

# Coleman and Ringwood Avenues Transportation Study

for the County of San Mateo and City of Menlo Park

Technical Advisory Committee Meeting #2 – October 25, 2022



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## Meeting Outline

1. Introduction (5 min)
2. Schedule Update (5 min)
3. Summary of Phase I Engagement (10 min)
4. Draft Evaluation Criteria (25 min)
  - Breakout Room #1 (15 min)
  - Group Recap (5 min)
5. Potential Design Concepts (40 min)
  - Breakout Room #2 (25 min)
  - Group Recap (5 min)
6. Next Steps and Action Items (5 min)



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# Introduction



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## Meeting Expectations

Connecting in the Virtual World	Bringing Your Best Self
<ul style="list-style-type: none"> <li>• Video on please!</li> <li>• Mute when you are not talking</li> <li>• Reduce distractions</li> <li>• Try your best to avoid interrupting others when they are speaking</li> </ul>	<ul style="list-style-type: none"> <li>• Be kind, accepting, and respectful</li> <li>• Listen to others positions with an open mind</li> <li>• Stay curious - ask questions</li> </ul>

If you have any tech issues, please email Vanessa Castro ([vcastro1@smcgov.org](mailto:vcastro1@smcgov.org))



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## Key Staff

### » County of San Mateo

- Vanessa Castro, Agency Project Manager
- Joel Slavit, Acting Program Manager, Active Transportation



OFFICE OF  
SUSTAINABILITY  
COUNTY OF SAN MATEO

### » City of Menlo Park

- Hugh Louch, Assistant Public Works Director
- Nick Yee, Associate Transportation Planner



CITY OF  
MENLO PARK

### » Consultant Team

- Mark Spencer, W-Trans, Project Manager
- Talia Jacobson, Toole Design, Senior Planner



**TOOLE**  
DESIGN



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## Project Summary

### » Study Area

- Ringwood Avenue between Middlefield Road and Bay Road
- Coleman Avenue between Ringwood Avenue and Willow Road

### » The Study will...

- Review existing transportation conditions on both corridors
- Conduct an extensive community engagement process
- Develop and evaluate potential street design alternatives
- Recommend a preferred alternative and future actions



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## Role of the Community Advisory Committee

- » Feedback on study goals, needs, and existing conditions
- » Input on criteria and potential design concepts (**Today**)
- » Feedback on draft alternatives (**February 2023**)
- » Input on preferred alternative (**April 2023**)
- » Increase participation in the community engagement process

This committee is *advisory* and will **not** be making decisions



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## Schedule Update



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# Project Schedule



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# Summary of Phase I Engagement



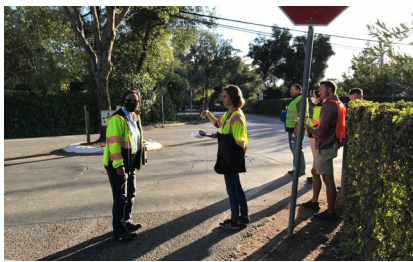
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## Phase 1 Engagement Goals

- » Build awareness of the study
- » Solicit feedback on existing conditions
- » Create a set of shared goals and priorities

## Key Activities

- » 5 Pop-ups
- » 2 Pop-ins
- » 2 Walking Tours
- » Survey and Webmap



# Input Collected

Survey and Webmap	Responses
Online Survey	197
Paper Survey	25
“Points” Placed on Webmap	144

Pop-up Activities	Responses
Activity Boards (Stickers)	487*
Comment Cards	60
Demographic Slips	40

\*Total responses are not representative of total participants, as multiple responses/selections were allowed by one participant.

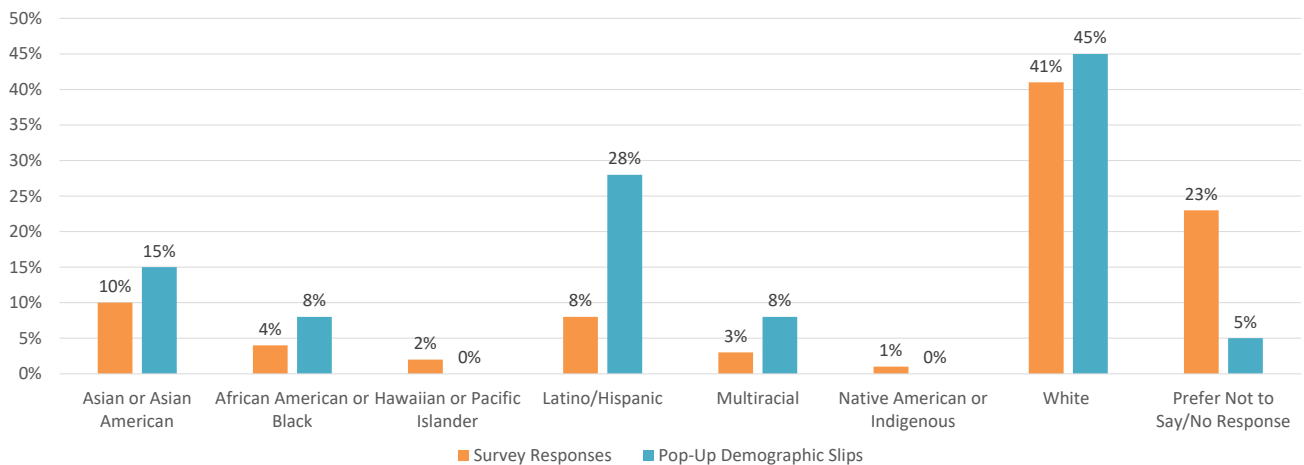


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# Demographic Summary

Racial demographic breakdown is comparable to Menlo Park



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## Phase I Common Findings

### » Project priorities / Values:

- Dedicated space to comfortably and safely walk and bike

### » Greatest needs to address/most desired improvements:

- Lack of sidewalk and bicycle facilities along the entire stretch of Coleman
- Speeding issues and dangerous driving behavior along Ringwood Avenue
- Illegal parking and lack of crossing facilities on Ringwood Avenue

### » Key locations in need of solutions

- Intersection of Coleman and Ringwood
- Pick-up and drop-off areas at MAHS and LSLC
- Coleman Avenue mid-corridor north and south of Berkeley Avenue
- Driveways at east end of Coleman (858–690 Coleman Avenue Apartment Buildings)

## Phase I Findings by Stakeholder Group

- » Menlo Atherton High School and Laurel School **parents** have serious safety concerns during school pickup/drop-off (the words *congestion* and *chaos* were used frequently).
- » Menlo Atherton High School and Laurel Lower Campus **students** have a strong bike culture and commute to/from school by bike. This group expressed a desire for bike lanes along Coleman.
- » **Some residents who live on/near Coleman and Ringwood Avenues** are concerned about preserving the character of the neighborhood and would like to maintain as many trees as possible.
- » **Some Belle Haven and East Palo Alto residents** feel unwelcome in project area, particularly with law enforcement and unwelcoming neighbors.



## Phase 2 Engagement

### » Goals

- Solicit feedback on draft design alternatives.
- Include smaller, targeted, in-person events which may be more effective at reaching a diversity of constituents.

Date	Event/Task	Description
January-February 2023	Survey #2	<ul style="list-style-type: none"> <li>• Launch second online survey for feedback on which draft alternatives to study further and what types of improvements to be prioritized</li> </ul>
February 2023	Community Workshop and a series of pop-up events	<ul style="list-style-type: none"> <li>• Solicit feedback on draft alternatives and community priorities for improvements</li> </ul>

## Draft Evaluation Criteria

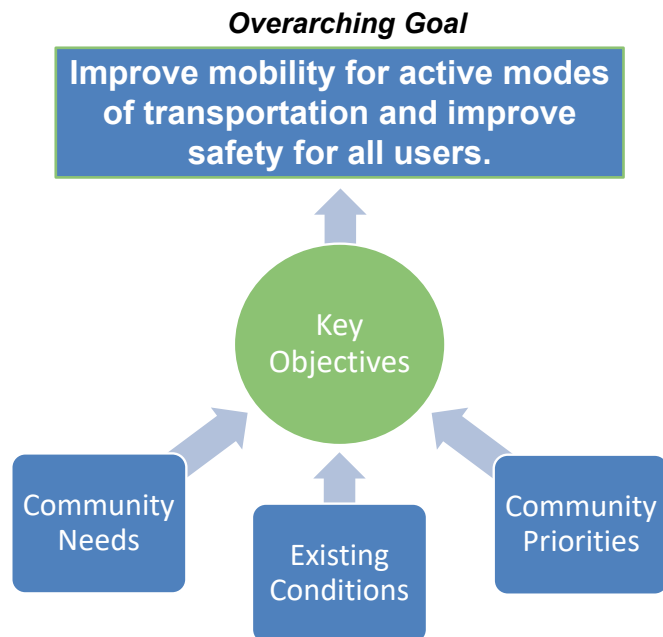
## Purpose of Evaluation Criteria

- » **Measure** how well an alternative accomplishes the Key Objectives and responds to community needs/priorities.
- » **Compare** the alternatives to each other to help identify the Preferred Plan.



## Relationships

- » The **Key Objectives** support the Overarching Goal by guiding development of the design alternatives.
- » The **Evaluation Criteria** assess how well an alternative satisfies the Key Objectives.



## Breakout Room #1 (15 min)



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### Key Objectives

- » Improve safety by reducing the frequency and severity of collisions.
- » Reduce vehicle travel speeds.
- » Create greater separation of physical space between vehicles and pedestrians/bicyclists.
- » Improve the level of perceived comfort for pedestrians and bicyclists.
- » Provide continuity for pedestrians and cyclists.
- » Preserve the character of the neighborhood including trees, greenery, and parking.

**Is anything missing?**



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# Suggested Evaluation Criteria



Must be measurable or quantifiable!



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# Did we miss anything?



REMINDER: These must be measurable or quantifiable!



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# Example Evaluation Summary Table

Do you like Consumer Reports style ratings?

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

Evaluation Criteria Summary								
Design Alternative	Collision Reduction	Speed Reduction	Bicycle Comfort	Pedestrian Comfort	Continuity for Pedestrians	Continuity for Bicyclists	Tree Preservation	Parking Retention
<b>Coleman Avenue (County)</b>								
Retain Existing Conditions								
Alternative A								
Alternative B								
Alternative C								



# Breakout Room #1 Summary

- » Did your group agree with the Key Objectives?
- » Do the Evaluation Criteria accurately reflect the Key Objectives?
- » Were any additional Key Objectives or Evaluation Criteria identified?



## Collision Reduction

Would the alternative be expected to reduce the frequency and severity of collisions?



Use published industry standard crash modification factors to estimate the effectiveness of an alternative at reducing collisions.

## Speed Reduction

Would the alternative be expected to reduce vehicle travel speeds?



Use industry standard guidance to estimate the effectiveness of various traffic calming devices at reducing travel speeds.

## Bicycle Comfort

Would the alternative improve the perceived comfort level for bicyclists, especially for school-aged children?

Use published standard methodology for estimating the Level of Traffic Stress (LTS) considering vehicle speed, traffic volume, number of lanes, parking turnover, etc.

### STRESS LEVEL 1



- Very low stress, requires little attention
- Equivalent to neighborhood roads, cycle tracks, trails

### STRESS LEVEL 2



- Low stress, suitable for 60 percent of the population
- Equivalent to low-volume / low-speed roads

### STRESS LEVEL 3



- Moderate stress, suitable for 10 percent of the population
- Equivalent to bicycling on four-lane roads with bike lanes

### STRESS LEVEL 4



- High stress, suitable for 1 percent of the population
- Equivalent to bicycling in traffic on 40+ mph roads



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## Pedestrian Comfort

Would the alternative improve the comfort level for a person walking on the corridor?

Use Pedestrian Level of Service (PLOS) methodology to quantify walking conditions considering vehicle speeds, type of walkway, separation from roadway, etc.



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## Continuity for Pedestrians

Would the alternative result in a connected path of travel for pedestrians from one end of the corridor to the other?



Measure the linear feet of new or enhanced pedestrian walkways.

## Continuity for Bicyclists

Would the alternative result in a connected path of travel for cyclists from one end of the corridor to the other?



Measure the linear feet of new or enhanced bicycle facilities.



## Tree Preservation

Would the alternative retain roadside trees and greenery, or require removal in order to construct the improvements?



Quantify the number of trees (if any) that would need to be removed.

## Parking Retention

Would the alternative retain existing on-street parking or require removal in order to implement the improvements?



Quantify the number of parking spaces (if any) that would need to be removed.

## Potential Design Concepts



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### Safety and Speed Reduction Improvements

- » Can be included in all alternatives
  - New or high visibility crosswalks
  - Flashing beacons
  - Signage and striping enhancements
  - Vegetation clearing and tree trimming
  - Intersection control modifications
  - Curb ramps
  - Speed feedback signs
  - School access improvements
  - Raised crossings



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## Constraints Lead to Trade-offs

- » Limited public right-of-way
- » Trees (roadside and in traffic circles)
- » Private fences and vegetation
- » Utility poles
- » Parking
- » Drainage Considerations



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## Breakout Room #2 (25 min)



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## Off-Street Pathway

- » Dedicated separate facility for pedestrians and cyclists or shared use
- » May require removal of trees/vegetation, relocation or removal of private fences, landscaping, etc.
- » Alignment can meander to avoid existing trees/utility poles
- » Could be on one or both sides of the street. Parking would be removed on the side of the pathway.
- » **What do you like or dislike about pathways? Is it problematic for bikes and pedestrians to share the same space?**



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## Bike Lanes

- » Dedicated travel lane for cyclists
  - Buffers or green paint are options
- » Narrow bike lanes on Coleman if parking is removed on a single side
- » Wider bike lanes with buffer if parking is removed on both sides
- » **Do you like the existing bike lanes on Ringwood Avenue? Are they appropriate for Coleman Avenue?**



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## Protected Bike Lanes

- » Parking would have to be removed on both sides
- » Numerous options available for separation device
- » Existing curb, gutter, and sidewalk would be retained within the City
- » **Do raised separation devices make you feel safer? What types of devices do you prefer?**



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## Two-Way Cycle Track

- » Parking would be removed on both sides
- » Existing curb, gutter, and sidewalk would be retained within the City
- » Vertical separation needed between travel lane for contra-flow cyclists
- » Cyclists would mostly be limited to one side of the street
- » Careful design consideration needed at driveways and intersections
- » **Do you prefer cycle tracks over bike lanes?**



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## Bicycle Boulevard

- » Bikes share the travel lane with vehicles
- » Markings and signage can draw awareness to cyclists, but they do not have their own lane
- » Speed reduction measures are an important component
- » Separate facility is needed for pedestrians
- » Would result in preservation of the most existing trees, greenery, and parking
- » **Would signage, pavement markings, and speed reduction measures be enough to make you feel comfortable sharing a travel lane with vehicles?**



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## One-Way Street

- » More space can be reallocated to pedestrians and cyclists
- » The number of conflict points would be reduced
- » Could potentially induce higher vehicle travel speeds
- » Neighborhood circulation patterns would have to change
- » Potential operational impacts at surrounding intersections
- » **Would you be interested in seeing Coleman Avenue converted to a one-way street? Is one direction preferred over another?**



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## What options should be pursued? Where?

- » Shared use pathways
- » Standard bike lanes
- » Protected bike lanes
- » Dedicated pedestrian walkways
- » Two-way cycle tracks
- » Bicycle boulevards
- » One-way streets
- » Other?



## Breakout Room #2 Summary

- » What design options did your group prefer?
- » Where would these options be most appropriate?

## Next Steps



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## Looking Ahead

- » Consolidate feedback from today and revise evaluation criteria accordingly
- » Based on the engagement and feedback from today, develop street design alternatives that satisfy the goals and objectives
- » Prepare conceptual design layouts for the alternatives
- » Evaluate the alternatives using the selected criteria
- » Conduct second phase of community engagement



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## Action Items for the Committee



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### Action Items

- » **Attend future meetings and actively participate**
  - Meeting 3 (Winter 2023) – *Input on Draft Alternatives*
  - Meeting 4 (Spring 2023) – *Input on Preferred Alternative*
  
- » **Generate interest and increase participation from community and stakeholders**
  - Survey #2 (Winter 2023)
  - Community Workshops (Winter/Spring 2023)



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



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