

# Coleman and Ringwood Avenues Transportation Study

San Mateo County Bicycle & Pedestrian  
Advisory Committee (SMC BPAC)  
August 17, 2023



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SUSTAINABILITY  

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COUNTY OF SAN MATEO



**COUNTY** OF  
**SAN MATEO**

# PRESENTATION OVERVIEW

- Study Purpose, History and Process
- Community Engagement
- Evaluation Criteria
- Design Alternatives
- Next Steps

# PURPOSE OF STUDY

## Need

- Stakeholder safety and access concerns expressed for Coleman and Ringwood Avenues
- Identified as a Priority Project in the County's ATP
- Expand on/reconcile past planning efforts (ATP,TMP)
- Multiple schools located on the corridors

## Goal

Develop a community-driven preferred plan to improve mobility for active modes of transportation and safety for all roadway users

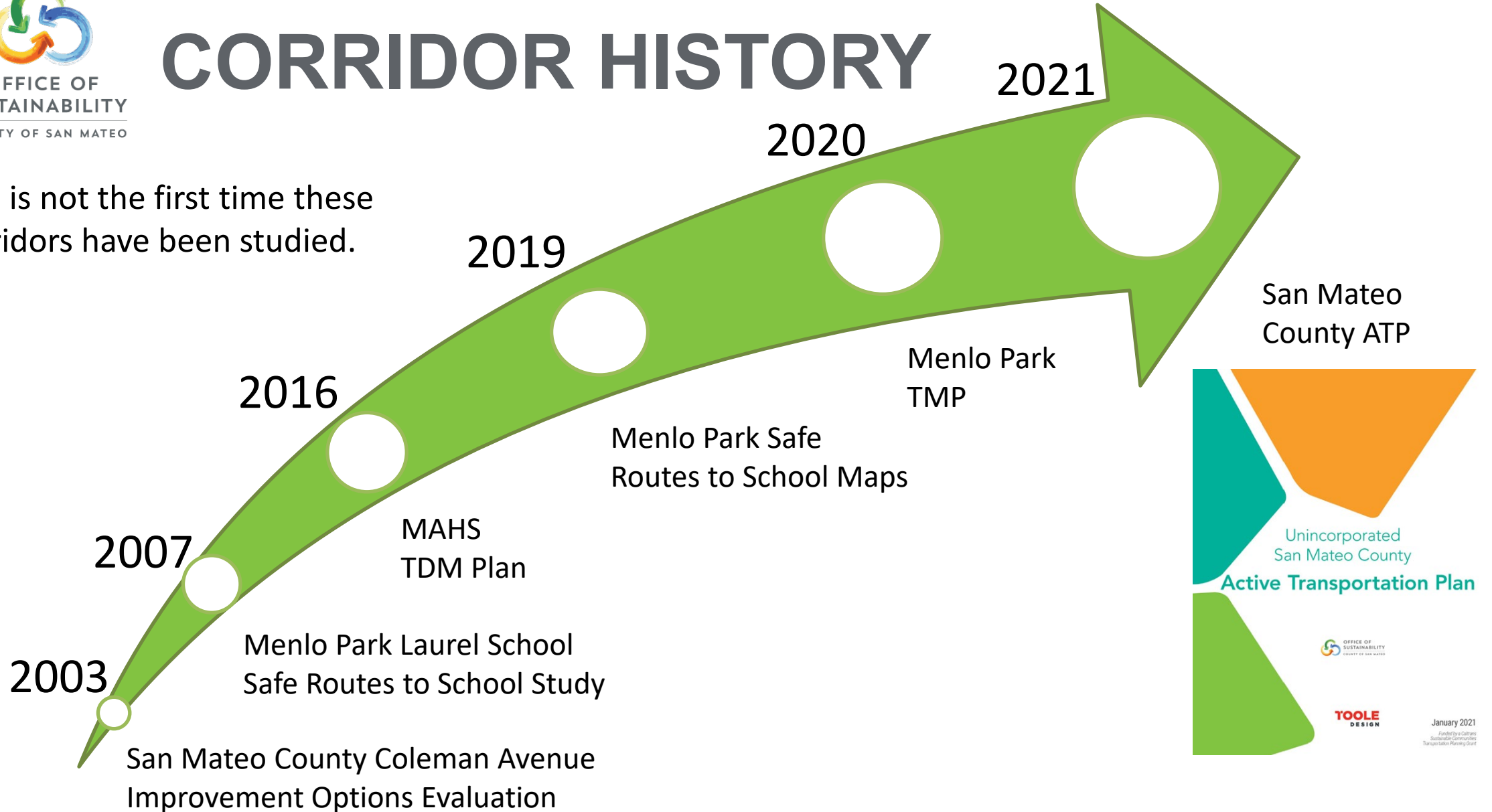
# STUDY AREA MAP



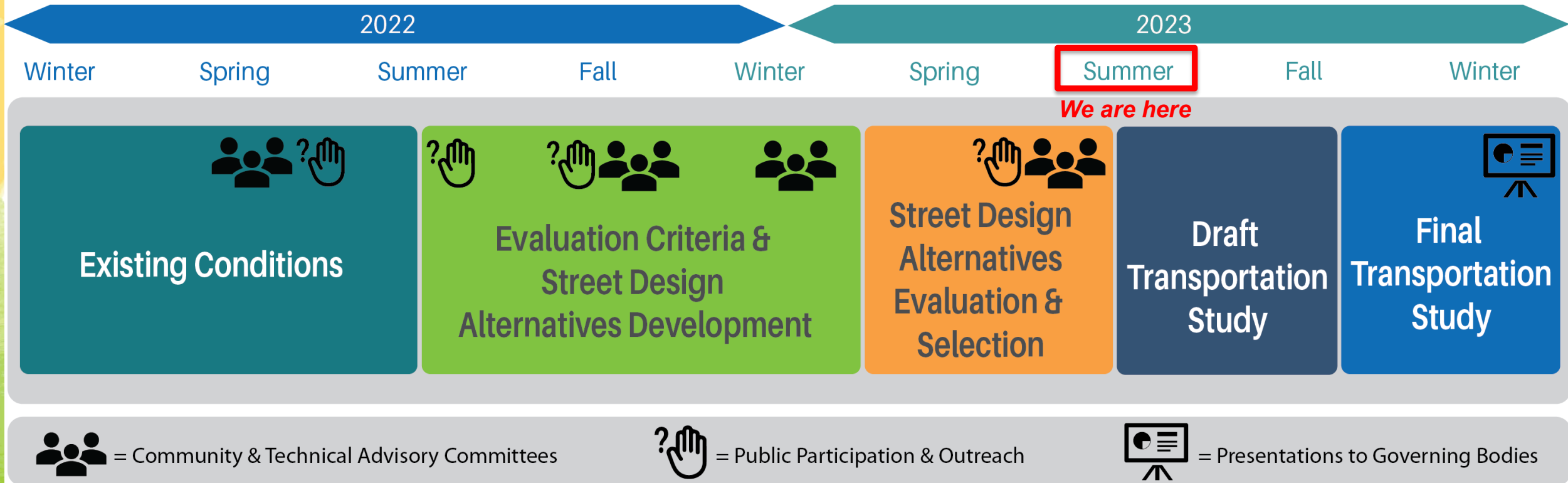


# CORRIDOR HISTORY

This is not the first time these corridors have been studied.



# STUDY PROCESS AND TIMELINE





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# COMMUNITY ENGAGEMENT GOALS

## Main Goal

- Facilitate engagement with a diverse range of people who live, work, study, and/or travel along the two corridors

## Specific Goals

- Identify and gather feedback
- Better understand transportation issues, barriers, and opportunities
- Build compromise and consensus
- Build momentum and support



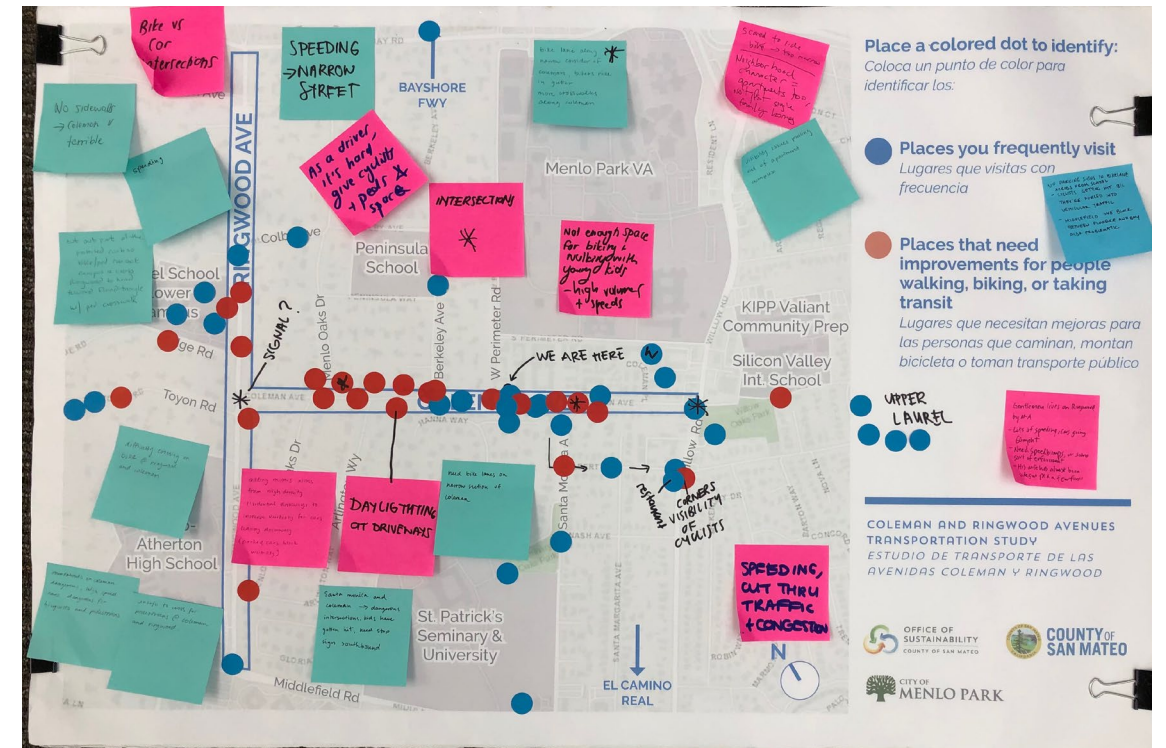


# ENGAGEMENT AND OUTREACH ACTIVITY

- In-Person Events (15)
- Community Surveys (2)
- Ongoing Collaboration with Community Based Organizations
- Online Engagement







# PHASE 2 KEY TAKEAWAYS

## Ringwood Avenue

Desire for vertical separation between bike and travel lanes near the schools

Support for separate facilities for bikes and pedestrians

Division over retaining or removing right turn lane at MA High

Desire for new pedestrian crossing in front of MA High

## Coleman Avenue

Strong preference for bike lanes over a bike boulevard on County portion

Initial support for one-way street decreased after discussing circulation impacts

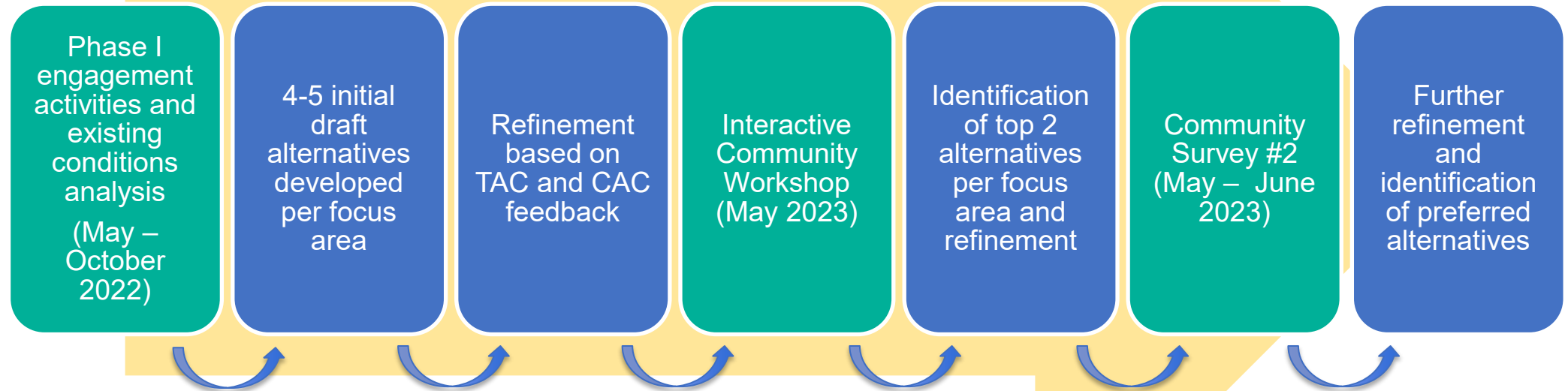
Concern with parking removal within the City

Mixed feelings about traffic circles in the County



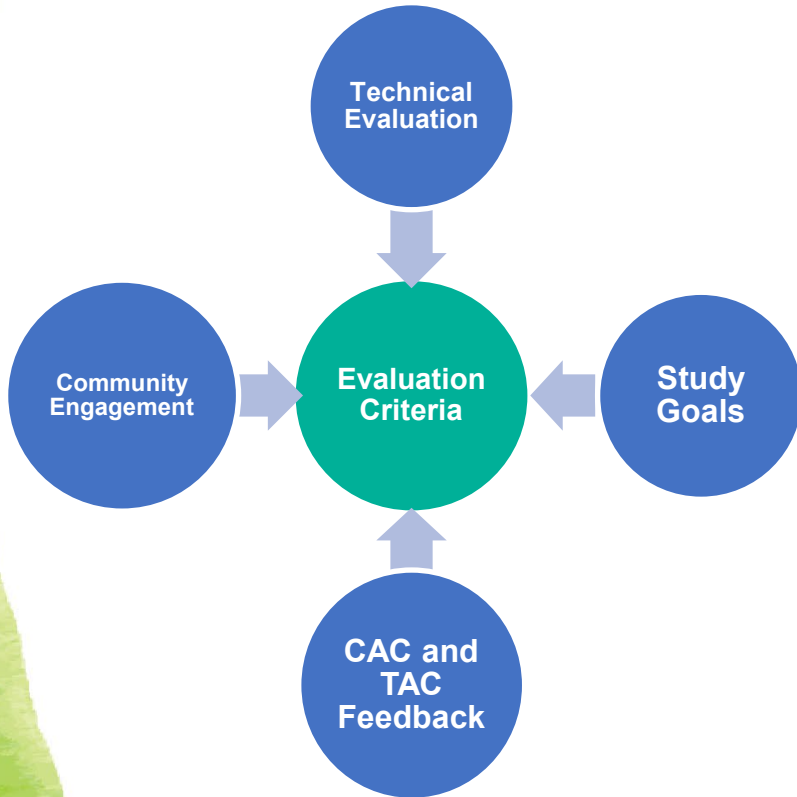
# DEVELOPMENT OF DESIGN ALTERNATIVES

## Iterative Design Process





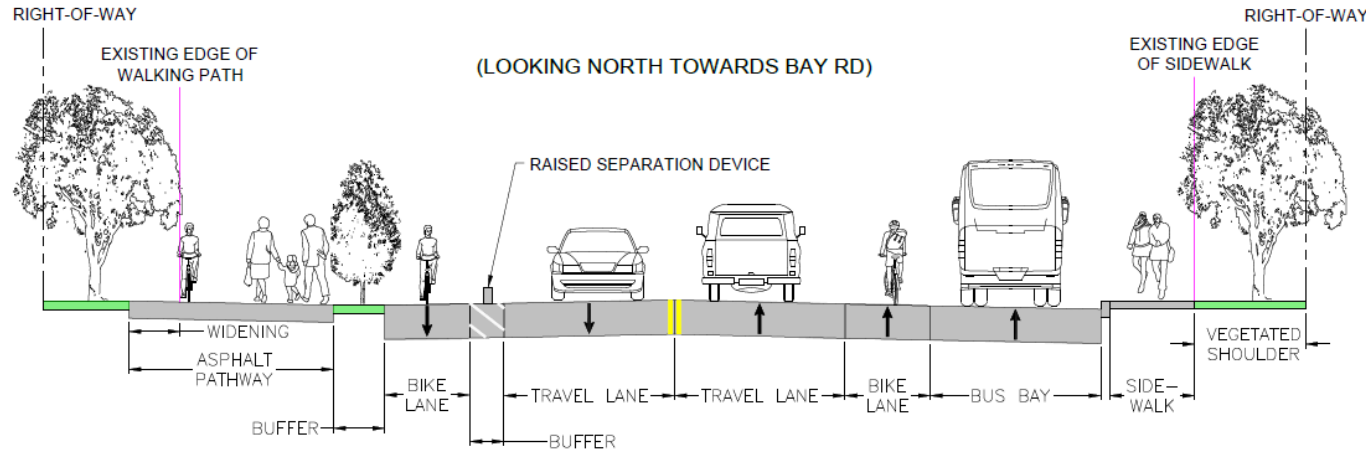
# EVALUATION CRITERIA



## Evaluation Criteria Description

Criterion	Metric
Collision Reduction	Federal Highway Administration Collision Reduction Factors
Speed Reduction	Institute of Transportation Engineers anticipated effectiveness of various traffic calming measures
Bicycle Comfort	Mineta Transportation Institute Bicycle Level of Traffic Stress methodology
Pedestrian Comfort	Pedestrian Level of Service (PLOS) methodology
Continuity for Pedestrians	Would the alternative result in a consistent defined path of travel for pedestrians to walk from one end of the corridor to the other?
Continuity for Bicyclists	Would the alternative result in a consistent defined path of travel for bicyclists to ride from one end of the corridor to the other?
Tree Preservation	The total number of trees that would need to be removed
Parking Retention (City only)	The number of existing on-street parking spaces that would need to be removed

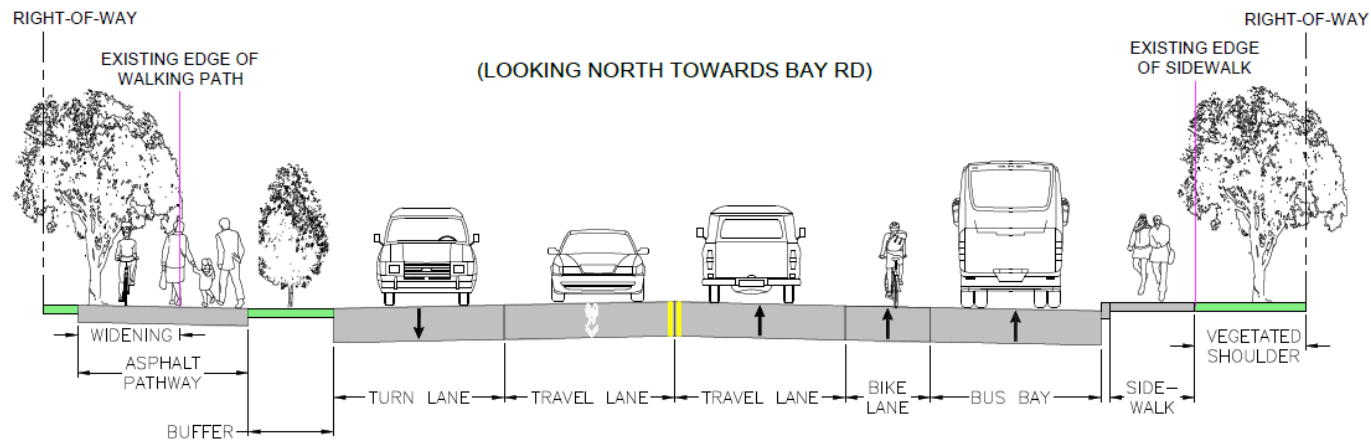
# RINGWOOD AVENUE PREFERRED ALTERNATIVES



## Key Differences

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

## Alt 1 - Bike Lanes with Raised Separation Device and Asphalt Pathway








## Key Differences

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

























## Alt 2- Bike Lanes (Shared Near Middlefield) with Asphalt Pathway

# RINGWOOD AVENUE EVALUATION CRITERIA

## LEGEND

-  = Alternative fully meets criterion
-  = Alternative mostly meets criterion
-  = Alternative partially meets criterion
-  = Alternative minimally meets criterion
-  = Alternative does not meet criterion

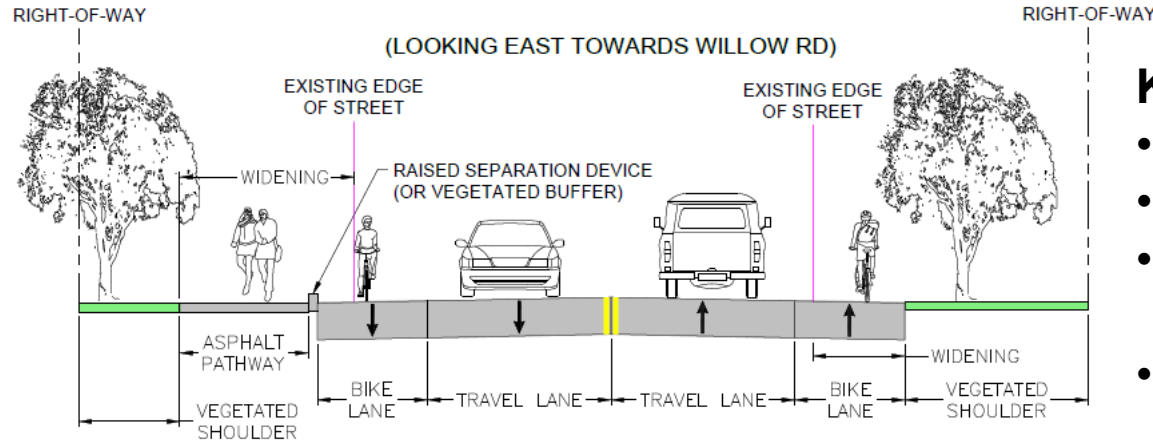
## Evaluation Criteria Summary for Ringwood Avenue

Design Alternative	Collision Reduction	Speed Reduction*	Bicycle Comfort (On -Street)	Bicycle Comfort (Off-Street)	Pedestrian Comfort	Continuity for Pedestrians	Continuity for Bicyclists	Tree Preservation
Retain Existing Conditions								
<b>Alternative 1</b> Bike Lanes with Raised Separation Device and Asphalt Pathway								
<b>Alternative 2</b> Bike Lanes (Shared Near Middlefield) with Asphalt Pathway								

Note: \*traffic calming improvements are included in both alternatives (ex. Narrower travel lanes, raised pedestrian crossing, speed feedback signs, enhanced signing/stripping)



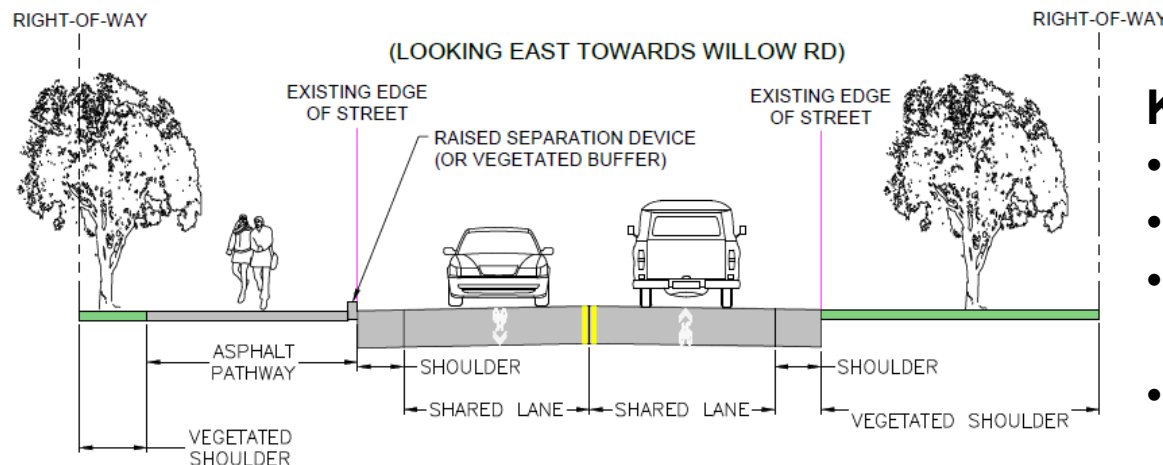
# COLEMAN AVENUE (COUNTY) PREFERRED ALTERNATIVES



**Alt 1 - Bike Lanes with Narrower Asphalt Pathway**

## Key Differences

- Dedicated bike lanes
- Narrower asphalt pathway
- 3 trees estimated to be impacted with 10 potential impacts
- Parking removal on both sides



**Alt 2 - Bicycle Boulevard with Wider Asphalt Pathway**

## Key Differences

- Shared bike/travel lanes
- Wider asphalt pathway
- 19 trees estimated to be impacted with 18 potential impacts
- Parking removal on pathway side only

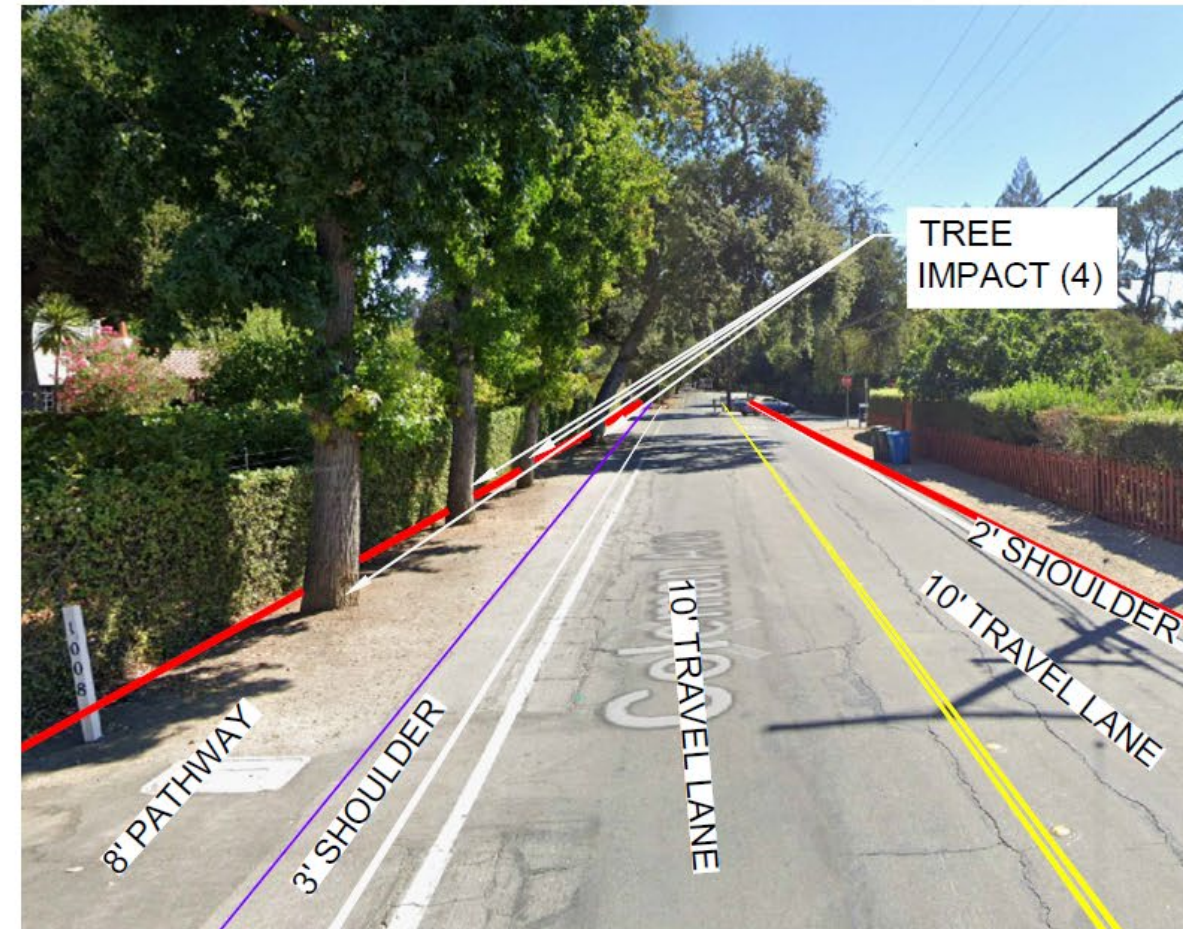


# POTENTIAL TREE IMPACTS COMPARISON

Coleman Avenue West of Menlo Oaks Drive (Looking East)



**Alt 1 - Bike Lanes with Narrower Asphalt Pathway**



**Alt 2 - Bicycle Boulevard with Wider Asphalt Pathway**

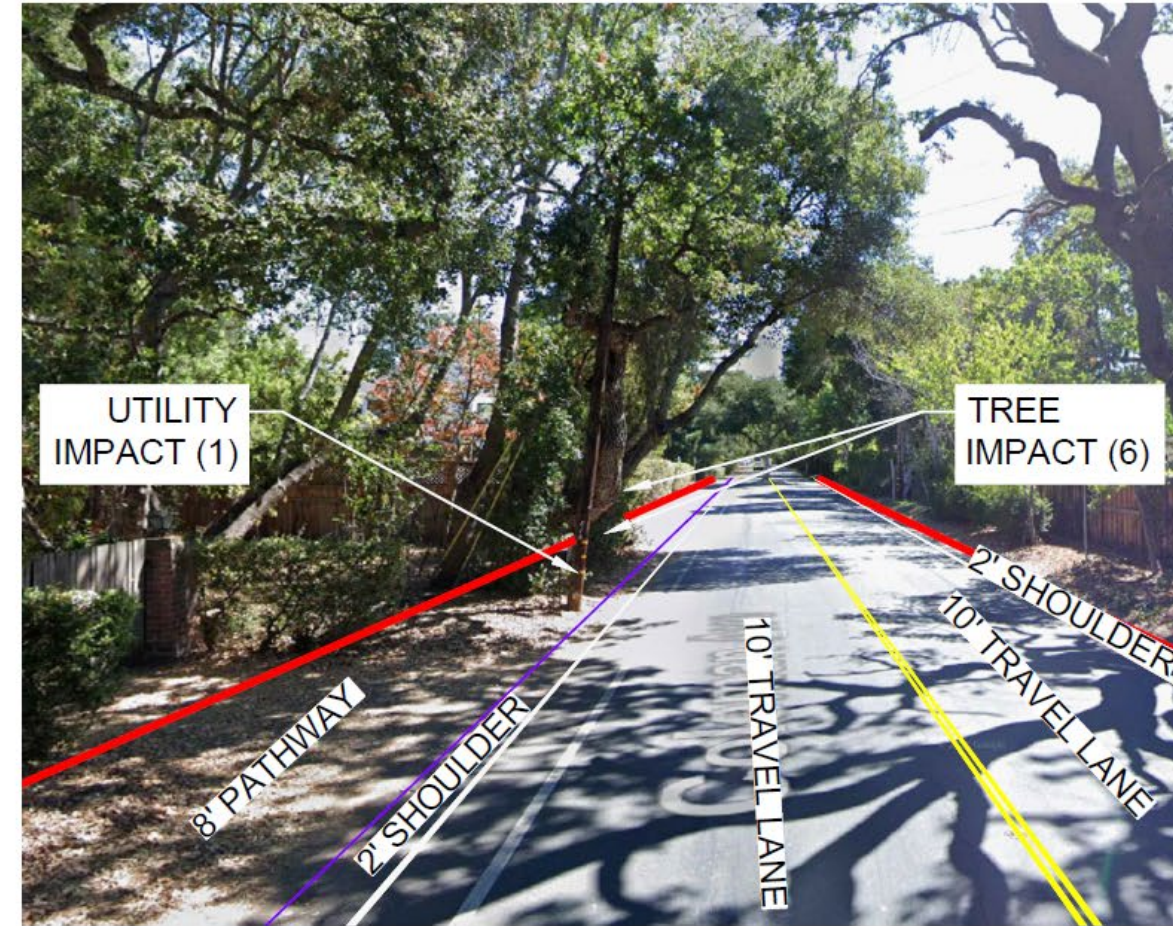


# POTENTIAL TREE IMPACTS COMPARISON

Coleman Avenue West of Berkeley Avenue (Looking East)



**Alt 1 - Bike Lanes with Narrower Asphalt Pathway**








**Alt 2 - Bicycle Boulevard with Wider Asphalt Pathway**



























# COLEMAN AVENUE (COUNTY) EVALUATION CRITERIA

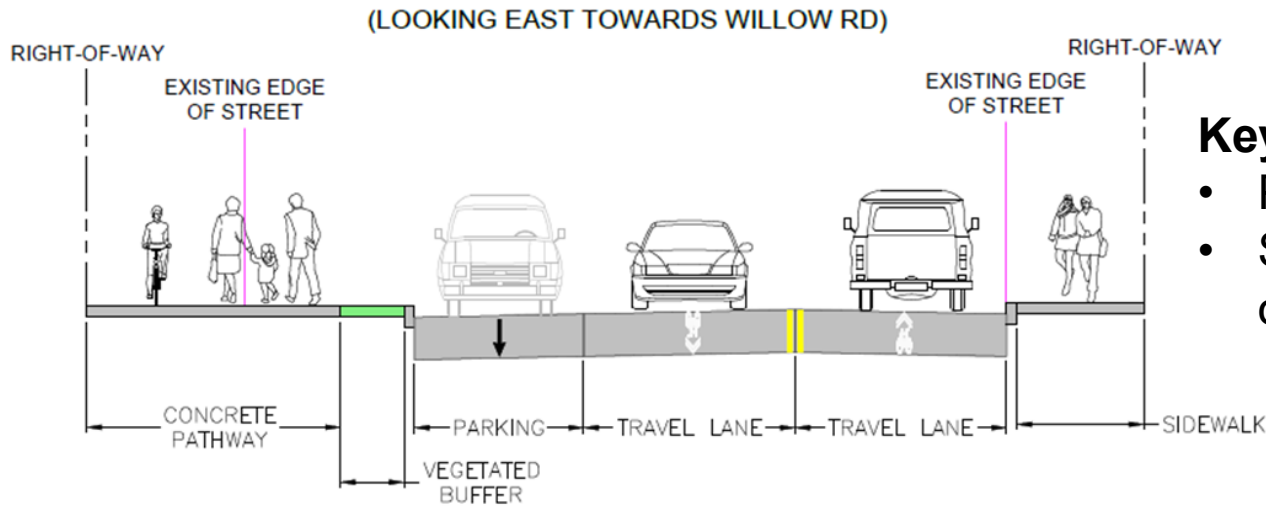
## LEGEND

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-  = Alternative minimally meets criterion
-  = Alternative does not meet criterion

## Evaluation Criteria Summary for Coleman Avenue (County)

Design Alternative	Collision Reduction	Speed Reduction	Bicycle Comfort (On -Street)	Bicycle Comfort (Off-Street)	Pedestrian Comfort	Continuity for Pedestrians	Continuity for Bicyclists	Tree Preservation
Retain Existing Conditions								
<b>Alternative 1</b> Bike Lanes with Narrower Asphalt Pathway								
<b>Alternative 2</b> Bike Boulevard with Wider Asphalt Pathway								

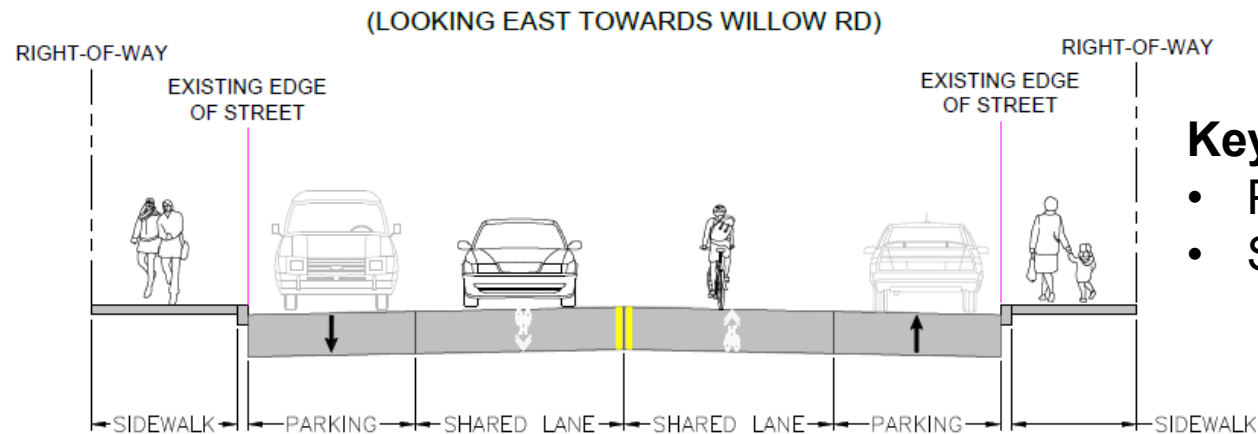
# COLEMAN AVENUE (CITY) PREFERRED ALTERNATIVES



## Key Differences

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

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








## Key Differences

- Parking retained on both sides
- Sidewalks remain, as is

## Alt 2 - Bicycle Boulevard with Parking on Both Sides




























# COLEMAN AVENUE (CITY) EVALUATION CRITERIA

## LEGEND

-  = Alternative fully meets criterion
-  = Alternative mostly meets criterion
-  = Alternative partially meets criterion
-  = Alternative minimally meets criterion
-  = Alternative does not meet criterion

## Evaluation Criteria Summary for Coleman Avenue (City)

### Design Alternative

Design Alternative	Collision Reduction	Speed Reduction	Bicycle Comfort (On -Street)	Bicycle Comfort (Off-Street)	Pedestrian Comfort	Continuity for Pedestrians	Continuity for Bicyclists	Tree Preservation	Parking Retention
Retain Existing Conditions									
<b>Alternative 1</b> Bike Boulevard with Raised Concrete Pathway (Parking on one Side)									
<b>Alternative 2</b> Bike Boulevard (Parking on both Sides)									



# NEXT STEPS

- **August 2023** – Presentations to CAC/TAC and Advisory Bodies and further refinement of Preferred Alternatives
- **September 2023** – Prepare Draft Study
- **October 2023** – Present to BPAC for Action and Complete Final Study
- **Winter 2023** – Presentations to Board and Council to approve the community-driven preferred plans



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QUESTIONS?  
THANK YOU



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