



STUDY SESSION

Agenda Item # 6

PUBLIC CORRESPONDENCE

Meeting Date: December 11, 2018

Subject: Carmel Terrace Update and Discussion

The following is public correspondence received by the City Clerk's Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, please email Council@LosAltosCA.gov.

From: [Chris Jordan](#)
To: [Aruna Bodduna](#); [Liz Checke](#)
Cc: [Christopher Lamm](#); [Andy Galea](#); [Jon Maginot](#); [Sarah M. Henricks](#)
Subject: Fwd: Agenda Item 6, Study Session, Carmel Terrace
Date: Sunday, December 9, 2018 8:42:48 PM
Attachments: [image.png](#)
[ATT00001.htm](#)
[Carmel Terrace traffic 12-2018 .docx](#)
[ATT00002.htm](#)

Sent from my iPhone

Begin forwarded message:

From: Fred Linker <[REDACTED]>
Date: December 9, 2018 at 7:07:57 PM PST
To: council@losaltosca.gov
Cc: Mary Fran Miller <[REDACTED]>
Subject: Agenda Item 6, Study Session, Carmel Terrace

Dear Council Members and Staff,

My name is Fred Linker. I and my wife Mary Fran Miller would like to comment in advance of the Carmel Terrace Study Session scheduled for December 11, 2018. We have lived on Carmel Terrace since 1994.

To understand the issues, it was helpful for me to come up with a **graphic** of the typical traffic flow before No Stopping signs were implemented several years ago. This graphic is attached; also see excerpt below.
(Caveat: these diagrams were made to the best best of my knowledge in interpreting the Council's background memo.)

Also included:

- * a few blown-up views illustrating hazardous driver actions which occurred on a daily basis.
- * typical student walking and cycling behavior.
- * garbage bins and trucks for Thursday pickup
- * the proposed Class II bike lanes show the difficulties in making them effective.

Here are our conclusions:

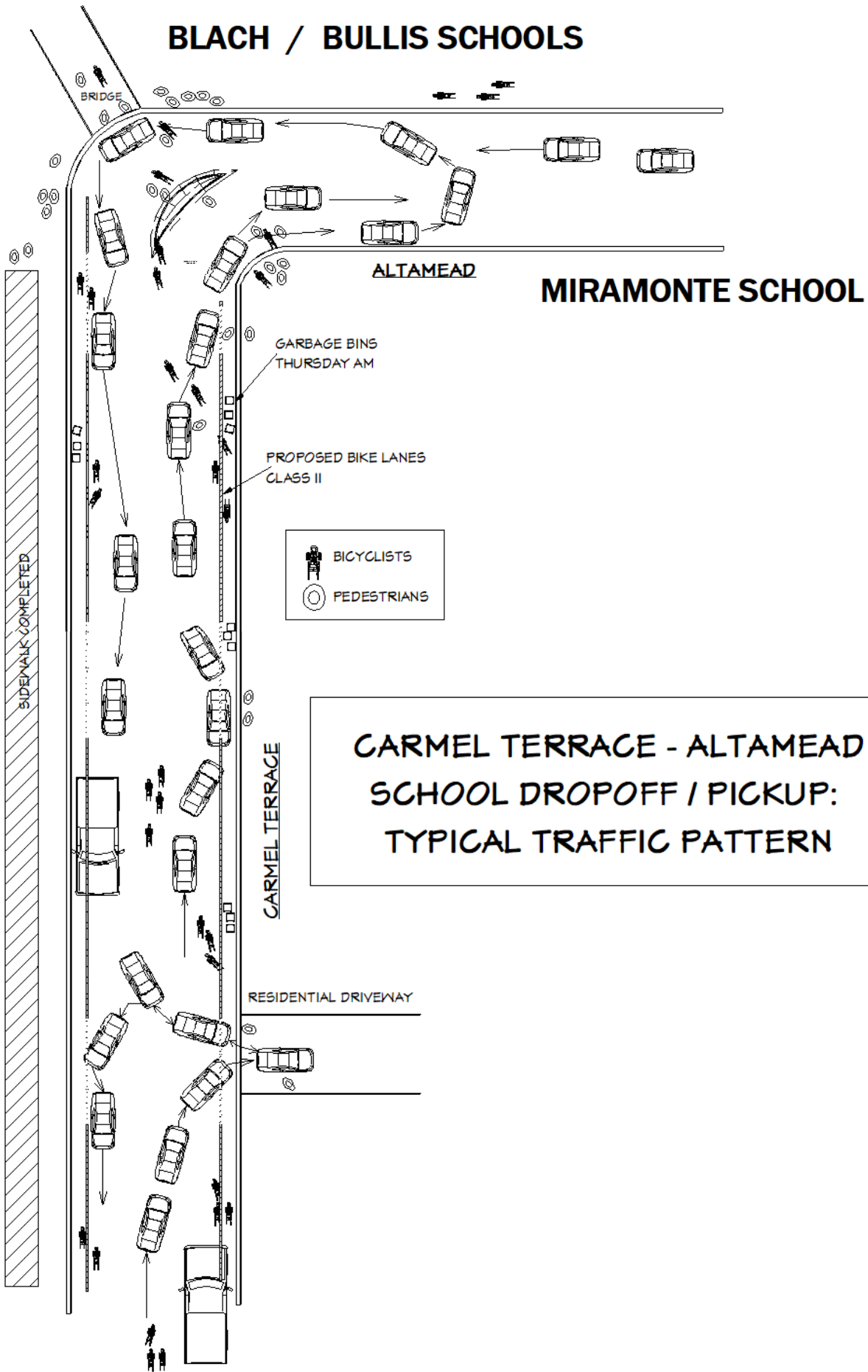
- 1) We believe that drop off and pick up should not be permitted on Carmel Terrace. The No Stopping signs should remain. The diagrams (and our personal experience) emphasize how drop off and pickup activities can increase the likelihood of cyclist and pedestrian injuries. This is the reason they were instituted in the first place.
- 2) Bike lanes would not be effective nor would they increase safety on this street
- 3) Residents should be allowed to continue parking on the street due to:

- * multiple cars and single lane driveways at many residences makes driveway parking difficult
 - * residents backing out of the driveways in the morning would create a hazard to walkers and cyclists
- Residential parking on the street is not a hazard to bicyclists and pedestrians.

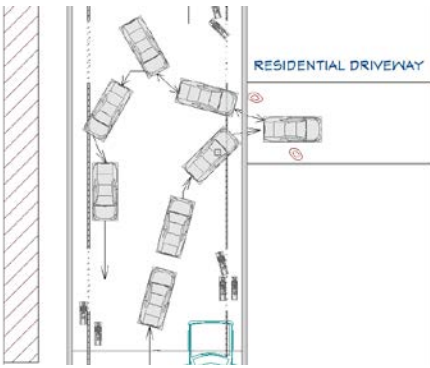
Thank you Council Members and Staff

Fred Linker, Mary Fran Miller, 

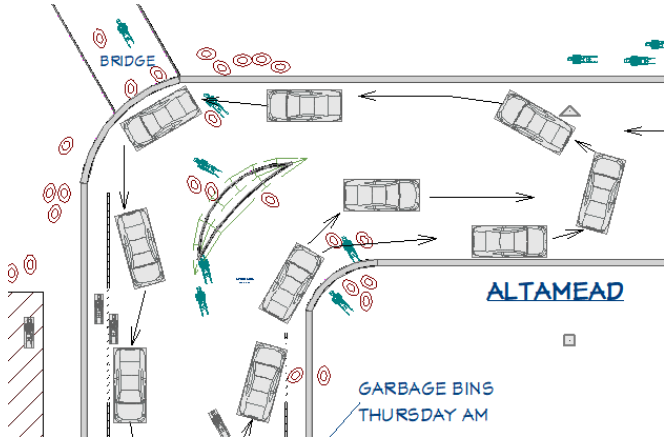
BLACH / BULLIS SCHOOLS



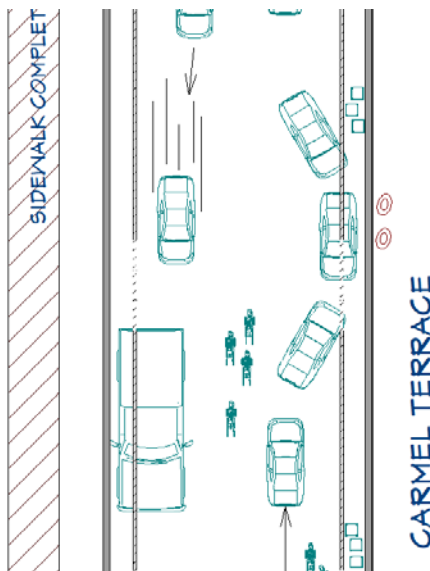
**CARMEL TERRACE - ALTAMEAD
SCHOOL DROPOFF / PICKUP:
TYPICAL TRAFFIC PATTERN**



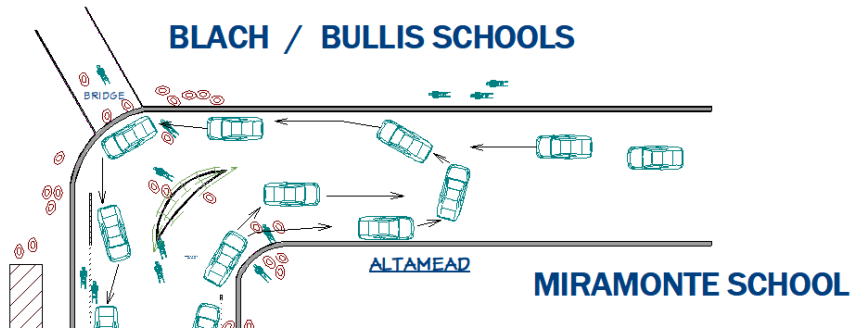
Drivers often enter residential driveways, drop off, back out against traffic and drive back to Portland



Drivers make U-turn at Altamead
 Drivers stop on corner and drop off
Bicyclists in middle of road, riding on both sides of road



Drivers pull over to curb to drop off, into proposed bike lane
 Bicyclists pull around to the left of drivers
 Garbage bins block proposed bike lanes
 Garbage trucks impede drivers and bicyclists
 Distracted drivers speeding in both directions



Three schools drop off and pick up near this corner.

Mountain View High students use Altamead and Carmel Terrace as cut through

From: [Chris Jordan](#)
To: [Aruna Bodduna](#); [Liz Checke](#)
Cc: [Andy Galea](#); [Christopher Lamm](#); [Sarah M. Henricks](#); [Jon Maginot](#)
Subject: Fwd: Carmel Terrace - Altamead
Date: Sunday, December 9, 2018 6:26:27 PM

Sent from my iPad

Begin forwarded message:

From: Leo Torreano <[REDACTED]>
Date: December 9, 2018 at 4:12:55 PM PST
To: council@losaltosca.gov
Cc: Rose Torreano [REDACTED]
Subject: Carmel Terrace - Altamead

Dear City Council Members,

Residents on Carmel Terrace and Altamead have enjoyed the benefits of a semi-privatized street--at public expense, where both drop offs and parking have been restricted for at least ten years. In addition, the residents on those streets have enjoyed all the benefits of having an RPPP (Residential Prohibited Parking Program)--but without the hassle and expense that usually go along with an RPPP, such as having to purchase placards from the city (which they have never had to do)--to help off-set the increased expense to the city. This benefit has been at the expense of hundreds of students who ride their bikes on Covington each school day for the past ten years; the residents who live on Covington; and everyone else who uses Covington and the intersection of Covington and Miramonte as their travel route. My understanding is that parking was prohibited even for a teacher with a physical disability, whose classroom was located at the back of the school.

Please reopen Carmel Terrace and Altamead to drop-off and parking. The residents of Covington Road and the surrounding area have been bearing the burden of this experiment for long enough.

Thank you

Leo Torreano
[REDACTED]

From: [Chris Jordan](#)
To: [Aruna Bodduna](#); [Liz Checke](#)
Cc: [Christopher Lamm](#); [Andy Galea](#); [Jon Maginot](#); [Sarah M. Henricks](#)
Subject: Fwd: Carmel Terrace
Date: Sunday, December 9, 2018 2:52:40 PM

Sent from my iPhone

Begin forwarded message:

From: Maureen Lane [REDACTED]
Date: December 9, 2018 at 1:13:25 PM PST
To: council@losaltosca.gov
Subject: Carmel Terrace

Dear City Council Members,

I would like you to open Carmel Terrace for school drop off and pick up. The congestion on Miramonte, Covington, and the surrounding streets has become so severe due to the lack of approach available to parents transporting their children to Blach and Bullis Charter.

We are in the center of schools (Loyola, Miramonte, St. Francis, Blach, Bullis Charter, Springer) which have relatively the same start time every morning. Opening Carmel Terrace would disperse the traffic in a logical manner and alleviate much of the congestion. There is no reason to uphold the Carmel Terrace restrictions that have continued for many years.

Maureen Lane
Loma Prieta Court

From: [Chris Jordan](#)
To: [Aruna Bodduna](#); [Liz Checke](#)
Cc: [Andy Galea](#); [Christopher Lamm](#); [Jon Maginot](#); [Sarah M. Henricks](#)
Subject: Fwd: Please Remove the Drop Off and Pickup Restrictions on Altamead Drive and Carmel Terrace
Date: Sunday, December 9, 2018 3:52:05 PM

Sent from my iPad

Begin forwarded message:

From: Alfred T Lane <[REDACTED]>
Date: December 9, 2018 at 3:22:00 PM PST
To: "council@losaltosca.gov" <council@losaltosca.gov>
Cc: "Al Lane ([REDACTED])"
Subject: **Please Remove the Drop Off and Pickup Restrictions on Altamead Drive and Carmel Terrace**

Dear Los Altos City Council,

As a retired resident living on Loma Prieta Court, I am always amazed at the courtesy of the people who line up each morning and afternoon at the corner of Miramonte Avenue and Covington Road. Most of the drivers are parents who are waiting to go to one of the many schools in the area in order to pick up or drop off their children. When I need to enter or exit Loma Prieta Court most drivers quickly open space for me. Occasionally there are non-parent drivers who appear to be very angry and unwilling to help anyone. The angry drivers are the ones who I fear may injure one of the many children who are walking or biking at the same time on their way to school or on their way home from school.

When I walk around in Los Altos, I have never understood the parking and school drop off and pickup restrictions on Altamead Drive and Carmel Terrace. To me the back entrance to Blach Intermediate School seems to be a safer location to pick up and deliver children to school away from the non-parent drivers along Covington Road. I think it is most appropriate that you remove the restrictions currently in place on Altamead Drive and Carmel Terrace so that parents will have a second, and possibly safer, place to drop off and pick up their children.

Al Lane

Al Lane

[REDACTED]
Los Altos, CA 94024

Home Phone [REDACTED]

From: [Chris Jordan](#)
To: [Aruna Bodduna](#); [Liz Checke](#)
Cc: [Andy Galea](#); [Christopher Lamm](#); [Jon Maginot](#); [Sarah M. Henricks](#)
Subject: Fwd: Time to allow student drop-offs on Carmel Terrace and Altamead
Date: Saturday, December 8, 2018 8:15:18 PM

Sent from my iPad

Begin forwarded message:

From: Doug Baney <[REDACTED]>
Date: December 8, 2018 at 7:01:53 PM PST
To: City Council <council@losaltosca.gov>
Subject: Time to allow student drop-offs on Carmel Terrace and Altamead

Dear Los Altos City Council,

Many of us feel that the people on Carmel Terrace and Altamead were given a highly unusual, special privilege, which they enjoy at the expense of others. It is time to provide the same access rights on all public roads leading to our schools.

Best regards,

Doug Baney
[REDACTED] Los Altos.

From: [Chris Jordan](#)
To: [Aruna Bodduna](#); [Liz Checke](#)
Cc: [Christopher Lamm](#); [Andy Galea](#); [Jon Maginot](#); [Sarah M. Henricks](#)
Subject: FW: Carmel Terrace drop off issue
Date: Monday, December 10, 2018 10:25:31 AM

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

From: Chris Nagao [REDACTED] <>
Sent: Monday, December 10, 2018 8:24 AM
To: City Council <council@losaltosca.gov>; Chris Nagao [REDACTED]
Subject: Carmel Terrace drop off issue

To my City Council Members,

As a long term resident on Covington Road, living across the street from Blach, Bullis and the day care center, I would like to strongly urge the council to discontinue the 10 year "trial period" for the "No Drop Off" on Carmel Terrace. There has been sufficient time to evaluate the logic in this approach.

I would appreciate the opportunity to review the CIP's study re the Blach neighborhood traffic.

The goal is to provide safe and expeditious travel for our student to and from school. Recent years has shown a major increase in the amount of school traffic, (Blach, Bullis and Day Care). In addition is the commuter traffic from the increasing number of large businesses residing on the north side of 101 and as well as the additional housing that is being raised along El Camino. Covington being a very convenient minor connector street between to major roads is feeling the pressure of the traffic flow.

An open dialog with this neighborhood and the council may be helpful to have a comprehensive discussion on the problems and brain storming solutions. Los Altos also has a mediation service that could facilitate this discussion. Los Altos Dispute Resolution Service 650-949-5267.

I along with many of my like minded neighbors will be at the meeting on Tuesday to speak on this matter. Thank you for your consideration on this matter.

Respectfully,

Chris Nagao

From: [Chris Jordan](#)
To: [Aruna Bodduna](#); [Liz Checke](#)
Cc: [Christopher Lamm](#); [Andy Galea](#); [Jon Maginot](#); [Sarah M. Henricks](#)
Subject: FW: Carmel Terrace Docs
Date: Monday, December 10, 2018 2:13:36 PM
Attachments: [Carmel001.PDF](#)

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

From: Cindy Andrews [REDACTED] >
Sent: Monday, December 10, 2018 2:10 PM
To: City Council <council@losaltosca.gov>
Subject: Carmel Terrace Docs

Mayor Eng, and Councilmembers Pepper, Bruins, Fligor and Enander,

I am very grateful that our Los Altos City Council is going to find some sort of resolution to Carmel Terrace/Altameade street closure of these past 9+ years.

I continue to be very concerned for the safety of our children. Covington is the major artery for many schools besides Blach (and now Bullis Charter, which did not even exist when this experiment began). Teenagers bound for Mountain View High and Saint Francis High, parents bound for Oak Avenue, Loyola, and Miramonte schools, as well as Blach Intermediate and Bullis Charter School converge on Covington Road as a perfect storm each morning for a few minutes. No other Los Altos campus must share and mitigate traffic bound for six other schools located within 1.5 miles of each other. Our Blach students continue to be very much at risk; a safe and timely arrival of the students to each school must be the highest priority. It seems obvious that a secondary or even a third safe entrance for the Blach students is necessary.

I pulled out one of my ancient folders and, and for your edification, have scanned a few of the letters/reports/pictures that were written at the time. These comments and observations might be up to ten years old, but are still very relevant today. I really did attempt to cull, and hope that there is not too much duplication.

Again, we are so grateful that you are revisiting this very important issue.

Sincerely,
Cindy Andrews

--
Cindy Andrews
Blach Intermediate School Library
1120 Covington Road
Los Altos, California 94024

From my old files, these are a few letters, council comments, facts and communications regarding the Carmel Terrace experiment. I've tried to put them in chronological order.

Thank you,
Cindy Andrews
December 10, 2018

This is the first page of about 70 re: Los Altos collisions in 2009



REPORT 8 - TOTAL COLLISIONS

01/01/2009 thru 12/31/2009

Total Count: 139

Jurisdiction(s): Los Altos

Does not include State Highway cases

Report Run On: 09/17/2011

Primary Rd	1ST ST	Distance (ft)	321	Direction	S	Secondary Rd	MAIN ST	NCIC	4305	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy		
City	Los Altos	County	Santa Clara	Population	4	Rpt Dist	5	Beat	001	Type	0	CalTrans	Badge	R2393	Collision Date	20090727	Time	1151	Day	MON
Primary Collision Factor	IMPROP TURN		Violation	22107	Collision Type	SIDESWIPE		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20100325			
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0						
Hit and Run			Motor Vehicle Involved With	PKD MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	NT PRS/FCTR		Loc Type		Ramp/Int				

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	22	M	H	HNBD		J	1992	-	3	A	12500	-	P	G						
2	PRKD	998	-	-	-	-	C	1997	-	3	N	-	-	-	-						

48 on
antennas
near black

Primary Rd	1ST ST	Distance (ft)	211	Direction		Secondary Rd		NCIC	4305	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy			
City	Los Altos	County	Santa Clara	Population	4	Rpt Dist	05	Beat	001	Type	0	CalTrans	Badge	L0775	Collision Date	20090818	Time	1322	Day	TUE	
Primary Collision Factor	IMPROP TURN		Violation		Collision Type	SIDESWIPE		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20100420				
Weather1	CLEAR		Weather2		Rdwy Surface			Rdwy Cond1			Rdwy Cond2		Spec Cond	0							
Hit and Run			Motor Vehicle		Lighting																

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	21	M	W	HNBD																
2	PRKD	998	-	-	-	-															

SWITRS. CHP. CA.
GOV/
REPORTS

Primary Rd	2ND ST	Distance (ft)	77	Direction	N	Secondary Rd	MAIN ST	NCIC		State Hwy?		Route		Postmile Prefix		Postmile		Side of Hwy			
City	Los Altos	County	Santa Clara	Population	4	Rpt Dist	05	Beat		Type		CalTrans	Badge		Collision Date		Time		Day		
Primary Collision Factor	IMPROP PASS		Violation		Collision Type	S		Severity		#Killed		#Injured		Tow Away?		Process Date					
Weather1	CLEAR		Weather2		Rdwy Surface			Rdwy Cond1			Rdwy Cond2		Spec Cond								
Hit and Run			Motor Vehicle Involved With	O		Lighting															

13 accidents
1 alternates

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	54	F	O	HNBD		PASSING		45	M	3	0	M	G
2	DRVR	33	M	W	HNBD		STOPPED		29	M	4	0	M	G
									30	M	6	0	M	G

Primary Rd	3RD ST	Distance (ft)	0	Direction		Secondary Rd		NCIC		State Hwy?		Route		Postmile Prefix		Postmile		Side of Hwy			
City	Los Altos	County	Santa Cla	Population		Rpt Dist		Beat		Type		CalTrans	Badge		Collision Date		Time		Day		
Primary Collision Factor	OTHER HAZ		Violation		Collision Type			Severity		#Killed		#Injured		Tow Away?		Process Date					
Weather1	CLEAR		Weather2		Rdwy Surface			Rdwy Cond1			Rdwy Cond2		Spec Cond	0							
Hit and Run			Motor		Lighting																

Total of 44
accidents
0 on Canal
Terr
1 on Cav/altamachs

640 statistics

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	h Mak	Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	49	M	W	HNBD		OTHI		947	-	2770				

947-2770
Off. Vergara
Los Altos Police



More jobs. My ex-daughter-in-law is without a job and may have to foreclose her house.

Collette Schmidt



I'd ask him how he's planning to fix the budget deficit.

Nina Ehrsam
San Francisco

**JACKSON,
FORMER
BLACH
STUDENT**



I'd ask him where he left his Republican roots.

Stephen Covacs
Los Altos

I'd ask him for more money for health-care services.

Eldimar Silva
Milpitas

Interviews and photos by Jana Seshadri

Jewelers. The ladies there know me by my name, and by the problems with rings that often need resizing. I sigh loudly if my husband, Howard, is standing close by. He doesn't take the hint. I sigh a different kind of sigh if the post office parking lot is full.

Los Altos people often respond to my smiles with smiles of their own. Did they recognize me from my picture every third Wednesday, or just because it's nice to smile when someone smiles at them? I have often commented with delight at the welcoming "Hellos" from our group of trusted restaurants. You will see us again. It's only a 20-minute drive from San Mateo on Highway 101.

Living in Los Altos since 1964 has given me a

ing everyone by making...
Mateo in order to find more amenable living accommodations.

It's not goodbye, really: I expect to use 101 more than any other street. Thank you for the greetings, the smiles and an opportunity to share my thoughts with you.

*Charlotte Kaye Jarmy
is a former Los Altos
resident and longtime
contributor to the
Town Crier.*



LETTERS

From Page 8

all the other schools in our community, and share your vision that this success will be enhanced with an end to the costly BCS-LASD conflict.

Bart Carey
Los Altos Hills Education
Committee

No drop-off zone under fire

I have always found the city of Los Altos to value education, the safety of students, and also traffic congestion. Until this particular situation, I did not know that the city was willing to agree to a proposal from self-serving residents about the Carmel Terrace-Blach (Intermediate School) drop-off situation.

If one was searching for a home and ended up purchasing one near the airport, they would have to expect noise and traffic

'Other Voices'

Feeling the need to comment on local issues, but confined by the 300-word limit of a letter to the editor? Say it in an "Other Voices" piece which allows up to 500 words. Send submissions to Editor Bruce Barton at the Town Crier, 138 Main St., Los Altos 94022 or e-mail him at: bruceb@latc.com. As with letters, please verify your piece with a phone number or address. Neither will be used for publication.

congestion. The same situation exists on Carmel Terrace. Blach School predates almost all of the homes on the street.

If there is a school in the area, prospective property owners know that there is potential for congestion, especially because of the bright yellow crosswalk and school signs.

The money that the city has invested in printing custom "No Blach Drop-Off" signs and other tools could have been spent on traffic flow in the area. How about listening to the students and faculty of a school for once? A traffic signal is desperately needed at the Portland/Carmel Terrace and the Covington/Miramonte intersections.

Last I checked, city streets are open to the public. It is hard for me to understand that our tax dollars are being spent on a "private" road.

The residents on Covington are not complaining because they know that their homes are near a school, and they are prepared to deal with the consequences.

After all, a school does create a future for all of our young citizens and offer job opportunities for educators. Why plague them with this nonsense?

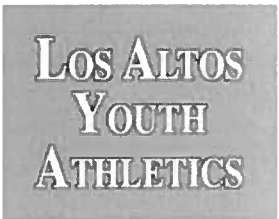
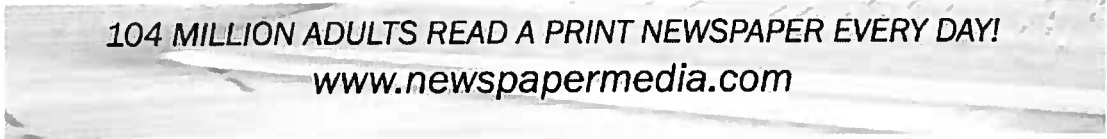
Jackson Larango
9th grade student
Los Altos



Election 2012 full coverage
Click here for endorsements, candidate profiles, need-to-know details and more

MONDAY Oct 15th

Home > Home > Comment > No-drop-off zone means hardship for students, parents



No-drop-off zone means hardship for students, parents



Written by Cindy Langley Andrews
TUESDAY, 26 JANUARY 2010



I write with great concern regarding the city's recent adoption of a "one-year trial" to close Carmel Terrace at Altamead Drive to Blach Junior High School student drop-off.

I taught in the Los Altos School District in the 1970s. A difficult decision was made to eliminate school busing. This was a drastic change for the transportation of our Los Altos children, and one can imagine the panic of the parents and community following this action. The fact that our schools had an "official entrance" as well as alternative entrances to most campuses was seen as a plus for families to ensure students' safe and timely arrival at each site. Though not necessarily encouraged, the reality was that these auxiliary entrances could be used to mitigate and diffuse traffic issues that were sure to follow.

A great number of students attending Blach reside in outlying areas and hills to the south and southeast of campus. The Carmel Terrace entrance to the school is closer for these families. Living miles from school, many parents feel that driving their children to Blach is the safest mode of transportation. During inclement weather, even more parents choose this option for obvious health and safety reasons. For years, parents have dropped their children off on Carmel Terrace, only steps away from a Blach covered corridor and faculty supervision.

For many, this secondary option of entry to Blach was eliminated last week. Ten-foot poles were permanently installed along Carmel Terrace with signage stating "No Blach Drop-off" and "No Stopping." The Los Altos Traffic Commission began this process in June, when school was out for the summer. If there was a notification process of this "trial period," were the residents of Covington Road notified of the imminent spate of traffic so that they could provide input in the decision? It seems shortsighted and dangerous to funnel all traffic to Blach via Covington Road, which already deals and reels with students bound for St. Francis and Mountain View high, Oak elementary and Graham Middle schools.

After visiting the Los Altos city Web site and watching the video of the Nov. 10 city council meeting, a statement was made that the neighbors hope to divert 75 percent of the traffic from Carmel Terrace. Where will this traffic go? Surely, there will be an impact on Portland Avenue as well as Covington Road, which is already a quagmire. Further, I learned that the cost of this approximately \$5,000 experiment is to be borne by the taxpayers of Los Altos, not via assessment district of the Carmel Terrace neighbors, who will benefit 100 percent from this "experiment." This sets an alarming precedent.

We are told that this is a one-year trial on Carmel Terrace. Rather than a "No Blach Drop-off" zone on Carmel Terrace, there could be a "Blach Drop-off Only" zone for children to exit their vehicles. The "School Xing" sign hanging directly above the "No Blach Drop-off" is an oxymoron that Jay Leno's crew would surely like to see.

A similar situation of traffic diversion occurred in front of a Southern California school a few years ago. Traffic was directed to one street in front of Calabasas High School, and the congestion and chaos tragically resulted in a horrible accident and death of one of the students.

I hope the city council will revisit and reverse this decision.

Cindy Langley Andrews is a Los Altos resident.

No Comments

There are no comments up to now.

POST COMMENT

Email (will not be published)

Name Title

Comment

999 remaining characters



JUMP TO SECTION

- Select a Section - | Go

figures could mean bigger class sizes, even des a 25:1 ratio in kindergarten and a 30:1

ee members, district officials, board mem- esidents will examine a possible solution . But the bottom line is that the state's sys- riated by the fact that yearly budgets are ths after the July 1 deadline. As a result, k with ever-shifting numbers so that even t very reliable.

needs to involve all of us. We need to ap- help our local school district, while mak- lear to our legislators. This is too big and idations and local contributions. Our top- ger of being taken down a few notches by let this happen.

ved by LAH regulation

an on new construction of pointy fences, , sharp-edged types, is a nice gesture to- e. After all, the ban was inspired by a deer e. But it's really a nonevent.

nt to an existing fence ordinance that al- nd silver chain link (unless vinyl covering r for banning such fences in the first place notable exception of barbed wire, these ife.

rm "new construction." We don't have an y spiky fences exist in Los Altos Hills. ast two years show there have been four 53 fences authorized. Certainly, there are e that impaled the deer.

ates could argue this is another needless l, such an amendment serves an educa- at such fences do present safety hazards

ds are already out there. We're afraid this



CAPTION INFORMATION BY DON McDONALD: PHOTO COURTESY OF LISA ROBINSON/LOS ALTOS HISTORY MUSEUM
"A driveway leading from Los Altos" is the label on this image, circa 1908, from an Altos Land Company brochure promoting land sales on what had been the Merriman Ranch. Could this have been a section of Louis and Isabelle Merriman's driveway? Isabelle's sister, Sarah Winchester, had purchased the ranch for them 20 years earlier. Much as she did to her other homes – notably what is today the Winchester Mystery House in San Jose – Winchester remodeled the home extensively. The Los Altos History Museum's new exhibition on the sisters opened Jan. 28.

Blach traffic 'experiment' rejected by traffic commission

By Kurt Ayers

A clarification to Cindy Langley Andrews' Other Voices column (Town Crier, Jan. 27) about the rear-entrance issue at Blach Junior High School should be made. Her column implies that the Los Altos Traffic Commission initiated the No-Drop-off zone behind Blach. That implication is incorrect.

The issue came before the traf- fic commission on three occasions and was rejected twice.

On the first occasion, the proposal was rejected for reasons that included: noncompliant signage; a description from residents that the "problem" being addressed by the signage lasted only 15-20 minutes each school day; public safety staff's opinion that the idea was not enforceable; a lack of definition regarding what "stopping" meant (does it mean parking for two minutes is OK or is parking not allowed?); and concern that the drop-off for some children would shift a block away (in front of other residents' homes) to a street not suited for drop-offs.

The second appearance before the commission

was a repeat of the first – no new information. The traffic commission unanimously rejected the proposal a second time.

On the third occasion, city staff announced in a traffic commission meeting that the Los Altos City Council had approved the program as an "experiment." The basis for the experiment was that some

local residents "were not happy." This was the first time the traffic commission had heard about an approved program. The program was no longer called the Neighborhood Traffic Management Program,

which had a 50/50 cost split; it became an "experiment," with 100 percent of the cost borne by the city. Special signs were created to allow enforceability. Resident-managed private parking permits were issued. There is, of course, a traffic shift to Covington/Miramonte.

In my opinion, this appeared to be an effort simply to eliminate all traffic in a neighborhood, in effect creating a semiprivatization of a public street. Implementation would require constant traffic

OTHER VOICES

See VOICES, Page 9

is Town Crier

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Main Number/Subscriptions: 948-9000
 Faxes: Editorial: 948-6647 Classified: 948-4021
 Display Advertising: 948-9002 Ad Services: 948-9000

The Los Altos Town Crier, ISSN 87504585, is published weekly every Wednesday by the Los Altos Town Crier Inc., 138 Main St., Los Altos 94022. Periodicals Postage Paid at Los Altos, CA. POSTMASTER: Send address changes to The Los Altos Town Crier, 138 Main St., Los Altos CA 94022. The Los Altos Town Crier is an adjudicated newspaper of general circulation for Santa Clara County: Decree No. 328150. Yearly subscription rates in advance: Within County \$20; Senior Citizen \$15; Out of county \$40.



LASD full-day kindergarten

By Traci Newell
 Town Crier Staff Writer

The Los Altos School District Board of Trustees voted unanimously Jan. 25 to approve full-day kindergarten program at Gardner Bullis School for the 2011 school year.

The district will offer the full kindergarten option first to students living in the Gardner Bullis School attendance area, second to students at the Palo Alto Unified School District who live in Los Altos Hills (to honor an agreement between the school districts) and third to all students in the district through intradistrict transfer.

The district plans to administer two sections of full-day kindergarten with a limit of 25 students per class. Gardner Bullis will no longer offer half-day program, but the district is committed to working with families who prefer the half-day option by offering their children at other schools according to Superintendent Tim. tus.

Several district kindergarten teachers attended the Jan. 25 school board meeting to voice their support for the program. Their support, he



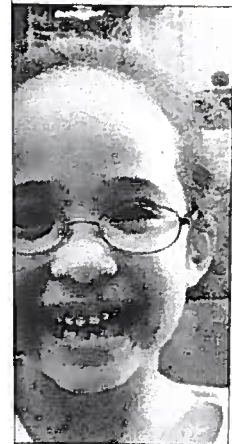
two sets of Australian
– their unconditional
ompanionship.

Sheryl Goffin
Cupertino



ayna, because I really
e of her – feed her and
take her for walks.

Tess Seltzer
Los Altos



e, because he's furry.
the computer, he sits
and he gives me lots

Caitlyn Rock
Los Altos

th Hislop

ably needs a boost this time of year.
After all, December's a big month for the Christ-
mas tree companies when fragrant flowers take a
backseat to effervescent sappy-pine smells at the
end of the year.

The diamond-jewelry business isn't doing too
well, either. Let's face it – a pretty pendant doesn't
pay the PG&E bill, and young couples that daily
decide to tie the knot may be questioning whether
they can really afford a wedding celebration.

And chocolates – not just a bag of Hershey
Kisses, but a 2-pound box of See's Candies nuts
and chews – are going to fatten the frame of a svelte
body, adding humongously to America's already
humongous weight problem.

Of course, consumers aren't limited to these three
top trends in Valentine's gift giving – nor are they
limited to expressing their love to romantic partners.

I suppose I could buy my children a special treat
to celebrate the day and prove to them that I love
them. But I'm cheap and I figure I prove my love
sincerely, every day, by telling them I do.

Yes, I'm back to square one, contemplating the
loss of a romantic love I never really had, bemoan-
ing my state of single, solitary subsistence, even if I
am saving myself a good amount of cash.

So it was with a glad and happy ear that I
eavesdropped on a store clerk's conversation with a

ing up alone.
Howard, prudently so, advised
her to lose the louse and adopt a dog.
Very sage advice. And the young, lovelorn writer
will hardly be alone.

There are approximately 77.5 million dogs in
the United States and they live in 39 percent of our
households. Whether couples or singles, 87 percent
of all dog and cat owners include their pets in holi-
day celebrations, and 67 percent celebrate doggy
and kitty birthdays. A smaller percentage of owners
actually sing to them, a huge proportion refer to
themselves as their pet's mom or dad – and, 72
percent of married pet owners actually greet their
pet first before anyone else in the household upon
coming home.

"Our relationships with our pets are less con-
flicted than any others in our lives," said clinical
psychologist Vicki Seglin of startling stats. "When
we offer our honest emotions to them, they're not
going to criticize or deliver certain conditions or
expectations."

Or likely to whisper, in an intimate moment, that
you've lost so much weight he doesn't need to pre-
tend you're someone else.

But the seal on the deal is this: A box of rawhide,
the perfect gift for Valentine's Day, costs \$3.49.

Mary Beth Hislop is a Town Crier staff writer.
E-mail her at marybethh@latc.com.

LETTERS TO THE EDITOR

VOICES From Page 8

*Kurt
Ayers
Contd
←*

'Silent eyesore' got too much ink

I read your Jan. 13 article about
the police monopole ("What's up
with that pole?: Los Altos police
explain that the eyesore serves an
important function") with inter-
est. As a recent transplant to Los
Altos, I had never seen this pole,
and was curious to observe the
extent to which it dominated the
landscape.

Upon observing the pole, how-
ever, I was surprised to find that it
was no omnipresent eyesore, but a
momentary distraction in largely
commercial areas of town. Even
in residential areas, such as Ange-
la Drive, the pole is momentarily
visible only if one looks above the
houses and trees at one's eye level.

I sympathize with those liv-
ing in the immediate area of the
pole who may find its presence

offensive; I lived for years next
to a fire station, and its impact on
my sleep was even more onerous
than the presence of a silent "eye-
sore." But for so much ink to go
to the protest of a municipal asset
whose function is essential to our
safety seems disproportionate to
its impact. I urge the Town Crier
to focus on matters more relevant
to the community.

Benjamin Munson
Los Altos

*Editor's note: Our purpose
behind the story was, indeed, to
inform readers about the pole's
functions.*

Pole just needs a paint job

Why not paint the pole a flat,
sky blue and get on with life?

James Shively
Los Altos

enforcement, a resource virtu-
ally absent in Los Altos based
on available manpower, netting
an even lower level of traffic
enforcement (if that is possible)
throughout the remainder of Los
Altos.

I do wonder if the best use of
our highly valued public safety
staff is to have them prevent
children from being dropped
off directly at the back door of
their school or instead concen-
trate on speeders, stop-sign and
crosswalk runners, and drunk or
reckless drivers.

Residents with opinions
on this specific program, for
or against, should direct their
thoughts to the most appropriate
source, the Los Altos City Coun-
cil.

**Kurt Ayers is a member of
the Los Altos Traffic Commis-
sion.**

From: "mchron" [REDACTED]
Subject: **Fwd: Public comment followup**
Date: January 27, 2010 9:39:07 AM PST
To: "Cindy Andrews" [REDACTED]

Begin forwarded message:

From: [REDACTED] >
Date: January 27, 2010 9:02:21 AM PST
To: <[REDACTED]>
Cc: <[REDACTED]>
Subject: **Public comment followup**

Thank you for taking to time to address council last night. Unfortunately, at the end of the meeting (during Council reports and directions on future agenda items) no councilmember brought up agendizing the Carmel / Altamead no drop-off item for discussion.

The handful of neighbors who were successful in persuading Council to implement the No Stopping signage had individually lobbied councilmembers for months before the November 10 meeting. Additionally, Councilmember Casas has spared with LASD over the legality of Covington School children being dropped off on Rosita (per Casas, a Rosita drop-off is not in the EIR at accompanied the re-opening of the school).

Blach staff and parents will need to continue to speak out at Council meetings and write letters to the Town Crier on the implications of the decision:

- Forcing all vehicles to the front of the school where most of the Blach bicyclists are arriving.
- Forcing all vehicles onto Covington Road, challenging bicyclists riding to MVHS.
- Not seriously considering other alternatives addressing student safety at the back of the school.
- Slipping the Nov. 10 council decision through without public comment from Blach staff or parents.
- Draconian solution to, at best, address a 20 minute inconvenience to the residents

Over time, Council will (hopefully) come to understand that the problem behind Blach is more than the inconvenience of a few (very vocal) neighbors.

Bill Crook

Letter to the editor of the Town Crier
fourth draft

Bruce,
Please consider this for Other Voices

I recently attended the city council meeting on February 9 in which no less than 13 citizens commented on the newly adopted experimental drop off and parking restrictions on Carmel Terrace and Altamead Way. A few residents of Carmel Terrace declared that the city's experiment was hugely successful. The February 10 issue of the Town Crier carried a piece by Jeff Anderson (president of the Carmel-Altamead association) declaring in its title the 'No Stopping' zone "improves student safety". In marked contrast, the majority of speakers on February 9 expressed frustration at the city's experiment and commented on its ill-advised implementation and unintended severe side effects affecting safety.

I offer my question on this entire issue: how is this an experiment?

According to http://www.sciencebuddies.org/mentoring/project_scientific_method.shtml, a scientific experiment follows these steps:

- Ask a question.
- Do background research.
- Construct an hypothesis.
- Test your hypothesis by doing an experiment.
- Analyze your data and draw a conclusion.
- Communicate your results.

Is there really a question at the root of this experiment? On the surface it appears that the residents of Carmel Terrace and Altamead have posed as their question "how can we improve the safety of our children at Blach and Miramonte schools?" Yet this limited vision of traffic safety seems to include safety on only two streets, not the entire neighborhood or community. Or is the question rather "how can we obtain for our street the same restrictions enacted on another street in town?" (I refer to Eastwood Drive, restricted from right turns from 7am to 10am for the last four years, another ill-advised traffic restriction that the City may want to re-examine.)

The background research was facilitated by city consultant Steve Fitzsimmons who worked with the neighborhood on this project for several months with the (less than disinterested) parties of the Carmel-Altamead Neighborhood Association according to Tom Ho, Traffic Commission staff liaison. This is the same traffic Commission that turned down the neighborhood's request twice.

The experiment is in full swing at the moment, with the City Council hesitating to put the subject on their agenda. For unclear and unstated reasons the time frame is an entire year.

I fail to see how the City provided for analyzing data in this experiment. Are we going to use as a measure for success a decrease in the number of accidents? Given that there have been zero accidents on those two streets in the past five or more years, that would be a decrease from zero to...what? Or will we use anecdotal evidence to prove whether or

not the experiment was a success? That would be on the order of a few Carmel Terrace residents declaring that the traffic situation has gotten much better? Not exactly an empirical measure, particularly when the bulk of speakers at the City Council expressed alarm at the deterioration of traffic safety in other parts of the areas surrounding Blach.

In implementing this “experiment” the City has fallen short. First, the wrong question has been addressed. The notion of maintaining and improving safety for all students should give rise to a multitude of creative solutions, many of which were voiced at the City Council meeting of February 9. Second, the background research was conducted in an incomplete manner, failing to investigate the larger community affected.

Is there any hypothesis? Not clear.

Nobody has discussed how the data will be analyzed.

This experiment demonstrates fuzzy thinking and poor planning. I hope for the sake of the entire community that the City Council will revisit this experiment and make a better plan to benefit the entire community, not just the residents of two streets.

Sincerely,

Gail Wade

resident of Los Altos since 1985

teacher at Blach Intermediate School since 1997

community activist since last week

CITY COUNCIL COMMENTS

*According to the CHP accident and incident reports from the years of 2005-2010, there have been 48 accidents on arteries near and surrounding Blach.

*There have been zero accidents on Carmel Terrace in these same 5 years.

*These statistics do not include the report of accidents in 2011-----3 of which have involved BICYCLES on Covington Road since August; one of these students was even IN the crosswalk in front of Blach, the driver who hit him was possibly blinded by the sun.

*In this litigious world, it's just a matter of time before an accident might occur that could result in a lawsuit for negligence on the part of the City for instigating unsafe driving traffic patterns.

*Most of Blach's traffic comes from the feeder schools of Springer, Loyola, Covington, and Gardner Bullis.

*All of these families must drive to the east to get to Blach. I've photographed what the sun looks like at 8:20 a.m.

*As school begins at 8:12, a large que of traffic begins to accumulate on Covington and at all intersections around 7:45 when the angle of the sun is lower.

*To compound this, imagine my surprise on Wednesday when there was a fence erected around the home just adjacent to Blach. This home is either scheduled for demolition or for major reconstruction which will compound that morass by adding construction vehicles to the entrance of Covington.

* Remarkably, your chronology does not include the fact that the closure of Carmel Terrace was three times denied by the Los Altos traffic Commission before the special interest group leapfrogged over the group and appealed directly to the City Council, according to Commission members.

*When I was hired in 1972 by LASD, the district had discontinued bussing for most of its students due to economic hardship. The fact that the schools had multiple entrances to the campuses was embraced by the school board, the city council and community for childrens' safety by diffusing traffic near the district schools. To undue this natural flow of drop offs for the past 40 years because of loud neighbors' complaints that were thrice denied by the Traffic Commission, and in spite of parents' pleas and decades long standing traffic patterns, is downright dangerous to our children.

*If I was seated on the City Council with these restrictions in place, I would cringe daily with the real possibility of injury to one of our students. As stated by your own consultant, *all arteries should be returned to the city residents* while capital improvement budgets are wrangled with for future traffic improvements in the years to come. It is time to undo these restrictions by returning all 3 entrances to Blach (Carmel Terrace, Altameade and Eastwood) to our entire community for the safety of our children. **You are not the council that set this mess in motion, but you certainly ARE the council that can correct it before further injury.**

Cindy Andrews

Mayor Fishpaw, Council members Bruins, Carpenter,
Pepper and Satterlee,

Jan 8, 2013

Mayor Fishpaw, Council members Bruins, Carpenter,
Pepper and Satterlee,

With our childrens' safety the ultimate concern, I strongly urge you to return to normal the historical traffic patterns of Covington/Miramonte corner before taking any action on the this intersection; at that time you will be able to see a complete and accurate picture of the traffic flow.

Against the recommendations of the Los Altos Traffic commissions, traffic patterns of those bound for Blach Intermediate School have been contrived and manipulated in the past handful of years. 100% of the traffic headed to Blach has been channeled to Miramonte and Covington Roads, and neighboring streets have been restricted to traffic. These restrictions have exacerbated the congestion of Miramonte and Covington. To alleviate some of this congestion and redistribute traffic at the Covington/Miramonte intersection, the alternate entrances to Blach need to be utilized, as was planned in 1958, when the school was opened.

The City Council spent thousands of dollars on a consulting firm, Fehr & Peers Transportation Consultants, to study these streets and these restrictions. A year and a half ago, they recommended lifting the traffic restrictions and returning these streets to full public access.

Before attempting to permanently mitigate the Miramonte/Covington intersection, I strongly urge the Council to follow the recommendation of the consultant. To alleviate some of this congestion, please return the normal traffic pattern to the area before making a final decision on the corner.

Cindy Andrews

E-mail: Jan 9 2013

Mayor Fishpaw and Council members,

Please forgive my blathering tonight. I was whacked on two fronts (touch of the flu and wrong glasses, although I had not intended to read my points).

*The bottom line that I was trying to communicate is I believe that you are trying to adjust an artificial traffic flow tampered with these past few years. This is premature. Reopen the arteries around Blach school and the traffic will dissipate/readjust itself. If this does not help the problem at the Covington/Miramonte intersection, then spend the \$\$ to adjust things. I respectfully suggest that you're putting the proverbial cart before the horse. Unclog all entrances to Blach and the traffic will readjust to what was carefully engineered and planned by the city in the 50's. If you still want to work on the corner, with 60 years of additional traffic accrued, at least it will be with an accurate idea of traffic.

*Please experiment yourself: M, Tu, Th or Fri, at about 7:50 a.m., drive north on Miramonte from the post office. You will find congestion beginning near Portland/Berry. At Covington, turn right. To make it safer for bike riders, study the front of Blach, where all the traffic has been forced. At Blach, turn right into the parking lot, BUT BE CAREFUL THAT YOU DONT HIT ANY BIKERS EASTBOUND IN THE BIKE LANE. FROM APRIL-OCTOBER, IF ITS SUNNY, YOUR'RE DEALING WITH SUN IN YOUR EYES, PLUS THE RIDERS ARE IN your blind spot.

*The crossing guard is there 180 days.....who better to gather information for necessity of pads, size, ridership?

*Teachers stand duty daily at all entrances.....ask for input.

*Install a rearview mirror at Blach Covington entrance on city easement for dangerous right turn into Blach. Drivers can not see oncoming east bound bike traffic as they turn into their path.

The following are my points last night...some at the end I didn't have time to state, as limit was 2 minutes (I really bored myself silly with delivery....sorry!)

Thank you for considering these points.

Respectfully,
Cindy Andrews



Kent Nelson pulls brother Bart in a wagon behind him in the second Kiwanis Pet Parade in 1949. The brothers are still active in Los Altos as downtown property owners and community leaders. This year's Pet Parade, the 66th, is scheduled 10 a.m. May 18 in downtown Los Altos.

Los Altos City Council should undo trial traffic controls before installing more

By Cindy Andrews

I read with interest the letter to the editor by Bill Sheppard ("Simple answers often solve complex problems," Feb. 27) and could not agree more.

Thrice ignoring the recommendations of our own Traffic Commission, three years ago a "one-year experiment" was put in place adjacent to Blach Intermediate School that forced 100 percent of all traffic and student drop-offs bound for Blach to Covington Road.

As we all know, Covington Road is a major artery commingling rush hour traffic bound for Mountain View High, St. Francis High, Oak Avenue, Miramonte and Graham Junior High schools, as well as crosstown traffic.

At the conclusion of this "experiment," the city council hired a consultant to review the findings. This consultant recommended removing these traffic restrictions surrounding Blach for the safety of the students.

For some unknown reason, these restrictions remain in place.

To exacerbate this problem, the council is now contemplating a redesign of the Covington/Miramonte intersection while the artificial traffic flow is still in place.

This seems like putting the proverbial cart before the horse. Why make permanent changes to the corner with an "experimental" traffic flow in place? To further complicate this matter, it is only a matter of months until the Blach campus and attendant student and traffic problems will increase as some of the Bullis Charter School students relocate to the campus.

In 2011, I shared accident reports obtained from the California Highway Patrol, detailing accidents occurring on the streets adjacent to Blach from 2006 to 2010, with the city council. During the five years prior to the "one-year experiment," there were a total of 44 accidents, none of which occurred on the restricted Carmel Terrace.

I introduced pictures of the blinding angle of the sun as motorists drive east on Covington Road at 8 a.m. I shared pictures of a child hit by a car in the crosswalk in front of Blach by an eastbound driver who was blinded by the sun.

As a teacher and educator at Blach, I continue to be appalled by the dangerous inaction of the council that sustains these street prohibitions.

I am hopeful that our current city council will review these closures and lift restrictions without further delay so that our children will have safer entrances to school.

Cindy Andrews is a Los Altos resident.

Letters to the Editor

The Los Altos Town Crier welcomes letters to the editor on current events pertinent to Los Altos, Los Altos Hills and Mountain View. Drop us a line at 138 Main St., Los Altos 94022, Attn: Editor, or email letters to bruceb@latc.com. Because editorial space is limited, please confine letters to no more than 200 words. Please include a phone number for verification purposes. Anonymous letters will not be printed.

the age of 18. Carmel the Village consists of 70 percent studio and one-bedroom units and 30 percent two-bedroom units, with an overall average of 816 square feet for the residences.

We are active in every community in which we operate. As Carmel the Village begins to fill, we will work through Carmel Cares to support programs that benefit the local community in a positive way – and we love the suggestions!

Nicole Histo

Carmel the Village
leasing manager;

Kim Hoeksema

Carmel Partners
senior vice president

See LETTERS, Page 9

Los Altos Town Crier

of Los Altos community since 1947

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Published weekly every Wednesday by the Los Altos Town Crier Inc., 138 Main St., Los Altos, CA. POSTMASTER: Send address changes to The Los Altos Town Crier, 138 Main St., Los Altos, CA 94022. The Los Altos Town Crier is an adjudicated newspaper of general circulation. Subscription rates in advance: Within County \$30; Senior Citizen \$20; Outside County \$35. Copyright © 2013. All Rights Reserved.

a "trigger law" that empowers parents with the right to have input in restructuring a school if it fails to perform to a certain level. The state is "lacking a sense of urgency" about reforming the Ed Code.

"The Ed Code has too many obstacles and barriers," she said. "The rules favor the adults."

Romero drew applause as she suggested those opposing reform "get the hell out of the way and give the power to the parents."

Empty talk about improving state education has been going on for 30 years with little progress according to Moe. But the current way of doing things, he said, will soon be replaced by the technological revolution.

Sub



From: [Chris Jordan](#)
To: [Aruna Bodduna](#); [Liz Checke](#)
Cc: [Christopher Lamm](#); [Andy Galea](#); [Jon Maginot](#); [Sarah M. Henricks](#)
Subject: FW: Comments re Carmel Terrace Study Session (Agenda Item 6)
Date: Monday, December 10, 2018 3:31:54 PM

From: H Boadwee <[REDACTED]>
Sent: Monday, December 10, 2018 3:15 PM
To: City Council <council@losaltosca.gov>
Subject: Comments re Carmel Terrace Study Session (Agenda Item 6)

Dear City Council members,

My name is Harry Boadwee. My wife Sara and I would like to comment in advance of the Carmel Terrace Study Session scheduled for December 11, 2018. We have lived on Carmel Terrace since 1995.

As the Staff Report dated December 11, 2018 ("Staff Report") makes clear, the City Council previously made several critical decisions that affected traffic near Blach School and the Blach campus of Bullis Charter School ("BCS"):

1. It prohibited right-turns onto Eastwood Drive from 7:00am to 10:00am on school days.
2. As a result of that prohibition, some automobile traffic diverted to Carmel Terrace, which resulted in safety issues and complaints, so the City Council approved a "No Stopping"/resident parking pilot program to address them.
3. It further restricted access to Blach's front entrance by failing to approve a traffic signal for the Miramonte Avenue/Covington Road intersection.

The Staff Report provides four options only for item 2 above.

We believe that "fixing" Carmel Terrace will not solve the larger problem: getting the kids to school safely, helping their parents to drive to work on time, and sharing of the traffic burden by residents of all neighborhoods near Blach.

Blach School has three entrances: a front entrance on Covington Road, a side entrance on Muir Way (off of Eastwood Drive), and a back entrance on Carmel Terrace.

Blach's front entrance has a well-designed and large area for automobile drop-offs. By contrast, Carmel Terrace was never designed for automobile drop-offs, and has many residences with one-lane driveways, so that parking restrictions create a heavy burden on residents. Moreover, traffic solutions for Covington Road are not a good model for Carmel Terrace, because Covington Road leads to an excellent drop-off site: Blach's front entrance.

We respectfully request the City Council to ask City Staff to investigate the following steps to mitigate the impact of any of the four options that may be chosen:

Additional Mitigation Steps to Investigate

- a. Add an exception to the morning right-hand turn restriction on Eastwood Drive to permit right-hand turns by carpools (2 or more persons). This is intended to enable northbound Blach parent traffic on Miramonte to avoid the Miramonte/Covington intersection, and separate such traffic from northbound cut-through commuter traffic (which still must use the intersection). This would help return the situation to its state before 2005.
- b. If needed, encourage Blach and BCS to prohibit left-hand turns from their parking lots. This is intended reduce return traffic back into the Miramonte/Covington intersection, and limit the traffic load on that intersection.
- c. If the preceding items do not resolve the traffic issues, then install a signal at the intersection

of Miramonte Avenue/Covington Road.

We also have comments on the four options in the Staff Report:

Option 1 (Continue “No Stopping” restrictions, establish a permanent residential permit parking program, and formalize class III option).

- The Staff Report notes that signage from the pilot project has remained in place since 2009. The pilot project has worked successfully for nine years! We are not aware of any safety incidents.
- The resident-managed parking program has required minimal time by the City. Apparently, there is at least one other residential parking program that is not managed by the City (St. Joseph Avenue).
- Even if the City were to assume management of the program, our understanding of the past experience on Carmel Terrace is that no significant resources or budget would be required.

Option 2 (Continue “No Stopping” restrictions and establish class II bike lanes with no parking).

- This option does not address the concerns of either residents (parking restrictions) or the Blach PTA (drop offs).

Option 3 (Remove “No Stopping” restrictions, remove permit parking, and formalize class III option).

- This option attempts to return to the “status quo” before the Carmel Terrace pilot program. However, it is incomplete. See the Additional Mitigation Steps to Investigate above.

Option 4 (Remove “No Stopping” restrictions, remove permit parking, and provide class II bike lanes).

- This option appears to permit drop-offs (stopping) but to prohibit parking.
- Given the small size of Carmel Terrace, and the narrow time frame of morning drop offs to Blach (approximately 30 minutes), this option will force motorists and bicyclists to share a bike lane. In this case, a class II bike lane provides only an illusion of safety. A class III bike route (formalized with sharrows on the roadway) seems more appropriate for the sharing contemplated by this option.

Thank you for your consideration.

From: [Chris Jordan](#)
To: [Aruna Bodduna](#); [Liz Checke](#)
Cc: [Christopher Lamm](#); [Andy Galea](#); [Jon Maginot](#); [Sarah M. Henricks](#)
Subject: FW: Los Altos City Council Meeting December 11, 2018 Subject: Carmel Terrace Update and Discussion
Date: Monday, December 10, 2018 3:39:01 PM

From: Viviana E Bardina [REDACTED]
Sent: Monday, December 10, 2018 3:38 PM
To: City Council <council@losaltosca.gov>; Aruna Bodduna <abodunna@losaltosca.gov>
Subject: Los Altos City Council Meeting December 11, 2018 Subject: Carmel Terrace Update and Discussion

Reference: Los Altos City Council Meeting December 11, 2018
Subject: Carmel Terrace Update and Discussion

Los Altos City Council
Aruna Bodduna

I have been a resident at [REDACTED] Covington Road since October 12, 1995. Covington Rd is a Local Collector and “A local collector is a street that distributes traffic within a neighborhood or similar adjacent neighborhoods, but is not intended for use as a through street or link between higher capacity facilities such as collector or arterial roadways. Local collectors are fronted by residential uses and do not typically serve commercial uses.”

During the last ten years:

- Hundreds of students who have needed to use Covington each year as their route to school and Covington residents as well have been subjected to the hazards of an increased volume of vehicles on Covington Road.
- Parents have been inconvenienced by needing to drive a longer route that is more time consuming.
- During a public meeting in 2009 parking on Carmel Terrace/Altamead was prohibited even for a Blach teacher with a physical disability, whose classroom was located at the back of the school.
- Vehicle miles traveled (VMT) and emissions have been increased significantly during each school year, over this long period of time, which has resulted from the fact that some parents have been forced to take a longer route to drop off and pick up their students solely at the front of the school.

While residents on Carmel Terrace and Altamead where both drop offs and parking have been restricted for ten years, have enjoyed:

- The benefits of a semi-privatized street at the expense of hundreds of students who ride their bikes on Covington each school day and at the expense of the residents who live on Covington.

-The benefits of having an RPPP (Residential Permit Parking Program), without the hassle and expense that usually go along with an RPPP, such as having to purchase permits and placards from the city (which they have never had to do) to help counteract the increased expense to the city.

Also, the main concern is and always should be safety, and that includes students, all people crossing, crossguards, drivers, and RESIDENTS too. I failed to see residents in the city documents. If the safety at the intersection peaks when students are crossing, then school and resident needs are the ones that should be address first.

I hereby request:

That the City of Los Altos remove the "No Stopping" signs in place and to end the experiment on Carmel Terrace Altamead that has been in place since 2009.

That the City of Los Altos remove on Miramonte the "No Right Turn" signs at the intersection of Eastwood Drive, that they have been in place since Spring of 2005.

Sincerely,

Viviana Elizabeth Bardina PhD

 Los Altos, CA 94024

From: [Chris Jordan](#)
To: [Aruna Bodduna](#); [Liz Checke](#)
Cc: [Christopher Lamm](#); [Andy Galea](#); [Jon Maginot](#); [Sarah M. Henricks](#)
Subject: FW: Residential Parking on Carmel Terrace
Date: Friday, December 7, 2018 3:45:41 PM

From: The Absars <[REDACTED]>
Sent: Friday, December 07, 2018 11:23 AM
To: City Council <council@losaltosca.gov>
Subject: Residential Parking on Carmel Terrace

Council Members,

We, the Absars, will not be able to attend the council meeting next week therefore please find the below message about residential parking on Carmel Terrace.

This email is coming to you from one of the corner homes on Carmel Terrace, we are residents of [REDACTED] Carmel Terrace, and we are a multi car family. Restricting residential parking on the street will causes many issues not only just for our family but for others as well. We have a one car width (narrow) driveway, and lining up all the vehicles can cause issues at all times of the day, especially in the morning.

Our Father, Ilyas Absar, passed last December. Towards the end of his life he was on a wheelchair and had multiple appointments and many emergencies. We as a family all came together to help take care of him. We could only have one car on the driveway which was accessible by a ramp built from our back door and most comfortable for him, so that in any case of emergency or meeting/appointment someone could take him easily to his destination. If we were forced to park multiple cars in our driveway that would have caused **a lot** of problems and potentially delayed him from receiving the proper attention. We are extremely thankful that we were able to do something as simple as parking our other cars on along the curb.

Now, currently we do not have such a situation but clearly have had so in the past. It would be extremely sad to see if (God forbid) someone else has a situation like ours in our neighborhood and they have to juggle around multiple cars just to get someone to the doctor.

We, the Absar family, strongly oppose to the restriction of residential parking on Carmel Terrace.

Please let us know if you need any more information, we will try our best to send a family member to the council meeting.

Sincerely,
Sena Absar on behalf of the entire Absar family.
Cell: [REDACTED]

To: Los Altos City Council (re: meeting scheduled for 12/11/18)

I have been a resident at [REDACTED] Carmel Terrace since 1957. I graduated from Carmel Elementary School (now occupied by Miramonte School), Blach Intermediate School and Awalt High School (now known as Mountain View High School).

Regarding the proposals by the BPAC to create bike lanes on Carmel Terrace and to remove the “No Drop Off” signs from our street, I strongly object to any addition of bike lanes. If safety is the primary issue, then the “No Drop Off” signs must remain and more importantly, the signs must be complied with. This would minimize and/or eliminate vehicles and bikers/walkers occupying the same thoroughfare during a time when students are usually in a rush to avoid tardiness and parent drivers are doing the same when dropping off their child.

I’ve seen the “No Right Turn” sign on Miramonte Road (northbound) approaching Eastwood Drive disallowing motorists to drop off their child on the West side of the Blach campus. I understand this causes traffic congestion at the intersection of Covington Road and Miramonte Road and that a stoplight proposal was not approved at the intersection. These actions have shifted the motorists to use Carmel Terrace as a means of convenience to drop off their child, even though “No Drop Off” signs have been posted. Since law enforcement does not patrol the area used for drop off, one of our neighbors took it upon herself to remind motorists about the “No Drop Off” signs and has received abuse from some of the adult drivers (most likely Blach School parents), even though they are breaking the rule. What example are those parents sending to their child?...that it’s okay to break the rule as long as you don’t get caught? I don’t expect law enforcement officers to patrol our street on a daily basis, but there should be an occasional police presence to remind drivers of the sign instead of residents having to get into confrontations with non-conforming drivers. Also, cooperation from the Blach School PTA is crucial to “partner” with CANA to educate the parents (especially new 7th grade parents) about the “No Drop Off” policy.

In addition, Blach School has a front parking lot that is designed for drop off but if the complaint from the parents is that the Covington/Miramonte intersection is too congested and slow, then the parents need to leave their home that much earlier and use the school’s front parking lot drop off system...or have their child bike or walk to school. The front parking lot drop off system is well suited for safety and convenience with zero improvement costs to the city.

If safety is the main concern, then vehicles and children walking/biking on the same street is an “accident waiting to happen”. My other issue is with vehicles exceeding the 15 mph speed limit as you approach Blach School as well as the 25 mph residential speed limit between 7:45 am – 8:15 am during the week. I’m in favor of speed bumps to alleviate the problem and periodic police presence.

In summary, there is no need to disrupt our resident’s properties with sidewalks, bike lanes and greenery as well as narrowing our street that increases the chance of a head-on collision due to the bend midway down our street. The proposals from BPAC are asking the Carmel Terrace residents to make PERMANENT changes in their everyday lives for the benefit of those parents who will be TEMPORARILY at Blach for only two years while their child is receiving their 7th and 8th grade education. Those same parents only want CONVENIENCE, not safety concerns to drop off their child...if safety was their concern, they would refrain from driving down the same street as student bikers/walkers.

As a Los Altos resident for 60+ years, please “keep life simple” and “don’t fix it if it ain’t broke”!

Regards,
Ken Nakano, member of CANA
12/7/18