

Correspondence Received
Ahead of the
September 17, 2024 Special Meeting of
the San Mateo County Bicycle and
Pedestrian Advisory Committee

From: Janet Davis

Sent: Saturday, August 17, 2024 4:26 PM

To: Warren Slocum; Carolyn Bloede; Joel Slavitt; Michael Callagy; Ann Stillman

Subject: COMPLAINT: USELESS, LAZY BPAC COMMITTEE

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COMPLAINT: BPAC IGNORANCE. LAZINESS & INCOMPETENCE

Thursday night, August 15, 2024 BPAC held a hybrid meeting including two topics that were of interest to me: (a) the Santa Cruz/Alameda corridor plans and (b) the proposed Alpine corridor changes. In both instances it was absolutely obvious that the members had no knowledge of the area at issue, the prior history, extensive public input, or even which law enforcement agency having jurisdiction over the area! The problems were exacerbated by

- the poor audio which resulted in only about one word in eight being intelligible; the lack of prior dissemination of plans;
- the lack of on line information as to who is on this committee;
- lack of information as to any required qualifications for appointment to the committee
- Lack of information as to who the members are supposed to represent. (This is hard to find on the web.) There is a blatantly obvious bias in favor of committed cyclists (rather than neighborhood cyclists) to the exclusion of any other road user/resident/senior/disabled person.

(a) Santa Cruz/Alameda

Unbeknownst to local residents several years ago some cyclist advocates had approached Don Horsley with a view to banning all parking along Santa Cruz Ave so that they could have a dedicated cycling lane. Don opened that discussion up to include residents, *who had never been notified, for their input.*

Following the death of one senior citizen some years previously, and *multiple* serious accidents between Sand Hill Road and the "Y" (several involving crashes into people's homes,) a Task Force was set up to evaluate what could be done to make the area safer. People went door to door to get input; questionnaires were sent out; many meetings were held including cycling advocates; a website was arranged; photos of accidents were taken and documented; drawings were studied and input made.

Several people, most notably Ron Snow, spent countless hours analyzing various plans submitted by the Public Works consultant, and they spent quite a lot of their own money on this project. Despite all this work that

explicitly documented the specific dangers and reasons for proposed changes to the unresearched and highly problematic Kimley Horn drawings, Public Works pushed through these inaccurate Kimley Horn drawings and discounted many of the obvious safety problems with the Kimley Horn proposals. One glaring piece of incompetence is the removal of the **NO TURN ON RED** sign at the Y, which allowed the hundreds of residents in the area to leave their driveways.

The proposed plan that was pushed through Thursday night contains several significant safety problems. For example: there is a median that would prevent several residents from being able to access their driveway (including a disabled person) and prevent a fire engine from accessing these homes from Alameda; the pedestrian crossings are way too long to be safe; and it was stated that the utility pole by the crossing has sufficient ADA access – which it absolutely does not. There were many other safety issues that are less obvious to me as a driver, but clear to residents. One member of the BPAC, who obviously has never had a UPS delivery or a contractor, even questioned why any parking was required along Santa Cruz Ave! Apparently this approved plan obviates any provision for service vehicles. Apart from being a convenience to residents since many of the homes are below road level, this is going to cause massive problems when West Bay is repairing their sewer as frequently occurs, or when ATT is working on their underground cables which is a constant event.

I believe that latest iteration of ridiculous KH drawings mandates a NO TURN ON RED sign at the SW corner of Sand Hill and Junipero Serra. The traffic to the Hospital, Campus and Shopping Center from Alpine is so great that it is not only backed up to the freeway but drivers cannot even go through the Alpine stop light on green, and have to wait up to 4 or 5 iterations during morning rush hour.

It seems obvious that, as was done with the prior 2017 Alpine “study,” the drawings were prepared using modeling techniques and that there was no proficient, experiential “boots on the ground” research. That which was done by residents based on their daily knowledge of the actual situation when they were driving, biking, or walking. All this was totally ignored.

(b) Alpine Road

This project is anticipated to waste around \$2,000,000 on the same consultant that provided such an inept plan in 2017 that the county had to hire a mediation firm for the last few public meetings because of potential violence triggered by completely ridiculous proposals. One such hold over from that aborted proposal is roundabouts, which are well known as death traps for cyclists and very complicated for drivers. Plus any such project would require:

- Caltrans approval which is a non starter;
- likely involve eminent domain
- Trigger lawsuits from Stanford since they would likely infringe on riparian zones that SU spent millions restoring

Another silly proposal is to rearrange the I-280 entries and exits: best of luck with that! Nearly a decade ago Don Horsley spent fruitless attempts trying to persuade Caltrans to consider this. One more alternative in this plan is traffic lights. However, Portola Valley nixed this as not in keeping with that town’s ambience. Plus it would cause additional back ups all along I-280.

The committee was thoroughly misinformed concerning the **neighborhood path** from Rural Lane to La Cuesta. **It has never been a multimodal trail.** This idea was thrown out years ago by the BOS as unsafe for residents after 12 years of Stanford trying to push their C-1 trail onto San Mateo after Santa Clara rejected every one of Stanford’s proposed locations. This resulted in the BOS sending Stanford’s \$10,000,000 bribe back to Santa Clara. Jerry Hill was especially outraged by this proposal.

Alpine never used to be a truck route. A Truck Route sign (within the Menlo Park part of Alpine) appeared about the time Menlo Park and Stanford agreed to widen the intersections. This made no sense since there are signs barring heavy trucks over the entire length of Junipero Serra, and the sign was obviously erected for the benefit of Stanford and its endless construction vehicles. (The old Stanford directions, for construction vehicles (pre widening) used to direct trucks to Sand Hill)

One cyclist has already been killed by such a truck. If the road were **redesignated** so that through trucks going to I-280, were only allowed on Sand Hill, which has

- 4 lanes,

- no blind corners
- traffic lights,
- virtually no residences,
- no trees/PGE lines that tend to fall across the road in winter
- MPPD law enforcement,

This would solve a lot of problems for cyclists, pedestrians and the environment.

A writer made some of the same suggestions that I have made repeatedly for years that have been ignored by Public Works that would also solve problems:

(i) **Back Entrance to the Dish:** Cars parked here are a danger to everybody. It would make sense to erect steel barricades like the ones at Bishop Lane to prevent cars parked at the north side of the entrance from entering traffic or even making U-turns. I have sent videos of dangerous U-turns, bike lane/pedestrian access blockage etc.

(ii) **Make it illegal to park up to the bridge across the creek,** and actually cite drivers

(iii) **Ban parking on the west side of Alpine from Ansel Lane to the 280 ramp.** Cars frequently block the bike lane and the occupants run across the road to the Dish. Videos have been sent several times to PW showing children running across the road.

(iv) **Webb Ranch Code Violations:** they have a Use Permit for several functions throughout the year. A condition of the permits is that they pay a deputy sheriff to ensure there are no U-turns. This doesn't happen. Also they have berry picking events for which they have no Use Permit.

(v) **Clearly designate the School bus zone at Stowe** where there have been several incidents of cars going over the embankment. Also arrange with the school district to have a motor cycle cop or CHP person be on site when kids are picked up because cars routinely overtake the bus into oncoming traffic when the STOP flag is out. (There is the same problem with cars overtaking Recology vehicles and street cleaning trucks)

(vi) **install more barriers/curbs** to protect pedestrians along the section backing onto Homer Lane.

(vii) **In addition to green striping, erect stanchions with reflectors** along the entire stretch of Alpine on both sides since cars and motor bikes veer into the bike lane.

(viii) **Be vigilant in winter about rocks falling into the bike lane** from Bishop Lane to Ansel Lane

(ix) **Sort out the signage along Alpine.** One sign will say 35 mph and about 10 feet away there is a 25 mph sign: both of which are ignored. There needs to be much better signage for the hospital and to direct drivers to get in the correct lanes for Santa Cruz/Alameda/Sand Hill roads.

(x) **Do a better job of synchronizing the traffic lights.** The BOS gave Menlo Park \$500,000 several years ago to do this by hiring Kimley Horn. Nothing appears to have happened, so where did the \$500,000 go?

(xi) **Make the traffic lights change for emergency vehicles**

(xii) **Coordinate with the City of Menlo Park and Stanford**

It is totally beyond asinine to fund a project without coordinating with Menlo Park and Stanford since:

- many of the problems exist in Menlo Park's jurisdiction in the stretch between Rural Lane and Junipero Serra, and this impacts the traffic going to West Menlo Park and beyond

- Of additional note: the cantilevered section between Alpine and Sand Hill will likely be impacted (if not closed) when the city finally gets State permission to rectify the substantial erosion problem under the cantilevered section of that road

- A lot of the problems are caused by the thousands of Stanford affiliates traveling to and from campus, the Med Center, Golf Course, SLAC, the Shopping Center and their other facilities

It is totally disingenuous for the SVBC cyclists to state that *they* need protected bike lanes along Alpine. I have several times sent a video to PW showing what happens when their *peloton takes over all lanes of Alpine Road*, forcing other cyclists out of the way and interfering with vehicular traffic. They themselves are the danger in this situation.

All of the above are simple, do not require \$2 million of taxpayers' money (going mostly to a clueless consultant,) and they benefit pedestrians, cyclists, school kids and other residents.

CONCLUSION:

It seemed to me that that this useless committee is composed of (a) people attempting to climb the political ladder, hoping to bolster their c.v.s and (b) SVBC advocates. Their demonstrated ignorance regarding the two topics of which I am familiar, and the complete dismissiveness of the work product of the residents of the area around the Alameda/Santa Cruz Y was utterly astounding. This is especially disturbing since the majority of those residents have far superior credentials to those of any member on that committee. Plus, those residents certainly applied themselves to the task of researching, documenting and collaborating, which that committee has not done. In addition, the Supervisor for District 3 stated he would support the neighbors, but was MIA. This committee should be dissolved as totally useless.

Vanessa Castro

From: Michael Johnston
Sent: Friday, August 30, 2024 12:53 PM
To: esalinger
Cc: Sal Arora; Vanessa Castro
Subject: Ringwood & Coleman Bicycle Safety

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Elaine Salinger,

My name is Michael Johnston. I have lived on Menlo Oaks Drive near Coleman Avenue for the past 20+ years. I am writing to you about the Coleman & Ringwood Transportation Study. I very much want Coleman to be a safe and slow street, however, I, like many of the residents of the neighborhood, especially those who live on Coleman, am concerned that the current proposals, like the nearly identical ones proposed over the last 20+ years will do exactly the opposite. I am a lifelong cyclist. I have raced bicycles, commuted, and toured by bicycle in this country and others including Denmark and The Netherlands where cycling is prevalent. I have also managed 4 bicycle shops. I think I have a very good perspective on bicycle safety.

First, let me say that I have attended only two of the meetings regarding this proposal (I was traveling and racing my bicycle on the days of many of the meetings). In the reports of those meetings and the ones I attended, I was surprised, shocked and disappointed that the hired professionals, who should have some idea of what makes a street safe for all users just made a few design plans and asked the public what they liked. I am sure that the public at large has no background in traffic management, planning or safety, yet they are making decisions on which plans to pursue and which to reject. If this is how the county plans to decide, we could have saved the taxpayer dollars spent on the "experts". I am sure it is not inexpensive, and they have produced no different options than those proposed 10 or 20 years ago. We could have just recycled the plans that we had already paid for and rejected the last times and not wasted even more taxpayer funds.

The plans that have been proposed and not eliminated in this process both necessitate widening Coleman Avenue and installing bicycle lanes or an "off-street pathway". Both of these are expensive, disruptive and will make Coleman more dangerous and create more collisions at higher speeds, causing more injuries, if not fatalities. The bike lanes plan will widen the road to move cyclists, walkers, etc, out of the way of cars. Wider streets have been proven to increase the speed of traffic. The bike lanes will give both automobiles and bicycles a false sense of security which will allow drivers and cyclists to be less attentive and cautious of each other. And at the higher traffic speeds, that will be disastrous. In looking at the collision data, the vast majority of car/bike collisions occur at intersections. None of the proposed changes will eliminate the need for bicycles

or cars to cross or turn at intersections. If these bicycle lanes are installed, Coleman will look more like Ringwood or Bay Road which both have bicycle lanes, but still collisions occur. I have spent the last 20 years observing that the vast majority of cyclists do not stop at the stop sign at Menlo Oaks and Coleman and lots of cars do not either. I have witnessed and captured many of these on video during the school commute home, I even have video of cars, including a Menlo Park police officer's car which stopped at the sign. As the police officer was stopped at the stop sign, a number of cyclist/students, passed the police car and ran the stop sign in plain sight of the officer. After the stop, the officer continued past the bicycles without citing or warning them. If the laws are not followed or enforced, any changes to the street will not make it safer. I can share these videos with you when we meet as they are very large files and difficult to email. Again, bike lanes will not eliminate intersections, but a wider roadway and the resulting faster speed of automobiles will make them more dangerous.

The second plan that has been chosen by the public is an "Off-Street Pathway" which will be a strip of pavement off the street to be used by bicycles (some with wide trailers or carriers), pedestrians, runners, skateboarders, and strollers. This will be a two-way path shared by all. This also will give all a false sense of security, increase automobile speeds, not eliminate intersection crossings and it will create more collisions between bicycles, pedestrians, etc. on the pathway itself.

The only ideas that could make the roadway safer for cyclists, walkers runners, etc. are the one way road option or, better, the no through automobile traffic option. Both of these will be less expensive, easily reversible and actually accomplish the stated goals of this exercise.

I invite you to call me to set up a time that we can meet after school to observe the way that all the commuters on Coleman Avenue use the street and discuss ways to make the road safer for everyone. I am also open to a telephone meeting or a bicycle ride together. I will be leaving on Wednesday to spend the month of September out of the country, but we can meet before Wednesday or in October.

Thank you,

Michael Johnston

From: Rami Banna
Sent: Monday, September 9, 2024 9:41 AM
To: Warren Slocum; Vanessa Castro
Subject: Coleman Ave proposal - safer to school please! (public comment)

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Hi Vanessa, Supervisor Slocum,

My name is Rami Banna and I am a resident of Menlo Park along with my wife and two kids (5 & 3 yo).

My daughter and I bike on Coleman Avenue as part of our daily commute to Laurel lower campus. And it's a fraught and dangerous trip every day.

The lack of bike lane or space for cyclists is incredibly dangerous on Coleman Ave. Doubly so for young riders who are squeezed between speeding drivers rushing to school or work on one side, and parked cars or off-road obstacles on the other. It's a real heart rate-elevating gauntlet every morning. And I'm dreading the inevitable accident one day - if not with cyclists, then motorists overtaking into oncoming maniacally. Unfortunately any alternative route to avoid Coleman Ave more than doubles our commute time from the other side of the Willowsf.

That's why I'm in strong support of the one-way car traffic proposal on Coleman Ave. It'll provide a very visible & safe bike corridor to and from school - avoiding the dead-defying contention with cars today. And I believe the one-way option in particular is the most viable taking into account cost, time, car access and all the parties involved.

Thank you for this study, and for taking our feedback into account.

Thanking you kindly,
Rami

Vanessa Castro

From:
Sent: Monday, September 9, 2024 1:20 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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Send Us Feedback

Thank you for looking into improvements on Coleman. My name is Katherine Morris and my family lives in the Willows. I bike with my son to Laurel Lower in the mornings and have found Coleman to be very dangerous. There is no bike lane, a lot of cars parked on the side of the road (which could "door" us), lots of driveways where people coming out could hit us, and lots of bikes going in both directions. I'm very supportive of improvements being made to Coleman. Maybe make it one way for cars so there could be a full lane for bikes to go in both directions? Thank you.

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 10, 2024 5:04 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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Send Us Feedback

Coleman avenue is part of my daily bike commute, and I feel strongly that the one-way road in the county portion is the best course of action by far. I am thrilled that this situation, which has posed a serious hazard to pedestrians, cyclists, and drivers is finally going to be addressed.

Vanessa Castro

From: Uri Golani
Sent: Tuesday, September 10, 2024 4:08 PM
To: Vanessa Castro
Subject: one-way car traffic proposal on Coleman Ave

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Hello,

My name is Uri Golani, and I've been a resident of Menlo Park for many years. My wife and I have three children (ages 8, 5, and 3), and our oldest has completed three years at Laurel Lower, while our second just started kindergarten there.

We regularly commute by bike from the Willows to Laurel Lower, and the route along Coleman Avenue is particularly dangerous. Despite our children being experienced and careful riders, they have had several close calls, with cars passing too closely and forcing them off the road into gravel, causing falls. Coleman is heavily trafficked, including by young drivers heading to Menlo-Atherton High School. The road is poorly lit due to thick foliage, narrow, and bordered by gravel. On certain days, garbage bins further reduce the limited safety buffer.

Unfortunately, avoiding Coleman would mean doubling the length of our ride, which isn't practical for young children.

For these reasons, I strongly support the proposal to make Coleman Avenue one-way for car traffic. This change would create a safe, visible bike corridor for families commuting to and from school, eliminating the current hazardous conditions. I believe the one-way solution is the most feasible option, considering cost, time, and the needs of all parties involved.

Best regards,
Uri Golani

Vanessa Castro

From: Dan Muriello
Sent: Tuesday, September 10, 2024 5:05 PM
To: Vanessa Castro
Subject: Coleman ave improvements

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi Vanessa. Coleman avenue is part of my daily bike commute, and I feel strongly that the one-way road in the county portion is the best course of action by far. I am thrilled that this situation, which has posed a serious hazard to pedestrians, cyclists, and drivers, is finally going to be addressed.

Dan

Vanessa Castro

From: Lennard Hachmann
Sent: Tuesday, September 10, 2024 8:23 PM
To: Vanessa Castro
Subject: BPAC final draft review of Coleman Ringwood study - 17 Sep

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Ms. Castro -

my name is Lennard Hachmann and I am a resident of Menlo Park.

I travel on Coleman Avenue on bike and car on a daily basis as my children attend the Lower Laurel elementary school. At times, my children ride their bikes on Coleman with me to commute to / from school. They would ride their bikes to school more often if this route was safer.

Drivers are in a rush and inattentive as they hurry to get to Laurel or MA High School or out to Willow Road. The section of Coleman from Willow to the end of the sidewalk has many blind driveways at which bikers of shorter stature can't be seen. The section of Coleman from the end of the sidewalk to Ringwood has a very narrow bike lane traveling westwards (and is blocked by trash cans every Wednesday, making it even more dangerous) and there is no bike lane traveling eastwards.

As Menlo Park / San Mateo has two school campuses with heavy traffic flowing to them along Coleman and Ringwood, it is vital that the safety of children traveling those corridors comes first and I ask you to please implement an expedient solution that puts kids safety over throughput, travel time, and neighbors concern over access.

Thanks,

Lennard Hachmann

From: Kristen Gracia
Sent: Wednesday, September 11, 2024 12:06 PM
To: Warren Slocum; SMC_SupMueller
Cc: Vanessa Castro
Subject: MPCSD Support for safety improvements on Coleman Avenue

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Supervisor Slocum and Supervisor Mueller,

As Superintendent of Menlo Park City School District schools, I am strongly supportive for the improvement of Coleman Avenue for school-age cyclists and pedestrians. While I do not espouse a specific 'alternative' for the proposed Coleman remodel, I recognize that any improvement must focus on enhancing pedestrian and bicyclists safety. Each day there are a significant number of students biking and walking to and from school along Coleman. However, these students and their families face ever-present challenges while navigating around traffic, trashcans, and more in this dense environment which also has no sidewalks or bike lanes.

A vital component of encouraging students (and their parents) to choose walking or biking for their school commute is ensuring infrastructure keeps them safe. I fully support the County's efforts to create a safer environment for our students as they navigate their way to and from school each day.

Thank you for your consideration,
Kristen Gracia

--

Kristen Gracia
Superintendent
Menlo Park City School District

Vanessa Castro

From: Felicia Hiley McGrew
Sent: Sunday, September 15, 2024 10:10 PM
To: Vanessa Castro
Subject: agenda item 7: Concerns about Coleman Rd. pilot options

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Members of the BPAC,

I am in favor of expanding Coleman Road to be a mixed-use road with a bike lane, but I oppose pilot plans that include closure or a one-way road.

My family and I reside in Menlo Oaks, just off Coleman Road. We are a biking family with three children aged 7, 10, and 12. Our two older children bike—either solo or in groups—to Laurel School Upper Campus and Hillview Middle School, located about one and two miles away, respectively. I accompany our youngest to Lower Laurel's K-2 Campus by bike. We rely on Coleman Road nearly every day, except during rain, for safe passage.

My husband and I also use Coleman Road extensively for commuting to work and managing our projects. Our prior residence - which we still own - is directly off Coleman Road in the City of Menlo Park. While I acknowledge that Coleman Road has safety challenges, I am concerned about the proposed pilot program to close Coleman Road or make it one-way between the Menlo Park city limits and the county.

I would like to outline my concerns:

1. Impact on Elementary School Access

- Coleman Road is the main route connecting the two campuses of Laurel Elementary School (K-2 and 3rd-5th grades), which are one mile apart via Coleman and Gilbert Roads.
- Tight drop-off schedules between campuses mean that restricting access on Coleman Road will create significant challenges for parents who need to reach both locations by car.
- Diverting elementary school traffic into high school traffic flows on Ringwood Avenue during peak times will exacerbate gridlock and create new safety concerns near the high school.

2. What are the specific metrics that will determine the pilot's success?

- According to the TIMS Safe Routes accident data from UC Berkeley, there have been **no recorded accidents involving cyclists** on the section of Coleman Road targeted by this pilot. The only incident in 2021 occurred at an intersection that will still experience both cyclist and vehicular traffic under the pilot; moreover, the cyclist seems to have been at fault.

3. Effects on Menlo-Atherton High School Commute

- Students within the Menlo-Atherton High School boundaries bike, bus, and walk but also often rely on car rides.
- Redirecting all traffic onto Bay Road or Middlefield Road will force parents to use cut-through routes to avoid increased delays, impacting residential areas not equipped for heavy traffic

4. Alternative Solutions Overlooked

1. Why not add a stop sign at Coleman and Berkeley and implement speed bumps to slow traffic and reduce cut-through drivers?

In conclusion, while I agree that Coleman Road could benefit from improvements, I have strong concerns about the two more invasive pilot options of closure or one-way. Implementing such a significant change without clearly articulated success metrics and without exploring less invasive alternatives is problematic.

I urge additional collaboration with the community to develop solutions that enhance safety and traffic flow without disproportionately impacting the free flow of movement.

Thank you for your time and consideration.

Sincerely,

Felicia McGrew - Menlo Oaks

Vanessa Castro

From: Molly Ackley
Sent: Sunday, September 15, 2024 6:24 PM
To: Vanessa Castro
Cc: Kevin Rennie
Subject: Coleman Avenue

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Ms. Castro:

I am a twenty plus year resident of Menlo Park. I often travel by car or bike on Coleman Avenue to go swimming. I have seen several near misses between bicyclists and automobiles on Coleman Avenue. It is one of the main routes to a grammar school and as such should have clear demarcations for young bicyclists and drivers especially given how narrow the existing road is. Because it is lacking such demarcations, the safest compromise appears to be a one-way street. This gives safe access to all; pedestrians, bicyclists, and drivers without jeopardizing any one group's ability to use Coleman.

Thank you for your attention to this issue.

Moira (Molly) Ackley

Vanessa Castro

From: Caleb Fujimori
Sent: Sunday, September 15, 2024 4:32 PM
To: Vanessa Castro
Subject: Proposed changes to Coleman

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello,

My name is Caleb Fujimori and I am a resident of Atherton. I am writing to comment on the proposed changes to Coleman Ave and advocate for Alternative 5(One-way Street). I travel on Coleman Avenue 3-5 times per week by bicycle for many purposes including commuting, recreation, visiting family and going to Menlo Park businesses. I have two main safety concerns with the current Coleman Avenue setup:

1. During school pickup/dropoff times the road is very dangerous for bicyclists and pedestrians. There is very little space next to the cars and a lot of mixed bicycle-pedestrian traffic that has to share that space. There are a mix of commuters, high schoolers and elementary schoolers on bike and on foot all trying to squeeze next to cars. Some of these cars are rushing to work or school and speeding while very close to the young elementary schoolers.
2. There are sections of the road with very little space for bikes and I have had repeated close calls with cars almost hitting me as they pass me, especially near the roundabouts.

Alternative 5(One-way Street) would fix both of these problems by allowing more separation between cars and the many bicyclists and pedestrians. I think it would increase the capacity of Coleman because during the busiest times of day the bike and pedestrian traffic moves much faster than the cars.

Thank you,
Caleb Fujimori

Dear members of the BPAC committee,

My name is Kathleen Lorist, and I reside at []. I've been a resident of Coleman Ave. for over 50 years, and I wanted to share my thoughts on the Coleman Transportation Study. My perspective is unique as I've ridden horses, bicycled, and driven on Coleman and the other neighborhood streets - and I've seen the impact of the changes over the years - what has worked, and what hasn't.

As a person who has used non-vehicle transportation on Coleman, I can tell you that the biggest issue that we face for safety and enjoyment of walking and cycling is the **volume and speed of the cars**. If we can agree on a plan that reduces the number and speed of cars on Coleman I sincerely believe that our beautiful neighborhood street would attract a lot more walkers and cyclists.

In that context, I will support measures that would either take cars off the road or reduce their speeds. I would support making the speed limit 15 mph for example. I also would be happy with solutions that make Coleman a no-through traffic during school hours or at all times. Also to be clear I do NOT support cutting more trees and adding more pavement to Coleman as that will make the road more dangerous not less.

I appreciate your taking the time to read my perspective.

Best,

Kathleen Lorist

Vanessa Castro

From: Paul Kreiner
Sent: Sunday, September 15, 2024 8:28 AM
To: Vanessa Castro
Subject: Coleman Ringwood Study

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Hi Vanessa,

My name is Paul Kreiner and I live in the Willows neighborhood of Menlo Park. I am writing to share my thoughts on the Coleman Ringwood transportation study. I have a daughter at Upper Laurel, a son at Lower Laurel, and a son in daycare at All Five. We've used routes on both Coleman Ave and Ringwood Ave to bike the kids to/from Lower Laurel as well as to park and walk when there are events on campus. I would like to do this more often but it simply doesn't feel safe due to the lack of sidewalks and the lack of a bike lane or shoulder on Coleman. I am in favor of the proposal to convert the county portion of Coleman into a one-way road so that the closed portion can be reserved for pedestrians and cyclists. This is a simple, low cost remedy to an unacceptable situation.

Thanks,
Paul Kreiner

Vanessa Castro

From: Ted Sapountzis
Sent: Monday, September 16, 2024 10:43 AM
To: Vanessa Castro
Subject: Public comment for agenda item #7 for tomorrow's BPAC meeting

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Vanessa,

I hope you are well and look forward to tomorrow's meeting. I wanted to submit some written comments in advance.

I am a Menlo Oaks resident and wanted to express my strong support for the pilot option to restrict through traffic on Coleman Avenue. The current 'preferred' long-term alternative will actually not achieve the goal of "improv[ing] mobility for active modes of transportation and improv[ing] safety for all roadway users" and will have a significant environmental impact.

- The 'preferred' long-term alternative would not make it safer for bicyclists and pedestrians:
 - Starker delineation of the roadway and off-street pathway will result in a false sense of security for drivers and likely result in increasing vehicle volume and speeds
 - A shared off-street pathway between pedestrians and bicyclists will increase the risk of accidents, especially given the bicyclists' inability to circumvent pedestrians due to the landscaped buffer or raised element. This is especially true given the meandering nature of the proposed pathway.
 - Increased water runoff during rains will likely further exacerbate those risks. Coleman Avenue already has water pooling issues at multiple locations.
- The environmental impact of removing multiple trees (6-19) will not only alter the neighborhood's character but also contribute to (i) an increase in temperatures in the area and (ii) increased flooding.
- The pilot option of restricting through traffic on Coleman is a no-regret move:
 - Such options have worked very well in neighboring towns (e.g., [Blake Street at Middle Avenue](#) in Menlo Park, [Palo Alto](#)), and have proven effective in broader [European research studies](#).
 - This is a reversible option that costs a fraction of the 'preferred' long-term alternative (\$100K vs \$7.7M)
 - This was the chosen option in the last community survey conducted in December 2023.

Thank you for your consideration.

Ted Sapountzis

Vanessa Castro

From: Rebecca Emery
Sent: Monday, September 16, 2024 12:52 PM
To: Vanessa Castro
Subject: Coleman Ave

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello,

As a concerned citizen of Menlo Park, I want our students to be safe, and creating a one-way street on Coleman with the other portion as a bike and pedestrian path would accomplish that.

Per the [Tracking California Traffic Tool](#), Coleman has an Average Annual Average Daily Traffic of 6,219 vehicles. This is a small, local road supporting an enormous load of vehicles while also competing with the safety of bikes and walkers. Please make a change for the safety of our community.

Thank you,

Rebecca Emery

Willows Resident

Sent from my iPhone

Vanessa Castro

From: Meredith Bergin Bailey
Sent: Monday, September 16, 2024 1:57 PM
To: Vanessa Castro
Subject: Coleman Thoughts

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Vanessa -

I'm looking forward to the BPAC meeting tomorrow.

We need change on Coleman quickly. I hear from some of the folks living along Coleman who are not excited about proposed changes that there has not been an accident so everyone who is concerned is over reacting. But there have been accidents. Last year a Laurel student was struck by a car on Coleman. He was embarrassed (and able to walk away) and thought it was his fault. He didn't tell anyone about it until much later. I heard a similar story about an MA student. I'm very positive those are not the only incidents.

As the Safe Routes to School parent volunteer, I hear several times a month from parents who are scared/outraged/bewildered by driver behavior on Coleman. Some in our school community refuse to bike *to their neighborhood school* because it is perceived as so unsafe.

As a school community and a larger Menlo Park community, we need urgent improvement.

The expanded road + multi use path would be widely embraced by our community. But I have heard that is not a politically expedient option. In which case I would advocate for the one-way option.

Thanks!
-Meredith

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 10, 2024 5:04 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

Coleman avenue is part of my daily bike commute, and I feel strongly that the one-way road in the county portion is the best course of action by far. I am thrilled that this situation, which has posed a serious hazard to pedestrians, cyclists, and drivers is finally going to be addressed.

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Wednesday, September 11, 2024 2:08 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

Hello,

I'm writing in to support an improvement of Coleman Avenue for bikes and pedestrians. My name is Jordan Macdonald, I'm a resident of the Willows neighborhood in Menlo Park.

I travel on Coleman Avenue by car, bike and on foot. Usually 5-10 times in a week, whether for taking kids to school, visiting friends or riding bikes with the kids. Coleman Avenue is always the worst part of the journey, with the lack of bike lanes and side walks. Even while driving, it's higher stress due to all the various users on the road. It is particularly bad and unsafe at school commute times, with no protected bike lane or sidewalks. I'm in favor of the one way car travel with room for other modes of transportation.

Thanks,

Jordan

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Wednesday, September 11, 2024 2:19 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

Safety must be our number one priority. There are too many near misses happening for our young elementary school students going back and forth to lower campus. A one-way road in the county portion of Coleman is the best course of action. This enables pedestrians and cyclists to use the entirety of the closed portion, will not cost millions, and can happen relatively quickly. We must not wait until there is a casualty to act.

Ritu Chitkara
Willows Resident

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Friday, September 13, 2024 8:36 AM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

There needs to be more transparency in the pilot programs. I attended meetings and took the online surveys. Never was closure of Coleman Avenue or making Coleman one way shown for the public to comment. Closure or one way just sends traffic to other neighborhood streets making those areas less safe. Traffic calming can be accomplished in the proposed pilot program that still allows leaving Coleman open as usual. Also there are things that can be done now. Trim the hedge at Coleman and Berkeley. Remove the trees on Ringwood at the stop sign at Coleman that is blocking the sidewalk. Ringwood has no parking anytime sign along MA high school. But, cars continue to park here on the sidewalk and the sheriff does nothing about it. The parking lot has plenty of spaces when cars are parked in the no parking zone on Ringwood. Why?

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Friday, September 13, 2024 8:27 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

Hi, my name is Sarah Kreiner and I am a neighbor in the Willows. We bike our child to lower laurel and the Coleman Ave stretch feels dangerous for our kid with the cars swerving around and not enough sidewalk space. I would like a protected bike lane in each direction to help younger riders who might be less confident, especially since the road is uneven and the cars are speeding through. I would prefer a one way street so that there is space for safe biking. Thank you for your consideration!

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Sunday, September 15, 2024 8:24 AM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

Hi, my name is Paul Kreiner and I live in the Willows neighborhood of Menlo Park. I have a daughter at Upper Laurel, a son at Lower Laurel, and a son in daycare at All Five. We've used routes on both Coleman Ave and Ringwood Ave to bike the kids to/from Lower Laurel as well as to park and walk when there are events on campus. I would like to do this more often but it simply doesn't feel safe due to the lack of sidewalks and the lack of a bike lane or shoulder on Coleman. I am in favor of the proposal to convert the county portion of Coleman into a one-way road so that the closed portion can be reserved for pedestrians and cyclists. This is a simple, low cost remedy to an unacceptable situation. Thanks, Paul

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Monday, September 16, 2024 9:05 AM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

I am a Menlo Park resident with children at Laurel and I support the one way path. I encourage this body and the supervisors to approve this plan and vote on it in the immediate future.

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Monday, September 16, 2024 1:50 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

This needs to happen soon!

I am a proponent of the expanded road + multi use path, but I understand some of the neighbors have gotten a lawyer to make sure that doesn't happen. I hope that is untrue as it would be the best option for the larger community. If expanding the road and adding the path is not an option, I think the one-way road option would be the best alternative. This needs to happen soon!

Vanessa Castro

From: Priyanka Rana
Sent: Monday, September 16, 2024 6:38 PM
To: Warren Slocum; Vanessa Castro
Subject: Once way path on Coleman

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Council member and city planners,

I am a local resident have two young kids who go to Laurel elementary school. We encourage our kids to use bike and tech them independence. For their safety, I support the one way path. I encourage this body and the supervisors to approve this plan and vote on it in the immediate future.

Thanks,
Priyanka

Vanessa Castro

From: Patrick Lau
Sent: Monday, September 16, 2024 9:31 PM
To: Vanessa Castro
Subject: Coleman-Ringwood draft design alternatives

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello Vanessa,
I am writing to you about the proposed changes to Coleman Avenue.

My name is Patrick Lau and my family and I reside in Menlo Park close to Coleman Avenue. We frequently use Coleman as I have 2 children that attend Laurel Elementary lower campus (Kindergarten and 2nd grade). My children love riding their bikes around, however riding to school has been an anxious experience for us as we navigate the tight shoulders amongst automobile commuters to Laurel Elementary and Menlo Atherton High School. The commute works for an adult or older kids as they are more visible to automobiles and also have more control to navigate obstacles. Unfortunately my 2nd grader and Kindergartner do not have that luxury and we have encountered many tight situations when obstacles (such as parked cars, garbage cans, and other obstructions) force them onto the main road where drivers may not be as quick to react. These frequent occurrences tend to discourage my children from wanting to ride their bicycle to school which saddens me because I know they truly do enjoy riding their bikes. That is why of the alternatives presented, Alternative 5 (One-way street) seems to be the best compromise for all parties (pedestrians, bikers, drivers, and parkers). There are quite a few instances that I have witnessed where a driver would need to pass those riding their bikes, forcing them into oncoming traffic, which puts drivers and bikers going in the opposite direction into such a perilous situation. Alternative 5 would eliminate this risk and provide ample room for commuters of all means to safely reach their destination.

I appreciate you taking the time to read my email and considering these alternatives.

All the best,
Patrick Lau

Vanessa Castro

From: Viviane Vanderwoud
Sent: Tuesday, September 17, 2024 4:43 AM
To: Vanessa Castro
Subject: Coleman project- vote right!

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hello!

My name is Viviane Vanderwoud, I am a single mom of a very active 9 year old boy, a Healthcare Executive at Kaiser Permanente Redwood City - former Physician and have been living on Coleman Avenue for the past 6,5 years.

Unfortunately, I cannot be at the meeting today. After reading a lot and getting information on the Coleman project, I would like to make sure that the best option for all of the people that leave around and use Coleman is chosen. Something must be done sooner rather than later as I see accidents and safety concerning situations every day on my commute on Coleman.

I myself have been very reluctant to allow my son to go to school on Laurel Upper Campus by bike just because of the part of Coleman he has to bike on.

Although there are no perfect solutions, the one that would be less disruptive and fast, in my opinion, would be the one where Coleman becomes a one way road on part of it with a bike and pedestrian path. The disruption to my commute being one way and having to think on how to get home is not important when I think on the safety of our kids and the ability to walk more freely and safely on some parts of the street.

Please vote with the intention to save lives and make sure our kids can enjoy the freedom of learning how to commute by bike while being safe. Anything that can be done faster will just benefit the community in the long run.

Thank you!

Viviane Vanderwoud

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Monday, September 16, 2024 4:47 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

I am a Menlo Park resident, with 2 kids who attend Laurel Elementary School. I support the one way path along Coleman, which will ensure the highest level of safety for kids biking on the street to and from school. I encourage this body and the supervisors to approve this plan and vote on it as soon as possible.

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Monday, September 16, 2024 8:39 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

Hello, we are residents at [] and we support a pilot to explore the use of one-way travel with a dedicated bike lane. We've recently started commuting by bicycle with a young child to Lower Laurel. Riding a bicycle is an incredible form of exercise for our young child, a positive way to start the day, as well as an excellent community builder. We'd love to make the journey safer with dedicated lanes for bicycles so there's ample space for the many that use this corridor to commute.

Vanessa Castro

From: Heather Duke
Sent: Tuesday, September 17, 2024 9:05 AM
To: Vanessa Castro
Subject: Coleman Public Comments

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Vanessa,

I would like to briefly add a comment for consideration for the Coleman Ave transportation rework. My name is Heather Duke and I live on Middle Ave, a road recently updated by removing all parking to make two dedicated bike lanes for bicyclists. While walking our dogs every morning, we have noticed a meaningful increase of bicyclists commuting along Middle Ave of all ages, including much younger children, than prior to the update. During the school commuting hour, it is clear that people in our community feel safer using a busier street because space and visibility has been improved immensely.

Compromising for a one-way lane and bike path to have both forms of travel co-exist more safely appears like the prudent balance for all members of our community on Coleman. I encourage this body and the supervisors to approve this plan and vote on it for a meaningful impact quickly.

Thank you for your time,
Heather Duke

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 17, 2024 11:52 AM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

My name is Michael Aaron and I am a Menlo Park resident. I have had 2 children go through Lower Laurel School and we have used Coleman Avenue on a daily basis by walking, biking and driving there in the morning and afternoon hours. It has been an unpleasant experience year after year due to high volumes of traffic. I have seen cars lose patience and speedily drive around other cars and bikers going in the same direction. There are cars slowly trailing bikers but when drivers see a chance to pass them they are traveling in oncoming traffic and I have seen near misses. And there are cars that go too fast as they pass pedestrians. Coleman Avenue is not a safe road for adults and children who bike or walk to school during high traffic times of the day. Because of this, my son and I would only drive to and from school due to the risk of injury even when there are so many more advantages to biking or walking. There has needed to be a change on this road for over a decade before someone gets seriously injured. I support the one way path in the county portion. I encourage this body and the supervisors to approve this plan and vote on it in the immediate future. Thank you.

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 17, 2024 11:55 AM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

My name is Thomas Aaron and I am a Menlo Park resident and I support the one way path. I encourage this body and the supervisors to approve this plan and vote on it in the immediate future Thank you.

Vanessa Castro

From: Remona SBC
Sent: Friday, September 13, 2024 10:59 PM
To: Vanessa Castro
Subject: Re: September 17, 2024 San Mateo County BPAC Special Meeting: In-Person and by Video Conference

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi Vanessa,

Thanks for sending out this notice to Residents interested in this issue. I thought that your BPAC only happened on even months. I noticed that 2 - easel boards and 2- electronic signs post the detail of the meeting are on Coleman Avenue on the City side of this project, but there are notices for the date in the area that is on the County end of the Study Area have been inadvertently excluded or underserved? Will we see these kinds of informational notices in the coming days along the unincorporated easements of Ringwood and in the intersection of Coleman and Ringwood?

I would request that you get some boards out there also currently on my walks I have only seen these

- Located @870 Coleman & Corner of Willow



Are you seeking to submit a notice in the MAHS's BearNotes to get that communities feedback? They have a great outreach to community via <https://www.maptabears.com/bearnotes>

How to Submit Articles

Remember to keep articles short, focused, and written to address M-A parents.

- Email proofread submissions by **midnight Thursday** to **[BearNotes](#)**.

- Sports entries due by **Sunday at noon** (for Friday or Saturday events) and are limited to 200 words per team.
- Please do not send attachments.
- Send unformatted content in the body of the email.
- Include all details like date, time, location, cost, contact info, and URL.
- Include a Spanish translation if your article includes information that all parents need. Email **BearNotes** if you need help with translation.
- All submissions are subject to editing by the PTA.

On Sep 13, 2024, at 5:05 PM, Vanessa Castro <vcastro1@smcgov.org> wrote:

Dear BPAC Members and Interested Parties:

The purpose of this e-mail is to transmit the attached September 17, 2024 BPAC Special Meeting Agenda Packet that contains the Agenda and the Draft August 15, 2024 Meeting Minutes.

Please note, while BPAC members will be meeting in-person, members of the public may attend in-person or online via Zoom. The public Zoom link, as noted in the Meeting Agenda, is at: <https://smcgov.zoom.us/j/81544517721>. The meeting ID is: 815 4451 7721. This meeting may also be accessed via telephone by dialing: (669) 900-6833. Enter the meeting ID: 815 4451 7721, then press #.

Our in-person meeting location is Room 101 at 455 County Center in Redwood City and a meeting location map is provided as an attachment.

BPAC members, please confirm your in-person attendance by replying to this e-mail so that we can ensure we have a quorum. Please also allow sufficient advance preparation to ensure you can arrive in-person by the 7:00 pm start time.

Best,

Vanessa Castro (she/her/hers)
Sustainability Specialist
vcastro1@smcgov.org
650-363-4682 P

San Mateo County Sustainability Department

www.smcsustainability.org

<image001.png>

<image002.png> <image003.png> <image004.png> <image005.png> <image006.png>

<20240917 SMCBPAC Meeting Agenda Packet.pdf><BPAC Meeting Location Map.pdf>

Vanessa Castro

From: Otto Jolanki
Sent: Tuesday, September 17, 2024 2:39 PM
To: Vanessa Castro
Subject: Proposed Changes to Coleman Avenue Safety

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Vanessa,

My name is Otto Jolanki and I am a resident of Menlo Park. I bike on Coleman Avenue both by myself, to access Baylands Park, and with my 8 year old daughter Elisa to reach the parks and playgrounds in the area and also to visit friends. I also biked with my daughter first to preschool and later to elementary school almost every school day for 3 years.

We have been close passed and cursed at by drivers on multiple occasions. My under 3 foot bike safety flag that I used when biking with the child got hit so many times that in the end it just disintegrated and fell off. In my opinion it is a miracle nobody has gotten severely injured or killed on Coleman. I share this concern with all the parents cycling on Coleman Avenue.

My main concerns are speeding, distracted and unhinged drivers in cars that get bigger and heavier all the time.

We need to either make a completely separated bike and walkway onto Coleman, or Coleman Avenue needs to be changed into a one-way street so that people on foot and on bikes can be separated from people in their cars. I hope this can change without anybody needing to die.

--

Regards,

Otto Jolanki

Vanessa Castro

From: Cassandra Lopez Loftus
Sent: Tuesday, September 17, 2024 3:02 PM
To: Vanessa Castro
Subject: Comment: Coleman Ave Transportation Study

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi Vanessa,

I have been a resident of Coleman Avenue for ten years, living with my husband, James, and our three school-aged children, who bike and walk this corridor daily. My oldest, now an 11th grader, was in elementary school at Lower Laurel when the Coleman Avenue study first began, so our family has invested in this topic for years. Unfortunately, I have a prior commitment tonight and cannot attend the meeting. We see daily how dangerous the street has become due to a total lack of speed reduction efforts, so we absolutely favor improvements.

I have concerns with Plates 7 and 8, one side of the street parking. If parking is on the side with single-family homes, cyclists, and pedestrians would cross 11 driveways, but if placed on the side with multi-unit apartments, there are the same number of driveways, but those driveways house hundreds of people; therefore, hundreds of cars would cross the pedestrian/biker pathway, posing a greater danger. Plate 9 is an exciting compromise as no visibility would be impacted for any of the parties: cyclists, pedestrians, and drivers of all housing along Coleman Ave.

Finally, no proposal should move forth without maximum speed reduction efforts. I witness daily interactions with vehicles speeding, driving erratically, and ignoring speed limits. Speed reduction measures, such as speed bumps, flashing speed limit signs, and sharrows, could significantly improve safety without burdening residents. An immediate pilot of speed reduction efforts would ensure the safety of all!

Thank you,
Cassandra and James Loftus

Vanessa Castro

From: Penny Gallo
Sent: Tuesday, September 17, 2024 8:16 PM
To: Vanessa Castro
Subject: Regarding Coleman presentation 9/17/2024

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Please advise where those of us who attended by zoom may find a copy of the proposed pilot projects for Coleman that were presented at the meeting tonight.

Thank you
Penny Gallo

Vanessa Castro

From: Jenny Madrid
Sent: Tuesday, September 17, 2024 9:03 PM
To: Vanessa Castro
Subject: Re: September 17, 2024 San Mateo County BPAC Special Meeting: In-Person and by Video Conference

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi Vanessa,

I am on zoom today and picked to speak but my mic wouldn't unmute. Here was my comment:

Good evening everyone, my name is Jenny Madrid and I live on Coleman Ave. I use Coleman every day as my son goes to Menlo-Atherton High and my daughter takes the bus on Coleman every morning to get to Hillview Middle School. The problem that I see every day is speeding. Speeding from parents as well from teens. I support speed humps and I believe would help this problem. I see it as the best option. Closing any part of Coleman to car traffic would significantly impact the side street traffic. Those streets aren't able to handle 2 way traffic. Also the option of taking away street parking from one side of the street would impact those of us that live in the apartment community. The apartment community desperately needs those parking spaces. Please do not take those spaces from our community. Please consider the speed humps and also more signs alerting drivers to decrease their speed when children are present. Thank you.

-Jenny M.

Vanessa Castro

From: Greg Alden
Sent: Wednesday, September 18, 2024 6:49 AM
To: Vanessa Castro
Subject: Proposed Coleman Changes

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

I'm a resident living on an adjacent street to Coleman and urge you to employ Alternative 4...this provides two car lanes, two bike lanes and a pedestrian path....it also removes the parked cars which is dangerous as they open doors and pull out into the flow of bikers and cars, etc.

Furthermore, moving to a one lane street would be an absolute disaster. Please don't do this! Thank you for listening.

--

Greg Alden

Vanessa Castro

From: Shadan Mirabedi
Sent: Wednesday, September 18, 2024 9:23 AM
To: Vanessa Castro
Subject: Coleman changes

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi Ms Castro,

I am a Menlo Park resident and I support the one way path on Coleman Avenue. I encourage this body and the supervisors to approve this plan and vote on it in the immediate future. I hope this happened at last night's meeting.

Thank you,
Shadan Mirabedi

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Wednesday, September 18, 2024 2:48 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Send Us Feedback

Menlo Park's population has increased almost 30% in the last couple of decades and needs to plan for over 3,000 new housing units between 2023 and 2031 to comply with California housing laws. Most of these will come via the SRI and Sunset projects in this community. Hopefully the project group has taken this into account and the BPAC is aware of this. Lots more vehicles hitting these roads. Hopefully a longer term perspective takes hold and people make the appropriate plans for the future of this community.

Vanessa Castro

From: Sara Styles
Sent: Tuesday, September 17, 2024 3:48 PM
To: Vanessa Castro
Subject: Coleman comment

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

I am a Menlo Park resident and I support the one way path on Coleman Ave. I encourage this body and the supervisors to approve this plan and vote on it in the immediate future. I'm so proud of our community for getting somewhere with this issue, and this is the time to act and do something! Thank you.

Sara Styles

Vanessa Castro

From: Otto Jolanki
Sent: Tuesday, September 17, 2024 2:39 PM
To: Vanessa Castro
Subject: Proposed Changes to Coleman Avenue Safety

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Vanessa,

My name is Otto Jolanki and I am a resident of Menlo Park. I bike on Coleman Avenue both by myself, to access Baylands Park, and with my 8 year old daughter Elisa to reach the parks and playgrounds in the area and also to visit friends. I also biked with my daughter first to preschool and later to elementary school almost every school day for 3 years.

We have been close passed and cursed at by drivers on multiple occasions. My under 3 foot bike safety flag that I used when biking with the child got hit so many times that in the end it just disintegrated and fell off. In my opinion it is a miracle nobody has gotten severely injured or killed on Coleman. I share this concern with all the parents cycling on Coleman Avenue.

My main concerns are speeding, distracted and unhinged drivers in cars that get bigger and heavier all the time.

We need to either make a completely separated bike and walkway onto Coleman, or Coleman Avenue needs to be changed into a one-way street so that people on foot and on bikes can be separated from people in their cars. I hope this can change without anybody needing to die.

--

Regards,

Otto Jolanki

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 17, 2024 1:01 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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Send Us Feedback

As the parent of 4 children attending Laurel Elementary, Coleman Ave is a major part of our school commute. And a major stressor as well. We want to feel safe and protected while biking our kids to school, and when they are old enough to bike themselves we need to know that the infrastructure supports their well-being. We feel that the multi-use path would be the safest option, but if that is not a viable option, we feel that the one-way path is the best compromise between protecting kids, and still supporting the flow of traffic. WE encourage the county to act swiftly so that current students will benefit.

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 17, 2024 1:31 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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I write this comment as a resident of Menlo Park who lives on Bay Road. I regularly use Coleman avenue as a cyclist to commute to work or to cross town to the parks visiting friends and neighbors, and as a pedestrian jogging or walking my dog. In addition I serve as Safe Routes Coordinator and on the Safe Routes Task Force in Menlo Park, both for employment and as a parent champion.

I echo the same safety concerns expressed by fellow members of the community - Coleman is one of only 3 north-south options in this neighborhood and lacks the infrastructure to protect bicyclists or pedestrians, leaving them squeezed without space to share the road especially where cars are parked as there is no room to dodge doors potentially opening on one side with oncoming traffic on the other. I support infrastructure changes to begin as soon as possible, including a multi-use pathway.

Furthermore, as we proceed in the next phase of this project, particularly with any pilot data collection, I encourage the leadership and decision-making parties to consider the broader neighborhood and how we can enhance the Coleman project by also exploring nearby connectivity options for our cyclists and pedestrians. Specifically, for example, the bicycle lane on Willow Road ends at the intersection of Willow and Durham (at the commercial corner with the Donut Delite and El Rancho Market). On Bay Road the bicycle lane doesn't begin until the intersection of Bay Road and Van Buren Road. This gap in bicycle lanes or sidewalks, especially where traffic speed is high and site lines are limited, leaves cyclists and pedestrians unable to safely cross. We need to consider what infrastructure can bridge the neighborhoods in this location too.

Thank you.

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 17, 2024 2:18 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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I am supportive of bike lanes in both directions. I have 2 young children - one who attends Lower Laurel and another who will. We live in the Willows. I used to bike with my older child (she was on her own bike) but it was too dangerous on Coleman. I had my then 4 year old and then 2 year old with me in a cargo bike and an MA student was biking in front of us and a parked car on Coleman opened the driver's side door and the MA student flew into and over the door onto the pavement. We called 911 and waited for the ambulance, fire trucks and police. It was traumatizing for the MA student of course -- but also for my young children to witness this right in front of them. I do not feel safe to bike down Coleman to Lower Laurel. The bus is also critical for students so please ensure that the district bus has a smooth and efficient route to school.

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 17, 2024 3:10 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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Send Us Feedback

I am a Menlo Park resident and I support the one way path. I encourage this body and the supervisors to approve this plan and vote on it in the immediate future.

Thanks,
Adriana Paladi

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 17, 2024 3:20 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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Send Us Feedback

I am a Menlo Park resident and I support the one way path. I encourage this body and the supervisors to approve this plan and vote on it in the immediate future

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 17, 2024 5:56 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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Send Us Feedback

I am a parent of two young children, one of whom attends Laurel lower campus, and the other who will attend Lower campus starting next year. I live on the Southern side of Coleman, off Gilbert, making Coleman the only viable thoroughfare for biking. My oldest begs to ride her bike so school nearly every single day, but it's just too dangerous. As an adult in a bulky cargo bike, even I have had close calls. Please add a bike lane, and reduce morning car traffic on Coleman.

Thank you,
Daryl Bulloch

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 17, 2024 8:14 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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I do not think anyone in this study has taken residents of the Willows in to account. There are three roads that residents of the Willows neighborhood can take to get to schools and downtown Menlo Park. Bay Road is already very backed and is not available to Willow Residents in the afternoon due to turn restrictions from the majority of streets entering Willow Road. These turn restrictions were needed to resolve traffic issues impacting the residents of the Willows and should not be removed. That leaves Middlefield road which was recently reduced to a single lane in each direction, reducing capacity on the road. Closing or restricting Coleman to one lane would have a great impact on Willow residents taking their children to school as we do not all have the opportunity to bike, especially in inclement weather. I encourage you to take the Willows into account as this large group of residents is likely to bear an oversized impact of any changes to Coleman.

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Tuesday, September 17, 2024 9:53 PM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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Send Us Feedback

Dear SMC BPAC,

I am a 12+ year resident of Coleman Ave on the city side. My daughter bikes daily to Menlo-Atherton HS, my husband bikes to work, and I walk on the street on a daily basis, also biking occasionally. I would bike more if I felt safer all across the city. As many speakers at tonight's meeting expressed, we need action, and we need it now. There are far too many times we have all witnessed or experienced close calls or minor accidents that went unreported. This is a very dangerous situation.

Tonight, I heard over and over from my neighbors a priority for safe roads, clean air, and climate. I completely agree. It is time to move away from a focus on traffic and congestion. We should be encouraging biking and transit. Many more people will opt for them over driving if we make it safe and comfortable and convenient. When it is slower to drive, people will drive less.

I am in favor of the long-term design alternative. I do not understand what the specific concerns are, but I have heard that it is some of the residents of the county portion of Coleman who object to this design. Why throw this plan out when most are in favor? I heard a few people tonight object to "road widening" that would ultimately increase the speed of traffic, but that makes no sense (especially with the speed reduction measures). The proposed plans and pilots are not widening the roads for cars, they are restructuring the roads to allow for bike lanes and a pathway. If raised separators are included, there will be no difference in the travel lane size.

Also, I have not heard of anyone on the city side of Coleman who objects to the long-term plan. If that is the case, please go forward with the long-term plan on the city portion of the street. While the speed reducing and traffic calming measures are critical, they will not completely solve the problem. We need dedicated bike lanes. Much of the traffic will continue to be people driving to school, and it will still be unsafe for cyclists and pedestrians if we continue without bike lanes, even at a slower pace.

I have no objection to piloting the one-way travel on the county portion of Coleman. It is not my preferred solution, but I do feel that bike lanes are essential throughout Coleman, and if that is the only option, it should be tried.

If nothing else, we need speed reducing and traffic calming measures immediately. These are low cost and should be a part of any plan (short or long-term). Please put them in now. These measures should include a permanent all-way stop sign at Santa Monica, speed bumps/tables all along the street, sharrows, and more signage about the reduced speed limit during school hours when children are present.

Lastly, please also think about potential flooding and heating when installing bike lanes and multi-use pathways. Let's think holistically about what is best for our community.

Thank you,
Nicole Angiel

Vanessa Castro

From: oos_colemanringwoodwalkbikesmc@smcgov.org
Sent: Wednesday, September 18, 2024 6:47 AM
To: SUST_ColemanRingwoodwalkbikesmc
Subject: New submission from Active Transportation: Coleman/Ringwood Study Feedback

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Send Us Feedback

I'm a resident living on adjacent street to Coleman and urge you all to employ Alternative 4...this provides two car lanes, two bike lanes and a pedestrian path....it also removes the parked cars which is dangerous as they they open doors and pull out into the flow of bikers and cars, etc. I think moving to a one lane street would be an absolute disaster. please don't do this! Thank you for listening.

Vanessa Castro

From: D Schafer
Sent: Tuesday, September 17, 2024 4:28 PM
To: Vanessa Castro
Subject: BPAC meeting comment, Agenda item #7

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi Vanessa,

I won't be able to make the meeting tonight but I want to submit the following comment:

As a resident living on Coleman Avenue in the Menlo Oaks neighborhood, I wanted to voice support for the county exploring and piloting a one-way option (for the county section of Coleman).

One way allows us to keep our beloved trees and greenery. This design maintains narrow sightlines along the roadway which helps discourage speeding. And it also allows adding pedestrian and bike lanes on both sides of the road thereby encouraging commuting which is good for our bodies and the planet. Let's move forward with this opportunity to create a green walking and biking corridor through Coleman that reduces the number of cars on the road and creates a healthy and beautiful commute while protecting the majestic trees for generations to come.

Thanks,
Deborah

Vanessa Castro

From: Mark Winkler
Sent: Tuesday, September 17, 2024 5:05 PM
To: Vanessa Castro
Subject: Comments on Coleman/Ringwood Bicycle and Pedestrian Advisory Committee

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Hi Vanessa -- My name is Mark Winkler and I am a resident of the Menlo Oaks Neighborhood. I travel on Ringwood and Coleman Avenue by car, bike, and as a pedestrian, during work and personal commuting as well as to explore my neighborhood. My 5-, 7-, and 10-year old children also bike on these roads on their way to Lower and Upper Laurel Elementary.

My primary concern about the current road conditions is the safety of pedestrians and bikers, in particular our large community of children and teenagers commuting to/from school, friends' houses, and while exploring their neighborhood. I have personally experienced dangerous conditions on Ringwood Road as drivers swerve in and out of the bike lane near Laurel Elementary in order to bypass traffic in order to turn on Edge Road and/or to temporarily park in the bike lane while allowing children to exist on Ringwood to bypass the school dropoff line. Similarly, on Coleman Ave I have been harassed by drivers (via crude gestures, aggressive verbal exchanges, and obstructive driving) that put me in and my children in danger. The primary safety issue, in my view, is the lack of a protected bike lane with physical barriers between bikers, pedestrians, and drivers. This leaves riders -- in particular young riders -- in the dangerous position of sharing the road with speeding cars that are often rushing to work, often with drivers distracted by cell phones. I support any option that provides physical, permanent barriers between vehicle traffic and dedicated bike/pedestrian space.

Given a choice, and in reference to the Feb 9 2024 memorandum from W-Trans, I support the 1-way solution in the county on Coleman (alternative 5 -- with physical dividers), alternative 5 in the city on Coleman (which provides dedicated bike and pedestrian paths and physical barriers to traffic), and Alternative 2 on Ringwood Road (I would prefer separated bike and pedestrians lanes, but favor this because it is the only option with physical separation between traffic and bikes).

Thank you for your consideration,
Mark

Vanessa Castro

From: Jennifer Michel
Sent: Tuesday, September 17, 2024 5:52 PM
To: Vanessa Castro
Subject: SMC BPAC Meeting - 9/17/2024 - Item 7 - Personal Comments
Attachments: SMCBPAC Meeting - 9_17_2024 - Item 7 - Personal Comments.pdf

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Dear SMC BPAC,

In case I am unable to make verbal comments this evening, here are my written comments.

Thank you!

Dear chair, committee members, and honorable staff,

I'm Jenny Michel, a native and resident of Menlo who lives at the intersection of Willow Road and Coleman.

Personal Comments on Item 7:

I want to thank the staff and all the various community stakeholders for the detailed report and the dedicated work to this matter!

Context: I'm a native and attended Peninsula School on Peninsula Way, from nursery in the early 80's to 8th grade in the 90's. Many of my friends lived on Coleman including 1070 Coleman and 500 Menlo Oaks. I've witnessed the open land from St. Patrick's Seminary became the single family development of Seminary or Vintage Oaks.

I also lived at [] for several years and now have lived at the apartment complex Willow Manor Apartments for almost 15 years. We have a 5th grader at MPCSD. He attends baseball practice and events at M-A High School and Cub Scouts at Lower Laurel. His friends and playdate events are throughout the entire subject area.

Although we own a vehicle, the MPCSD requests that we Choose ABC: Choose Anything But Car. To boot, because of a serious health condition, I must refrain from driving the vehicle as much as possible.

Right now, since the bike lane is shared with the vehicle lane, as a cyclist or e-scooter, we just take the lane. Vehicles have to wait behind us. Many neighbors are impatient and do not observe basic driving rules. This places our lives at risk. Long term, using a forward minded approach, I see us all moving away from a vehicle dependency model for health and environmental considerations. Coleman could be the start of our non-vehicle prioritization!

- We support elimination of on street parking on Coleman and allowance for residents to park on Santa Monica and Santa Margarita. (Recommendation #45)
- Because Coleman is a major traffic artery, we generally support any cut through vehicle traffic deterrents. Okay with reducing vehicle speed to lower than the e-scooter at 15 MPH (removing the temptation to pass the cyclist).
- We support improvements to Coleman for traffic calming and reducing vehicle use.

- We support pain points for drivers and prefer concrete bollards for land separation.
- We would be happy to help lobby the SMC Board and Menlo Park Council to help fund this project scope.
- We support enforcement of no parking at any time on Ringwood and encourage drivers to park inside the M-A parking lots for sporting events.
- We also support the use of pop-up fences that force drivers to stop for pedestrians like in Quebec.
 - <https://www.flyingpenguin.com/?p=27400>
 - https://www.youtube.com/watch?v=_FfTDIG1V3A

Thank you again for your work and consideration on this matter,

Jenny from the Block

--

Jenny Michel
Property Manager
DRE #01900228
Menlo Park Resident

Vanessa Castro

From: William Allen
Sent: Tuesday, September 17, 2024 6:02 PM
To: Warren Slocum; Vanessa Castro
Subject: Coleman Ringwood study - let's keep our kids safe!

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Hello -

Thank you so much for all your work in the BPAC study for Coleman Avenue.

I'm the father of three Laurel Squirrels and am strongly in favor of turning Coleman Avenue into a one-way street.

Our family has been biking our kids to and from Laurel for 5 years now. Unfortunately, the situation on Coleman Avenue has only grown worse with the unfortunate increase in distracted driving. Nearly every other driver I pass on Coleman (and in truth, anywhere I bike) is either breaking the speed limit or looking at their phone -- and all too frequently both

A one-way street with bike paths and sidewalks allows us to mitigate the dangers of distracted drivers. And once biking **feels** safer - I personally know dozens more families who would love to bike to and from Laurel Lower. It's a virtuous cycle: we will induce more biking and reduce traffic by making it safer to do so.

Thank you so much for your consideration - let's keep our kids safe!

William Allen
Menlo Park resident

Vanessa Castro

From: Gina Sudaria
Sent: Tuesday, September 17, 2024 7:09 PM
To: Vanessa Castro
Cc: Gabriel Anguiano
Subject: SMCBPAC Special Meeting - 9/17 for item 7

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Dear Vanessa Castro,

We would like to express our support for moving forward with an actionable step based on the outcomes of the Coleman & Ringwood Transportation Study. We believe piloting Option 3 would be a positive step and would provide valuable insights for further decision-making. Our team has been deeply involved in this process and has taken several steps to engage the community:

- We have participated in walk-audits with other community members as part of the Coleman & Ringwood Study Groups, sharing observations and feedback.
- We have facilitated opportunities for families to engage through ParentSquare, encouraging their input and participation.
- Photos have been taken and surveys completed, and the information has been shared to help inform the process.
- Flyers have been distributed to keep our families informed and involved in these discussions.

Our ongoing collaboration with Vanessa Castro from the Office of Sustainability, County of San Mateo, has helped us connect and coordinate these efforts. We hope that piloting Option 3 could serve as a meaningful starting point to address the community's needs and priorities to keep students and families safe.

Sincerely,
Gina



Gina Sudaria (she/her/ella)
Superintendent

2120 Euclid Avenue, East Palo Alto, CA 94303



Vanessa Castro

From: Elizabeth Watson-Semmons
Sent: Tuesday, September 17, 2024 7:51 PM
To: Vanessa Castro
Subject: comment of Coleman safety suggestions

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the link did not work for me to send a comment from my zoom participation this evening blocking automobile traffic at the boundary between county and city has always been my preference I often ride a bike on Bryant St bike boulevard and on Park Ave in Palo Alto where they have used this solution for many years. It is effective and always influences the route that I choose when on my bike. There are designs that are attractive, incorporate street trees and other landscape, and do not limit bicycles or emergency vehicles.

We don't need to re-invent the solution. We have an example in a neighboring town that works very well.

Bay Road and Middlefield Road already accommodate through traffic and would be the choice for those who otherwise drive on Coleman.

Elizabeth Watson-Semmons