

**SAMTRANS**  
**CORRESPONDENCE**  
**as of 12-01-2023**

**From:** [Michael Chanteloup](#)  
**To:** [Mates, Julia \[jmates@belmont.gov\]](#); [Davina Hurt](#); [tmccune@belmont.gov](#); [Gina Latimerlo](#)  
**Cc:** [Afshin Oskoui](#); [Carlos de Melo](#); [Jozi Plut](#); [Freitas, Julie](#); [mthompson@belmont.gov](#); [Simon Oh](#); [Gay Buckland-Murray](#); [Jeff Gee](#); [Chad Stone](#)  
**Subject:** December 1st 2023  
**Date:** Friday, December 1, 2023 2:12:41 PM

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**Monday of this week was Carlmonts first day back from Thanksgiving Holiday.**

**I was on a bus heading northbound that originated from San Carlos - that took 35 minutes from about Club Drive/Devonshire/Dartmouth to Ralston and Alameda.**

**This bus was caught in the middle of early dismissal and kids were wandering aimlessly and intentionally across the street, stepping off the curb on the Carlmont side of the road and walking diagonally toward the Lunardi's side of Alameda.**

**Factoring in cars coming the other way and neighborhood residents it may have been one of the worst experiences of my life.**

**There has to be some protocol and etiquette used on days like this.**

**Thanks  
Mike Chanteloup**

On Tue, Aug 29, 2023 at 1:55 PM Michael Chanteloup <[smpost82@gmail.com](mailto:smpost82@gmail.com)> wrote:  
Julia and Council -

Back when the article was written and the first email sent - I had stated that I wanted to make a difference aka be a difference maker with after school traffic stemming from various schools - but the majority from CHS.

I'm a firm believer that currently the city has given - those after school students walking from campus to the Lunardi's area - given too many choices. (Yellow Marked Crossing

The crossing at the north west corner of Ralston ave and Carlmont drive - should not be available.

The way it is now - students are almost walking down the middle of Ralston looking for any way to wreak havoc on north and southbound cars that are unrelated to Carlmont.

I have walked on the Lunardi's side of the street and viewed kids meandering and sauntering down the street looking to create their own organic ways to cross from the west side of Carlmont to the East side.

Something needs to be done.

warm regards  
Mike Chanteloup

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**From:** Michael Chanteloup <[smpost82@gmail.com](mailto:smpost82@gmail.com)>

**Sent:** Saturday, November 5, 2022 2:07 PM

**To:** Julia Mates - Mayor <[jmates@belmont.gov](mailto:jmates@belmont.gov)>; Charles Stone <[cstone@belmont.gov](mailto:cstone@belmont.gov)>

**Subject:** SMDJ article titled - Belmont exploring Carlmont crossing guard program City addressing traffic congestion and pedestrian safety

Dear Julia and Charles -

I wanted to address you both as your comments were spot on regarding the issues of traffic congestion in and around Carlmont HS - and also heading down SC Ave and most prominent - on Alameda, heading North towards Carlmont Shopping Center.

I was in the eye of the storm back in 2006 when this evolution started to happen as I coached JV and assisted on the Carlmont Varsity Baseball team. The JV's would have to go to Burton Park and as I exited or needed to get back inside the campus, it took me from 45 minutes to 1 hr. and 15 minutes for me to get back inside the school.

<https://scotscoop.com/carmont-traffic-remains-despite-new-safety-effort/>

This current traffic problem has been around for a very long time . . . *and then worsened around 2009.*

**What is really bad are the minimum days when students wander towards the Sam Trans bus stop and the Carlmont Shopping Center. As they walk northbound they semi-cross the street to the east side in front of Crippen and Flynn, or worse yet they saunter down the Alameda and are given too many options to cross the street from one sidewalk to another.**

**They can cross at Carlmont Drive - on BOTH sides of Carlmont Drive - completely destroying any synergy between other walkers, drivers and Sam Trans bus drivers who literally have zero chance in navigating a left hand turn at Carlmont and the Alameda, especially with the double cross walks.**

**Although I cited minimum days, the above theatrics happen M - F - regardless of time of dismissal.**

**There is also a dicey exit/entrance in front of Lunardi's that adds to the potential recklessness of that entire area - I would say from Belameda Park, near the Library - all the way, to and including IHM and the (separate) ped-crossing nearest the second driveway of Carlmont shopping center - closest to Ralston ave.**

*Below are notes I took when and while my nephews attended Carlmont*

#1 - closing the campus in the late 1990's. As a result, the gate of the "senior parking lot" was closed and locked at a determined time in the morning and not reopened until a certain time in the afternoon (probably after 6th period or thereabouts). Most students who drove, for various reasons, decided every day to park on the side streets instead. That meant the same amount of vehicular traffic plus creating more pedestrian traffic at the same time . . . a constant stream of students crossing the Alameda at both El Verano and Chula Vista. The students are smart. They know pedestrians have the right-of-way and do not hesitate to cross as soon as they arrive at the intersection. I am not sure whose responsibility it is, police or the school, but using crossing guards to corral students or a traffic officer for 30 minutes or so, twice a day may be the way to go for a better flow of traffic. (I personally witnessed a certain vice principal gleefully bragging in the front office how nice it was that "the seniors parking lot was so empty

now.” Their required surveillance of the lot was made easier for them with fewer cars/students in it.)

#2 - Circa 2009, we can thank one of Carlmont’s so-called best “employees” . . . David "B" . . . for helping hugely to create this monster. It was his quest as a city council member to eliminate two full lanes for traffic in front of Carlmont and replace them with both the angled parking spaces in place of the already-there parallel parking PLUS the necessary and busy (not) bike lanes.

**This travesty instantly** created mile-long backups in both directions mornings and afternoons. Instead of simply admitting the error and reopening the lanes, a community meeting was held in the cafeteria to discuss with the police department what to do. I believe it was Dan DeSchmidt who spent the entire meeting writing attendees’ suggestions on a large chalkboard of how to alleviate this new traffic quandary. Nothing was changed or solved. (Another personal observation by me was overhearing Mr. B. actually bragging that it was HE who was responsible for proposing and getting those bike lanes in front of Carlmont.

As many have recently discovered there are some good teachers in their profession for the right reasons, but the not-so-good ones and the administrations are a very different animal. It is all about them . . . period. This is NOT new either . . . it has just been exposed. **I observed (maybe too much) in all the countless hours I spent inside Carlmont.**

I have experience with roundabouts and they can be dicey if there is no precision in regards to their exact sizes. Why investigate/create permanent quagmire-type solutions to mitigate a transitory problem (a brief 20-30 minutes in both morning and afternoon) that will consequently adversely affect traffic for the whole rest of the day and night? The tremendous amount of taxpayer money that is being wasted on committees and possible construction could be used to compensate crossing guards or police officers instead. On the other hand, how about a stipend to entice teachers to tackle the crossing guard duties?

Thank you both for your time,

Mike Chanteloup  
650-678-5616  
[smpost82@gmail.com](mailto:smpost82@gmail.com)

[https://www.smdailyjournal.com/news/local/belmont-exploring-carlmont-crossing-guard-program/article\\_576c59b0-58f9-11ed-843f-2bd72cd66ee2.html](https://www.smdailyjournal.com/news/local/belmont-exploring-carlmont-crossing-guard-program/article_576c59b0-58f9-11ed-843f-2bd72cd66ee2.html)

### **Belmont exploring Carlmont crossing guard program**

City addressing traffic congestion and pedestrian safety

Curtis Driscoll Daily Journal staff

Seeking to alleviate traffic issues and increase safety for students around Carlmont High School, the Belmont City Council is examining the formation of a school crossing guard program.

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The council aims to improve pedestrian crossings by having a crossing guard organize and direct students into groups for crossing efficiency during busy times, increasing pedestrian safety and minimizing traffic issues on the Alameda de las Pulgas corridor. The topic has taken on a renewed urgency this year due to increased backup delays, with cars more aggressive and high school students darting across the streets, resulting in near misses.

“I think a crossing guard, or at least looking into it, will be helpful to mitigate some of the near misses and the fact that people are trying to go whether or not it’s their turn,” Mayor Julia Mates said. The council approved creating a council subcommittee at its Oct. 25 meeting to get a program going, following a request from Mates and Councilmember Charles Stone, with both voted to serve on the subcommittee. The city’s subcommittee would work with the Sequoia Union High School District and the city of San Carlos on a pilot program.

“It’s certainly worth taking a crack at seeing whether or not the three partners can figure out a way to fund a crossing guard and try it for the rest of the year to see if it works,” Stone said. The streets around the high school on Alameda de las Pulgas have been a longtime concern, particularly around school start and end times. Congestion affects Carlmont, Immaculate Heart of Mary School, Charles Armstrong School and Tierra Linda Middle School during the school year. In the mornings, southbound queues on Alameda de las Pulgas extend from Carlmont Drive to hundreds of feet east of Dartmouth Avenue, while northbound delays extend from Dartmouth Avenue to nearly Carlmont Drive. Pedestrian crossing at the intersections along Alameda de las Pulgas often leads to the additional wait time for drivers and pedestrians.

While traffic is always a worry, there have been increased complaints about traffic this year, said Stone. Carlmont and nearby Ralston Middle School have similar start times, resulting in more traffic than usual in an already congested corridor. The city does not provide crossing guards for high school students and only has them for elementary school students.

“The issue of herding the kids, which means waiting a little while before they pass and only letting them move across the street when there is an aggregated mass, will help the traffic flow at the peak hours,” Stone said.

Alan Sarver, a trustee with the Sequoia Union High School District, said the district is eager to be part of the process to help. Sarver hopes the added presence will improve traffic flow and student safety, noting crossing guards added at Sequoia High School in Redwood City have been helpful.

“This is a good example of the kind of partnership that has been developing and growing between the Sequoia Union High School District and the city of Belmont,” Sarver said.

According to a staff report, the program would likely cost around \$50,000, shared among the two cities and the school district.

“It’s a creative solution, ” Councilmember Davina Hurt said. “It can be cheaper than a stoplight because it is only during certain peak times during the day.

The city is also working on further improvement plans for the area through the Alameda de las Pulgas and San Carlos Corridor Project. The project aims to solve traffic delays and enhance bicyclist and pedestrian safety in the corridor from Ralston Avenue along Alameda de las Pulgas to the intersection of San Carlos and Cranfield avenues, which is in the vicinity of Carlmont High School and Tierra Linda Middle School. The state has allocated \$3.4 million in its budget for the project. It calls for replacing three stop-controlled intersections with mini-roundabouts at Alameda de las Pulgas and El Verano Way, Chula Vista Drive and Cranfield Avenue.

**From:** [Mass Transit Board \(@samtrans.com\)](#)  
**To:** [Mass Transit Board \(@samtrans.com\)](#)  
**Subject:** November 30, 2023 Transit Bids  
**Date:** Thursday, November 30, 2023 7:00:18 AM

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**RFP 24-T004 Microtransit & Paratransit**  
From Trinity Metro

The purpose of this RFP is to solicit responses from qualified firms (Proposers) and technology providers to provide a package for Microtransit/Paratransit Services for the designated areas within Tarrant...

**RFP: No. 23-00263 PARATRANSIT SERVICES**  
From Hampton Roads Transit (HRT)

Hampton Roads Transit (HRT) requests proposals from highly qualified firms with requisite experience and service offerings to provide paratransit van, sedan, and call center services. Proposal packages...

**RFI 23-11-491 IndyGo Blue Line BRT. Articulated (60') Bus**  
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**Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) and Scheduling Intelligent Transportation System for Fixed Route and Streetcar**  
From Hillsborough Area Regional Transit Authority (HART)

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**23-001 for Transit Operations and Management Services**  
From City of Turlock

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**Heavy Duty Transit Vehicles**  
From Morongo Basin Transit Authority

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### **CATS Classification and Compensation Study** From Charlotte Area Transit System (CATS)

CATS is seeking a contractor to perform a comprehensive evaluation of all positions and job classifications within the CATS Department. The study objectives include the following aspects: classification...

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Mass Transit  
Endeavor Business Media  
30 Burton Hills Blvd., Suite 185  
Nashville, TN 37215