

**MINUTES OF THE JOINT MEETING BETWEEN THE PLANNING AND  
TRANSPORTATION COMMISSION AND BICYCLE AND PEDESTRIAN ADVISORY  
COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, OCTOBER 2,  
2014, BEGINNING AT 7:00 P.M. AT HILLVIEW COMMUNITY CENTER, ROOM 2  
97 HILLVIEW AVENUE, LOS ALTOS, CALIFORNIA**

**ROLL CALL**

Bicycle and Pedestrian Commission Chair BRINSFIELD called the meeting to order. All Commissioners on each commission were present except Bike and Pedestrian Commissioners CROOK and SHEPPARD.

**INFORMATIONAL ITEM**

**1. Loyola Bridge**

Update from Santa Clara County on the Loyola Bridge project. *Project Engineer: Novenario*

Planning Services Manager KORNFIELD introduced the item and the County of Santa Clara Director of Roads and Airports Dan Collen and consultant Brian Fletcher. Mr. Collen presented an update on the status of the bridge project including a summary of the design changes, the attributes, and extent of construction on the bridge approaches. Mr. Collen noted: that the construction was anticipated from January 2015 to January 2016; that the bridge will stay open for two-way traffic; that both bridge approaches would be reconstructed and coordinated with the surrounding owners; and that Foothill Expressway would generally remain open but with reduced lanes (one lane each direction) for a two to three month period; and that vibration technology will be used rather than pile driving to reduce the construction impacts, and that vibration monitoring will occur to protect the nearby buildings. Mr. Collen also noted that the County will keep a website for the project as part of its outreach, and that they would consider ways to improve the road striping for bicycle safety, and that they would create an allowance for signage on the bridge.

**Public Comment**

Public Art Commissioner Maddy McBirney: disappointed that the Art Commission was not included in the review process, suggested including an artist in the final design.

Commercial property owner Owner Gregg Bunker: supported the project, encouraged its completion as soon as possible.

Resident Teresa Morris: supported the project but had concerns about its coordination with the Fremont Bridge and the potential for noise generation from the new bridge surface.

County Resident Ted Brown: concerned that A Street would be one-way, opposed such a circulation pattern with so many streets and intersections.

Resident Robert Blanch: concerned that the bridge does not improve bicycle safety on either side of it and that the design facilitates faster car movements.

County Resident Pete McSweeney: supported the bridge design and noted a pending 300-signature petition opposing making A Street a one-way street.

## **Commissioner Discussion**

Commissioner McTIGHE: suggested that the project needed noise barriers, additional lights, the use of native landscaping, consideration of a signal at A Street and Miramonte Avenue, and the incorporation of public art.

Commissioner LORELL: supported the design but questioned why there was not public art and the bicycle safety on the streets on the south side of the bridge, suggested looking at the Alpine Road striping near Highway 280 as an example of safety improvements.

Vice-Chair JUNAID: appreciated the sophisticated design approach, encouraged solving the safety problems with A Street and the County streets with the bridge design.

Commissioner BAER: suggested reducing the construction duration by extending the daily work schedule, improving the safety of the County streets on the south side, supported the design and the County contributing money to the Safe Routes to School fund for improvements to the area.

Commissioner BRESSACK: appreciated that the County listened to and incorporated input to improve the design, that the art aspect should be improved, that additional lighting should be considered to light the bridge itself as an object, that the project should anticipate future safety enhancements to the County streets on the south side, and that the LC was not appropriate to signal Loyola Corners.

Chair BODNER: the design was improved greatly, that the Arts Commission should be brought into the project now, that the City's Way Finding Committee should consider the bridge signage as with the business community.

Commissioner AMBIEL: the underside of the bridge needs lighting, the business community must be included in any outreach, need to focus on enforcement and benchmark the existing traffic so we can consider if the new design improves it, we need to involve the Police Department in the traffic detours and cut-through issue especially on the school routes, the green lanes and/or sharrows should be used on the County approaches, raised medians should be avoided, and the corner radii should be tightened to reduce turning speeds on the County streets and approaches.

Commissioner R. BAER: the bike safety from the bridge to A Street to Fremont Road seems difficult, keep the drainage swale at A Street as a traffic calming device, the grade should be raised on the southbound Foothill Expressway exit to improve sight visibility.

Commissioner HLAVKA: supported green lanes or sharrows and reduced radii at the corners for the streets on the south side of the bridge, the pedestrian ramps should be collinear with the travel ways, taller light standards should be used for better lighting, LED lights should be used, the underpass acoustics might be designed to reduce noise next to the tall walls.

Vice-Chair FENTON: supports the design, the LC signage is decorative and not intended for way finding, supported using the stone material to relate to the downtown materials, the green lanes should be extended on both sides of the bridge.

Chair BRINSFIELD: appreciated that the bridge design can accommodate any design for A Street traffic, the safety improvements of the County streets on the south side seem like a project onto itself, a lead-in bike/pedestrian phase should be considered to improve bike and pedestrian safety,

the southbound Foothill Expressway exit should have more signage such as Stop Here and Look Both Ways, supports monitoring the bridge traffic pattern now to compare with the results.

## **ADJOURNMENT**

Chair BRINSFIELD adjourned the meeting at 9:09 PM.

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David Kornfield  
Planning Services Manager