

MINUTES OF A SPECIAL MEETING OF THE BICYCLE AND PEDESTRIAN
ADVISORY COMMISSION OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY,
JANUARY 16, AT 7:00 P.M. AT CITY HALL-REDWOOD CONFERENCE ROOM, ONE
NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

PRESENT: Suzanne Ambiel (Chair), Bill Crook, Karl Danz (Vice Chair), Chris Hlavka, Jim Fenton, Bill Sheppard, Cedric Novenario (City Staff Liaison), Zach Dahl (Senior Planner), Applicant for 317 First Street, Jim Wing (Public in Attendance)

ABSENT: Wes Brinsfield

PUBLIC COMMENTS

Jim Wing provided comments on the design review application for 317 First Street. See attached comments.

ITEMS FOR CONSIDERATION/ACTION

1. Commercial Design Review Application for 317 First Street
 - Recommend Approval to of application 12-D-10 to the Planning and Transportation Commission with two (2) suggestions
 - Implement signage to warn pedestrians of potential conflicts of vehicles exiting 317 First Street
 - Ensure a policy for employees to maneuver cars such that customers can exit the location “head first” onto First Street.

On a motion by Bill Crook, seconded by Karl Danz, the following item is approved. Passed 6-0

2. Integrated Database on Bike/Pedestrian Issues
 - Commission updated database with Bike and Pedestrian related issues

ADJOURNMENT

Chair Suzanne Ambiel adjourned the meeting at 9:05 p.m.

Public Comment

Via Email

BPAC Commission Members,

I recommend you deny request to expand Skip's Tire due to negative pedestrian, bike, and traffic circulation impact. Addition of two new service bays will block the drive-thru feature and force some cars to exit Skips by backing out onto First. I observed Skip's Tire circulation dynamics for one hour each on both Wednesday and Thursday last week. On average four cars per hour enter from First and three exit to rear alley. On one occasion gridlock near sidewalk forced one car to block sidewalk for ten minutes. I walk this sidewalk three times a week around noon and always have to be careful while walking past Skips' Tire because of high traffic flow. If a customer has to back out onto First, often someone stands on First traffic lane and stops traffic.

I will not be able to attend BPAC special meeting tonight but will present comments to PTC on Thursday. Enclosed is my letter to PTC.

Thank you for your consideration!

Jim Wing
Milverton Road
Los Altos, CA

Planning and Transportation Chair Bressack,

Subject: PTC 1-17-2013 Meeting Agenda Item 2, Skip's Tire & Auto Service 317 First Street

I would like to thank the owner for having enough business confidence in Los Altos to consider investing in expansion. I cannot support approval of expansion project because of potential negative impact on traffic, bicycle and pedestrian circulation dynamics along First Street. Adding two service bays that eliminate option for customers exit to alley will impact circulation dynamics on First Street and increase the chance of customer cars blocking sidewalk. Currently space where new bays are planned is used as staging area for customer cars waiting for service or customer pick-up. Drawings do not show new staging area which means public parking plaza or First Street will be used. Drawings show reducing employee parking from 3 to 2 spaces and attached letter to staff report suggests adding more employees.

First Street has four automobile service businesses that are located on small lots. They all minimize the impact of circulation dynamics and off-site parking by having access through site from First to alley plus a staging area along alley. Reitmeir's has the largest building and stages three inside building. Village Motors stages 6 along alley. California Auto stages 3 along alley plus 2 in front. Skip's Tire currently stages four to five along alley. All use the alley for delivery trucks. All provide on-site employee parking: Ritmeir's 1 in front plus unknown inside; Village Motors 2; California Auto 3; current Skip's Tire 3. Eliminating through access from alley to street by Skip's Tire would not be consistent with other similar First Street uses.

Cars should not be allowed exit to First Street by backing out. Car drivers backing out have very limited visibility of pedestrians on sidewalk. First Street parking spaces are almost always occupied Street parked cars next to Skip's Tire driveway block visibility of oncoming northbound First Street traffic. Exiting cars are well into the northbound traffic lane before 25 MPH oncoming cars are seen. Alley exit is the only safe exit and it is used often.

Expansion drawings show 100 feet long by 24 feet wide access driveway to service bays. The narrow width means the two new bays will require a four step maneuver to back out and turn 180 degrees around. All of the driveway adjacent to bays must be kept free of cars and tires. Presently Skip's Tire does not have enough building space for tire inventory. They place eleven tire racks [6.5 feet long by 30 inches wide] and several loose tires in the driveway during working hours. Inventory will be increased with expansion to seven bays and possibility 15 racks will be needed. The driveway is not big enough to hold that many racks and still provide car access to bays. Drawings do not show any building expansion for on-site inventory.

I recommend you deny this application because it has a negative impact on traffic bicycle and pedestrian circulation in the public right away.

Jim Wing, Milverton Road, Los Altos