

Information and Alternatives Presentation

Information presented at the following meetings:

- Laurel School Neighborhood Meeting (6/6/07)
- Menlo Park Bicycle Commission Meeting (6/11/07)
- Menlo Park Transportation Commission Meeting (6/13/07)



 Kinley-Horn
and Associates, Inc.

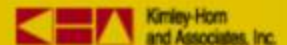


PRESENTATION

SAFE ROUTES TO Laurel Elementary School

Project Background

- Project Genesis
 - Menlo Park officials and residents identified need to improve safety and mobility of children attending Laurel School
 - City sponsored study to develop a plan of how to improve Safe Routes to School
- SR2S Program Background
 - State and federal grant programs
 - Increase bicycle, pedestrian, and traffic safety
 - More children walking and bicycling
 - Decrease traffic congestion around schools
- Project Goals and Expected Outcomes
 - Develop a comprehensive plan to provide safe and convenient options for pedestrians and bicyclists
 - Balance school safety needs with desire to preserve character of the area
 - Reach consensus between Menlo Park, Atherton, San Mateo County, and school district
 - Prepare a plan that can be used to apply for SR2S grant funding
- SR2S/Traffic Calming Toolbox
 - Education, Enforcement, Engineering



PRESENTATION

SAFE ROUTES TO Laurel Elementary School

Project Status

Task	2/5	2/12	2/19	2/26	3/5	3/12	3/19	3/26	4/2	4/9	4/16	4/23	4/30	5/7	5/14	5/21	5/28	6/4	6/11	6/18	6/25	7/2	7/9	7/16	7/23	7/30	8/6	8/13	8/20	8/27	9/3	9/10
Data Collection and Review																																
Alternatives Development																																
Draft Plan																																
Final Plan																																
Preliminary Design Plans																																
SC Mtg 1																																
Public Mtg 1																																
SC Mtg 2																																
SC Mtg 3																																
Public Mtg 2																																
Bicycle Commission Mtg																																
Transportation Mtg																																
SC Mtg 4																																
Public Mtg 3																																
Joint B & T Mtg																																
City Council Mtg																																



 Kinley-Horn and Associates, Inc.

PRESENTATION

SAFE ROUTES TO Laurel Elementary School

Project Status

- 3 Steering Committee Meetings
- 2 Neighborhood Meetings completed
 - 108 comments received from Mtg #1
 - Comments still being received from Mtg #2
- Residents of Menlo Park and County (MODA) both passionate about their positions on the study especially Coleman Avenue

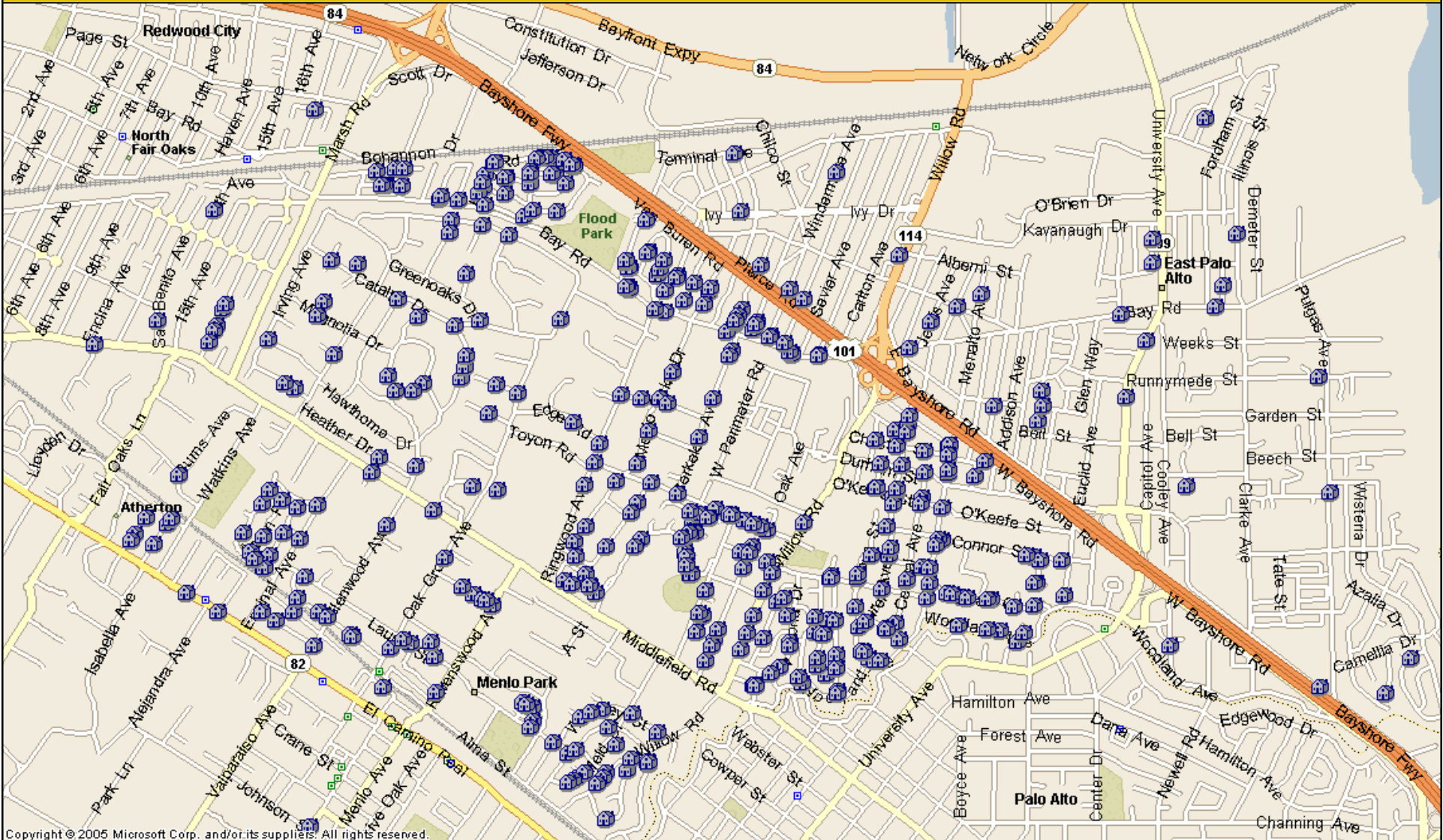


 Kinley-Horn
and Associates, Inc.

PRESENTATION

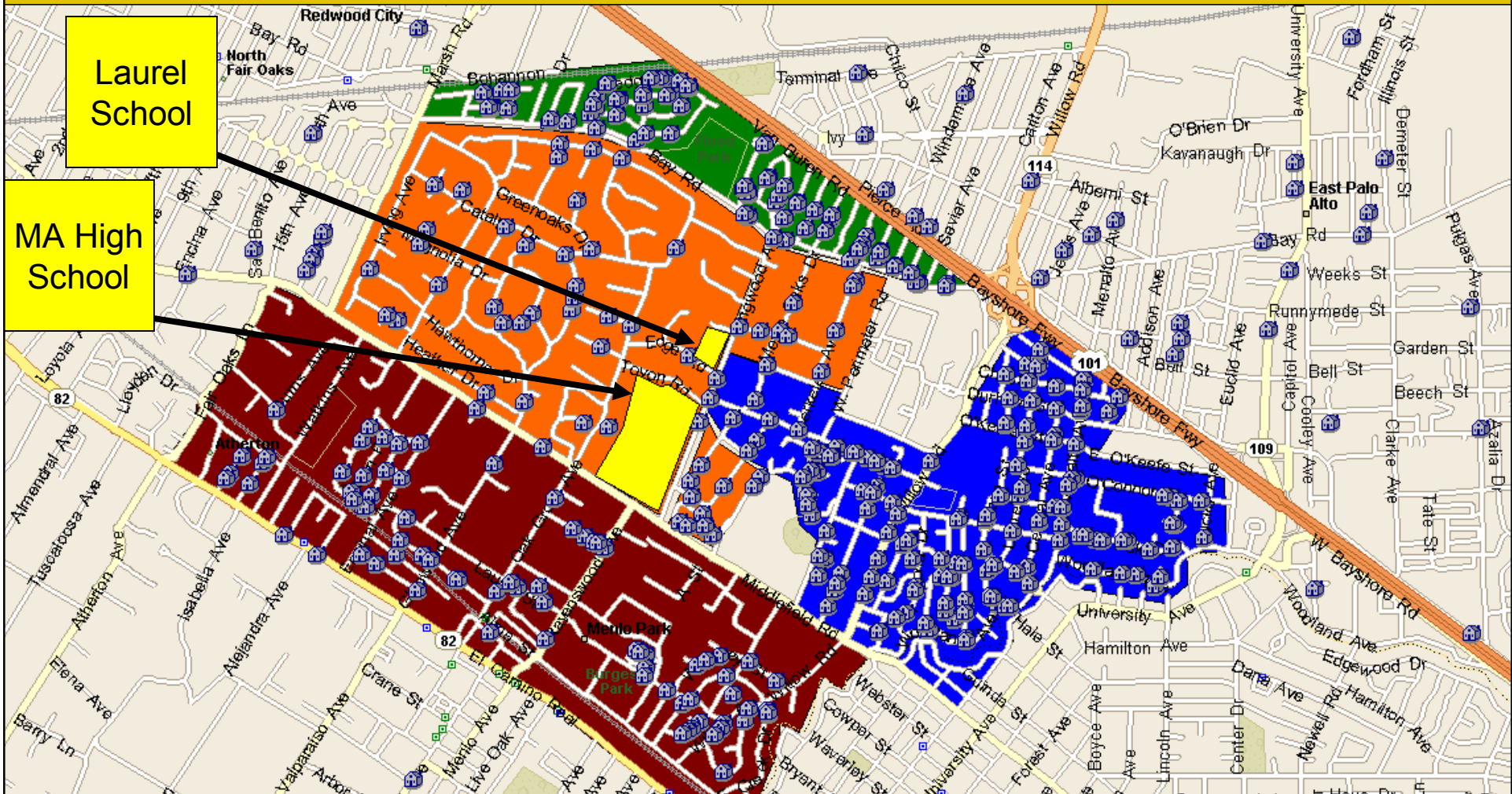
SAFE ROUTES TO Laurel Elementary School

Student Residences



PRESENTATION SAFE ROUTES TO Laurel Elementary School

Residence Groups



- Green: Using Bay to Ringwood (93 students)
- Orange: Likely using neighborhood streets (60 students)
- Red: Likely using Middlefield to Ringwood (95 students)
- Blue: Likely using Gilbert or Coleman (187 students)

Existing Traffic Data

- Vehicular Traffic Volume

- Bay Road – 8,190 (between Ringwood Avenue and Greenwood Drive)
- Coleman Avenue – 3,065 (between Menlo Oaks Drive and Ringwood Avenue)
- Middlefield Road – 23,455 (between Willow Road and Ravenswood Avenue)
- Ringwood Avenue – 6,570 (between Middlefield Road and Bay Road)

- Collision Data

- 281 collisions occurred 2003-2006
- Collision data inconclusive in representation of trend

- Vehicle Speed Data

<u>Roadway</u>	<u>Posted Speed</u>	<u>85% Speed</u>	<u>Speed > 10mph over Limit</u>	<u>Vehicles > 55 mph</u>
Coleman Avenue (north of Menlo Oaks)	25 mph	28 mph	12 of 6967 vehicles (0.2%)	0 vehicles
Ringwood Avenue (east of Laurel School)	30 mph	38 mph	959 of 20,398 vehicles (4.7%)	23 vehicles
Ringwood Avenue (west of Laurel School)	30 mph	38 mph	987 of 18,740 vehicles (5.3%)	29 vehicles

PRESENTATION

SAFE ROUTES TO Laurel Elementary School

$$M \wedge =$$

MTNLO PARK, CAL.

SUBDIVIDED BY THE
MEN, O AND PENINSULA LAND CO. INC.

SECTION 200 FINE DUNE
SURVEYED BY STEPHEN E. KIEFER-STATE LICENSED
LAND SURVEYOR

1745 5 21 18714 0'

1 That the name "Mc" designation of this map, and the lands therein subdivided, are as shown on said map.

3 That in either system or Super-state, but any claim, interest or title in the lands herein on this map, that there are no joint or undivided claims, interests, title or other facts against said parcel of land or any part thereof and that the said Engineer, Lewis and the Board are Provincial Lands Commission are able to give a complete title to the whole of said property or any portion thereof.

On March 2, 1933, the only position among
the 141,143,335 White of the and colored, there has been a great deal of the hand and soul and
the Hindu and Buddhist Land Company, a corporation has given its responsible name in the
ground here and the company has different parts of the Hindu and Buddhist, that there
into the company by resolution of the Board of Directors.
Noted: August 12, 1933. August 12, 1933

4542

MENLO PARK, CALIFORNIA
By James H. Cochran - President
By E. J. Elly - Secretary

57777 68 281225497

COUNTY OF SAN JOSE, CA

There are no hills for inland flow, nor any or other lines against the land or submergence of land shown on this map, or against any wet thereof.

ON 197215 EUREPSE, 1 hour northeast of my home this 30 day of November, January 2011

1230

14. *Chlorophyll*

Bill of request of license to practice surgery 29th Dec 1868 at St. John's. 4 o'clock P.M. Geo. Rogers
County Clerk

J. E. Johnson County Recorder
 at Austin, E. Simpson Vic. 1/4.

15251

[illegible]

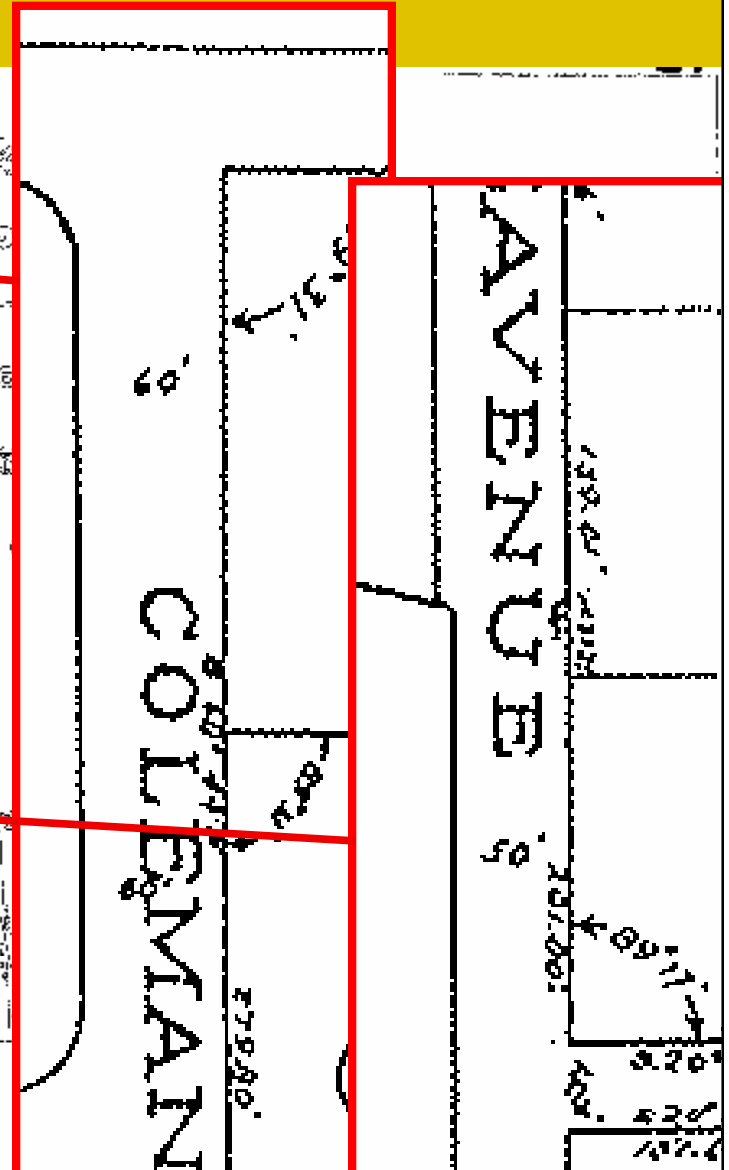
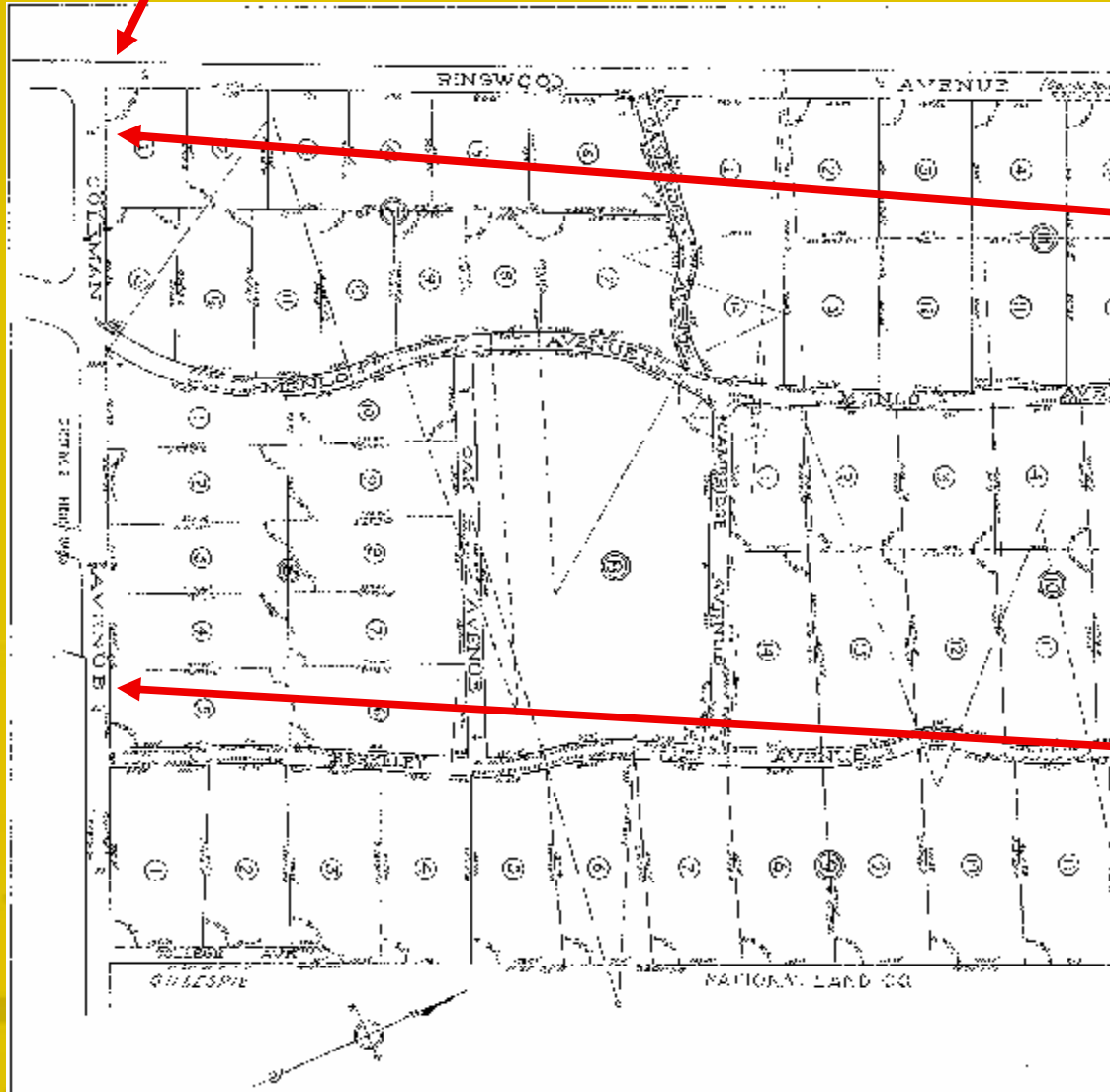
2. Land use and cover change to be a concern in the future, especially in the mountainous areas of the country.

1. The first step is to identify the problem or goal. This involves understanding the current situation and what needs to be achieved.

Accepted: 2004/06/01 38:54:53

January 20th A.D. 1908

Assessor Information



Alternatives Development

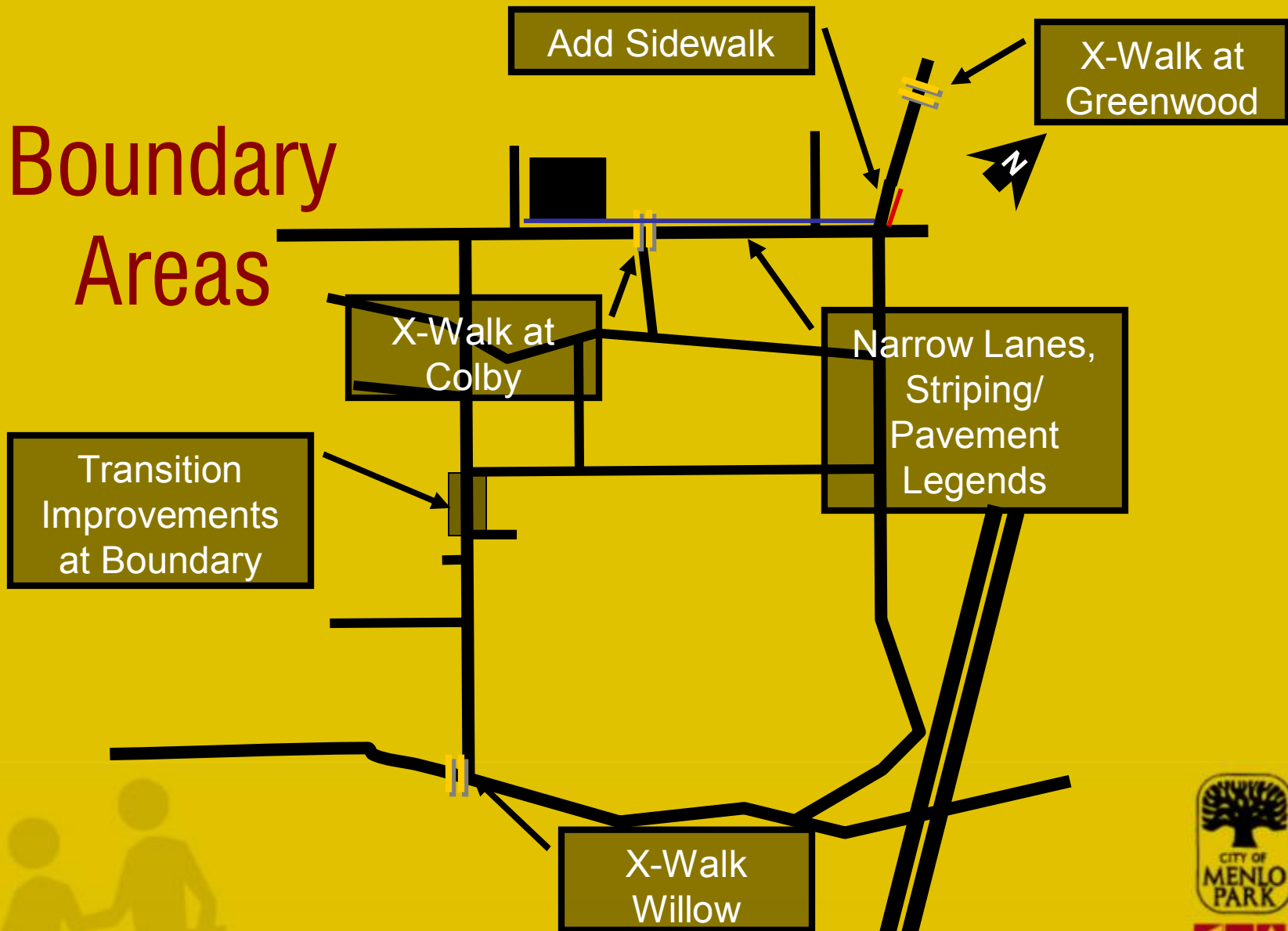


 Kinley-Horn
and Associates, Inc.

PRESENTATION

SAFE ROUTES TO Laurel Elementary School

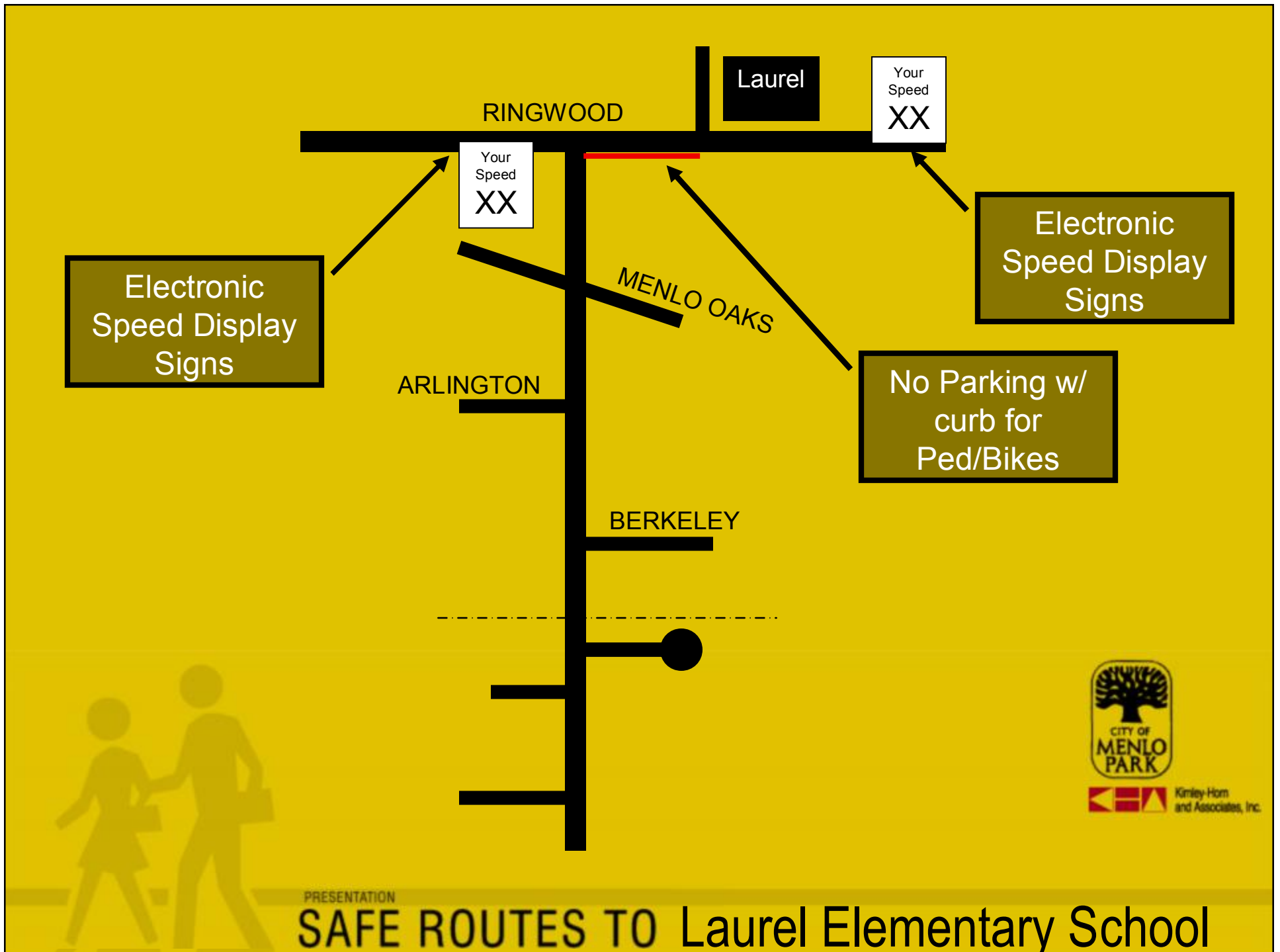
Boundary Areas



Kinley-Horn and Associates, Inc.

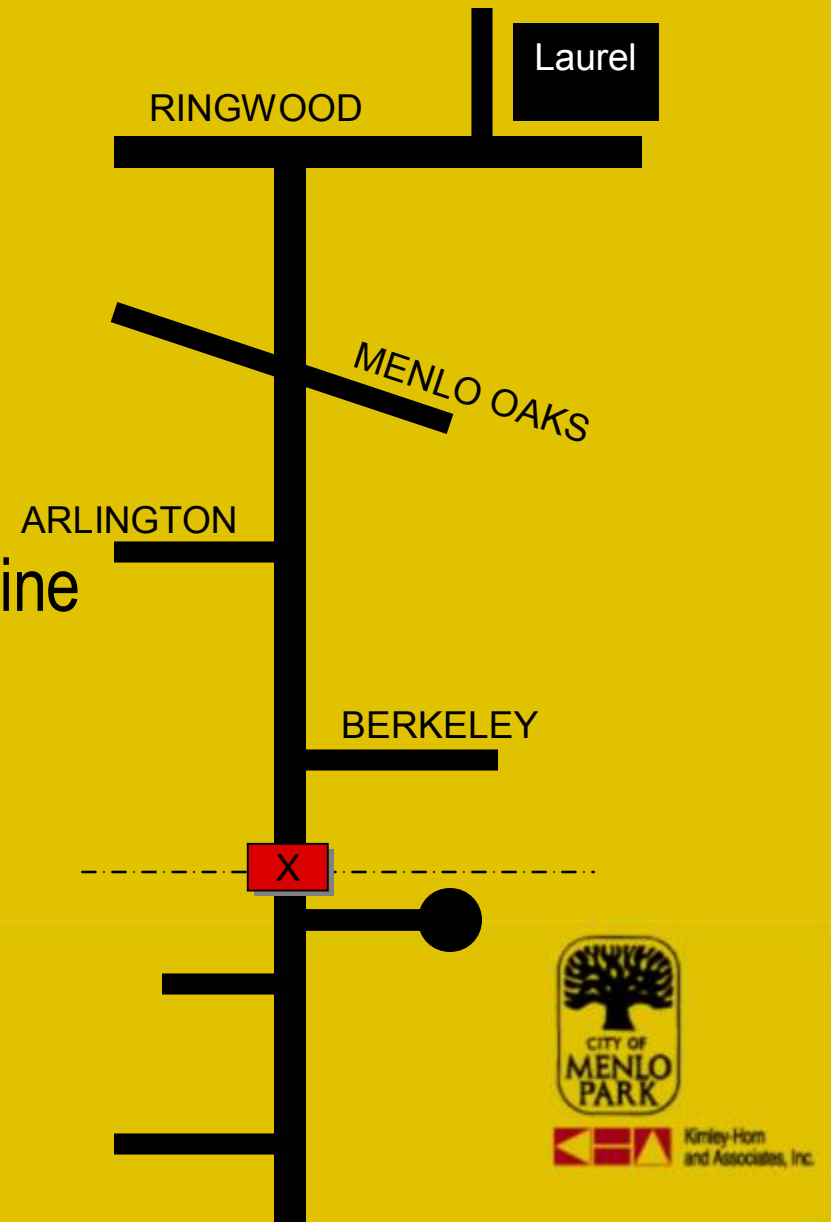
PRESENTATION

SAFE ROUTES TO Laurel Elementary School



Coleman Avenue

- Alternatives
 - #1 Close road at City/County line

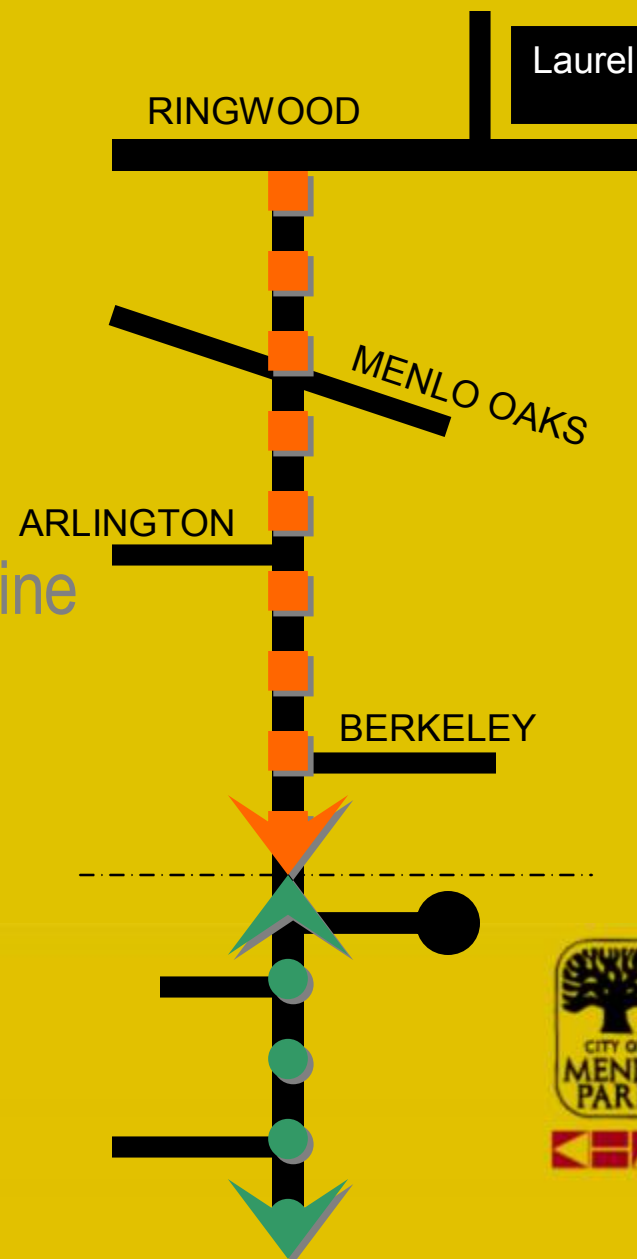


PRESENTATION

SAFE ROUTES TO Laurel Elementary School

Coleman Avenue

- Alternatives
 - #1 Close road at City/County line
 - #2 One way southbound



Kinley-Horn and Associates, Inc.

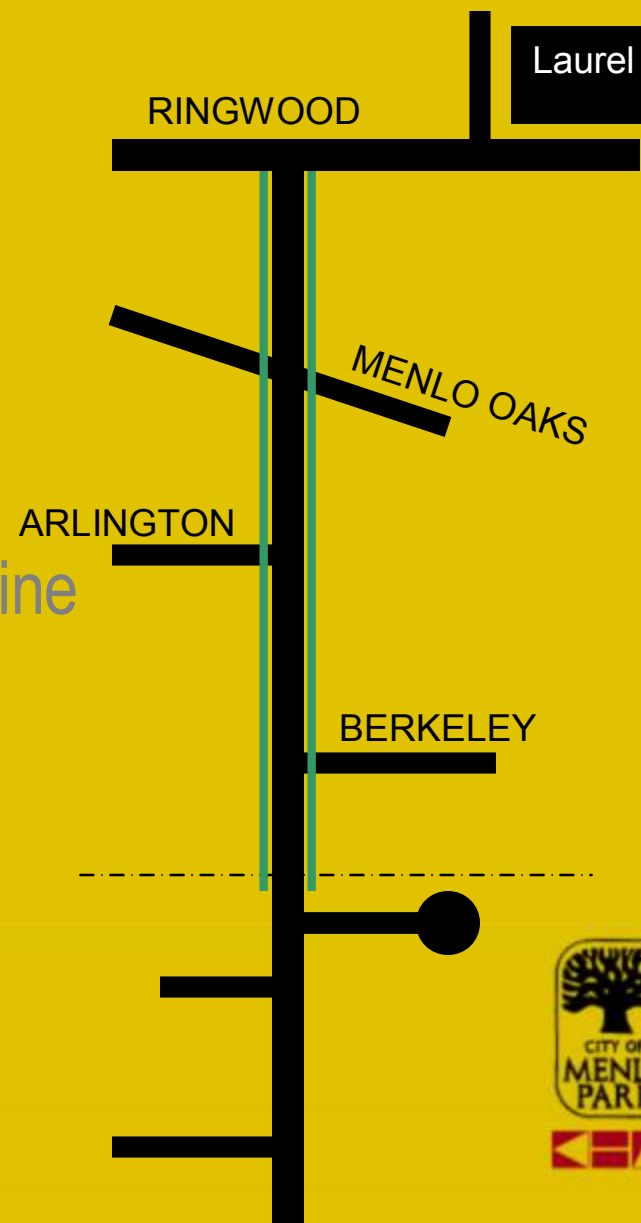
PRESENTATION

SAFE ROUTES TO Laurel Elementary School

Coleman Avenue

- Alternatives

- #1 Close road at City/County line
- #2 One way southbound
- #3 Bike lanes



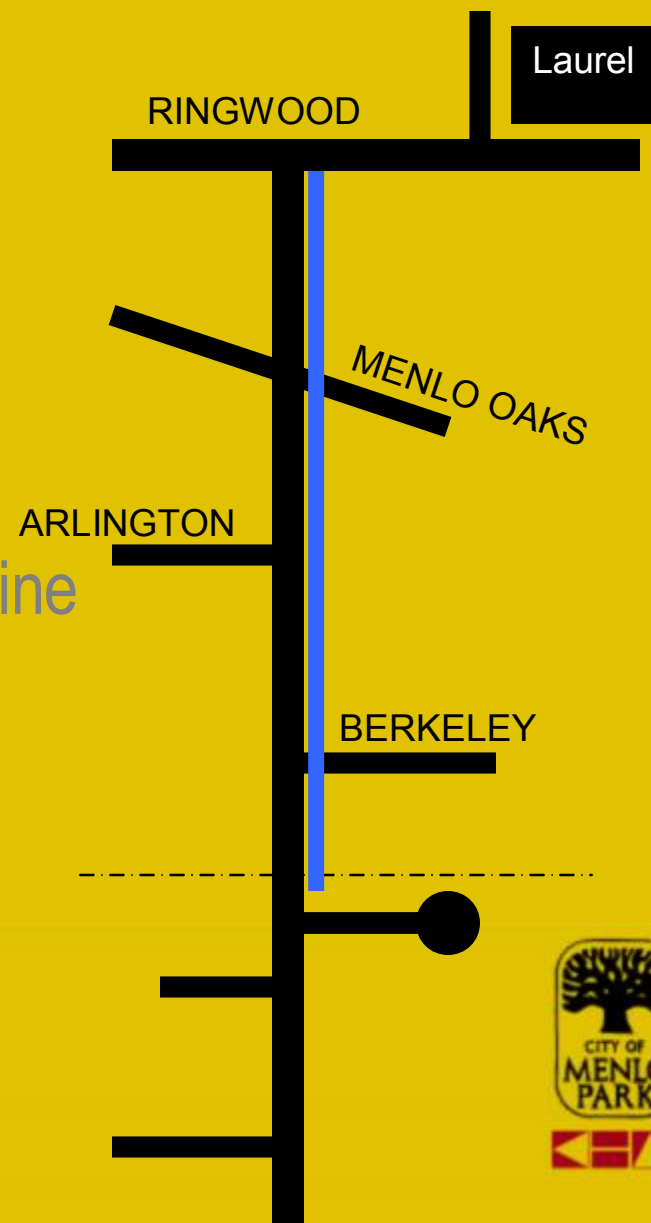
PRESENTATION

SAFE ROUTES TO Laurel Elementary School

Coleman Avenue

- Alternatives

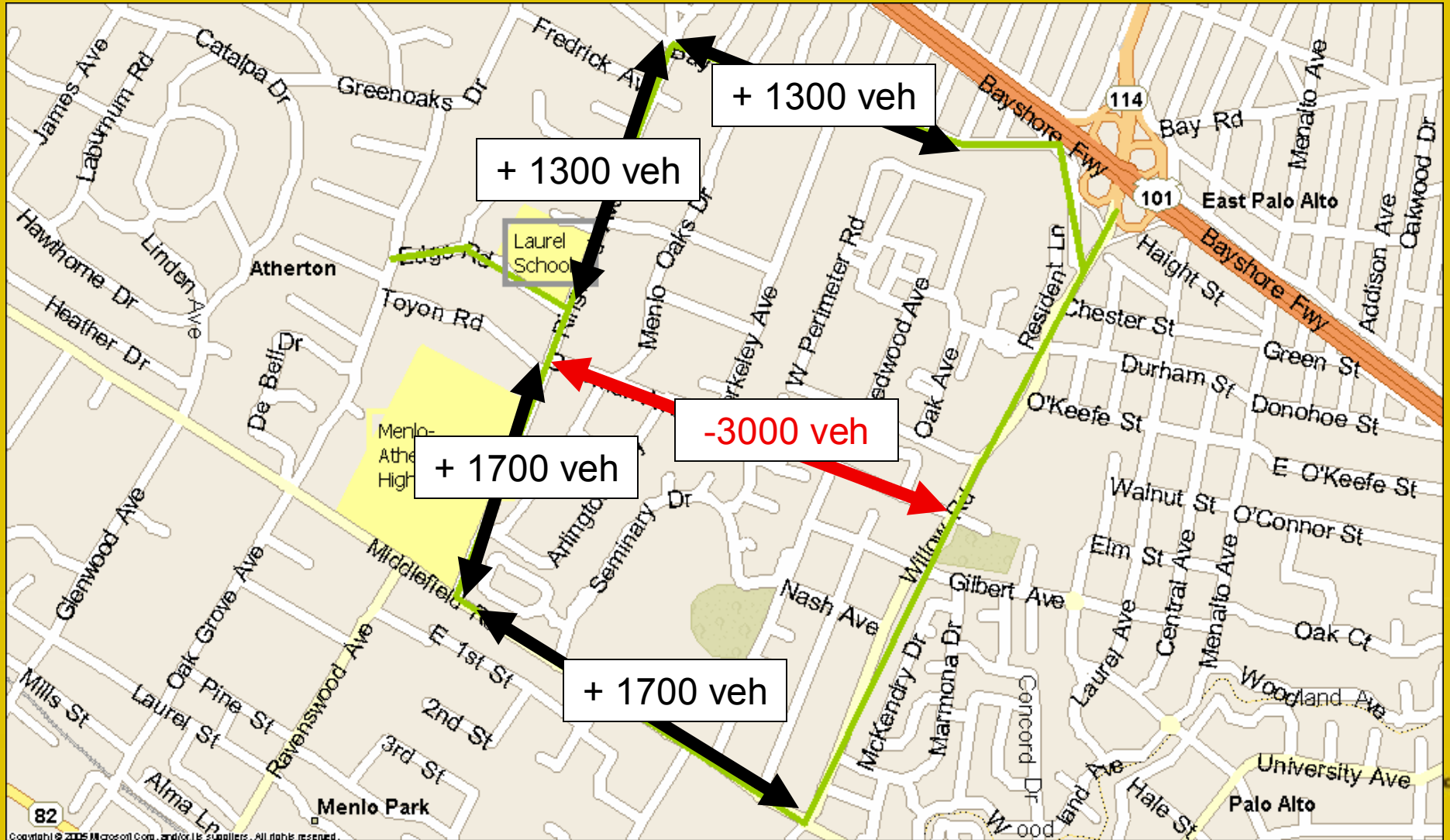
- #1 Close road at City/County line
- #2 One way southbound
- #3 Bike lanes
- #4 Multi-use path one side



PRESENTATION

SAFE ROUTES TO Laurel Elementary School

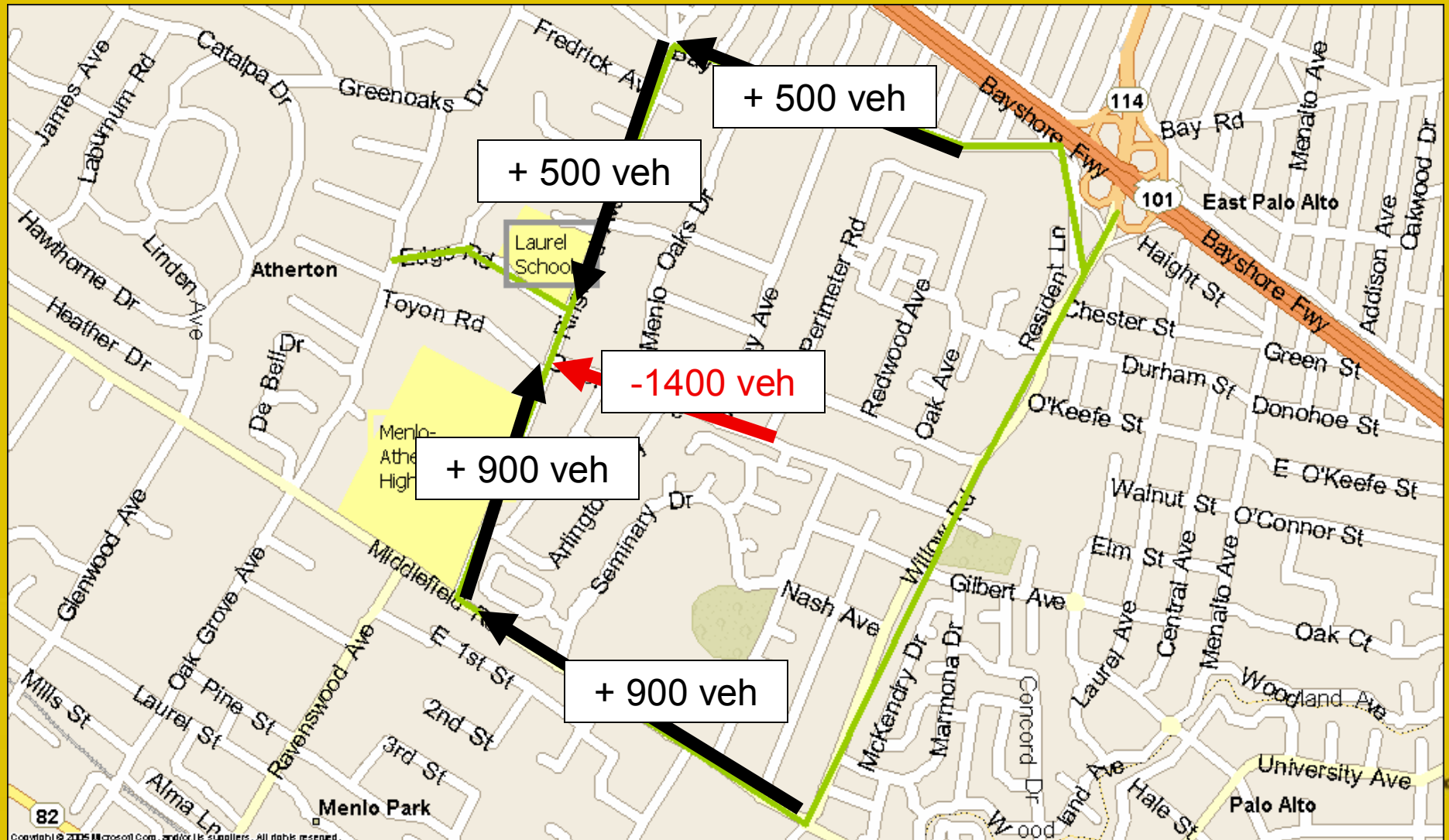
Alternative #1 Road Closure



PRESENTATION

SAFE ROUTES TO Laurel Elementary School

Alternative #2 One-way

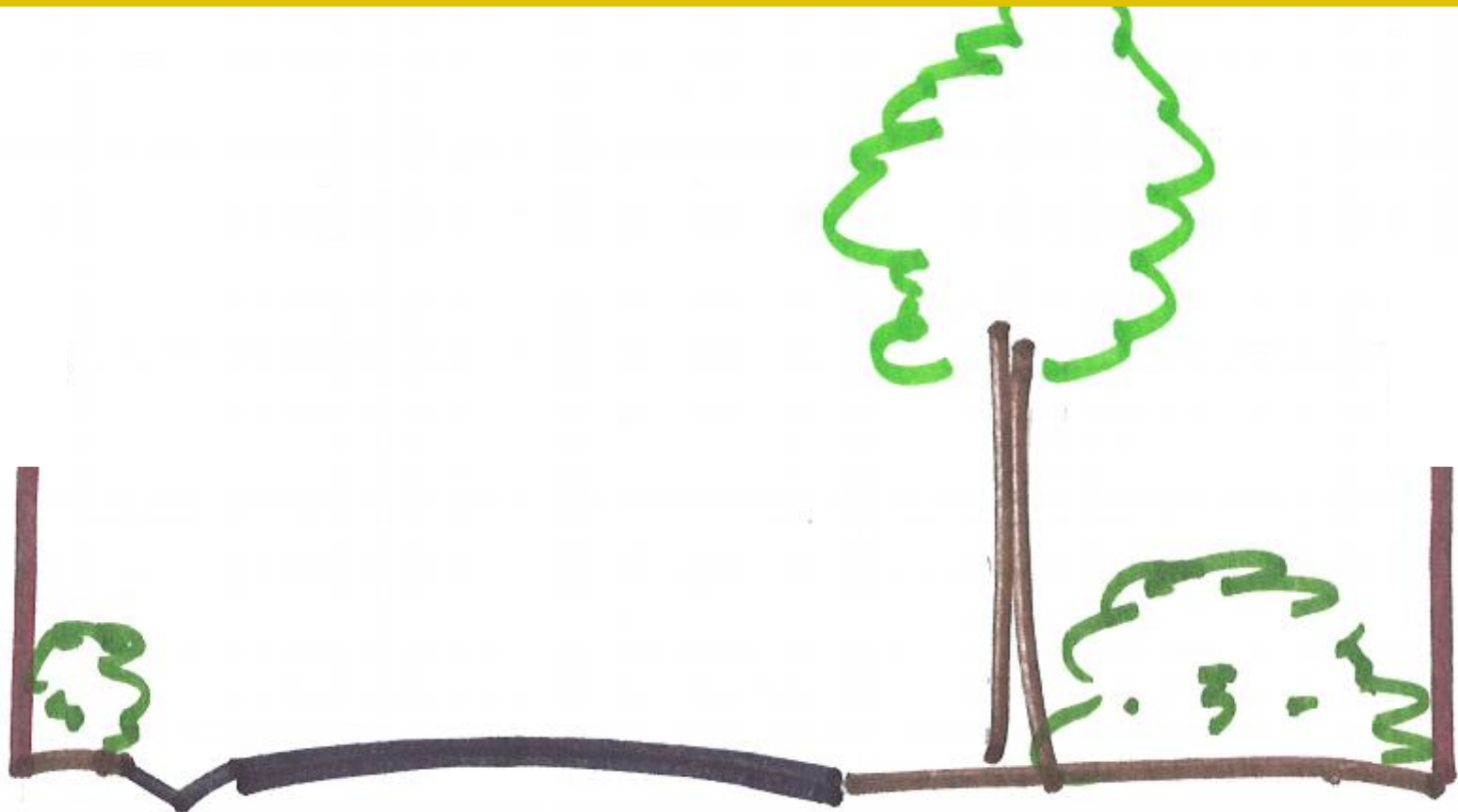


PRESENTATION
SAFE ROUTES TO Laurel Elementary School

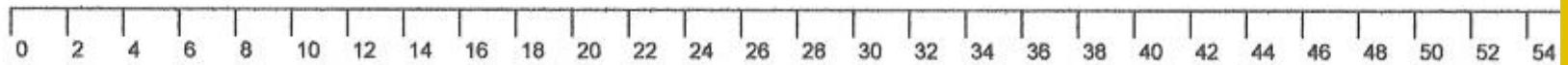


Section A

SAFE ROUTES TO Laurel Elementary School

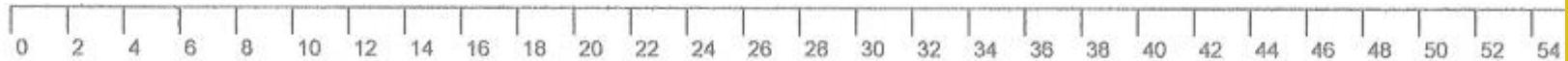


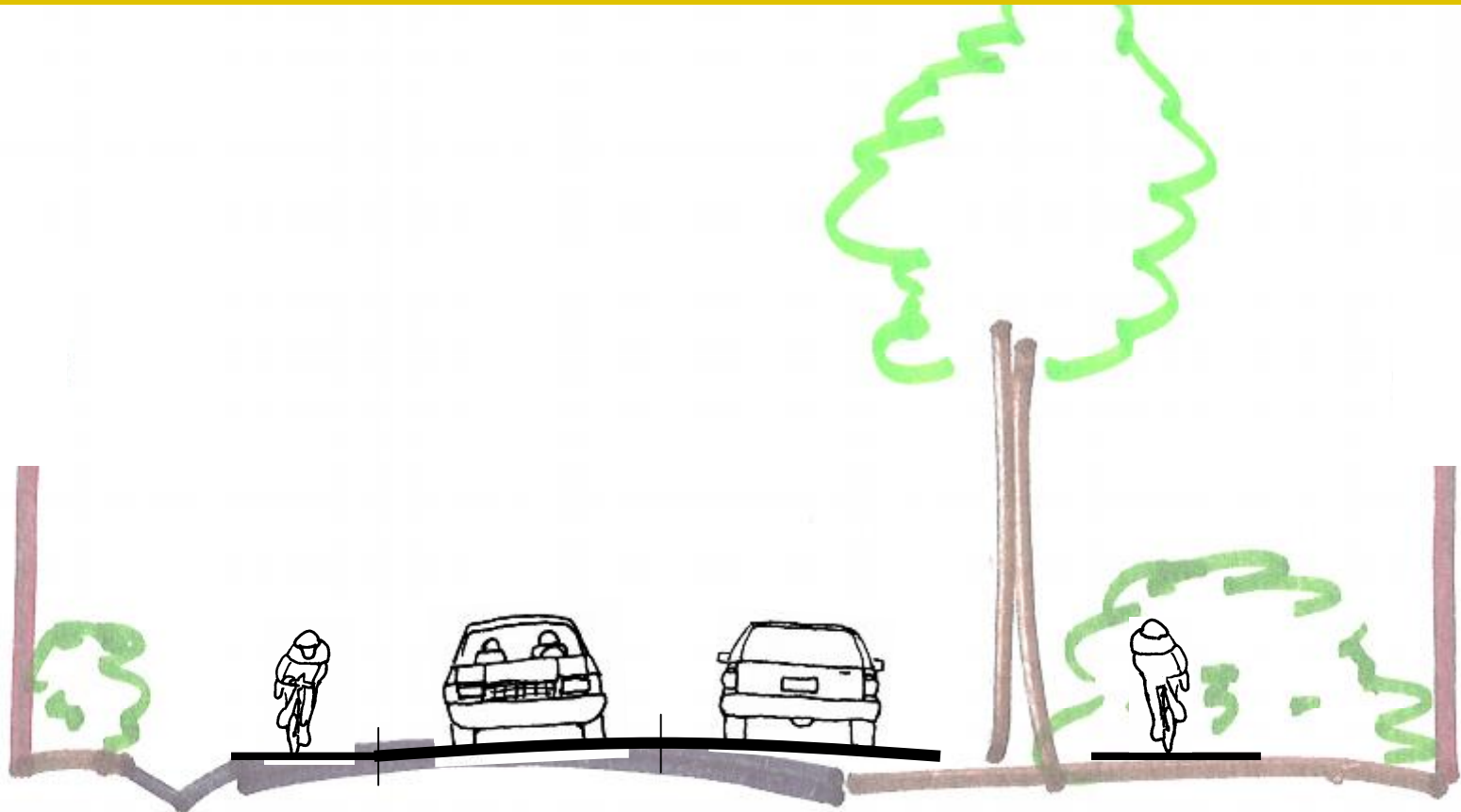
Section A



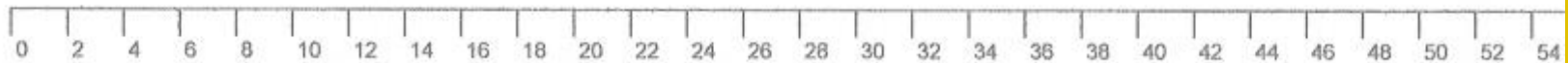


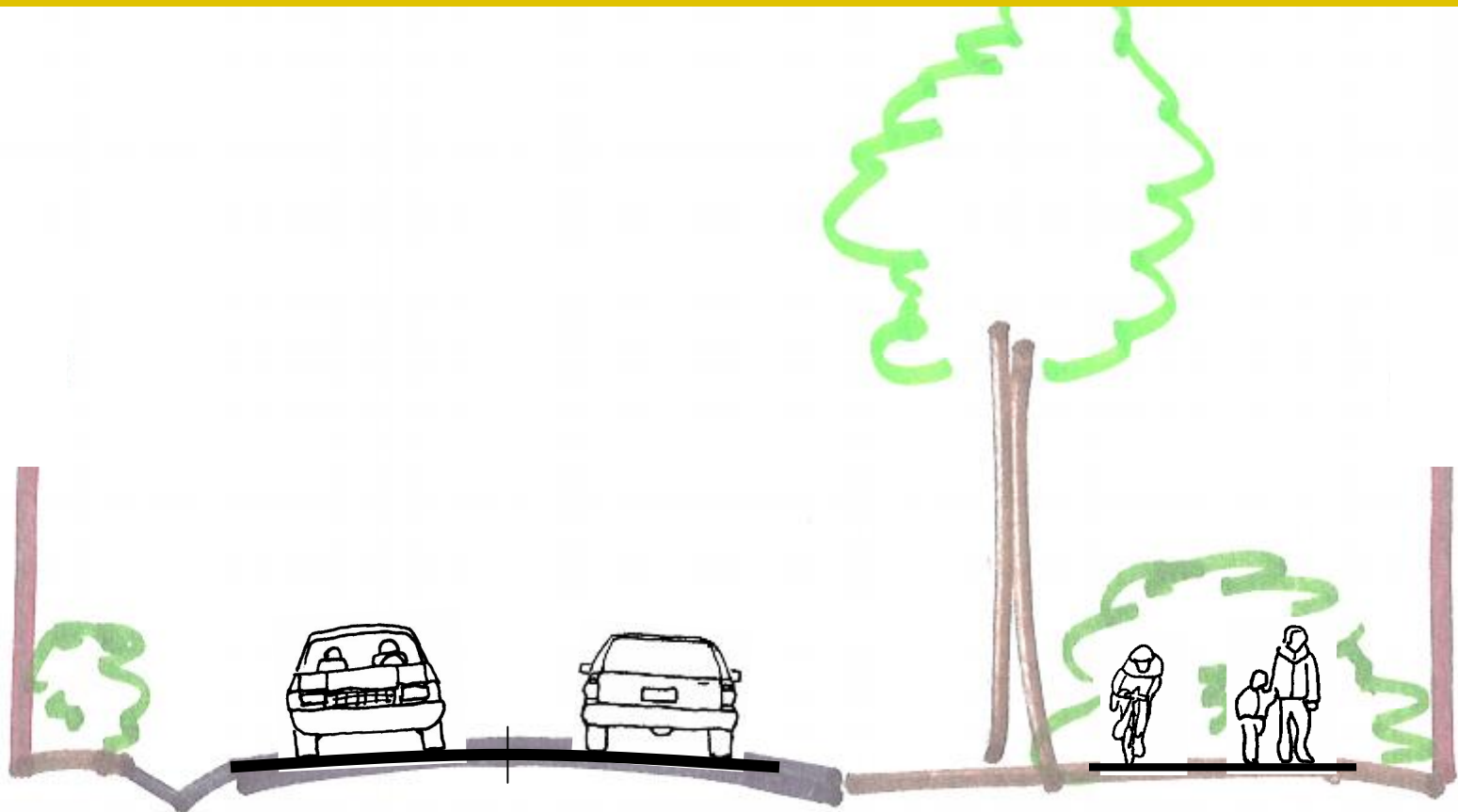
Section A – One Way



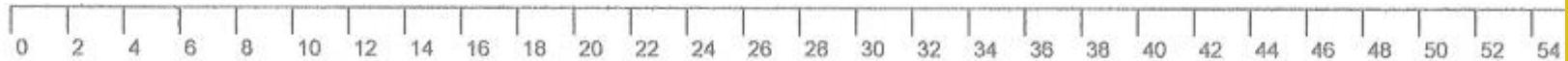


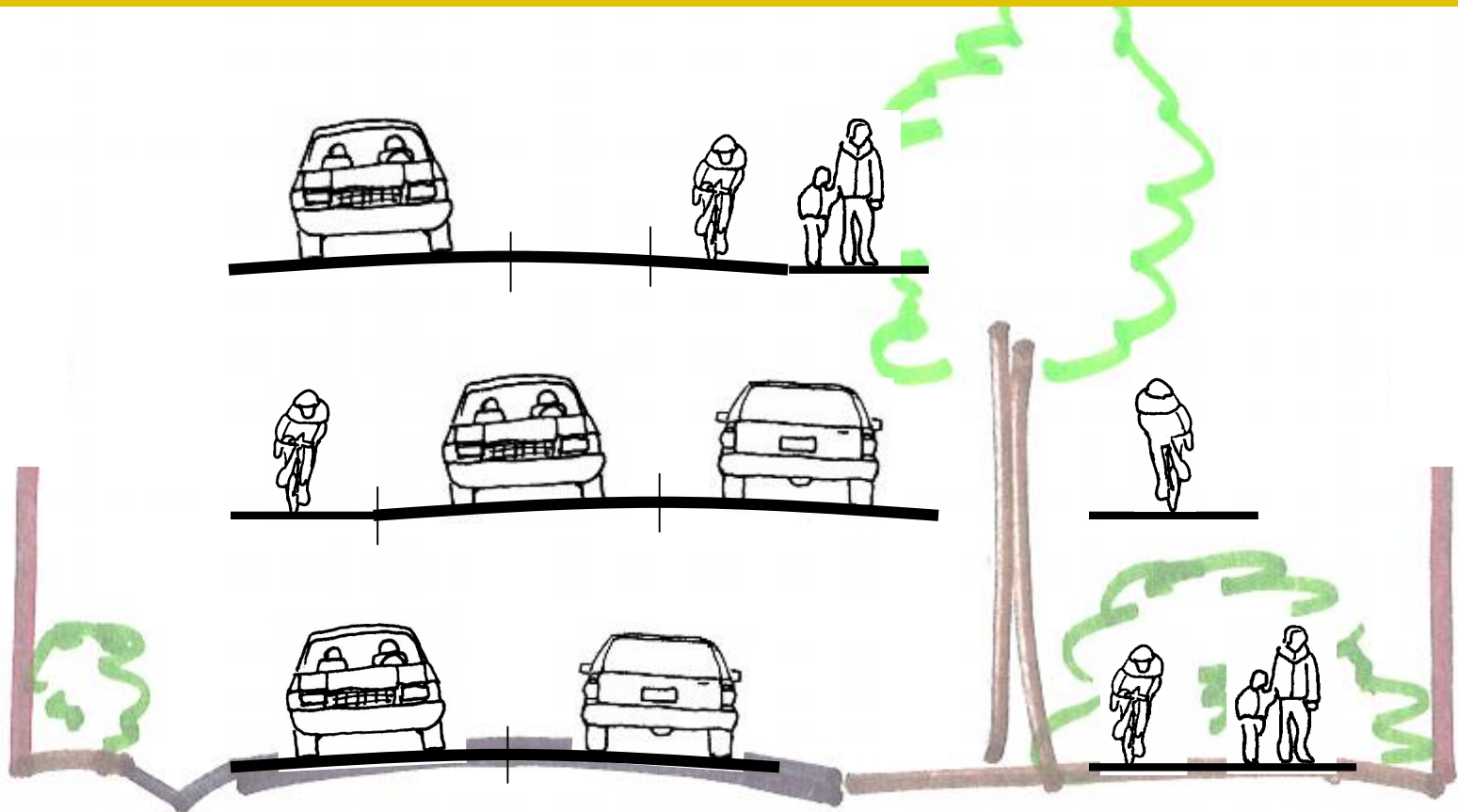
Section A - Bike Lanes



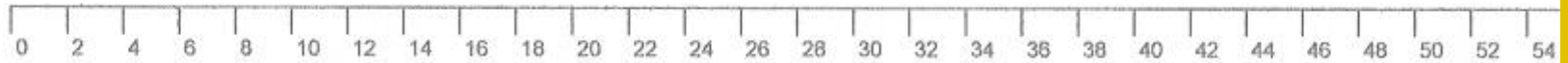


Section A – Multi-Use





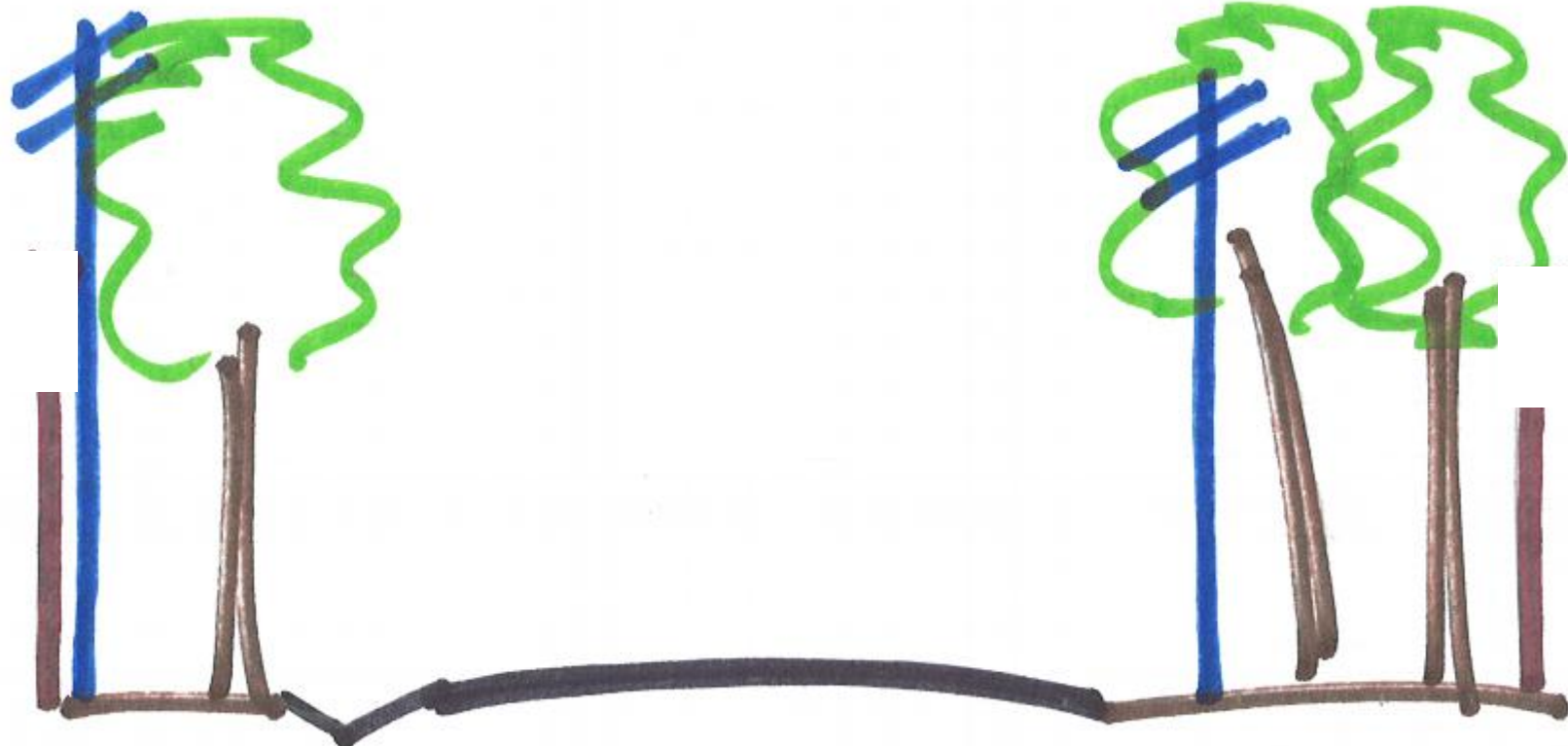
Section A - All



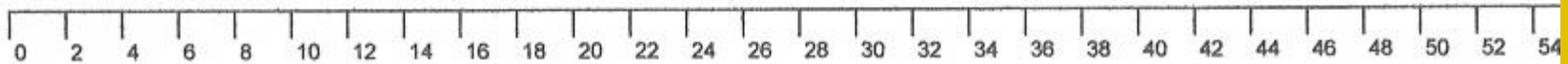


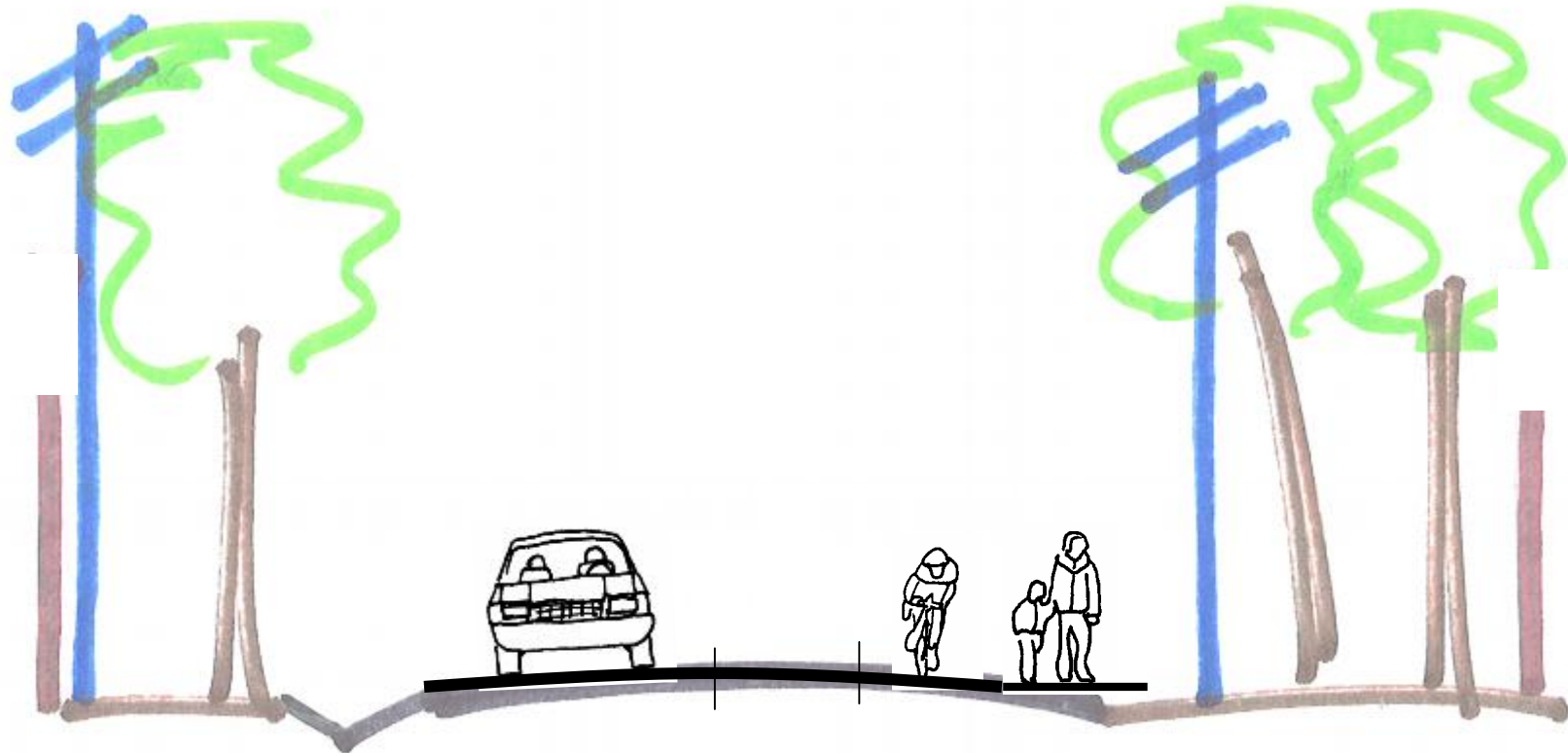
Section B

SAFE ROUTES TO Laurel Elementary School

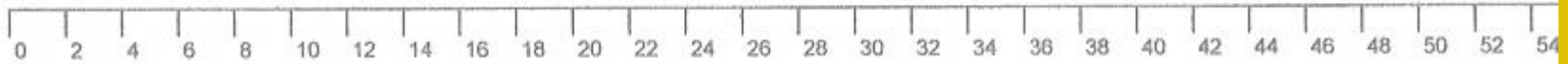


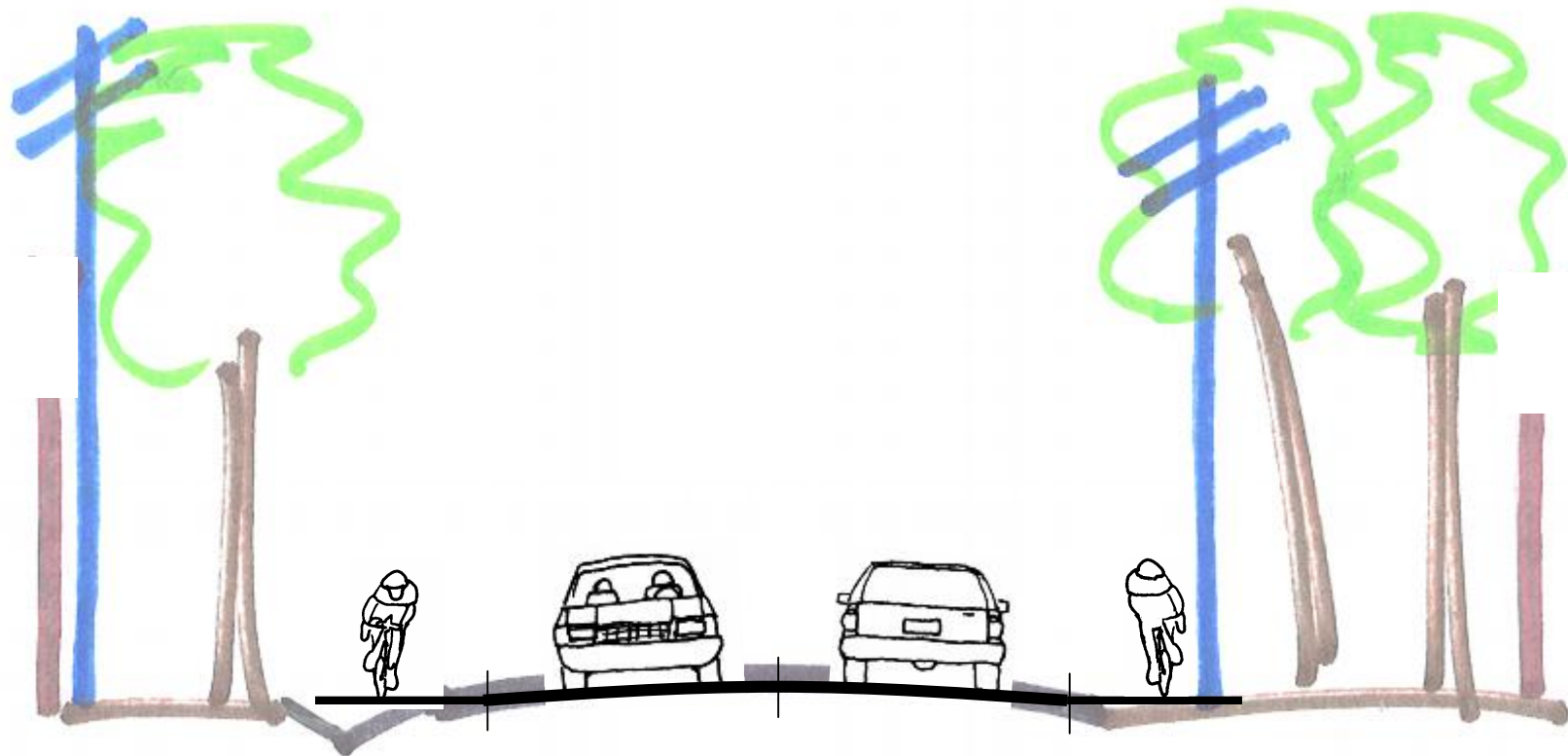
Section B





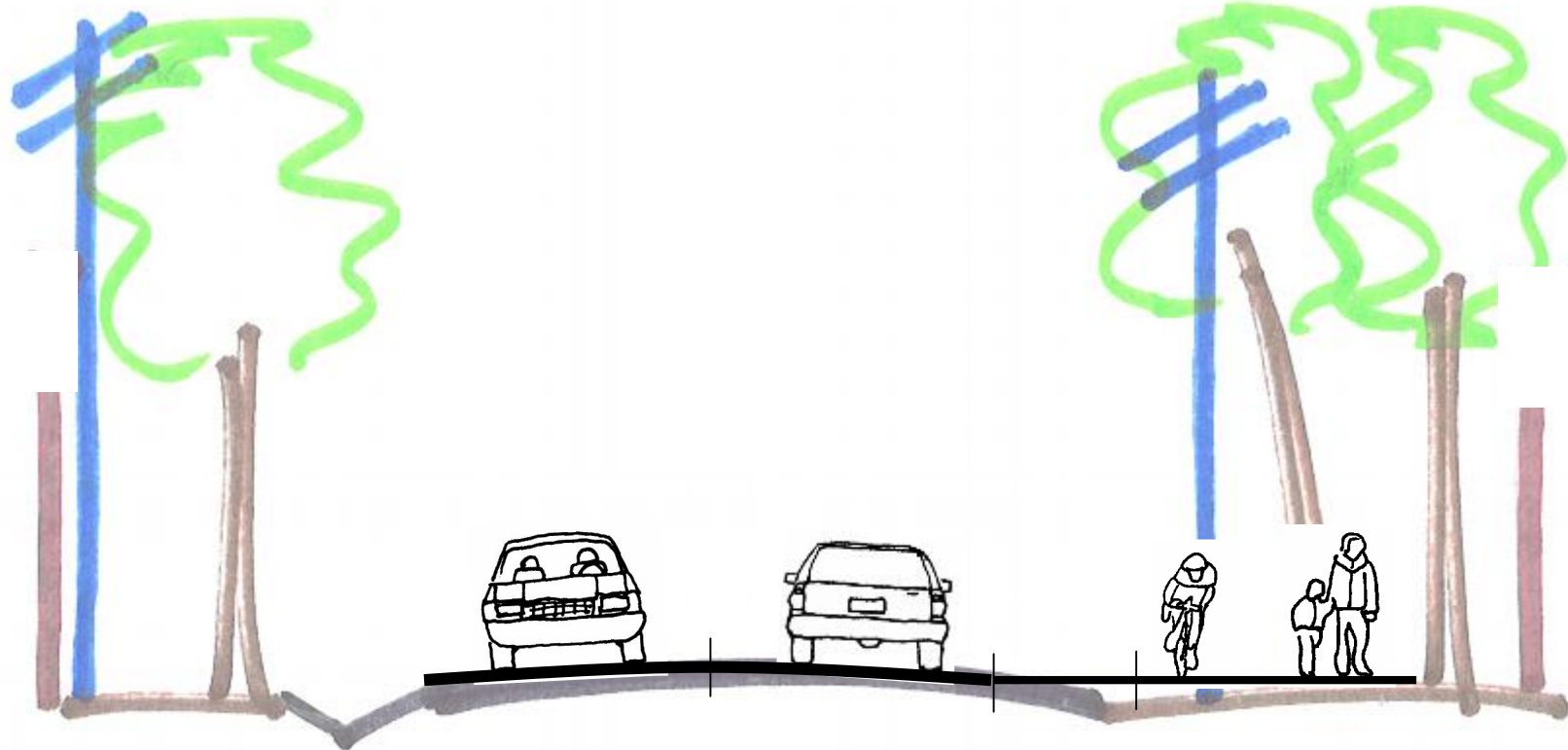
Section B – One Way



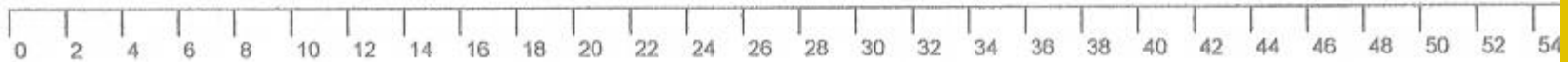


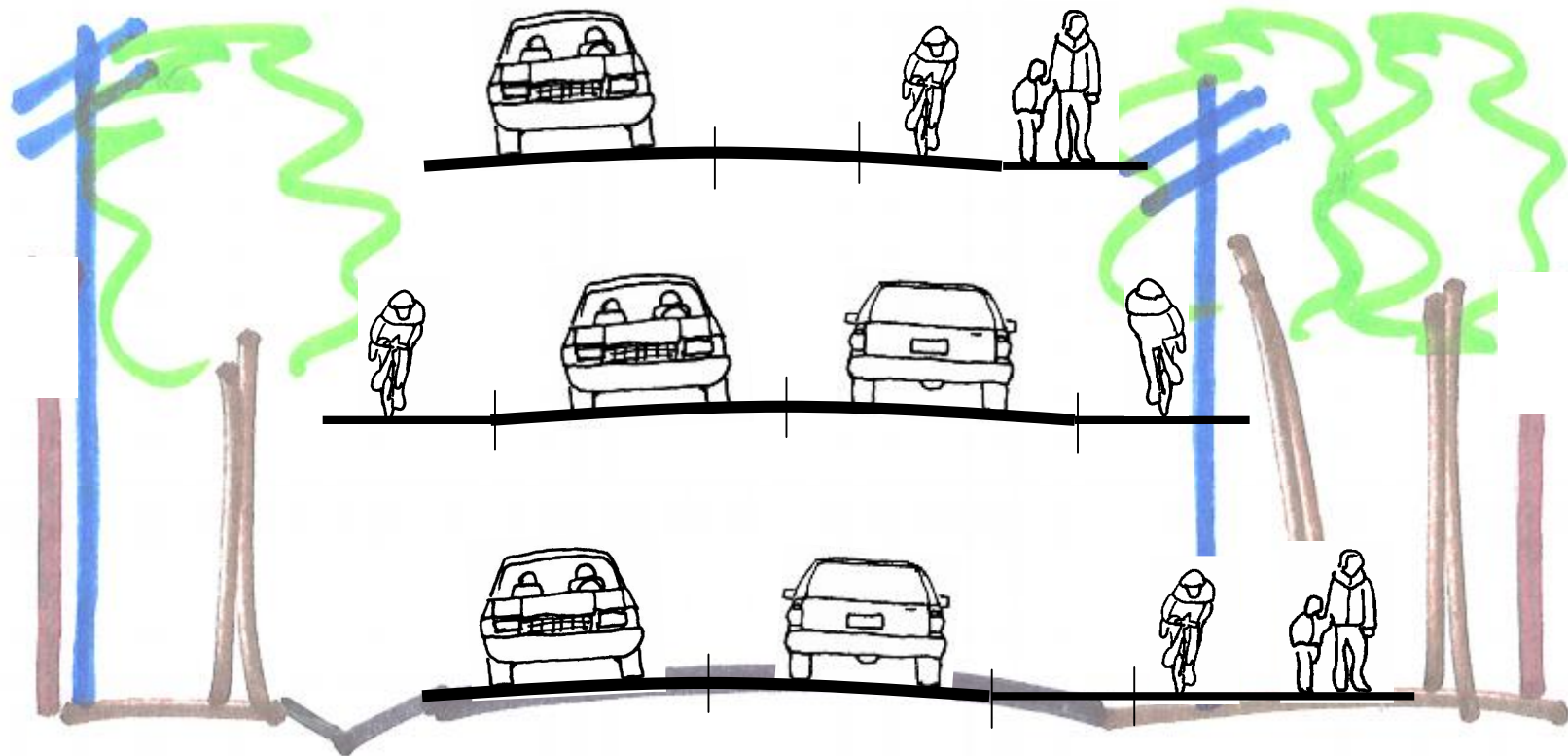
Section B – Bike Lanes



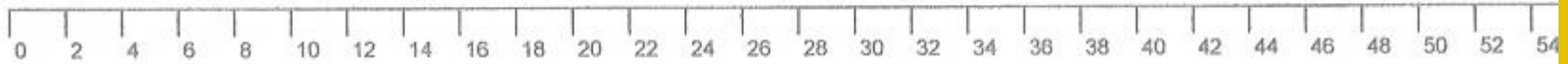


Section B – Multi-Use





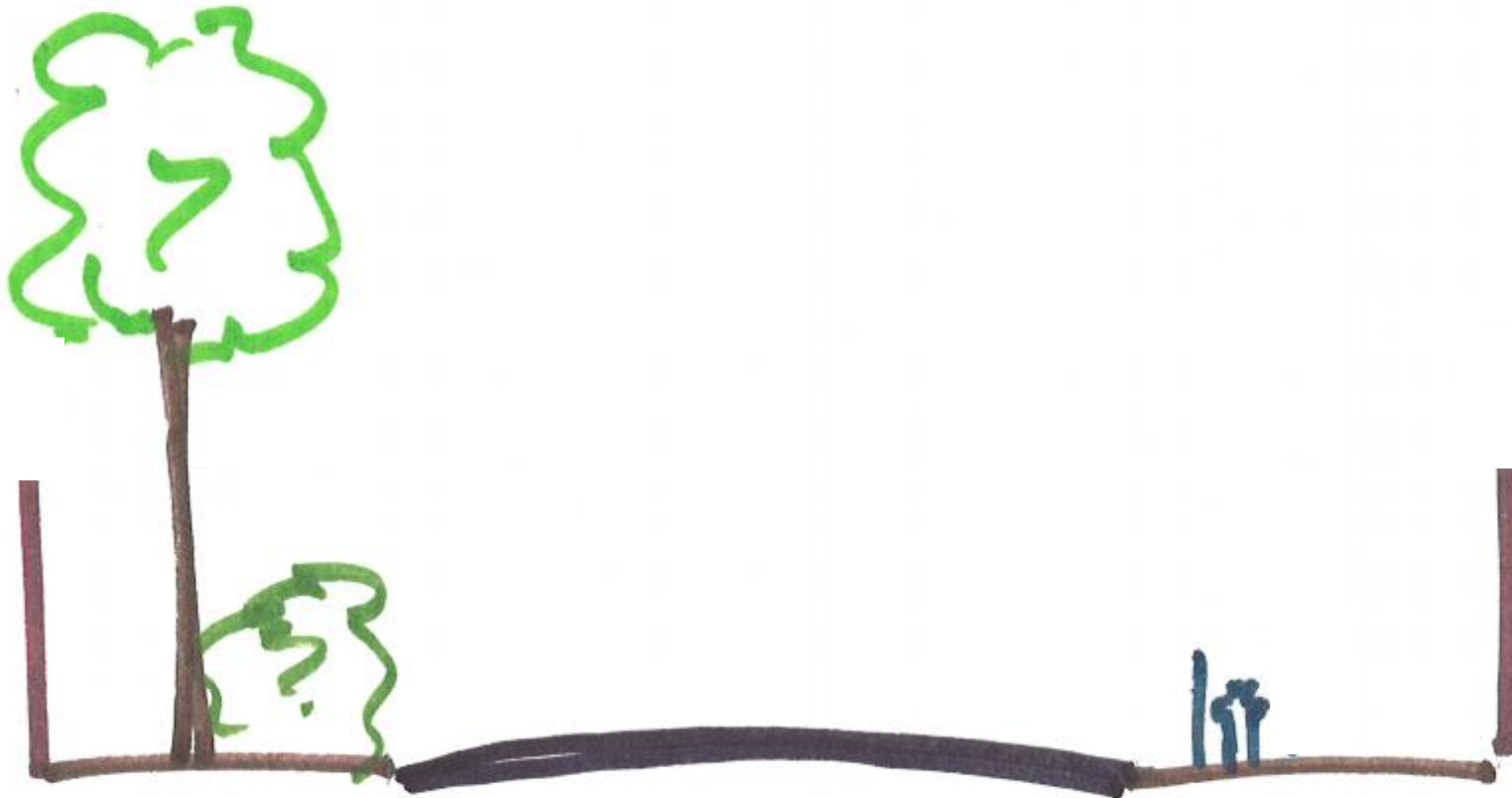
Section B – All



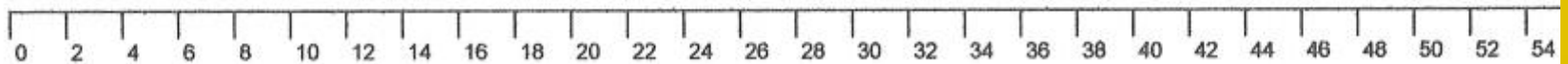


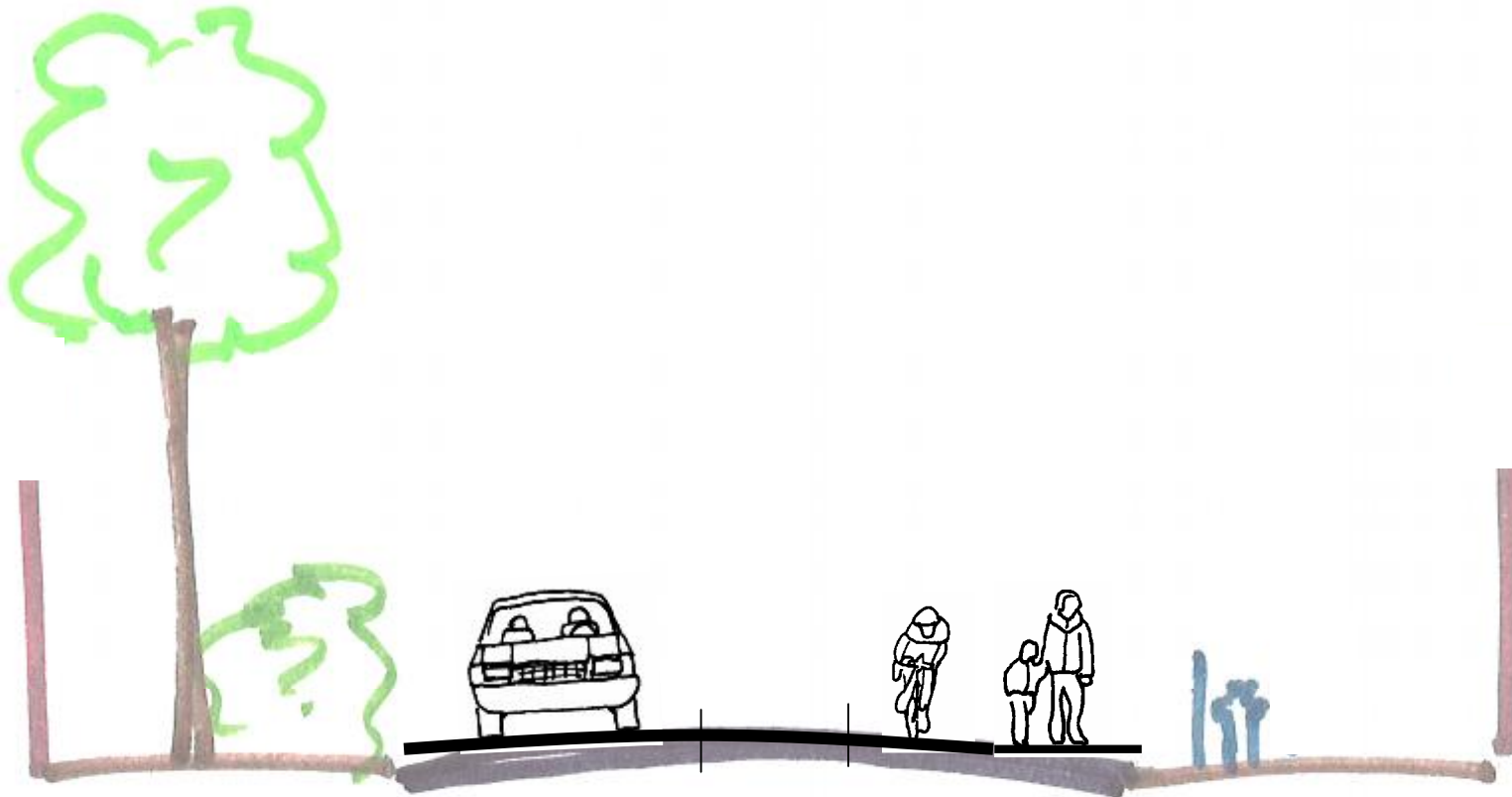
Section C

SAFE ROUTES TO Laurel Elementary School

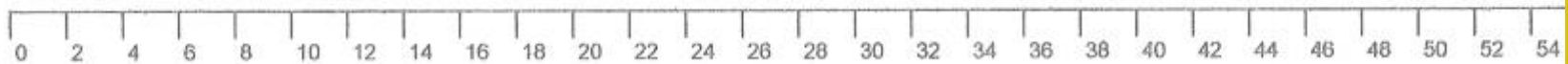


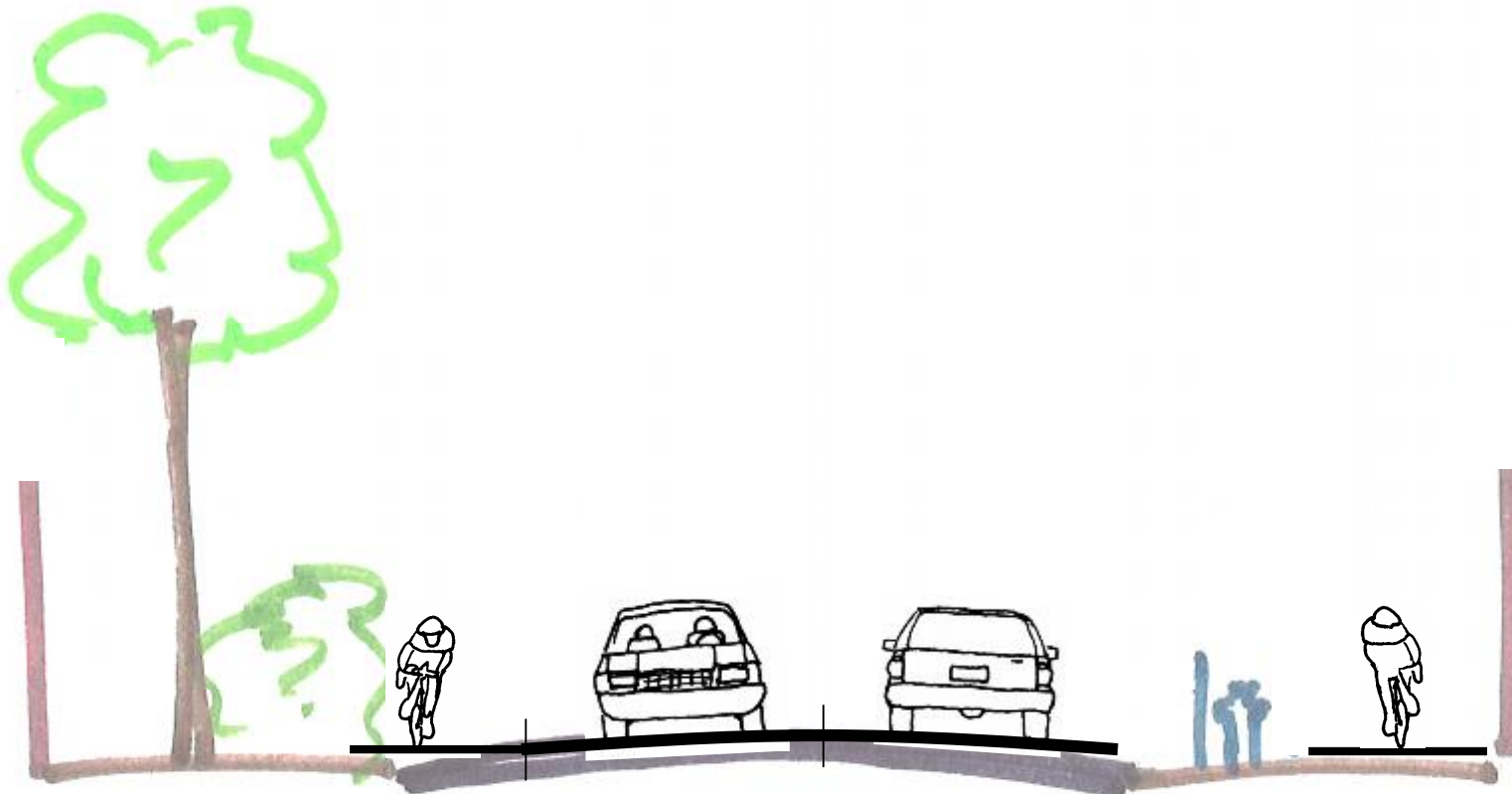
Section C



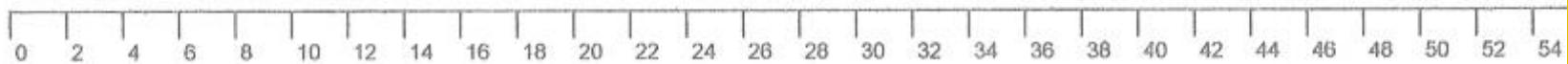


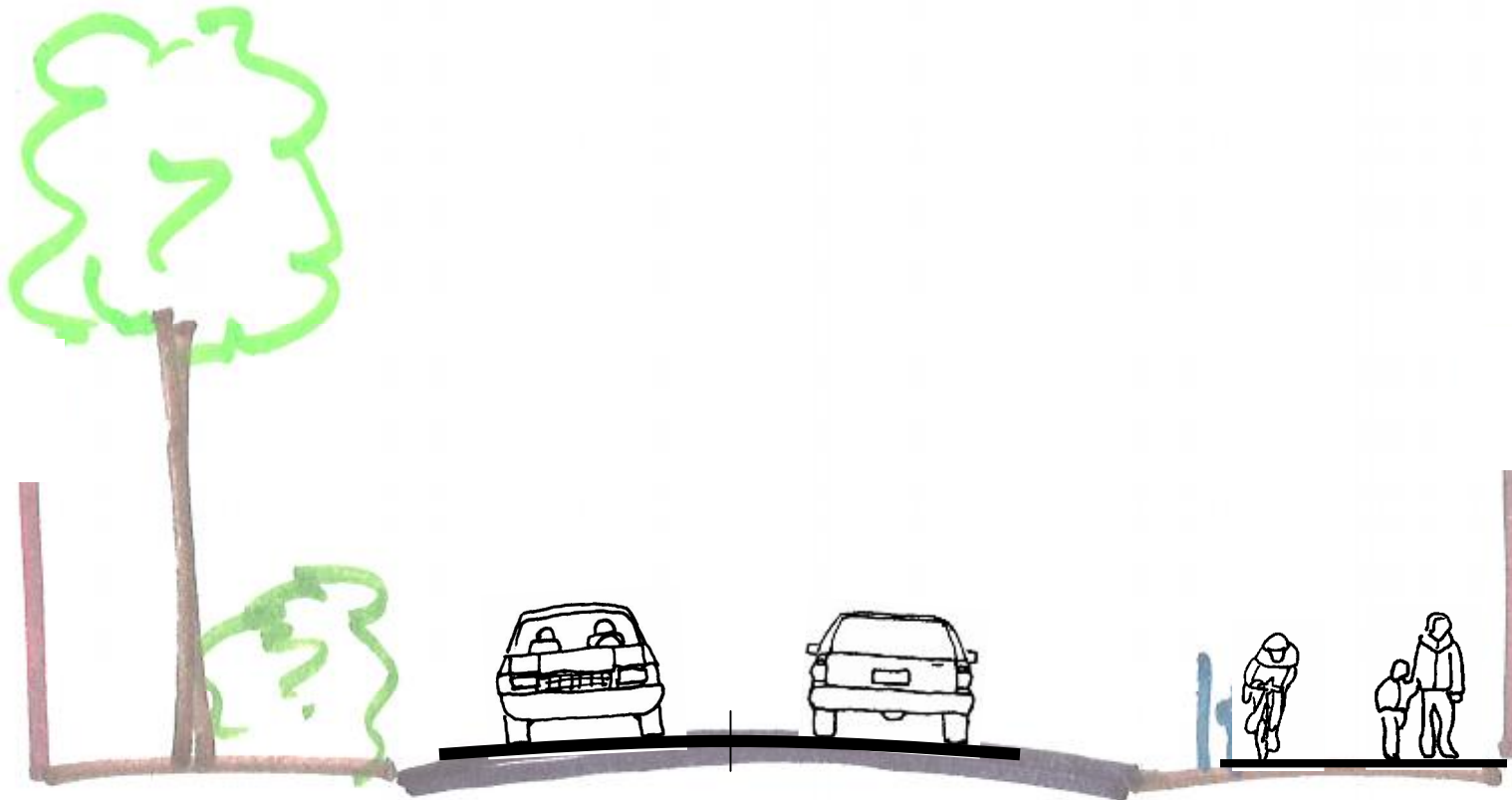
Section C – One Way



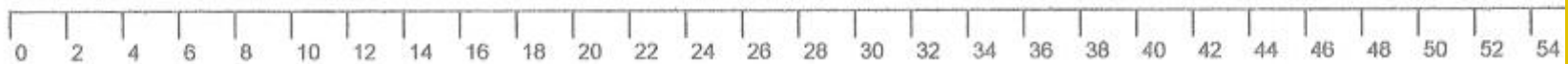


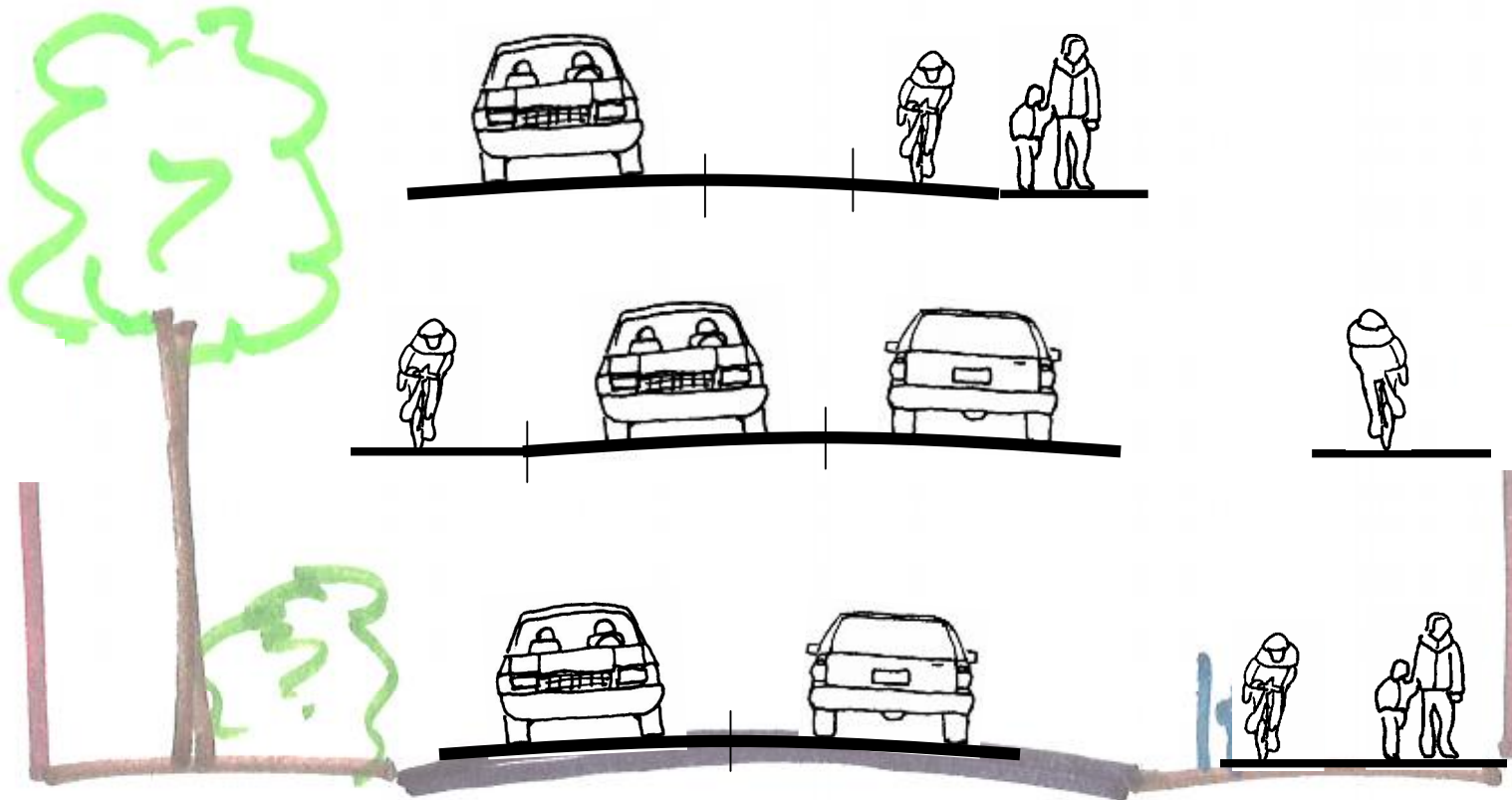
Section C – Bike Lanes



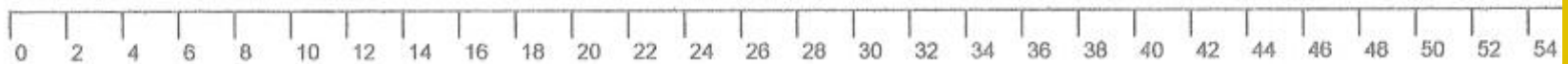


Section C – Multi-Use





Section C - All





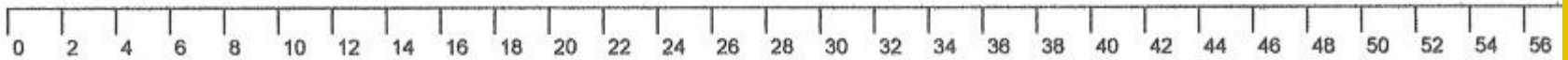
Section D

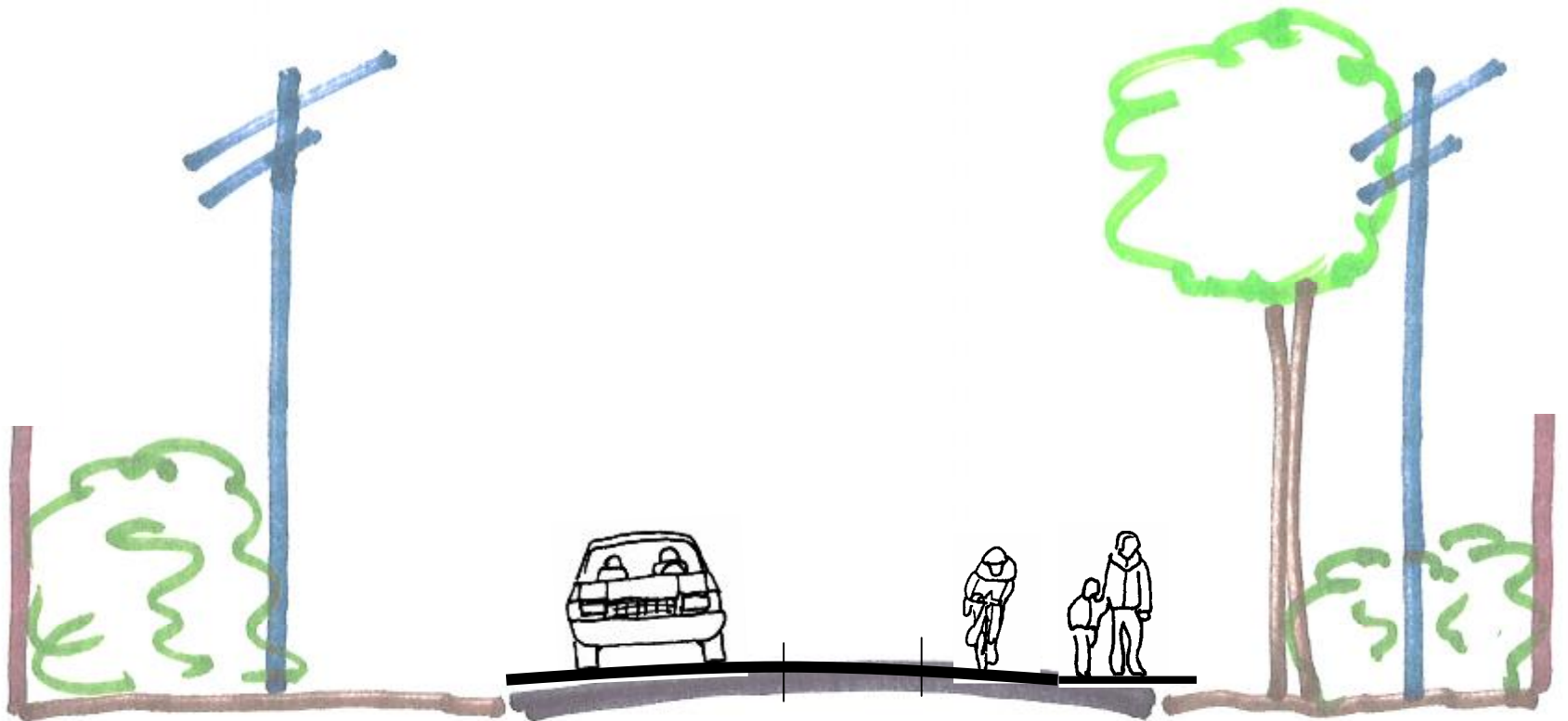
Hom
sociates, Inc.

SAFE ROUTES TO Laurel Elementary School



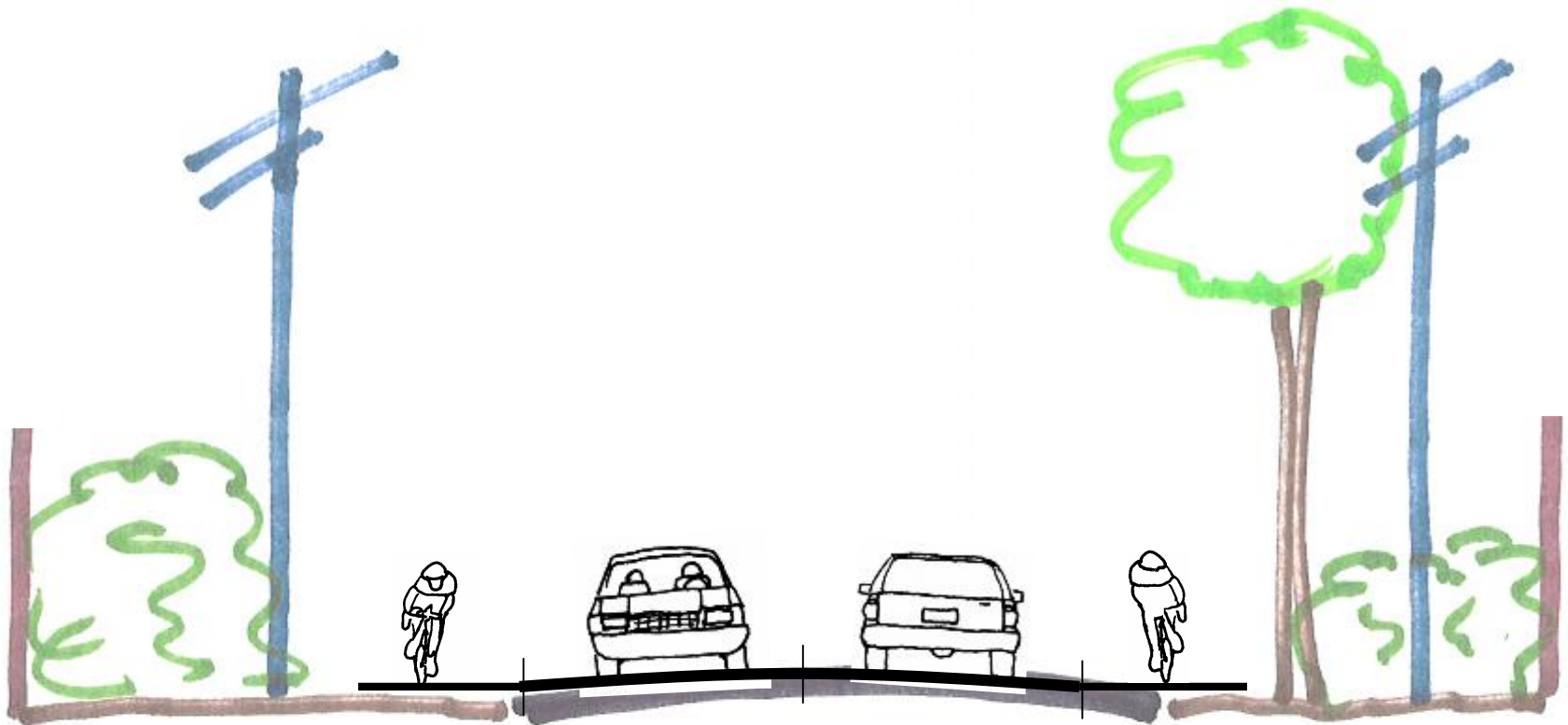
Section D



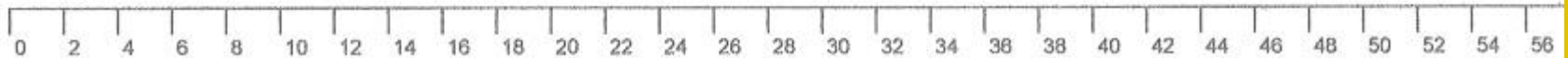


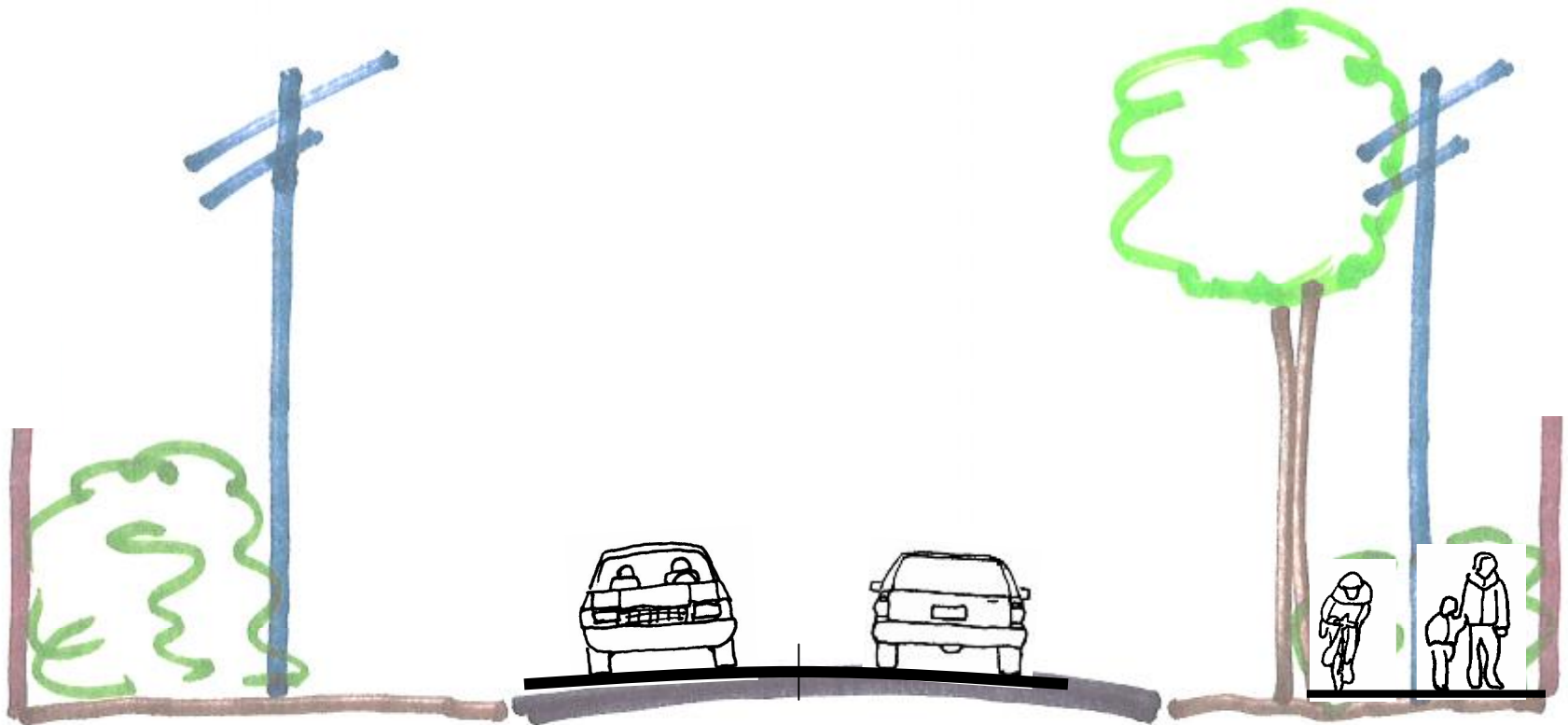
Section D – One Way

0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56

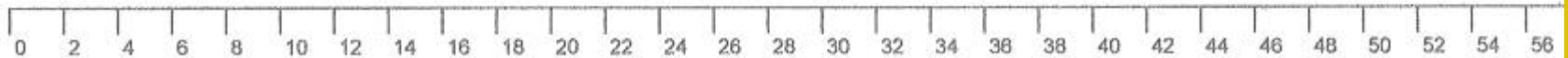


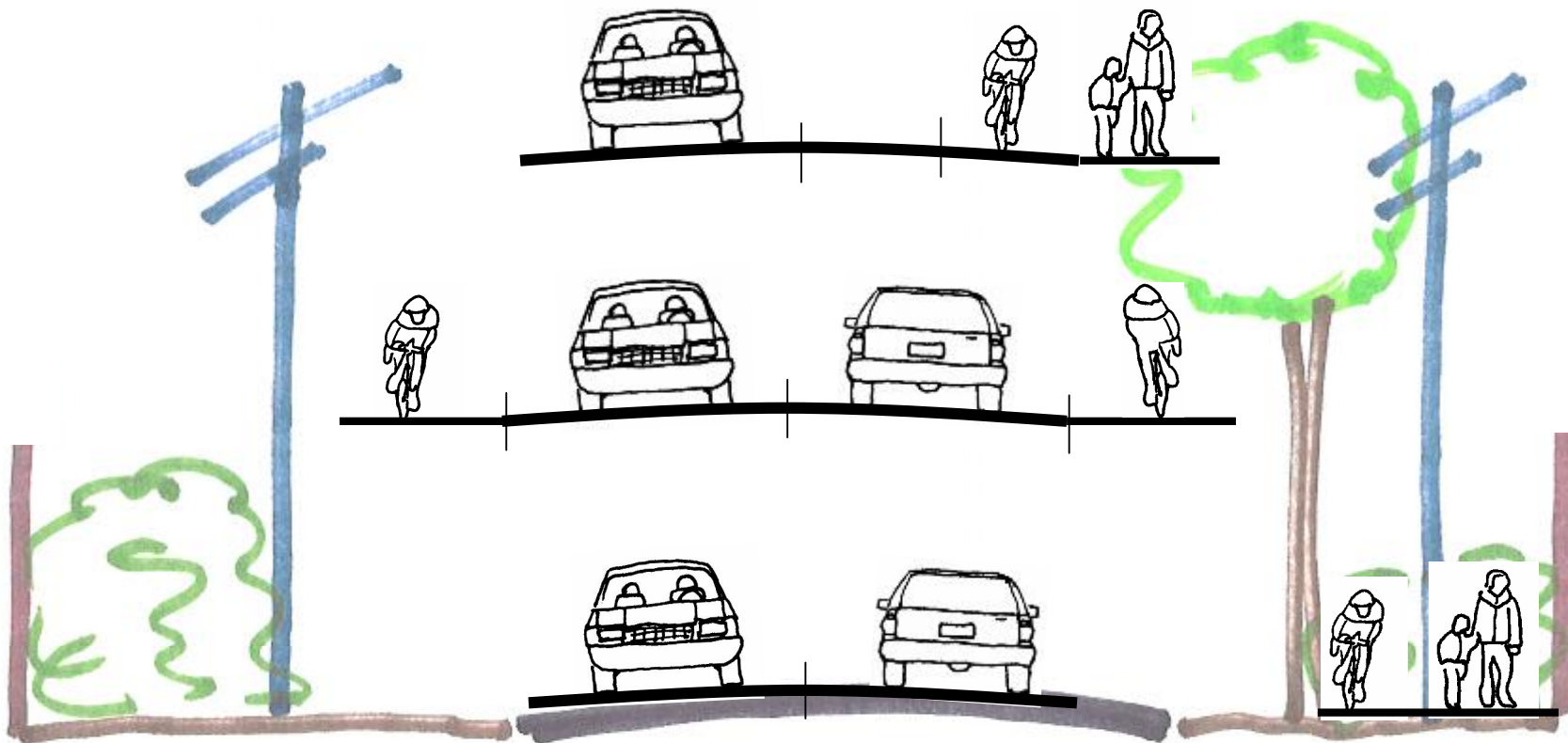
Section D – Bike Lanes



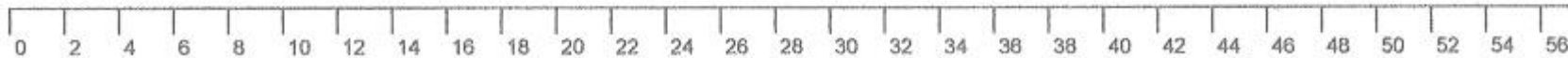


Section D – Multi-Use





Section D - All





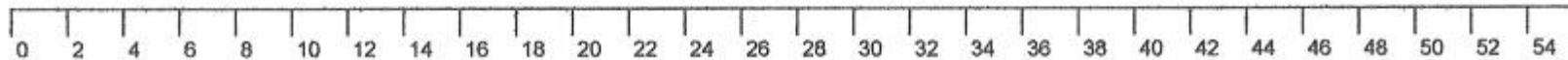
Section E

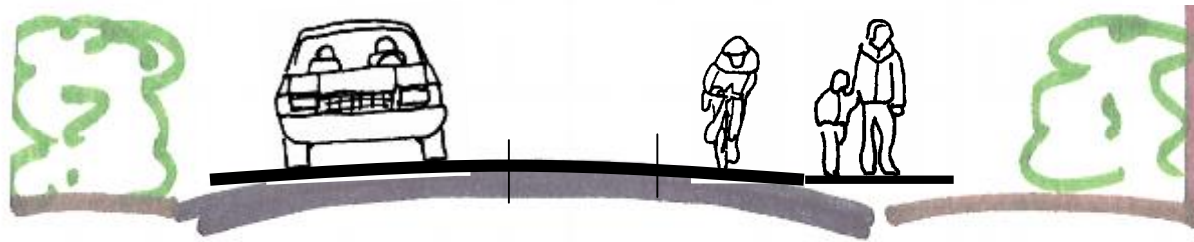
Hom
sociates, Inc.

SAFE ROUTES TO Laurel Elementary School

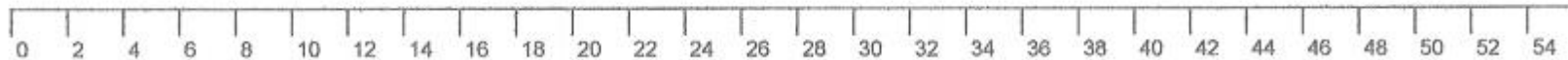


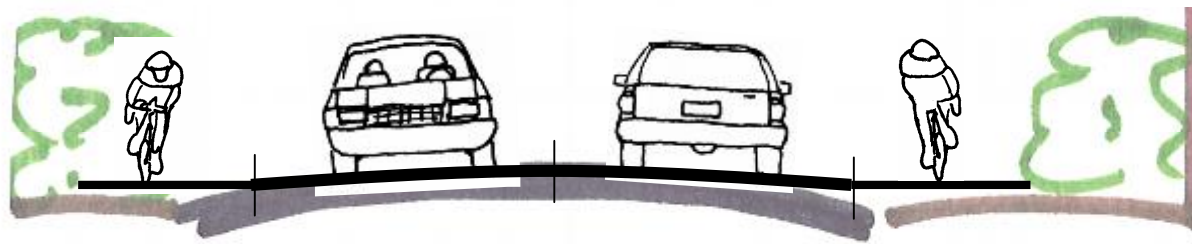
Section E



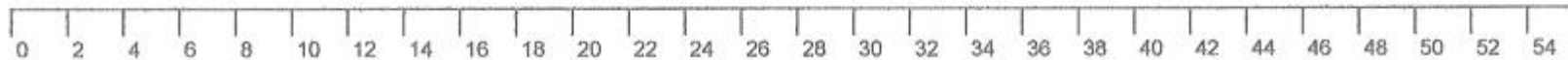


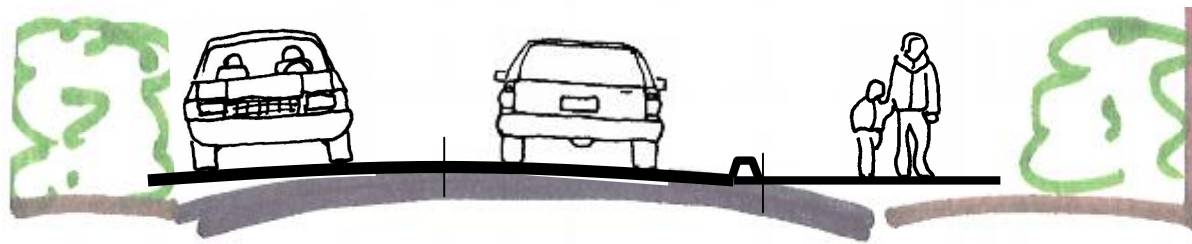
Section E – One Way



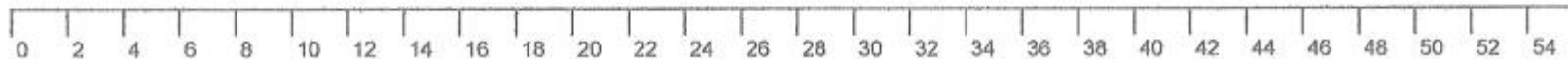


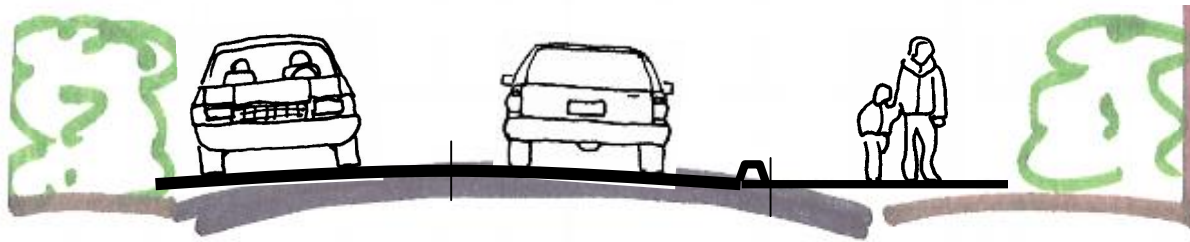
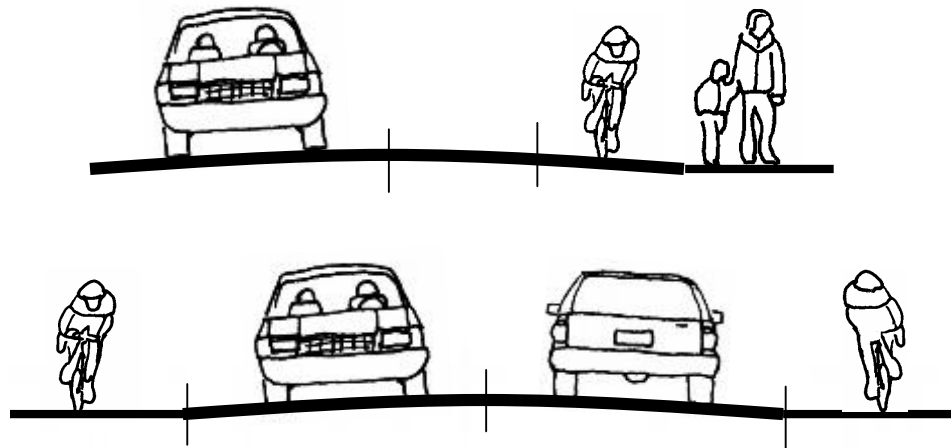
Section E – Bike Lanes



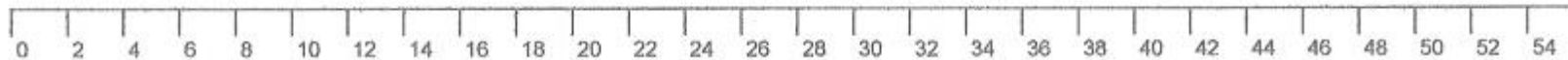


Section E – Multi-Use





Section E – All



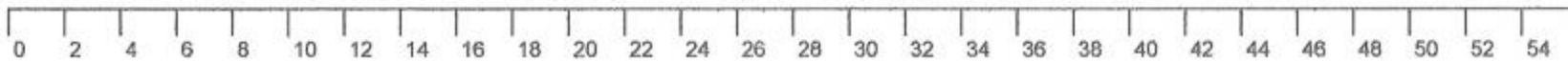


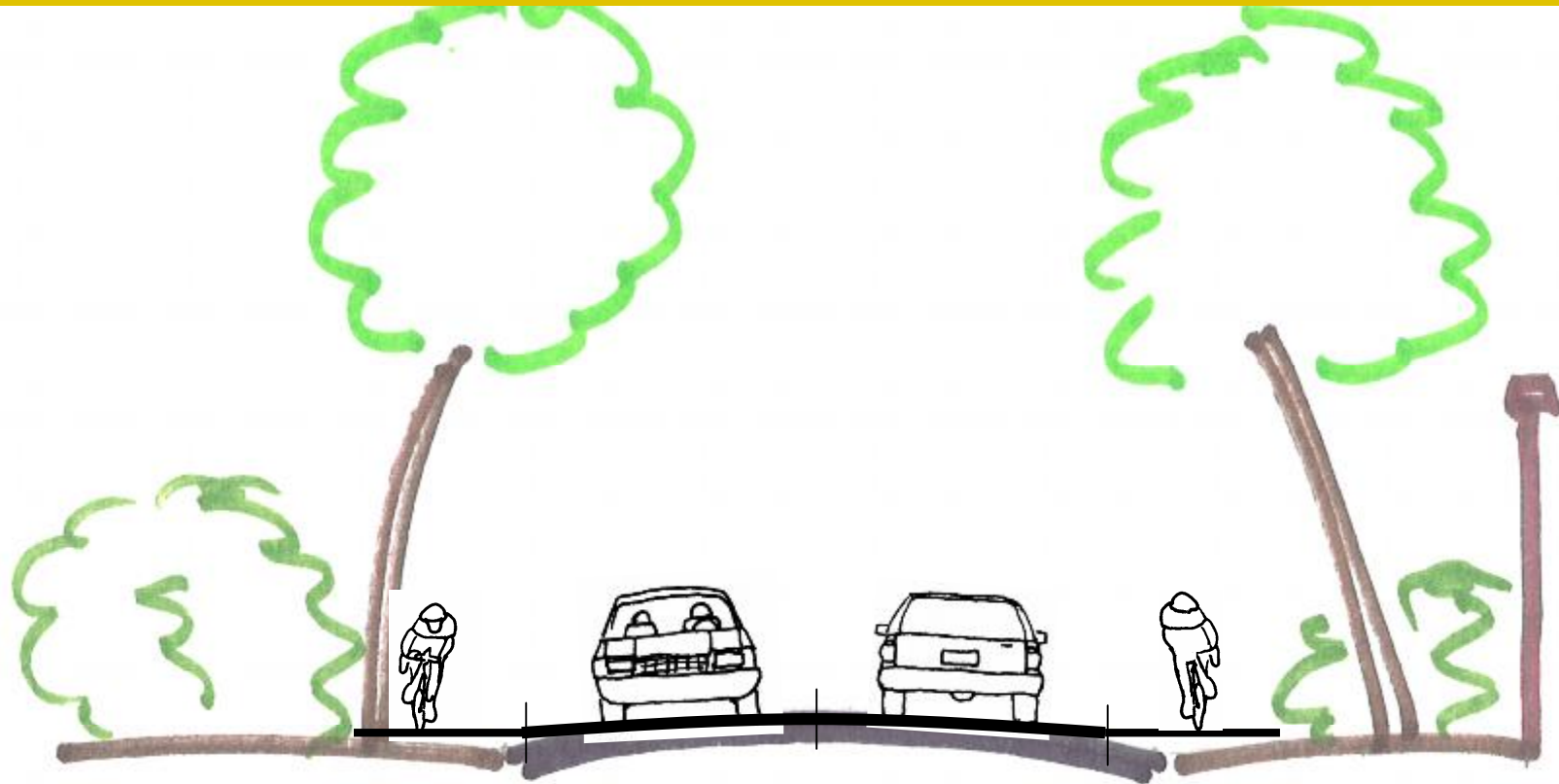
Section F

SAFE ROUTES TO Laurel Elementary School

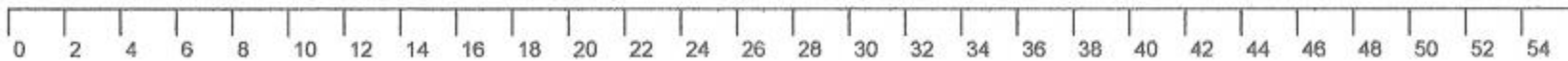


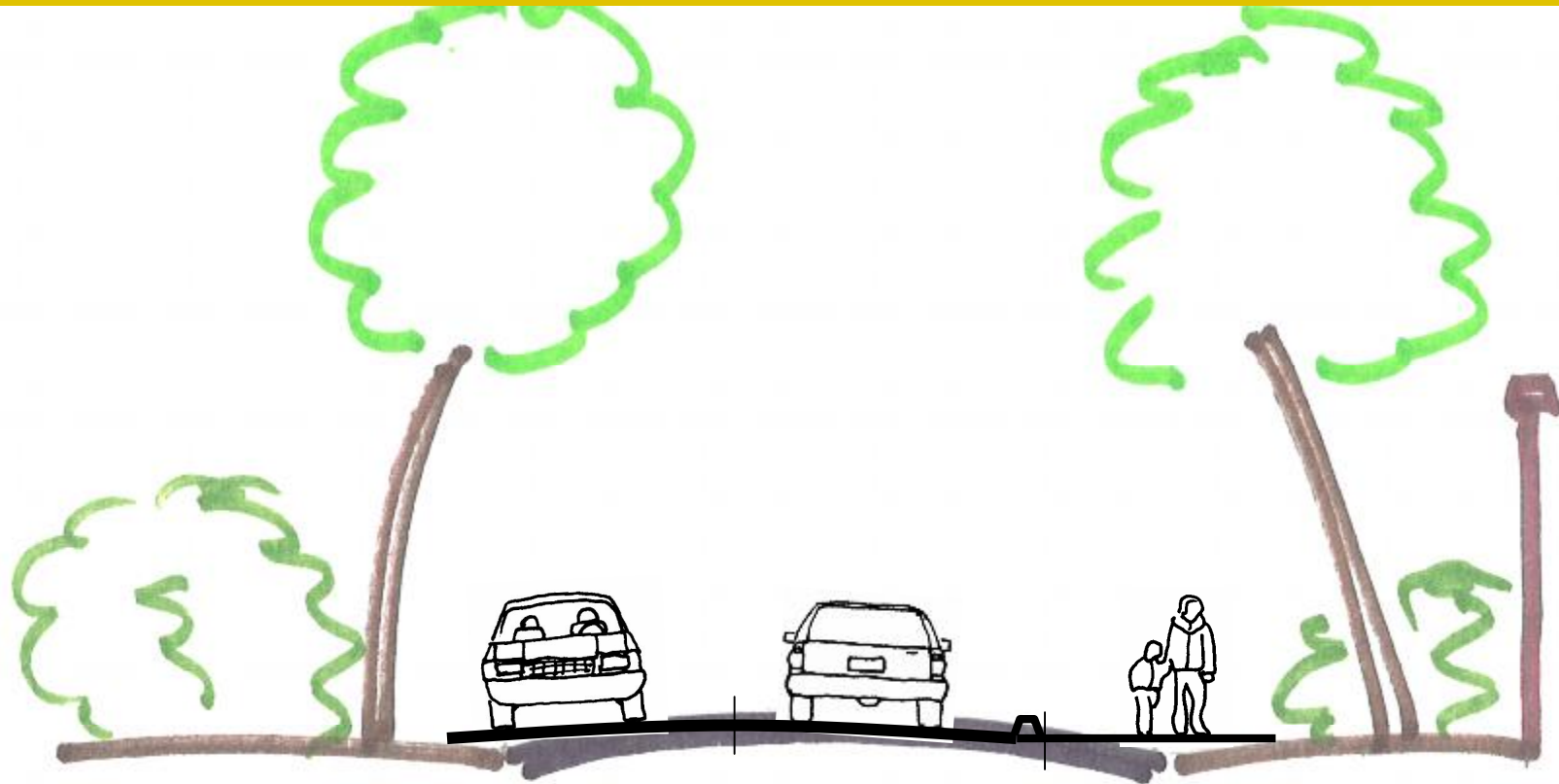
Section F – One Way



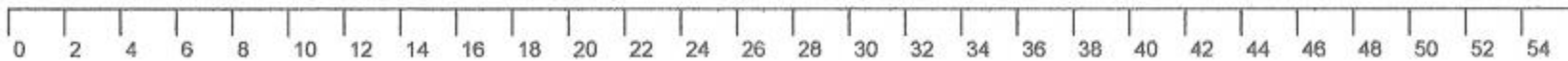


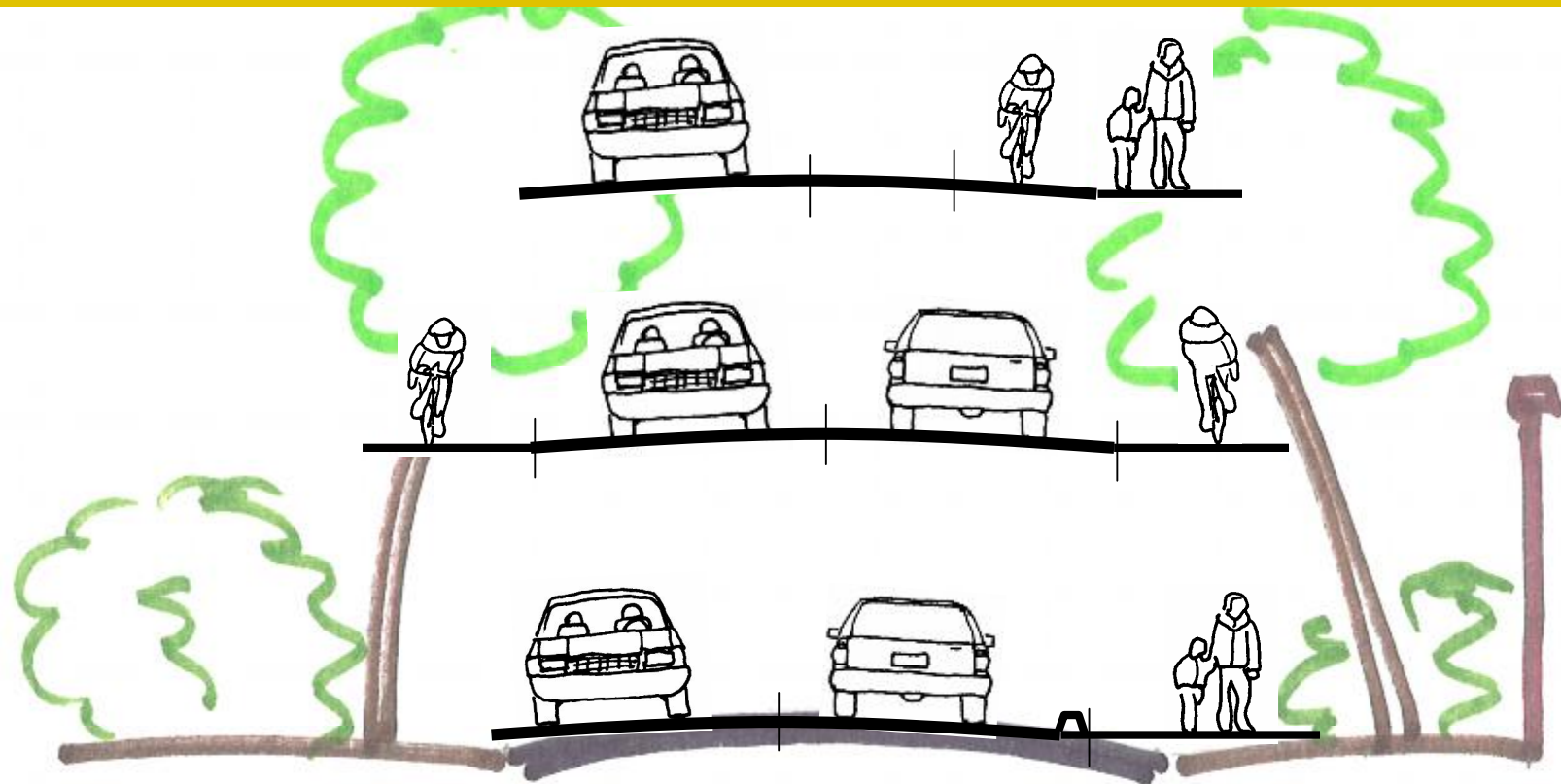
Section F – Bike Lanes



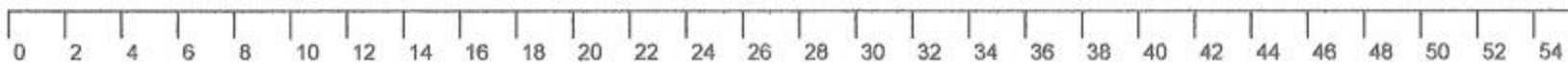


Section F – Multi-Use





Section F - All



3-Step Process to Consensus

1. Understand the issues
2. Develop technical solutions that best match the issues
3. Adjust solutions to reach consensus while retaining integrity of the plan



 Kinley-Horn
and Associates, Inc.

PRESENTATION

SAFE ROUTES TO Laurel Elementary School

Questions and Comments?



 Kinley-Horn
and Associates, Inc.

PRESENTATION

SAFE ROUTES TO Laurel Elementary School