

Coleman and Ringwood Avenues Transportation Study

for the County of San Mateo and City of Menlo Park

Community Advisory Committee Meeting #4 – August 21, 2023



Meeting Outline

1. Schedule Update *(10 min)*

2. Phase 2 Engagement Summary *(15 min)*

- *Interactive Community Workshop*
- *Community Survey #2*

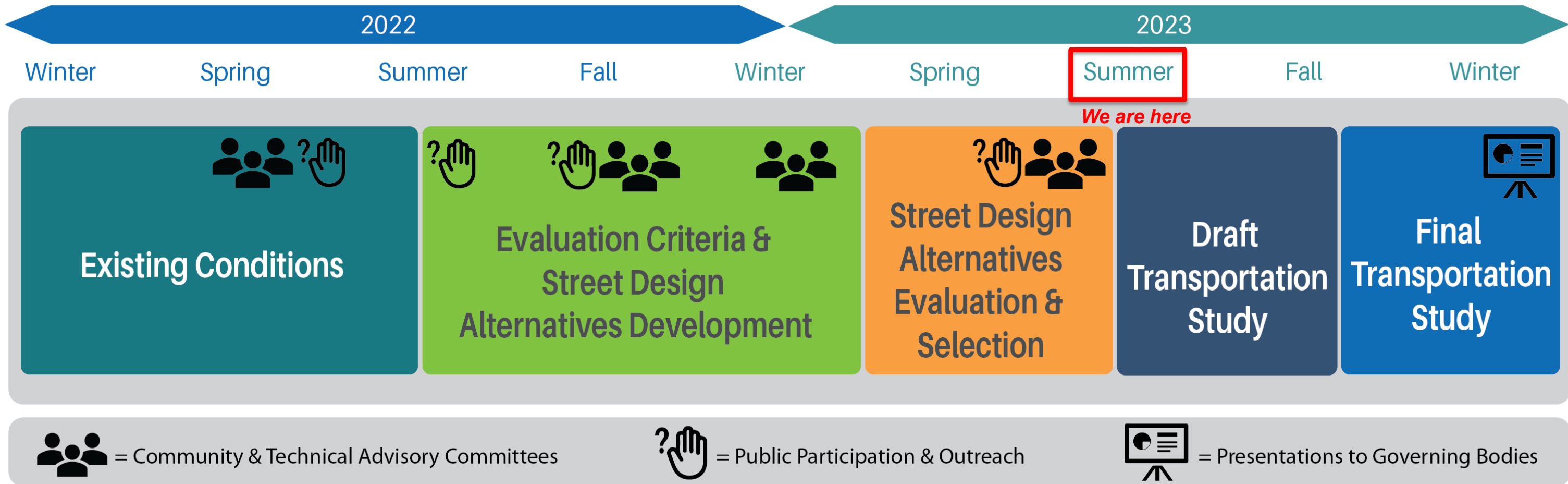
3. Design Process Overview

4. Review 10% Concept Designs and Evaluation Criteria for Preferred Alternatives *(60 min)*

- *Ringwood Avenue*
- *Coleman Avenue (County)*
- *Coleman Avenue (City)*

5. Next Steps *(5 min)*

Project Schedule Update



TAC Input Timeline

- » Feedback on study goals, needs, and existing conditions ☒ **April 2022**
- » Input on evaluation criteria and potential design concepts ☒ **October 2022**
- » Feedback on draft alternatives and collaborative design ☒ **February 2023**
- » Input on preferred alternatives **(Today)**

Phase 2 Engagement Summary

Goals and Activities

Goals

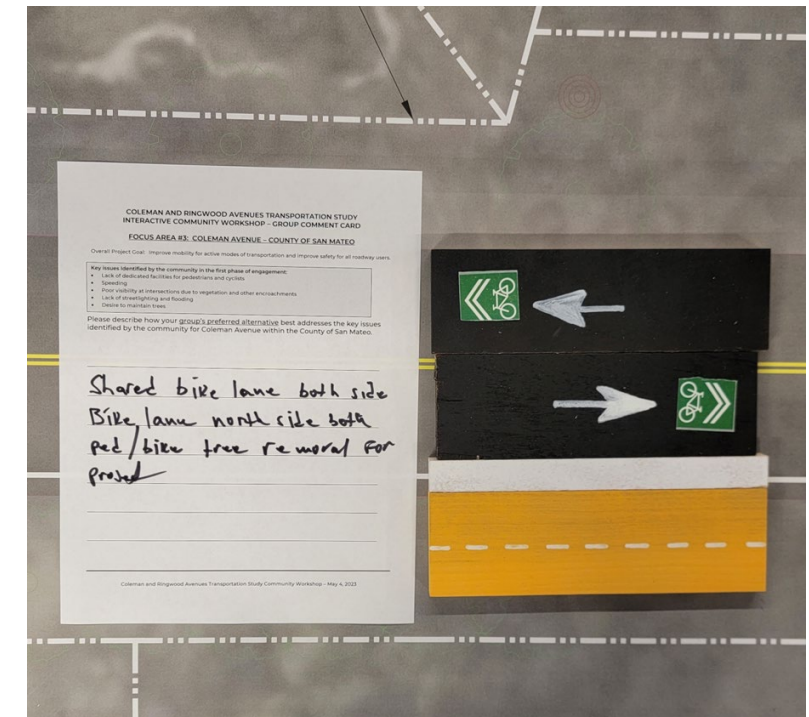
- Solicit input on initial draft alternatives
- Identify and provide input on preferred alternative(s)

Activities

- May 2023 Interactive Community Workshop
- May – June 2023 Community Survey #2

Interactive Community Workshop

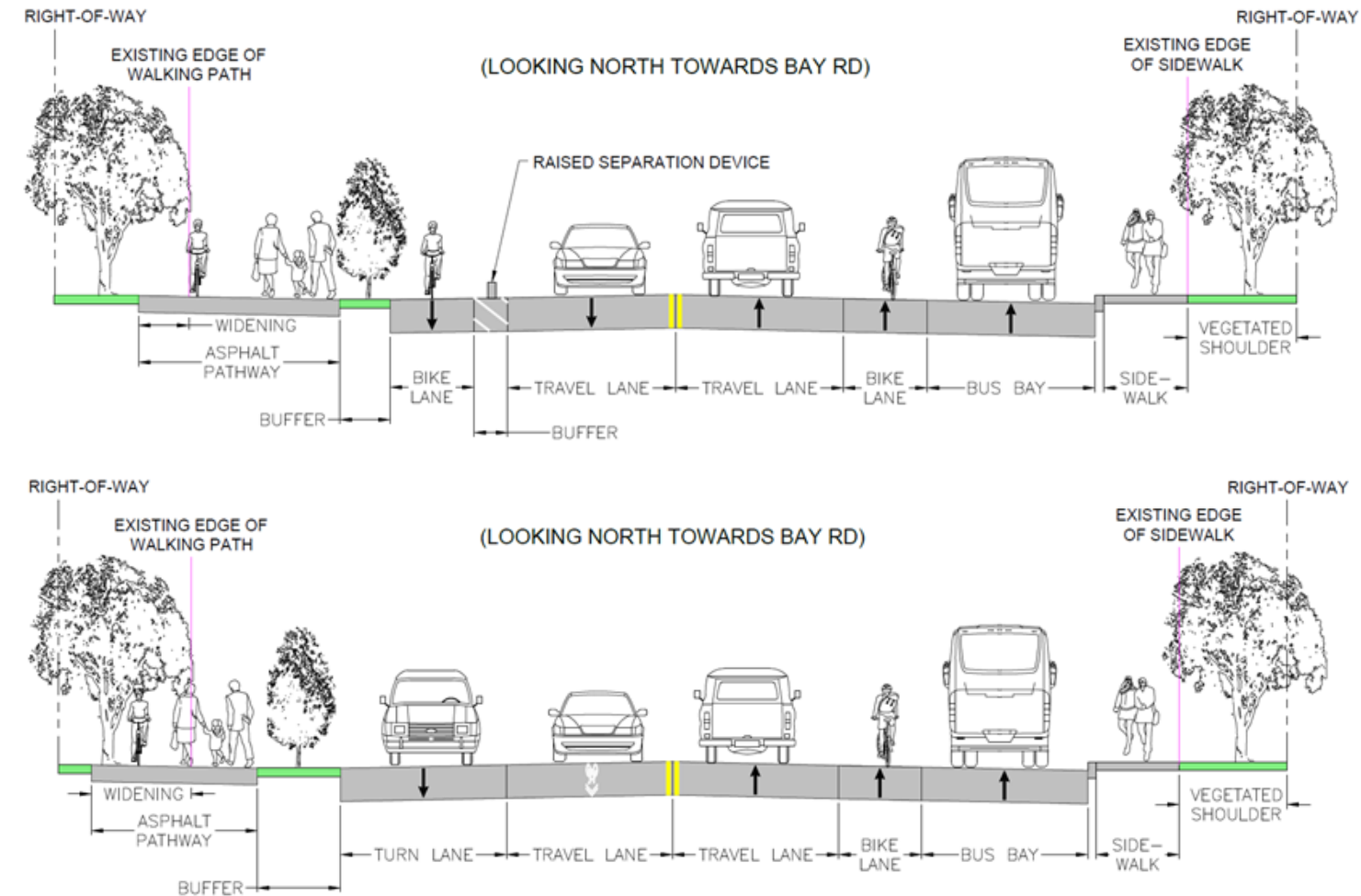
- » Hands on opportunity to interact with the draft alternatives using scaled prototypes made of wood blocks overlaid on aerial images.
- » Opportunity to collaborate with other community members in the development of new alternatives and discuss potential tradeoffs.
- » 4 “focus areas” were used, two for each corridor.
- » A total of 53 group comment cards were received!



Community Survey #2

- » Respondents were polled about the top two alternatives identified for each focus area based on workshop feedback.
- » The survey included a mix of multiple choice and open-ended questions.
- » The survey covered four focus areas, two for each corridor consistent with the workshop.
- » Agency staff promoted the survey at numerous community events.
- » A total of 454 surveys were completed!

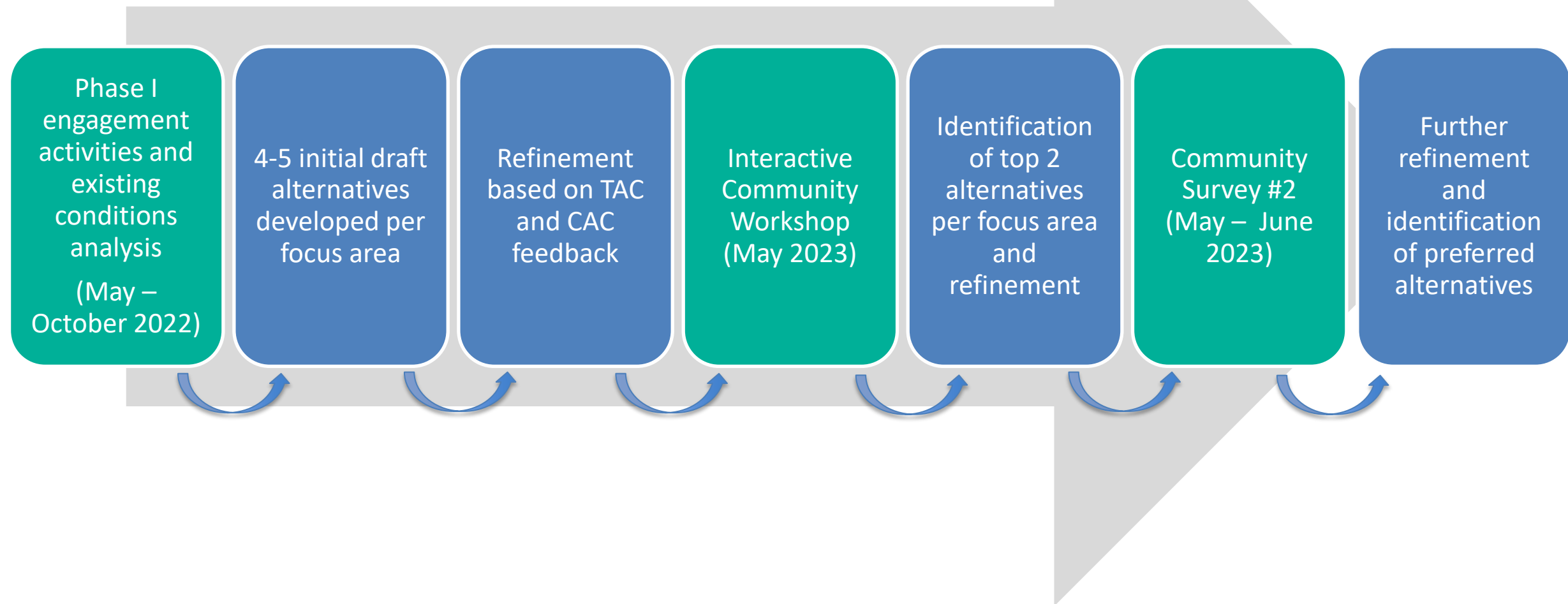
Alternative Cross Section Examples for Survey



Identification of Preferred Alternatives

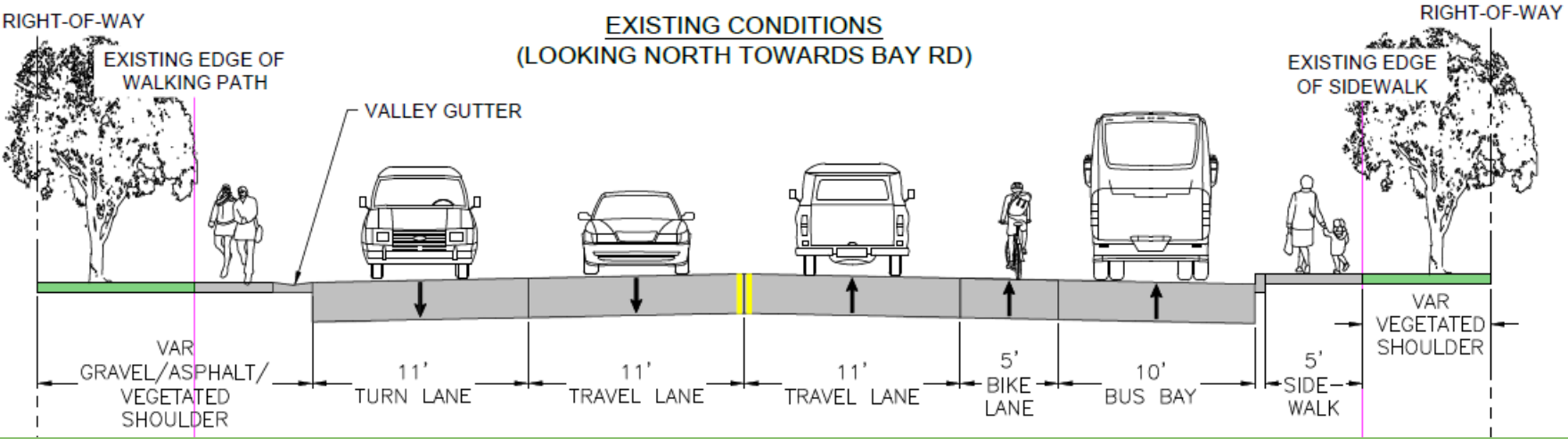
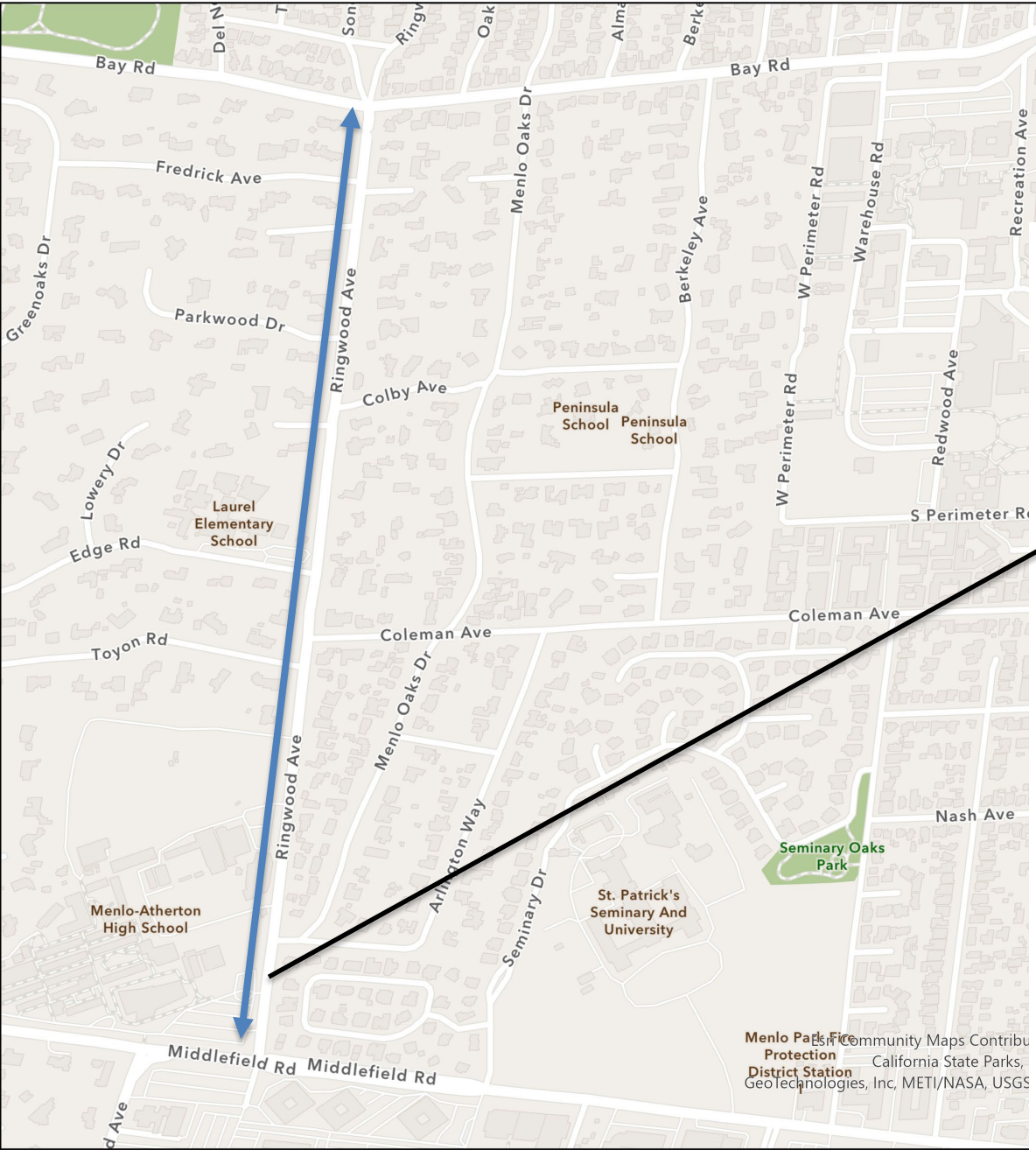
Design Process Overview

Iterative Design Process

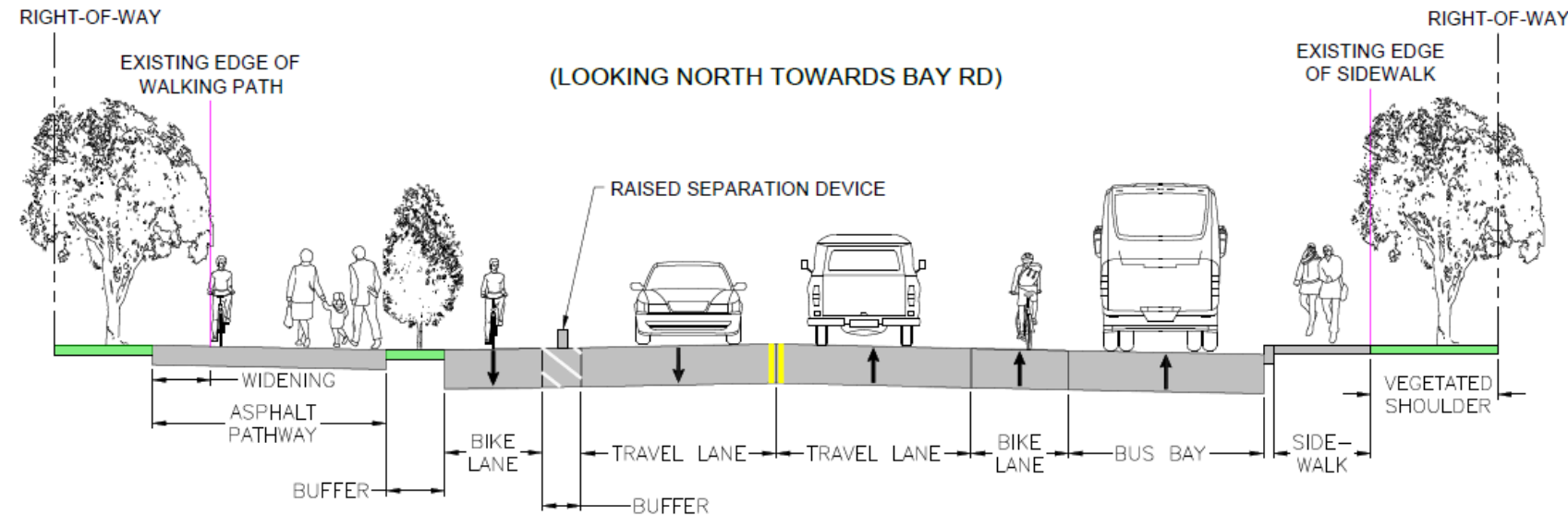


Ringwood Avenue Preferred Alternatives

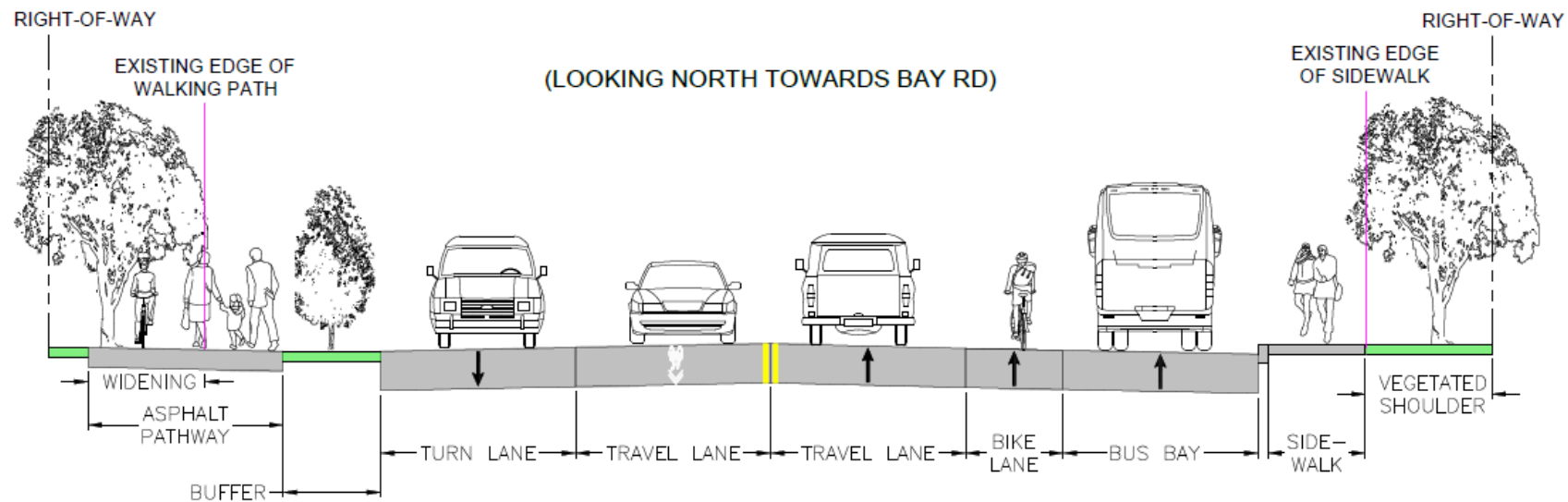
Ringwood Avenue Map



Ringwood Avenue Preferred Alternatives



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



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

Key Differences

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

Key Differences

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

Ringwood Avenue 10% Concept Plans (Separate Document)

























Evaluation Criteria Refresher

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 Evaluation Criteria

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								
Alternative 1 Bike Lanes with Raised Separation Device and Asphalt Pathway								
Alternative 2 Bike Lanes (Shared Near Middlefield) with Asphalt Pathway								

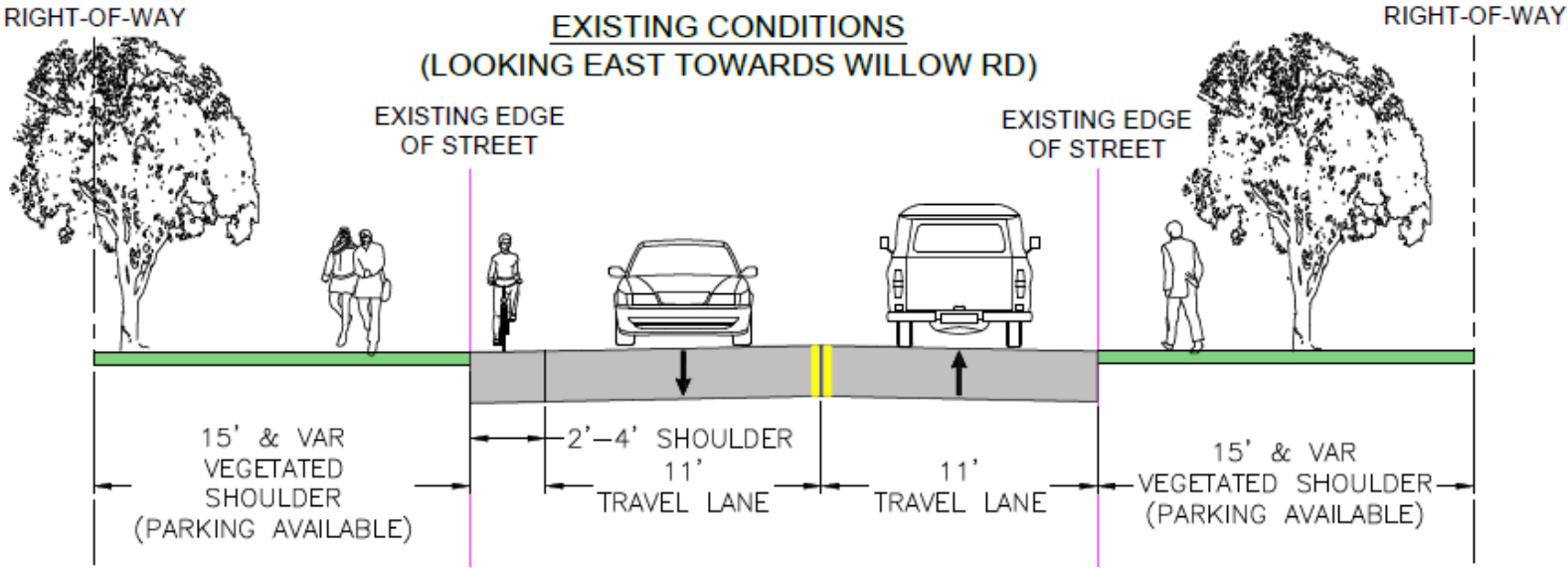
LEGEND

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

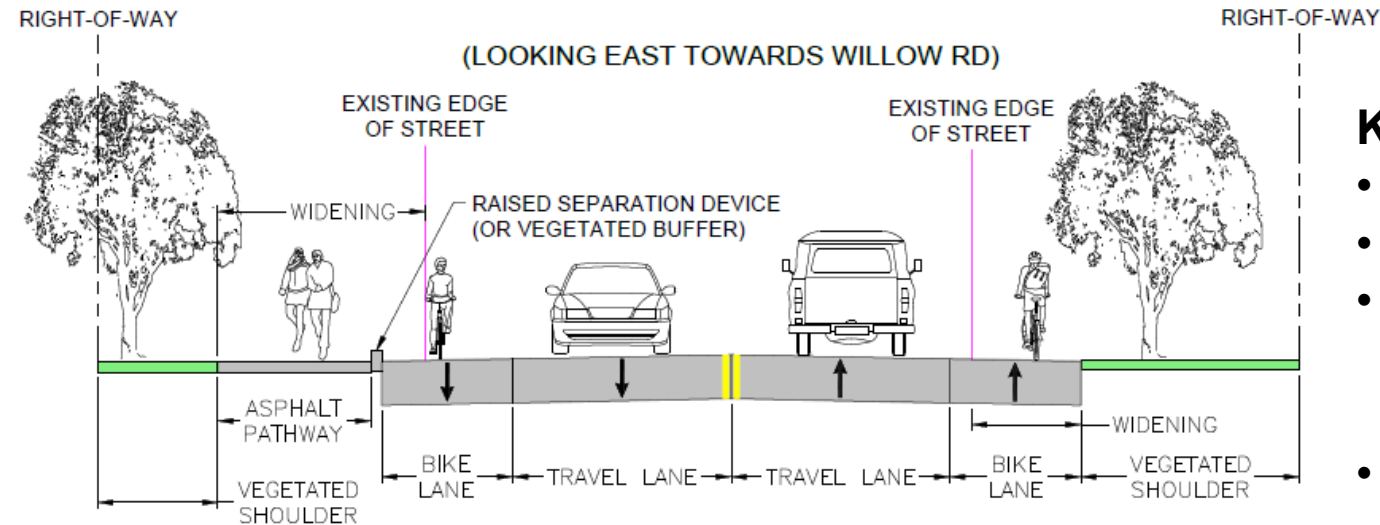
Note: *traffic calming improvements are included in both alternatives (ex. Narrower travel lanes, raised pedestrian crossing, speed feedback signs, enhanced signing/striping)

Coleman Avenue (County) Preferred Alternatives

Coleman Avenue (County) Map



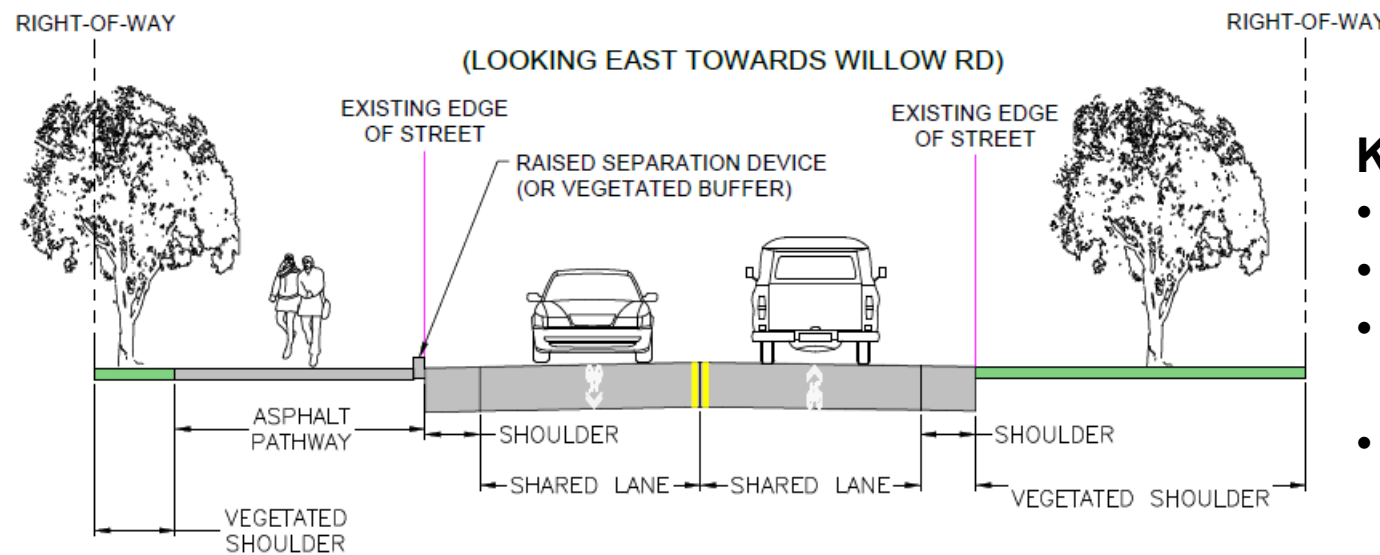
Coleman Avenue (County) Preferred Alternatives



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 (130 total existing trees)
- Parking removal on both sides



Alt 2 - Bicycle Boulevard with Wider Asphalt Pathway

Key Differences

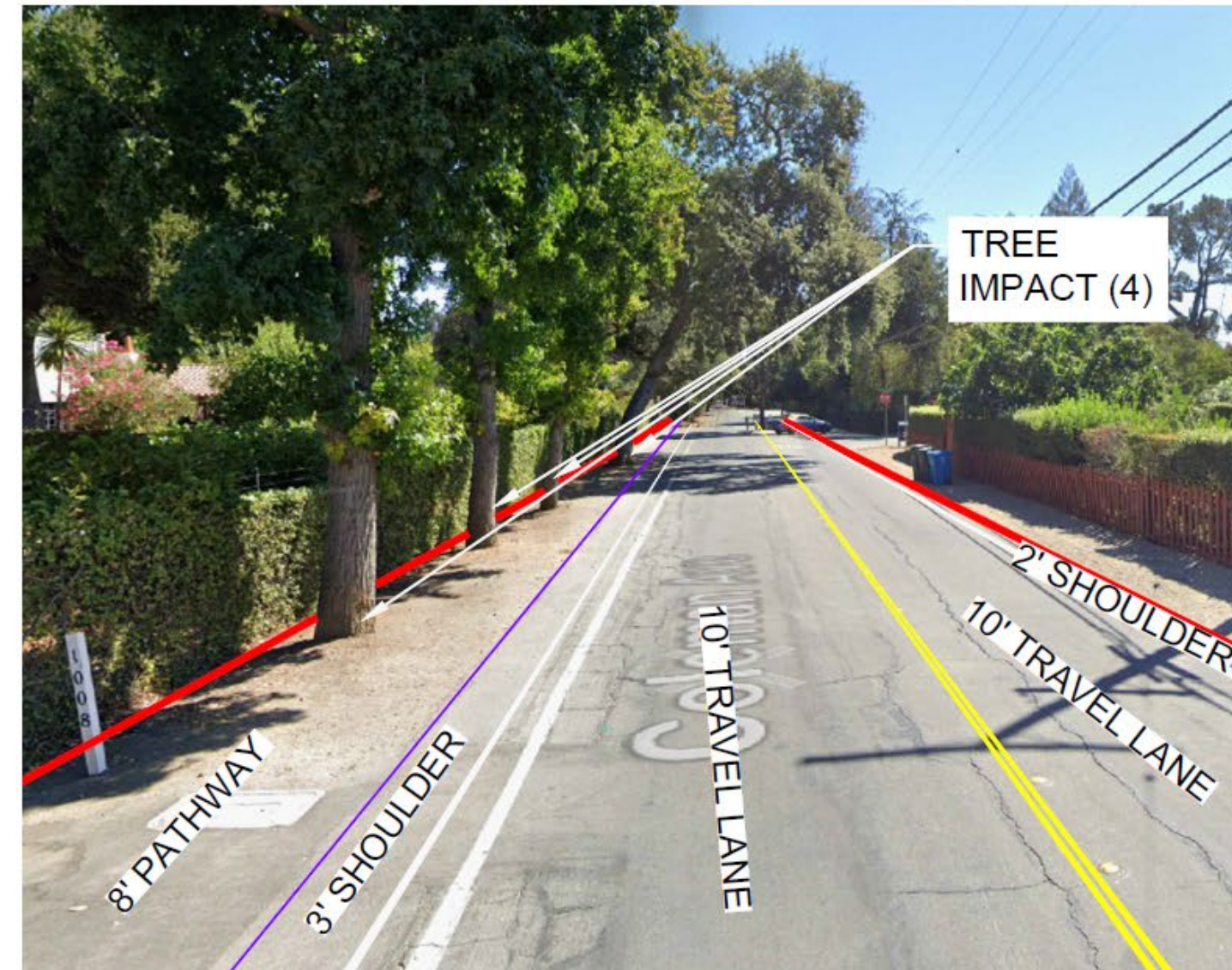
- Shared bike/travel lanes
- Wider asphalt pathway
- 19 trees estimated to be impacted with 18 potential impacts
- Parking removal on pathway side only

Potential Tree Impact Comparison

Coleman Avenue West of Menlo Oaks Drive (Looking East)



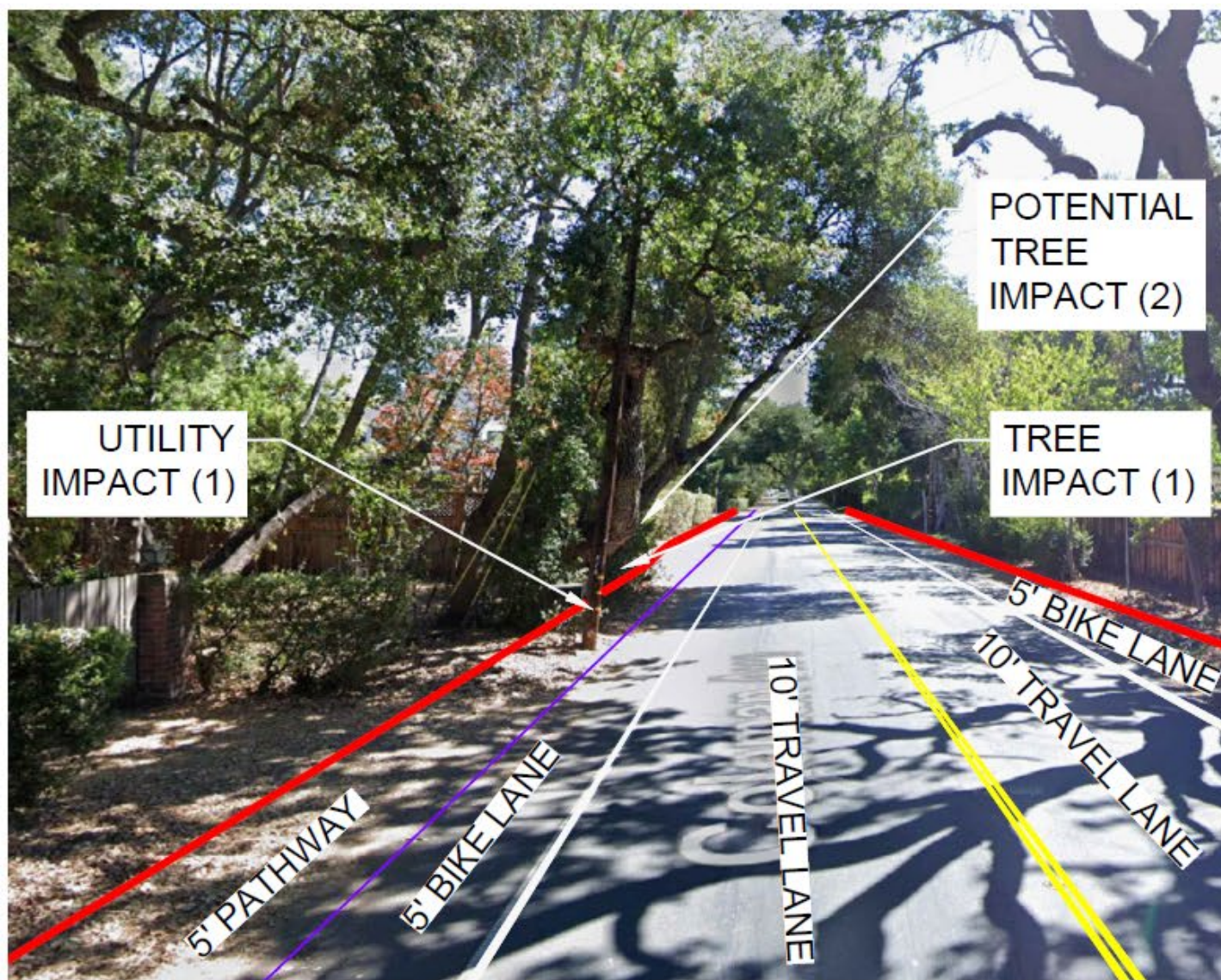
Alt 1 - Bike Lanes with Narrower Asphalt Pathway



Alt 2 - Bicycle Boulevard with Wider Asphalt Pathway

Potential Tree Impact 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)






10% Concept Plans (Separate Document)

























Coleman Avenue (County) Evaluation Criteria

Evaluation Criteria Summary for Coleman Avenue (County)

Design Alternative

LEGEND

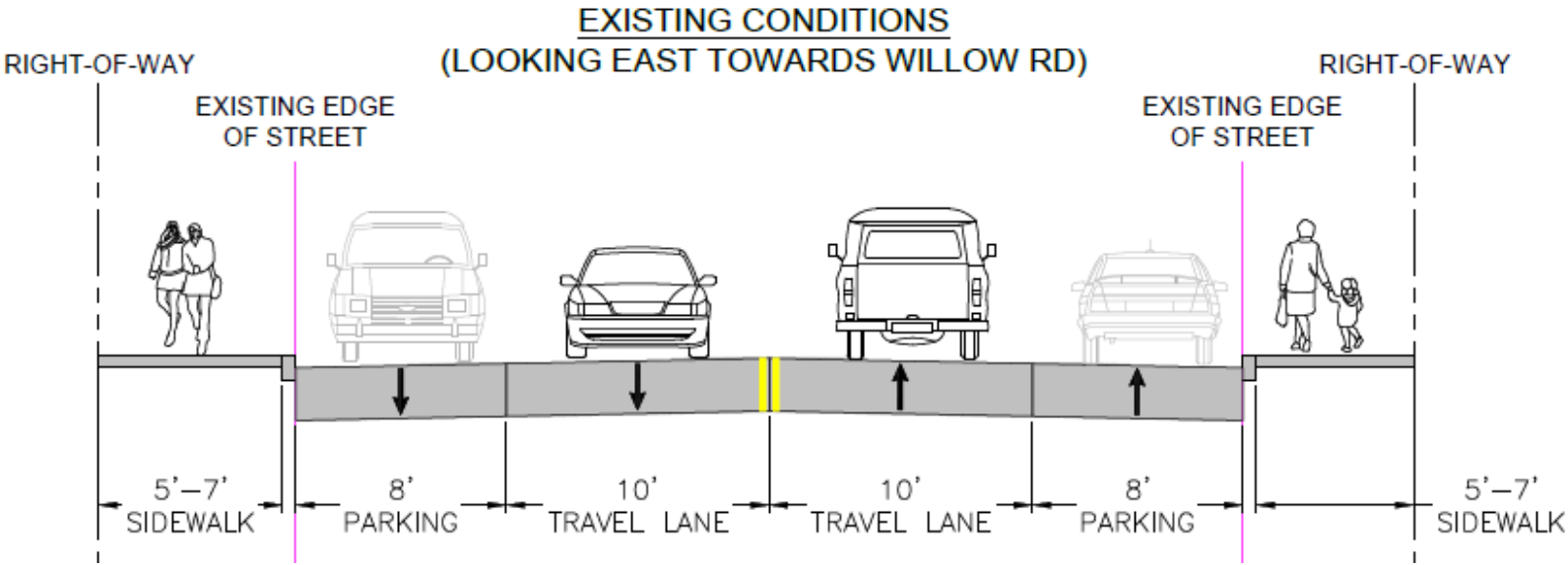
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Design Alternative	Collision Reduction	Speed Reduction*	Bicycle Comfort (On -Street)	Bicycle Comfort (Off-Street)	Pedestrian Comfort	Continuity for Pedestrians	Continuity for Bicyclists	Tree Preservation
Retain Existing Conditions								
Alternative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

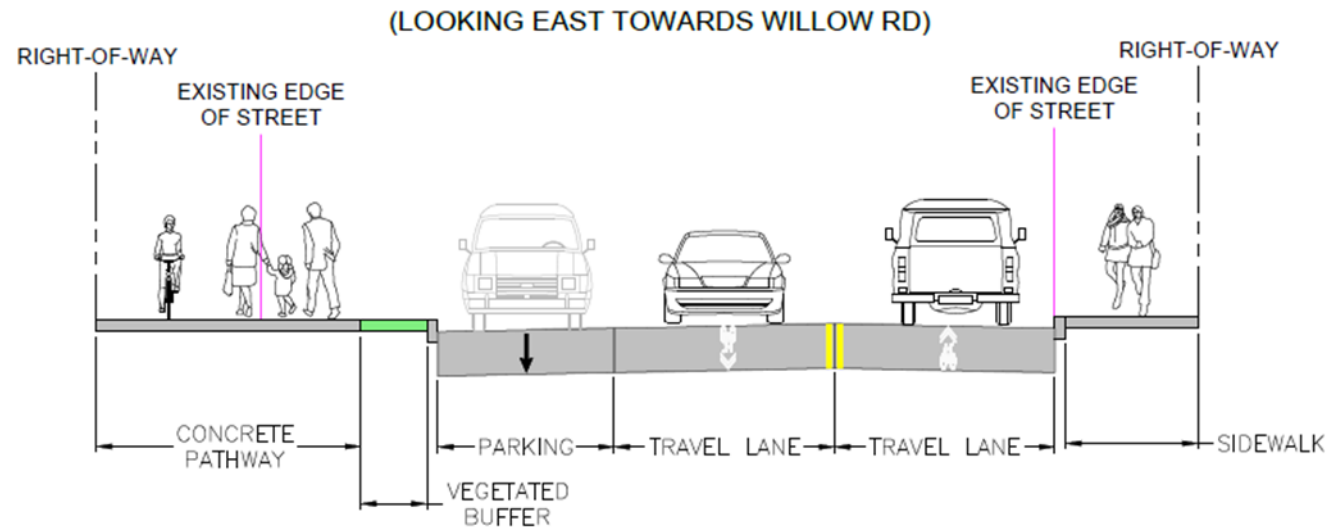
Note: *traffic calming improvements are included in both alternatives (ex. Narrower travel lanes, speed tables, speed feedback signs, enhanced signing/stripping)

Coleman Avenue (City) Preferred Alternatives

Coleman Avenue (City) Map



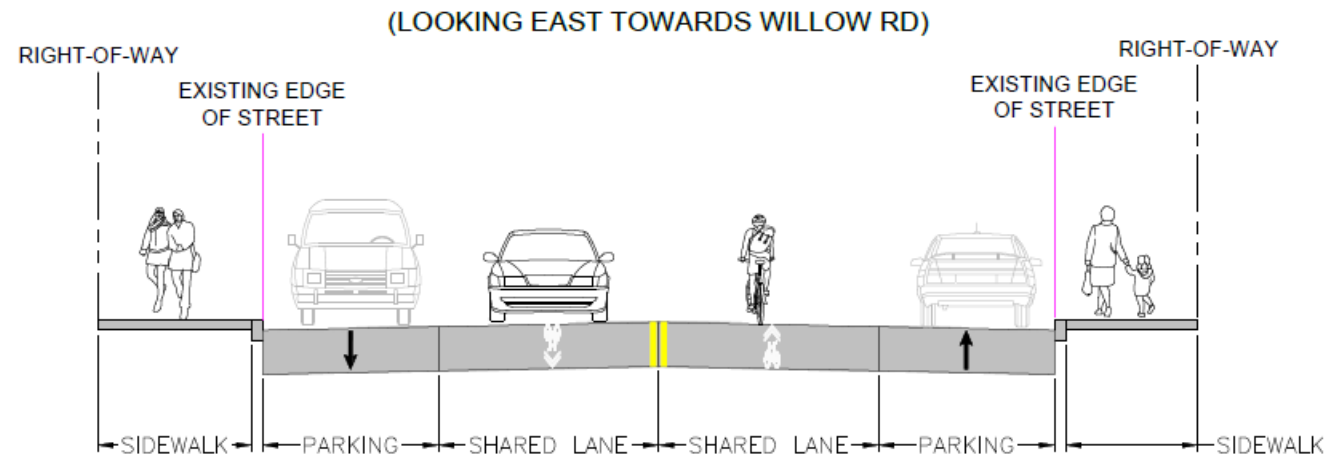
Coleman Avenue (City) Preferred Alternatives



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)

10% Concept Plans






(Separate Document)




























Coleman Avenue (City) Evaluation Criteria

Evaluation Criteria Summary for Coleman Avenue (City)

Design Alternative

LEGEND

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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									
Alternative 1 Bike Boulevard with Raised Concrete Pathway (Parking on one Side)									
Alternative 2 Bike Boulevard (Parking on both Sides)									

Note: *traffic calming improvements are included in both alternatives (ex. Raised pedestrian crossings, speed tables, all-way stop controls, enhanced signing/stripping, etc.)

Next Steps

- » **August 2023** – Presentations to BPAC (for information) and CSC
- » **September 2023** – Draft Study
- » **October 2023** – Presentation to BPAC (for action) and Final Study
- » **Winter 2023** – Presentations to Board and Council

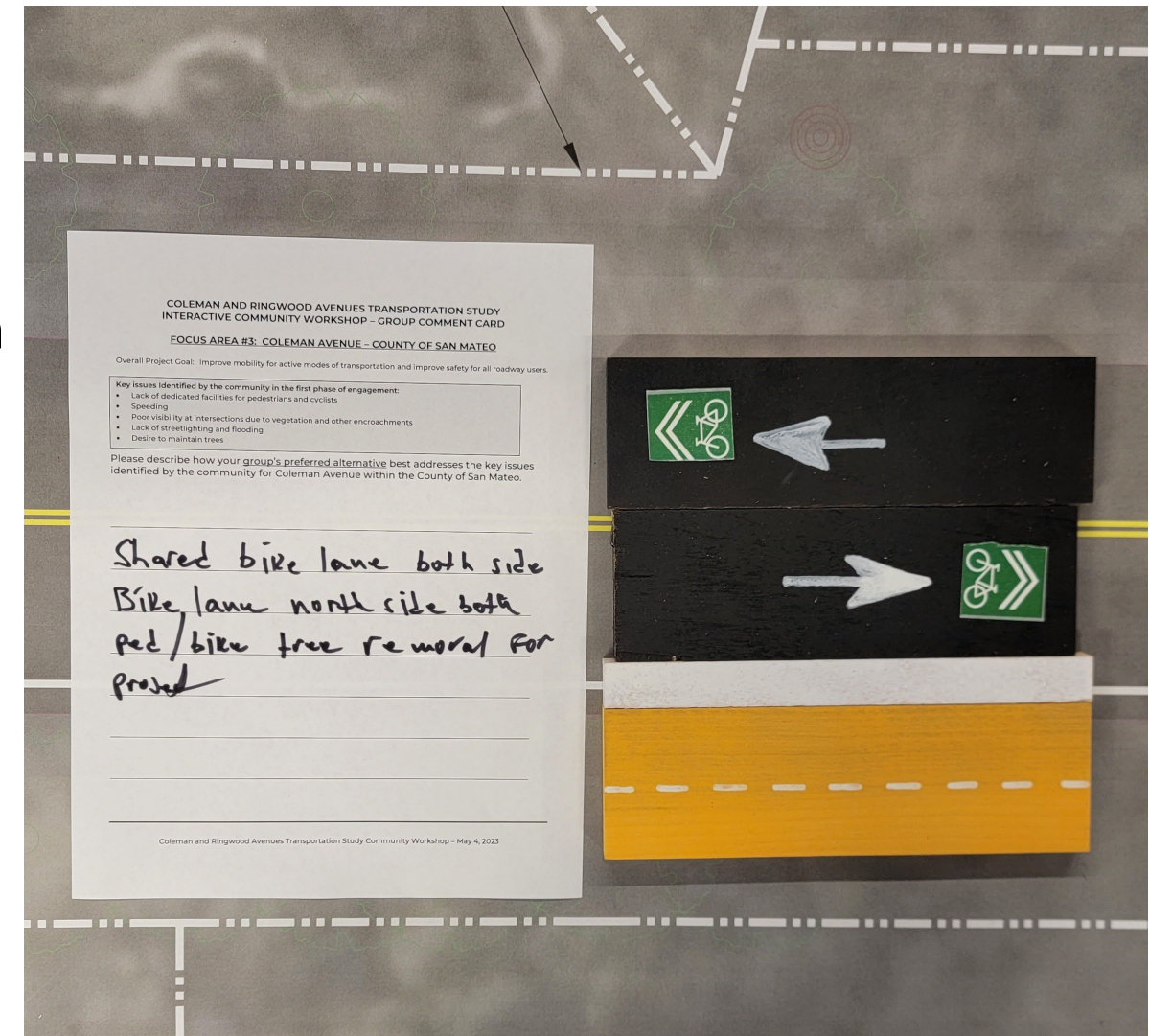
**THANK YOU FOR YOUR VALUABLE INPUT
THROUGHOUT THIS PROCESS!**

**That's all for Now
Remaining Questions?**

Appendix Slides (If Needed)

Workshop Key Takeaways

- » Vertical separation is desired on Ringwood Avenue between the bike and travel lanes.
- » Support for separate space for cyclists and pedestrians on both roadways.
- » Initial support for a one-way street on Coleman Avenue, but then desire to maintain two-way travel after discussing circulation impacts.
- » Mixed feelings about the traffic circles on Coleman Avenue.
- » Concern with removing parking on both sides of Coleman Avenue within the City.



Community Survey #2 Takeaways

- » Respondents were relatively divided about retaining or removing the right turn lane at Menlo Atherton High School.
- » There is a strong preference for a raised separation device between the bike and travel lanes at Laurel School.
- » Strong preference for bike lanes over a bike boulevard in the County segment of Coleman Avenue.
- » Desire to retain parking on at least one side of the street in the City segment of Coleman Avenue.

