



Item No. 19 Town of Atherton

CITY COUNCIL STAFF REPORT - REGULAR AGENDA

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

FROM: ROBERT OVADIA, PUBLIC WORKS DIRECTOR

DATE: JULY 17, 2019

**SUBJECT: REVIEW AND CONSIDERATION OF APPROVAL OF REVISIONS TO
THE MIDDLEFIELD ROAD BIKE LANES PROJECT AND PROVIDE
DIRECTION TO STAFF REGARDING PROPOSED IMPROVEMENTS
TO A CROSSWALK AT VALPARAISO AND ELENA**

RECOMMENDATION

Approve revisions to the Middlefield Road Bike Lanes Project layout; review and provide direction to staff regarding a proposed installation of Rectangular Rapid Flashing Beacons and striping improvements at the Valparaiso Avenue/Elena Avenue/Corrine Lane intersection.

BACKGROUND

Staff received a request to consider revising the striping on Middlefield Road between Watkins Avenue and James Avenue/Lane Place. The request was to consider conversion of the striped median between James Avenue to Watkins Avenue into a dual left turn lane to improve traffic flow.

Sacred Heart Schools submitted a request for the consideration of installation of Rectangular Rapid Flashing Beacons at the intersection of Valparaiso Avenue at Elena Avenue/Corrine Lane. The schools intend to deploy a crossing guard at the intersection and are requesting the installation of RRFB's as an additional safety device.

ANALYSIS

Middlefield Road

Upon review and consultation with the design engineer for the project, staff and the designer concluded that conversion to a dual left turn lane would be inappropriate. However, the left turn lanes at both Watkins Avenue and James Avenue could be extended to facilitate mobility near the intersections. Additional left-turn traffic at the Watkins Avenue intersection is anticipated

due to the relocation of Town facilities to Holbrook-Palmer Park and the construction associated with the Town Center project. The additional storage space for the left-turn into James Avenue would reduce the impact of left turning traffic on Middlefield Road. It is recommended that the left-turn pocket at Watkins Avenue and the left-turn pocket at James Avenue be extended by approximately 50-feet to allow additional queuing for left turns at these locations. Striping for the Middlefield Road Class II Bicycle Lanes project will be implemented by PG&E as part of the restoration associated with their Middlefield Road gas main replacement project.

The Transportation Committee received a report on this item at their July 9, 2019 meeting and voted to recommend that the Council consider approval of the striping modifications.

Valparaiso Avenue at Elena Avenue/Corrine Lane

In 2012, Menlo Park completed a draft Safe Routes to School (SR2S) plan for Valparaiso Avenue and the surrounding streets to address safety for children and their families that use Valparaiso Avenue travel to Menlo School, Sacred Heart Schools, St. Raymond Elementary School, Hillview School, Nativity Elementary School, Encinal School, and Oak Knoll School. The Plan included the potential for a future traffic signal at the Elena Avenue intersection to be considered in the future if warrants are met at the intersection. Public feedback received for the plan alternatives were developed that included the addition of a two-way left-turn lane between University Avenue and Elena Avenue. The schools would like to advance the installation of Rectangular Rapid Flashing Beacons (RRFB's) at the intersection and have also requested refreshing of the crosswalk striping at the intersection and the installation of advance sharks teeth lines at the crossing.

As the intersection is shared jurisdictionally with the City of Menlo Park, both the Town and the City of Menlo Park would need to approve the installation. Neither the Town nor Menlo Park have improvements planned on Valparaiso Avenue at Elena Avenue/Corrine Lane at this time. The Sacred Heart Schools was advised that the most efficient method to install the requested RRFB's would be if they were able to manage the installation themselves, if approved. The Town could approve the installation of the RRFB's via an encroachment permit, and Menlo Park could do the same as well.

Sacred Heart Schools indicated that though they could fund the installation, they would be seeking some cost reimbursement from the Town.

The Transportation Committee received a report on this item at their July 9, 2019 meeting and voted to recommend that the Council consider approval of the proposed installation by the schools, contingent on outreach by the schools to affected neighbors.

Following the meeting, the schools contacted the conservator for the property across Elena Avenue regarding the installation and outreached to the City of Menlo Park to discuss their

outreach needs. The schools were advised that the installation be designed by an appropriate professional and would need to include access ramps for the crossing. The schools representative is available to provide a status update on their outreach efforts.

POLICY ISSUES

The Council's policy discussion should focus on the proposed traffic control modifications and cost implications.

FISCAL IMPACT

There are no anticipated fiscal impacts associated with the Middlefield Road striping modifications. Costs associated with the design and installation of the RRFB's at Valparaiso Avenue at Elena Avenue/Corrine Lane would initially be borne by Sacred Heart Schools, and any proposed cost reimbursement would be at the discretion of the Council as no formal cost proposal has been presented.

Restriping of the crosswalks, if implemented by the Town, would be funded through the Town's street maintenance budget.

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 item 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.

COMMISSION/COMMITTEE FEEDBACK/REFERRAL

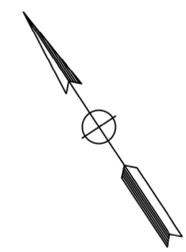
This item X has or has not been before a Town Committee or Commission.

- Audit/Finance Committee (meets every other month)
- Bicycle/Pedestrian Committee (meets as needed)
- Civic Center Advisory Committee (meets as needed)
- Environmental Programs Committee (meets every other month)
- Park and Recreation Committee (meets each month)
- Planning Commission (meets each month)
- Rail Committee (meets every other month)
- X Transportation Committee (meets every other month)

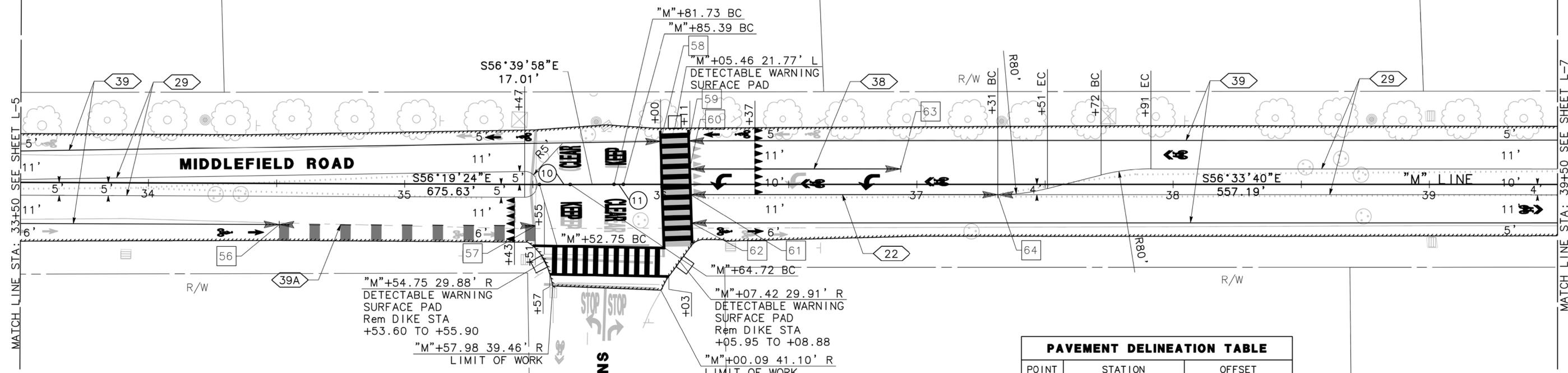
Review and Consideration of Traffic Related Items
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ATTACHMENT

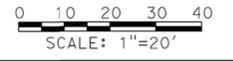
Attachment A - Middlefield Road - existing striping plan (Watkins Avenue to James Avenue)
Attachment B – Sacred Heart Schools Request Letter



ALIGNMENT CURVE TABLE				
CURVE	RADIUS	DELTA	TANGENT	LENGTH
10	2000.00'	0°20'34"	5.98'	11.97'
11	2000.00'	0°06'17"	1.83'	3.66'



PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
56	34+51.07	16.00'R
57	35+51.07	16.05'R
58	35+99.92	16.83'L
59	36+10.92	17.00'L
60	36+11.29	6.00'L
61	36+11.63	4.00'R
62	36+11.99	15.00'R
63	36+93.49	6.00'L
64	37+31.49	4.00'R



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REV	DATE	DESCRIPTION	BY



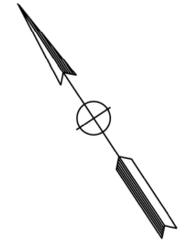
Joe Streeper
2/14/19

MARK THOMAS
2833 JUNCTION AVENUE, SUITE 110
SAN JOSE, CA 95134

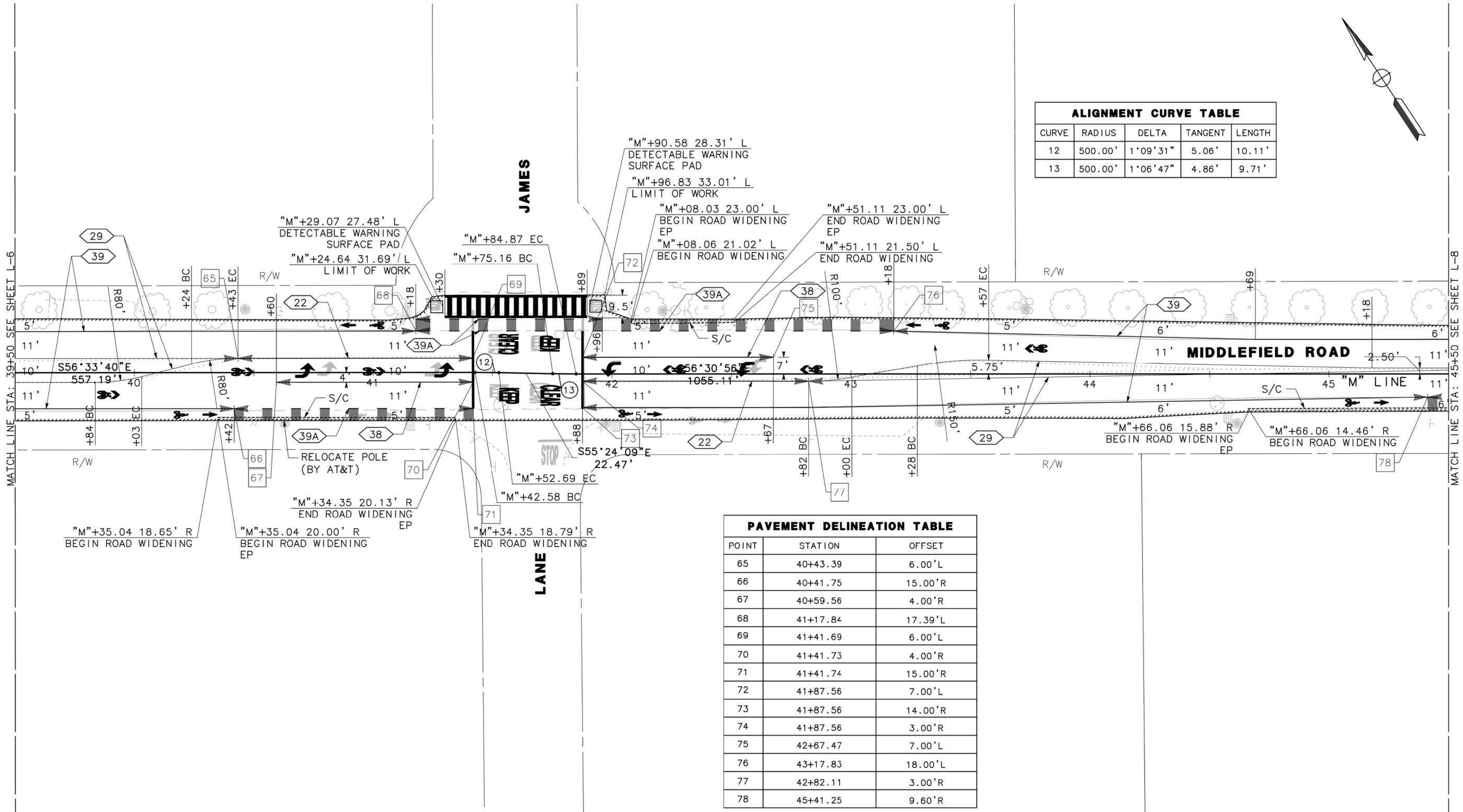


DATE: 2/13/2019
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

**LAYOUT AND PAVEMENT DELINEATION
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA**



ALIGNMENT CURVE TABLE				
CURVE	RADIUS	DELTA	TANGENT	LENGTH
12	500.00'	1°09'31"	5.06'	10.11'
13	500.00'	1°06'47"	4.86'	9.71'



PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
65	40+43.39	6.00'L
66	40+41.75	15.00'R
67	40+59.56	4.00'R
68	41+17.84	17.39'L
69	41+41.69	6.00'L
70	41+41.73	4.00'R
71	41+41.74	15.00'R
72	41+87.56	7.00'L
73	41+87.56	14.00'R
74	41+87.56	3.00'R
75	42+67.47	7.00'L
76	43+17.83	18.00'L
77	42+82.11	3.00'R
78	45+41.25	9.60'R



DATE PLOTTED => 14-Feb-19 USERNAME => jtran
TIME PLOTTED => 15:30 FILE => Mid_L-1.dwg

REV	DATE	DESCRIPTION	BY



Joe Streeper
2/14/19

MARK THOMAS
2833 JUNCTION AVENUE, SUITE 110
SAN JOSE, CA 95134



DATE: 2/13/2019
SCALE: 1"=20'
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LAYOUT AND PAVEMENT DELINEATION
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-7
11 OF 20

Jennifer Frew

From: Sherman Hall <shall@shschools.org>
Sent: Tuesday, July 02, 2019 12:31 PM
To: Jennifer Frew
Subject: Sacred Heart Schools Letter to Transportation Committee

Hon. Gary Lauder

Chair, Transportation Committee

Town of Atherton

July 2, 2019

Dear Chair Lauder,

Sacred Heart Schools (SHS), Atherton, maintains a private school campus located at 150 Valparaiso Avenue, Atherton. Our campus encompasses a city block, bounded by Valparaiso Avenue, Elena Avenue, Park Lane, and Emilie Avenue.

During the ingress and egress of students at the beginning and end of the school day, traffic becomes congested. As part of our plan to mitigate the traffic impact of our institution, we encourage our students to walk or ride their bicycles to and from school.

We want to provide the students the safest way to get to and from the campus and have participated in Safe Routes to Schools planning with both the Town of Atherton and the City of Menlo Park. These studies produced recommendations regarding the improved markings of bike lanes and crosswalks. They have also led to the installations of traffic control devices to better identify crosswalks to traffic, especially on Valparaiso Avenue.

SHS will open a new facility on its campus in mid-August. This building is located near the intersection of Valparaiso Avenue and Elena Avenue. While there is no increase in school population, we do anticipate a greater number of our high school students near this intersection, as the building will be the hub of their academic activity.

The crosswalk closest to this new building has not been improved and we believe enhancements are necessary. Beyond the paint freshening, we seek improved markings which are compliant with the Manual on Uniform Traffic Control Devices (MUTCD). In addition, we request Rectangular Rapid Flashing Beacons (RRFB) be installed at the intersection.

California's Safe Routes to School Technical Assistance Resource Center produced [training guidelines](#) for school crossing guards. The guidelines suggest crossing guards might be necessary based on intersection's complexity, vehicle speeds, volume of cars, or as part of a safe routes to school plan. It is SHS's intention to deploy a crossing guard at this intersection in the mornings and afternoons and consider RRFBs an important compliment to their presence.

Supplementing the school crossing guard with an RRFB solution will help further assure the safety not only of the students, but also of the crossing guards. Our reasons for this request are as follows:

- Valparaiso Avenue's speed limit is 35 MPH. Though traffic should slow to 25 MPH in school zones when children are present, the engineering and traffic surveys suggest compliance is haphazard. The 85th percentile speed for Valparaiso Ave 38 MPH. The crosswalk is at the western edge of the school zone; eastbound drivers would likely only be slowing. Providing RRFBs would help notify drivers of the cross-walks use at a sufficient distance for them to slow and stop.

- The eastbound side of this intersection's bike lane striping is broken, indicating drivers may merge with bicyclists to turn on to southbound Corinne Ln. Many drivers believe, however, that this broken striping allows them to pass in the bike lane. The proximity of this activity near the cross-walk poses an additional risk which could be mitigated through RRFBs.

SHS has conferred with the City of Menlo Park. Their jurisdiction is the southern side of Valparaiso Avenue. They have managed a Safe Routes to School program which includes this intersection. That study identifies this intersection for improvements, but funding does not currently exist to install an RRFB. Further, Menlo Park indicates they and the Town of Atherton takes turns funding these signals on shared roads; Menlo Park paid for the previous one located in front of our entrance at 150 Valparaiso Avenue and believes this cycle is now Town of Atherton's responsibility .

SHS recognizes the Town likely faces similar financial constraints and is willing to participate in cost sharing. Additionally, Menlo Park indicated that they may be amenable to cost sharing as well. Additionally, SHS offers to coordinate the installation in order to expedite this project.

Thank you for your consideration.

--

Sherman Hall

Director of Campus Safety & Security | **Sacred Heart Schools, Atherton**

150 Valparaiso Avenue | Homer 121 | Atherton, CA 94027

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