the Menlo Oaks neighborhood of San Mateo County, and 12 live on Coleman Avenue in the City of Menlo Park. Furthermore, Coleman Avenue (City) residents are underrepresented in the survey responses, considering that land use density is greater there than in the County.

Pilot Options

Regardless of residence (near Coleman Ave, on Coleman Ave in City, or on Coleman Ave in County), *Pilot Option #2: No through traffic on Coleman (Road Closure)* was the most popular pilot program. Additionally, relative support for each pilot program was similar across residential groups. Some respondents who live *near* Coleman Avenue, however, indicated that none of the pilots would meet Study objectives, perhaps indicating a preference for one of the alternatives. Both groups who live on Coleman Avenue felt that one of the pilots would meet Study objectives.

Pilot versus Alternatives

When asked for a preference between existing conditions, one of the alternatives, or a pilot program, residential group made a difference. The table below shows the number of respondents who selected each option by residential group. Both groups who live on Coleman Avenue showed a preference for one of the pilots, but the group who lives near Coleman Avenue had nearly equal numbers of respondents who selected “One of the pilots” as “Alternative 1”.

	Existing Conditions	One of the Pilots	Alternative 1	Alternative 2
Lives near Coleman Ave	11	49	48	7
Lives on Coleman Ave (County)	4	21	2	1
Lives on Coleman Ave (City)	0	8	3	0

Therefore, preference for pursuing a pilot option versus an alternative appears to depend on whether someone lives directly on the corridor affected by the pilot project; those who live on Coleman Avenue within the County showed the greatest preference for pursuing a pilot option.

ATTACHMENTS

- Attachment A – Demographic Slips and Comments Cards Received
- Attachment B – Activity Board Results
- Attachment C – Pop-Up Materials Provided
- Attachment D – Survey Results
- Attachment E – Walking Tour Materials
- Attachment F – Walking Tour Results
- Attachment G – Survey 2 Results
- Attachment H – Coleman Avenue Pop-Up Demonstration Plan Sets with Comments
- Attachment I – October 2023 Open House Plan Sets with Comments
- Attachment J – Coleman Avenue Survey Results