

To: Patrick Golier, City of Lafayette
From: Jeff Knowles, Alta
CC: Nate Levine, Sandis
Date: January 5, 2024
Re: Connecting Lafayette Community Workshop Summary (12/7/2023)

Connecting Lafayette: Downtown Pathways and School Safety Project Workshop Summary

A public workshop was held on December 7, 2023, from 6-8:00 p.m., at Lafayette Elementary School. The purpose of the meeting was to provide attendees with information about the project, including the intent, the scope of work, and the timeline, as well as share concept designs for Safe Routes to School projects on School Street, Topper Lane, and St. Marys Road and gain an understanding of key stakeholders’ opinions. A total of 53 people signed in at the workshop with an unknown number of additional people attending without providing their names.

Outreach

The City promoted the workshop via a number of social media outlets, including Weekly Roundup, Facebook, NextDoor, Twitter, and Instagram. The City also posted signs on their A-frames in several locations near the meeting site and in other prominent locations across the City and posted notices on the City calendar and the project webpage. Meeting promotion was also done by the Lafayette School District PTAs and Bike East Bay. Emails about the meeting were also sent out to specific stakeholder groups.

Format

The workshop used an “open house” format, with activities and more detailed discussions taking place at five different stations around the Lafayette Elementary multi-purpose room. After a brief presentation (Attachment A) given by City Staff and Sandis Engineering to provide general project information and background, as well as an overview of the current versions of conceptual design for each of the project elements, participants were invited to visit each station in any order they wished, and members of the project team were available to answer questions and record comments. Station activities are summarized below.

Station	Description
Welcome	As participants arrived, they were asked to sign in and provide an email address for project updates. They also received a Question and Comment form (Attachment B) and a Fact Sheet (Attachment C) and were given a brief overview of the workshop format. At each workstation, participants were asked to fill out the Question and Comment form and use Post-it notes to write questions or comments about each board.

Station	Description
Project Overview	Participants were presented with general project information on each of the four boards at this station, including the project timeline and history, a project map, and a bicycle connections map (Attachment D). For the bicycle connections map, attendees were asked to provide their thoughts and ideas on making safer connections, primarily in and around Lafayette's downtown area, between the existing and future network of safe bicycle and pedestrian facilities.
School Street Layout	Participants were presented with two boards with the School Street Design concepts relating to the multi-use path on the north side of School Street between Moraga Road and the Lamorinda Trail, and which included four alternatives for consideration at the intersection of School Street with Moraga Road (Attachment E).
Topper Lane Concept Designs	Participants were presented with three boards that illustrated the Topper Lane concept designs: Option A: Landscape Buffer (10' wide), Option B: One-Way Circulation (10' wide), and Option C: 6' Path (Attachment F)
St. Mary's Drop-Off Concept	Participants were presented with two boards showing concepts A and B for a formal drop-off and pick-up zone along St. Mary's Road, and a map of Lafayette to be used for an origin and destination exercise. For this exercise, parents of school-aged children were asked to mark the start of their trip with a blue dot and a red dot with their destination to help determine the circulation patterns of parents and inform the design of the drop-off and pick-up zone (Attachment G).

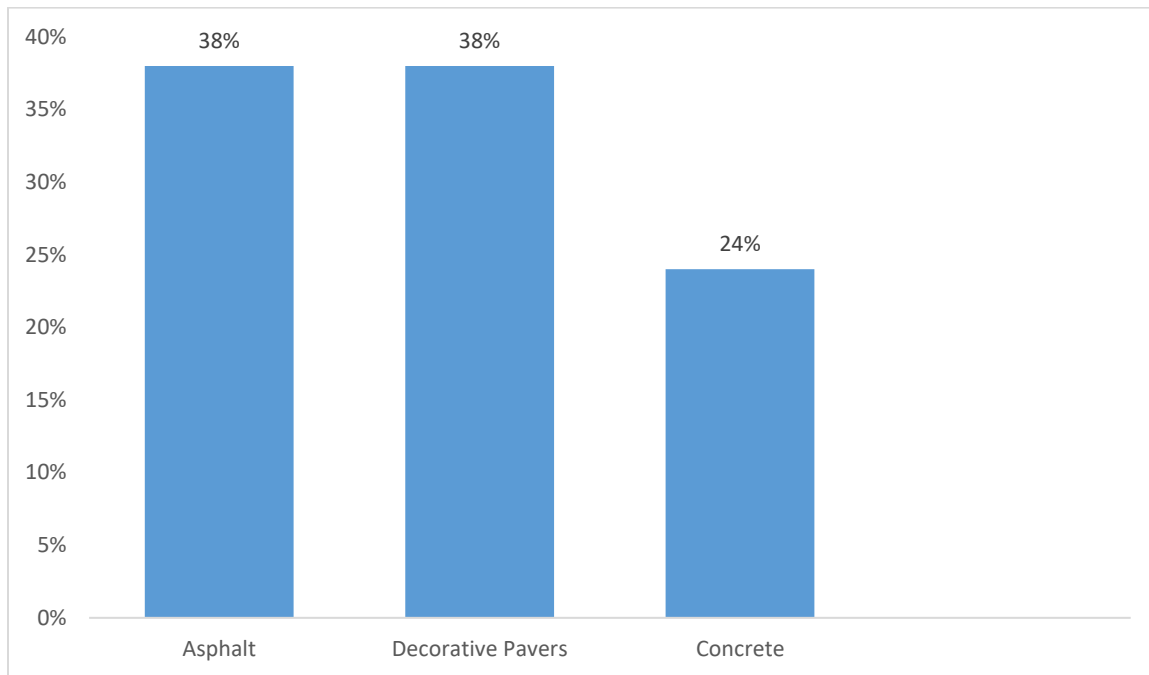
Summary of Feedback

Participants provided a total of 124 written comments at the stations. Feedback at each station was provided via questions and comments written on post-it notes and via submitted Question and Comment forms. A summary of feedback gathered at the workshop is provided below. See Attachment H for a detailed list of each post-it comment received. See Attachment B for scans of the question and comment forms.

Project Overview Station

Participants viewed four presentation boards at this station, including the project timeline, project history, project map, and bicycle connections map. They saw and discussed with staff the four studies that were the genesis of the paths on School Street, Topper Lane, and St. Mary's Road. Attendees provided feedback on the project map and where they would like to see an expanded network of safe, comfortable, and convenient bicycle and pedestrian routes. A total of 26 comments were received on the bicycle connections and project map.

In the Question and Comment form, attendees were asked to indicate their preference for asphalt, decorative pavers, or concrete for the surface material of the pathways (Q3). The results of the Question and Comment form are shown in the chart below.



Findings

Comments expressed a desire for continuous sidewalks at various locations and making sure the width of the sidewalks is sufficient. Other comments focused on the importance of protecting vegetation and trees, putting a path through school property, and making the intersection of Moraga Road and School Street safer. A preference for path material type was split between asphalt and decorative pavers.

School Street Layout Station

Participants viewed two boards that showed concepts for the multi-use pathway on the north side of School Street from the intersection of Moraga Road to the Lafayette/Moraga Regional Trail. Additionally, four alternatives were provided on the boards to illustrate alignment options for the approach to the intersection at Moraga Road.

In the Question and Comment form, attendees were asked to rank the School Street Layout on a five-point scale, with 1 being very unfavorable, 3 being neutral, and 5 being very favorable (Q4). The average score was 4. Common reasons cited by people who gave a high rating were improved safety and beauty of the path. Common reasons for a low rating were loss of parking and high cost.

When asked about preferred path widths, 32% indicated that a 10' wide minimum multi-use path is preferable, and 68% indicated a 6' wide minimum multi-use path is preferable (Q6). When asked about preference for including a planted buffer between the road and the pathway, the average rating on a five-point scale was a 4 (Q8). Common reasons for a high rating were the beauty of the landscaping and improved safety. Common reasons for a low rating were traffic congestion and it would not be attractive.

For those attendees who have a child at Lafayette Elementary, drop-off locations were indicated as follows (Q10):

- 33% on School Street
- 33% on First Street
- 33% on Moraga Boulevard

No one who completed a form indicated they used Moraga Road or the drop-off loop on Moraga Road for Lafayette Elementary.

For those attendees who have a child at Stanley Middle School, drop-off locations were indicated as follows (Q11):

- 50% on School Street
- 50% on St. Mary's Road

First Street was an additional location cited for drop-off.

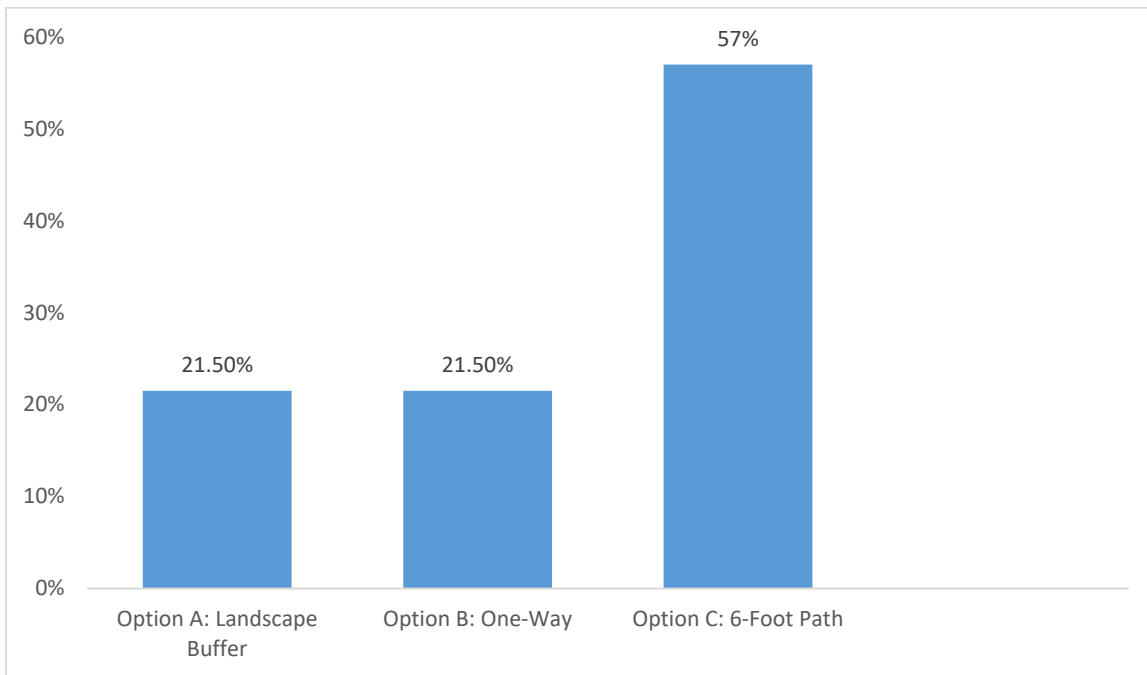
Findings

Thirty comments were received on these boards that included information about how students use School Street. Two-thirds of respondents expressed a desire to preserve at least a 6' multi-use path to the intersection while preserving parking on School Street. Only one-third of respondents indicated a desire for a 10' wide path. A desire for a landscape buffer scored high.

Topper Lane Concept Designs Station

Participants viewed three concept designs for Topper Lane: Option A: Landscape Buffer (10-foot wide pathway), Option B: One-Way Circulation (10-foot wide pathway), and Option C: 6' Pathway. Fifty-one post-it comments were received in total on the boards. Twelve comments were received on the Landscape Buffer board that expressed opposition to the path and a desire to locate the pathway elsewhere. Five comments were received on the One-Way board that expressed opposition to the pathway. Thirty-four comments were received on the 6' path board with themes of protecting landscaping and trees, access to driveways, opposition to the pathway, and traffic speed.

The Question and Comment form asked participants to indicate their preference for the three options (Q12).



Common reasons in support of Option A: Landscape Buffer include:

- Liked the landscaping

Common reasons in support of Option B: One-Way include:

- Safety
- Preserves vegetation

Common reasons in support of Option C: 6-Foot Path include:

- More narrow than the others
- Safety
- Preserves vegetation

Findings

Most comments indicated opposition to the multi-use path proposed on Topper Lane but preferred a 6' wide path over a 10' multi-use path. Preservation of trees was a recurring request no matter the option.

St. Mary's Drop-Off Concept Station

Participants viewed two concept boards showing different options for a proposed drop-off on the north side of St. Mary's Street on School property. Seventeen comments were received that expressed a desire to preserve vegetation and trees, concerns about using School property, and concerns about resulting traffic movements from the two concept design options.

The Question and Comment form asked participants to rate St. Mary's Drop-Off Concepts A and B on a five-point scale (Q14). The average score for Concept A was 2, and the average score for Concept B was 2. A common reason for rating Concept A and B high is improved traffic flow. Common reasons for rating Concept A and B low were that it would create chaos and congestion and take too much of the school playground space.

Findings

While no clear consensus emerged for Concept A or B, 77% indicated that a formalized drop-off zone on St. Mary's Road would make it easier for drop-off or pick-up (Q18).