

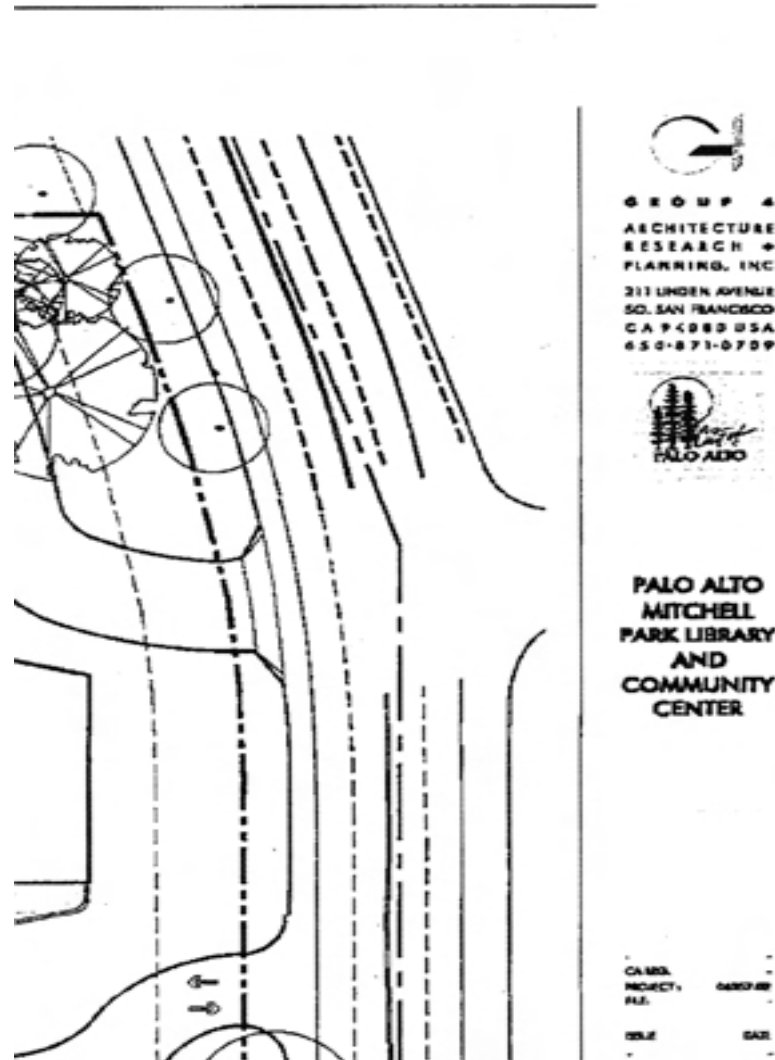
(1) Middlefield Road
Lane Re-striping
At Middlefield/Mayview
(Mitchell Park Library/Community Center)

(2) Middlefield Road Original Configuration



(3) Middlefield Lane Striping As Proposed 5/08

- Realignment of library entrance with Mayview
- Removal of second signal
- Wide bike lanes
- No turning lanes



(4) Middlefield Road Lane Striping As Completed 3/22/12

- Turning lanes added
- Bike lane reduced from 13' to 4.5'
- 500' no parking, red-curb zone created



(5) Bike Lane reduced to 4.5' at turning pocket (Middlefield south of Mayview)



(6) Taking A Ride On The New Middlefield “Bike Lane”

- 1) Traffic is directed INTO bike lane
- 2) VTA 35 bus routinely veers into bike lane at arrow
- 3) Motorists are confused/ evade bicyclists by going into adjacent lane (see photo)
- 4) Nervous bicyclists are directed onto sidewalk
- 5) Hazard created by sidewalk bicyclists for pedestrians on Mayview to Middlefield



(7) Other New Hazards Created

- Bike lane formerly used as “buffer” between motorists and residents backing out of driveways along Middlefield
- Motorists now back out (or head out) directly into traffic. Row of parked cars south on Middlefield blocks view of oncoming traffic.
- Speeding has long been a problem on Middlefield. Residents forced to blindly enter traffic creates significant hazards to motorists, bicyclists, and residents alike.



(8) Left Turn Lane Includes Barrier Island South of Mayview

Residents in “red curbed” areas south of Mayview are no longer able to make left turns into or out of their own driveways (left turns not permitted crossing double-double yellow lines no less than 2’ apart (CVC_21651))



(9) Left Turn Lane Includes Barrier Island North of Mayview

Residents in “red curbed” areas north of Mayview are no longer able to make left turns into or out of their own driveways (left turns not permitted crossing double-double yellow lines no less than 2’ apart (CVC_21651))



(10) Crowded Parking At South End Of Red Curb Zone

- 1) Parking is now bumper to bumper along the south end of Middlefield, where few cars previously parked (the one open space in the photo marks the entrance to Adobe Creek)
- 2) Achieve employees (across street) are asked to park off-site, which worsens the problem
- 3) Special hazard for bicyclists from motorists opening doors when cars are lined up bumper to bumper, as they can't see more than one car ahead of them
- 4) Parking spills over to Ensign Way



(11) Parking North Of Mayview At End Of Red Curb Zone
Is The Same – Bumper To Bumper Now



(12) Resident Reaction: Astonishment

- 3 separate traffic studies were commissioned by the Palo Alto City Council – all reported “no left turn lane required” at Middlefield/Mayview (see <http://www.chesavage.com/middlefield> for excerpts from those reports)
- Report to public during 2008 outreach included lane striping maps clearly showing wide bike lanes and no turning lanes
- Residents first became aware of the “new” plan on 3/22/2012 – the day the 500’ long no-parking red curb zone was painted
- Initial response from Public Works: “read the reports” and “we’ll change the (unsightly) red curb to ‘no-parking’ signs”
- If a turning lane had been intended at the beginning, one could have been accommodated in the site plan by moving the library frontage backwards to widen the street, rather than creating this space by squeezing it into the bike lane and removing street parking.

(13) Long-Standing Middlefield/Montrose Lane Configuration

Response from Public Works when asked about this intersection (which is similar to Middlefield/Mayview, having a Community Center to one side and a residential street to the other): “We’re adding a dedicated left turn lane there too, and several throughout Palo Alto, as part of directives we’ve received from City Council.”



(14) Residents' Request Of City Council

- 1) Direct the immediate restriping of Middlefield to 2 lanes each direction (Public Works plans on holding hearings regarding this issue in several weeks, and considering the results of those hearings, which will only delay the obvious and extend the duration of hazards which now exist)
- 2) Make the 4-lane, no dedicated turning pocket lane change **permanent** at Middlefield/Mayview
- 3) Public Works has surprisingly cited City Council (and the Transportation Bicycle Committee) as having directed them to add turning lanes at Middlefield/Mayview and also at Middlefield/Montrose. Please clarify this for everyone.

(15) An Expected Result

