

# Meeting Agenda (7:00 to 9:00 PM)

- Welcome & Meeting Overview
- Presentation of Final Coleman & Ringwood Avenues Transportation Study (25 min)
- BPAC Committee Questions & Comments
- Community Input (Comments): 2 minutes per commenter
  - In-Room comments
  - Zoom comments
  - Comments will be compiled and shared with the district offices for consideration



# Coleman and Ringwood Avenues Transportation Study

September 17, 2024

San Mateo County BPAC

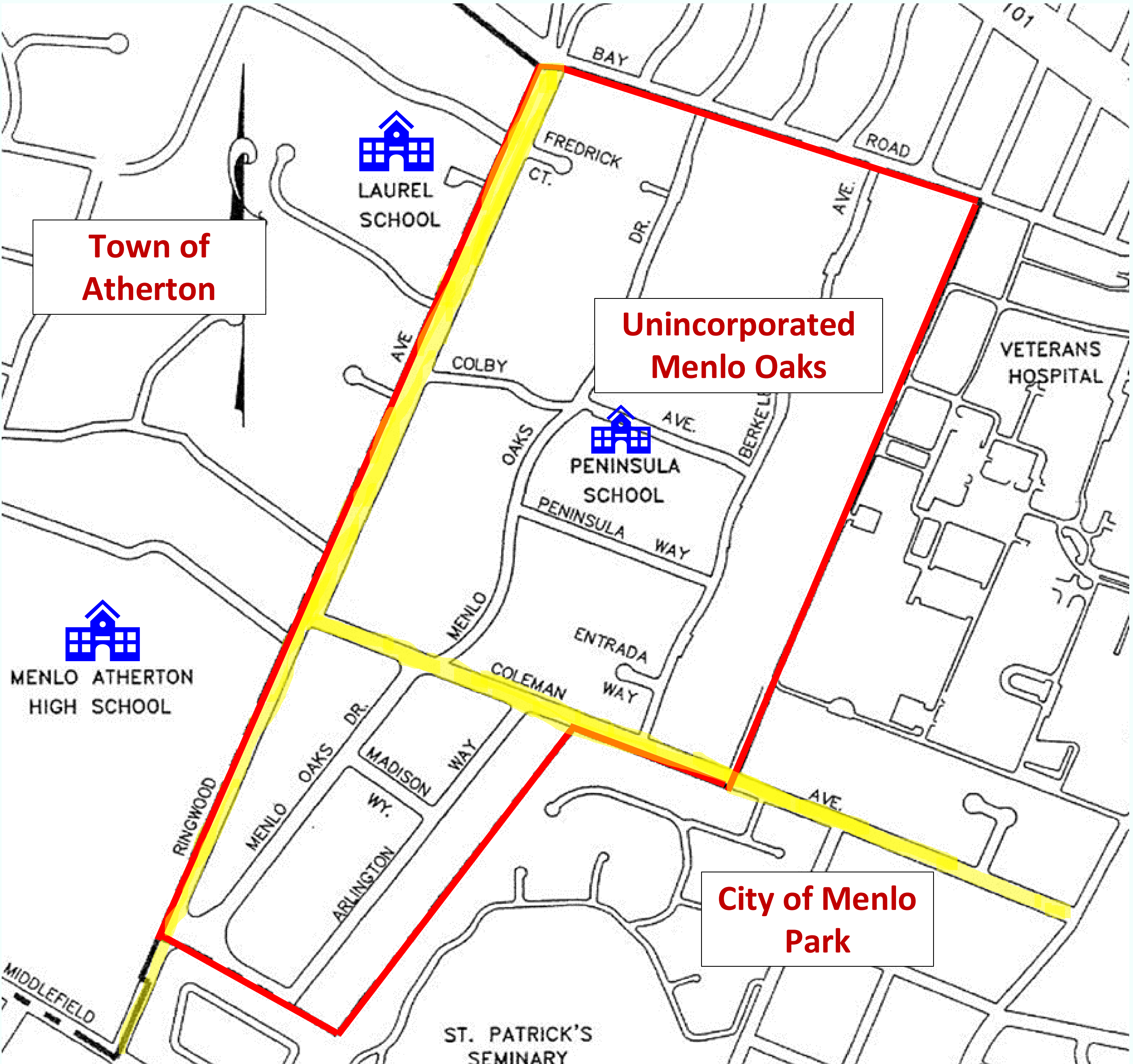





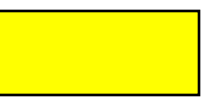

# Presentation Overview

- Study overview
- Community engagement summary
- Overview of the alternatives developed
- Next steps
- BPAC discussion and public comment

# Coleman and Ringwood Avenues Transportation Study



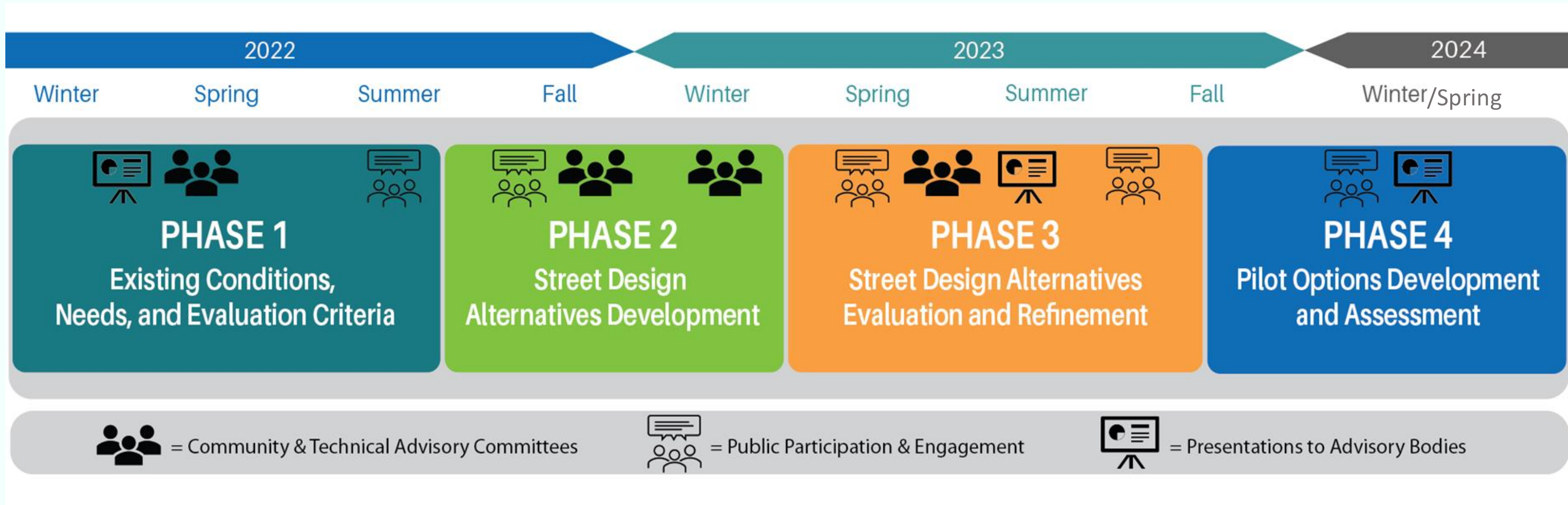
**Legend:**

-  Local School
-  Study: Coleman and Ringwood Avenues.
-  County unincorporated boundary.

**Study Goal**

*Develop a community preferred plan for both corridors to improve mobility for active modes of transportation and improve safety for all roadway users.*

# Study Process and Timeline





# Study Methodology and Community Outreach



<p><b>PHASE 1</b> Input on Existing Conditions, Needs, Values, and Evaluation Criteria</p>	<ul style="list-style-type: none"><li>• CAC Meeting #1</li><li>• 5 Pop-up Events</li><li>• 2 Pop-in Events</li><li>• 2 Walking Tours</li><li>• Community Survey #1</li></ul>		
<p><b>PHASE 2</b> Feedback on Initial Draft Alternatives</p>	<ul style="list-style-type: none"><li>• CAC Meetings #2 and #3</li><li>• Interactive Community Workshop</li><li>• Community Survey #2</li></ul>		

## Outreach Findings

- 238 survey responses
- Established key community priorities and concerns

## Outreach Findings:

- 454 survey responses
- Initial support for the permanent alternatives
- Desire expressed for additional input opportunities





# Study Methodology and Community Outreach



**PHASE 3**  
Feedback on Preferred Alternatives

- CAC Meeting #4
- Pop-up Demonstration Event
- Community Open House

- ### Outreach Findings
- Desire for traffic and speed reduction
  - Tree removal and pavement widening concerns
  - Team develops Coleman pilot concepts

**PHASE 4**  
Feedback on Potential Pilot Options for Coleman Avenue

- Community Webinar
- Community Survey #3

- ### Outreach Findings:
- 265 survey responses
  - Support for pursuing a pilot concept





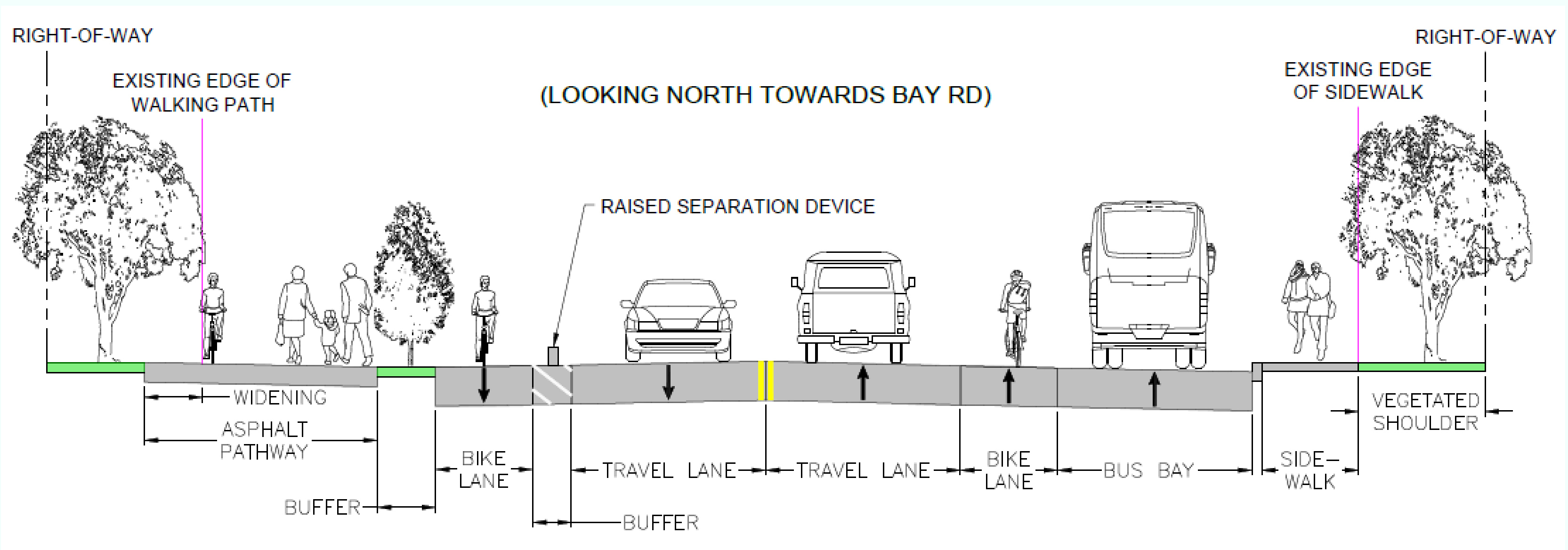
# Long-Term Design Alternatives

Coleman Avenue and Ringwood Avenue

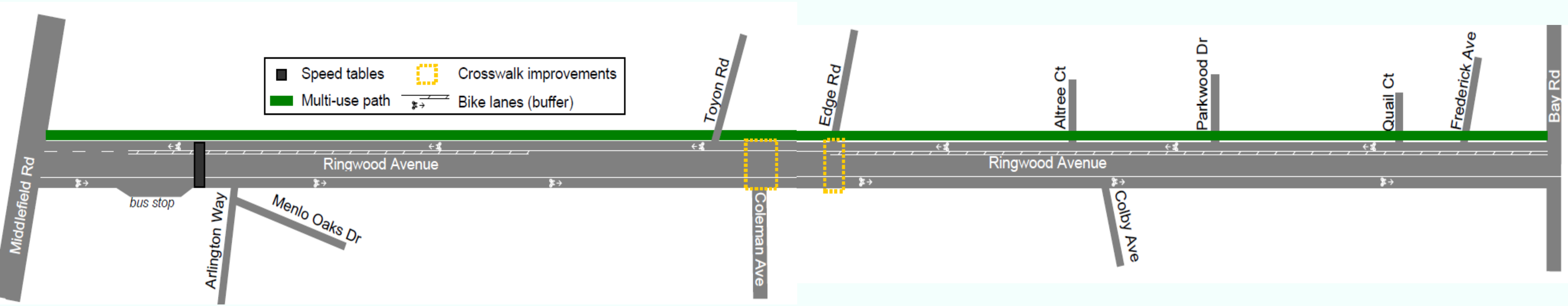


# Ringwood Avenue Long-Term Design Alternative

Bike Lanes  
(protected near schools) with Off-street Pathway



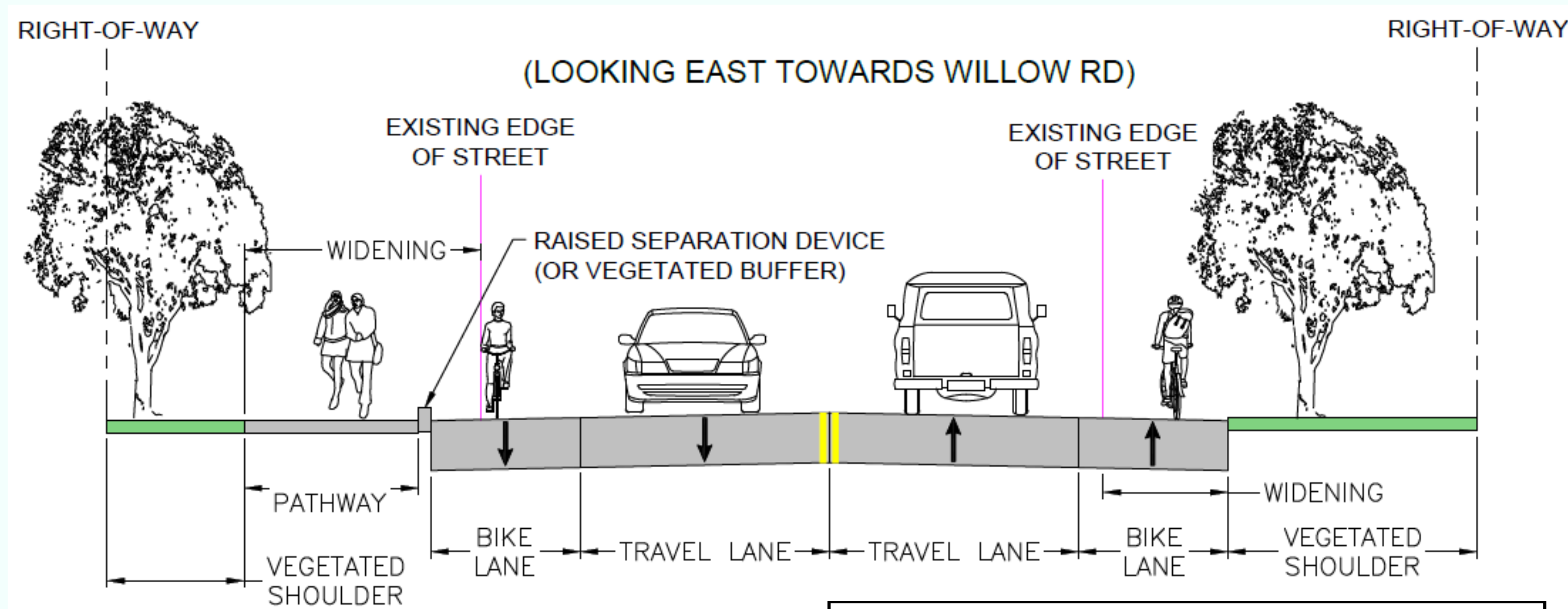
Up to 25 of the 425 existing trees may be impacted, subject to final design and arborist review



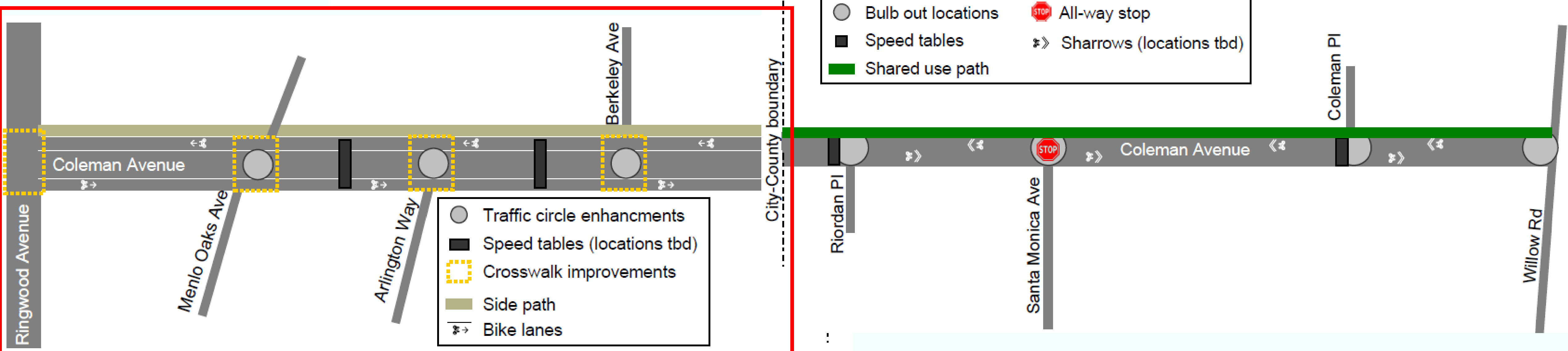


# Coleman Avenue (Menlo Oaks) Long-Term Design Alternative

Bike Lanes with  
Off-street Pathway



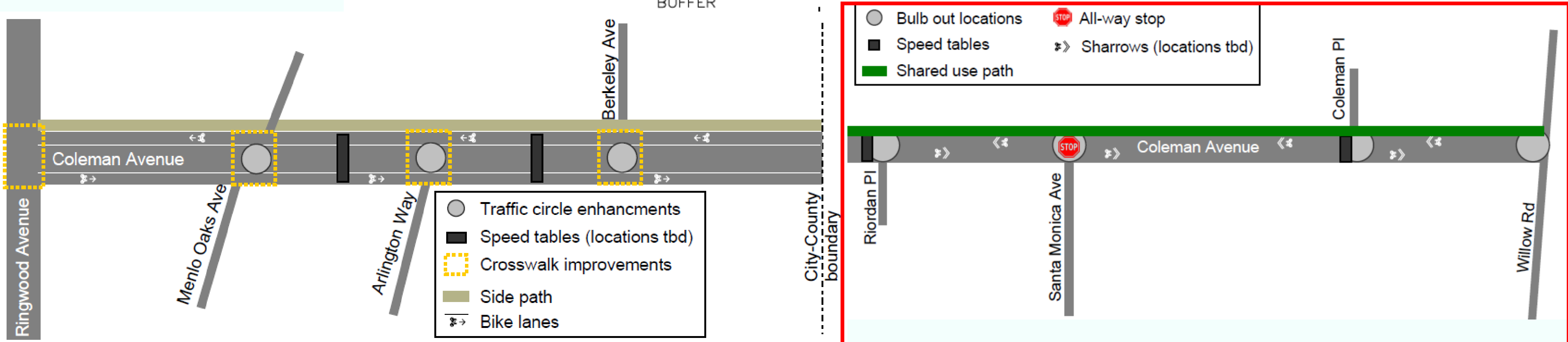
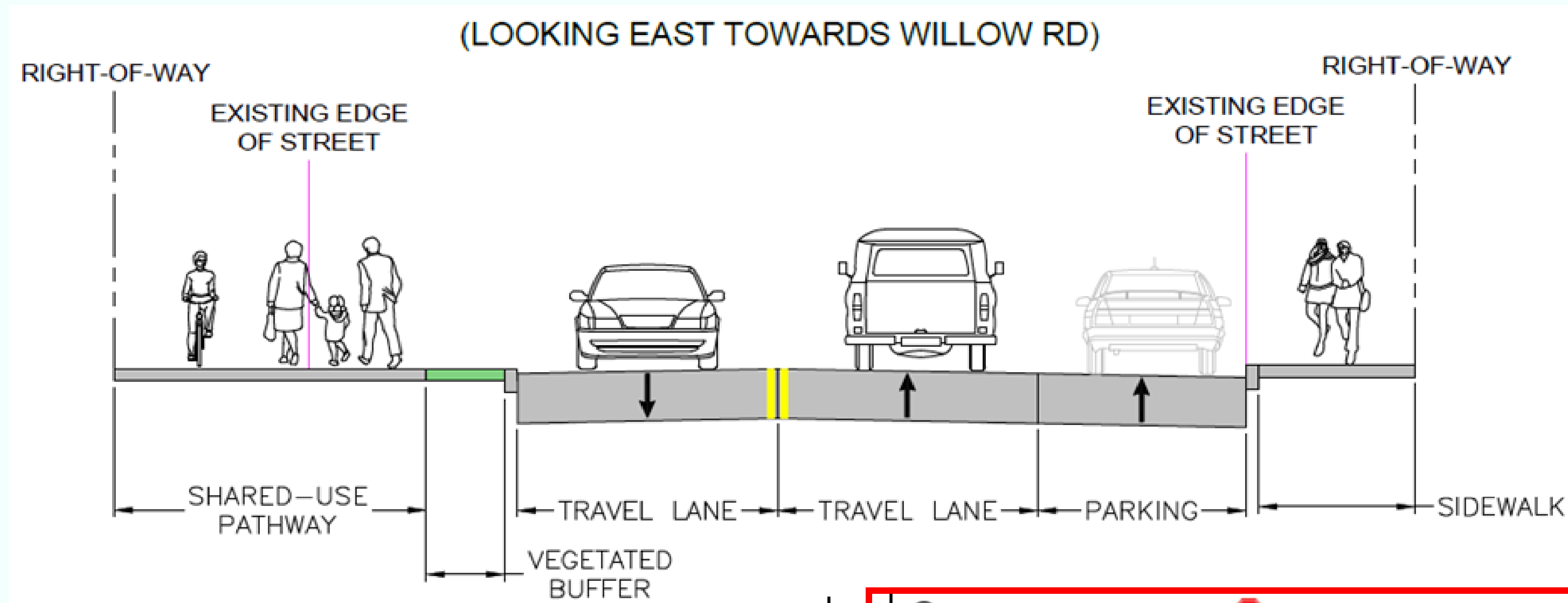
Up to 19 of the 130 existing trees may be impacted, subject to final design and arborist review





# Coleman Avenue (City of Menlo Park) Long-Term Design Alternative

Bicycle Boulevard  
with Shared Use  
Pathway and Parking  
on One Side





# Ringwood Avenue Outcomes

- Initial support for long-term alternative following Phase 2 survey (57%)
- Petition signed by 34 of 53 Ringwood Avenue residents expressing dissatisfaction with the long-term alternative
- Consensus undetermined for the Ringwood Avenue long-term alternative



# Coleman Avenue Outcomes

- Initial support for the long-term alternative (63%), but concerns expressed about tree removal, pavement widening, speeding and volume of traffic
- Consensus undetermined for the Coleman Avenue long-term alternative

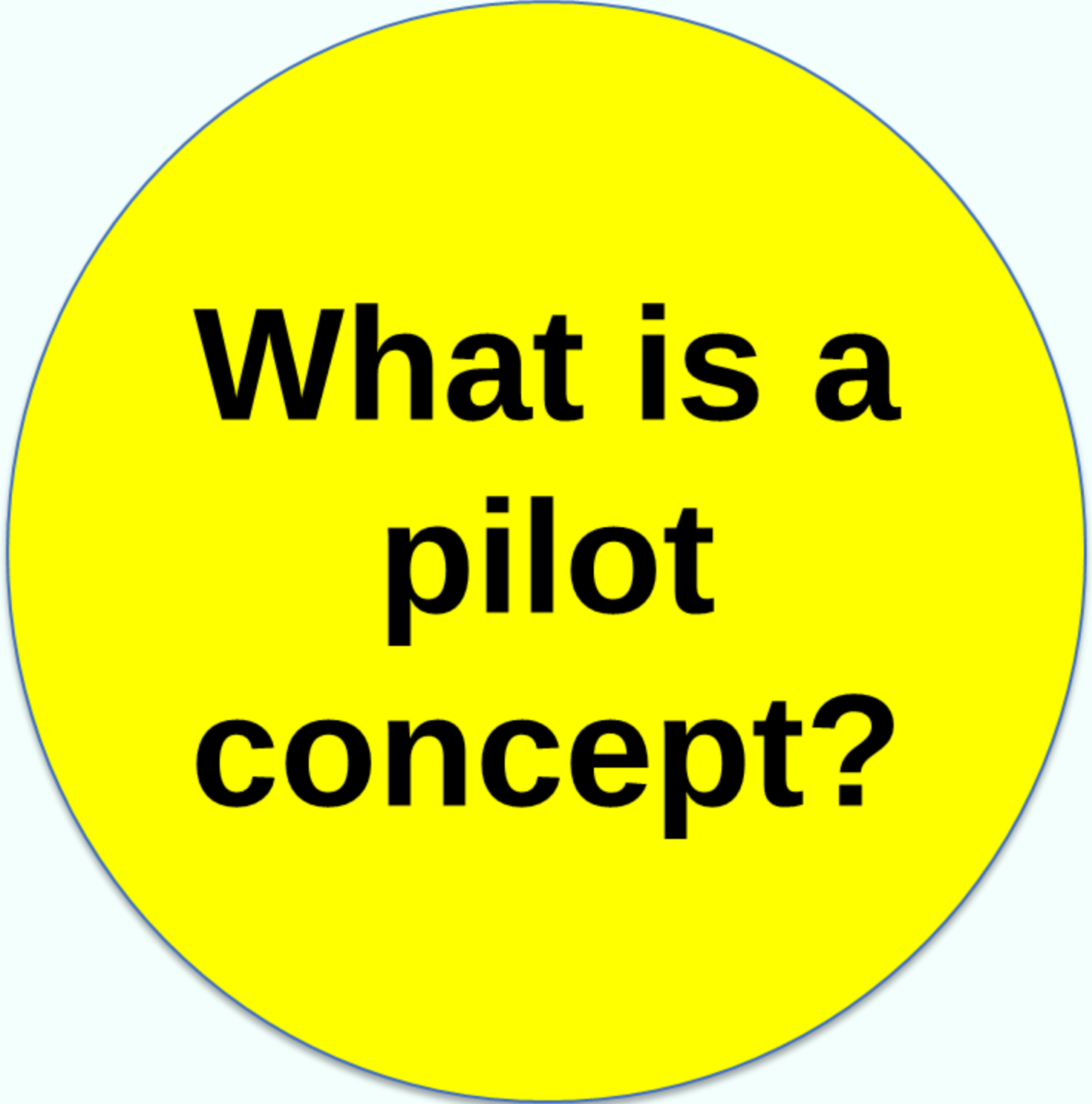
# Potential Pilot Concepts

Coleman Avenue Only



# A Pilot Concept Would...

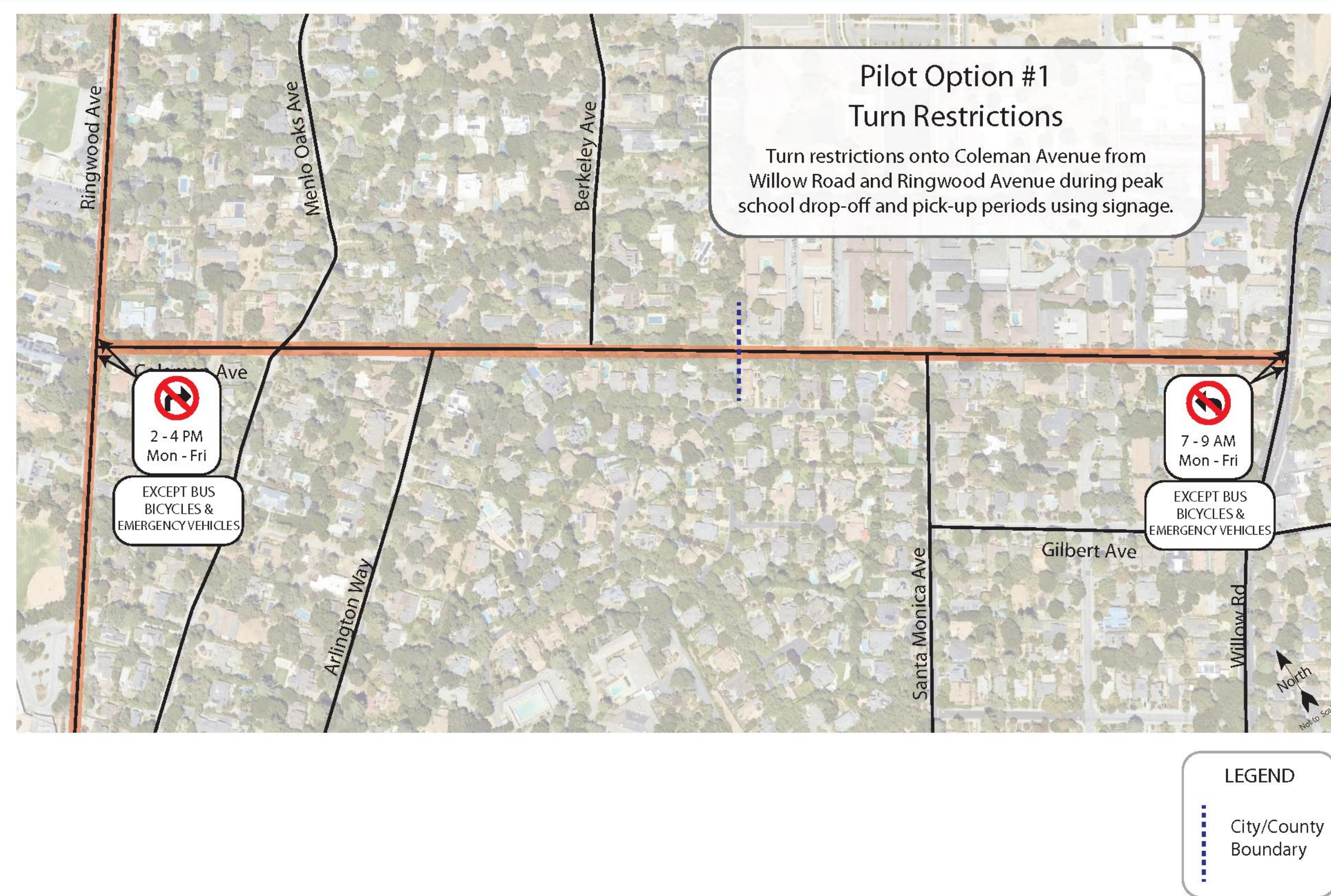
- be a temporary trial to evaluate changes and understand full extent of impacts prior to making permanent changes
- use less costly materials
- not preclude future implementation of one of the design alternatives or other enhancements
- be conducted after and separately from this study



**What is a  
pilot  
concept?**



# Temporary Pilot Concept 1: Turn Restrictions



## Goal:

- Discourage cut-through traffic by restricting turns onto Coleman Avenue during peak school drop-off and pick-up hours using signage

## Opportunities:

- Potential vehicle volume reduction on Coleman Avenue during peak periods only
- No tree removal or pavement widening

## Challenges:

- Limited resources for enforcement
- Some traffic will be diverted to adjacent streets





# Temporary Pilot Concept 2: Road Closure/No-Through Traffic

## Goal:

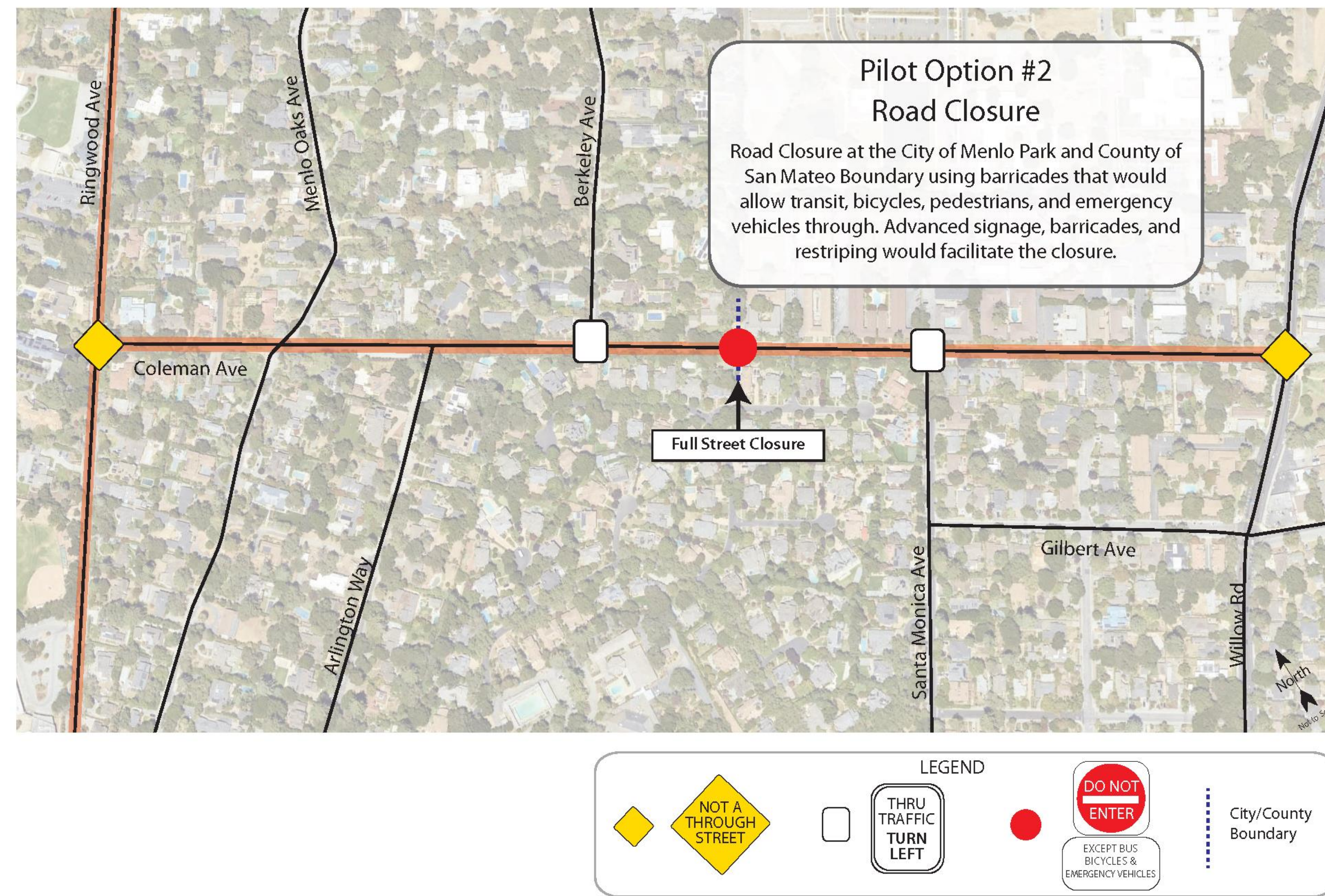
- Reduce traffic volumes on Coleman to increase bike/ped comfort. No through traffic signage and barricades installed at County/City boundary

## Opportunities:

- Substantial vehicle volume reduction on Coleman Avenue
- Lower vehicle volumes makes shared ped/bike options more comfortable
- No tree removal or pavement widening
- Less enforcement required

## Challenges:

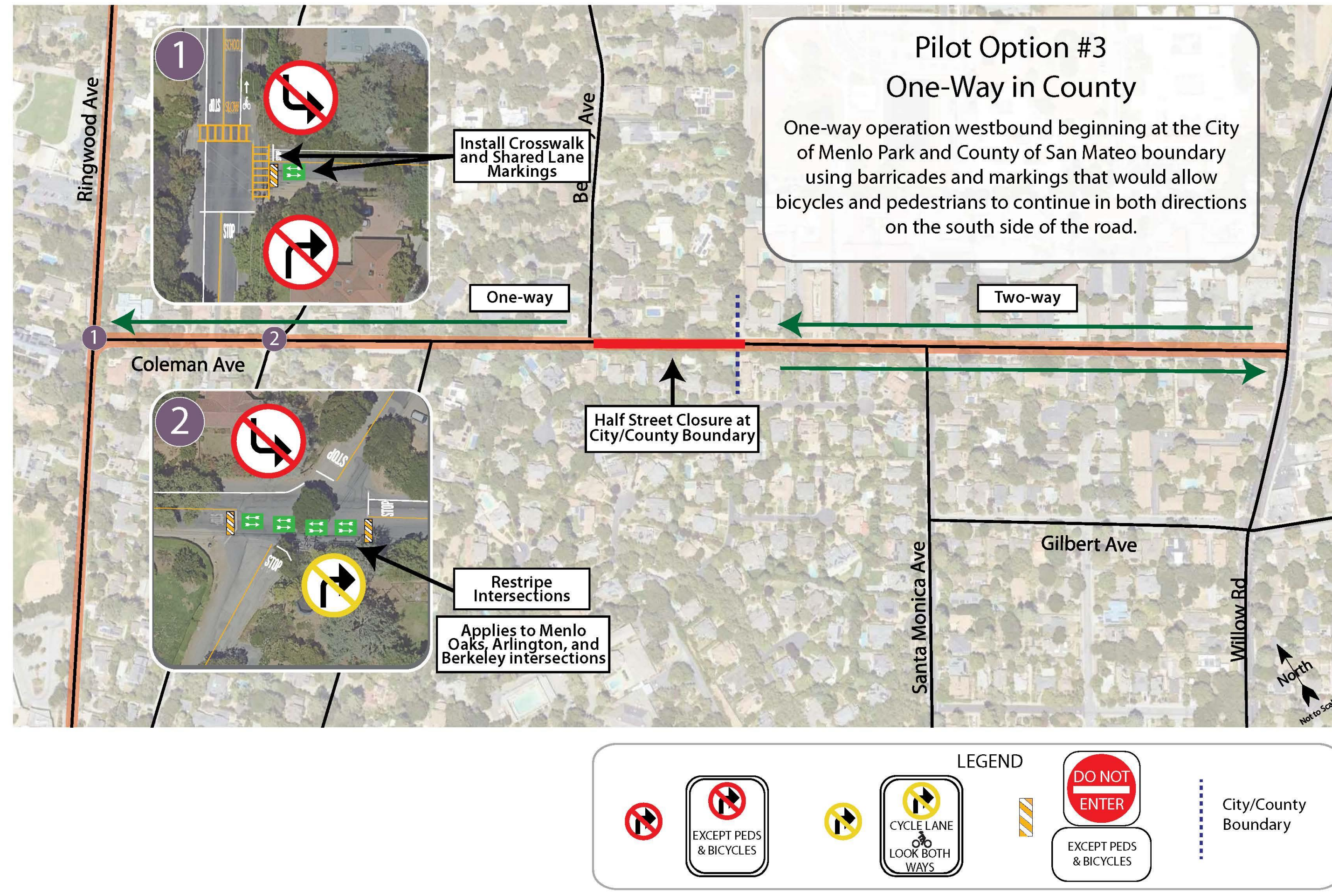
- Substantial traffic diversion to adjacent streets
- More circuitous driving paths
- Accommodating transit through closure





# Temporary Pilot Concept 3: One-Way

## (Half-street closure at County/City Boundary)



### Goal

- Convert the County section of Coleman Avenue to a one-way using barricades and markings and repurposing the eastbound lane to allow for dedicated bike and ped access.

### Opportunities

- Traffic volume eliminated eastbound (in County)
- More space for dedicated ped/bike facilities (County)
- Reduction in conflict points
- No tree removal or pavement widening

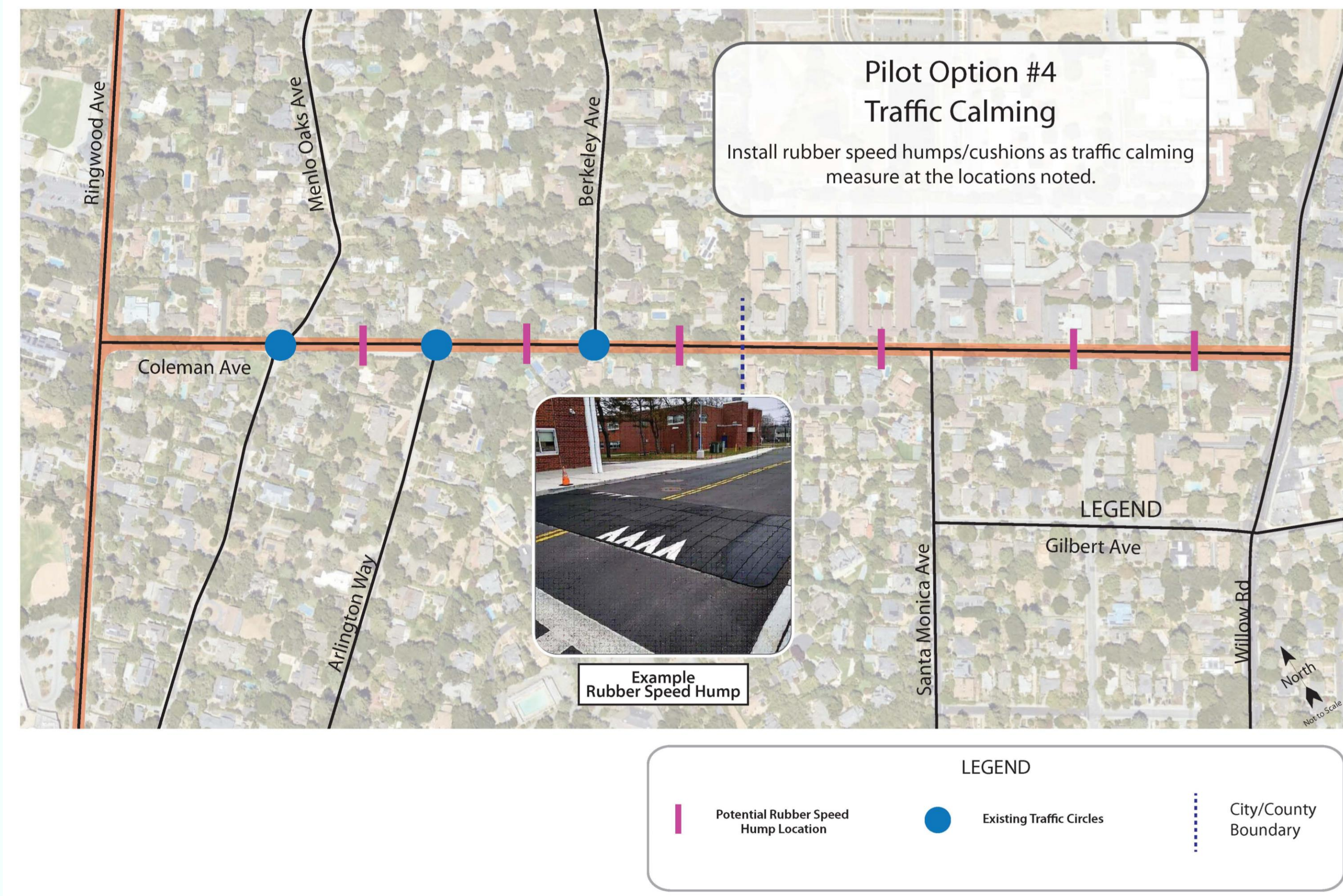
### Challenges

- Some traffic diversion to adjacent streets
- Different circulation/facilities in City and County
- More circuitous driving paths
- Re-routing of transit
- Visual impact of additional signs and barricades





# Temporary Pilot Concept 4: Traffic Calming Only



## Goal:

- Reduce traffic speeds using speed humps installed throughout the corridor to increase bike and ped comfort

## Opportunities:

- Vehicle speed reduction
- No tree removal or pavement widening
- Consistent circulation throughout City and County
- Can be implemented with other pilot options

## Challenges:

- Does not create dedicated space for peds/bikes
- Minimal vehicle volume diversion makes shared use facilities less comfortable





# Community Input on Pilot Concepts

## Survey Findings **Listed in Preference Order (12/2023):**

- 1. Pilot 2 - No Through Traffic:** Install barricades at Menlo Park/County border to stop cut-through traffic; 45%
  - 2. Pilot 4 - Traffic Calming:** Install temporary speed humps on entire corridor; 22%
  - 3. Pilot 3 - One-way:** Create one-way traffic on County portion of Coleman; 15%
  - 4. Pilot 1 - Turn Restrictions:** Limit traffic during key hours using turn restriction signage on Ringwood and Willow; 10%
  - 5. None of the Above:** 8%
- Subsequent community input advocating for the One-Way pilot concept (Spring/Summer 2024)
  - Community consensus undetermined for the pilot concepts



# County Next Steps

- Consolidate input from this BPAC meeting
- Provide a summary of the community input to the district offices for review and consideration





# Thank You

<https://www.smcsustainability.org/colemanringwoodwalkbike>

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# Meeting Agenda (7:00 to 9:00 PM)

- BPAC Committee Questions & Comments
- Community Comment Instructions: 2 minutes per commenter
  1. In-Room Comments:
    - a) Please fill out **WHITE SPEAKER SHEET** and put in **CLEAR** basket if you would like to speak; your name will be called
    - b) If you prefer not to speak but would like to comment, please fill out a **BLUE WRITTEN COMMENT SHEET** and put in **BROWN** basket
  2. ZOOM Comments:
    - a) Please use the raise hand function if you would like to speak
    - b) If you prefer not to speak but would like to comment, you can put a comment in the CHAT or you can provide a comment on the Study Website via feedback box:  
<https://www.smcsustainability.org/colemanringwoodwalkbike#feedback>
  3. Verbal and written comments will be compiled and shared with district offices for consideration