



DATE: October 2, 2014

AGENDA ITEM # 1

TO: Planning and Transportation Commission
Bicycle/Pedestrian Advisory Commission

FROM: Cedric Novenario, Transportation Services Manager

SUBJECT: Loyola Bridge Status Update

DATE: October 2, 2014

RECOMMENDATION:

Receive an update from the County of Santa Clara regarding the status of the Loyola Bridge

BACKGROUND

On November 14, 2013, a joint meeting between the Planning and Transportation Commission and the Bicycle/Pedestrian Advisory Commission was held to provide comments to the County of Santa Clara regarding the design of the Loyola Bridge.

DISCUSSION

At the request of both Commissions, staff invited the County of Santa Clara to provide an update regarding the disposition of comments received on November 14, 2013. The update will further describe the County's response to the comments received and how they were utilized. County staff will also provide an update to the construction status, including project bidding, project award and construction start dates.

Attachment

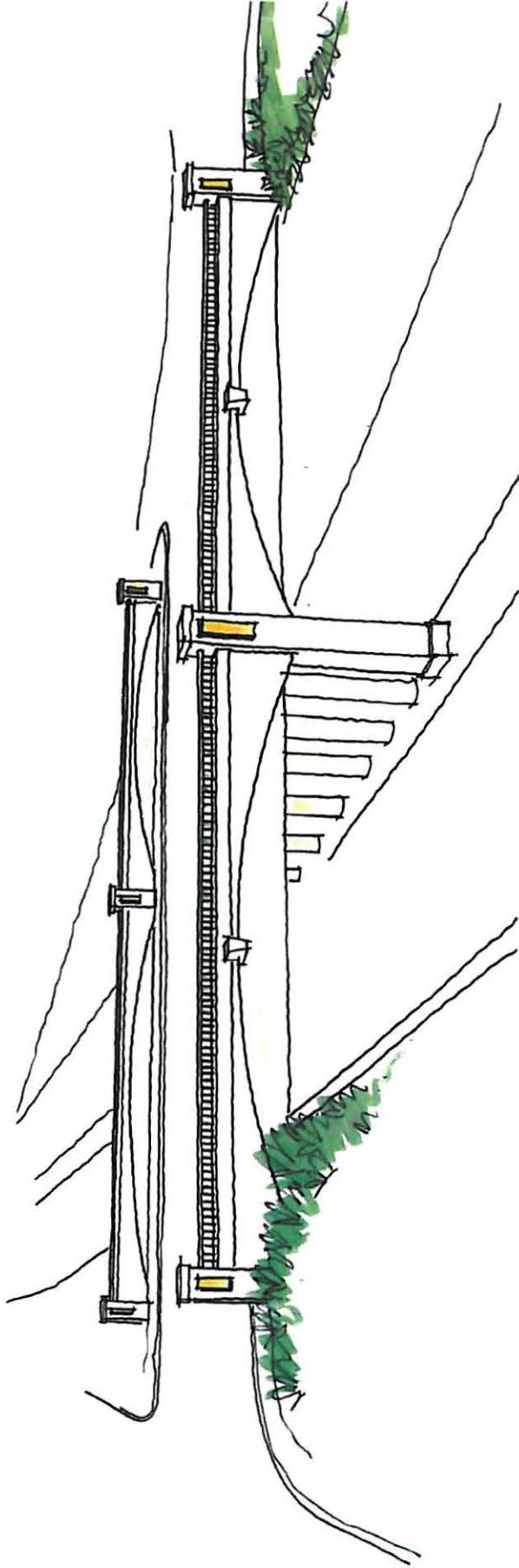
- A. Widening of Loyola Drive Bridge over the Foothill Expressway, County of Santa Clara
Roads and Airports Department



**WIDENING OF LOYOLA DRIVE BRIDGE
OVER THE FOOTHILL EXPRESSWAY
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

Attachment A

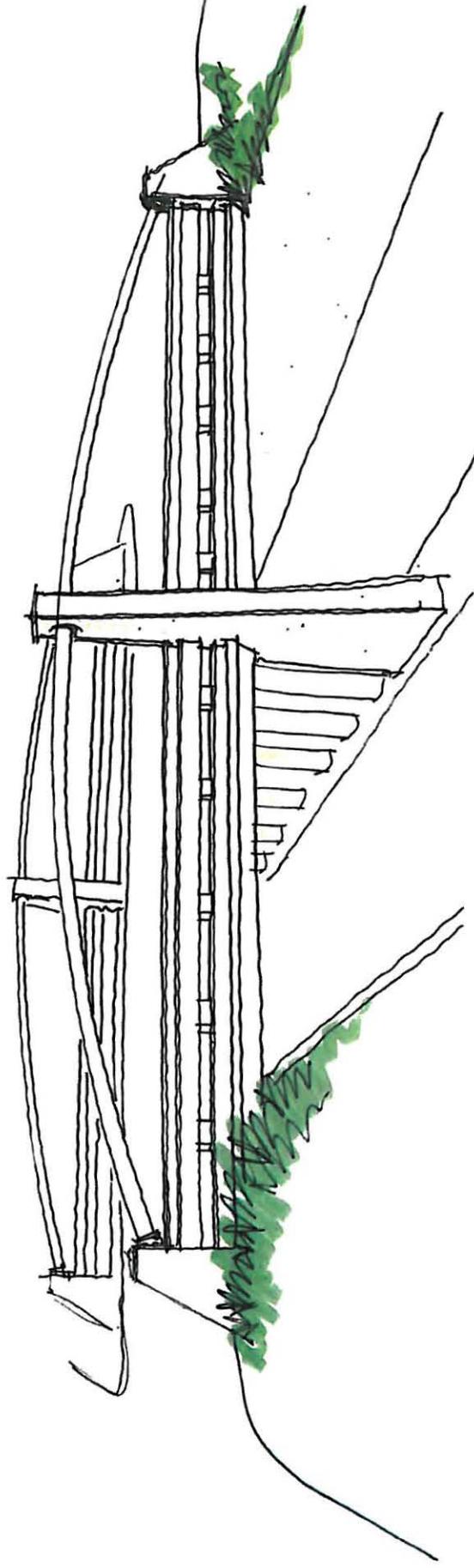
Revised Bridge Aesthetic Alternatives



Conceptual Design Alternative One

Loyola Bridge Widening

November 28, 2012



Conceptual Design Alternative Two
Loyola Bridge Widening
November 28, 2012



**WIDENING OF LOYOLA DRIVE BRIDGE
OVER THE FOOTHILL EXPRESSWAY
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

Attachment B

Bridge Open Railings (Type 80) Options

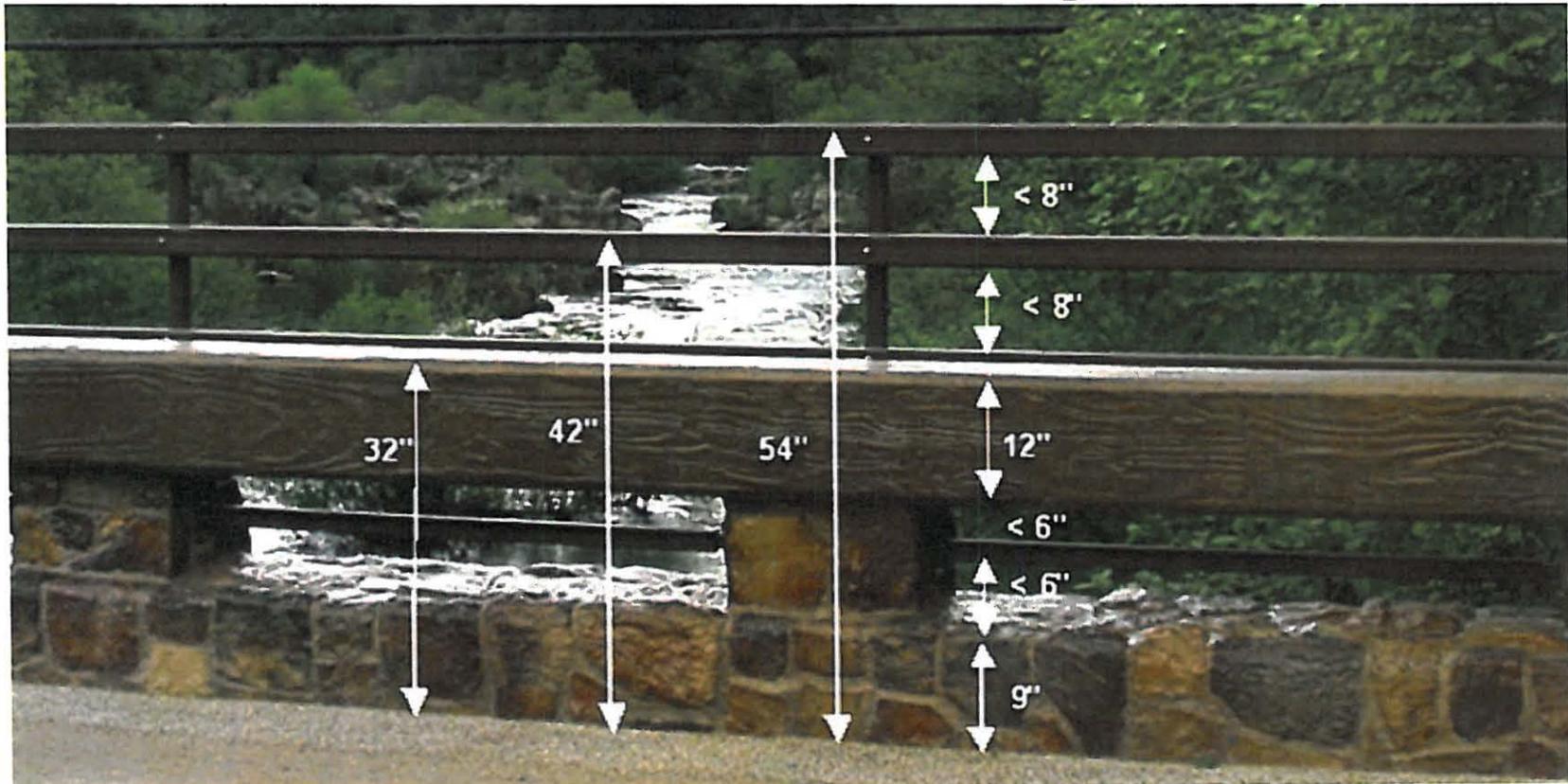
Concrete Barrier Type 80



- **Description:** See through concrete barrier.
- **Test Level:** TL-4
- **Standard Plans:** Standard Plans B11-60, B11-61, XS Sheet website
- **Height:** 32" above bridge deck.
- **Comments:** Requires addition of steel rail on top to increase height to a minimum of 42" as well as modification of the clear opening for use as a pedestrian/bicycle rail.

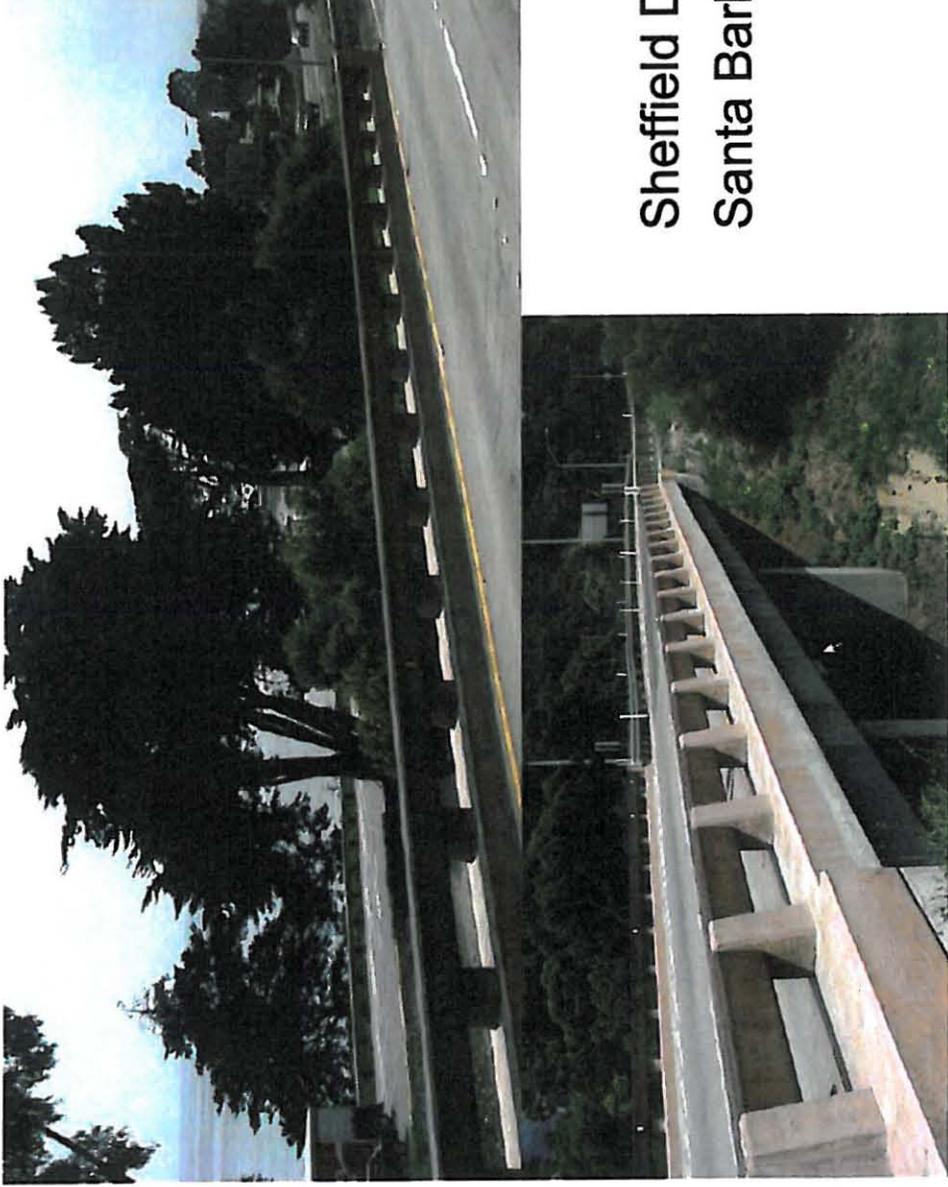
 *Successfully used on past projects in the Coastal Zone.*

Concrete Barrier Type 80



- Photo of Concrete Barrier Type 80 - Modified with Architectural Treatment and with Bicycle Rail Offset 15" from Rail Face.

Concrete Barrier Type 80



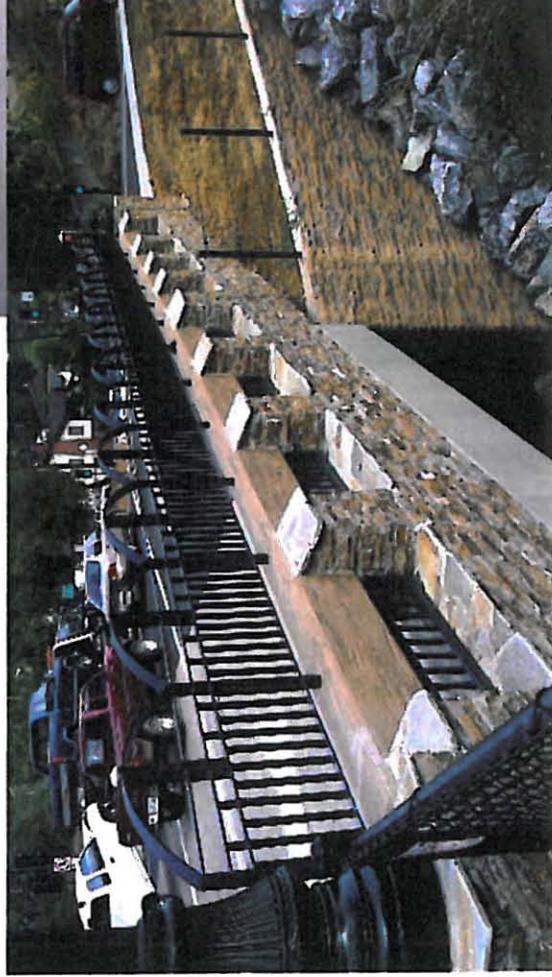
Sheffield Drive Bridge
Santa Barbara County

Concrete Barrier Type 80SW



- **Description:** See through concrete barrier with a raised sidewalk.
- **Test Level:** TL-2
- **Standard Plans:** Standard Plans B11-62, B11-63, B11-64
- **Height:** 42" above sidewalk (32" See-through concrete barrier plus 10" of handrail). 8" high sidewalk/curb next to traffic (9" at edge of deck).
- **Comments:** Cannot be used on bridge decks with high speed vehicular traffic (greater than 45 mph).

Concrete Barrier Type 80SW



**Canal Street Bridge
El Dorado County**





**WIDENING OF LOYOLA DRIVE BRIDGE
OVER THE FOOTHILL EXPRESSWAY
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

Attachment C

**Replies to the Bridge Comments sent by the
City of Los Altos on December 2, 2012**

DN: Duly Noted
AG: Agree

Meeting for Loyola Corners Bridge SCC project
Los Altos PTC and BPAC 11/15/2012

Our community is bike and pedestrian friendly. **DN**
Our community has historically, and is currently actively seeking to reduce drive trips to local schools by encouraging walk-and-bike-to-school days successfully. **DN**
Loyola Corners is major access path to 3 schools from the west side of Foothill. **DN**
Our community highly values school kid safety. **DN**
This bridge improvement project is VERY welcome. **DN, thanks**

There are 2 aspects to the bridge analysis

A. Functional aspects that were introduced

- Bulb outs and parking proposed on Fremont disrupt the flow of bikes on a major bike thoroughfare and create a pedestrian hazard. **AG; Bulb outs removed**
- The green, visually delineated bike travel paths are a good idea. **DN**
- The skewed east/west bike travel path from A street is dangerous **DN**
- Safety at west side intersection of Lundy and Frontero has not been sufficiently addressed. **County Traffic Dept. is currently addressing the west side intersection**
 - This intersection is important because
 - It is not signalized **DN**
 - It has multiple streets coming together at angles **DN**
 - It has a much wider crossings than Fremont and A Streets. **DN**
 - The ADA compliance actually isn't complying on that side (no continuous path of travel from all streets) **Not True; we confirm ADA compl.**
- When bridge redevelopment happens, the A street/Loyola Corners redevelopment by Los Altos needs to be implemented, ie change A to one way, because the bridge solution cannot be better than C+ if A Street stays two way. **DN; City of Los Altos is addressing this issue.**

Ideas for functional aspects

- Move bulb outs to west side intersections. Leave Fremont unobstructed. **AG ~ Done**
- Add on-demand street flashers at west **AG ~ will consider**
- Add crossing guards during school transport hours **DN ~ City will consider**
- Add bollards to keep cars from short cutting over sidewalks at A and Fremont **DN**
- Delete Fremont sidewalk to nowhere (north side adjacent to Foothill) **DN ~ Need to conform**
- Avoid skateboard-attractive nuisance design features, ie low, smooth-capped walls. **AG, will do**

B. Aesthetic aspects

- Both design aesthetics shown address only the on-bridge travel level. **DN**
- Neither significantly addresses the Foothill traffic level. **DN**
- Opaque walls do not share the dynamics of movement on the bridge. **AG ~ DN**

Both aesthetics shown were not good enough: too static, inappropriate materials
to this location, too heavy. ~~DN~~

This is a design opportunity ~~DN~~

DN: Duly Noted

DN: Duly Noted

Ideas for design aspects

Timeless elegant, practical design from all direction views. DN

Add color, lightness. DN

Delete decorative pylon(s). Not Los Altos vocabulary. DN

Add "Loyola Corners" identification on bridge visible both directions on Error! DN

Reference source not found.



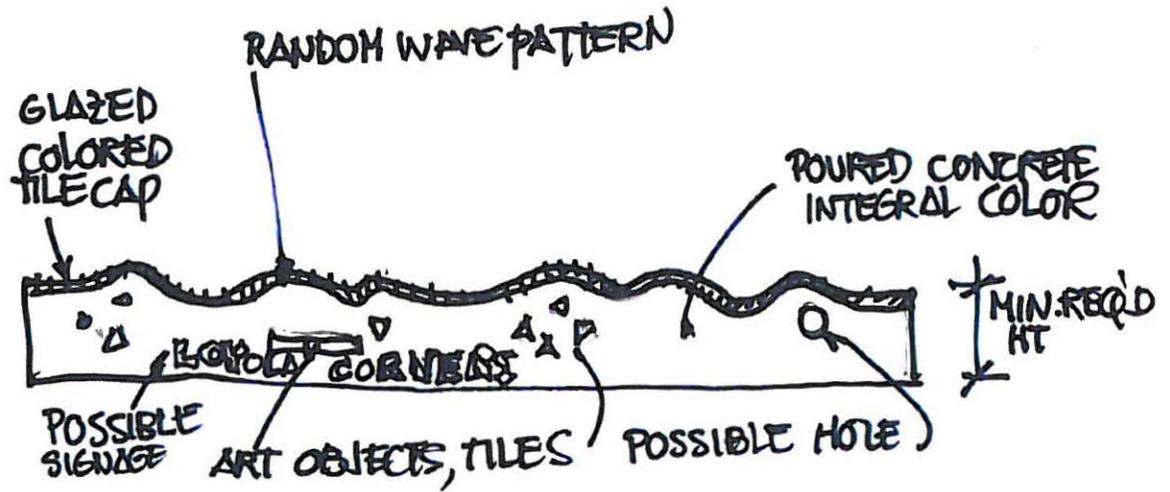
Please note the additional Aesthetics Alternatives the county has provided as a result of the comments received on 11/15/12 TIC/BRAC Mtg.

Sundial Bridge Redding, CA



DN: Duly Noted

Please note the additional Aesthetics Alternatives the County has provided as a result of the comments received on 11/15/12 ETC/BPAC Mtg.



IDEA FOR A BRIDGE WITH ACTION & WHIMSY

Duly Noted
Thanks.

DN: Duly Noted

Re Loyola Bridge Etc. Response from Jim Gustafson
From: Phoebe Bressack [phoebearch@gmail.com]
Sent: Friday, November 16, 2012 6:29 PM
To: Jim Gustafson
Subject: Re: Loyola Bridge, Etc.

I actually had the same thought about crash carrier today Jim, so will look for more solid elegant examples to send Phoebe

On Nov 16, 2012, at 5:45 PM, Jim Gustafson <JGustafson@losaltosca.gov> wrote:

> Phoebe,
> Very thoughtful comments. I sent an e mail a few minutes ago soliciting comments on the Loyola Bridge per our discussion last night.
>
> I have some concerns about Brown Act issues if Commissioners start communicating with each other outside the public view on this matter. Marcia shared with me her concerns about the future process as well, and she may be contacting you for further discussion. The Council chose the wider bridge layout after hearing from the County engineers about the reasons for it. Council was also concerned about the width, but ultimately decided on that option after quite a bit of discussion.
>
> Just FYI, the bridge examples you provided are ped/bike bridges that do not have the same crash barrier requirements as a vehicle bridge. The structural section for a crash barrier is typically a K9 Section from the Caltrans specs. As a result of your and other comments, I expect the County will see if there is a way to open it up at least a little bit by alternating stiffer sections in combination with some open sections as a visual compromise.

DN

DN

County is considering the type 80 open railing

> Jim
>
> From: Phoebe Bressack [mailto:phoebearch@gmail.com]
> Sent: Friday, November 16, 2012 1:14 PM
> To: James Walgren
> Cc: Planning Transportation Commission; Jim Gustafson; Cedric Novenario; Marcia Somers
> Subject: Re: Loyola Bridge, Etc.

> Thanks for the "coming attractions" update, James, and your take on the reducing the big picture approach to the bridge. It seems to me that if the bridge took a smaller position, it may not only moot the offset bike path travel mess, but also reduce that part of the cost so more money could be used for beauty within the same budget.

DN

> FYI: I've attached my write up from last night to the bottom of this email.
> As many of you who can, please write up your thoughts in preparation for a response campaign. My thinking is that the number of responses, as well as repetitive emphasis of specific points, may be an effective approach with the County.

DN

> James, please send me contact info for the BPAC people, too, so we can include their comments in the campaign.

DN

> Best,
> Phoebe
>
> Phoebe Goodman Bressack

> On Nov 16, 2012, at 11:33 AM, James Walgren wrote:

> Hi all

> Thanks for everyone's time last night. A few follow-up items:

Re Loyola Bridge Etc Response from Jim Gustafson

>
> 1. Re the 85 percentile/speed limit matter, this is something that Council and staff are keenly aware of and have been working with PD and our state legislators on. Cedric plans on providing a presentation on this matter to the PTC in the near future. DN

>
> 2. Cedric will also be meeting with the PTC to talk about our NTMP and SR25 programs soon as well. DN

>
> 3. Comm Dev staff will be bringing separately to the PTC an overview of our Traffic Impact Analyses scope-of-work expectations and what we could perhaps be doing differently. Keeping in mind that much of the modeling that Mr. Wing refers to is for much larger regional-type transportation movement studies. DN

>
> Re the bridge design, one thing that has always struck me is - does it really need to be four lanes? The County has proposed that and since it is their project the City has deferred to the County but that is a very urban and major corridor design standard. I don't see the County areas growing significantly in the future so whatever congestion is occurring today has been occurring for some time and is not likely to change. If the project focus was on sidewalks and bike lanes and the travel lanes were reduced it could become a much narrower bridge and then could better align with A street. Its offset with A Street appears to be the most problematic aspect. DN

>
> I also think keeping the design as simple as possible - and possibly more open as was discussed - will result in a more "timeless" design as requested by the PTC. Fussy bridges do not tend to be architecturally long lasting... DN

>
> James DN

>
>
> <winmail.dat>

DN: Duly Noted

Lee and Maria Shahinian
1506 Country Club Drive
Los Altos, CA 94024
Tel 650-948-1917 Fax 650-948-2626
Lshahinianjr@gmail.com

October 10, 2011

Pre-Design Comments

Ron Packard, Mayor
Val Carpenter, Mayor Pro Tem
David Casas, Councilmember
Jarrett Fishpaw, Councilmember
Megan Satterlee, Councilmember

Dear Los Altos City Council:

Re: Loyola Corners Traffic Options

After careful consideration, I am opposed to the Loyola Corners traffic options so far proposed by the City and County. Furthermore, I do not think that the bridge and A Street solutions should be considered independently.

For orientation purposes, please assume that the bridge is oriented east-west, west being toward the Country Club, and Miramonte is oriented north-south, north being toward El Camino Real.

Bridge Proposals:

First, two left turn lanes on the bridge, as proposed in Option B, are unnecessary. When going west across the bridge, cars from the current single lane can continue straight or turn left onto the expressway. The left turn is uninhibited because the road is marked "keep clear", preventing east-bound stacked cars from blocking this left turn. When going east across the bridge, the only thing inhibiting a left turn onto Fremont is traffic backup on A Street. That problem is addressed below under "A Street/Fremont Intersection" and "A Street/Miramonte Intersection."

Second, widening the bridge to 3 or 4 traffic lanes leads to an awkward misalignment with 2-way traffic on A Street. The importance of 2-way traffic on A Street is discussed below.

Third, I agree that the current bridge configuration does not meet the needs of pedestrian, handicap, and bicycle traffic. Reconfiguring and perhaps widening the bridge aprons would address these concerns.

Finally, the Comprehensive County Expressway Planning Study dated March 3, 2009 states in several places (page 36, 49, and 91) that the cost of widening the Loyola Corners bridge would be **\$7 million**. That is quite different than the \$2-3M figure I have heard mentioned so far.

A Street Modification:

The proposed City plan calls for a one-way A Street. Therefore, cars wishing to go from Miramonte west across the bridge would have to first travel south on Miramonte past A Street, where they

would then loop around the island onto Fremont, cross one lane of oncoming traffic, merge with a second lane of oncoming traffic, and finally turn left onto the bridge. This route is more circuitous and hazardous than the current solution of going west on A Street. Therefore, maintaining a 2-way A Street is a better solution.

A Street/Fremont Intersection:

Eliminating the road dip on the east side of the A Street/Fremont intersection and installing a drainage culvert to smooth out the road surface would enhance cross-traffic flow through this intersection, as cars would no longer slow to navigate the dip.

A Street/Miramonte Intersection:

This intersection is generally recognized as a hazard for cars, bicycles, and pedestrians turning left onto Miramonte from A Street. The City's proposed solution is to put stop signs for Miramonte traffic at the A Street/Miramonte intersection. There are three problems with this solution. First, traffic coming off Fremont onto Miramonte would be backed up at this new stop sign, impeding north-bound flow through the Fremont-Miramonte signal. Second, cars going south on Miramonte would stack up at the stop sign, slowing flow west across the bridge. Finally, traffic proceeding onto Miramonte from A Street would not be required to stop, and would therefore be at risk of being hit by any Miramonte traffic which might assume that A Street also has a stop sign.

A better, albeit more expensive, solution for this intersection would be a traffic signal, providing excellent safety for A Street traffic entering Miramonte while maintaining Miramonte traffic flow.

Summary of Recommended Action:

1. Modify the bridge to accommodate pedestrians and bicyclists, with no additional traffic lanes.
2. Keep A Street two ways.
3. Eliminate the road dip on the east side of the A Street/Fremont intersection by installing a drainage culvert.
4. Add a signal at A Street and Miramonte.

Thank you for soliciting public input. I welcome your questions and comments.

Sincerely,



Lee Shahinian, Jr., M.D.
Board Member
San Antonio Hills Homeowners Association
650 575 9353 Mobile

Pre-Design Comments

SAN ANTONIO HILLS, INC.

P. O. BOX 54 LOS ALTOS (LOYOLA), CALIFORNIA 94022

Mr. James Gustafson
City of Los Altos
One North San Antonio Rd.
Los Altos CA 94022

September 13, 2011

Pre-Design Comments

Dear Mr Gustafson:

With regard to the planned improvements to Loyola Corners business district and the Loyola Street bridge. First however I would like to thank you formally for attending our February Annual Meeting with Masaud from Santa Clara County at our request after reports of this project in the Town Crier.

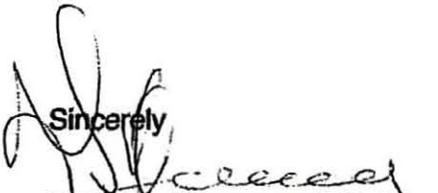
As you are aware we represent as the Home Owners Association some 1100 homes in the Los Altos Country Club area. This bridge and "A" street act as our front door and access to the "Loyola Corners" shopping area.

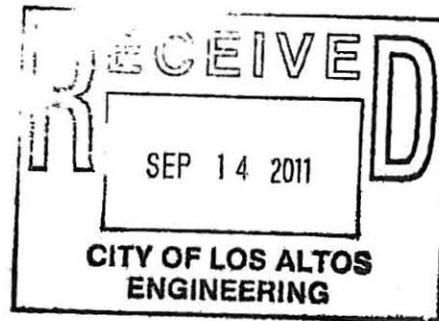
We congratulate the planners of this project for a attractive upgrading of this center. We do however have one major revision we would like to see REMAIN as is. "A" street is now two way, is 37' wide with a row of mature trees on the south side. The plan calls for a single vehicle lane, two bicycle lanes, a widened side walk and two planted medians with new trees totaling some 40'. We would suggest maintaining the existing width and trees, widening and raising the sidewalk to 7', and provide two each 11' vehicular and 4' bicycle lanes. This would eliminate the razing of 3' of curb and row of trees, and forgo the expense of constructing of two medians (9 feet) and planting of new trees and foliage. Additionally we would suggest removal from the plan of the monument at "A" and Miramonte as we feel it is a sight and safety hazard,

Failure to have a 2 way "A" street and its alternatives appears to be a strong motivation to seek alternate routes such as Grant to Granger or Springer to Magdalena to access our area and thereby a loss of customer traffic to the Loyola Corners Shopping area.

We look forward to working with You, Los Altos and County staff to a mutually beneficial relationship for all concerned.

Sincerely


Peter Mc Sweeney, Director
San Antonio Hills Inc.
Board of Directors



From: Pat Marriott [mailto:patmarriott@sbcglobal.net]
Sent: Sunday, September 25, 2011 4:04 PM
To: council@losaltosca.gov
Subject: Loyola Bridge over Foothill

Council Members:

According to the Town Crier, "The options include bicycle shoulders and sidewalks in both directions on the bridge and a single left-turn lane from Loyola Drive onto Fremont Avenue. Option B, 11 feet wider than A, would feature sufficient space to enable left-turn capability in both directions."

I don't think either option addresses the biggest safety issue, which is getting ON to the bridge, exiting from Foothill south and turning left onto A Street.

1. There's no lane on the exit ramp for bicyclists, so it's very dangerous for them and for drivers.
2. I have a STOP sign, but cars traveling from Loyola Drive – and all the roads feeding into it! – do not have to stop before going over the bridge or getting onto Foothill South. Seems like ALL traffic should have to stop.
3. It's almost impossible to see oncoming traffic through the wire fence and ivy on the current bridge. (Presumably, a new bridge would fix this.)

Re the design for Loyola Corners: I looked over the upgrade plans from August 2009. While it all looks nice, these upgrades are certainly not essential. Given the current economic situation, which is not likely to improve any time soon, I'd forget about spending money on niceties and focus on essentials.

Pat Marriott

Pre-Design Comments

From: Lyle Hornback [mailto:lylehornback@sbcglobal.net]
Sent: Wednesday, September 21, 2011 4:51 PM
To: City Council
Subject: Loyola Corners A Street safety

Pre-Design Comments

Los Altos City Council members, engineering and staff

There is considerable concern on the part of constituents living on the West side of the Foothill Expressway underpass bridge, with regards to entering Miramonte Ave. from A Street.

Miramonte Ave. going South has a left turn lane and a straight through lane going toward Fremont Ave. It also has traffic coming North from Fremont Ave. and Foothill Expressway.

Cars and bicycle riders must cross through that traffic with little visibility. When a car is in the left turn lane heading South you cannot see the cars coming in the straight lane. When cars are backed up in the straight lane due to the light at Fremont Ave. you cannot see the cars headed North coming off the expressway or turning right off Fremont Ave.

Essentially this is a totally blind traffic intersection.

There is a significant amount of bike and car traffic crossing this intersection in early morning and afternoon with children getting to school.

It is for this reason that I propose the city look at the installation of a traffic signal at the intersection of A and Miramonte. With the elimination of business on the East side of the road (the Echo is now a parking lot) there should not be a problem with a light installation.

Attached are 4 powerpoint slides which depict how this light could work in conjunction with the other existing lights to make the flow of bike and car traffic smoother and a whole lot safer especially for the bike riders.

This however does not totally fix the bike rider safety issue as there is both left and right turns being made at the A-Miramonte interchange. Currently the riders move to the center lane and merge with the cars. This is the same thing that happens at many intersections where cars can turn both directions and it seems to work well at this intersection too.

Thank You for taking the time to read this and look at the slides.

Lyle Hornback

Pre-Design Comments

Loyola Corners – “A” Street One Way

I am Ted Brown and I live at 1360 Country Club Dr.

Though the plan does make some enhancements to Loyola Corners I and everyone that I have talked to from my area strongly oppose the element of the plan that turns “A” Street into a one way St.

Over 1100 homes plus the Los Altos Country Club use either the Magdalena –Foothill or Loyola Corners intersections as the main avenue to get into and out of our area. (Unless one wants to use 280 to travel to some distant city.)

“A” Street will lose a lane of traffic in order to create room for a row of trees and two bike lanes. This is a very bad compromise of the rights of the major users of the street and will cause a very negative impact on a major potential customer base for the improved Loyola Corners.

To compound this unfairness to our community THIS PLAN WAS FORMULATED AND CHOSEN WITHOUT CONSULTATION OR INPUT FROM THE MAJOR GROUP OF PEOPLE WHO WILL BE MOST AFFECTED.

Though the new plan makes it easier to exit our area it will create a major bottleneck getting into the area. We presently only have an unopposed right turn onto A Street and have then only to wait for a light to cross onto the bridge. In the plan, inbound traffic will:

- have to come to a Stop Sign crossing of a busy lane of traffic
- then make a right turn onto a busy street
- then merge left over a lane in a very short and congested distance
- and then finally wait for the stop light.

(These new obstructions can not be overcome by improved signal timing or a wider bridge. Incidentally a measurement of the distance from the wall of Tom’s Place to the curb on the other side of the street comes to 37 feet vs. the 40 feet shown in the report. ??)

In summary, the compromises made here:

- **Are simply unfair to the major public users of the intersection**
- **Will create a major bottleneck**
- **Will cause people to avoid Loyola Corners no matter how pretty it may look**
- **Will also reduce the convenience of shopping at Blossom Valley**
- **Cause resentment of Los Altos by many residents in the unincorporated area of Los Altos' sphere of influence**
- **Will cause many people to use Grant Rd. and then the Los Altos residential street of Granger to avoid the created bottleneck.**

I ask you to revise this plan so that "A" Street remains a two way street and Loyola Corners becomes a desirable place to transit and maybe to visit rather than a place to avoid.

Re-Design Comments

-----Original Message-----

From: Lisa Yee Estrada [mailto:lisae@accesscom.com]

Sent: Tuesday, October 11, 2011 9:49 AM

To: City Council

Cc: Jim Gustafson

Subject: Loyola Corners -- converting A street to one way

Los Altos Council Members,

I live in the Country Club area, and I'm very dismayed to see that there are plans to convert A street to a one way street. About 90% of the time I exit/enter the Country Club area via A street, and it would be very inconvenient to lose that option in the future. I don't believe any council members live in the Country Club area since it's unincorporated, but if you did, you would realize what a problem this one-way street would be for residents.

I attempted to find information about WHY this change might occur and found nothing on the internet. This whole thing reminds me about the current downtown construction. Some of the changes were definitely needed, but others just appear to be a waste of money and time.

Please reconsider and make getting input from Country Club residents a priority! I suggest implementing an online poll. It's an effective way to get input without making residents attend a council meeting.

Thank you,
Lisa Estrada

Pre-Design Comments

Duly Noted
Re-Design Comment



1505 Schellenberger Road
San Jose, California 95131
Fax: 408-297-0530

21 OCT 12 P 12:11

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

- 4-7 days a week 1-3 days a week a few days per month a few days per year

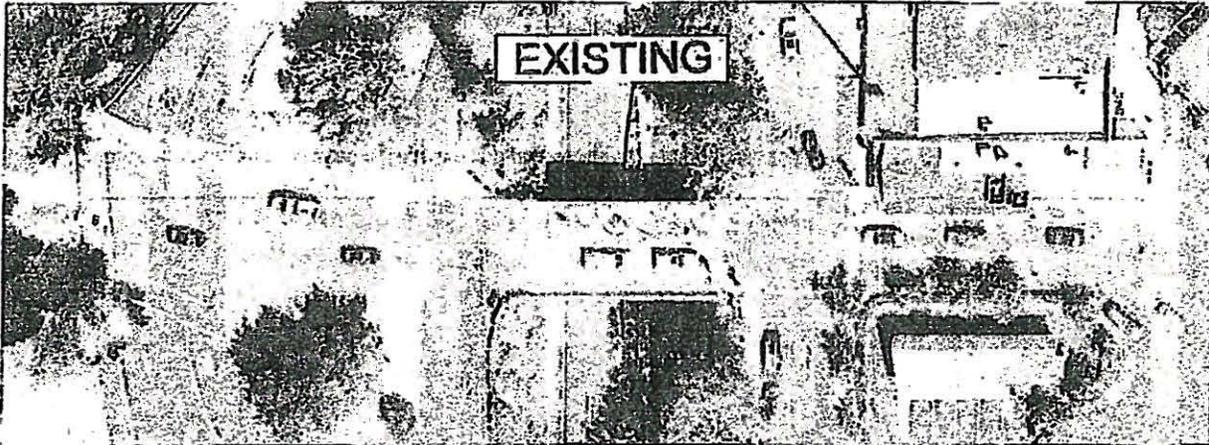
7-14 x

2. What travel mode do you use through this area?

- Walk Bicycle Motor Vehicle Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent Good Fair Poor Don't Know



4. Preferred improvement option. (see other side)

- No improvement Option A Option B

Comments:

OPTIONAL:

Name Tom Liston E-mail Liston@SBCGlobal.net Phone 948-3641

*Questionnaires can be mailed or faxed to above address by October 11, 2011

(911 Loyola Drive)

Duly Noted
Pre-Design Comment



1505 Schallenger Road
San Jose, California 95131
Fax: 408-297-0530

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

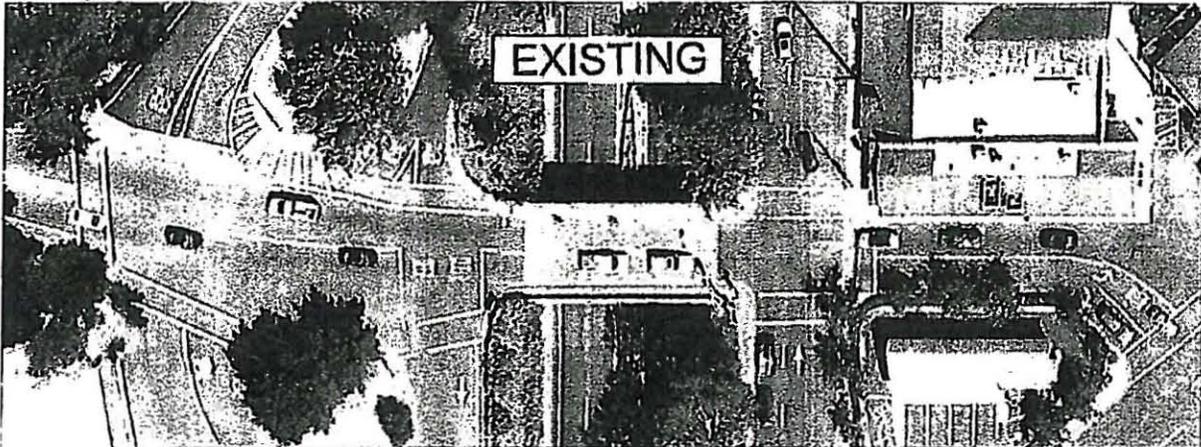
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2. What travel mode do you use through this area?

- Walk Bicycle Motor Vehicle Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent Good Fair Poor Don't Know



4. Preferred improvement option. (see other side)

- No Improvement Option A Option B

Comments: The changes could easily impact, negatively,
the traffic & post office accessibility on
Miramonte.

Address: 911 Loyola Drive

OPTIONAL

Name Robin Liston E-mail rhliston@comcast.net Phone 650/948-3641

*Questionnaires can be mailed or faxed to above address by October 11, 2011

County of Santa Clara
Roads and Airports Department

Duly Noted
Pre-Design Comment



1505 Schallenger Road
San Jose, California 95131
Fax: 408-297-0530

2:12 P:11

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

- 4-7 days a week 1-3 days a week a few days per month a few days per year

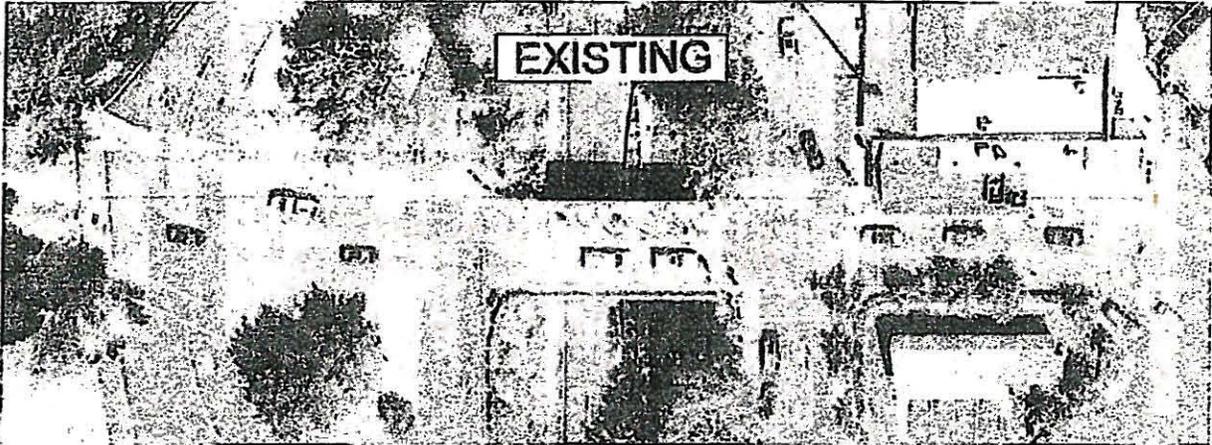
7-14 "

2. What travel mode do you use through this area?

- Walk Bicycle Motor Vehicle Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent Good Fair Poor Don't Know



4. Preferred improvement option. (see other side)

- No Improvement Option A Option B

Comments:

OPTIONAL:

Name Tom Liston E-mail Liston@SBCGlobal.net Phone 948-3641

*Questionnaires can be mailed or faxed to above address by October 11, 2011

(911 Loyola Drive)

*Duly Noted
Re-Design Comment*



1505 Schallenger Road
San Jose, California 95131
Fax: 408-297-0530

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

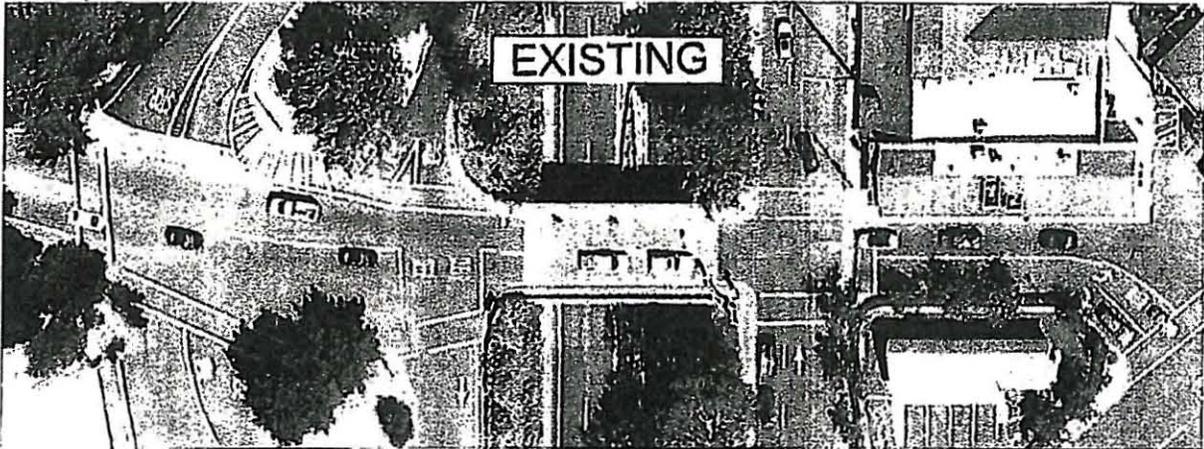
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2. What travel mode do you use through this area?

- Walk Bicycle Motor Vehicle Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent Good Fair Poor Don't Know



4. Preferred improvement option. (see other side)

- No Improvement Option A Option B

Comments: *The changes could easily impact negatively the traffic & post office accessibility on Miramonte.*

OPTIONAL: Address: *911 Loyola Drive*

Name: *Rubin Liston* E-mail: *rliston@comcast.net* Phone: *650/948-3641*

*Questionnaires can be mailed or faxed to above address by October 11, 2011

Duly Noted
Re-Design Comment

County of Santa Clara

Roads and Airports Department



1505 Schallenburger Road
San Jose, California 95131
Fax: 408-297-0330

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

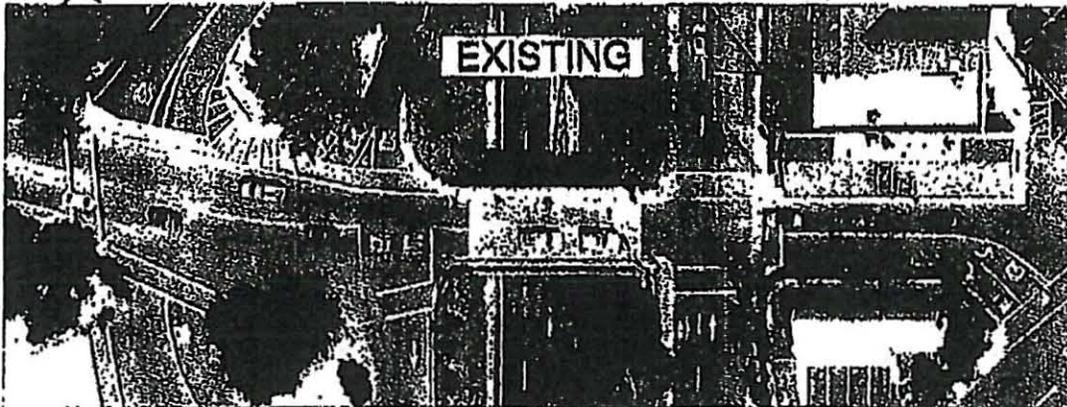
- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments: Do NOT TEAR UP the existing structure
WE DO NOT WANT THIS to BE CHANGED

OPTIONAL:

Name: Rosette Call Lewis E-mail: rcall@SBCGLD.org Phone: BAU Next
I do NOT WANT ACADE

*Questionnaires can be mailed or faxed to above address by October 11, 2011

County of Santa Clara
Roads and Airports Department

*Dulu Noted
etc - Design Comment*



1505 Schalkenberger Road
San Jose, California 95131
Fax: 408-297-6530

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred Improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments: *I'm not excited about the one way on A Street. This will cause all kinds of traffic problems including making it very difficult for people on our side of Foothill (east side) Expressway to get easily across to Los Altos Hills side of the expressway (west side)*

OPTIONAL Name *Carol* E-mail *ccommandatore* Phone *650-969-7929 H*

*Questionnaires can be mailed or faxed to above address by October 11, 2011

*7929 H
cell 408-483-3989*

Duly Noted

10/10/2011 18:34

550-964-0977

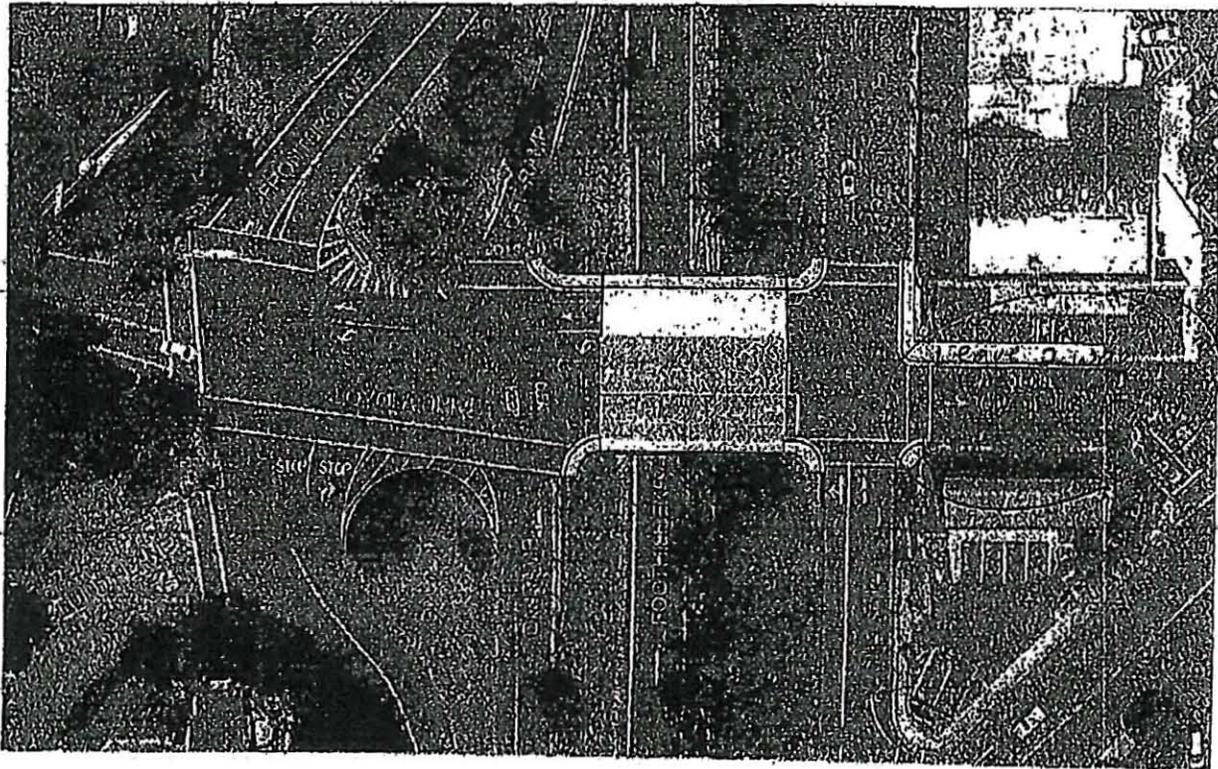
FEDEX OFFICE 5158

PAGE 02

Conceptual Loyola Overcrossing Improvement
Option A (one left turn)



Conceptual Loyola Overcrossing Improvement
Option B (Two Left Turn)



County of Santa Clara
Roads and Airports Department

*Dulu Poted
Pre-Design Comment*



1505 Schottenberger Road
San Jose, California 95131
Fax: 408-297-4510

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments:

OPTIONAL:

Name RONY RAMON E-mail BUYMER@Yahoo.com Phone 650-949-7024

*Questionnaires can be mailed or faxed to above address by October 11, 2011

County of Santa Clara

Roads and Airports Department

1503 8th Street
San Jose, CA 95128
Fax: 408-297-0330

*Duly Noted
Pre-Design Comment*



Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

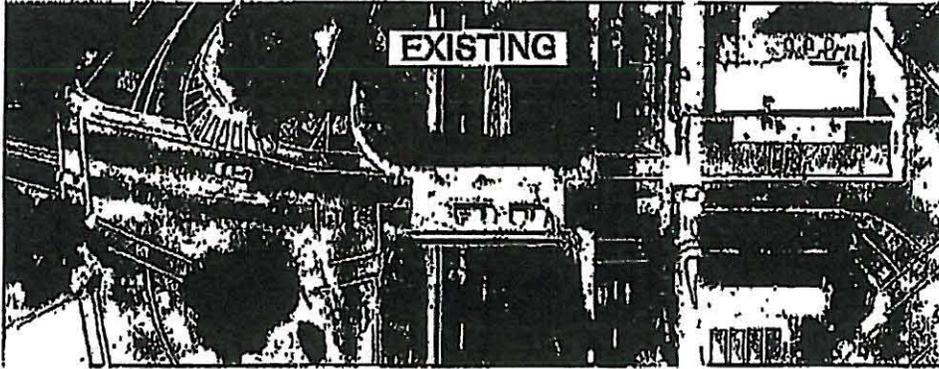
- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't know



4. Preferred improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments: IT WORKS JUST FINE.
PLEASE DON'T WASTE MY MONEY FOR WHAT IS
AN UNNECESSARY PROJECT

OPTIONAL:

Name STEPAN RMEFL E-mail stepan.rmefl@ymail.com Phone _____

*Questionnaires can be mailed or faxed to above address by October 11, 2011

Duly Noted
Pre-Design Comment

County of Santa Clara
Roads and Airports Department



1105 Schlessenger Road
San Jose, California 95131
Fax: 408-297-0510

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

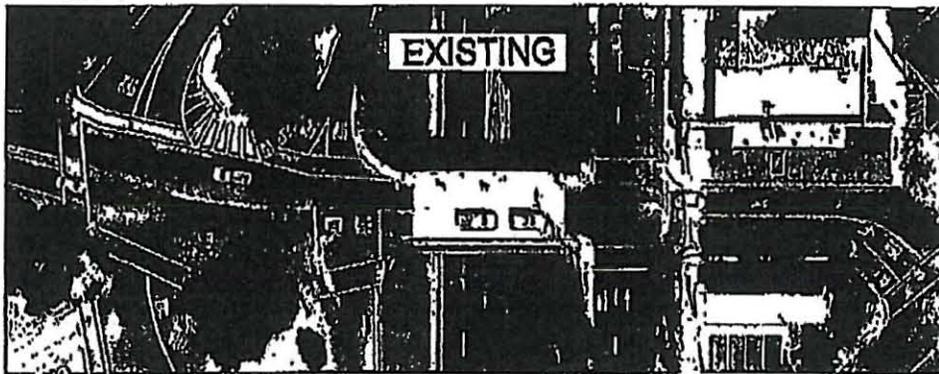
- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred Improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments:

OPTIONAL:

Name Christine GORTSCHNIG E-mail CG90998@Yahoo.com Phone _____

*Questionnaires can be mailed or faxed to above address by October 11, 2011

408-297-0530

County of Santa Clara

Roads and Airports Department

1505 Schellenger Road
San Jose, California 95131
Fax: 408-297-0530

*Dulu Noted
Pre-Design Comment*



Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

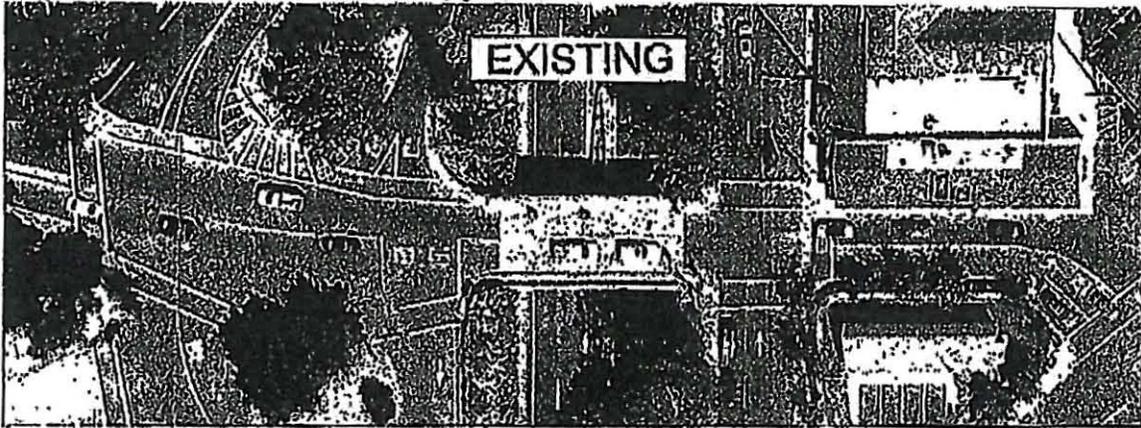
- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments: Both A and B would make it more difficult and dangerous to exit southbound Foothill Expy and cross the bridge to reach Miramonte Ave.

OPTIONAL:

Name Sara Boadwee E-mail _____ Phone _____

*Questionnaires can be mailed or faxed to above address by October 11, 2011

Board of Supervisors: Mike Wasserman, George Shirakawa, Dave Cortese, Ken Yeager, Liz Kulis
County Executive: Jeffrey V. Roth

Duly Noted
Re-Design Comment

County of Santa Clara
Roads and Airports Department



1501 Nehalem Drive Road
San Jose, California 95131
Fax: 408-397-0530

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

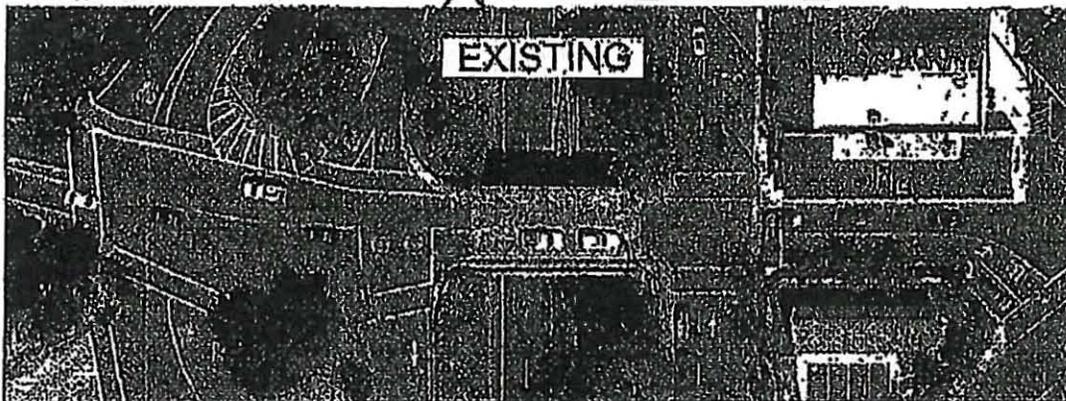
- 4-7 days a week 1-3 days a week a few days per month a few days per year

2. What travel mode do you use through this area?

- Walk Bicycle Motor Vehicle Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent Good Fair Poor Don't Know



4. Preferred Improvement option, (see other side)

- No Improvement Option A Option B

Comments: Option A and B will make it more dangerous to exit southbound Foothill Expressway and turn left to cross the bridge. Option A and B appear to address a MORNING commute issue while making the intersections more dangerous at other times of the day. I disagree with making A street one way.

OPTIONAL:

Name H. Boadwee E-mail _____ Phone _____

*Questionnaires can be mailed or faxed to above address by October 11, 2011

Board of Supervisors: Mike Wasserman, George Sitakawa, Dave Cortese, Nca Yeager, Liz Kolis
County Executive: Jeffrey Y. Smith

*Duly Noted
Pre-Design Comment*

October 11, 2011

Additional Note:

Other citizens have made online comments at the website of the Los Altos Town Crier (www.losaltosonline.com). You can get to these comments directly by visiting:

<http://tinyurl.com/bridgecomments>

or follow this QR code to the same address:



County of Santa Clara
Roads and Airports Department

*Doly Poteol
Pre-Design Comment*



1501 Schellenberger Road
San Jose, California 95131
Fax: 408-297-0430

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

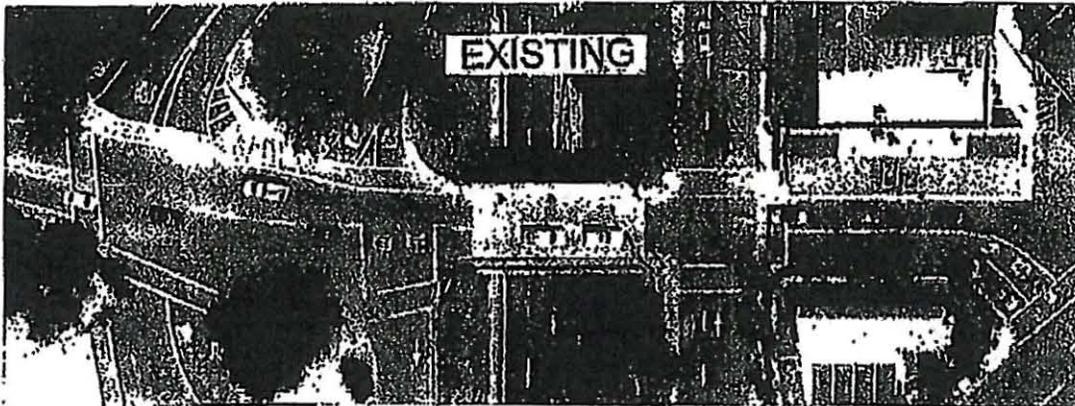
- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred Improvement option. (see other slide)

- No Improvement
- Option A
- Option B

Comment: PROVIDING THE COST OF 2 LANE OPTION IS NOT EXCESSIVE OVER THE ONE LANE OPTION. ALWAYS GO FOR MORE THAN YOU MAY NEED. YOU NEVER KNOW THE FUTURE NEEDS OF THE AREA. THE FIRE DEPT WILL LOVE OPTION B

OPTIONAL:

Name: *Robert Prillinger* Email: *Bob@prillinger.com* Phone: *650-969-6906*

*Questionnaires can be mailed or faxed to above address by October 11, 2011

Duly Noted
Pre-Design Comment

County of Santa Clara

Roads and Airports Department

1505 Schallenger Road
San Jose, California 95131
Fax: 408-297-6330



Loyola Bridge Improvement Project
Questionnaire

1. On average, how often do you use this overcrossing?

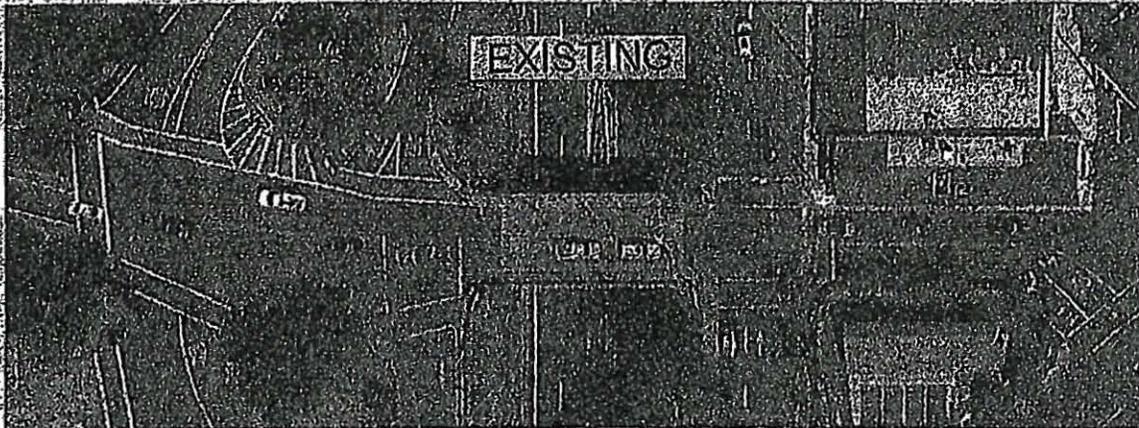
- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred Improvement option: (see other side)

- No Improvement
- Option A
- Option B (with modification)

Comments: *THE PROBLEM WITH BOTH OPTIONS IS THE BIKE LANES ARE ALMOST AS DANGEROUS AS THE CURRENT CONDITION. THE BIKE LANES SHOULD BE PROTECTED FROM THE VEHICLE TRAFFIC BY A PHYSICAL BARRIER, SUCH AS A CURB.

OPTIONAL:

Name: FORREST L WEBERSON E-mail: FORREST@VONDERBROOKGROUP.COM Phone: 650 400-2266

*Questionnaires can be mailed or faxed to above address by October 11, 2011

FAX: 408 297-0530

County of Santa Clara

Roads and Airports Department

1503 Schalkenbeger Road
San Jose, California 95131
Fax: 408-297-6330

OCT 11
Dulu Noted
Ate- Design Comment



Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

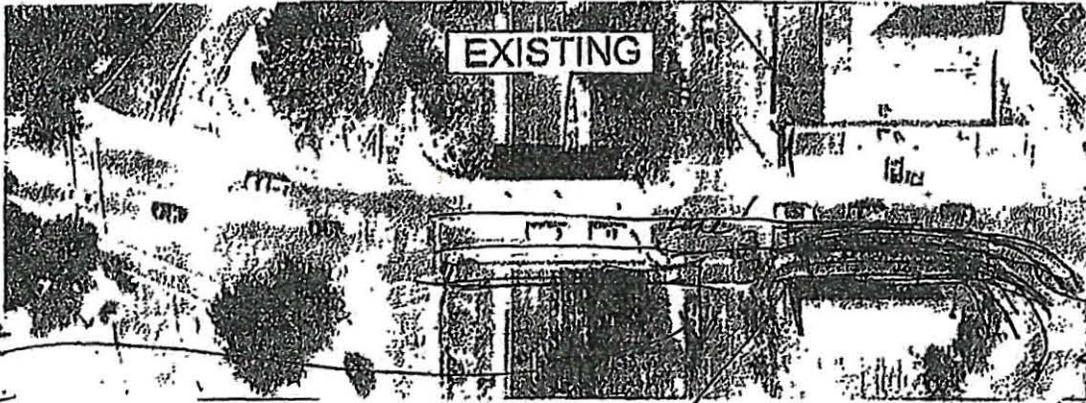
- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments:

These options A & B are not improvements and the drawing (photos) are not clear as to (A) what left turns (B) you do NOT spell out that both options make a street one way - very sneaky/disingenuous - Shame on you!

OPTIONAL:

Name _____

E-mail _____

Phone _____

Questionnaires can be mailed or faxed to above address by October 11, 2011

You cannot, in good faith, take any information from this survey and make any decisions - it is flawed!

Board of Supervisors: Mike Wasserman, George Sitralava, Dave Corio, Ken Yeager, Liz King
County Executive: Jeffrey V. Smith

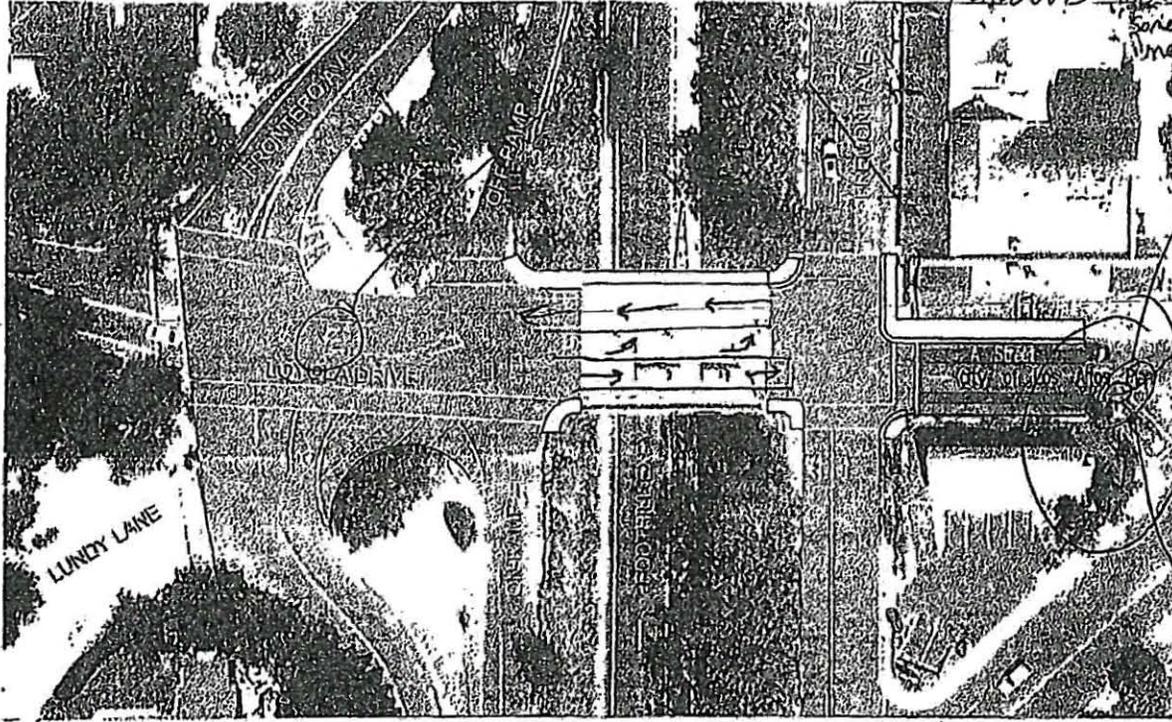
and many of the arrows are covered by the white and there are cars on A street going both ways into the green lines - what are these
No one way on A!
What are these white No legend. Horri

CONSIDER TURN RIGHT TURN HERE OR ADD ANOTHER LANE
 BUILD WITH OVERPASS TO NOT BURN MAIN TO YOU AS A

NO ONE WAY STREETS PER PLANNERS IN MANY LOCALS - THEY CREATE MORE PROBLEMS THAN THE SOLVE
 BOYS from island property - make lanes

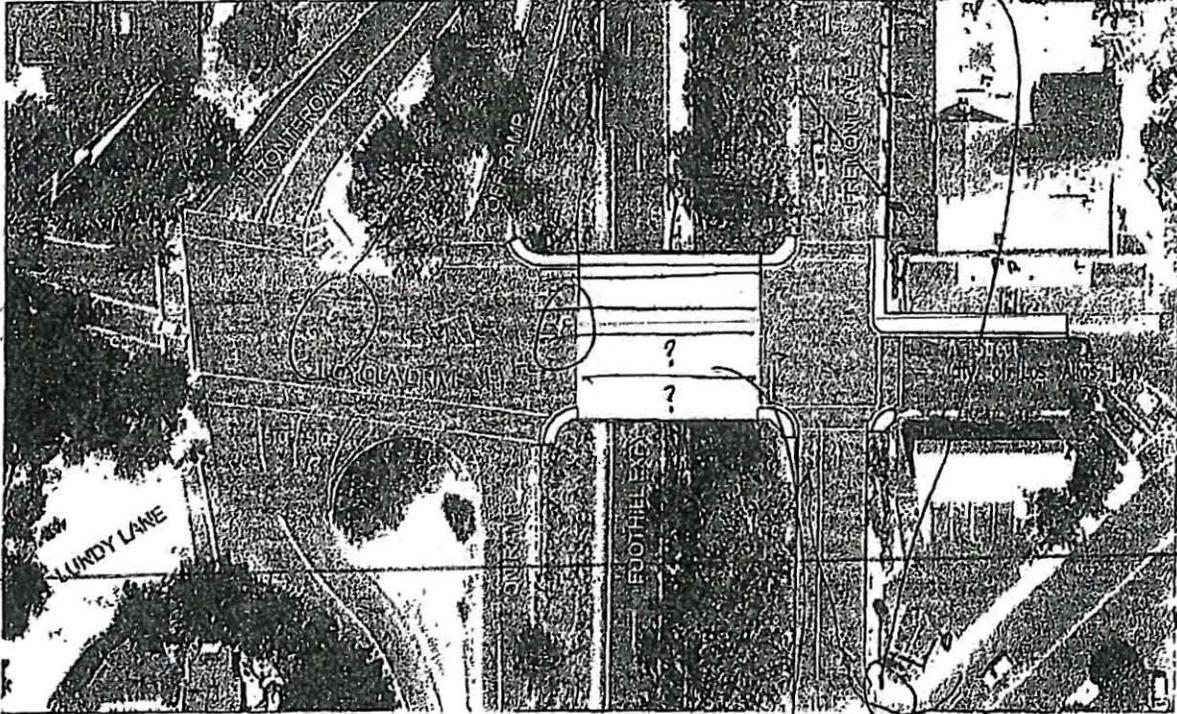
Conceptual Loyola Overcrossing Improvement Option A (one left turn)

YOU NEED TO CREATE
A CLEAR LEFT TURN DRIV
W/ CALL OUTS - This looks like
Someone's
imagine
the
not who
space
No space
for
left



Conceptual Loyola Overcrossing Improvement Option B (Two Left Turn)

Flurry one lane into
Crazy like area will
back up here - no problem
to turn
Where at
Kills to
walk
ride
their
bikes to
School?
Kills
get
scratched
here
trying
to
make
left
turn out
Miramonte



One way streets are a recipe for
backups - not the answer

Most cars are going straight
this doesn't help backup two lanes into
one is not
a good
idea

Duly Noted - Re-Design comment

Lee and Maria Shahinian
1506 Country Club Drive
Los Altos, CA 94024



Duly Noted
Pre-Design Comment

October 10, 2011

Ron Packard, Mayor
Val Carpenter, Mayor Pro Tem
David Casas, Councilmember
Jarrett Fishpaw, Councilmember
Megan Satterlee, Councilmember

Dear Los Altos City Council:

Re: Loyola Corners Traffic Options

After careful consideration, I am opposed to the Loyola Corners traffic options so far proposed by the City and County. Furthermore, I do not think that the bridge and A Street solutions should be considered independently.

For orientation purposes, please assume that the bridge is oriented east-west, west being toward the Country Club, and Miramonte is oriented north-south, north being toward El Camino Real.

Bridge Proposals:

First, two left turn lanes on the bridge, as proposed in Option B, are unnecessary. When going west across the bridge, cars from the current single lane can continue straight or turn left onto the expressway. The left turn is uninhibited because the road is marked "keep clear", preventing east-bound stacked cars from blocking this left turn. When going east across the bridge, the only thing inhibiting a left turn onto Fremont is traffic backup on A Street. That problem is addressed below under "A Street/Fremont Intersection" and "A Street/Miramonte Intersection."

Second, widening the bridge to 3 or 4 traffic lanes leads to an awkward misalignment with 2-way traffic on A Street. The importance of 2-way traffic on A Street is discussed below.

Third, I agree that the current bridge configuration does not meet the needs of pedestrian, handicap, and bicycle traffic. Reconfiguring and perhaps widening the bridge aprons would address these concerns.

Finally, the Comprehensive County Expressway Planning Study dated March 3, 2009 states in several places (page 36, 49, and 91) that the cost of widening the Loyola Corners bridge would be \$7 million. That is quite different than the \$2-3M figure I have heard mentioned so far.

A Street Modification:

The proposed City plan calls for a one-way A Street. Therefore, cars wishing to go from Miramonte west across the bridge would have to first travel south on Miramonte past A Street, where they

Duly Noted
Pre-Design Comment

2

would then loop around the island onto Fremont, cross one lane of oncoming traffic, merge with a second lane of oncoming traffic, and finally turn left onto the bridge. This route is more circuitous and hazardous than the current solution of going west on A Street. Therefore, maintaining a 2-way A Street is a better solution.

A Street/Fremont Intersection:

Eliminating the road dip on the east side of the A Street/Fremont intersection and installing a drainage culvert to smooth out the road surface would enhance cross-traffic flow through this intersection, as cars would no longer slow to navigate the dip.

A Street/Miramonte Intersection:

This intersection is generally recognized as a hazard for cars, bicycles, and pedestrians turning left onto Miramonte from A Street. The City's proposed solution is to put stop signs for Miramonte traffic at the A Street/Miramonte intersection. There are three problems with this solution. First, traffic coming off Fremont onto Miramonte would be backed up at this new stop sign, impeding north-bound flow through the Fremont-Miramonte signal. Second, cars going south on Miramonte would stack up at the stop sign, slowing flow west across the bridge. Finally, traffic proceeding onto Miramonte from A Street would not be required to stop, and would therefore be at risk of being hit by any Miramonte traffic which might assume that A Street also has a stop sign.

A better, albeit more expensive, solution for this intersection would be a traffic signal, providing excellent safety for A Street traffic entering Miramonte while maintaining Miramonte traffic flow.

Summary of Recommended Action:

1. Modify the bridge to accommodate pedestrians and bicyclists, with no additional traffic lanes.
2. Keep A Street two ways.
3. Eliminate the road dip on the east side of the A Street/Fremont intersection by installing a drainage culvert.
4. Add a signal at A Street and Miramonte.

Thank you for soliciting public input. I welcome your questions and comments.

Sincerely,



Lee Shahinian, Jr., M.D.
Board Member
San Antonio Hills Homeowners Association
[Redacted]

Duly Noted
Pre-Design Comment

County of Santa Clara

Roads and Airports Department



1505 Schollenberger Road
San Jose, California 95131
Fax: 408-297-0530

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

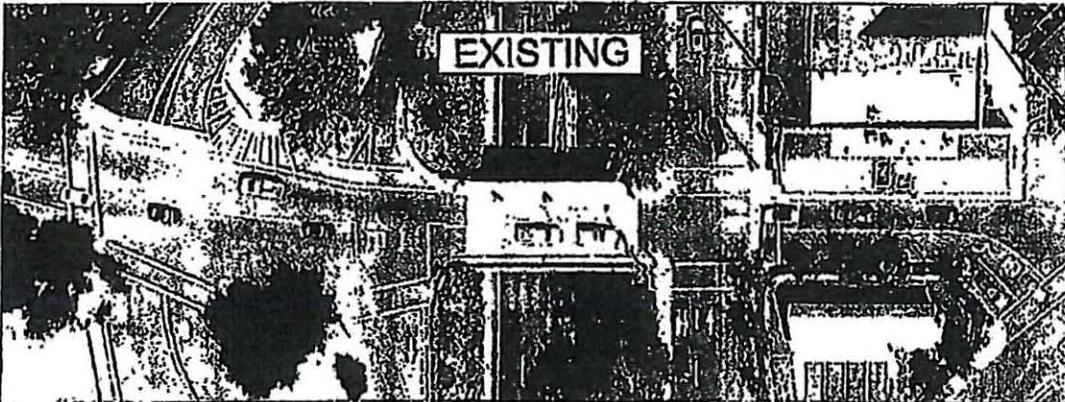
- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments: Neither option solves the problem. If implemented, both A and B will create congestion on Loyola Dr./Grainger for traffic out of CA Hills, or on A street for traffic in opposite direction.
Thank.

OPTIONAL:

Name Sergei Govorkov E-mail ssrrgg03@yahoo.com Phone 650 714 3448

*Questionnaires can be mailed or faxed to above address by October 11, 2011

County of Santa Clara
Roads and Airports Department

*Duly Noted
Pre-Design Comment*



1505 Schalkenberg Road
San Jose, California 95131
Fax: 408-297-0530

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

- more than* 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred improvement option. (see other slide)

- No Improvement
- Option A
- Option B

Comments: PLEASE DO NOT MAKE THE BRIDGE ANY LARGER! IT IS FINE THE WAY IT IS. WHY PUT A FREEWAY OVERPASS INTO A SMALL NEIGHBORHOOD? THERE MUST BE OTHER COUNTY PROJECTS THAT DESERVE THE MONEY MORE THAN THE LOYOLA BRIDGE. IT JUST NEEDS HANDICAPPED CURBS. ALSO, MAKING A STREET ONE WAY IS A BAD IDEA, IT WILL *
OPTIONAL:

Name TOBY McDOJELL E-mail TOBY.MCDOJELL@GMAIL.COM Phone 650-793-4724

*Questionnaires can be mailed or faxed to above address by October 11, 2011

* ONLY MAKE THE MIRAMONTE/FREEMONT INTERSECTION MORE OF A HEADACHE. THE LOYOLA BRIDGE IS ONLY CROWDED DURING THE MORNING SCHOOL COMMUTE HOUR, NOT ENOUGH TO JUSTIFY A MONSTER BRIDGE.

Board of Supervisors: Bill Wasserman, George Sifaloukas, Dave Cortese, Neil Yeager, Liz Kulig
County Executive: Jeffrey V. Smith

THANK YOU.

Duly Noted
Pre-Design Comment

County of Santa Clara

Roads and Airports Department

1505 Schallenberg Road
San Jose, California 95131
Fax 408-297-0130



Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

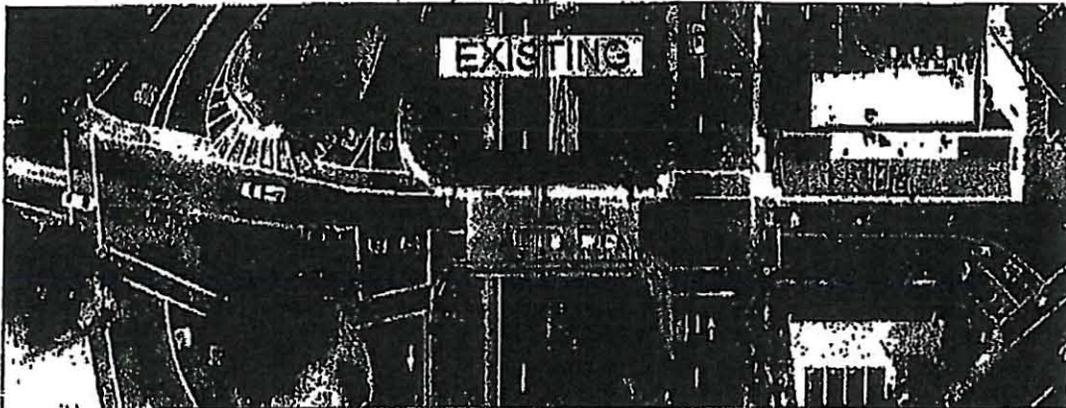
- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments: Need Calming, not more traffic. Maybe
limit braker access to Loyola to one way.
Two Way "A" street is preferable. Fix bridge
on Fremont first.

OPTIONAL:

Name John Alexander E-mail john@jads.net.com Phone 650-793-0822

*Questionnaires can be mailed or faxed to above address by October 11, 2011

Duly Noted
Pre-Design Comment

County of Santa Clara

Roads and Airports Department

1505 Schullerberger Road
San Jose, California 95111
Fax: 408-2976350



Loyola Bridge Improvement Project
Questionnaire

1. On average, how often do you use this overcrossing?

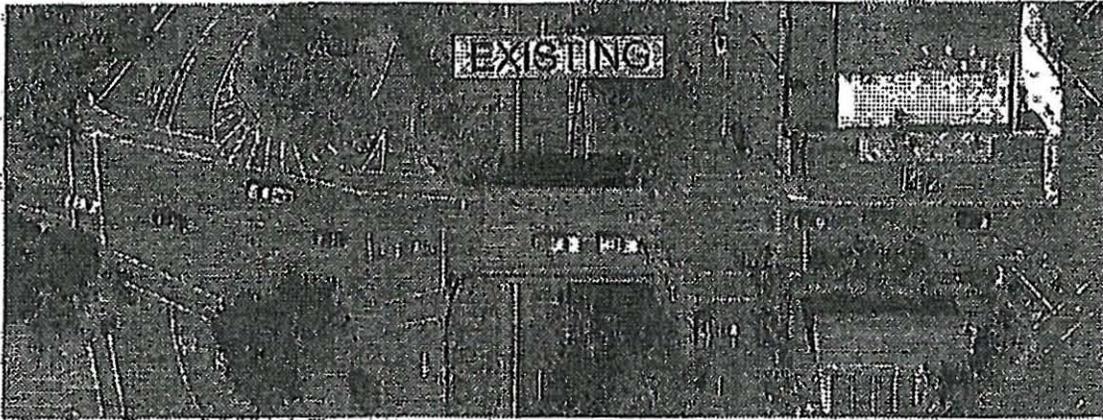
- 2-7 days a week 1-3 days a week a few days per month a few days per year

2. What travel mode do you use through this area?

- Walk Bicycle Motor Vehicle Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent Good Fair Poor Don't Know



4. Preferred improvement option, (see other side):

- No improvement Option A Option B

Comments: #1 - Unincorporated SSC (County Club Area) very kid rich. Create a safer
ped/bike environment to encourage children grades 4-8 to bike to school.
#2 - Allow capacity for growth in vehicle traffic.

OPTIONAL:

Name Bill Creek E-mail billcreek@pacbell.com Phone 650-964-9340

*Questionnaires can be mailed or faxed to above address by October 11, 2014.

County of Santa Clara
Roads and Airports Department

*Duly Noted
Pre-Design Comment*



1505 Schallaberger Road
San Jose, California 95131
Fax: 408-297-0510

Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

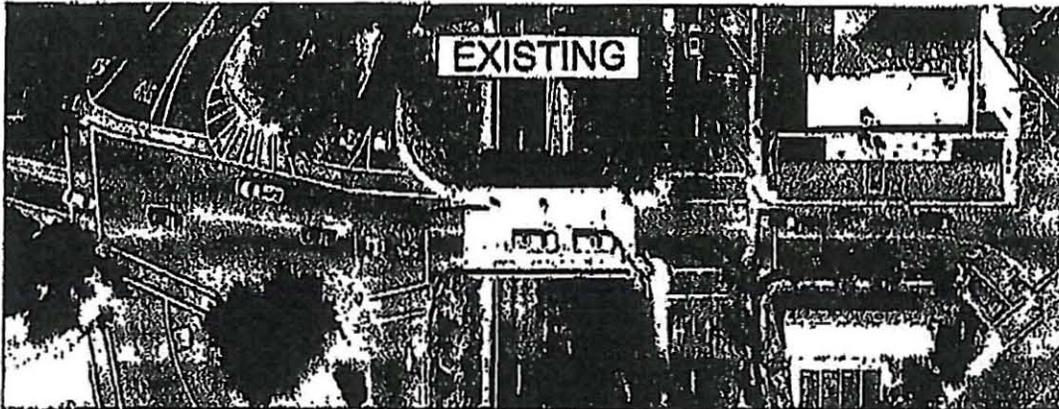
- 4-7 days a week
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- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred Improvement option, (see other side)

- No Improvement
- Option A
- Option B

Comments: *I need to be able to get on to Foothill
Expressway south after crossing the bridge. Being
able to turn left is mandatory. Option B does provide
the left hand turn, but the bridge is too wide.*

OPTIONAL:

Name Terry Larkin E-mail talarkin@sbcslab.net Phone _____

*Questionnaires can be mailed or faxed to above address by October 11, 2011

*Duly Noted
Pre-Design Comment*

County of Santa Clara
Roads and Airports Department

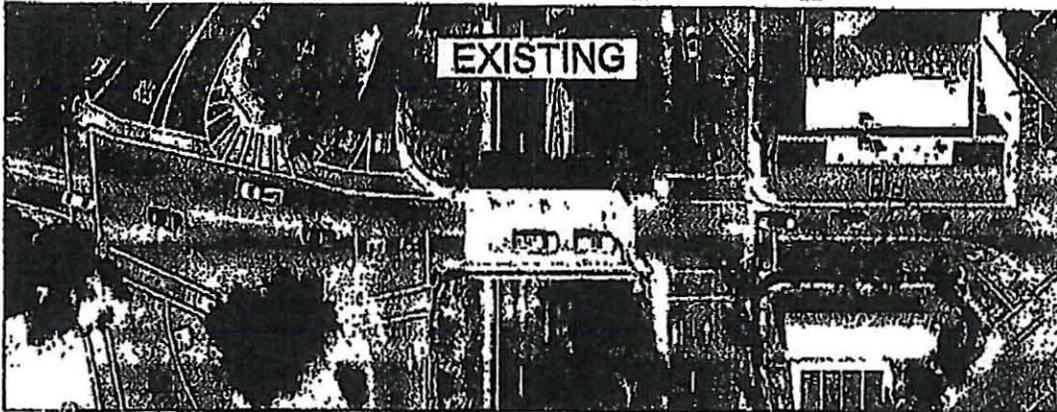


1305 Schallerberger Road
San Jose, California 95131
Fax: 408-297-0530

Loyola Bridge Improvement Project
Questionnaire

Thank you

1. On average, how often do you use this overcrossing? *for asking-*
- 4-7 days a week 1-3 days a week a few days per month a few days per year
2. What travel mode do you use through this area?
- Walk Bicycle Motor Vehicle Wheel Chair
3. How well is the existing crossing area working for you?
- Excellent Good Fair Poor Don't Know



4. Preferred improvement option. (see other side)
- No Improvement Option A Option B *maybe a bit wider for bicycles*

Comments: *No one way on A*
yes for
access to Foothill south from Miramonte
don't want huge bridge that would
wide more appropriate
over a freeway

OPTIONAL: *Heather hmlarkin@a*
Name *Heather* E-mail *hmlarkin@a* Phone _____
sbcglobal.net

*Questionnaires can be mailed or faxed to above address by October 11, 2011

*no additional signals
ic
Miramonte/A*

County of Santa Clara
Roads and Airports Department

*Duly Noted
Pre-Design Comment*



1505 Beckenhopper Road
San Jose, California 95131
Fax: 408-297-8530

Loyola Bridge Improvement Project
Questionnaire

1. On average, how often do you use this overcrossing?

- 4-7 days a week *14 times/wk*
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred Improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments: *"Keep Clear" painted @ entrance to expwy,
South is needed. Otherwise, it is working well*

OPTIONAL:

Name *Robbie & Tom Liston* E-mail *rhliston@comcast.net* Phone *650/948-3641*

*Questionnaires can be mailed or faxed to above address by October 11, 2011

County of Santa Clara

Roads and Airports Department

1545 Schellenbeger Road
San Jose, California 95131
Fax: 408-297-0330

*Dolo Noted
Are - Design Comment*



Loyola Bridge Improvement Project
Questionnaire*

1. On average, how often do you use this overcrossing?

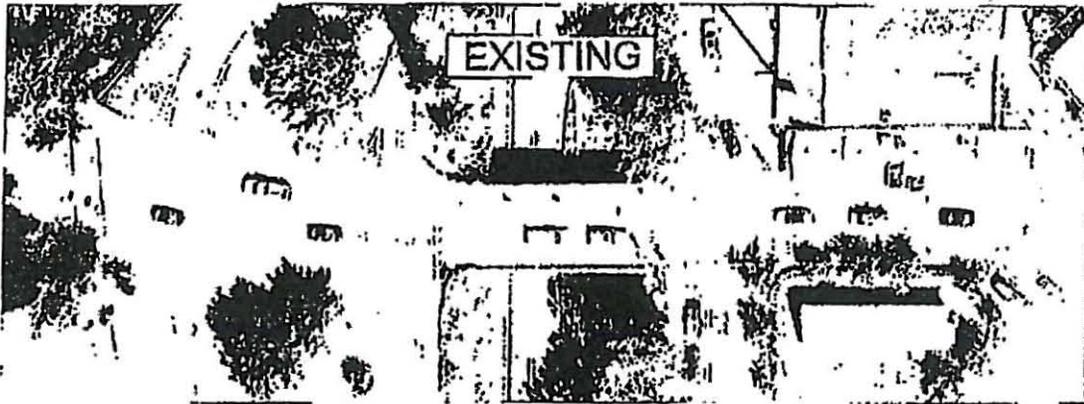
- 4-7 days a week
- 1-3 days a week
- a few days per month
- a few days per year

2. What travel mode do you use through this area?

- Walk
- Bicycle
- Motor Vehicle
- Wheel Chair

3. How well is the existing crossing area working for you?

- Excellent
- Good
- Fair
- Poor
- Don't Know



4. Preferred Improvement option. (see other side)

- No Improvement
- Option A
- Option B

Comments:

*Please don't change the entire bridge! Simply
add the ramps on the corners to make it
accessible to all!*

OPTIONAL:

Name _____ E-mail _____ Phone _____

*Questionnaires can be mailed or faxed to above address by October 11, 2011

-----Original Message-----

From: Lisa Yee Estrada [mailto:lisae@accesscom.com]

Sent: Tuesday, October 11, 2011 9:49 AM

To: City Council

Cc: Jim Gustafson

Subject: Loyola Corners -- converting A street to one way

Los Altos Council Members,

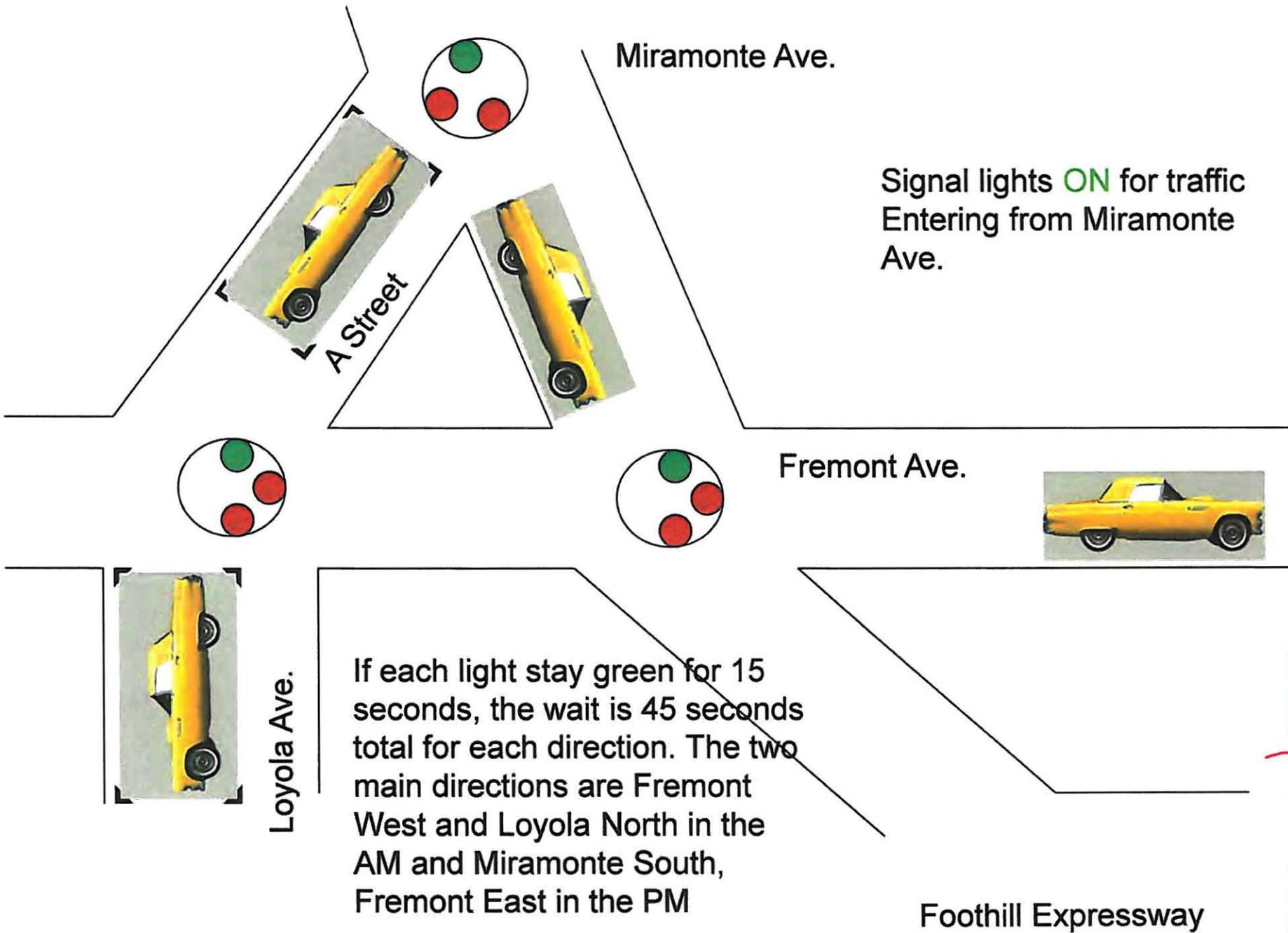
I live in the Country Club area, and I'm very dismayed to see that there are plans to convert A street to a one way street. About 90% of the time I exit/enter the Country Club area via A street, and it would be very inconvenient to lose that option in the future. I don't believe any council members live in the Country Club area since it's unincorporated, but if you did, you would realize what a problem this one-way street would be for residents.

I attempted to find information about WHY this change might occur and found nothing on the internet. This whole thing reminds me about the current downtown construction. Some of the changes were definitely needed, but others just appear to be a waste of money and time.

Please reconsider and make getting input from Country Club residents a priority! I suggest implementing an online poll. It's an effective way to get input without making residents attend a council meeting.

Thank you,
Lisa Estrada

Duly Noted
Pre-Design Comment



Miramonte Ave.

Signal lights **ON** for traffic
Entering from Miramonte
Ave.

A Street

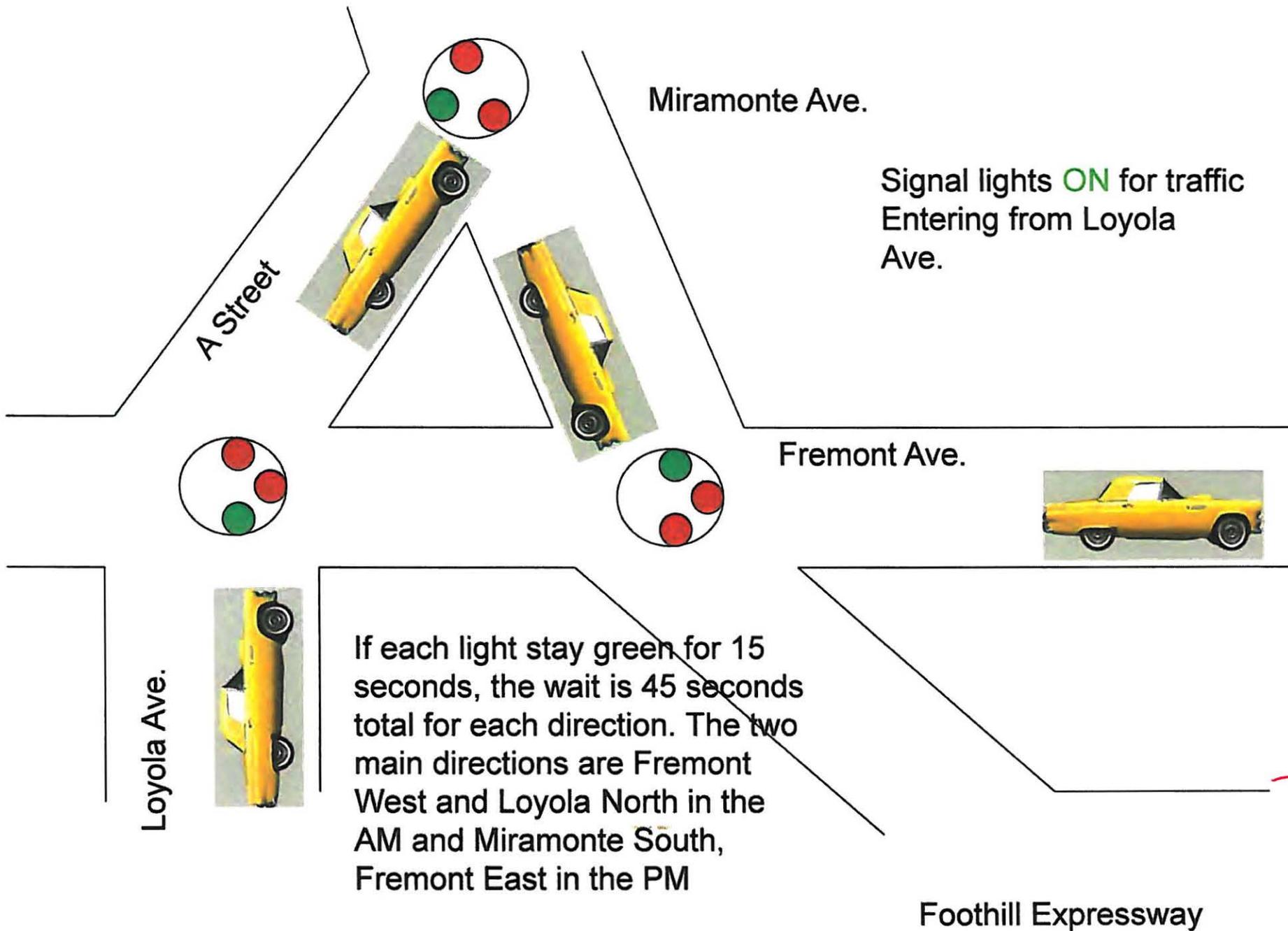
Fremont Ave.

Loyola Ave.

If each light stay green for 15
seconds, the wait is 45 seconds
total for each direction. The two
main directions are Fremont
West and Loyola North in the
AM and Miramonte South,
Fremont East in the PM

Foothill Expressway

Duly noted!



Miramonte Ave.

Signal lights **ON** for traffic
Entering from Loyola
Ave.

A Street

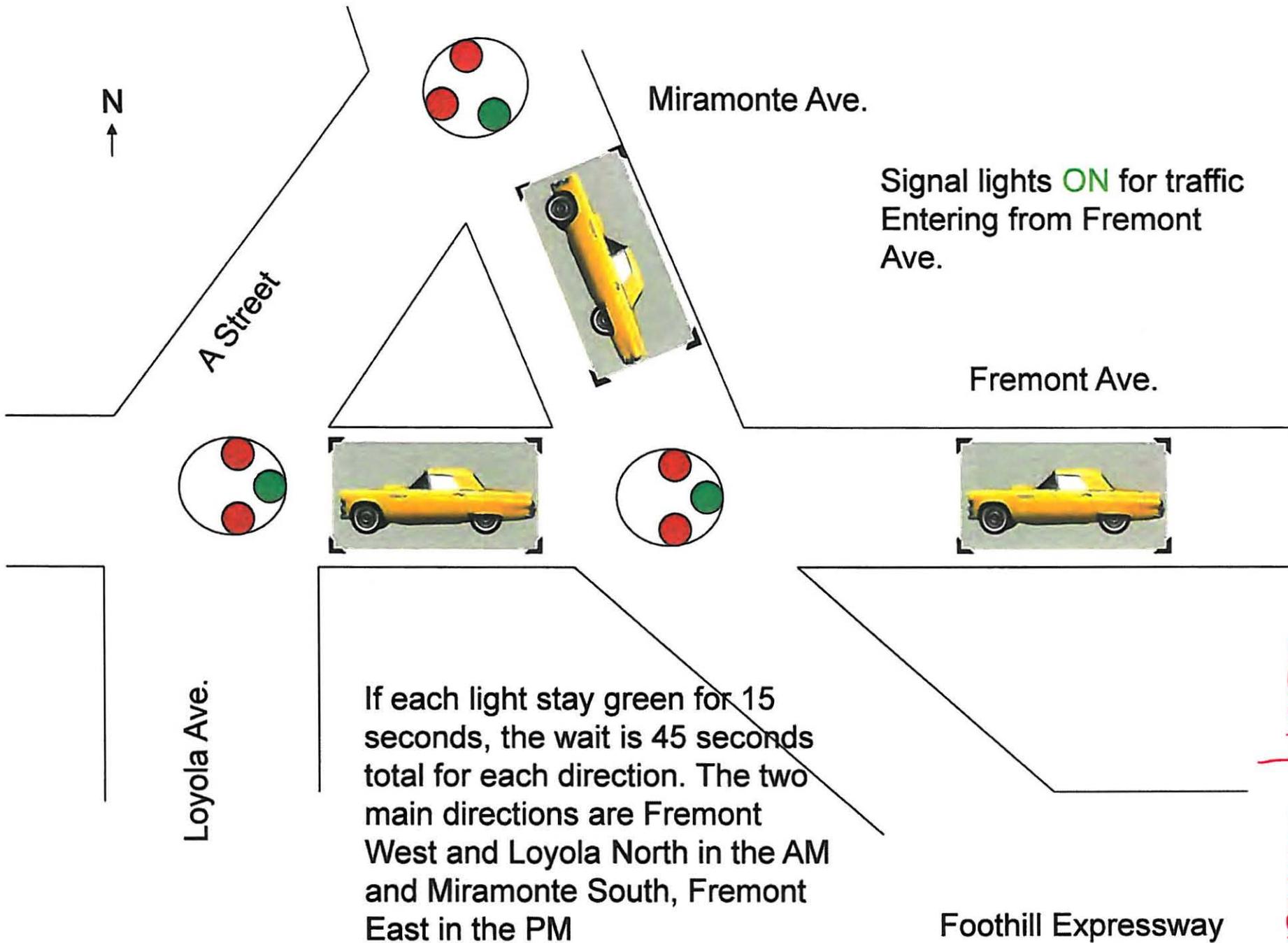
Fremont Ave.

Loyola Ave.

If each light stay green for 15
seconds, the wait is 45 seconds
total for each direction. The two
main directions are Fremont
West and Loyola North in the
AM and Miramonte South,
Fremont East in the PM

Foothill Expressway

Dolp Patel



A Street

Miramonte Ave.

Signal lights **ON** for traffic Entering from Fremont Ave.

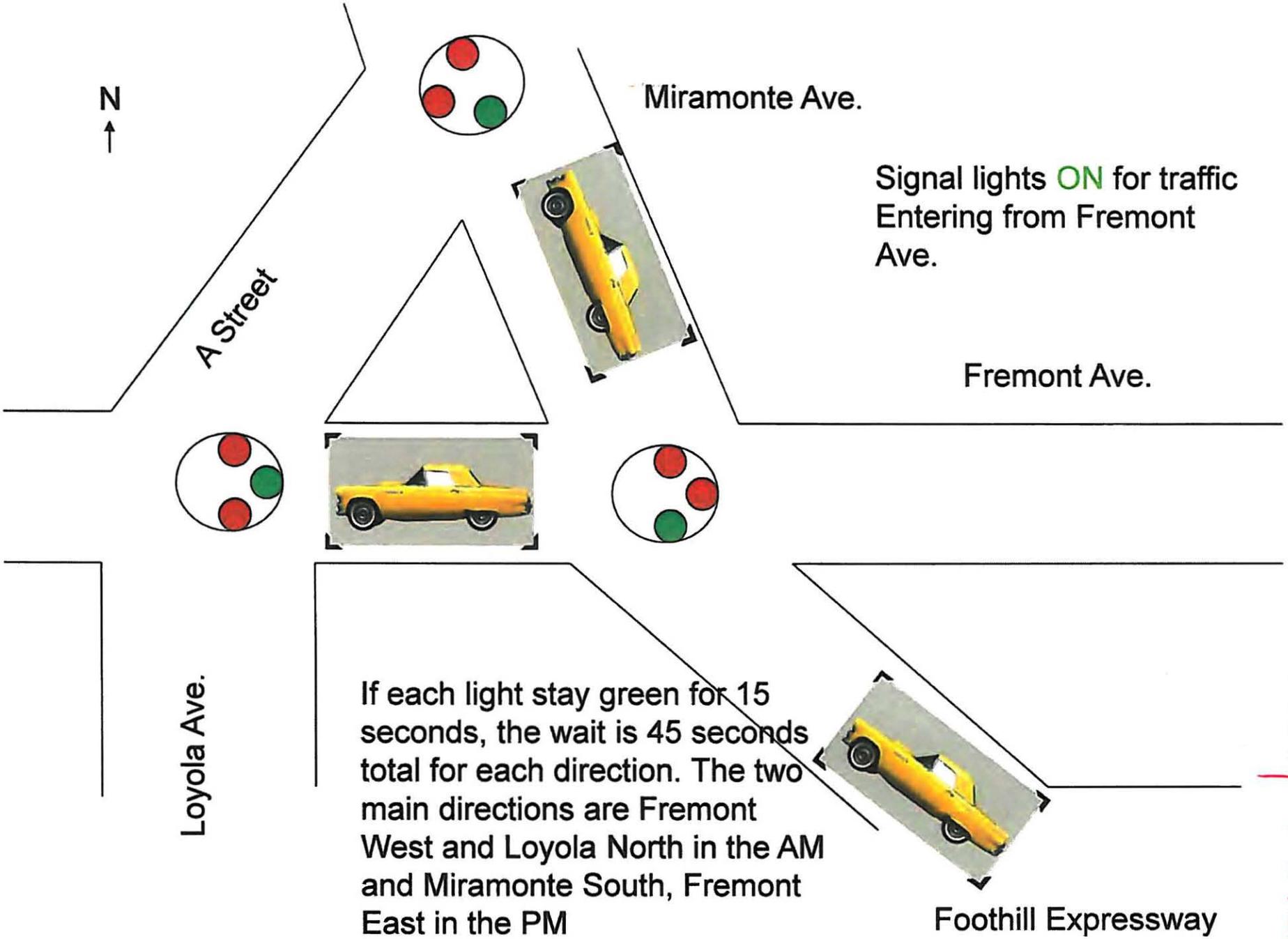
Fremont Ave.

Loyola Ave.

If each light stay green for 15 seconds, the wait is 45 seconds total for each direction. The two main directions are Fremont West and Loyola North in the AM and Miramonte South, Fremont East in the PM

Foothill Expressway

July Noted



July 2019