

Melissa Thurman

From: Bin Hu <bh526r@yahoo.com>
Sent: Friday, February 14, 2025 11:30 AM
To: Public Comment
Subject: Discard "No Parking" Restriction in the Neighborhood around Los Altos High School

Hello City Council,

I am a resident in the neighborhood of Los Altos High School. I have more opinions regarding the "No Parking" restriction in the neighborhood surrounding Los Altos High School, and the "Safety Issue" reason behind it. The stakeholders' controversial comments in the City Council meeting on January 14th, 2025 certainly means the immaturity of "No Parking" restriction.

There are 3 different concepts here:

- **Safety Issue,**
- **Solutions to a Safety Issue,** and
- **Right of Voting by Stakeholders.**

Those three different concepts are **NOT mutually exclusive**, especially **addressing a safety issue does NOT exclude the Right of Voting by Stakeholders.**

The first is the **Safety Issue**. On behalf of the majority of my neighbors, we want to know what specifically and exactly is the Safety Issue that the City means in my neighborhood. For example:

- What are the criteria the City has used to determine a Safety Issue?
- What data has shown that the Safety Issue indeed has existed according to the criteria?
- For example, what data has shown:
 - The number of incidents / accidents of Safety Issue according to the criteria?
 - What property damages (e.g \$\$\$) has the Safety Issue caused?
 - What personal injuries has the Safety Issue caused?
 - Any other data that can qualify and quantify the safety issue?

Secondly, the **Solution to the Safety Issue** is a different concept from the Safety Issue itself. We want to know:

- What are the possible Solutions the City has considered and discussed?
- What are the criteria in the decision process the City has used to make a decision among all possible solutions?
- Based on the criteria, why did the City decide to adopt the "No Parking" restriction on our neighborhood?

Last but not least, whatever the Safety Issue is, it certainly concerns all stakeholders in the neighborhood. **Why did the City decide NOT to have a stakeholder vote for a best Solution?** While Safety experts involvement is important, certainly there are **multiple Solutions to a Safety Issue. Safety experts' involvement does NOT exclude stakeholder voting for a most acceptable solution.** Thus the stakeholder voting is the most reasonable way to choose the most acceptable Solution by the majority of stakeholders. Please note that the neighborhood voting process has always been used in the past to determine a Solution to other similar issues in the neighborhood, including other Safety Issues. **Why NOT this time?**

Thus we hereby request again:

- The City immediately dismisses all parking tickets issued during this period.
- The City immediately removes the "No Parking" signs in our neighborhood
- The City immediately engages all stakeholders, including neighborhoods, high school community and Safety experts to
 - identify the criteria of a Safety Issue

- determine the exact Safety Issue
- identify all possible solutions to addressing the Safety Issue
- allow stakeholders to vote for the best solution that can be accepted by the majority of stakeholders.

I am looking forward to your answers to my questions.

Melissa Thurman

From: Andi Barnett <andib513@yahoo.com>
Sent: Friday, February 14, 2025 2:03 PM
To: Public Comment; City Council
Subject: Parking near LAHS | comment for 2/25 meeting

Dear Council members,

I would like to address the poorly planned implementation of the 'no parking' zone near LAHS. My hope is that alternative solutions can be found that will benefit the entire community, which absolutely includes LAHS students.

I have read and heard comments from the City that this is simply LAHS's problem to deal with. Keep in mind that many, or most, LAHS students are part of the Los Altos community, are your constituents, and do not exist in a vacuum. This also affects teachers many of whom travel from far outside of the community, and volunteers. Additionally, it's a huge inconvenience for residents of the neighborhood and their visitors.

There are many factors that should have been considered, and this issue cannot be looked at solely on the basis of traffic in the neighborhood. To be honest, the argument that safety is the biggest concern is specious. I urge you to drive on Jardin on a rainy day at 8:25 and observe the increased chaos caused by multiple additional parents dropping kids off in their rush to their next destination, making dangerous u-turns and other maneuvers. Determine how safe that feels.

Keep in mind that only a minority of LAHS students even have a drivers license, and you can assume that if a student needs to drive they have a good reason to do so. Why punish all driving students because of a few who disrespect parking regulations?

There are many possible solutions that balance the needs of residents and their visitors as well as LAHS students, and without considering reasonable options and without even consulting this group of stakeholders, 'no parking' signs were put up with no warning to those affected.

Feasible solutions include:

- Permit parking on some parts of the affected blocks and unrestricted parking in other parts
- alternating sides for allowed parking (ie M/W/F allowed on one side and T/Th on the other)
- permit parking for residents with limited permits issued to students or staff on a case by case basis
- more aggressive ticketing of those people violating parking regulations

It's not reasonable to compare the situation to MVHS which has substantially more parking spaces and places to park in front of the school. When talking about LAHS, it is not a private school renting space, it's literally a government entity with which you should be coordinating neighborhood solutions together. You have not talked to a single student or family to determine why on a given day, they might need to drive.

Thank you,
Andrea Barnett

146 Pasa Robles Ave

Parent of LAHS student who bikes 90% of the time but would like the option to drive when needed

Melissa Thurman

From: Lawrence Cofield <lawrencecofield@outlook.com>
Sent: Friday, February 14, 2025 4:07 PM
To: Public Comment
Subject: Los Altos High School parking gong show

Importance: High

The parking restrictions negatively impact over one hundred students who must drive to school in the morning. These students live miles away in Los Altos Hills, or have to cross dangerous roads like El Camino, Shoreline, and Rengstorff. The restrictions also impact students with outside extracurriculars: they're at risk of being late to their jobs or sports because they have to walk at least 10 minutes to get to their car.

Many students are unable to find parking within a quarter mile of school and have to arrive at least 30 minutes before classes start. Many homeowners are also proposing expanding parking restrictions and having resident-only parking permits.

The restrictions are inequitable towards the students and were made without consulting them and how it would impact their lives. We need to show the Los Altos City Council the immense impact this decision has had on LAHS students.

Lawrence Cofield (voter in Los Altos)
650.789.3243

Melissa Thurman

From: Alicia Larsen Dabney <alicia.dabney@gmail.com>
Sent: Friday, February 14, 2025 6:49 PM
To: Public Comment
Subject: Public Comment - LAHS Parking Issue

To Whom it May Concern,

I am a voter and local resident whose child attends Los Altos High School, and am writing to register a public comment regarding the parking issues that were created with the new No Parking signs. I have been following this issue since it first came to the school community's attention and have seen several egregious safety issues that did not exist before the new signs were placed. I have two points to make around this:

1. There was already a scarcity of available parking for LAHS students, staff, and volunteers compared to other school campuses in the area, including MVHS. This is significant because LAHS has already had a strong push for biking, walking, and carpooling for several years as part of regular communications from school leadership.

Given the school communications around walking and biking, please consider that the balance of students, staff, and volunteers who drive to school *must do so, and have valid reasons for such*. It is problematic to hear that your overall responses to this have been dismissive. It indicates that assumptions are being made about student/family needs, rather than respecting that each family's situation informs their decisions to walk, bike, or drive. The new signs heighten issues of access and equity that were already present with the scarce parking.

2. In my observation, I strongly feel that the new No Parking signs have created a safety issue *that did not exist before*, most notably because so many streets in Los Altos do not have proper sidewalks. I have observed far more egregious safety issues for cyclists and pedestrians, and several near-misses of accidents since the signs went up than I have in the previous two school years combined. The placement of the signs did little to change the percentage of students who walk, bike, or drive to school (see my point above). Rather, it only displaced parking to nearby streets and leaves more students walking longer distances in the streets amidst traffic.

I strongly urge you to reconsider your position and return to the drawing board. Please revisit this with a fresh plan and collaborate with the school community to make changes that better serve—and keep safe—the students and overall school community.

Thank you,
Alicia Dabney

Alicia Larsen Dabney, LMFT, LPCC, ATR-BC
Licensed Marriage and Family Therapist #136816
Licensed Professional Clinical Counselor #14483
Board Certified Art Therapist #20-261

IFS Certified Therapist #CSL-0877
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Melissa Thurman

From: Laura Larghi <laura_larghi@hotmail.com>
Sent: Saturday, February 15, 2025 10:40 AM
To: Public Comment
Subject: Please reconsider the parking restrictions around LAHS

Hi,

I am a LAHS parent, and I am writing to ask you to please reconsider the parking restrictions around the school.

The new restrictions are making life more difficult for everybody:

- Students need to park far away and have to walk to the school on roads without sidewalks
- Neighbors cannot park in front of their houses and their visitors have to park far away
- The traffic has not improved only the chaos has expanded to more roads

Los Altos is a highly populated town and parking is necessary. Why don't we focus on ticketing who parks illegally and remove the restrictions?

I believe that the long term goal is to have better public transport and more people biking and walking but this does not happen overnight.

I really hope you can reconsider the parking restrictions.

Thank you and best regards

Laura

LAHS parent

Melissa Thurman

From: Tootoo Thomson <tootooh@gmail.com>
Sent: Saturday, February 15, 2025 12:50 PM
To: Public Comment
Subject: Los Altos high school parking headache

Dear honorable city council members
Wish you and the family are having a great day.

Please allow me to share my concerns of limited parkingspace at Los Altos High school

My student actually rides bike to school every day, so it should not have bothered us.
But recently, I realized I cannot even find parking for myself when I try to volunteer at school or go to school Site Council meetings

I have to drive around the block many times to find a parking that's quite far. To the point, I don't volunteer now.
The school is a community and it needs support of the whole village And they cannot run well without the volunteers. Eventually, everyone will suffer.

The recent parking restriction really is unfortunate, and it has caused so much petition and safety concerns.

There has to be something would work better. please work with the school and the parents and the kids and of course, the neighbors to come up with something agreeable.

Humbly yours
Tootoo Thomson

Melissa Thurman

From: Melissa <melmcv@gmail.com>
Sent: Sunday, February 16, 2025 9:21 AM
To: Public Comment
Subject: Parking around Los Altos High School

Hello,

I am writing to express my concern and disappointment with the no parking ordinance around Los Altos High School.

First, this was decided with no notice to the school community and no opportunity for negotiation or compromise. There was no outreach to the school, only a poorly communicated meeting. This seems deliberate to obfuscate the ordinance from the LAHS community. Then the signs were put up during the winter break, again hiding this from the LAHS community.

Second, it sends a message to the students and school volunteers that they are unwelcome in the neighborhood surrounding their school. And many of the students and volunteers who drive and park around the school are from lower income neighborhoods in Mountain View. They often drive because they have other responsibilities (jobs, caregiving, etc). Unfortunately there is a clear perception that some element of students and volunteers are not welcome in the neighborhood surrounding their school.

Third, I understand that the argument from includes the concept of safety. Was any sort of safety study undertaken? How did the council determine this? Were bicycle and pedestrian safety taken into consideration? Again, this seems discriminatory towards students and volunteers who are driving and parking. Would the council please share the evidence that those who are parking are endangering the safety of the neighborhood (but not those on bicycles or foot)?

Generally, this seems to me a statement of how the neighborhood feels about the LAHS community. It's truly unfortunate that the residents and city council did not take the opportunity to work with the school, volunteers, and students to find a solution and instead chose to build a wall around the neighborhood. A true opportunity to show that the city council wants to encourage community participation was missed.

Thank you for considering an alternative point of view.

Melissa McVicker
432 Baywood Ct, Mountain View, CA 94040
408-582-3117
melmcv@gmail.com

Melissa Thurman

From: Eugene Jhong <ejhong@gmail.com>
Sent: Tuesday, February 18, 2025 9:17 AM
To: Public Comment
Subject: Fwd: Parking at 467 Alicia Way during School Hours

Hi - I understand this is a difficult issue. My main request is that you implement a resident permit program for the residents if you add parking restrictions or for the current parking restrictions. I'm happy to pay a small fee for the permit.

Thank you

Eugene Jhong - 467 Alicia Way

----- Forwarded message -----

From: Larry Lang <llang@losaltosca.gov>
Date: Mon, Feb 17, 2025 at 9:09 PM
Subject: Re: Parking at 467 Alicia Way during School Hours
To: Eugene Jhong <ejhong@gmail.com>

Dear Mr. Jhong,

I'm reaching out because the Los Altos City Council plans to take up the issue of parking around Los Altos High School again during our meeting on Tuesday, February 25. You've previously provided thoughtful feedback about this issue, and I wanted to keep you informed.

Information about the meeting itself will be posted here:

<https://www.losaltosca.gov/citycouncil/page/city-council-meeting-203>

Nothing much there yet, but the agenda will be forthcoming, as will Q&A and public comments.

Speaking of public comments, if you have further thoughts, please share them with the council:
<https://www.losaltosca.gov/citycouncil/page/public-comments>

Advance written comments are particularly useful, because they give us and staff time to research real answers.

A challenge with the high school parking issue is that it crosses the jurisdictional boundary between the city and the high school district. To bridge that divide, Mayor Dailey and I have arranged a 2x2 meeting with our colleagues serving on the district board. That meeting will take place this Friday afternoon, and of course your participation would be welcome:

<https://www.losaltosca.gov/csic/page/mvla-and-los-altos-city-council-2x2-0>

My colleagues and I on the city council hold regular office hours, to make ourselves available to residents who have thoughts and ideas to share, on this or other issues. Between now and the meeting next Tuesday, here are the office hours scheduled:

Councilmember Larry Lang

<https://www.losaltosca.gov/citycouncil/page/councilmember-larry-langs-office-hours>

Vice Mayor Neysa Fligor

<https://www.losaltosca.gov/citycouncil/page/vice-mayor-neysa-fligors-office-hours-0>

Mayor Pete Dailey

<https://www.losaltosca.gov/citycouncil/page/mayor-pete-daileys-office-hours-1>

I'll be straight with you. The issue of how best to accommodate parking around the high school involves differing priorities and points of view. No silver bullet answer that delights everyone is going to emerge.

But I'm confident that sharing ideas and listening to each other carefully will yield the best possible outcome for our community. Thank you for investing your thoughtful time and energy in helping us find the best path forward.

Kind regards,

Larry



Larry Lang

City Councilmember, City of Los Altos

(650) 947-2764 | www.losaltosca.gov

[1 N. San Antonio Road, Los Altos, CA 94022](#)

From: [Lynn Emrick](#)
To: [Public Comment](#)
Subject: Parking Restrictions north of Jardin
Date: Friday, February 21, 2025 8:25:12 AM

Dear City Council,

We are aware of the February 25 meeting that will be addressing the current parking restrictions north of Jardin. As this has been a topic of many, many meetings for almost two years, we strongly hope that any major changes will not be made after just about 5 weeks of the signs being in place. It was a long, tedious process that shouldn't be reversed on a whim.

To recap:

Problem:

1. Our streets are too narrow for the very heavy drop off and pick up traffic to also accommodate parked cars lining our streets bumper to bumper all day long. This is dangerous and both myself and husband have had to dodge cars multiple times, almost getting hit several times.
2. Drop off and pick up traffic on our streets have dramatically increased over the last 8 -10 years as the high school directed parents to drop off on Jardin and as the high school has directed students to specifically park on our streets (that directive was taken off the school's website after many meetings requesting them to take it down).
3. Safety was a huge issue as students were having to weave in and out of parked cars and walking on lawns and other parts of residential property in order to avoid the drop off and pick up traffic.
4. Parents were dropping their kids off in the middle of our streets instead of waiting to get to Jardin, thus causing major backup of traffic.
5. Students were blocking mailboxes, trash cans and driveways. Parents were doing the same when dropping off their students in the mornings and waiting for 15 - 30 minutes to pick up their students in the afternoon.
6. Residents never had a place for their visitors to park. Cars were basically parked on the streets all day long.
7. When students were interviewed they stated that they preferred parking on our streets because it was easier to get in and out, thus leaving many empty parking spaces in the campus parking lot. So life was easier for them but torturous for residents.
8. Students were loitering on our streets during brunch and lunch, smoking, vaping and littering.

Now with the restricted parking:

1. The student parking lot is finally full.
2. Students have found other streets near campus to park that are wider and therefore safer. This also spreads out the parking so each street is less congested.
3. The other side streets where students are now parking are not a main thoroughfare

for drop off and pick up so they are much safer walking from their cars to campus. The congestion and chaos just isn't there.

4. Parents can now park safely on our streets during pick up times. They can now park closer to campus and don't have to block driveways, mailboxes, etc.
5. Students who now complain that they have to walk a little bit further apparently don't realize this is nothing compared to what they will experience in the near future when they get to college. This is just a very minor inconvenience for them but a huge problem for the residents who did not sign up for this and did not have to contend with it years back when they bought their homes.
6. Regarding the current drop off design on Jardin, parents are dropping off (illegally) mostly at the gate between the baseball field and the tennis courts, not at the far end near Casita where drop off is designated. This is causing even more drop off & pick up traffic on Los Ninos, making any reinstatement of parking more chaotic and dangerous on our very narrow street.

Potential changes to the parking restrictions:

1. The current restrictions of 8-12 are the best and least complicated solution. It is easy for patrol cars to just drive past the streets to see if there are illegally parked cars. Not much enforcement is needed. Students still have the ability to park on these streets after lunch and finally so do visitors of residents. This is a very small restriction of parking times vs. the 8-2 restrictions on other surrounding streets.
2. If issuing parking permits would make residents happy, that would be a solution worth considering. It would, however, make it a little more complicated to enforce.
3. Changing the restrictions to a 2 or 3 hour limit would be like having no restrictions at all. Most notably it would be very labor intensive to enforce. Additionally, we would go back to heavy parking in the mornings when the drop off traffic is so chaotic. Students would just move their cars at brunch & lunch to another spot in the same neighborhood that would congest the streets during pick up times.
4. Any changes to the number of hours would once again be punitive to the neighbors north of Jardin and would once again single out our streets inequitably in relation to the other surrounding streets that have parking restrictions from 8-2. If hours were to be changed, that should be true for all the surrounding streets instead of continuing to punish and single out the residents north of Jardin.
5. Ideally the school needs to do much, more to solve their own parking problem instead of taking advantage of the surrounding neighborhood, it is truly punitive. However, even if parking is increased on campus, there will always be some overflow into the neighborhood and if parking restrictions were then lifted, we would go back to students finding it more convenient to park on our streets rather than a crowded parking lot.

Other suggestions if there is a change:

1. Parking restrictions at least through the 400 block of each street.
2. Parking restrictions should be from 8-2 to be consistent with surrounding streets because our streets are a main thoroughfare for drop off & pick ups, unlike the other surrounding streets.

Please, please do not turn our streets back into a public parking lot. This has been an ongoing discussion for almost 2 years and it doesn't seem right to have the parking restrictions upended just a few weeks after they have been put in place.

Lynn Emrick
Los Ninos Way

From: [Susan Kramer](#)
To: [Public Comment](#)
Cc: [City Council](#)
Subject: Parking around LAH
Date: Thursday, February 20, 2025 3:56:31 PM

Hello everyone,

As reference, I have been living on Alicia Way for over 23 years. My 3 children went through the highschool so I understand the need to find a parking solution for the students! I also feel that moving them further away from campus isn't a practical solution.

I would like to ask why parking spots can't be added on to the campus rather than trying to find a neighborhood-only solution? The construction companies for years now have taken over part of the tennis courts. It seems construction is basically complete, so can that area as well as the open area right next to that now be used for additional student parking? Even in the main lot, some designated student parking spots are blocked, can't those be opened up to students?

MVLA has to take some responsibility and action, and find a long-term solution that helps students and minimizes the negative impact of the surrounding community.

Thank you for reading my email, and please let me know if there is anything else we can do to help with this issue.

Susan

Susan Kramer
[\(650\)464-0692](tel:(650)464-0692)

From: [Pietra Buelow](#)
To: [Jonathan Weinberg](#); [Pete Dailey](#); [Neysa Fligor](#); [Sally Meadows](#); [Larry Lang](#); [Gabriel Engeland](#); [Steven Son](#); [Public Comment](#)
Subject: LAHS parking - update Feb 20
Date: Thursday, February 20, 2025 12:57:29 PM

Feb 20, 2025

Dear LA Council Members,

Once again, I am writing to express my input on the parking situation surrounding Los Altos High School. I've lived on Los Ninos Way for 37 years and previously lived off Valencia as a child. I'm a strong supporter of the school and the students, and until recently felt there was a mutual respect among us all.

I am very appreciative of the new no-parking signs and find my quiet neighborhood has returned! I feel safer, the streets are cleaner and quieter. Its a start to solve a complicated problem. Thank you. I know this option did not come without some issues for all: residents can't park in front of their own houses, students have to walk a long way to class, the parking issue has moved down the street where parking is allowed (no as bad as it was!!.) And it is by far an improvement.

There is an understandable need for some students to drive to school, I get it--I attended LAHS while living in Los Altos Hills. Sometimes I or a sibling drove to school, sometimes I took a school bus (1+ hours), and sometimes I rode my bike. Its tough and I get it. And in all those years the parking issue has gotten gradually worse with some streets adding no parking, while others took the brunt. But, when construction started 4 years ago (or so) on the LAHS campus, the school seemed to have forgotten about its agreeable neighbors, encouraged the students to park on our local streets, and chaos ensued.

The new no-parking signs were added to only a handful of streets (Jardin, Panchita, Los Ninos, Distel and Casita) because some of the other surrounding streets already had no parking signs up. Any solution has to be equitable to all residents, the no parking time limits should also be consistent. Adding residential permit parking would help the residents, adding on-campus parking would help the students. Perhaps adding school buses, build a parking structure, incentivize bikes/e-bikes and carpools.

I hope the city and the school will work together to find a solution to this complicated situation. Here are some suggestions:

- no parking signs are a great improvement (and should be equitable in the complete surrounding neighborhood)
- residential parking permits or guest passes should be provided
- parking enforcement and education should continue
- add on campus parking in any capacity possible
- remove fees for students to park on campus and offer more permits

Thank you for your attention to this issue, I am sure an equitable solution can be reached that works.

Pietra Buelow
pietra.buelow@yahoo.com
Los Ninos Way resident

From: [Mike Emrick](#)
To: [Public Comment](#)
Subject: No Parking North of Jardin
Date: Friday, February 21, 2025 8:52:48 AM

Council Members,

I realize that the no parking is a very difficult issue. Some residents would like to see the new parking signs gone and many believe the signs should stay in place. However, our limited experience with this new parking signage has been very positive. We have noticed that there is a certain calming effect that has occurred. We don't have the same problems as before with parking, dropping off students, walking and bicyclists, trying to get to the same area on Jardin. Also, I would like to point out that the streets north of Jardin are quite narrow when compared to other streets and this has a big impact on the student safety issue.

We don't have the same number of students, leaving trash parking in front of mailboxes and blocking driveways. Although it is inconvenient not to park on the street. I'd much rather deal with no parking than the constant dodging of cars. I can even back out of my driveway and we received our mail timely.

As you're aware in 2019 the citizens of Los Altos passed a bond measure. This included massive improvements to the campus, but no mention of any improvements with respect to the student parking. The cost of the Los Altos High School project is over \$100 million. Although many of us attended 2 by 2 meetings and spoke at several district meetings, we have not received any outreach from the district or the superintendent with respect to the citizens being affected most by the student traffic. We were either misled or they failed to calculate that this would be a future problem. It is hard to believe the school board didn't know this would be a problem when they reviewed the bond measure. Now, they're asking us to subsidize the district for the lack of student parking. It's interesting that when the school ran out of space, they added two story buildings which they never had previously but didn't come up with a plan to add additional parking. Previously the school's website specifically directed students to park on the streets north of Jardin, thus unilaterally deciding our streets were their solution to their lack of student parking. I would like to see Los Altos high school and the district come up with a feasible plan for improving the parking situation for the students. I realize that they have limited space, however there are some items that we have brought up before that could improve student parking.

The current construction area (staging area) on Jardin could be utilized for staff parking. Additionally, they should open up the parking to the staff along the softball field. I've heard the argument that this would impede students and bicyclists' safety. My understanding is that the staff arrives before 8 am (per bell schedule) plenty of time before students arrive and should not impact their safety. This could potentially add 50 to 70 parking spaces and add more student parking in the main parking lot.

The second option is to utilize the space where the portables are being removed and

make that into staff parking.

We need the school district to be held accountable for this parking mess!

Thank you,

Mike Emrick
437 Los Ninos Way

From: [Eric Chiu](#)
To: [City Council](#); [Jonathan Weinberg](#); [Pete Dailey](#); [Neysa Fligor](#); [Sally Meadows](#); [Public Comment](#); [Larry Lang](#)
Subject: Feedback on Parking Restrictions (462 Los Ninos Way)
Date: Friday, February 21, 2025 9:50:48 AM

Dear Los Altos City Council,

My name is Eric Chiu and I live at 462 Los Ninos Way. I am writing to provide feedback on the parking issue ahead of next week's city council meeting.

The new parking signs have really helped with 3 aspects: safety, our residential rights, and nuisance issues.

Safety

When we moved to Los Altos 20 years ago, the high school enrollment was around 1,400 students and it is now 2,400 (a 70% increase) with no end in sight given the demands for high-density housing. In addition, drop off used to only be on Almond Avenue, but now 50% of the students are dropped off on Jardin. This creates a huge safety issue, especially for streets like Los Ninos Way which are direct routes to drop off when cars are parked on both sides of the street and parents/students are racing to get to school. I have been close to being hit multiple times while walking my dog during school drop off hours when I have to walk around the parked cars into traffic while students and parents are rushing to get to school.

The new parking signs have pushed student parking further out and has made the drop off traffic a lot safer since the roads aren't so narrow with parked cars and hurried drivers. In addition, the parking signs have helped to reduce the "Fast and Furious" students racing down our street hitting 60 mph during lunchtime and after school.

Residential Rights

Before the parking signs, on a regular basis, I would have students block my driveway (sometimes sticking 5-6 feet into my driveway). I have tried calling the Los Altos police department to ticket, but they will only act if we can't get out of our driveway altogether. In addition, I have had multiple times where students would move our garbage cans onto our lawn so they can park their car which means that my garbage doesn't get picked up. Lastly, students regularly block the mailboxes so the postal worker can't deliver mail.

I believe these are rights that we have as residents (driveway access, garbage pickup and mail delivery) that are regularly impacted by students that want to park closer to school and do not care about the neighborhood they are parking in.

Nuisance

When we moved to Los Altos, we would have 3 or 4 cars park on Los Ninos Way, but that has grown to most of the block as the school has increased its enrollment by 70%. These students leave trash on the ground next to their cars on a regular basis and sometimes

park on our lawn/landscaping. We've also witnessed students yelling at neighbors that ask them to slow down. All of these issues have gone away with the No Parking signs.

One more thing

Given the size of Los Altos High School, I don't see many students riding bikes or walking to school as opposed to driving cars. Plus, the students that drive are 95% single drivers and not carpooling with others. The school has grown by 70% with no end in sight given the demands for high density housing. The school needs to help come up with a solution for student parking. This cannot be dumped on the neighborhood to bear the brunt of this growth.

Every person that I know in our neighborhood loves the No Parking signs and we do not want to go back to feeling unsafe on our own streets and having to deal with the chaos and havoc of high school parking that has gotten way out of hand.

From: [Yura Wang](#)
To: [City Council](#); [Jonathan Weinberg](#); [Pete Dailey](#); [Neysa Fligor](#); [Sally Meadows](#); [Public Comment](#); [Larry Lang](#)
Subject: Please Don't Change Parking Restrictions (462 Los Ninos Way)
Date: Friday, February 21, 2025 2:41:23 PM

Dear Los Altos City Council,

My name is Yura Wang and I live at 462 Los Ninos Way, Los Altos, CA 94022. I would like to provide feedback on the parking issue surrounding Los Altos High School ahead of next week's City Council meeting.

Please do not change the current parking restrictions that are in place on Los Ninos Way and the surrounding area. The City Council must lead the community into our new reality. Our new reality is a lot of high density housing has been built and Los Altos High School enrollment has increased by 70% since we moved into our home. This is just the beginning given more high density housing will be built due to bay area housing shortage.

The godfather of parking, UCLA Professor Donald Shoup, has said, "free parking is a fertility drug for cars." Studies show that more parking results in more driving. We as a community have to change our expectations that parking anywhere is an entitlement and each licensed driver can drive a car to school. Changing the current parking restrictions to provide more parking hours is enabling an outdated mindset, while endangering the people who live near Los Altos High School.

When we moved to Los Altos 20 years ago, the high school enrollment was around 1,400 students and it is now 2,400 (a 70% increase) with no end in sight given more high-density housing will be built. In addition, drop off used to only be on Almond Avenue, but now 50% of the students are dropped off on Jardin. This creates a huge safety issue, especially for streets like Los Ninos Way which are direct routes to drop off when cars are parked on both sides of the street and parents/students are racing to get to school. I have been close to being hit multiple times while walking my dog during school drop off hours when I have to walk around the parked cars into traffic while students and parents are rushing to get to school. My elderly parents live at 507 Los Ninos Way. Before the current parking restrictions were in place, they were afraid to go out for walks because with cars on both sides, the street is so narrow they have to push the wheelchair close to the middle of the street.

The new parking signs have pushed student parking further out and has made the drop off traffic a lot safer since the roads aren't so narrow with parked cars and hurried drivers. In addition, the parking signs have helped to reduce the "Fast and Furious" students racing down our street hitting 60 mph during lunchtime and after school.

In short, Please do not change the current parking restrictions that are in place on Los Ninos Way and the surrounding area. It is working and it is a big step towards solving for our future.

Sincerely,
Yura Wang
650-520-9386

From: [Maria Bautista](#)
To: [City Council](#); [Public Comment](#)
Subject: Public Comment: City Council Meeting Feb 25, 2025 Item # 3 Hillview Dog Park
Date: Friday, February 21, 2025 9:49:21 PM

Dear Councilmembers,

Please pull Agenda Item #3 from the Consent Calendar on February 25, 2025 for future consideration as a Discussion item. Item #3 awards a contract for Design Services for the Hillview Dog Park.

Here, the budget for Hillview Dog Park has increased by over \$1 million dollars to \$2,075,000.00. The published 2024-25 CIP for the Hillview Dog Park is \$1,000,002.50. The recent RFP for Hillview Dog Park design services has a project budget estimate of \$875,000. Please explain.

The Hillview Dog Park presentation/conceptual plan chosen and approved by City Council on July 9, 2024 is not attached to the July 9, 2024 meeting agenda, and no minutes from the July 9, 2024 City Council Meeting have been posted. The public has no idea what was approved.

The scope of project hints at, but does not detail the reconfiguration of parking that impacts a different location within the Civic Center. No Environmental Impact Report has been completed to determine impacts, including cumulative impacts.

Also, please speak to the deferred submittal of the EOC Standby Emergency Generator and the Fuel System; specifications have not been made public. The immediate adjacency of this system and fuel storage to the Hillview Dog Park should be addressed.

Please clarify details and discuss the Hillview Dog Park project at a future meeting.

Best regards,

Maria Bautista

From: [Mike Emrick](#)
To: [Public Comment](#)
Subject: No Parking North of Jardin
Date: Friday, February 21, 2025 8:52:48 AM

Council Members,

I realize that the no parking is a very difficult issue. Some residents would like to see the new parking signs gone and many believe the signs should stay in place. However, our limited experience with this new parking signage has been very positive. We have noticed that there is a certain calming effect that has occurred. We don't have the same problems as before with parking, dropping off students, walking and bicyclists, trying to get to the same area on Jardin. Also, I would like to point out that the streets north of Jardin are quite narrow when compared to other streets and this has a big impact on the student safety issue.

We don't have the same number of students, leaving trash parking in front of mailboxes and blocking driveways. Although it is inconvenient not to park on the street. I'd much rather deal with no parking than the constant dodging of cars. I can even back out of my driveway and we received our mail timely.

As you're aware in 2019 the citizens of Los Altos passed a bond measure. This included massive improvements to the campus, but no mention of any improvements with respect to the student parking. The cost of the Los Altos High School project is over \$100 million. Although many of us attended 2 by 2 meetings and spoke at several district meetings, we have not received any outreach from the district or the superintendent with respect to the citizens being affected most by the student traffic. We were either misled or they failed to calculate that this would be a future problem. It is hard to believe the school board didn't know this would be a problem when they reviewed the bond measure. Now, they're asking us to subsidize the district for the lack of student parking. It's interesting that when the school ran out of space, they added two story buildings which they never had previously but didn't come up with a plan to add additional parking. Previously the school's website specifically directed students to park on the streets north of Jardin, thus unilaterally deciding our streets were their solution to their lack of student parking. I would like to see Los Altos high school and the district come up with a feasible plan for improving the parking situation for the students. I realize that they have limited space, however there are some items that we have brought up before that could improve student parking.

The current construction area (staging area) on Jardin could be utilized for staff parking. Additionally, they should open up the parking to the staff along the softball field. I've heard the argument that this would impede students and bicyclists' safety. My understanding is that the staff arrives before 8 am (per bell schedule) plenty of time before students arrive and should not impact their safety. This could potentially add 50 to 70 parking spaces and add more student parking in the main parking lot.

The second option is to utilize the space where the portables are being removed and

make that into staff parking.

We need the school district to be held accountable for this parking mess!

Thank you,

Mike Emrick
437 Los Ninos Way

From: [Eric Chiu](#)
To: [City Council](#); [Jonathan Weinberg](#); [Pete Dailey](#); [Neysa Fligor](#); [Sally Meadows](#); [Public Comment](#); [Larry Lang](#)
Subject: Feedback on Parking Restrictions (462 Los Ninos Way)
Date: Friday, February 21, 2025 9:50:48 AM

Dear Los Altos City Council,

My name is Eric Chiu and I live at 462 Los Ninos Way. I am writing to provide feedback on the parking issue ahead of next week's city council meeting.

The new parking signs have really helped with 3 aspects: safety, our residential rights, and nuisance issues.

Safety

When we moved to Los Altos 20 years ago, the high school enrollment was around 1,400 students and it is now 2,400 (a 70% increase) with no end in sight given the demands for high-density housing. In addition, drop off used to only be on Almond Avenue, but now 50% of the students are dropped off on Jardin. This creates a huge safety issue, especially for streets like Los Ninos Way which are direct routes to drop off when cars are parked on both sides of the street and parents/students are racing to get to school. I have been close to being hit multiple times while walking my dog during school drop off hours when I have to walk around the parked cars into traffic while students and parents are rushing to get to school.

The new parking signs have pushed student parking further out and has made the drop off traffic a lot safer since the roads aren't so narrow with parked cars and hurried drivers. In addition, the parking signs have helped to reduce the "Fast and Furious" students racing down our street hitting 60 mph during lunchtime and after school.

Residential Rights

Before the parking signs, on a regular basis, I would have students block my driveway (sometimes sticking 5-6 feet into my driveway). I have tried calling the Los Altos police department to ticket, but they will only act if we can't get out of our driveway altogether. In addition, I have had multiple times where students would move our garbage cans onto our lawn so they can park their car which means that my garbage doesn't get picked up. Lastly, students regularly block the mailboxes so the postal worker can't deliver mail.

I believe these are rights that we have as residents (driveway access, garbage pickup and mail delivery) that are regularly impacted by students that want to park closer to school and do not care about the neighborhood they are parking in.

Nuisance

When we moved to Los Altos, we would have 3 or 4 cars park on Los Ninos Way, but that has grown to most of the block as the school has increased its enrollment by 70%. These students leave trash on the ground next to their cars on a regular basis and sometimes

park on our lawn/landscaping. We've also witnessed students yelling at neighbors that ask them to slow down. All of these issues have gone away with the No Parking signs.

One more thing

Given the size of Los Altos High School, I don't see many students riding bikes or walking to school as opposed to driving cars. Plus, the students that drive are 95% single drivers and not carpooling with others. The school has grown by 70% with no end in sight given the demands for high density housing. The school needs to help come up with a solution for student parking. This cannot be dumped on the neighborhood to bear the brunt of this growth.

Every person that I know in our neighborhood loves the No Parking signs and we do not want to go back to feeling unsafe on our own streets and having to deal with the chaos and havoc of high school parking that has gotten way out of hand.

From: [Yura Wang](#)
To: [City Council](#); [Jonathan Weinberg](#); [Pete Dailey](#); [Neysa Fligor](#); [Sally Meadows](#); [Public Comment](#); [Larry Lang](#)
Subject: Please Don't Change Parking Restrictions (462 Los Ninos Way)
Date: Friday, February 21, 2025 2:41:23 PM

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To: [City Council](#); [Public Comment](#)
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Please clarify details and discuss the Hillview Dog Park project at a future meeting.

Best regards,

Maria Bautista

From: [Les Poltrack](#)
To: [City Council](#); [Public Comment](#)
Subject: Item 6, February 25th Council Meeting - Underground Utilities
Date: Saturday, February 22, 2025 10:26:31 AM
Attachments: [ResidentialUtilityLinePoleRemoval.pdf](#)

Dear Mayor Dailey, Vice Mayor Fligor and members of the City Council,

My family and I moved to Los Altos in 1999. I am writing to address Item 6 on the February 25th agenda regarding underground utilities.

I am not a fan of overhead utility lines, and support existing requirements to underground utilities between the street and new construction. I have built two single family homes (on the street where I live) and a small condominium project in Los Altos, where we eliminated overhead lines and replaced them with underground lines from the residences to the utility pole.

Unfortunately, I believe part of what is being considered in Item 6 on the February 25, agenda is ill-conceived and unrealistic for residential construction.

Specifically in the Analysis portion of "Underground Utilities - Chapter 11.25" (page 46 of the packet):

"Frontage lines and poles. Existing utility poles ... and lines located along a street abutting the frontage(s) of a development site shall be removed and ... replaced underground..."

for new construction and major remodels.

Such a requirement could impose an onerous burden on neighbors who are not involved in the construction, as well as turning residential projects into complex projects requiring coordination with multiple utilities, neighbors, and General Engineering contractors.

At the end of this note, I would like to propose a compromise solution to make street utilities "Underground Ready", analogous to City electrical construction requirements in the Reach Codes to make homes "All-Electric Ready." I believe this deliberate approach is the best, and least disruptive, way for neighborhoods to eliminate overhead utility lines in the long run.

Attached is a schematic diagram of a realistic (not worst case) scenario in which one neighbor (Homeowner 4) builds a new home or does a major remodel. Multiple neighbors could be adversely affected through no fault of their own. Also, there would need to be extensive street and utility construction, a project not generally within the scope of a homeowner or most residential contractors.

In this scenario, Homeowners 3, 5, 7, 8 and 10 are original owners, with overhead utilities that may need to be replaced due to a neighbor's construction.

Neighbors 3, 8 and 10 (possibly others) may need to:

- * Get a new underground electrical meter panel, likely requiring new wiring within the homes
- Underground and provide new connections for AT&T and Comcast services
- Excavate and provide new conduits for all of the above
- Very expensive and disruptive

Neighbors, Homeowners 2,3,5 will have to:

- Have the right-of-way in front of their homes excavated for the new utility conduits, possibly disrupting sewer, water, other underground services

PG&E will have to:

- Provide a new underground vault, and new transformer at the former location of Pole 2
- Provide a new underground vault and pole riser at the locations of Pole 1 and Pole 3
- Provide new conduit for both PRIMARY ("high voltage") and secondary (residential voltage) power lines between (Pole 1 and Pole 2) and (Pole 2 and Pole 3)

AT&T will have to:

- Provide new junction boxes at Pole 1, 2, 3
- Provide new conduit and fiber between the poles, as well as new electronics

Comcast will have to:

- Provide new conduit and lines between the poles, as well as new electronics

PROPOSAL:

- 1) Continue to require (new construction / major remodel) underground utilities on site
- 2) Make the installation "Street Underground Ready"

and require running new underground lines to a "PG&E ready" vault and communications junction boxes at the location of the Pole. This will enable overhead line removal, and the pole transformer to be replaced, when all neighbors are ready.

3) Underground street utilities when all affected neighbors agree. [The only similar situation of which I am aware is Palo Alto (which has the advantage of a municipal utility under City control).] Palo Alto municipal code states:

"Every resident in a neighborhood must agree to participate in an underground district for it to be implemented."

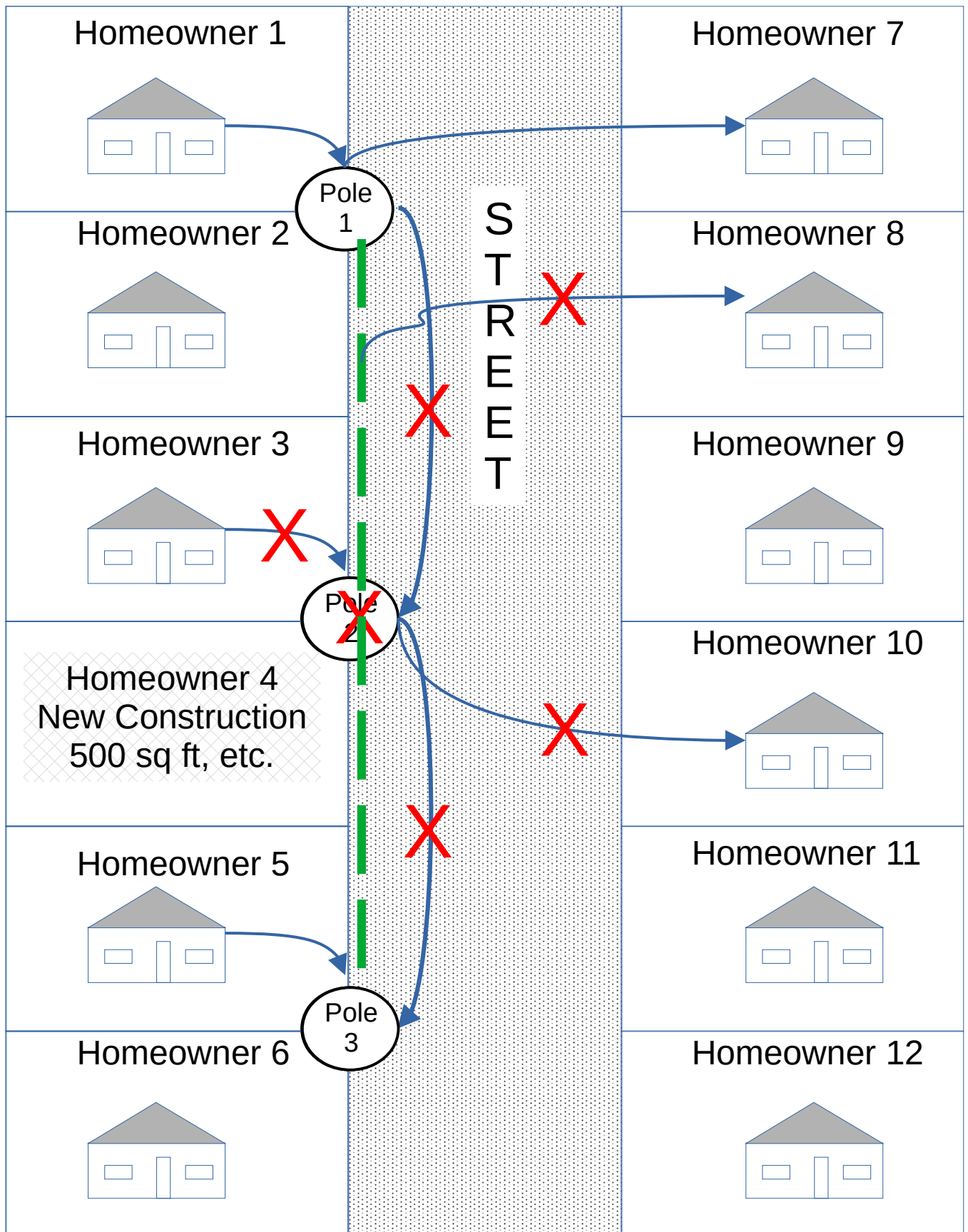
All neighbors will benefit from placing street utilities underground, and need to be involved.

The details of the above need to be fleshed out, but in my opinion this is the most practical and realistic way to proceed with undergrounding street utilities.

Thank you for your consideration.

Respectfully,

Les Poltrack
Doud Drive
Los Altos



From: [Roberta Phillips](#)
To: [Public Comment](#); [City Council](#)
Subject: Feb 25,2025 Study Session Public Comment Complete Streets Commission
Date: Saturday, February 22, 2025 1:02:55 PM
Attachments: [Final OBAG3 Application - N San Antonio.docx \(1\).pdf](#)

Dear Council

On the Work Plan for the Complete Streets Commission meeting with City Council Item # 3 is the San Antonio Rd Improvements. I ask that this item be removed from the work plan. I have attached the OBAG application below. San Antonio Rd is the main Evacuation Route in the event of a disaster such as a Fire in Los Altos Hills or earthquake. In addition it is the main road for emergency vehicles such as fire trucks and ambulances. The road also has bus and truck traffic along with cars. The OBAG Application aims to put in protected bike lanes by reducing traffic lanes in order to reduce traffic speed. It is extremely unwise to reduce speeds as it will result in longer response times to residents who need emergency vehicles to come to their homes or if they need to be taken to the hospital. This is just common sense. I have lived on San Antonio Rd for over thirty years and would urge the City to look at other streets for bike lane improvements. San Antonio Rd is not a safe route for bikers and never will be, especially for our children.

This project certainly cannot be achieved in 2025 and the Commission might consider working on goals that are achievable this year.

Thank You

Roberta Phillips

One Bay Area Grant (OBAG 3) – County & Local Program
Santa Clara County Template Application Form (v1)

Project Information	
Project Name:	N San Antonio Road Protected Bikeway and Complete Streets Project
Project Sponsor:	City of Los Altos, CA
Sponsor Single Point of Contact:	Marisa Lee 650-947-2626 mlee@losaltosca.gov
Project Location:	N San Antonio Road
Brief Project Description:	This project consists of protected bikeways along N San Antonio Rd connecting key commercial areas, residential areas, Civic spaces, schools, Community Center, Library, Downtown Los Altos, new high-density housing, Caltrain, and El Camino Real transit lines. This project seeks to create safer, more comfortable streets for all users by implementing complete streets best practices including protected bikeways, better integration between transit and bicycles, enhanced crosswalks, preservation of existing sidewalks, and narrowed vehicle lanes. This corridor is a suggested route to school for two public schools in Los Altos. It is one of the few north-south corridors that traverses the entire city. This project also includes pavement rehabilitation in order to restore and maintain the existing roadway network, as well as streetscape improvements such as streetlights.
Program Eligibility	
Federal Fund Eligibility <i>Is the project eligible for federal transportation funds?</i>	Select the OBAG 3 federal fund source(s) for which the project is eligible: <input checked="" type="checkbox"/> Surface Transportation Block Grant (STP) Program (See FHWA fact sheet) <input checked="" type="checkbox"/> Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See FHWA fact sheet) <i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the OBAG 3 webpage.</i>
Eligible Project Type <i>Is the project an eligible project type?</i>	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines): <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p><i>Growth Framework Implementation</i></p> <p><input type="checkbox"/> PDA Planning Grant</p> <p><input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> Growth Geographies)</p> <p><i>Complete Streets & Community Choice</i></p> <p><input checked="" type="checkbox"/> Bicycle/Pedestrian Infrastructure</p> <p><input type="checkbox"/> Bicycle/Pedestrian Program</p> <p><input type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program</p> <p><input checked="" type="checkbox"/> SRTS Infrastructure</p> <p><input type="checkbox"/> Safety project</p> <p><input type="checkbox"/> Safety Planning efforts</p> <p><input checked="" type="checkbox"/> Complete Streets improvements</p> <p><input checked="" type="checkbox"/> Streetscape improvements</p> <p><input checked="" type="checkbox"/> Local Streets and Roads Preservation</p> <p><input type="checkbox"/> Rural Roadway Improvement</p> <p><input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an Equity Priority Community (EPC)</p> <p><input type="checkbox"/> CBTP/PB Project Implementation</p> </div> <div style="width: 48%;"> <p><i>Climate, Conservation, & Resilience</i></p> <p><input type="checkbox"/> Transportation Demand Management (TDM) Program</p> <p><input type="checkbox"/> Mobility Hub</p> <p><input type="checkbox"/> Parking/Curb Management</p> <p><input type="checkbox"/> Car/Bike Share Capital</p> <p><input type="checkbox"/> Open Space Preservation and Enhancement</p> <p><input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland</p> <p><input type="checkbox"/> Regional Advance Mitigation Planning (RAMP)</p> <p><i>Multimodal Systems Operations & Performance</i></p> <p><input type="checkbox"/> Transit Capital Improvement</p> <p><input type="checkbox"/> Transit Station Improvement</p> <p><input type="checkbox"/> Transit Transformation Action Plan Project Implementation</p> <p><input type="checkbox"/> Active Operational Management</p> <p><input type="checkbox"/> Mobility Management and coordination</p> </div> </div>



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Santa Clara County Template Application Form (v1)

Policy Alignment	
Federal Performance Goals <i>How does the project support federal performance measures?</i>	<p>Select the federal performance measures that are supported by the project:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Safety: Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems. <input checked="" type="checkbox"/> Infrastructure Condition: Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair. <input type="checkbox"/> Congestion Reduction: Significantly reduce congestion on the NHS in urbanized areas. <input type="checkbox"/> System Reliability: Improve the reliability of the Interstate system and NHS. <input type="checkbox"/> Freight Movement and Economic Vitality: Improve the reliability of the Interstate system for truck travel. <input type="checkbox"/> Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. <p>Describe how the project supports the selected federal performance measure(s): <i>Please describe</i></p>
Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan:</p> <p>This project supports the following Plan Bay Area 2050 strategies: T1) Restore, operate and maintain the existing system, T8) Build a Complete Streets network and T9) Advance regional Vision Zero policy through street design and reduced speeds. Complete Streets projects strive to make roads safe and comfortable for all roadway users, of all travel modes. This project will enhance a key corridor in Los Altos to promote walking, biking, and other micro-mobility through the construction of safe, comfortable bikeways and intersections. Because of the specific countermeasures selected for this project, it will also improve the safety of community members, particularly vulnerable users walking or riding bicycles by providing protected bike facilities and more space between travel lanes and sidewalks. The project advances MTC strategies from the Implementation Plan by creating infrastructure towards advancing regional Vision Zero policy through design. Implementing protected bikeways that traverse busy thoroughfares, such as broad avenues, is a proven strategy to reduce cyclist fatalities and encourage more community members to use active modes to access local destinations and transit.</p> <p>This project maintains the existing corridor along N. San Antonio Road, which currently consists of two vehicle lanes in each direction, a bicycle lane in each direction, and a planted median. This project rehabilitates the pavement along the corridor, which is in need of repair. The route is home to a transit corridor. This project optimizes the route by adding protective buffers and vertical separation to the existing bike lane, while maintaining the other elements. This project would better integrate the bike facility with the transit operations by providing conflict markings and better-designed delineation where the two modes interact. Vehicles are fast-moving on this corridor and although an unprotected bike lane currently exists, it is not utilized to its full potential. The addition of protection for the bike lane is likely to lead to an increase in ridership as this corridor is a major connector between El Camino Real, other adjacent cities, several schools, civic spaces, downtown Los Altos, and Foothill Expressway.</p> <p>The project contributes to healthy and safe streets. It protects a lane for bicyclists, which would greatly enhance bicycle safety on this corridor. The addition of the vertical element would slow cars by visually narrowing the roadway, and one or both vehicle lanes would be narrowed slightly from the existing width of 11 feet, further reducing vehicle speeds and making the corridor safer for all roadway users.</p>



One Bay Area Grant (OBAG 3) – County & Local Program
Santa Clara County Template Application Form (v1)

<p>Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i></p>	<p>Select the regional plans and policies with which the project is aligned:</p> <div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy <input checked="" type="checkbox"/> MTC's Equity Platform <input checked="" type="checkbox"/> Regional Active Transportation Plan </div> <div> <input checked="" type="checkbox"/> Transit Oriented Communities Policy <input type="checkbox"/> Blue Ribbon Transit Transformation Action Plan </div> </div> <p>Describe how the project aligns with the selected regional plans and/or policies:</p> <p>This project aligns with the Regional Safety/Vision Zero Policy, MTC's Equity Platform, the Regional Active Transportation Plan, and Transit Oriented Communities Policy.</p> <p>Pedestrian and bicyclist safety and transit access are they key components of this project. The proposed protected bikeways would facilitate access from key neighborhoods and new high-density housing developments to Caltrain stations and transit lines along El Camino Real. The project would also vastly improve connectivity for people walking and biking between important commercial and Civic areas, local businesses, neighborhoods, high-density housing, schools, and workplaces.</p> <p>This project aligns with the Regional Active Transportation Plan by creating and maintaining a safe environment for people walking, rolling, and bike riding. It provides connections to key destinations and corridors such as El Camino Real, downtown Los Altos, Foothill Expressway, several schools, Los Altos City Hall, Community Center, and Library. It would connect with the protected bike lanes along El Camino Real, approved by City Council earlier this year and planned for construction by Caltrans in Summer 2023.</p> <p>The project aligns with the Vision Zero Policy by creating a space for biking that enhances safety along a major corridor that connects multiple communities, schools, commercial areas, residential areas, and work places. By installing these improvements, Los Altos is actively using a proven, data-driven approach to reduce fatalities and injuries. This aligns with regional vision zero goals to protect all roadway users, particularly vulnerable users such as children and seniors walking or biking, and to engage and incentivize local jurisdictions in prioritizing safety and aligning funding investments with safety goals. This project is evidence-based and equity-focused in alignment with the Regional Safety/Vision Zero Policy.</p> <p>This project connects isolated communities with the region through human-scale transportation improvements, a huge part of the equity focus of MTC. The project will provide improved bicycle/pedestrian crossings better connecting to additional bicycle/pedestrian facilities across and along El Camino Real. This project centers the most vulnerable road users with the least mobility autonomy, giving access to low- to medium- income community members who may not be able to drive or afford a vehicle.</p> <p>It aligns with local planning efforts including the Los Altos Complete Streets Master Plan (CSMP), and ranked #1 priority project for bike improvements in the CSMP. It aligns with Los Altos' Climate Action Plan as well. The project contributes to the regional planning framework by connecting people to areas that will have future growth in housing, jobs and transit.</p> <p>This project supports Transit-Oriented Development Policy by creating a viable means of traveling from neighborhoods along the corridor, and from many new housing developments planned or under construction in downtown Los Altos, along N San Antonio Rd to the Caltrain Station (connecting to Mountain View's green bike lanes along the final short stretch of N San Antonio). It would also provide a safe route for these residents to travel to the transit lines along El Camino Real.</p>
<p>Regional Growth Geographies <i>Does the project support PBA 2050 Growth Geographies?</i></p>	<p>Indicate the project's relationship to <i>Plan Bay Area 2050</i> Growth Geographies:</p>

One Bay Area Grant (OBAG 3) – County & Local Program
Santa Clara County Template Application Form (v1)

<p>Check all applicable boxes</p>	<p>Priority Development Area (PDA)</p> <p><input type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within one mile or less of a PDA boundary)</p> <p><input checked="" type="checkbox"/> Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation While this project does not fall in the regional PDA, it does meet those same standards for the City of Los Altos. This is a corridor where the city would like to see increased density and foot traffic, creating a clear network and linking key destinations. This corridor within the city connects retail, residential, downtown, the Community Center, the library, City Hall, restaurants, post office, banks, medical facilities, utilities, schools, gyms, fitness studios, salons, real estate, local markets. Dense, walkable corridors at the city-scale serve to improve MTC's broader regional development goals and address the transportation, development, and service issues that have driven this process for the region.</p> <p><input type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) <i>Locally-adopted PDA plan reference</i></p> <p>Transit Rich Area (TRA)</p> <p><input checked="" type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see Growth Geographies map) This project corridor is located entirely within the most prominent Growth Geography area in Los Altos, designated a High-Resource Area. It connects the community in the foothills, isolated by the Foothill Expressway with limited crossings, to the transit-rich corridors along El Camino Real and Mountain View with improved bicycle access. What previously would have been a two-mile drive can be a relatively flat bicycle ride to access local bus routes and regional transportation hubs, like the Mountain View Caltrain stations. This project would provide a last-mile solution for all the neighborhoods along North San Antonio Rd who are trying to access transit on El Camino Real and at the Caltrain stations.</p> <p>Priority Production Area (PPA)</p> <p><input type="checkbox"/> Supports the preservation of a PPA (see Growth Geographies map) <i>Please describe</i></p>
<p>Equity Priority Communities <i>Does the project invest in historically underserved communities?</i></p>	<p>Indicate how the project invests in historically underserved communities, including <i>Plan Bay Area 2050</i> Equity Priority Communities (EPCs):</p> <p><input type="checkbox"/> Located within and supportive of an EPC (see Equity Priority Communities map)</p> <p><input checked="" type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community In Los Altos, much of the workforce does not live in the City. These teachers, artists, retailers, construction workers, medical technicians, food service workers, etc., are still a part of the community. By creating bicycle and pedestrian infrastructure that connects to these broader networks, Los Altos provides access for its workforce commuters, many of whom may not be able to afford a personal vehicle. By opening up transportation opportunities for low- and moderate-income members of the community who travel from all over the Bay Area to participate in the regional economy, Los Altos hopes to give many alternatives to personal vehicle purchases and single-occupancy trips. Additionally, this project serves the public schools in this region of Los Altos, which are attended by elementary and high school students from Mountain View and other Adjacent cities.</p>
<p>Local Housing Policies <i>Is the project located in a jurisdiction with policies that support affordable housing?</i></p>	<p>Indicate if the project is located in a jurisdiction that has adopted policies which support the "3Ps" approach to affordable housing by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the OBAG 3 webpage.</p>



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- ☒ **Protect** current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).
The City of Los Altos follows all State laws regarding protecting residents from displacement. The current Housing Element of the General Plan includes policy on “Preservation, Conservation, Rehabilitation, and New Construction.”
The updated/new Housing Element is currently being drafted with extensive community input and is scheduled for adoption in 2023. It provides more up-to-date and thorough policy on the 3 P’s, including but not limited to: policy on the diversity and density of housing types, rezoning for RHNA shortfall, higher density housing in commercial and office districts, new affordable housing units, inclusionary zoning, affordable housing in-lieu fees, funding assistance, and compliance with current State Law.
City of Los Altos Housing Element 2015–2023:
 - Program 1.1.2 – Help secure funding for housing assistance programs.
 - Program 3.1.1 – Support efforts to fund homeless services.
 - Program 6.1.1 – Discourage senior-only housing from converting to other uses.
 - Program 6.1.2 – Assist seniors to maintain and rehabilitate their homes.
- ☒ **Preserve** existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).
City of Los Altos Housing Element 2015–2023:
 - Program 3.2.2 – Recognize the statutory requirements for transitional and supportive housing.
 - Program 3.2.3 – Provide incentives and amend the City’s Zoning Ordinance for compliance with statutory requirements for single-room occupancy residences to address the needs of extremely low-income households.
 - Program 4.1.1 – Monitor condominium conversion.
 - Program 4.1.2 – Conserve small houses in areas of small lot sizes.
- ☒ **Produce** new housing at all income levels.
City of Los Altos Housing Element 2015–2023:
 - Program 1.2.1 – Support rezoning from office to medium-density multifamily.
 - Program 2.1.1 – Encourage diversity of housing.
 - Program 2.1.2 – Implement multifamily district development standards.
 - Program 2.2.1 – Provide development incentives for mixed-use projects in commercial districts.
 - Program 2.3.1 – Implement density bonuses.
 - Program 4.2.1 – Facilitate new construction of second dwelling units.
 - Program 4.3.1 – Assist in the development of affordable housing. Includes the following actions:
 - + Transfer the City’s annual CDBG allocation to the County for projects that serve the Los Altos community.
 - + Provide funding to participate in a multi-jurisdictional housing finance program (such as a Mortgage Revenue Bond or Mortgage Credit Certification Program).
 - + Apply for state and federal funding on behalf of a nonprofit, under a specific program to construct affordable housing including persons with physical disabilities or developmental disabilities.
 - Program 4.3.4 – Continue to encourage maximum densities.
 - Program 6.2.1 – Provide senior housing density bonuses and development incentives.

Community Support



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<p>Community Support <i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p> <p>----- ----</p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <p><input checked="" type="checkbox"/> Public outreach responses <u>specific to this project</u>, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.</p> <p>This project ranks as the #1 prioritized project in the Complete Streets Master Plan, scheduled for adoption this fall. The 2022 Los Altos Complete Streets Master Plan process included a community survey, interactive map, and conceptual design review. Additionally, there were four Complete Streets Master Plan Task Force meetings, eleven Complete Streets Commission meetings, three City Council Study Sessions, and three community workshops.</p> <p>Specific to this corridor, the City received many requests and wishes to be able to more safely bike and walk to the destinations along N San Antonio Rd, including the library, community center, and local businesses and restaurants. Some comments from residents included:</p> <p>"The existing Class II bike lanes north and south on high-speed San Antonio Road are inadequate and discourage bicycle commuting."</p> <p>"Need safer biking path to / from Caltrain Station alongside San Antonio Rd."</p> <p><input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan. This project ranks as the #1 prioritized bicycle infrastructure project in Los Altos' Complete Street Master Plan, scheduled for adoption this fall. Prioritization was based on the vision and ranking criteria developed through months of community outreach, stakeholder outreach, and Complete Streets Commission discussion. San Antonio Rd is also called out as a priority corridor for bicycle improvements in the Los Altos Bicycle Transportation Plan, adopted in 2012.</p> <p>Indicate if the project has demonstrated support from <u>communities disproportionately impacted by past discriminatory practices</u>, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the OBAG 3 webpage. Community support may be demonstrated through one or more of the following:</p> <p><input checked="" type="checkbox"/> Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process, <i>or a local plan that includes the proposed project</i>. The City of Los Altos utilizes a Pavement Management Program (PMP) to maintain its 112 miles of streets. The Los Altos Complete Streets Master Plan recommends the implementation of miles of bicycle improvements and infrastructure recommendations. This project ranked #1 among hundreds of bicycle improvements. This project would create a safe route for all residents of the community, including residents, workers, and students, to reach key destinations in Los Altos by bicycle.</p> <p><input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. <i>Description of CBO endorsement</i></p>
<p align="center">Deliverability & Readiness</p>	
<p>Project Readiness <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p>The project is ready to move forward and be delivered. All the improvements will be implemented within the public right-of way, therefore there will not be any right-of-way impacts, and there are no anticipated environmental clearance issues.</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit.</p>



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	n/a
Deliverability <i>Are there any barriers to on-time delivery?</i>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the January 31, 2027 obligation deadline:</p> <p>The City of Los Altos will be able to meet the January 31, 2027 obligation deadline, and it is anticipated that upon design finalization, construction can commence rapidly.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:</p> <p>This project does not anticipate any additional risks, aside from possible COVID or supply chain setbacks that are generally affecting the broader construction industry, and will be working closely with construction contractors and county public health guidance to mitigate that risk. Material and labor sourcing will be included in the timeline, and public health orders will be followed as mandated by the county and state.</p>
Project Cost & Funding	
Grant Minimum <i>Does the project meet the minimum grant size requirements?</i>	<p><input checked="" type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).</p> <p><i>Exception request to minimum grant size</i></p>
Local Match <i>Does the project meet local match requirements?</i>	<p><input checked="" type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost. Los Altos will provide at least a 20% match of the total project cost using a combination of CIP funds, including Annual Bike and Pedestrian Access Improvements, Annual Concrete Repair, Annual ADA Improvements, Annual Street Striping, Annual Transportation Enhancements, and Annual Street Resurfacing.</p>
Additional Criteria	
Fix-It First Road Preservation <i>Preservation of the local streets and roads on federally eligible arterials and collectors</i>	<p><input type="checkbox"/> Project meets the requirements for federal-aid eligible system. Confirmation is required through the Highway Performance Monitoring System and attached to the application prior to award of funds.</p> <p><i>Please describe and include location map(s) indicating segment(s).</i></p>
Project Benefits <i>What are the merits of the project beyond adherence to PBA 2050 policies?</i>	<p>Describe the project's benefits, such as addressing safety, gap closure or connectivity, VMT reduction, planned housing density with a transportation nexus, transportation to housing and/or jobs.</p> <p>The Los Altos N. San Antonio Complete Streets project will address safety, gap closure/connectivity, and VMT reduction through the construction of safe, comfortable bicycle and pedestrian infrastructure. The N. San Antonio corridor currently represents a significant barrier to safe travel by people walking, biking, or rolling from one end of the City to the other, including to key commercial destinations, residential areas, downtown, the library, the community center, city hall, and countless local businesses, restaurants, and stores. The improvements will create defined space, separating pedestrians and cyclists from motor vehicle traffic, eliminating conflicts due to speed differentials, and reducing chances of vulnerable road users being hit. This corridor will be safer for these vulnerable roadways users and will provide a connection where a gap currently exists. Additionally, because these improvements are specifically engineered for people walking or riding bicycles, this creates a new connection currently viewed by the public as not safe for people biking. This new connection could further incentivize travel and time spent without a personal vehicle. The area along the N. San Antonio corridor is currently seeing an influx of high-density housing development, and residents in these new developments may create additional demand for the car-free lifestyle that is convenient and attractive when living near downtown and along a corridor that is well-designed for bike and transit use.</p>



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	<p>The narrowing of existing vehicle lanes along N. San Antonio is also designed to reduce the speed of motor vehicles in the project area. This project will reduce the frequency and potential severity of injury collisions within the project area by reducing speeding. The effect of reducing vehicle lane widths from 12+ feet wide to 10 feet can reduce vehicle speeds by 6.6 mph (FHWA-SA-07-011, 2007).</p> <p>The Complete Streets project will also reduce congestion, as these improvements will likely increase the number of people walking and biking along this corridor between neighborhoods, commercial destinations, transit stops, and civic spaces. More families walking and rolling will reduce the amount of car traffic, thereby reducing related congestion on collectors, arterials, and local streets.</p> <p>Finally, this project will facilitate Los Altos community members and residents to be more sustainable by making different transportation modes more appealing, which plays a significant role in reducing congestion and encouraging walking/biking. All of these will reduce measured pollutants, including PM2.5, PM10, CO, VOC, and NOx, most notably those associated with on-road mobile source emissions.</p>
Program Category(ies)	<p>Sponsors: please indicate in which program category(ies) you are applying.</p> <p><input type="checkbox"/> Fix-it-First <input checked="" type="checkbox"/> Complete Streets <input checked="" type="checkbox"/> Safe Routes to School <input type="checkbox"/> Planning</p>

Project Cost & Funding

OBAG 3 Grant Request:

Total Grant Request	\$ 7,298,096
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Project Cost & Schedule:

Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	\$0	\$0	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Environmental Studies (PA&ED)	\$0	\$0	<i>Secured fund sources, notes</i>	\$	\$	September 2022
Design Engineering (PS&E)	\$ 1,403,480	\$280,696	<i>Local City Funds</i>	\$1,122,784	\$	March 2023
Right-of-way	\$0	\$0	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Construction	\$7,719,140	\$1,543,828	<i>Local City Funds</i>	\$6,175,312	\$	July 2024
Total	\$9,122,620	\$1,824,524		\$7,298,096	\$	

Project Investment by Mode:

Mode	Share of project investment
Auto	35%
Transit	15%
Bicycle/Pedestrian	50%
Other	%
Total	100%

From: [Helen Wang](#)
To: [Public Comment](#)
Subject: Public comment regarding parking enforcement on Panchita Way
Date: Saturday, February 22, 2025 5:15:52 PM

Dear City Council,

I wanted to provide a public comment regarding the parking situation on Panchita Way specifically.

The sign posts have been very effective at keeping the streets much more clear.

In fact, I am hoping the parking restrictions can be extended from 8am to 12pm on weekdays to 8am to 5pm. The reason for this is that LAHS has sporting events often, specifically during baseball seasons that creates a significant amount of afternoon congestion and at times, litter in our yards. In the afternoons, it seems there is ample parking at LAHS, but parking on Panchita is preferred due to proximity to the fields.

I know it could have a significant fiscal impact to enforce a permit plan, however it sounds like it is doable via the police department. In light of this, I would appreciate this being considered again.

Thank you for hearing my thoughts on this matter and for your hard work.

Best,
Helen Wang

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From: [Jessica Shambora](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT - AGENDA ITEM 7 - Tuesday, February 25, 2025
Date: Saturday, February 22, 2025 10:48:32 PM

Hello, I live at the corner of Alvarado Ave and Distel Dr and I wrote to the city several weeks ago to say that the new "no parking" signs have resulted in multiple cars parked in front of our home daily during the morning hours. This is especially dangerous because my husband and I drive our sons to separate schools in the morning and our visibility when backing out of our driveway is significantly impaired by the parked cars. Given that we live on the designated route to several local schools, many bicyclists ride down our street in the morning and we often can't see them as they approach our driveway because of the parked cars. I've attached a photo for reference taken on Wednesday Feb 5 at 8:30am. Our driveway is to the left of the black car in the photo (which has a sign identifying it as a cleaning service).

I have reviewed the agenda for the meeting on Tuesday 2/25 and I see the proposal to modify the no parking restrictions on Distel Drive etc. to 2-hour parking from 8:00 am to 12:00 pm, Monday through Friday. This sounds like a reasonable adjustment but it's unclear if it will resolve the situation in front of our home since it seems to be mostly contractors and vendors for homes on Distel Drive who may not want to move their cars during day. Will they be able to re-park on the same street again after two hours as long as they move to a different spot? How will this be explained?

Thank you
Jessica Shambora



From: [Ameeta Mukherjee](#)
To: [Ameeta Mukherjee](#)
Subject: Parking Issue around LAHS
Date: Monday, February 24, 2025 9:00:53 AM

Hi,

I am writing to express my support of the restricted parking signs around LAHS. As a resident of this neighborhood for over 20 years and a parent of two children that have gone through the system (one is still in LAHS), I have observed the negative impact of student parking on the streets.

Parents and students driving and parking are creating chaos at Jardin and the cross streets (Panchita, Los Ninos, Distel and Casita). It is an unsafe environment for the students who are walking and biking to school. I have witnessed on a daily basis, cars rushing through, honking, and creating unnecessary stress. Many of these drivers have narrowly missed hitting a pedestrian. Moreover, when myself and others have called out to this poor behavior, the students' attitudes are of entitlement and do not bother moving their vehicles which are blocking driveways and mailboxes.

I do believe there are methods to help our school be more green and sustainable. Here are some of my suggestions:

- Carpool - this is not a novel idea, but I am certain kids in the same area are all driving their separate cars to school and home. Why not incentivize ride shares like corporations do? Perhaps allow students who carpool to get parking spots instead of Seniors and Juniors who can drive.
- Pedestrians and Bikers get special privileges for not clogging the streets with cars
- Utilize all these empty church parking lots for school parking and have kids bike or walk. It's a 12 min walk or 5 min bike from the Lutheran Church on Jordan (I know because I do this daily walking my dog)
- Use some of the baseball field for parking rather than taking up tennis court real estate. Tennis is played year round while baseball is seasonal and the majority of the year, the field sits empty. It's bad enough that the courts have been used as a dumping ground for construction for the entirety of my children's years at LAHS (and they are both tennis players).

Many schools have managed to run a smooth system for students to get back and forth to school. As a premier school in the heart of Silicon Valley, it is high time LAHS set itself as an example.

From: [Gaurav Jain](#)
To: [Public Comment](#)
Subject: City Council Meeting Public Comments - Parking Restrictions around Los Altos High School
Date: Monday, February 24, 2025 10:57:45 AM

Dear City Officials,

I am writing in regards to the recently implemented parking restrictions around Los Altos High School. Specifically, I am asking the city to consider an approach of giving resident passes, leading to simpler enforcement as well as allowing flexibility to residents.

While I understand the need to address parking and traffic congestion, the current restrictions have created significant challenges for residents. For example, I recently received a citation for briefly parking in front of my home while unloading an item. Due to an ongoing renovation, I had no other option at the time but to park in front of my home. My contractor also received a ticket during a brief site visit. These restrictions place an undue burden on residents, hindering our ability to carry out daily activities.

While I appreciate the updated proposal's attempt to address these concerns by adding 2-hour parking zones. However, this solution seems problematic for the following reasons:

- 1) Enforcing the 2-hour limit requires significant resources either from the Police Department or another enforcement agency. This adds unnecessary cost and complication.
- 2) The proposal unfairly treats residents closer to the school, whereby they continue to face issues that we currently face.
- 3) The proposal leaves room for city staff to add further 2-hour restrictions wherever necessary which might lead to a cat and mouse game, leading to more confusion and hassle for residents.

During the initial presentation to the Complete Streets Commission, residents voiced the hassle the restrictions would place on residents. A resident proposed a solution of providing resident passes. This would simplify enforcement and provide residents with the flexibility to manage occasional parking needs for their visitors and service providers without having to worry about receiving a ticket. I believe this would be the most effective solution that addresses residents' needs.

I understand the complexity of this issue and appreciate your efforts. However, I respectfully request that you consider voiding and refunding all parking citations issued during this period. This would demonstrate the city's commitment to addressing residents' concerns and help restore public trust.

Thank you for your time and consideration.

Sincerely,
Gaurav Jain

From: [Lynn Kostow](#)
To: [Public Comment](#); Trustees@mvla.net; [City Council](#); Superintendent.Office@mvla.net
Cc: [Michael Kostow](#); [Lynn Kostow](#)
Subject: Ongoing Concerns and Proposed Solutions for LAHS Parking
Date: Monday, February 24, 2025 11:52:42 AM

Dear City Council Members, MVLA Trustees, and Superintendent Volta,

I hope this message finds you well. I am writing to express ongoing concerns about the parking issues surrounding Los Altos High School, particularly as they impact our neighborhood. These challenges have persisted for years, and it is becoming increasingly urgent to find concrete solutions as the safety for all involved is paramount.

We believe it is essential to continue advocating for meaningful actions from Los Altos High School to address this issue. In addition to previous suggestions, which are included below for your reference, I would like to propose the following recommendations to help alleviate the parking situation and improve safety around the school:

1. **Reevaluation of Student Parking Needs:** The LAHS Eagle [Talon article](#) published on February 14th states there are 316 parking spaces on campus. Given the current class size and the fact that not every eligible student driver requires a parking space every day, it's important to establish a realistic target for the number of spaces needed. According to a 2022 [Walk Audit](#) by LAHS' Green Team, 50% of students are either driving or being dropped off. Of that group, only seniors and some juniors are even eligible to drive, and many of them either don't drive every day or get rides instead. By factoring in these realities, we can come to a more reasonable estimate for the number of students who drive to school. A targeted, research-backed approach will help guide future parking plans for those students who truly need parking spaces.
2. **Expansion of Parking Areas:** As construction nears completion, some parking spaces will become available, but additional planning is needed. I suggest exploring the possibility of adding more parking along the east side of the campus, on the road that parallels Alicia Way. And the area used currently for construction staging by the tennis courts could be utilized. Furthermore, the area where the portable classrooms currently stand could be converted into student parking once those structures are removed after construction is completed. There are also some off-campus parking ideas listed below that could help provide further relief to the overcrowding and dangerous scenarios on residential streets.
3. **Consideration of Residential Impact:** It is important to recognize that many residents, including myself, did not anticipate

the influx of student parking when we moved to the neighborhood. Most have lived here for 20+ years, and when we purchased our homes, there was no student parking on our street. While we understand the need for student parking, the resulting safety concerns—such as reckless driving, blocked driveways, and property damage—have become unacceptable. The argument that residents should have "expected" this parking situation is unreasonable and dismissive of the challenges our community is facing. It is essential that the well-being and safety of the neighborhood are prioritized, and we believe that further planning and thoughtful action are needed.

I trust that these suggestions will be carefully considered as part of the ongoing discussions about LAHS parking. Thank you for your attention to this important issue. I look forward to your response and am happy to provide any further details or clarification as needed.

Sincerely,
Lynn and Mike Kostow
271 Valencia Drive, Los Altos
lynnhkostow@gmail.com / mikekostow@gmail.com

From: [Michelle Le](#)
To: [City Council](#); Trustees@mvla.net; [Public Comment](#); Superintendent.Office@mvla.net
Subject: Ongoing Concerns and Proposed Solutions for LAHS Parking
Date: Monday, February 24, 2025 12:15:45 PM

Dear City Council Members, MVLA Trustees, and Superintendent Volta,

I hope this message finds you well. I am writing to express ongoing concerns about the parking issues surrounding Los Altos High School, particularly as they impact our neighborhood. These challenges have persisted for years, and it is becoming increasingly urgent to find concrete solutions as the safety for all involved is paramount.

We believe it is essential to continue advocating for meaningful actions from Los Altos High School to address this issue. In addition to previous suggestions, which are included below for your reference, I would like to propose the following recommendations to help alleviate the parking situation and improve safety around the school:

- 1. Reevaluation of Student Parking Needs:** The LAHS Eagle [Talon article](#) published on February 14th states there are 316 parking spaces on campus. Given the current class size and the fact that not every eligible student driver requires a parking space every day, it's important to establish a realistic target for the number of spaces needed. According to a 2022 [Walk Audit](#) by LAHS' Green Team, 50% of students are either driving or being dropped off. Of that group, only seniors and some juniors are even eligible to drive, and many of them either don't drive every day or get rides instead. By factoring in these realities, we can come to a more reasonable estimate for the number of students who drive to school. A targeted, research-backed approach will help guide future parking plans for those students who truly need parking spaces.
- 2. Expansion of Parking Areas:** As construction nears completion, some parking spaces will become available, but additional planning is needed. I suggest exploring the possibility of adding more parking along the east side of the campus, on the road that parallels Alicia Way. And the area used currently for construction staging by the tennis courts could be utilized. Furthermore, the area where the portable classrooms currently stand could be converted into student parking once those structures are removed after construction is completed. There are also some off-campus parking ideas listed below that could help provide further relief to the overcrowding and dangerous scenarios on residential streets.
- 3. Consideration of Residential Impact:** It is important to recognize that many residents, including myself, did not anticipate the influx of student parking when we moved to the neighborhood. Most have lived here for 20+ years, and when we purchased our homes, there was no student parking on our street. While we understand the need for student parking, the resulting

safety concerns—such as reckless driving, blocked driveways, and property damage—have become unacceptable. The argument that residents should have "expected" this parking situation is unreasonable and dismissive of the challenges our community is facing. It is essential that the well-being and safety of the neighborhood are prioritized, and we believe that further planning and thoughtful action are needed.

I trust that these suggestions will be carefully considered as part of the ongoing discussions about LAHS parking. Thank you for your attention to this important issue. I look forward to your response and am happy to provide any further details or clarification as needed.

Sincerely,
Michelle Le
230 Chateau Drive
Los Altos, CA 94022

From: [Tamara Fagin](#)
To: [Public Comment](#); [City Council](#)
Subject: Re: Support for Restricted Parking Around Los Altos High School & Thank You
Date: Monday, February 24, 2025 1:00:26 PM

Dear Mayor Dailey and Los Altos City Council Members,

I'm writing to express my *continued* support for restricted parking around Los Altos High School. For me, safety is our community's number one priority.

The area immediately around the high school feels dramatically safer and the traffic is calmer since the implementation of these parking restrictions. This is extremely important given the many drivers, cyclists, and pedestrians that must share the limited, narrow streets before and after school.

To address resident complaints regarding the parking restrictions, I would encourage you to please consider a residential permit parking solution.

I also think that a joint Los Altos City Council/MVLA town hall on Los Altos High School campus on the parking issue would be beneficial. It seems that the students have leadership groups, the Green Team, etc. who might have many good ideas on how to reduce student car trips to the school and how to create a fairer, more equitable student permit allocation system (perhaps students who live the farthest from campus and/or in areas with limited public transportation options have better shot in the lottery). It would be wonderful if Los Altos police could also attend and if there were some way to relay basic parking and safety etiquette to the students.

Thanks!
Tamara

On Mon, Jan 13, 2025 at 4:09 PM Tamara Fagin <tamara.fagin@gmail.com> wrote:

Dear Mayor Dailey and Los Altos City Council Members,

I am writing to express my support for the restricted parking signs around Los Altos High School.

My family and I have lived on Alicia Way adjacent to Los Altos High School for over 20 years. When our kids were in elementary school, we walked, biked or scooted to school every day. Our street is in fact designated a "Safe Route to School," with many children - with and without their parents - biking to Almond School, Bullis Charter School and Egan Junior High School.

Restricting parking around heavily used streets, such as Alicia Way, near the high school is important for visibility and the safety of pedestrians and cyclists.

Thank you for the new restricted parking signs that were recently installed on the Jardin Street side of the high school. It feels much safer and less chaotic with less cars parked

in the block closest to the tennis courts.

Thanks,

Tamara Fagin

Los Altos Resident

From: [Peter, Theodore](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT - AGENDA ITEM 7 - 02/25/25 MEETING
Date: Monday, February 24, 2025 1:09:45 PM

Dear Los Altos City Council,

The parking restrictions around Los Altos High School have made traffic conditions on streets surrounding the school more dangerous. This public safety issue impacts every single LAHS student and staff member, whether they bike, walk, or drive to school. Here are some photos and videos that depict the extreme congestion and safety concerns that LAHS students and staff experience daily:

[Photo: Merritt Rd, January 29th, 11:14 a.m.](#)

[Photo: Angela Dr, February 5th, 12:56 p.m.](#)

Students are now parking on other streets with no restrictions, including Merritt and Angela, which are completely parked up every day. The parking restrictions only move parked cars to other streets, but have not created a more even or equitable distribution of parked cars throughout the neighborhood surrounding the school.

[Photo: Jardin Dr & Los Ninos Way intersection, January 10th, 3:06 p.m.](#)

Jardin Drive is now significantly more congested. Cars are stopped in the eastbound bike lane and in the middle of the street, trapping cars in parking spaces. With no space to turn, cars are stopped at irregular angles, making the traffic jam worse. Several students walk through the traffic jam.

[Photo: Jardin Dr, February 5th, 3:05 p.m.](#)

The entire length of the eastbound bike lane on Jardin is filled with idling cars waiting to pick up students. Many of these cars arrive before school ends and wait in the bike lane for 10, 15, 20 minutes or even longer. Students who parked in the parking spots near the curb now cannot leave because their cars are trapped.

[Photo: Jardin Dr & Casita Way intersection, February 6th, 8:23 a.m.](#)

Some students park farther from campus now due to the parking restrictions, so there are more pedestrians on the streets now compared to before the restrictions. The buildup of cars near intersections like Casita & Jardin reaches the edge of the road, and since there are no sidewalks on Casita (or Panchita, Los Ninos, Distel), pedestrians are forced to weave through traffic jams and into the middle of the street, as shown in the photo. These traffic jams also force me into the middle of the road while I'm biking to school, and I often have to avoid pedestrians while we are both in the opposite lane facing oncoming traffic.

[Video: Casita Way, January 31st, 8:23 a.m.](#)

Because of traffic on Jardin, cars must wait to turn from Casita onto Jardin, and other cars stop in the middle of the road on Casita to drop off students (0:02). This creates a buildup of cars which takes up the entire right half of Casita near the Jardin intersection. While biking to school on Casita, I can't get around this buildup of cars, so I have to move to the left side of the road (0:06), where I have to avoid oncoming traffic turning from Jardin (0:12, 0:17) and a student walking (0:13). Similar situations occur at the Panchita-Jardin, Los Ninos-Jardin, and Distel-Jardin intersections as well.

[Video: Jardin Dr, February 4th, 8:25 a.m.](#)

While biking to school in the eastbound bike lane on Jardin, a car pulls into the bike lane in front of me (0:02) and stops, while another car turns into the lane of traffic and slows down significantly (0:08). A student walks across the road (0:09). I have to move into traffic to avoid the first car and wait behind the second car until it pulls into the bike lane (0:18) and I can pass.

[Video: Jardin Dr, February 5th, 8:24 a.m.](#)

The next day, I was biking in the bike lane on Jardin again, when a car stopped in the lane of traffic (0:03), causing the car behind it to also stop. Up ahead, a car pulls out from the bike lane into the lane of traffic (0:09), but another car in front of it stops in the lane of traffic to drop off a student (0:14), and I have to come to a complete stop to wait for both cars to move. Once the cars move, I move into the lane of

traffic to get around two cars in the bike lane. Near the Casita intersection, a truck pulls out of a parking space, across the bike lane, and into traffic (0:42), worsening the buildup of cars at the Casita intersection, and I have to wait for it to clear up to get on campus.

During the fall, traffic around the school was much easier for bikers to navigate, but now, I have to bike through extreme congestion and unsafe situations daily. Safety should be the city's top priority regarding the parking issues around the school, and I hope you can find a way to mitigate the public safety issues exacerbated by the current parking restrictions.

Thank you for your time,
Theodore Peter
Los Altos Resident and Los Altos High School Student

From: [Lisa Bourgeault](#)
To: [Public Comment](#)
Subject: new parking restrictions north of Jardin at LAHS
Date: Monday, February 24, 2025 1:18:02 PM

I have several questions, one pressing request, and a great solution regarding this issue.

First, the request: **please immediately provide a parking permit program for residents of the affected streets.** This should not require a months-long feasibility study and implementation plan.

Next, the questions:

- 1) What is the data that shows that there were safety issues caused by the street parking near the school? How many accidents--cars/bikes/pedestrians--have happened in the last 10-20 years behind the high school? What were the causes of those (if there were any)? Did it have anything to do with parking? If so, how?
- 2) If students parking in front of mailboxes is a problem, why not make an ordinance that there may not be parking in front of mailboxes? If there were an ordinance like that (there isn't one in Los Altos), aggressive ticketing would end that problem quickly.
- 3) Is it illegal to park in a manner that blocks a driveway? If so, let's educate students and residents about what that means and then give tickets when appropriate and respond firmly to those residents who think there needs to be a wide open road in order to back out.

Finally, I recognize that parking at the high school is a contentious issue because there are no perfect solutions to the imbalance in supply and demand. I also appreciate that the Council is trying to respond to residents' concerns. I believe that all sides are trotting out concepts of safety and concern to cover up the fact that we are all talking about convenience. The students would like to park close to school without arriving early. The people who bought houses close to the high school would like to have no students parking near their houses. And the people who bought houses down the street from the ones that are close to the high school would like to be able to park on the street.

Here's the solution:

- 1) If it's not already, make it illegal to park in front of driveways. Remind homeowners that no one needs 5 or 10 feet clearance on either side of their driveway in order to back out.
- 2) Make it illegal to park in front of mailboxes.
- 3) Try ticketing those two types of infractions aggressively for a while, and then repeat at the beginning of each school year.
- 4) See if that solves the problem well enough for everyone.
- 5) If not, work out a restriction/permit system for the residents and students that allows everyone to have a fair shot at using our public streets for appropriate public uses.

Sincerely,
Lisa Bourgeault

From: [Juno Szalay](#)
To: [City Council](#); [Public Comment](#); trustees@mvla.net; superintendent.office@mvla.net
Cc: tracey.runeare@mvla.net; derek.miyahara@mvla.net
Subject: Ongoing Concerns and Proposed Solutions for LAHS Parking
Date: Monday, February 24, 2025 1:45:35 PM

Dear City Council Members, MVLA Trustees, Superintendent Volta, Principal Runeare, and Mr Miyahara,

I hope this message finds you well. I am writing to express ongoing concerns about the parking issues surrounding Los Altos High School, particularly as they impact our neighborhood. These challenges have persisted for years, and it is becoming increasingly urgent to find concrete solutions as the safety for all involved is paramount.

We believe it is essential to continue advocating for meaningful actions from Los Altos High School to address this issue. In addition to previous suggestions, which are included below for your reference, I would like to propose the following recommendations to help alleviate the parking situation and improve safety around the school:

1. **Reevaluation of Student Parking Needs:** The LAHS Eagle [Talon article](#) published on February 14th states there are 316 parking spaces on campus. Given the current class size and the fact that not every eligible student driver requires a parking space every day, it's important to establish a realistic target for the number of spaces needed. According to a 2022 [Walk Audit](#) by LAHS' Green Team, 50% of students are either driving or being dropped off. Of that group, only seniors and some juniors are even eligible to drive, and many of them either don't drive every day or get rides instead. By factoring in these realities, we can come to a more reasonable estimate for the number of students who drive to school. A targeted, research-backed approach will help guide future parking plans for those students who truly need parking spaces.
2. **Expansion of Parking Areas:** As construction nears completion, some parking spaces will become available, but additional planning is needed. I suggest exploring the possibility of adding more parking along the east side of the campus, on the road that parallels Alicia Way. And the area used currently for construction staging by the tennis courts could be utilized. Furthermore, the area where the portable classrooms currently stand could be converted into student parking once those structures are removed after construction is completed. There are also some off-campus parking ideas listed below that could help provide further relief to the overcrowding and dangerous scenarios on residential streets.
3. **Consideration of Residential Impact:** It is important to recognize that many residents, including myself, did not anticipate the influx of student parking when we moved to the neighborhood. Most have lived here for 20+ years, and when we purchased our homes, there was no student parking on our street. While we understand the need for student parking, the resulting safety concerns—such as reckless driving, blocked driveways, and property damage—have become unacceptable. The argument that residents should have "expected" this parking situation is unreasonable and dismissive of the challenges our community is

facing. It is essential that the well-being and safety of the neighborhood are prioritized, and we believe that further planning and thoughtful action are needed.

I trust that these suggestions will be carefully considered as part of the ongoing discussions about LAHS parking. Thank you for your attention to this important issue. I look forward to your response and am happy to provide any further details or clarification as needed.

Sincerely,

Juno Szalay

201 Alicia Way

Los Altos

JuPeLi@comcast.net

650-796-9165

Subject: Traffic and Parking Safety Concerns Near Los Altos High School

Dear City Council Members,

I am writing to follow up on the ongoing parking and traffic issues around Los Altos High School, which have raised significant safety concerns for residents in the surrounding neighborhoods. As a neighbor, I have witnessed firsthand the traffic violations and congestion that continue to pose a danger to pedestrians, particularly students, and local residents.

While I understand the complexities of this issue, it is clear that the current situation is unsustainable. The burden of managing parking and traffic should not fall solely on the surrounding neighborhoods. It is critical that the city and the school work together to find a long-term solution that prioritizes safety and accessibility.

I would like to suggest a few measures that could help alleviate these concerns:

1. **Designate Residential Permit Areas:** Introducing residential parking permits would help reduce the impact of school-related parking on local streets. This would ensure that residents can park safely near their homes without the added burden of non-residential parking.
2. **Create Additional Parking Options:** I encourage the city to explore the possibility of utilizing nearby facilities, such as the Hillview Community Center, as additional parking for students. A partnership with the city could provide a shuttle service to and from the high school, easing traffic congestion around the campus.
3. **Rework Traffic Flow Around the School:** Consider adjusting the roads near the high school to improve traffic flow. For example, making the road between Alicia and the high school one-way and adding parking on one side could reduce congestion and provide safer drop-off and pick-up options for parents.
4. **Enforce Parking Restrictions Based on Resident Complaints:** I suggest that parking restrictions be enforced only when a resident files a formal complaint, ensuring that the measures are applied fairly and efficiently without imposing unnecessary burdens on those not directly affected.

Students continue to park their vehicles in the red zones at the corners, block fire hydrants, and obstruct mailbox and walkways.

I also wanted to address concerns about restricting parking only in the immediate vicinity of the high school. Several people have pointed out that this only pushes the problem further out. **However, the primary reason for restricting parking near the school is to improve safety and efficiency during pick-up and drop-off times.**

That process is already chaotic - adding student parking to the mix further complicates it, blocking areas where parents need to pull over and leading to students rushing to secure spots. By relocating student parking farther away, we can help reduce congestion in this critical zone.

Additionally, on Wednesdays, students biking to Egan frequently ride down Alicia Way. With parked cars, parents stopping in the middle of the road to drop off students, car doors suddenly opening, and bikes speeding past, the current situation creates a serious safety hazard. Addressing the parking situation significantly reduce the risks in this area.

Parking restrictions combined with these suggested changes would help improve safety and quality of life for everyone in the neighborhood while ensuring that Los Altos High School continues to thrive as an educational institution.

I remain hopeful that Los Altos High School will take responsibility and work towards a permanent solution to this issue. In the meantime, we must continue to advocate for measures that protect the safety and well-being of our community.

Thank you for your time and attention to this matter. I look forward to hearing from you and working together on a resolution.

Sincerely,

Local Resident - Juno Szalay

Juno Szalay
JuPeLi@comcast.net
(650) 796-9165

From: [Sundeep Vig](#)
To: [City Council](#); [Public Comment](#); Trustees@mvla.net; Superintendent.Office@mvla.net
Subject: Ongoing Concerns and Proposed Solutions for LAHS Parking
Date: Monday, February 24, 2025 2:04:29 PM

Dear City Council Members, MVLA Trustees, and Superintendent Volta,

I hope this message finds you well. I am writing to express ongoing concerns about the parking issues surrounding Los Altos High School, particularly as they impact our neighborhood. These challenges have persisted for years, and it is becoming increasingly urgent to find concrete solutions as the safety for all involved is paramount.

In addition to the points below, I believe that adding parking will create additional hazards for the parents who use Alicia Way as a dropoff and pickup point for their kids. Adding parking here would reduce the space available for this and lead to hazardous conditions for kids walking and getting dropped off. We are creating a hazardous situation for the kids, parents and the community by adding parking on Alicia Way. 25 additional parking spots is just not worth the risk and pain you will inflict. Encourage greener and safer transportation rather than kids driving themselves to school!

We believe it is essential to continue advocating for meaningful actions from Los Altos High School to address this issue. In addition to previous suggestions, which are included below for your reference, I would like to propose the following recommendations to help alleviate the parking situation and improve safety around the school:

- 1. Reevaluation of Student Parking Needs:** The LAHS Eagle [Talon article](#) published on February 14th states there are 316 parking spaces on campus. Given the current class size and the fact that not every eligible student driver requires a parking space every day, it's important to establish a realistic target for the number of spaces needed. According to a 2022 [Walk Audit](#) by LAHS' Green Team, 50% of students are either driving or being dropped off. Of that group, only seniors and some juniors are even eligible to drive, and many of them either don't drive every day or get rides instead. By factoring in these realities, we can come to a more reasonable estimate for the number of students who drive to school. A targeted, research-backed approach will help guide future parking plans for those students who truly need parking spaces.
- 2. Expansion of Parking Areas:** As construction nears completion, some parking spaces will become available, but additional planning is needed. I suggest exploring the possibility of adding more parking along the east side of the campus, on the road that parallels Alicia Way. And the area used currently for construction staging by the tennis courts could be utilized. Furthermore, the area where the portable classrooms currently stand could be converted into

student parking once those structures are removed after construction is completed. There are also some off-campus parking ideas listed below that could help provide further relief to the overcrowding and dangerous scenarios on residential streets.

3. Consideration of Residential Impact: It is important to recognize that many residents, including myself, did not anticipate the influx of student parking when we moved to the neighborhood. Most have lived here for 20+ years, and when we purchased our homes, there was no student parking on our street. While we understand the need for student parking, the resulting safety concerns—such as reckless driving, blocked driveways, and property damage—have become unacceptable. The argument that residents should have "expected" this parking situation is unreasonable and dismissive of the challenges our community is facing. It is essential that the well-being and safety of the neighborhood are prioritized, and we believe that further planning and thoughtful action are needed.

I trust that these suggestions will be carefully considered as part of the ongoing discussions about LAHS parking. Thank you for your attention to this important issue. I look forward to your response and am happy to provide any further details or clarification as needed.

Sincerely,
Purnima Vig and Sundeep Vig
245 Alicia Way
408.394.1601

From: [Laura Larghi](#)
To: [Public Comment](#)
Subject: Parking problems around LAHS: Proposal that could work for all parties
Date: Monday, February 24, 2025 4:45:38 PM

Hi,

I am a LAHS parent and I am writing to you with a proposal that I believe is a compromise and could work for all parties:

In the roads around LAHS, both North and South parking spots should be designed on the road obliging people to park in the spot and avoiding parking in front of driveways, mail boxes and on corners.

Furthermore one or two spots in front of each house should be striped and be available only to residents who have a parking permit.

With this option, residents have designated spots and students have some spots available near the school.

I understand that rules should be enforced but this is apply also to parking restrictions.

The school is a resource for the community it does not have to be penalized.

I hope you can consider my proposal.

Many thanks and best regards

Laura

From: Laura Larghi <laura_larghi@hotmail.com>
Sent: Saturday, February 15, 2025 10:39
To: publiccomment@losaltosca.gov <PublicComment@losaltosca.gov>
Subject: Please reconsider the parking restrictions around LAHS

Hi,

I am a LAHS parent, and I am writing to ask you to please reconsider the parking restrictions around the school.

The new restrictions are making life more difficult for everybody:

- Students need to park far away and have to walk to the school on roads without

sidewalks

- Neighbors cannot park in front of their houses and their visitors have to park far away
- The traffic has not improved only the chaos has expanded to more roads

Los Altos is a highly populated town and parking is necessary. Why don't we focus on ticketing who parks illegally and remove the restrictions?

I believe that the long term goal is to have better public transport and more people biking and walking but this does not happen overnight.

I really hope you can reconsider the parking restrictions.

Thank you and best regards

Laura

LAHS parent

From: [Julia Miyaoka](#)
To: [Public Comment](#)
Subject: Public comment Agenda item #7 February 25, 2025
Date: Monday, February 24, 2025 7:14:52 PM

Hello Los Altos City Council Members,

In regards to Item #7, "All existing parking restrictions around Los Altos High School will be modified to 2-hour parking from 8:00 am to 12:00 pm, Monday through Friday", I don't think this is a good idea, as some students will try to move their cars after 2 hours, resulting in students driving around at brunch.

Here are my observations about the new no-parking signs along Jardin Drive, Alvarado Avenue, Panchita Way, Los Ninos Way, Distel Drive, Casita Way, and Alicia Way:

The parking problem has moved mainly to these streets:

1. Jardin Drive, Mountain View (note that the parking signs on Jardin end at Alicia)
2. Creeden Drive, Mountain View (off of Alicia)
3. Middle part of Alicia between Almond and Avalon
4. Valencia and the cul de sacs off of Valencia
5. Middle part of Gordon, Angela, and Angela Court

Here are my suggestions:

1. LAHS returns the parking they used to have along the fence that runs parallel to Alicia from Almond to Jardin.
2. Remove all parking restrictions except:
 - Put no parking signs near all intersections near LAHS. I have noticed over the years that some high school students park at corners, creating a visibility issue for drivers.
 - Consider making Casita Way a no-parking street during school hours, as many students seem to bike and walk that way as they exit the high school.
3. Communicate to the students not to park in front of mailboxes or driveways.

Sincerely,
Julia Miyaoka

From: [Ning Ke](#)
To: [Public Comment](#)
Subject: In support of the current parking restriction around LAHS
Date: Tuesday, February 25, 2025 10:54:33 AM

Dear Los Altos City Council,

I am writing to express my strong support for the current parking restrictions around Los Altos High School (LAHS), specifically the no parking (8 AM-12 PM) north of Jardin on Casita, Los Niños, and Panchita. As a parent of a student who bikes to school every day, I am deeply concerned about the potential increase in car traffic that could result from any changes to these restrictions.

Based on my observations, car traffic has significantly decreased around the school since the implementation of these restrictions. This reduction in traffic has led to several important benefits:

1. **Increased Safety:** The current restrictions have made it safer for students who bike and walk to school, reducing the risk of accidents.
2. **Environmental Benefits:** There has been a noticeable reduction in air pollution, noise, and greenhouse gas emissions.

To address concerns from parents and students who wish to remove the parking restrictions, I offer the following suggestions:

- **Alternative Parking:** Students can park north of Alvarado and walk 0.5 miles (~15 minutes) to school.
- **Mindset Shift:** Often, "too far" is a relative term. My student biked 2 miles daily to and from middle school with a 150-foot elevation difference. A 20-minute bike ride is excellent for health!
- **VTA Bus 40, Car pooling, Ride sharing etc.**

The safety of our children is of utmost importance, and the current parking restrictions are crucial in maintaining a safer environment for students who choose to bike or walk to school. Increased car traffic around LAHS could significantly heighten the risk of accidents, making it less safe for students like my child to bike to school.

I urge you to consider the safety implications and the benefits of reduced traffic when making decisions about parking policies around LAHS. Thank you for your attention to this important matter.

From: [Alice Mansell](#)
To: [City Council](#); [Public Comment](#)
Subject: Public Comment - Los Altos Council 2/25/25 7pm Meeting Consent Calendar # 3
Date: Tuesday, February 25, 2025 12:24:15 PM

Consent Calendar Item #3 Award Contract for Hillview Dog Park

I support the PALLA request to pull this agenda item from the consent calendar and schedule another date to provide time for public review and comment. There must be before this project is authorized a discussion of the \$2M+ budget and a public viewing of the construction plans including its new paved parking encroachments into the Civic Center's historic orchard resource lands.

For example, where is the Civic Center's master plan with cumulative environmental and historic impact reports for these 11 projects?

In planning or under construction now:

1. Dog Park*
half of it is located above the new EOC drainage field
2. EOC+
emergency generator, fuel tank, drainage field, and underground utility lines
3. LACY*+
conversion of youth center to private city staff offices
4. LALE library courtyard+
subject to two pending administrative appeals
5. Museum Orchard care plan
Since July 2023 has caused or allowed tree deaths and removals reducing orchard historic resource size by over 40%. Museum's first annual report has been overdue since August 2024 and its Maintenance Plan overdue since January 2024
6. Library interior remodel
No public discussion allowed to consider using LACY as a childrens library and connect that visually to Civic Center playground and historic Smith House

Completed projects:

7. NE Grove orchard land 100% destroyed, set aside for future police building expansion
(Sept 2024)+
8. Museum allowed partial orchard lands to be set aside by installing no new irrigation on land City staff designated for LACY expansion, LALE library courtyard, new parking spaces and other orchard encroachments for Projects 1, 2, 3 & 4
(Fall 2023)
9. City Hall orchard care plans caused hundreds of orchard tree deaths
(2010 - July 2023)
10. Future police department building expansion
(announced June 2024) +*
11. Friends of Library sheds placed as a "interim solution" on orchard lands
(2019)

* new paved parking on orchard lands

+ Multiple new underground utility lines bored and trenched in historic orchard

Alice Mansell
Los Altos

From: [Tal Shalon](#)
To: [Public Comment](#)
Subject: Please allow students to park
Date: Tuesday, February 25, 2025 1:05:58 PM

Dear honorable city council members,

I am a parent of a student at Los Altos High School, and I am writing to ask you to please reconsider the parking restrictions around the school.

We live far from the school, and my son drives to school every day. He finds it very difficult and time-consuming to find parking. We have already received four parking tickets that we had to pay.

I understand the frustration of local residents, but there are better ways to address the situation than blocking all parking on nearby streets, even when some streets are wide enough to accommodate cars. This feels like collective punishment for students for the misbehavior of a few.

Regarding the safety claim, I have mostly heard from residents that the issue is more about inconvenience, which can be addressed in other ways. On the other hand, requiring students to ride bikes without safe routes during rush hour is very dangerous.

Students and their families are not second-class residents—they also have the right to use public spaces. **To ensure fairness for all, I believe a balanced solution that considers students' needs can be found. One solution is to monitor student behavior or allow limited parking on streets. A student permit for each street can be used to monitor this.**

It is not fair that our students are the only ones in the area who are unable to drive to school.

Thank you for your time and consideration.

Sincerely,

Tal Shalon

From: [Alice Mansell](#)
To: [City Council](#); [Public Comment](#); info@midpen-housing.org
Subject: Public Comment - 2/25/25 5pm Closed Special Los Altos Council Meeting Agenda Item #1
Date: Tuesday, February 25, 2025 1:17:08 PM

For 2/25/25 5pm Closed Special Los Altos Council Meeting
Agenda Item #1 concerning downtown Parking Plazas 7 & 8

I request Council members and staff disclose on the public record during the 2/25/25 7pm City Council's regular meeting if any of the Council members, the City Manager, his Deputy City Manager/Zoning Administrator/Planning Administrator, and/or their spouses have any conflicts of interest or any appearance of such conflicts involving any downtown Los Altos parking plazas from real estate or work interests downtown including ownership, leases, rentals, work sites, investments and/or political donations from anyone or any entity associated with the developers listed on the agenda item.

Alice Mansell
Los Altos

From: [Atossa Shafa](#)
To: [Public Comment](#)
Subject: Parking restrictions surrounding the LAHS campus
Date: Tuesday, February 25, 2025 2:00:59 PM

As I have witnessed a unilateral decision being implemented for parking, creating strict restrictions for anyone wishing to park near the campus, on streets perpendicular to Jardin, I wish to bring up the following notes against this setup, and also propose some solutions:

1. I deem it unnecessary to have completely removed all parking spaces during the 8am-2pm timeframe.
 - This has negatively impacted students who must drive in (who live more than 1hr walking distance, including students living in Los Altos, Los Altos Hills and Mountain View).
 - This has diminished access by parents, volunteers and visitors (authors, researchers) to the campus as they are unable to access the campus easily. The visitor spaces are not always sufficient for these purposes. And all schools, public or private, rely on parent participation for many programs (including serving lunch).
 - This has negatively impacted residents on those streets who are now unable to host friends overnight, unable to receive any service (gardening, cleaning, construction, medical services, etc).
2. This approach is inconsistent with parking restrictions throughout the Bay area. Even surrounding the Mountain View High School, parking is not restricted to this extent.

A more amiable approach would be to provide resident permit parking spaces for half the street, and allow public parking on the other half. This is the model followed by Los Gatos, off of University Ave. The spots closest to the busy University are public parking, the spots further in are permit parking.

Thank you.
Atossa Shafa, Parent

From: [Atossa Shafa](#)
To: [Public Comment](#)
Subject: Re: Parking restrictions surrounding the LAHS campus
Date: Tuesday, February 25, 2025 2:22:20 PM

Apologies - I missed these 3 points:

3. Having a district made up of a large boundary but only making it easily accessible for part of that boundary is **unequitable** when students who live further would have to walk 1 hour to school each way, and lose precious study time vs students walking 10-20 mins to school. Again, this includes students in Los Altos, as well as Los Altos Hills and Mountain View.

4. **Enrollment** has increased by 45 students in ~10 years. This is hardly the argument that could be made why today more spaces are needed. They are not. And the US average for students driving to school is 30-40% of students. I believe LAHS has a lower percentage than the national average. In addition, by restricting that space immediately adjacent to the school, the problem has simply been **spread to other neighborhoods**, instead of **equally distributing the spaces**. (ie, allow permit parking and public parking on all streets nearby, ensuring that every street/neighborhood carries a fair share of the parking load).

5. The **safety** hazards of removing parking spaces and increasing drop-off traffic have resulted in a dangerous situation. More cars than necessary are in the drop-off space, creating a chaotic and perilous situation for students and residents alike, particularly for the pedestrians and bicyclists. In addition, this is **environmentally damaging** and inconsistent with the approach to implement improving environmental measures - not lessening them.

Proposal: By allowing **permit parking and public parking on each of the surrounding streets**, all streets/neighborhoods carry a fair share of the parking load, as opposed to favoring the closer streets and disfavoring other streets.

Proposal: Whilst the school is **evaluating options for increasing parking spaces**, the city needs to do the same **in consortium**. Not working against its own high school...

Thank you.

Atossa Shafa, Parent at LAHS

On Tue, Feb 25, 2025 at 1:59 PM Atossa Shafa <atossa.shafa@gmail.com> wrote:

As I have witnessed a unilateral decision being implemented for parking, creating strict restrictions for anyone wishing to park near the campus, on streets perpendicular to Jardin, I wish to bring up the following notes against this setup, and also propose some solutions:

1. I deem it unnecessary to have completely removed all parking spaces during the 8am-2pm timeframe.

- This has **negatively impacted students** who must drive in (who live more than 1hr walking distance, including students living in Los Altos, Los Altos Hills and Mountain View).
- This has **diminished access by parents**, volunteers and visitors (authors, researchers) to the campus as they are unable to access the campus easily. The visitor spaces are not always sufficient for these purposes. And all schools, public or private, rely on parent participation for many programs (including serving lunch).
- This has **negatively impacted residents** on those streets who are now unable to host friends overnight, unable to receive any service (gardening, cleaning, construction, medical services, etc).

2. This approach is **inconsistent with parking restrictions throughout the Bay area**. Even

surrounding the Mountain View High School, parking is not restricted to this extent.

A **more amiable approach** would be to provide resident permit parking spaces for half the street, and allow public parking on the other half. This is the model followed by Los Gatos, off of University Ave. The spots closest to the busy University are public parking, the spots further in are permit parking.

Thank you.

Atossa Shafa, Parent