Complete Streets Commission

REGULAR MEETING AGENDA

Date: 8/12/2026
Time: 6:30 p.m.
Location: Zoom.us/join – ID# 845 2506 8381 and
City Council Chambers
751 Laurel St., Menlo Park, CA 94025

Members of the public can listen to the meeting and participate using the following methods.

How to participate in the meeting

- Access the meeting, in-person, at City Council Chambers
- Access the meeting real-time online at:
  Zoom.us/join – Meeting ID 845 2506 8381
- Access the meeting real-time via telephone at:
  (669) 900-6833
  Meeting ID 845 2506 8381
  Press *9 to raise hand to speak

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Regular Session

A. Call To Order

B. Roll Call

C. Reports and Announcements

Under “Reports and Announcements,” staff and Commissioners may communicate general information of interest regarding matters within the jurisdiction of the Commission. No Commission discussion or action can occur on any of the presented items.

D. Public Comment

Under “Public Comment,” the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under public comment for a limit of three minutes. You are not required to provide your name or City of residence, but it is helpful. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under public comment other than to provide general information.

E. Regular Business

E1. Accept the Complete Streets Commission minutes for June 10, 2026 (Attachment)

E2. Review the Coleman Avenue Pilot Project evaluation, conclude the Pilot and make the Pilot permanent (Staff Report #26-006-CSC)

E3. Adopt a resolution to establish a no parking zone at southwest corner of Laurel Street and Oak Grove Avenue (Staff Report #26-007-CSC)

F. Informational Items

F1. Update on major project status

F2. Tentative Complete Streets Commission agenda (Attachment)

G. Committee/Subcommittee Reports

H. Adjournment

At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission's consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during consideration of the item. For appeal hearings, appellant and applicant shall each have 10 minutes for presentations.

If you challenge any of the items listed on this agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Menlo Park at, or prior to, the public hearing.

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Complete Streets Commission

REGULAR MEETING MINUTES – DRAFT

Date: 6/10/2026
Time: 6:30 p.m.
Location: Teleconference and City Council Chambers 751 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair Cole called the meeting to order at 6:36 p.m.

B. Roll Call

Present: Bailey, Cebrian, Cole, Ierokomos, Rascoff, Rennie
Absent: Herscher
Staff: Transportation Manager Joanna Chan, Senior Transportation Planner Catrine Machi, Associate Transportation Planner Casandra Cortez

C. Reports and Announcements

The Commission received updates on the City Council budget study session, upcoming budget adoption and advisory body training.

D. Public Comment

- Erica Byrne spoke on concerns related to roadway width of residential streets and traffic calming.

E. Regular Business

E1. Accept the Complete Streets Commission minutes for May 13, 2026 (Attachment)

ACTION: Motion and second (Cebrian/ Bailey), to accept the Complete Streets Commission minutes for May 13, passed 6-0-1 (Herscher absent).

The Complete Streets Commission reordered agenda item E3 to come before E2.

E3. El Camino Real Bike Lane Ad Hoc Subcommittee findings

Commissioner Ierokomos made the presentation (Attachment)

- Justine Bert spoke in support of parking removal and protected bike lanes on El Camino Real.
- Charlotte Reed spoke in support of El Camino Real bike lanes that would support downtown vibrancy, safe routes to schools and mode shift.
- Katherine Dumont spoke in support of El Camino Real quick build bike lanes.
- Ken Kershner spoke in support of El Camino Real quick build bike lanes.
- Brandy Willow spoke on concerns related to engagement with businesses and accessibility.

The Commission discussed submitting the report to City Council liaison Cecilia Taylor and

requesting that this project be included in the next fiscal year budget.

The Commission discussed support for a quick build project on El Camino Real and a Vision Zero high collision corridor between the City boundary with Palo Alto and Middle Avenue, downtown vibrancy, safe commutes and extended network continuity, the multi-modal demands on the corridor, parking removal needs and grant funding needs.

E2. Adopt the Complete Streets Commission 2026-2027 work plan (Attachment)

Staff Machi introduced the item.

The Commission discussed edits to the work plan and requested additional language related to anticipated projects for the next fiscal year.

ACTION: Motion and second (Bailey/ Ierokomos), to adopt the work plan as revised (Attachment), passed 6-0-1 (Herscher absent).

F. Informational Items

F1. Update on major project status

The Commission received an update on grant applications and upcoming agenda items.

G. Committee/Subcommittee Reports

None.

H. Adjournment

Chair Cole adjourned the meeting at 8:45 p.m.

Senior Transportation Planner Catrine Machi



El Camino Real bike lanes

Outline

- Motivation
- Bike lane proposal
- Considerations for implementation

El Camino Bike Lanes

- “The Grand Boulevard Initiative (GBI) seeks to transform El Camino Real into a safe and vibrant street where people of all ages and abilities can travel comfortably“
  - Including separated bikeways along the route
- Palo Alto and Redwood City have constructed separated bike lanes along sections of ECR in their cities
  - Atherton is in the planning stages

Residents use El Camino with bikes even in current unsafe conditions





Proposed bike lanes—North bound

- Proposal from Creek to Middle
- Parking has been completely removed on NB in this section
- Lane widths are sufficient for Class IV bike lanes throughout this segment



Proposed Bike Lanes—South bound

- Minimum lane width limits ability to have protected bike lanes
- Proposal for Middle to Creek
- Red sections have lane width of 11’, wide enough for only Class III
- Remaining sections have width >13’, enough for Class II or Class IV



Parking removal

- College to Partridge 360’ parking removal = maximum 6 parking spaces
- South of Harvard Ave —
  - 4 parking spaces (1hr parking)
  - 4 parking spaces (yellow curb)



Summary

- Northbound can accommodate Class IV bike lanes for nearly the entire segment
- Southbound lane width varies significantly
  - Removal of up to 15 parking spaces
  - Class II/IV bike lane possible for 1300’
  - Remaining two blocks can be Class III bike lane

Complete Streets Commission work plan

Public Works Department
701 Laurel Street, Menlo Park CA 94025
Approved Click or tap to enter a date.

CITY OF MENLO PARK

Work plan goals
Ongoing Work: 1. Provide feedback to Staff and advise City Council on the implementation of the City's adopted goals for Complete Streets, Transportation Master Plan, Vision Zero Action Plan, and Climate Action Plan. 2. Advance the goals of the City's Climate Action Plan by making multimodal alternatives to driving safer and more attractive, including the installation of necessary infrastructure. Promote a safe and accessible multimodal transportation network. 3. Support the City's ongoing priority of Safe Routes and advocate for community engagement, program continuity, and engineering implementation. 4. Support Council initiatives to improve access to Downtown for all modes of transportation and support downtown businesses. 5. Advise City Council on regional transportation-related programs and projects. 6. Encourage and facilitate robust and inclusive public participation and community engagement in our meeting and in the City's transportation policies and programs. Provide the resident perspective to the development and implementation of Complete Streets projects and initiatives. **2026-2027 Focus:** 1. Consistent with Vision Zero, prioritize progress and implementation of safety improvements on the City's high crash corridors. 2. Support the City's Safe Routes to Schools Program and its efforts to enhance the safety of school zones and routes. Review community feedback and results of the Coleman Avenue Pilot and make final recommendations 3. Incorporate the data-driven, safety-first approach of the Vision Zero Action Plan where possible to guide prioritization. 4. Review and provide feedback to Staff and City Council on the Slow Streets Program annual report. 5. Provide input and recommendations, as it relates to transportation, to the City Council and/or Planning Commission on the City's major land use and development projects that are not subject to SB 330 for which a TIA and Environmental Impact Report (EIR) are required. City Staff, Chair and Vice Chair will select two development projects to review as a pilot, to be delivered to the City Council as informational items.

Work plan history

Action	Date	Notes
Work Plan recommended to CSC	June 10, 2026	Commission Approved

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STAFF REPORT

Complete Streets Commission
Meeting Date: **8/12/2026**
Staff Report Number: **26-006-CSC**

Regular Business: **Review the Coleman Avenue Pilot Project (Pilot) evaluation, conclude the Pilot and make the Pilot permanent**

Recommendation

Staff recommends the Complete Streets Commission (CSC) review the Coleman Avenue Pilot Project (Pilot) (Attachment A) evaluation, conclude the Pilot and make the Pilot permanent.

Policy Issues

This Pilot is consistent with policies and programs stated in the General Plan Circulation Element (e.g., CIRC-1.7, CIRC-1.8, CIRC-2.7, etc.). These policies seek to maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy, safe and active community and quality of life throughout the City. Additionally, the Pilot is consistent with the Vision Zero Action Plan goal to eliminate all traffic fatalities and serious injuries by 2040. The Pilot supports City Council priority of safe routes.

Background

In 2022, the City and San Mateo County (County) initiated the Coleman and Ringwood Avenues Transportation Study (Study) to identify conceptual street designs for Coleman Avenue and Ringwood Avenue, which cross both jurisdictions. The goals of the planning effort were to improve transportation, safety and mobility for people walking, biking, driving or taking public transit. The Study included additional outreach and engagement to determine Pilot options on Coleman Avenue.

Coleman Avenue, from Ringwood Avenue to Willow Road, is jurisdictionally divided between the City and County. Coleman Avenue is one of three roads (along with Bay Road and Middlefield Road) that connect Ringwood Avenue with Willow Road. Given its centralized location and lower traffic volumes compared to the parallel routes, Coleman Avenue serves as the most direct route for children that bicycle and walk to several schools, including Menlo-Atherton High School, Laurel School Lower Campus, and Laurel School Upper Campus. There are also private schools including KIPP Valiant Community Prep, Silicon Valley International School, and the Peninsula School that are accessible to students walking and biking via Coleman Avenue.

On Oct. 22, 2024, City Council provided direction to staff to return with the acceptance of the final report and improvements in the City section of Coleman Avenue through a Pilot (Attachment B). On Nov. 19, 2024, City Council accepted the Study.

On March 12, 2025, the CSC received a presentation to review staff recommendations for the Pilot installation and evaluation data. The Pilot included a northbound bike lane (toward Ringwood Avenue); a southbound shared lane with people biking and driving (toward Willow Road); parking removal from the north side of Coleman Avenue to allow sufficient roadway space for the Pilot; and traffic calming measures through rubberized speed cushions. Additionally, a stop sign at Coleman Avenue and Santa Monica Avenue was installed to improve visibility of people crossing the street to access a nearby bus stop. The CSC provided recommendations to expedite the stop sign and traffic calming before the Pilot installation; consider no parking signage and messaging; include a yellow centerline; conduct outreach with schools; coordinate enforcement with the police department; include pedestrian counts; and count parking occupancy later at night.

On April 29, 2025, City Council adopted a resolution to remove parking from the north side of Coleman Avenue from Willow Road to the City/County boundary and install a stop sign at Coleman Avenue and Santa Monica Avenue to allow for the implementation of the Pilot in summer 2025.

Pre-pilot transportation data was collected in May 2025. The Pilot was installed in August 2025 and installed for approximately nine months before post-Pilot transportation data was collected in May 2026. Staff collected transportation data on roadway and intersection volumes, vehicle speeds, pedestrian counts, parking occupancy counts, reported collisions, and bike rack counts at Laurel School Lower Campus, Laurel School Upper Campus, and Menlo-Atherton High School.

The County is advancing a separate but coordinated traffic calming project from the City/County boundary to Ringwood Avenue (Attachment C). The County plans to install rubberized speed cushions in the summer 2026 and evaluate if additional measures are needed after one year of monitoring.

Analysis

Data collection

The Pilot has been installed for one year and volume, speed, and parking occupancy data were collected for two days in May 2025 before the Pilot and May 2026 during the Pilot. Collision data from August 2024 to April 2025 and August 2025 to April 2026 were analyzed as pre- and post-Pilot installation periods, respectively. Volume and speed data were collected at peak morning (7:00 a.m. – 9:00 a.m.) and afternoon (2:00 p.m. – 4:00 p.m.) school travel times. Parking counts were conducted at 7:00 a.m. and 10:30 p.m. to align with previous Commission recommendations.

Vehicle volumes

Comparing the combined two-day averages, there was a decrease in vehicle volumes on Coleman Avenue between May 2025 and 2026, as shown in Table 1.

Table 1: 24-hour Vehicular Volumes on Coleman Avenue				
Location	**2025 2-day avg 24-hour Volume**	**2026 2-day avg 24-hour Volume**	**Volume Change**	**Volume Change (%)**
Coleman Avenue b/w Berkeley Avenue and Riordan Place (northbound)	1518	1455	-63	-4%
Coleman Avenue b/w Berkeley Avenue and Riordan Place (southbound)	1809	1709	-100	-6%
Coleman Avenue b/w Santa Monica Avenue and Coleman Place (northbound)	1363	1214	-149	-10%
Coleman Avenue b/w Santa Monica Avenue and Coleman Place (southbound)	1803	1632	-171	-10%

Vehicle speeds

Table 2 summarizes the 85th percentile average speed data. There was a decrease of 1 mph on Coleman Avenue between Berkeley Avenue and Riordan Place northbound, after a rubberized speed cushion. There was an increase on Coleman Avenue between Berkeley Avenue and Riordan Place southbound. However, drivers would not have driven over a speed cushion before or after the measurement location, as this location is in the County. There were no notable changes in other locations.

Table 2: 85th Percentile on Coleman Ave.			
Location	**2025 2-day avg 85th Percentile**	**2026 2-day avg 85th Percentile**	**Percentile Change**
Coleman Avenue b/w Berkeley Avenue and Riordan Place (northbound)	29	28	-1
Coleman Avenue b/w Berkeley Avenue and Riordan Place (southbound)	27	29	2
Coleman Avenue b/w Santa Monica Avenue and Coleman Place (northbound)	27	27	0
Coleman Avenue b/w Santa Monica Avenue and Coleman Place (southbound)	27	27	0

Parking counts

Staff conducted counts in the morning (7:00 a.m.) and evening (10:30 p.m.) to evaluate parking occupancy. Counts were conducted on Coleman Avenue (north), Coleman Avenue (south), Coleman

Place, Santa Monica Avenue, and Gilbert Avenue. Based on City standards for unmarked parking, approximately 40 parking spaces were removed from the north side of Coleman Avenue from Willow Road to the City/County boundary. Because Coleman Avenue has unmarked parking, the number of parked vehicles can vary with parking behavior and vehicle length and can allow for more parking capacity. Table 3 summarizes the morning and evening two-day averages at each location. Since the Pilot installation, displaced cars are seen parking in the County. Additionally, apartment complexes may be managing onsite parking more efficiently.

Table 3: Morning and Evening Parking Occupancy Counts

Location	AM: 2025 avg	AM: 2026 avg	AM: Occupancy Change	PM: 2025 avg	PM: 2026 avg.	PM: Occupancy Change
Coleman Avenue (north side) from Willow Road to City/County boundary[1]	44	2	-42	50	1	-49
Coleman Avenue (south side) from Willow Road to City/County boundary	22	22	0	20	17	-3
Coleman Place	34	32	-2	33	26	-7
Santa Monica Avenue from Coleman Avenue to Nash Avenue	22	18	-4	20	19	-1
Gilbert Avenue from Santa Monica Avenue to Santa Margarita Avenue	2	1	-1	2	0	-2
Total	**124**	**75**	**-49**	**125**	**63**	**-62**

Bike intersection volumes

Intersection volumes for people biking were collected at Coleman Avenue and Santa Monica Avenue and Coleman Avenue and Willow Road. The values in Table 4 represent combined bike counts from two days[2] collected during a.m. (7:45 a.m. - 8:45 a.m.) and p.m. (2:00 p.m. - 3:00 p.m.) peak hour.

[1] Staff observed vehicles parked within the dashed markings near the end of the bike lane. Staff will install signage to clarify that parking is not permitted there.

[2] 2025 counts were conducted on Wednesday, May 7th and Thursday, May 8th. 2026 counts were conducted on Wednesday, May 6th and Thursday, May 7th.

Table 4: Bicyclist Intersection Volumes at Coleman Ave. & Willow Rd. and Coleman Ave. & Santa Monica Ave.				
Location	**2025**	**2026**	**Volume Change**	**Volume Change (%)**
Coleman Avenue & Willow Road (a.m.)	124	157	33	27%
Coleman Avenue & Willow Road (p.m.)	93	116	23	25%
Coleman Avenue & Santa Monica Avenue (a.m.)	202	252	50	25%
Coleman Avenue & Santa Monica Avenue (p.m.)	117	123	6	5%
Total	**536**	**648**	**112**	**20.9%**

Bike rack counts
Staff conducted bike rack counts at Laurel School Lower Campus, Laurel School Upper Campus, and Menlo-Atherton High School in May 2025 and May 2026. Laurel School Upper Campus decreased 9%, Laurel School Lower Campus decreased 12%, and Menlo-Atherton High School increased 14%. The fluctuations could be due to the natural variation in travel patterns.

Pedestrian counts
Staff also conducted pedestrian counts at the Coleman Avenue and Santa Monica Avenue and Coleman Avenue and Willow Road intersections. From 2025 to 2026, there was a 22% and 16% increase in pedestrian counts in the intersections, respectively.

Collision data
Staff collected collision data from the Police Department from August 2024 to April 2025 (before Pilot installation) and August 2025 and April 2026 (after Pilot installation) on Coleman Avenue from Willow Road to the City/County boundary. From August 2024 to April 2025, there were 10 collisions in total. Two collisions involved people biking; one collision involved a bicyclist/bicyclist and the other involved a bicyclist/parked vehicle. Seven collisions involved a vehicle/vehicle, and one collision involved a vehicle/fixed object. From August 2025 to April 2026, there were seven collisions in total. One collision involved a bicyclist/bicyclist. Three collisions involved a vehicle/vehicle, two collisions involved a vehicle/fixed object, and one collision involved a vehicle/parked vehicle. There were no reported collisions between bicyclists and vehicles.

Public survey
An online public survey (Attachment D), intended to collect feedback on the Pilot, was published in the month of May. Staff conducted outreach on the survey's availability through A-frames, flyers, and publications on school newsletters. The survey received 150 participants.

General statistics
- 38% of respondents live on a neighborhood street east of Willow Road (Menalto Avenue, O'Keefe Street, Pope Street, etc.)
- 29% of respondents live on a neighborhood street west of Willow Road (Coleman Place, Santa Monica

Avenue, Gilbert Avenue, etc.)
- 16% of respondents live on Coleman Avenue
- The most popular modes of transportation were biking with children (32%), driving alone (27%), carpool (16%), walking (13%), and biking alone (9%)

Of the respondents, 45% live on Coleman Avenue or within the immediate neighborhood (Coleman Place, Santa Monica Avenue, Gilbert Avenue).

Before- and after-Pilot installation
Participants were asked to provide a value from 1 (very poor) to 5 (excellent) on questions related to safety and parking on Coleman Avenue:
- Visibility of people crossing Coleman Avenue at Santa Monica Avenue to access the nearby bus stop: Rated neutral (3) to excellent (5) by 39% of respondents before the Pilot. After the Pilot installation, this category rose to 98%, a 59% increase.
- Safety for people biking: Rated neutral (3) to excellent (5) by 22% of respondents before the Pilot. After the Pilot installation, this category rose to 86%, a 64% increase.
- Parking availability on Coleman Avenue: Rated poor (2) to very poor (1) by 20% of respondents before the Pilot. After the Pilot installation, this category rose to 36%, a 16% increase.
- Parking availability on neighborhood streets west of Willow Road, including Coleman Place, Santa Monica Avenue, and Gilbert Avenue: Rated by poor (2) to very poor (1) by 15% of respondents before the Pilot. After the Pilot installation, this category rose to 25%, a 10% increase.

Participants were asked how often they bike on Coleman Avenue. 9% of respondents noted that their daily biking increased after the Pilot installation; all other frequency categories (a few times per week, a few times per month, rarely, a few times per year, never) changed by less than 5%.

Traffic calming
Participants were asked how driver speed has changed after the rubberized speed cushion installation:
- 50% of respondents stated driver speed has decreased slightly
- 35% of respondents stated driver speed has decreased significantly
- 12% of respondents stated driver speed has not changed

Pilot next steps
Participants were asked what elements of the Pilot they would like to see retained or removed:
- 79% support making the Pilot permanent (retain traffic calming through asphalt speed cushions, bike lane, and parking removal)
- 15% support retaining traffic calming through asphalt speed cushions, but removing the bike lane and restoring parking on the north side of Coleman Avenue
- 6% support removing the pilot elements including traffic calming, bike lane, and restoring parking

Staff recommendation
Staff recommend the conclusion of the Pilot and making the existing parking removal and bike lane permanent. The Pilot has resulted in additional bicyclists and slower speeds, meeting the goals and objectives. Resident comments stated bicycling over the rubberized speed cushions as feeling abrupt due to the height difference between the cushion and street. Should the Commission recommend and City

Council decide to make the Pilot permanent, staff would replace the rubberized speed cushions with asphalt speed cushions following the City's design standard. The City's design standard consists of a speed cushion design that extends across the entire stretch of the roadway with wheel-track gaps and cutouts that slow regular vehicles but allow for wide-axle emergency fire trucks and ambulances to drive through without having to slow down. The speed cushion also extends into the bicycle lane to prevent regular vehicles from driving into the bike lane to avoid the cushion. The asphalt speed cushions are typical and installed throughout the City on streets with bike lanes and are less abrupt than the rubberized systems.

Next steps

Following Commission review and recommendation, staff will return to City Council for consideration. Upon City Council approval, staff will proceed with the installation of the asphalt speed cushions. Additionally, should the Pilot become permanent, staff will replace the existing paint with thermoplastic when the paint wears off.

Impact on City Resources

Resources for the installation and evaluation of the Pilot were funded through the City's five-year Capital Improvement Program under the Coleman and Ringwood Avenues Transportation Study project and used Measure W funds. The installation of the asphalt speed cushions can be accommodated with the remaining funds. Significant design modifications would require further allocation of resources by City Council in a future budget. The striping is currently in good condition, and replacement would be done at a future date.

Environmental Review

The Project is statutorily exempt as identified by Public Resource Code Section 21080.25 which defines the California Environmental Quality Act as not applicable to "pedestrian and bicycle facilities that improve safety, access or mobility, including new facilities, within the public right of way."

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also included mailed postcards to residents within 500 feet of the Pilot area and the display of A-frames throughout the corridor.

Attachments

A. Pilot renderings
B. Hyperlink – City project website: www.menlopark.gov/Coleman
C. Hyperlink – County project website: https://www.smcgov.org/publicworks/coleman-avenue-traffic-calming-project
D. Public survey results

Report prepared by:
Casandra Cortez, Associate Transportation Planner

Report reviewed by:
Kristiann Choy, Senior Transportation Engineer
Azalea Mitch, Public Works Director



EXISTING CONDITION

COLEMAN AVENUE PILOT PROJECT

Menlo Park, California

CITY OF MENLO PARK

MARCH 12, 2025



CITY OF MENLO PARK

PROPOSED IMPROVEMENTS

COLEMAN AVENUE PILOT PROJECT

Menlo Park, California

MARCH 12, 2025



EXISTING CONDITION

COLEMAN AVENUE PILOT PROJECT

Menlo Park, California

CITY OF MENLO PARK

MARCH 12, 2025



PROPOSED IMPROVEMENTS

COLEMAN AVENUE PILOT PROJECT

Menlo Park, California

CITY OF MENLO PARK

MARCH 12, 2025



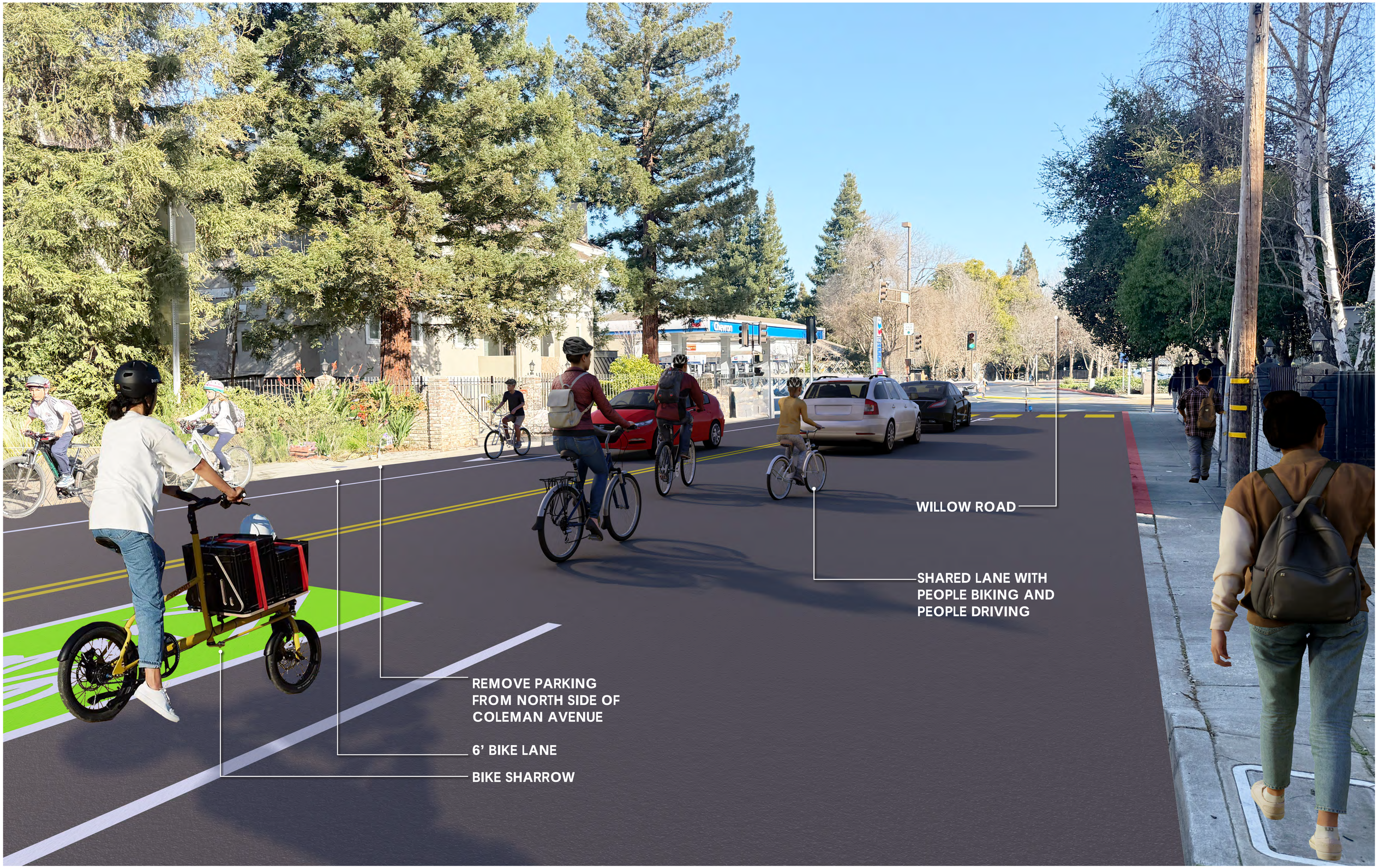
EXISTING CONDITION

COLEMAN AVENUE PILOT PROJECT

Menlo Park, California

CITY OF MENLO PARK

MARCH 12, 2025



PROPOSED IMPROVEMENTS

COLEMAN AVENUE PILOT PROJECT

Menlo Park, California

CITY OF MENLO PARK

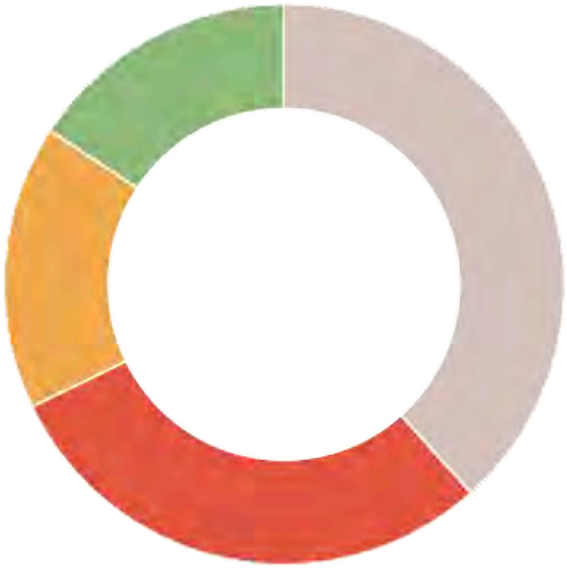
ATTACHMENT D

Public Feedback Survey: Coleman Avenue Pilot Project

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
643	150	2,613	184

1. Which of the following best describes where you live? (Select one)



- 38 % **I live on a nearby neighborhood street east of Willow Road (Menalto Avenue, Okeefe Street, Pope St, Gilbert Avenue, etc.)**
- 29 % **I live on a nearby neighborhood street west of Willow Road (Coleman Place, Santa Monica Avenue, Gilbert Avenue, etc.)**
- 16 % **I live on Coleman Avenue**
- 16 % **I live outside of the immediate neighborhood**

146 respondents

PAGE E-.2.15

2. Which of the following best describes how you use Coleman Avenue? (Select all that apply and click confirm once selections have been made)

	I use Coleman Avenue to access nearby schools	98 ✓
	I use Coleman Avenue to access other destinations	78 ✓
	I use Coleman Avenue for recreational walking, running, or cycling	63 ✓
	I use Coleman Avenue to commute to work	41 ✓
1%	I do not regularly use Coleman Avenue	1 ✓

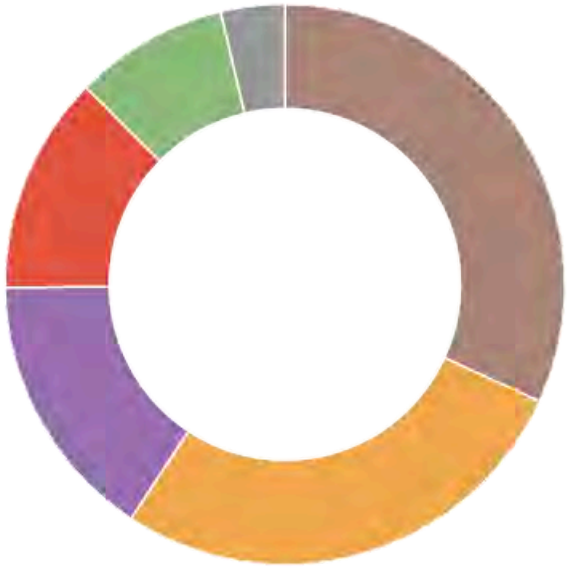
134 Respondents

3. What modes of transportation do you use on Coleman Avenue? (Select all that apply and click confirm once selections have been made)

Drive alone	104 ✓
Bike myself	80 ✓
Bike with children	76 ✓
Walk	69 ✓
Carpool	54 ✓
Transit/school bus	21 ✓
Uber/Lyft/App-based rideshare	19 ✓

135 Respondents

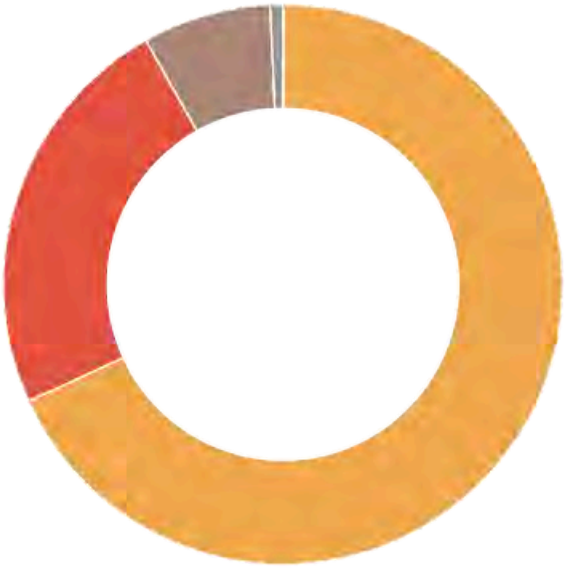
4. What mode of transportation do you use most often on Coleman Avenue? (Select one)



- 32% Bike with children
- 27% Dive alone
- 16% Carpool
- 13% Walk
- 9% Bike myself
- 4% Others

135 respondents

5. How often do you travel on Coleman Avenue? (Select one)

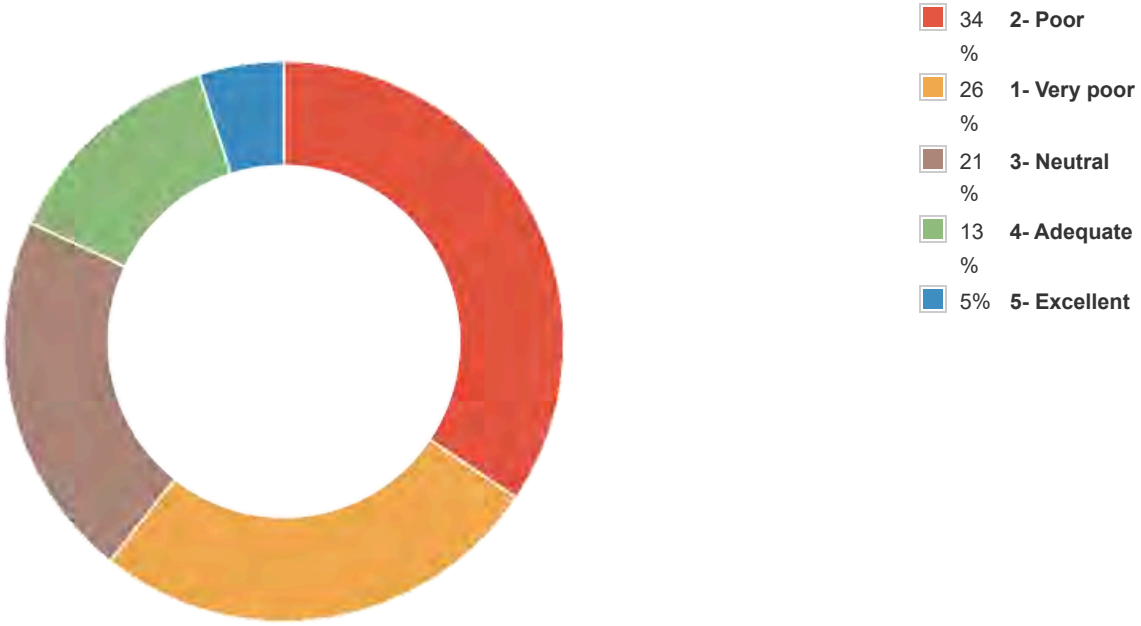


- 68% Daily
- 24% A few times per week
- 7% A few times per month
- 1% Others

135 respondents

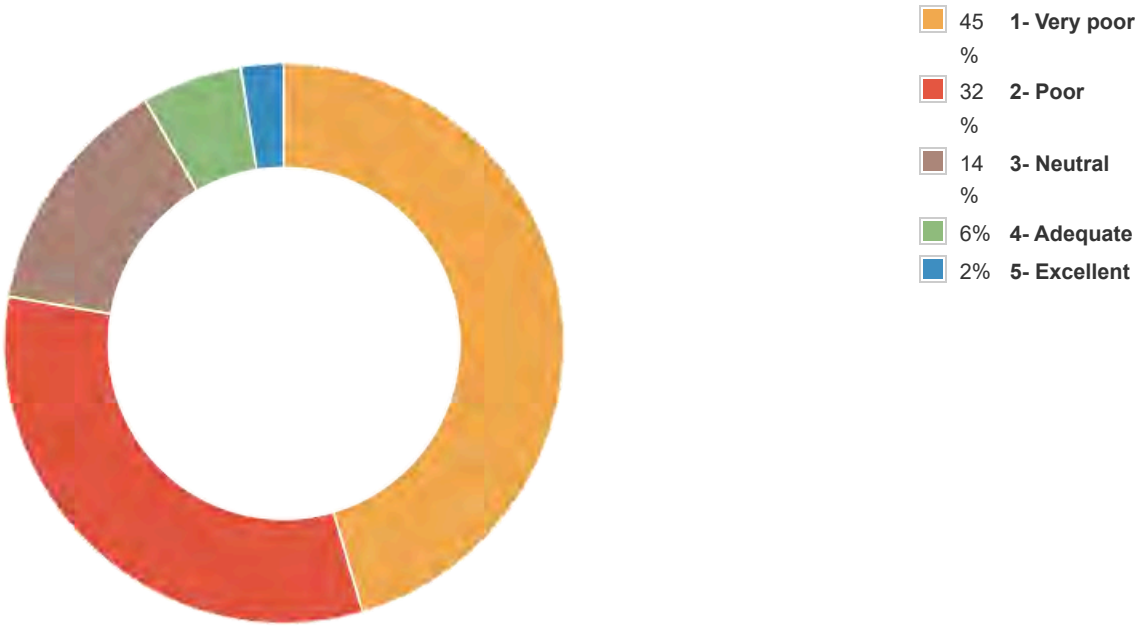
The following questions will ask you to evaluate conditions before the Pilot was installed. This includes before parking removal and installation of the bike lane and traffic calming.

6. Provide a value from 1 to 5 for visibility of people crossing Coleman Avenue to access nearby bus stops **before** the Pilot installation.



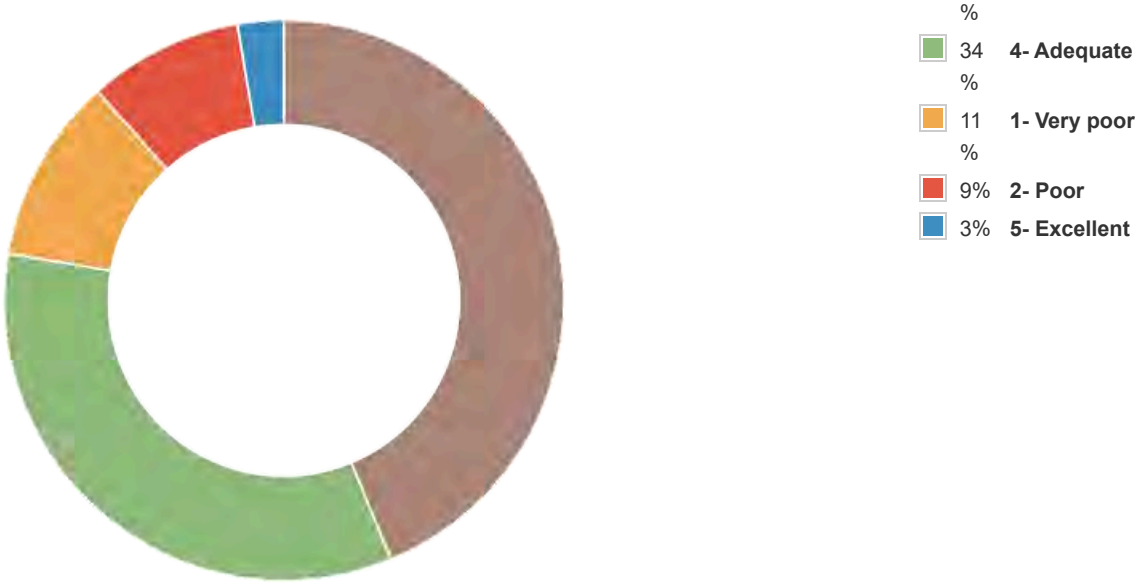
122 respondents

7. Provide a value from 1 to 5 for safety for people biking **before** the Pilot installation.



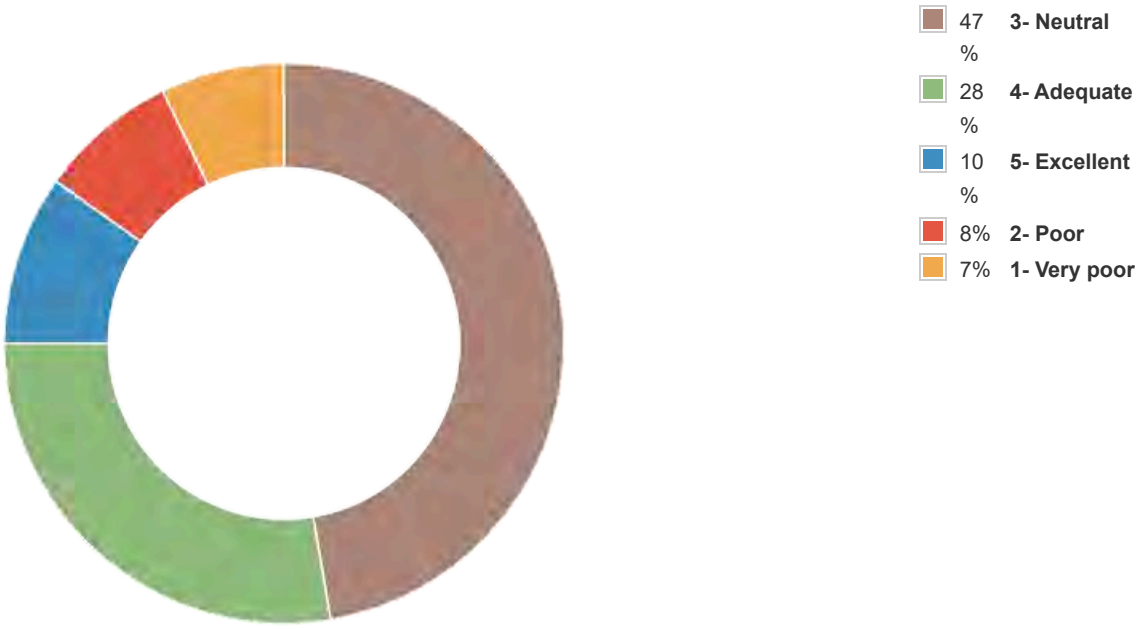
121 respondents

8. Provide a value from 1 to 5 for parking availability on Coleman Avenue **before** the Pilot installation.



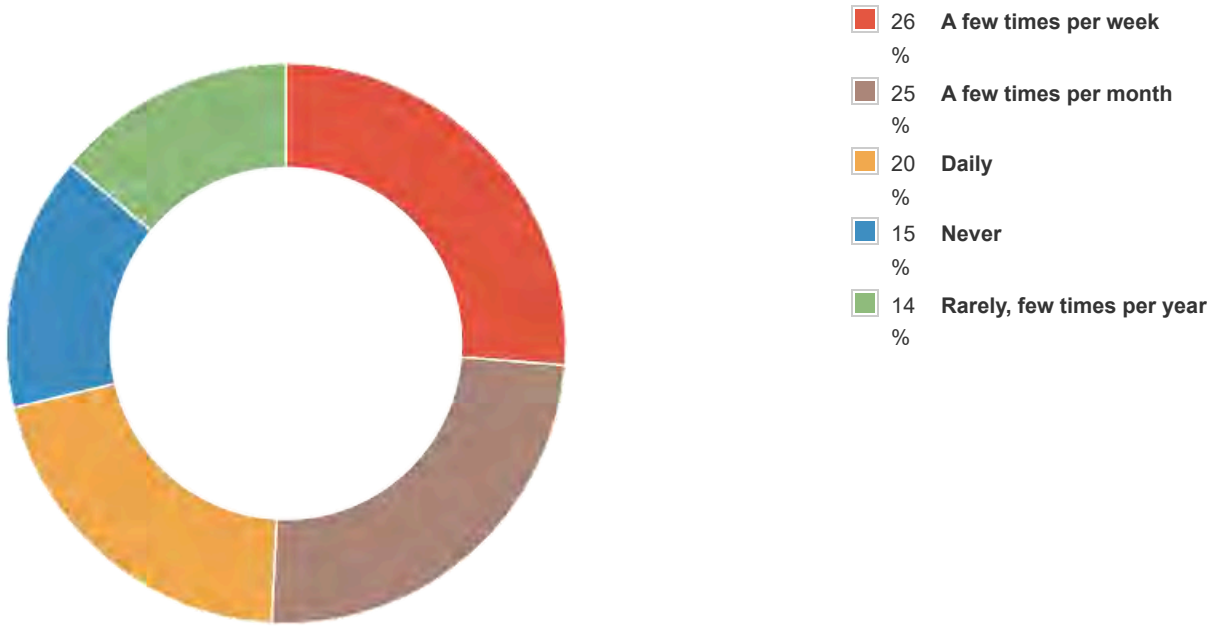
112 respondents

9. Provide a value from 1 to 5 for parking availability on nearby streets west of Willow Road (Coleman Place, Santa Monica Avenue, Gilbert Avenue, etc.) **before** the Pilot installation.



112 respondents

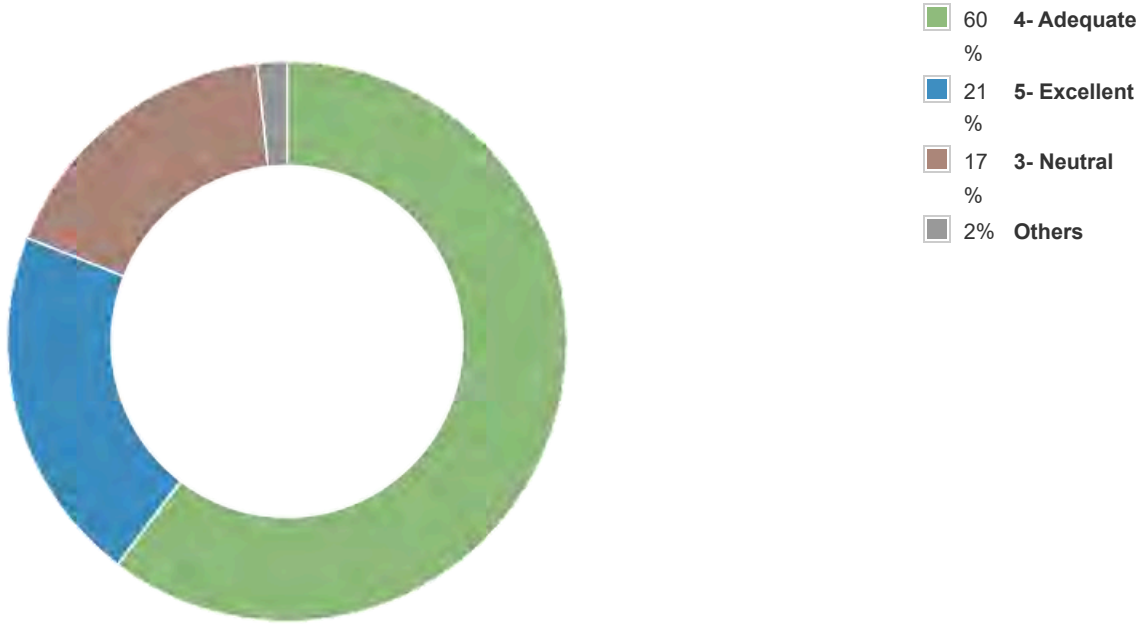
10. How often have you biked on Coleman Avenue **before** the Pilot installation? (Select one)



122 respondents

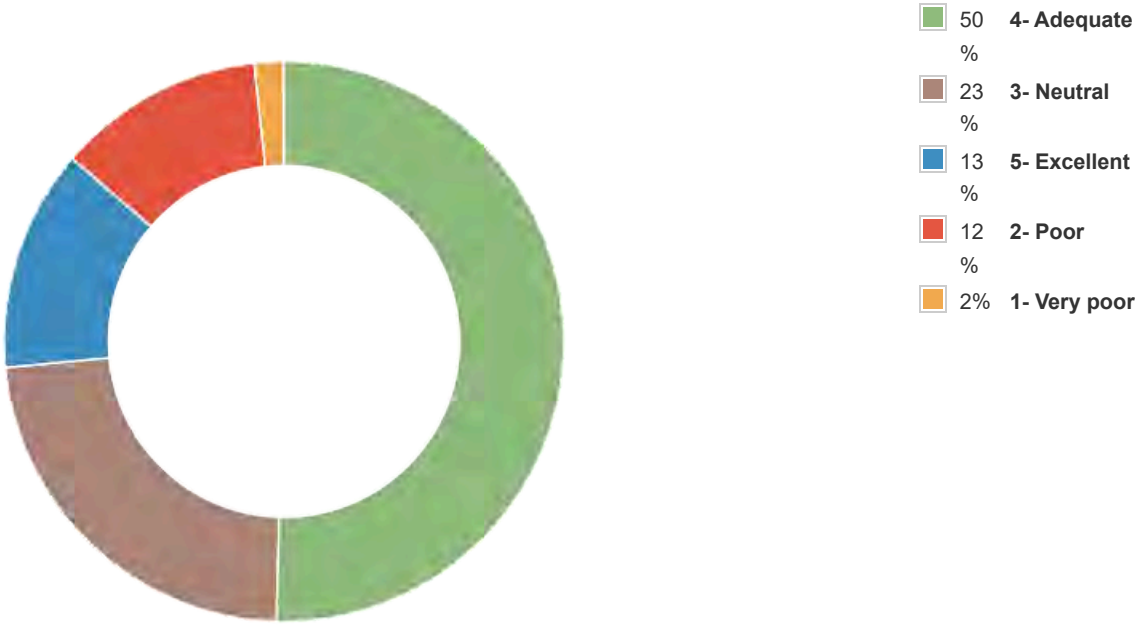
The following questions will ask you to evaluate conditions after the Pilot was installed. This includes parking removal and installation of the bike lane and traffic calming.

11. Provide a value from 1 to 5 for visibility of people crossing Coleman Avenue to access nearby bus stops **after** the Pilot installation.



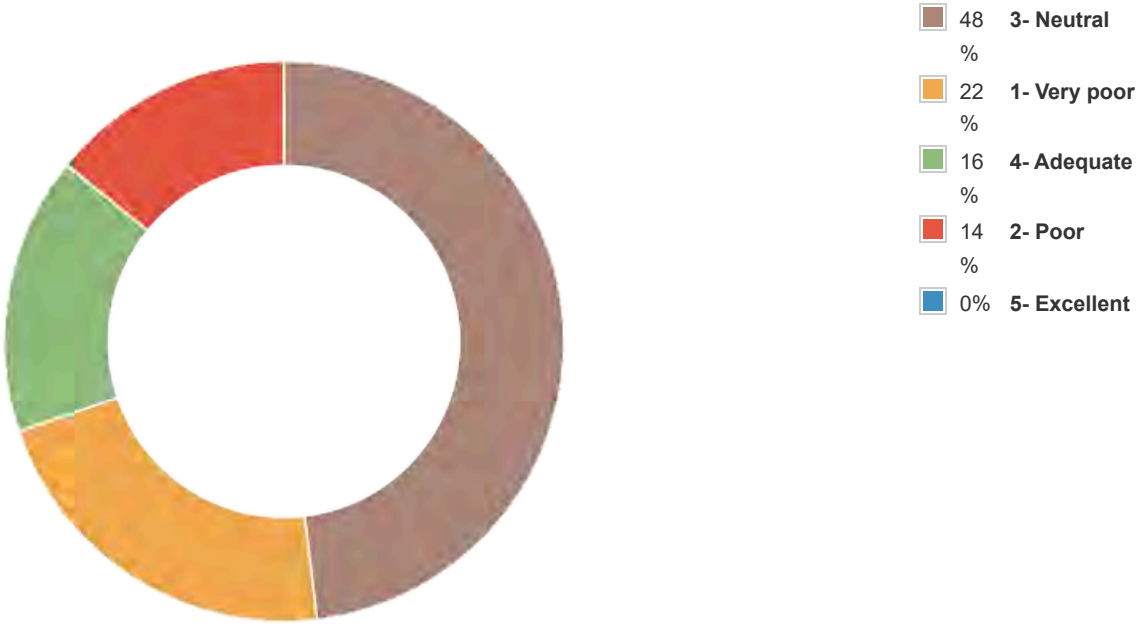
116 respondents

12. Provide a value from 1 to 5 for safety for people biking **after** the Pilot installation.



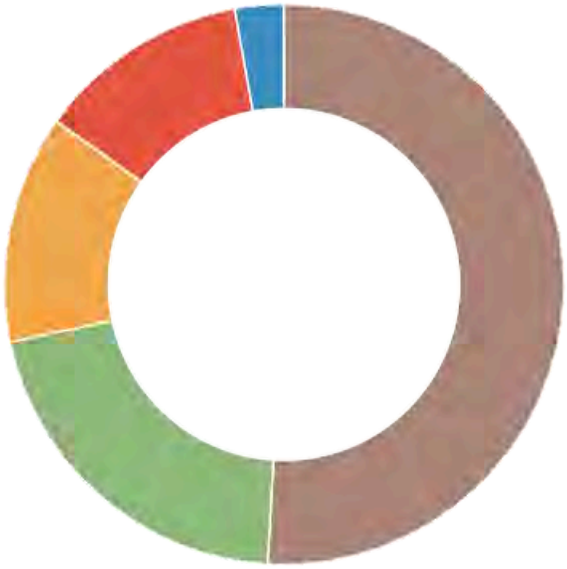
117 respondents

13. Provide a value from 1 to 5 for parking availability on Coleman Avenue **after** the Pilot installation.



106 respondents

14. Provide a value from 1 to 5 for parking availability on nearby streets west of Willow Road (Coleman Place, Santa Monica Avenue, Gilbert Avenue, etc.) **after** the Pilot installation.



- 51 % **3- Neutral**
- 21 % **4- Adequate**
- 13 % **1- Very poor**
- 12 % **2- Poor**
- 3% **5- Excellent**

106 respondents

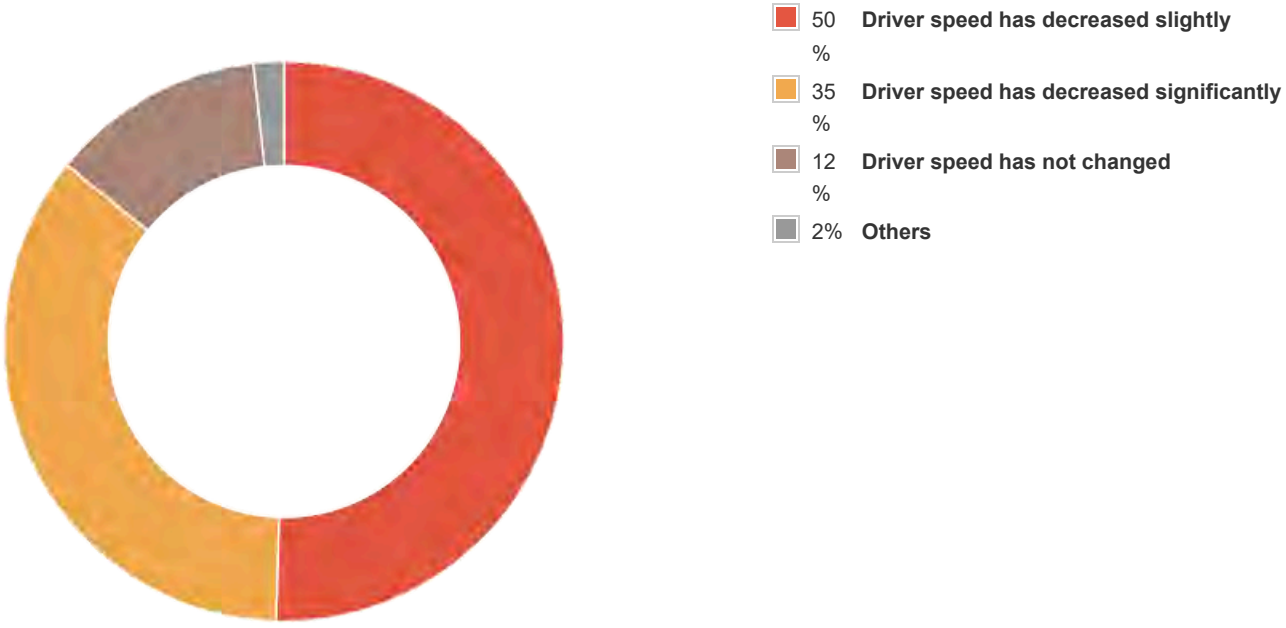
15. How often have you biked on Coleman Avenue **after** the Pilot installation? (Select one)



- 29 % **Daily**
- 24 % **A few times per month**
- 22 % **A few times per week**
- 16 % **Never**
- 8% **Rarely, few times per year**

116 respondents

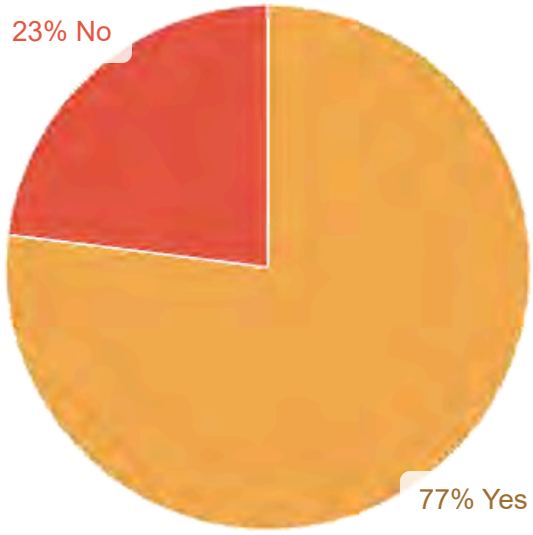
16. After the installation of the rubberized speed cushions, how has driver speed changed?



113 respondents

17. Are you aware of how to enroll for an overnight parking permit with the City of Menlo Park?

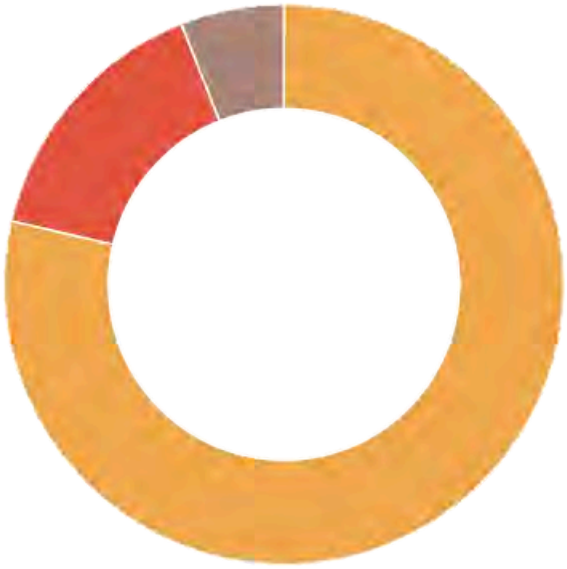
The City of Menlo Park has an overnight parking ordinance that prohibits the parking of any vehicle from 2-5 a.m. within certain areas of the city. Visit the parking permit website, at menlopark.gov/parkingpermits, for purchasing or enrollment information.



113 respondents

18. What would you like to see retained or removed from Coleman Avenue?

Note: There is not sufficient roadway space for both a bike lane and on-street parking on the north side of Coleman Avenue. Making the bike lane permanent would continue the existing parking removal. The rubberized speed cushions would be replaced with asphalt speed cushions.



- 79 % **Make the pilot permanent (retain traffic calming through asphalt speed cushions, bike lane, and parking removal)**
- 15 % **Retain traffic calming through asphalt speed cushions, remove bike lane, and restore parking**
- 6% **Remove the pilot elements including traffic calming and bike lane, and restore parking**

117 respondents

19. Please provide more feedback on your selection for question 18.

1) THE SAFTEY OF CYCLISTS (CHILDREN) SHOULD ALWAYS BE OF THE UTMOST IMPORTANCE. 2) I THINK IT IS UNFAIR FOR PEOPLE WITH HOMES ON SANTA MONICA HAVE CARS BUTTED UP AGAINST THEIR FENCE, WITH BARELY WALKING ROOM FOR RESIDENTS TO WALK OUTSIDE THEIR HOMES. PLEASE HELP THOSE RESIDENTS (ACROSS FROM THE SEMINARY HOMES) BY BANNING PARKING IN FRONT OF THEIR HOMES. 3) EXTEND RUBBERIZE CUSHIONS. TOWARDS RINGWOOD AS WELL. THESE RUBBER CUSHIONS SHOULD ALSO BE ALONG WILLOW ROAD, ESPECIALLY FROM GILBERT THROUGH MIDDLEFIELD 4) RESIDENTS OF THE APARTMENTS SHOULD BE ABLE TO HAVE A PARKING PERMIT AS THEY HAVE BEEN THE MOST AFFECTED BY THE HARDSHIP OF PARKING. THE FEE SHOULD BE LESS THAN WHAT IT COSTS TO HAVE A CAR PARKED ON THE STREET ON A DAILY BASIS. THIS IS NOT FINANCIALLY EQUITABLE FOR MANY FAMILIES. 5) ASK YOURSELF, HOW MANY RESIDENTS ON THE SIDE OF ALLOWED PARKING ON COLEMAN ARE BEING AFFECTED WITH THE PROPOSED PILOT VS THE RESIDENTS WHO LIVES IN THE PARKING COMPLEX AND HOMES (SOUTHSIDE?) ACROSS FROM THE SEMINARY HOMES? BEING A DAILY COMMUTER, DURING MY TIME IN THE AM AND AFTERNOON, THINK THE SPEED CUSHIONS ARE THE MOST EFFECTIVE. THE MAIN ISSUE HAS ALWAYS BEEN SPEEDING CARS. IF THERE IS A WAY TO HAVE A DEDICATED BIKE LANE AND PARKING, THAT WOULD BE THE BEST SOLUTION. ON A FINAL NOTE, IF CARS CONTINUE TO PARK ON SANTA MONICA, APPLY PAINTED RED AT THE CORNERS OF COLEMAN/SANTA MONICA. I AM A FREQUENT WALKER AND CARS TURNING FROM COLEMAN DO NOT SEE ME AS I MUST WALK ON THE STREETS DUE TO THE PARKED CARS. THIS IS VERY, VERY, DANGEROUS.

6/1/2026

The speed cushions are really awful to drive over-worse than other speed cushions in Menlo Park eg Partridge Ave.
If I slow down to drive over the bumps it is more uncomfortable than if I drive over them at normal speed!
I am happy for the cycle lane to stay and the speed bumps to be removed. You do not give this option

6/1/2026

I agree the added stop signs and speed bumps for safety are of value and as stated above should stay.
I wonder if a needs assessment was done prior to adding bike lanes and removing parking to assess how many people bike to school/work in this area. At most during the week there may be 10 bikers coming from Gilbert to Santa Monica to Coleman during the school year. Even on the weekends there are very few bikers on Coleman, Gilbert or Santa Monica. With the additional parking on Santa Monica I think visibility for bikers is worse and there are more cars going through Santa Monica so adding more traffic and less safety for any bikers and drivers.

6/1/2026

Safety is worth any minor “inconveniences”. As a driver, I would never want to hit a bike. Ever.

6/1/2026

The street was incredibly dangerous for bikers before the bike lane. Having the speed cushions over half the bike lane is dangerous, especially for kids biking. The speed cushions are over half the bike lane which does not leave kids biking room to go between the speed cushion and curb (to remain on flat pavement) without big risk or hitting the curb. Please remove the speed cushions from the bike lanes and install bollards.

6/1/

Show all comments

20. Do you have additional comments or feedback about the Pilot?

ADD RUBBERIZED SPEED CUSHIONS ON WILLOW ROAD!! THERE ARE BIKE LANES BUT KIDS ARE JAYWALKING BECAUSE THERE ARE NO SAFETY NETS FOR PEDESTRIANS. THERE IS ONLY ONE PHYSICAL WAY TO SLOW SPEEDING CARS DOWN. NOT SPEED SIDES OR POSTS. SPEND $ ON ADDING RUBBER SPEED CUSHIONS THAT ARE EMERGENCY VEHICLE FRIENDLY.

6/1/2026

Besides the project - GPS maps/Waze have increased traffic on Gilbert and Santa Monica for cars to bypass heavier traffic. We appreciate the sign on Willow/Gilbert for no right hand turns from 7-9 but this has not stopped most people. They continue to turn anyway causing a major increase in traffic, making it most difficult to back up or move out of driveway. And some are rude not waiting and allowing people to move out of driveways.
The additional parking on the street has made traffic worse and actually less safe for bikers. Besides the stop signs and speed bumps those on Coleman and Santa Monica are much worse off in terms of traffic, inconvenience to park and walk to your home - especially at night. Hearing people parking on the street at 2 AM in the morning. Although not often trash has been left on side of road where someone has parked. This is not a street that has sidewalks, land and curb for parking. This quiet street has now turned into an ugly area and am sure devalues our property and homes. There is definitely nothing calming about this whole project. But indeed has added more stress and aggravation.

6/1/2026

Install bollards on coleman

6/1/2026

Easier to see bikers and walkers.

6/1/2026

Please encourage the county to improve that section, it is so dangerous.

Also look into ways to make bikes more visible to the drivers who are coming out of the apartment complexes and houses on Coleman.

6/1/

Show all comments

21. Would you like to receive all City news in our weekly newsletter? If so, please enter your email here:

cindylam@stanford.edu

6/1/2026

Yes, thanks!

5/31/2026

kimmarlow@sbcglobal.net

5/31/2026

fredmertz@sbcglobal.net

5/27/2026

The best news

5/27

Show all comments

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STAFF REPORT

Complete Streets Commission
Meeting Date: **8/12/2026**
Staff Report Number: **26-007-CSC**

Regular Business: **Adopt a resolution to establish a no parking zone at southwest corner of Laurel Street and Oak Grove Avenue**

Recommendation

Staff recommends the Complete Streets Commission (CSC) adopt a resolution (Attachment A) to establish a no parking zone by eliminating one on-street parallel parking space at the southwest corner of Laurel Street and Oak Grove Avenue.

Policy Issues

This alteration is consistent with policies CIRC-1.1, CIR-4.4 in the 2016 General Plan Circulation Element. These policies seek to maintain and improve a circulation system through the Street Classification System that provides safe and efficient movement of people and goods throughout the City for residential and commercial purposes.

Background

SamTrans has formally petitioned the City to address traffic turning impediments at the southwest corner of Laurel Street and Oak Grove Avenue (Attachment B). To ensure the safe operation of transit vehicles, it is recommended that on-street parking at this location be decommissioned and redesignated as red-curb "no-parking" zone.

SamTrans bus route 296 through the area is a primary high-frequency line, facilitating 52 trips per day with 15-minute intervals. Access to/from the Menlo Park Caltrain Station requires buses making this movement at this intersection (Attachment C). This route provides an essential link between Redwood City and East Palo Alto, serving critical destinations including the VA Medical Center, Menlo-Atherton High School, and the Menlo Park Caltrain Station. The Menlo Park Caltrain Station represents the highest volume stop on this route, serving an average of 275 daily passengers. The existing street geometry necessitates adequate width for buses to make this movement and accommodate the vehicle sweep path to prevent maneuvers into oncoming traffic.

Analysis

The existing roadway configuration at the Laurel Street and Oak Grove Avenue intersection creates a difficult maneuver for buses to navigate when vehicles are parked on the southwest corner, in addition to a vehicle waiting on Laurel Street making a left turn onto Oak Grove Avenue. Field surveys confirm that vehicles parked at this corner can obstruct the turning radius of SamTrans' 40-foot and 60-foot buses. To

complete a right turn, transit operators are forced to either encroach into oncoming traffic lanes or execute dangerously slow maneuvers that can cause congestion. Rather than removing all parking spaces at this location, staff propose a 22-foot no parking red curb zone. This alternative addresses the operational requirements of SamTrans' operators while minimizing the impact on local residential parking availability. (Attachment D and E)

Next steps

Per Municipal Code Section 11.24.028, if the new no parking zone at this location is approved, any Menlo Park resident, business owner, or property owner may appeal to the City Council in writing within fifteen (15) days after the decision, by Aug. 26.

Impact on City Resources

If approved, red curb and sign installation will be implemented either through the City's signing and striping maintenance program or the City's Maintenance Division.

Environmental Review

The installation of red curb is categorically exempt under Class 1 (Section 15301(c)) of the California Environmental Quality Act. Class 1 allows for minor alterations of existing facilities, including highways and streets, sidewalks, gutters, bicycle and pedestrian access, and similar facilities, as long as there is negligible or no expansion of use.

Public Notice

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Additional public outreach was achieved by sending notification postcards to residents/property owners within 500 feet of the proposed "No Parking Zone". In addition, posters with the alterations and meeting information were placed on A-frames at the site.

Attachments

A. Resolution
B. Problematic location
C. SamTrans Route 296
D. Field Images
E. Auto-turn analysis

Report prepared by:
Phu Nguyen, Senior Engineering Technician
Catrine Machi, Senior Transportation Planner

Report reviewed by:
Jason Nesdahl, Senior Transportation Engineer

RESOLUTION NO. XXXX

RESOLUTION OF THE COMPLETE STREETS COMMISSION OF THE CITY OF MENLO PARK AUTHORIZING THE INSTALLATION OF NO PARKING ZONE AT THE SOUTHWEST CORNER OF LAUREL STREET AND OAK GROVE

WHEREAS, the City of Menlo Park received a request to evaluate the adequacy of right turn safety at the southeast corner of Laurel Street and Oak Grove Avenue; and,

WHEREAS, a field investigation revealed a limited turning radius due to adjacent parked vehicles; and,

WHEREAS, to avoid unsafe maneuvers that encroach into oncoming traffic lane, and avoid traffic gridlock, a no parking zone at these streets corner is recommended (i.e., 22 feet of new red curb); and,

WHEREAS, California Vehicle Code Section 22507 authorizes local jurisdictions to install parking restrictions on local streets; and,

WHEREAS, Menlo Park Municipal Code Section 11.24.026 authorizes the Complete Streets Commission to designate no parking zones of up to five spaces outside of the "Downtown/Station Area" in the El Camino Real/Downtown Specific Plan; and,

WHEREAS, the City of Menlo Park, acting by and through its Complete Streets Commission, having considered and been fully advised in the matter and good cause appearing therefore.

NOW, THEREFORE, BE IT RESOLVED, that the Complete Streets Commission of the City of Menlo Park does hereby authorize the installation of no parking zone at the southwest corner of Laurel Street and Oak Grove Avenue, as depicted on Exhibit A.

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I, Catrine Machi, City staff liaison to the Complete Streets Commission of Menlo Park, do hereby certify that the above and foregoing Commission Resolution was duly and regularly passed and adopted at a meeting by said Commission on the twelfth of August, 2026, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this __ day of _____, 2026.

_____
Catrine Machi
Complete Streets Commission Liaison

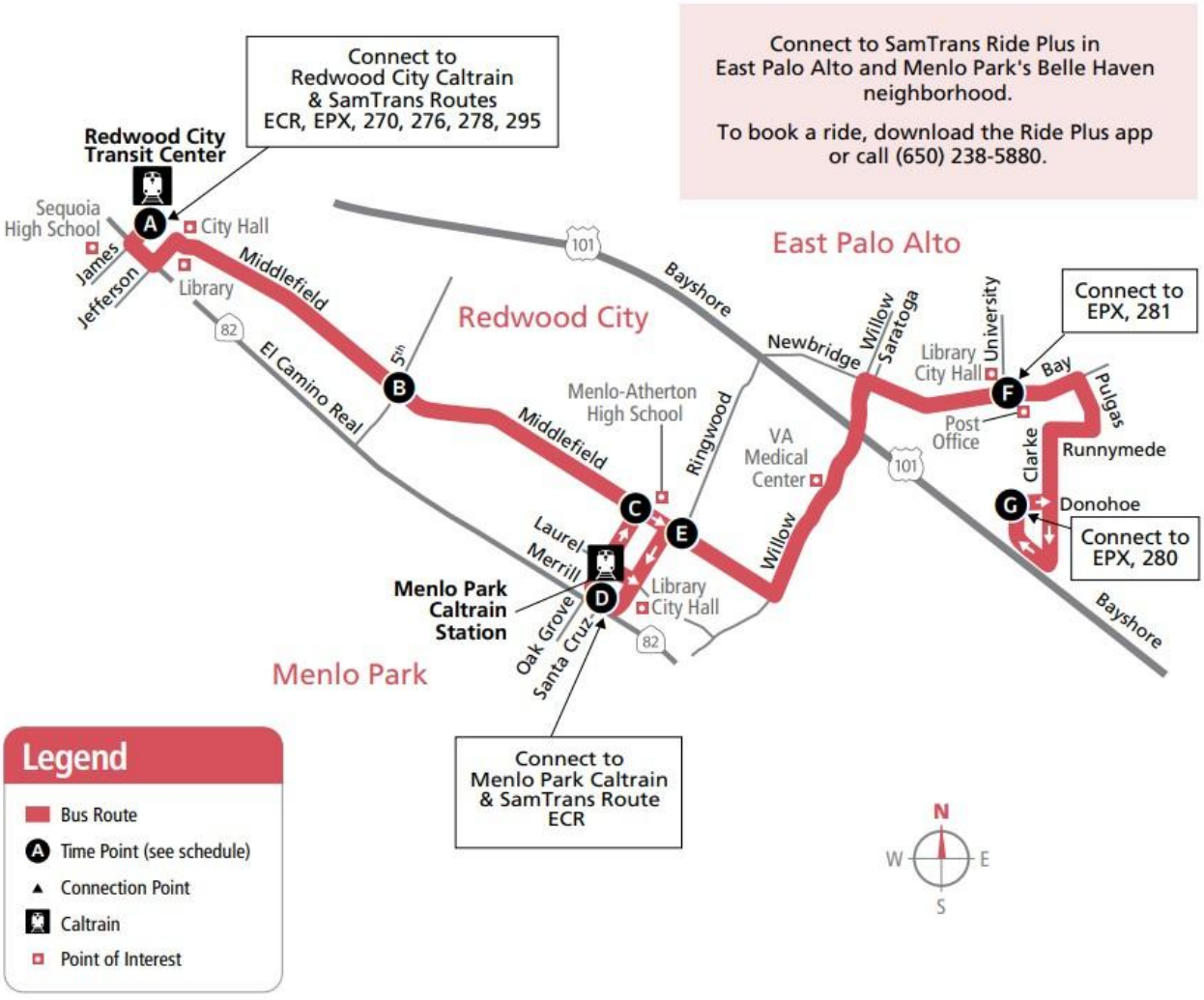
Exhibit
A. Proposed no parking zone at the southeast corner of Laurel street and Oak Grove avenue


EXHIBIT A
N
Laurel St
Oak Grove Ave
No parking zone installation

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Figure 1: Problematic location



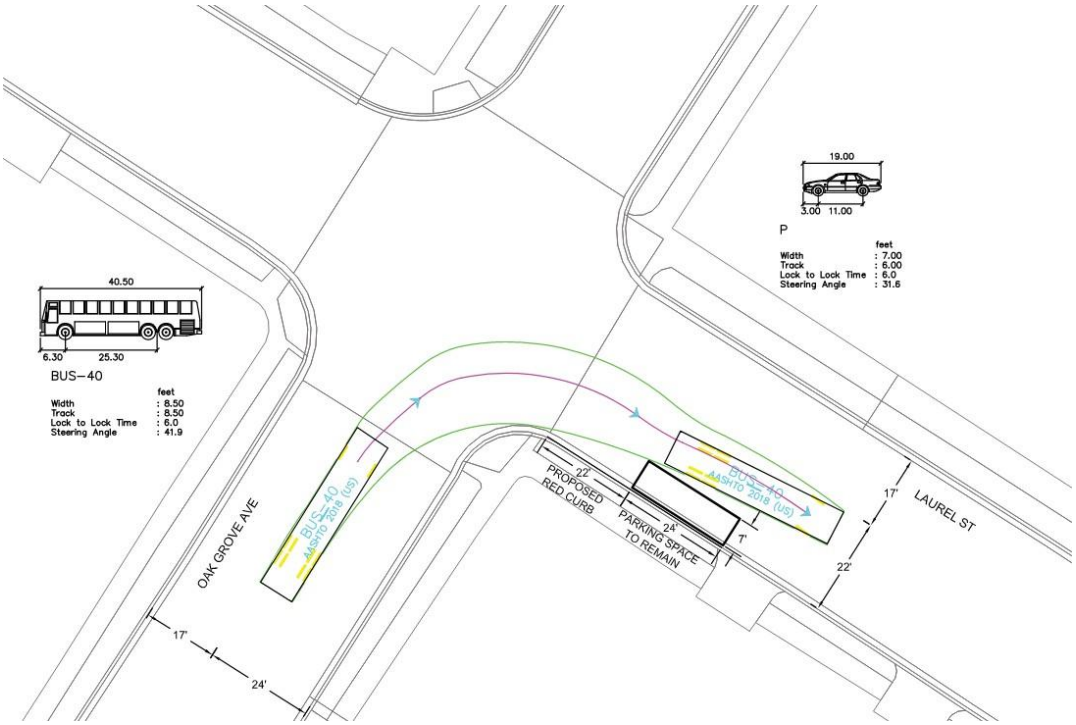
Attachment B: Samtrans bus route 296 map

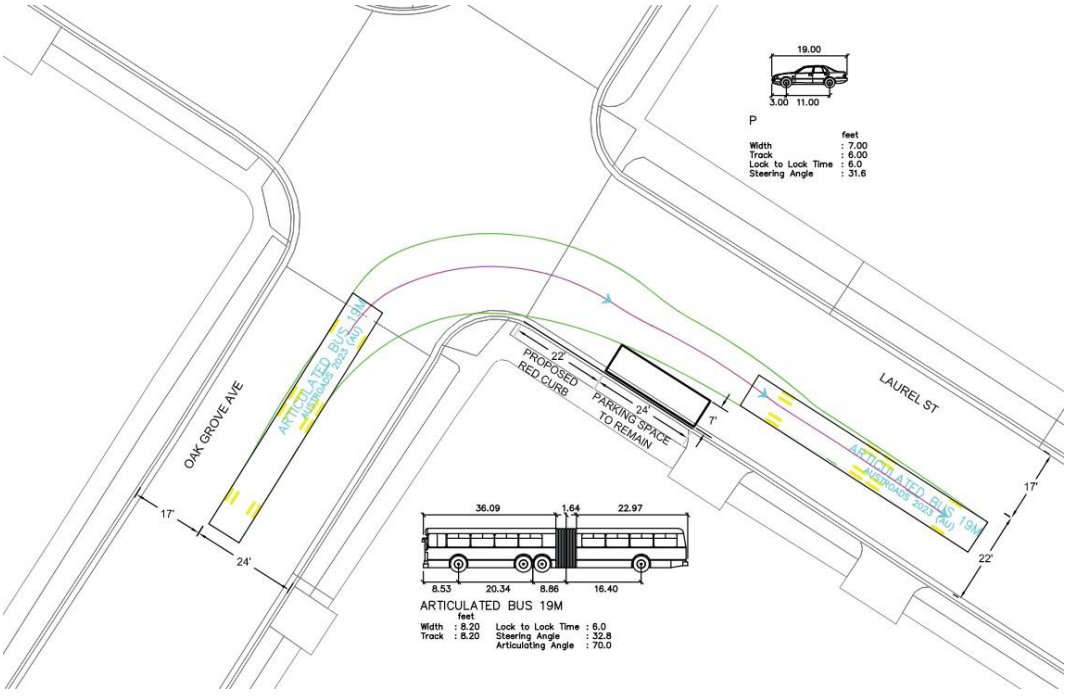






Attachment C: Samtrans bus making turn





Attachment D: Sweep paths for 40' and 60' buses

Title	Item type	Commission action
E-Bike Ad Hoc Report Out	Informational	No action
Santa Cruz Ave and Sand Hill Road Corridor Safety Project – Preliminary Findings	Informational	Feedback
Slow Streets – Present Scoring and Project Recommendations	Regular	Recommendation
Middlefield Road safe streets project	Regular	Recommendation
PW Departmental Projects Report Out	Informational	No action

October 14, 2026 – at BHCC, 8pm hard stop

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