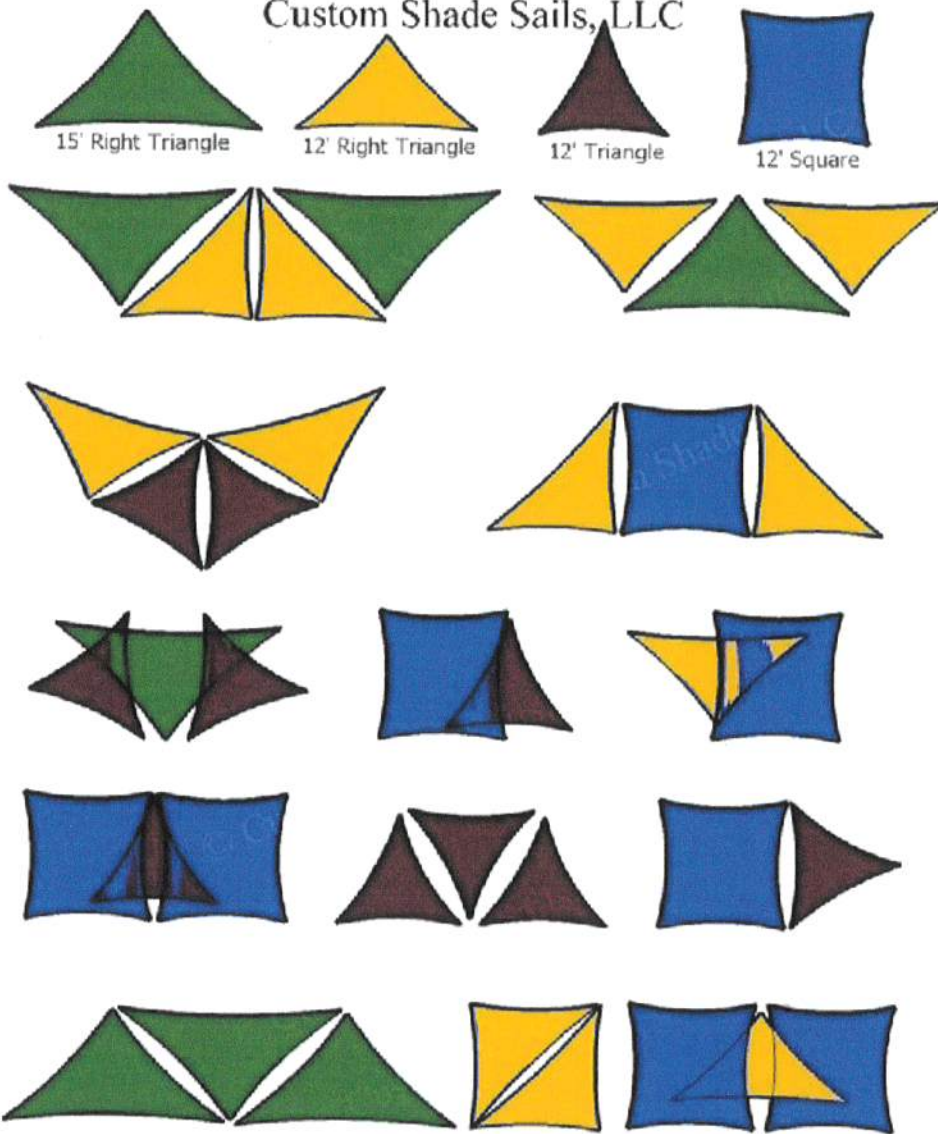


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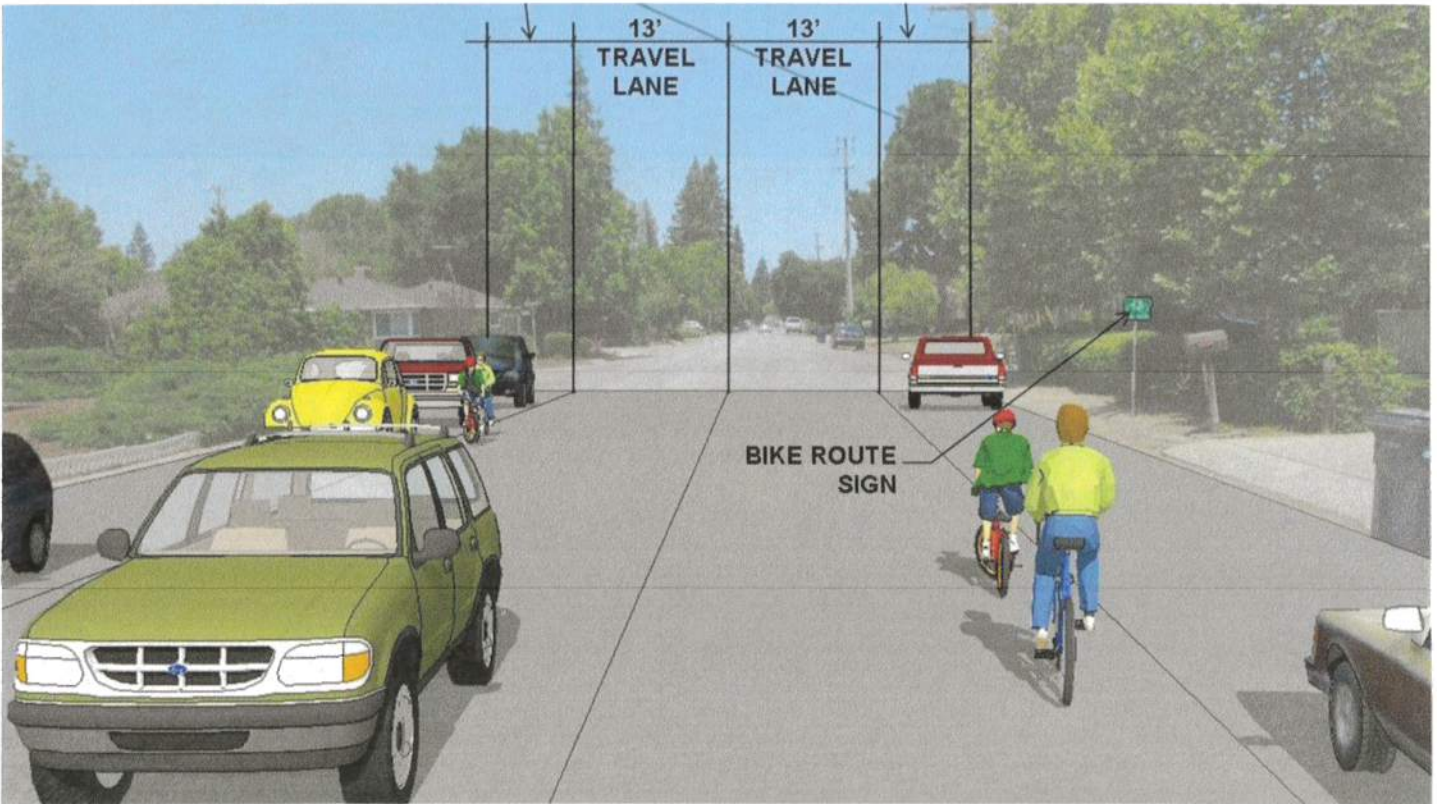
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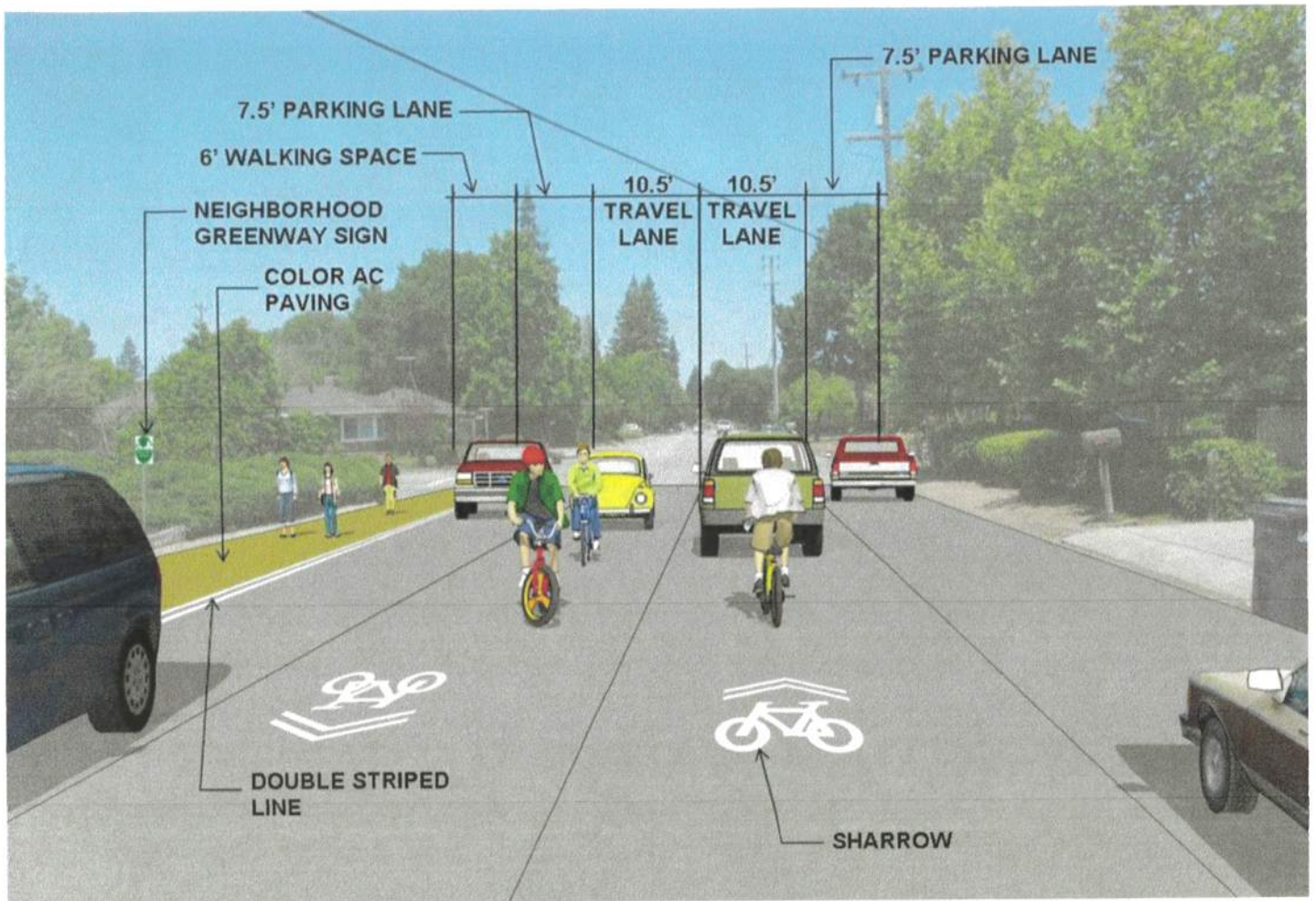
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Submitted @ Los Altos City Council Meeting

12/11/16

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Traffic Commission (IMHO) was eliminated as it raised issues to Council and city staff that were not "pleasant" or "fun"...but they WERE issues that represented reality and needed to be addressed. The nail in the coffin was when politically connected residents on Carmel Terrace tried to, in effect, privatize their street as they didn't want any student drop offs at the rear of Blach. They wanted a complete "no stopping" zone. This was roundly and unanimously rejected by the Traffic Commission and the PD said there was no way to enforce it. The same residents then, behind everyone's back, worked with city staff to bypass the Traffic Commission and get the program (private parking for residents) initiated. A deal was cut between those connected residents, city staff and certain council members. It was a sleazy as sleazy gets. Welcome to local politics.

While the TC tried to do what was best for the community the other reality is that final decisions were all made by Council. Having City Staff, who had traditionally opposed just about everything that the TC did or tried to do, did their best to try to block, obfuscate or ignore the TC.

When the TC was disbanded by the Council it's charter, modified, was passed over to the Planning Commission. This, in effect, killed the traffic focus and made it appear.... appear that the Council still supported traffic resolution. It was, of course, b.s. And, as far as I know, there is no one on the Planning Commission with any traffic background. How neat and tidy for Council.

Submitted @ Los Altos City Council Meeting

12/11/18

DATE

Dear City Council of Los Altos,

I would like to plead for an end of the experiment and for lifting all restrictions on neighborhood streets around Blach being: Carmel Terrace, Altamead and Eastwood in order to distribute school related traffic more evenly and thereby improving safety for students. My request is to remove the burden endured for 10 years and improve safety for Los Altos residents along Covington, Miramonte, Russell and Golden Way: I personally have discussed this experiment with around 500 residents in our community who would be willing to sign a petition to support this request to the City Council of Los Altos. Multiple residents have discussed this issue with past and current City Council members as well as at City Council meetings to request them to deal with these concerns.

Many people in my neighborhood experienced that the "no drop off" restrictions at the back of Blach contributed significantly to increasing traffic congestion on Covington--especially in front of the school, as well as increasing the traffic congestion at the intersection of Covington and Miramonte. I live at the corner of Covington and Castilleja Ct. and can testify that school traffic has grown far worse over the last ten years. These restrictions were put into place ten years ago, and were supposed to have been temporary.

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Many of the residents in the community such as on Covington, Miramonte, Russell and Golden Way, feel that the people on Carmel Terrace and Altamead were given a highly unusual, special privilege, which they have enjoyed for the past ten years, at the expense of others. As most of you know, the city prohibited the drop-off of students on the entire length of both Carmel Terrace and Altamead. In addition, parking was prohibited except for residents. This eliminated school traffic on these two streets, and improved the situation for the residents living on those streets. This also improved the situation, including safety, for a relatively smaller number of students using those streets as a route to Blach. However, this was achieved at the expense of a much, much larger group of students who have used Covington as their primary route to school--who then were put in greater peril as a result. In fact, there have been at least two students who were hit by cars directly in front of the school, in two separate incidents that occurred in the spring of 2012. People who live in that area have described it as being a "big mess" in front of the school.

Most people believe that the neighbors in the Carmel Terrace area were able to achieve this unusual privilege by using the special influence and connections of a couple of their residents who were very politically connected at the time. It appears that the residents in that neighborhood did not even have to go through the entire neighborhood traffic management plan (NTMP) process--which typically takes a few years. They were fast tracked under the guise that this would just be an experiment for a year.

At the end of the experimental period, it had been recommended that certain improvements be made on Carmel Terrace and Altamead, after which the drop-off restrictions would be lifted, and parents then could resume dropping of their students (as needed by some). Nearly ten years later, the improvements have never been made and the restrictions have not been lifted.

During the past ten years, a large number of students who need to use Covington each year as their route to school have been subjected to the hazard of an increased number of vehicles on Covington; parents have been inconvenienced by needing to drive a longer route that is more time consuming; and the vehicle miles travelled (VMT) and emissions have been increased significantly during the 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 the front of the school. The traffic congestion has worsened on Covington and Miramonte during the last ten years by more school traffic to Graham, St Francis, Bullis at Blach, Mountain View High and additional work related raffic to reach Google at the end of Miramonte where it renames to Shoreline.

Residents on Carmel Terrace and Altamead also 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 Permit Parking Program)--but without the hassle and expense that usually go along with an RPPP,

such as having to purchase permits 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 in 2009.

I plan to verbally summarize my request during the regular Los Altos City Council meeting on Tuesday evening December 11, 2018,

Yours sincerely,


Willem de Lange

willem_delange@yahoo.com

Cell: 650-269-2589

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Year Built: 1950

HOA Fee: None

Neighborhood: 214 - South Of El Monte

County: Santa Clara

Status: Sold

Listing #: ML81683278

Submitted @ Los Altos City Council Meeting

12/11/18

DATE

Subject: Comments re Carmel Terrace Study Session (Agenda Item 6)

From: H Boadwee <hboadwee@yahoo.com>

Date: Mon, 10 Dec 2018 15:14:39 -0800

To: council@losaltosca.gov

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.

Harry and Sara Boadwee