

**MINUTES OF A SPECIAL MEETING OF THE BICYCLE AND PEDESTRIAN  
ADVISORY COMMISSION OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY,  
FEBRUARY 6, 2013 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 (arrive 7:04pm), Chris Hlavka, Wes Brinsfield,  
Bill Sheppard, Cedric Novenario (City Staff Liaison), Kathy Kleinbaum (City Staff)  
Jim Wing (Public in Attendance)

ABSENT: Karl Danz (Vice-Chair), Jim Fenton

**PUBLIC COMMENTS**

Jim Wing provided comments on the Way Finding Signage Program. See Attached.

**ITEMS FOR CONSIDERATION/ACTION**

1. Wayfinding Signage Program  
Staff presented and received comments on the draft commercial Wayfinding Sign Program.
2. Parking Management Plan-Bicycle Parking  
Staff presented and received comments pertaining to the suggested Bicycle Parking of the  
Parking Management Plan
3. Commission Accomplishments  
BPAC discussed and summarized BPAC Accomplishments for 2012.

**ADJOURNMENT**

Chair Suzanne Ambiel adjourned the meeting at 9:06 p.m.

Public Comment

Via Email

Los Altos BPAC Chair Ambiel,

Subject: Los Altos BPAC 2/6/2013 Meeting Agenda Item 1, Draft Way-Finding Sign Design

I would like to thank staff and committee for preparing a good start on concept design. Design presented has many rough edges and staff needs to prepare more design details / options for parking plaza signs.

Forty large downtown signs are next to parking plaza sidewalks at driveways. **The number one pedestrian safety issue in our downtown** is car driver visibility of pedestrians on sidewalks at parking plaza exit driveways. Drivers are looking at other traffic and not pedestrians. When drivers exit parking, they roll onto sidewalk to better see oncoming cars without looking for pedestrians. Concept drawings do not have sign location dimensions for the 20 pairs of 6 feet tall by 2 feet wide PZ signs next to sidewalk. Available space is very limited so signs will be very close to sidewalk. In my opinion 38 of the 40 PZ signs will further limit pedestrian visibility and make pedestrian safety problem worse. Several of the PZ signs also limit access to fire hydrants and electrical vaults / boxes.

The reason PZ signs are so tall is because of large amount space required to write parking plaza names. PTC discussed use of "color coding" to identify parking plazas. Color coding design can be done with small signs that would not block pedestrian visibility. Customers who park in plazas will have trouble remembering names. When parking in a plaza, customers always remember parking space by nearby stores like behind Post Office, over by Safeway, or next to Maltby's.

**I recommend you request staff to build mock-up PZ signs and use them to determine if any location will work that does not block pedestrian visibility. BPAC members should be present during mock-up test. If large PZ signs do not work, staff should design a color coding design using much smaller signs placed above pedestrian visibility zone.**

Following are other signs that need to be changed:

E5 – Locate "traffic downstream" of crosswalk where it will not limit pedestrian visibility.

PD1 & PD2 – Code does not allow placement of signs on pole between stoplights and pedestrian crossing light.

PD13 & PD14 – String light pole will be removed next April and corner left open for pedestrian visibility. Street light poles are set back to far back from corner to be effective for signs.

PD16 – Appears to be in the way of Hotel service and ADA access.

PZ20- location is in the middle of San Antonio Streetscape ADA accessible parking plaza pathway to crosswalk. A new location should be chosen.

Thank you for your consideration.

Jim Wing  
Milverton Road  
Los Altos, CA