MITCHELL PARK LIBRARY

and

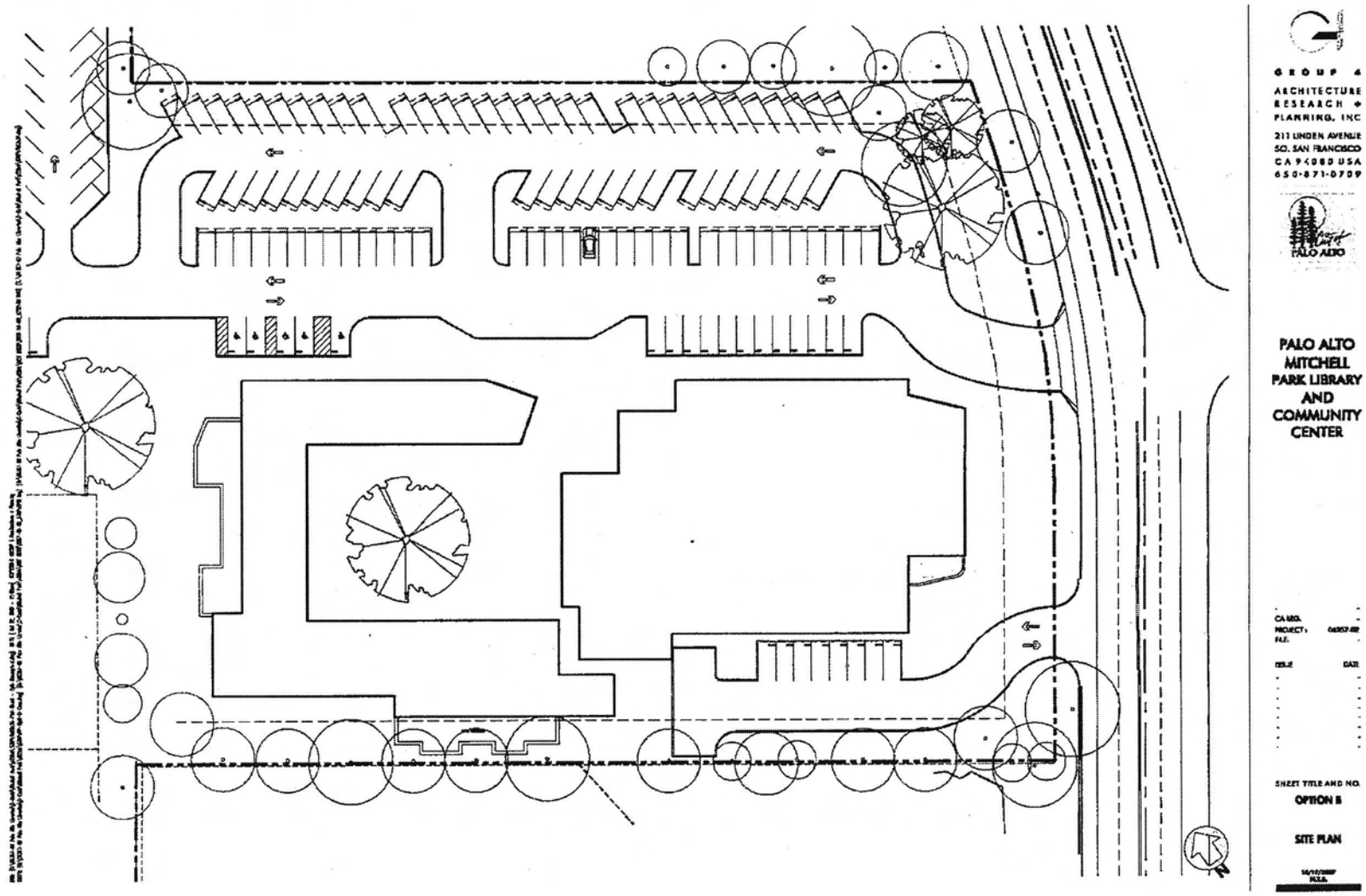
COMMUNITY CENTER

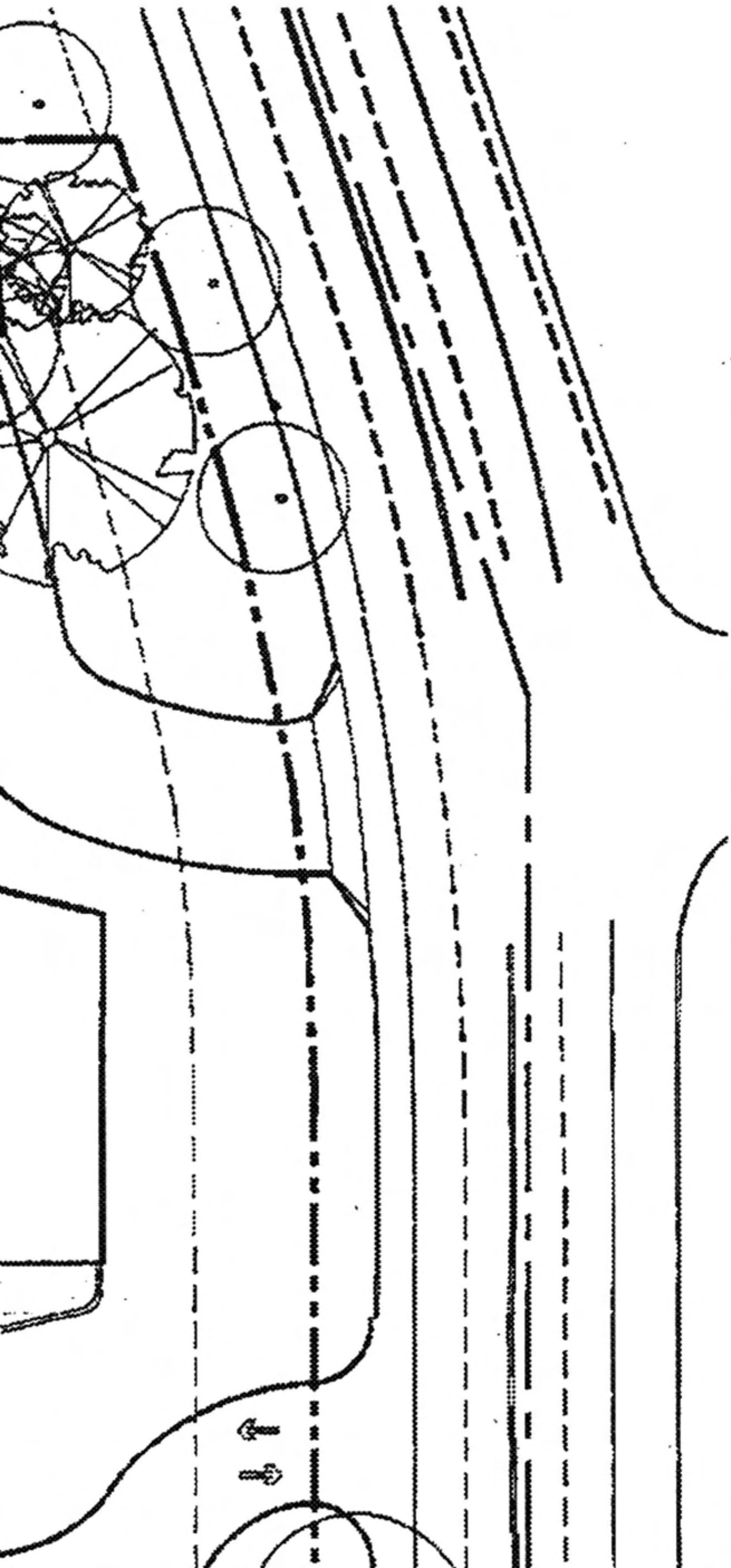
INITIAL STUDY

Prepared by the
CITY OF PALO ALTO
May 2008

Hard copies of this information can be viewed at the Main Library, Mitchell Park Library, City Clerks Office and the Planning Department

Figure 5: Proposed Site Plan





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PALO ALTO MITCHELL PARK LIBRARY AND COMMUNITY CENTER

CA REG.
PROJECT: 04357.00
FILE:

ISSUE DATE

Intersection Level of Service Analysis

The intersection level of service results are summarized in Table ES 1. Measured against the City of Palo Alto level of service standards, all of the signalized study intersections would operate at acceptable levels (LOS D or better) under all scenarios. None of the study intersections would be significantly impacted by the project based on the City's impact criteria.

The unsignalized project driveway intersection also is expected to operate at a good level of service (LOS B) during the PM peak hour.

Table ES 1

Intersection Level of Service Summary

	Peak Hour	Count Date	Existing Ave. Delay LOS	Background Ave. Delay LOS	Project Ave. Delay LOS Incr. In Crit. V/C	Incr. In Crit. Delay
Signalized						
Middlefield Rd. and E. Meadow Dr.	PM	9-13-07	29.2 C	35.2 D	35.9 D 0.009	0.3
Middlefield Rd. and Charleston Rd.	PM	9-13-07	34.4 C	46.4 D	49.0 D 0.022	4.8
Middlefield Rd. and Mayview Av./Driveway	PM	9-13-07	9.0 A	9.1 A	13.3 B 0.059	4.3
Unsignalized						
Project Driveway and E. Meadow Dr.	PM	9-13-07	12.3 B	13.0 B	13.8 B 0.000	0.1

Intersection Operations Analysis

Due to the increase in traffic generated by the project, the need for exclusive left-turn lanes on Middlefield Road at the project driveway/Mayview Avenue was evaluated. The analysis results indicate that the current lane configuration on Middlefield Road with

shared through/left-turn land and permitted left turns would operate acceptably under project conditions with only short delays, reasonable queue lengths and no unusual safety hazard. Thus, separate left-turn pockets are not required on Middlefield Road.

The analysis indicates that the Middlefield Road driveway would operate acceptably with only a single lane in each direction. A driveway width of 26-30 feet is recommended.

Signal Warrant Analysis

The peak-hour volumes under project conditions at the project driveway intersection on East Meadow Drive were evaluated to determine if the intersection would warrant signalization. The project volumes do not satisfy the peak-hour warrant. Therefore, the installation of a traffic signal at the unsignalized study intersection is not justified.

Project Roadway Analysis

The TIRE (Traffic Infusion on Residential Environments) analysis results for roadway segments are summarized in Table ES 2. Measured against the City of Palo Alto impact criteria, none of the study roadway segments would be significantly impacted by the project. All of the study roadway segments would operate at the same TIRE Index as under existing conditions. The estimated increase in roadway traffic volumes caused by the project would not be noticeable to the residents.

Transit, Bicycle and Pedestrian Analysis

The project site is well served by the existing transit routes in the vicinity. The Crosstown shuttle stops directly in front of the project site. Given the planned expansion of the Mitchell Park Library and Community Center and the popularity of the existing park facilities, it may be fitting to improve the amenities at this shuttle stop by providing a bench and/or shelter. One southbound through lane on Middlefield Road is blocked when the shuttle bus stops. This condition is acceptable given that the shuttle runs only twice per hour and through traffic would be able to proceed meanwhile in the second through lane. Thus, it is concluded that the proposed project would not have a significant adverse impact on transit service in the area.

Because a detailed site plan has not been finalized yet, an evaluation of pedestrian and bicycle circulation within the project site is not possible at this time. The ultimate site design should include pedestrian paths and bikeways that minimize conflicts with vehicular traffic, provide logical and direct pathways between building entrances, and connect building entrances and parking areas. Furthermore, pedestrian and bicycle