County of San Mateo Department of Public Works

Coleman Avenue Traffic Calming Project

March 11, 2026

COUNTY OF SAN MATEO

Presentation Overview

- Coleman and Ringwood Avenues Transportation Study (Study) Overview
- Study Community Engagement Summary
- Department of Public Works Efforts
  - Data Collection
  - Striping Improvements
- Proposed Tiered Pilot Approach for Coleman Avenue
- Next Steps
- Q&A

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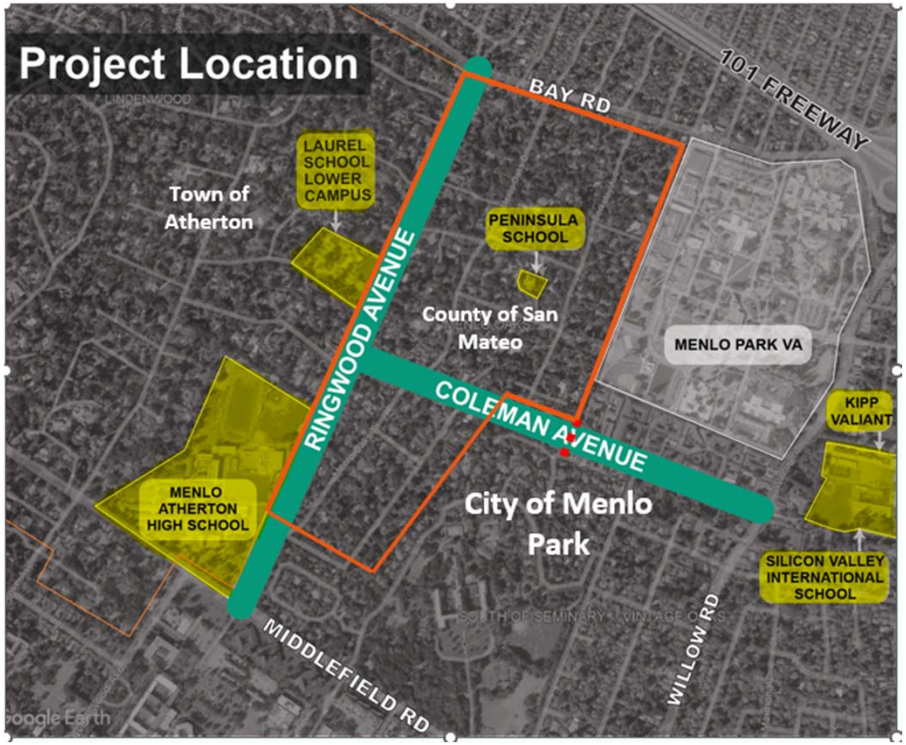
Coleman and Ringwood Avenues Transportation Study -Study Area and Project Need



Need:

- Identified as a Priority Project in the County's Active Transportation Plan
- Stakeholder safety and access concerns expressed for Coleman and Ringwood Avenues
- Expand on/reconcile past planning efforts
- Multiple schools located on or near the corridors

Goal: Develop a community-driven preferred plan to improve mobility for active modes of transportation and improved conditions for all roadway users

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Coleman Avenue Corridor History

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

2003
San Mateo County Coleman Avenue Improvement Options Evaluation

2007
Menlo Park Laurel School Safe Routes to School Study

2016
Menlo Atherton High School Transportation Demand Management Plan

2019
Menlo Park Safe Routes to School Maps

2020
Menlo Park Transportation Master Plan

2021
San Mateo County Active Transportation Plan adopted 2/9/2021

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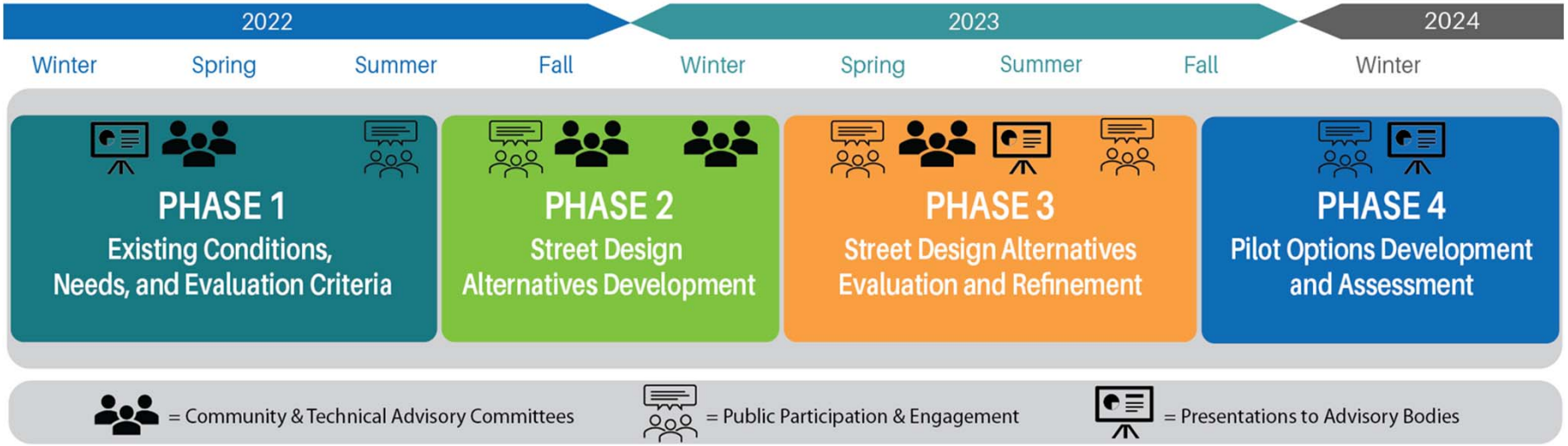
Study Process and Timeline



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Community Outreach and Engagement

Led by Sustainability Department

May- Sept. 2022

PHASE 1
Input on Existing Conditions, Needs, Values, and Evaluation Criteria

- CAC Meeting #1
- 5 Pop-up Events
- 2 Pop-in Events
- 2 Walking Tours
- Community Survey #1

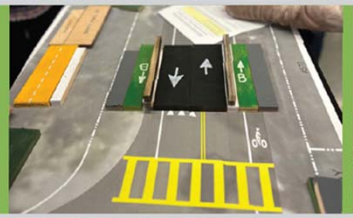
Survey/Outreach Findings

- 238 responses
- Established key community priorities and concerns

May – Jun. 2023

PHASE 2
Feedback on Initial Draft Alternatives

- CAC Meetings #2 and #3
- Interactive Community Workshop
- Community Survey #2



Survey/Outreach Findings:

- 454 responses
- General support for the permanent alternatives

Sept. – Oct. 2023

PHASE 3
Feedback on Preferred Alternatives

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

Outreach Findings

- Desire for more traffic and speed reduction
- Some concern with tree removal and pavement widening

Dec. 2023

PHASE 4
Feedback on Potential Pilot Options for Coleman Avenue

- Community Webinar
- Community Survey #3

Survey/Outreach Findings:

- 265 responses
- Nearly half (47%) chose one of the pilot programs as their preferred approach
- 34% chose the permanent alternative

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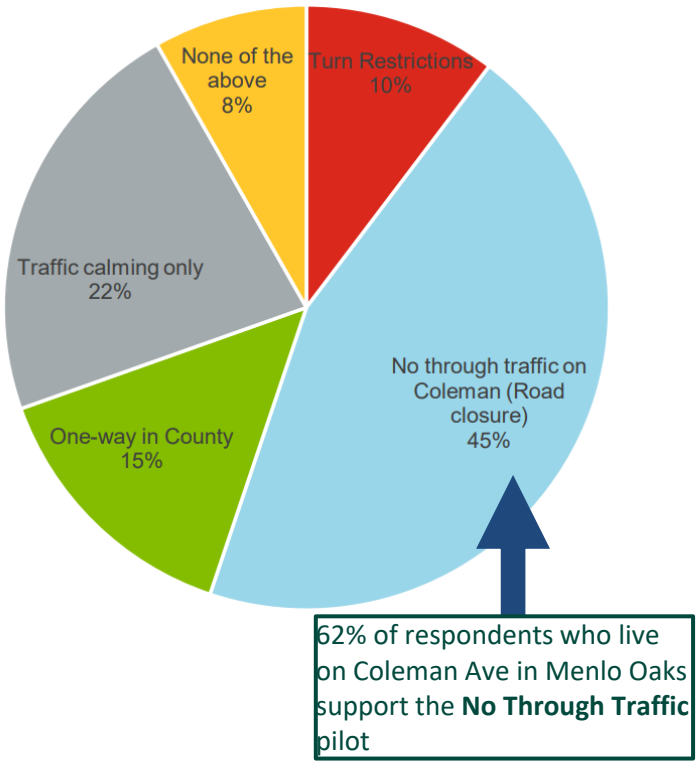
December 2023 Phase 4 Survey Findings

Respondent Information:

- Over half (56.3%) of respondents live near Coleman, while 24.2% live on Coleman:
  - 18.6% in Menlo Oaks (unincorporated)
  - 5.6% in the City of Menlo Park



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Alternatives Developed and Survey Results

Community input and the study identified several potential alternatives

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

1. **No Through Traffic:** Install barricades at Menlo Park/County border to stop cut-through traffic; 45%
2. **Traffic Calming:** Install temporary speed humps on entire corridor; 22%
3. **One-way:** Create one-way traffic on County portion of Coleman; 15%
4. **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)

While community input is an important factor, implementation must also consider feasibility, system impacts and reversibility.

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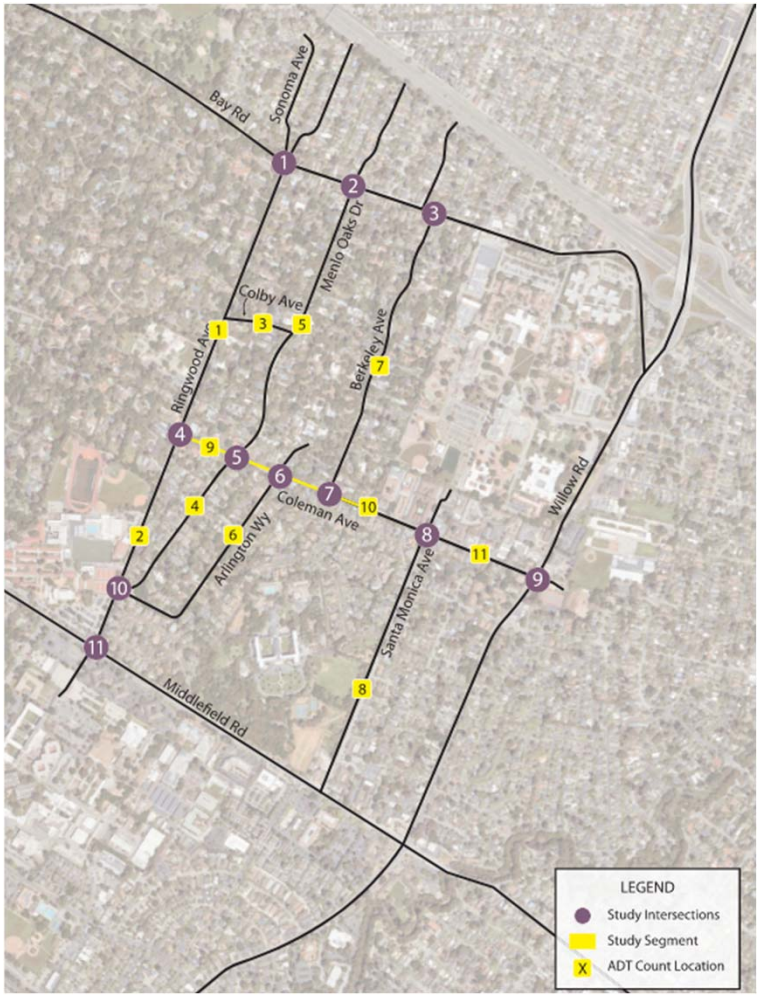
Department of Public Works Efforts
Data Collection

- Data collection in May 2025 for all roadways within Menlo Oaks
- Study including evaluating:
  - Collison History
  - Traffic Volumes
  - Turning Movements
  - Vehicular Speed
- Will be used as baseline data for comparison



Striping Improvements Completed on Coleman Ave in August 2025

Coleman Ave and Berkeley Ave

Coleman Ave and Arlington Ave

Striping Improvements Completed on Coleman Ave in August 2025

Coleman Ave and Menlo Oaks Dr

Coleman Ave and Ringwood Ave

Tuff Curb Installation on Coleman Ave in September 2025

Coleman Ave and Menlo Oaks Drive

Tuff Curb Installation on Coleman Ave in September 2025

Coleman Ave and Berkely Ave

Department Work on School Zone Speed Reduction

The Department is currently evaluating roadway segments that may qualify for reduced school speed zones.

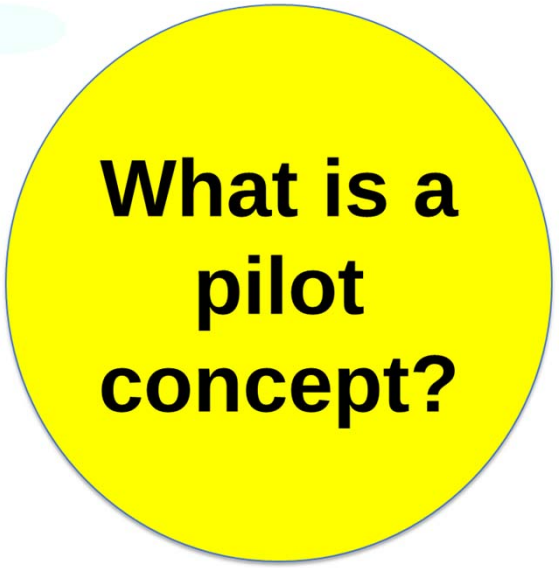
Eligibility Criteria

- Roadways located within 500 feet of a public or private K–12 school
- Eligible for reduced speed limits of 25 MPH or 15 MPH when children are present, depending on roadway conditions
- Roads with road segments eligible in Menlo Oaks include:
  - Coleman Avenue (15 MPH School Zone)
  - Berkeley Avenue (15 MPH School Zone)
  - Colby Avenue (15 MPH School Zone)
  - Menlo Oaks Drive (15 MPH School Zone)
  - Peninsula Way (15 MPH School Zone)
  - Arlington Avenue (15 MPH School Zone)

Proposed Tiered Pilots for Coleman Avenue

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 alternatives or other enhancements



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Tier Pilot Approach

The County plans to evaluate potential solutions through a tiered pilot approach.

- Begin with the least disruptive alternative
- Monitor real-world impacts
- Gather community feedback
- Escalate to the next tier, as appropriate

Tier	Alternative	Impact Level	Reversibility
Tier 1	Traffic Calming	Low	High
Tier 2	One-Way Conversion	Moderate	Moderate
Tier 3	No Through Traffic	High	Moderate

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Why Start with Traffic Calming

Traffic calming was selected as the first stage of the pilot because it:

- Reduces vehicle speeds
- Improves conditions and comfort for pedestrians and bicyclists
- Maintains existing circulation patterns
- Minimizes diversion of traffic to adjacent streets
- Is relatively easy to modify or remove if needed

This approach allows the County to test improvements without immediately altering roadway circulation patterns.

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Tier 1 – Traffic Calming

The County will implement temporary traffic calming measures along the corridor.

Proposed Wor
Install three (3)speed humps in the County maintained portion of Coleman Ave.

Opportunities

1. Reduces operating speeds
2. Improves pedestrian and bicyclist comfort
3. Preserves circulation patterns
4. Maintains access for residents, buses, trash pick up and emergency services
5. Can be implemented with temporary materials

This allows us to test whether speed reduction and driver behavior improvements address community concerns before altering circulation patterns.

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Traffic Calming Pilot
Monitoring and Evaluation

The pilot will be monitored for approximately one year.

During this period, the County will evaluate:

- Traffic volumes
- Vehicle speeds
- Traffic patterns and potential diversion
- Safety conditions

This data will be compared against the baseline data and help determine whether the pilot is meeting its intended objectives.

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Traffic Calming Pilot
Community Feedback

Near the end of the pilot period the County will seek feedback from residents and roadway users:

- Conduct a community survey
- Gather feedback on perceived improvements or concerns
- Compare community feedback with collected traffic data

Potential Survey questions may include but not be limited to:

- Did speeds meaningfully decrease?
- Did traffic volumes change?
- Did community satisfaction improve?
- Were there unintended impacts?

This information will help guide the next steps.

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Traffic Calming Pilot
Decision Point after Tier 1

Following the evaluation and community input, the County will determine the appropriate next steps.

Possible outcomes may include:

- Maintain traffic calming measures
- Modify or adjust the pilot improvements
- Advance to Tier 2 – One-Way Conversion Pilot
- Revert to existing conditions

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Future Pilot Options That May Be Considered

If traffic calming (Tier 1) does not sufficiently address community concerns, the County may evaluate additional alternatives.

Tier 2 – One-Way Conversion Pilot

- Would impact traffic circulation patterns
- Would require additional study and outreach prior to implementation

Tier 3 – No Through Traffic

- Would significantly impact access and traffic patterns
- Would require careful evaluation of potential impacts to surrounding streets and Menlo Oaks neighborhood

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Questions?

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