



## Item No. 16 Town of Atherton

### **CITY COUNCIL STAFF REPORT – REGULAR AGENDA**

**TO: HONORABLE MAYOR AND CITY COUNCIL  
GEORGE RODERICKS, CITY MANAGER**

**FROM: MICHAEL KASHIWAGI  
COMMUNITY SERVICES DIRECTOR**

**DATE: JANUARY 20, 2016**

**SUBJECT: PROVIDE DIRECTION REGARDING PREPARATION OF A REQUEST FOR PROPOSAL FOR PRELIMINARY DESIGN SERVICES TO DETERMINE THE FEASIBILITY AND COST TO CONSTRUCT A ROUNDABOUT AT THE INTERSECTION OF ATHERTON AVENUE AND ALAMEDA DE LAS PULGAS**

#### **RECOMMENDATION**

Provide direction regarding the preparation of a Request for Proposal for preliminary design services to determine the feasibility and cost to construct a roundabout at the intersection of Atherton Avenue and Alameda de las Pulgas.

#### **BACKGROUND**

Roundabouts are traffic regulatory devices typically placed to control the orderly and safe flow of traffic through busy intersections. Roundabouts serve the same purpose and act as an alternate solution to the construction of a traffic signal. The intersection of Atherton Avenue and Alameda de las Pulgas is currently a 4-way stop controlled intersection.

Through the Town of Atherton, Alameda de las Pulgas is a 2-lane roadway which carries significant regional traffic. Traffic counts taken in September 2015 measured an average daily traffic volume of 14,185 vehicles per day (vpd) in the vicinity of Atherton Avenue. Previous counts were taken in May 2000 and November 2002 with measured volumes of 16,023 vpd and 15,210 vpd respectively.

#### **ANALYSIS**

From the standpoint of traffic operations and traffic safety, staff does not have concerns regarding current operations of the Atherton Avenue/Alameda de las Pulgas intersection. During the morning and evening peak periods, Alameda de las Pulgas/Atherton Avenue intersection traffic experiences

vehicular queing and delays which would be expected given the volume of traffic using Alameda de las Pulgas.

Given the interest of exploring the feasibility of a roundabout at Atherton/Alameda de las Pulgas over the past several years, at the direction of Council, staff performed a very preliminary geometric layout of a conventional roundabout using recently acquired topographic survey and right-of-way information. Based upon this very cursory review, construction of a conventional roundabout would require minor right-of-way acquisition at the northeast quadrant of the intersection. A computer generated drawing of this intersection is included as an attachment to this report.

Due to the sensitivity of impacts to existing residential properties and the importance of an appropriate geometric design and intersection operations analysis by an experienced and qualified transportation engineering consultant, staff recommends soliciting services from a qualified engineering consultant through the development and issuance of a Request for Proposal. A suggested work scope for the consultant would include:

- Traffic signal warrant analysis of the Atherton/Alameda de las Pulgas intersection
- Geometric feasibility of a conventional and mini-roundabout
- Operational review/analysis of a conventional and mini-roundabout
- Cost estimates

Staff experience is that mini-roundabouts are typically used in smaller, campus-style installations where vpd counts are significantly less. The design of mini-roundabouts are different than the design of conventional roundabouts (usually smaller in scale and with no raised center aisle). Both styles must be designed to accommodate all sizes of vehicle traffic and emergency response vehicles. Alameda de las Pulgas and Atherton Avenue are primary emergency response routes and it is important to consider that these routes also serve as destination-driven truck routes.

If a feasibility analysis is recommended, staff will undertaken additional coordination with any stakeholder agencies, to include Menlo Park Fire Protection District. The Fire District does have guidelines and restrictions for traffic calming devices; however, a roundabout is a traffic control device that is required to meet applicable emergency response requirements.

## **POLICY FOCUS**

Determining the feasibility and operational impacts of a roundabout at the Atherton/Alameda de las Pulgas intersection will provide helpful information to determine the transportation investments benefits for the Alameda de las Pulgas corridor.

Direction by the Council to pursue a feasibility study will continue pursuit of this issue to the next phase as a priority item for Council consideration. Without a feasibility study, staff cannot move forward with any further design or discussion of this item.

### **FISCAL IMPACT**

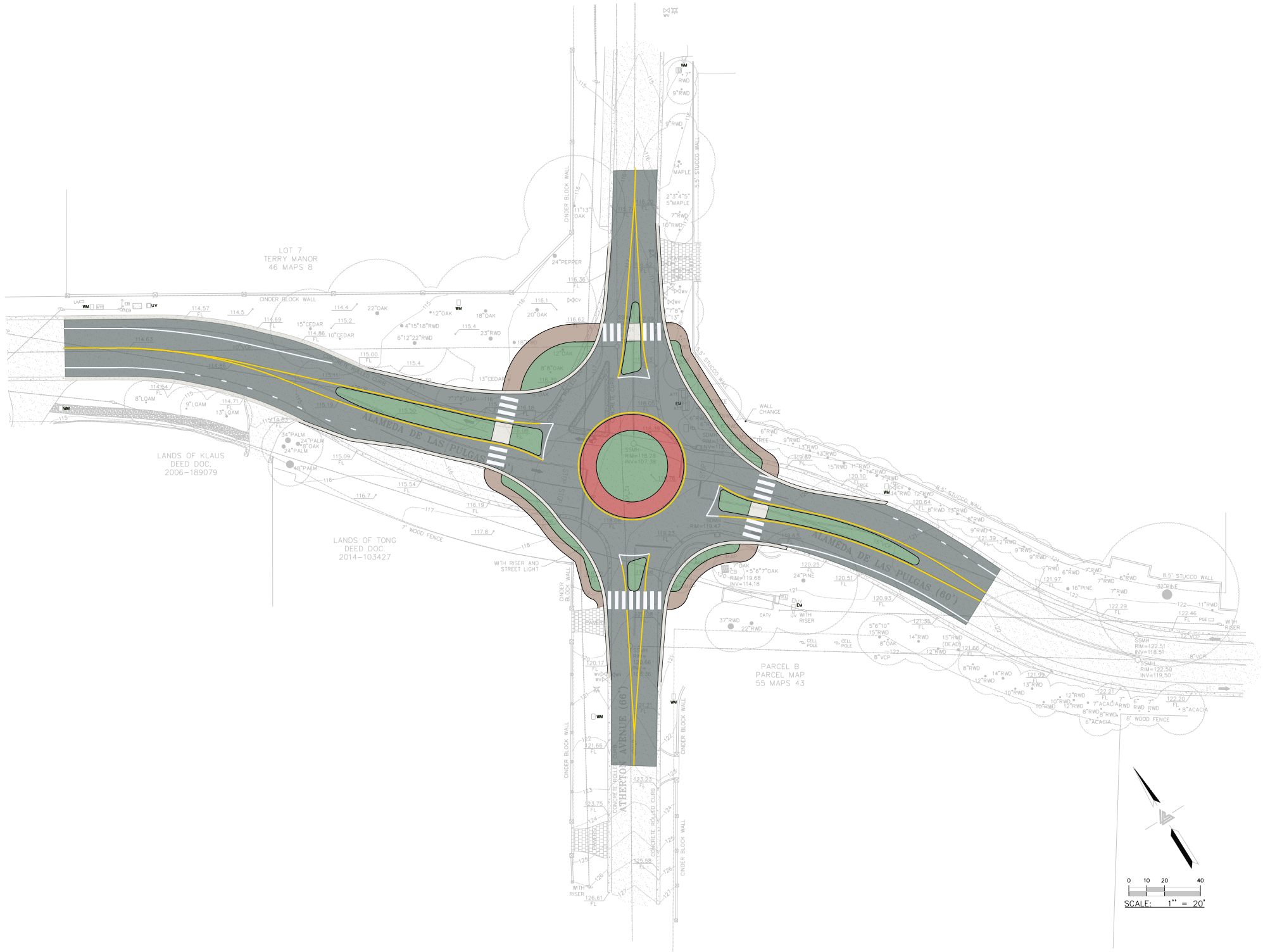
The estimated cost to prepare and manage the RFP process is approximately \$3,000. The anticipated consultant cost to perform the feasibility and operational analysis is \$25,000 to \$35,000.

### **PUBLIC NOTICE**

Public notification was achieved by posting the agenda, with this agenda item being listed, at least 72 hours prior to the meeting in print and electronically. Information about the project is also disseminated via the Town's electronic News Flash and Atherton Online. There are approximately 1,200 subscribers to the Town's electronic News Flash publications. Subscribers include residents as well as stakeholders – to include, but be not limited to, media outlets, school districts, Menlo Park Fire District, service providers (water, power, and sewer), and regional elected officials.

### **ATTACHMENTS**

Conceptual Roundabout Layout



LOT 7  
TERRY MANOR  
46 MAPS 8

LANDS OF KLAUS  
DEED DOC.  
2006-189079

LANDS OF TONG  
DEED DOC.  
2014-103427

PARCEL B  
PARCEL MAP  
55 MAPS 43

